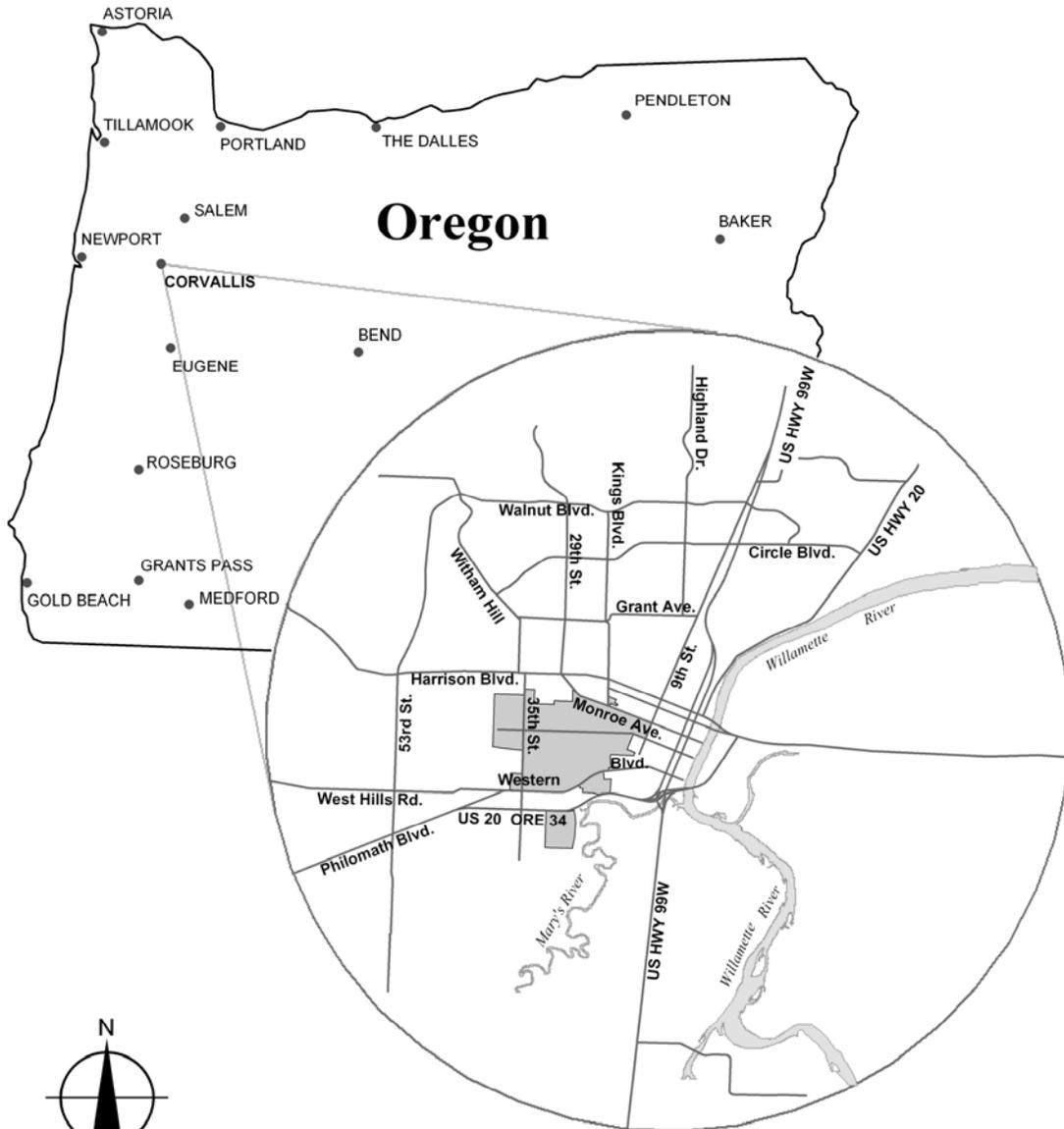

OREGON STATE
U n i v e r s i t y

**CAMPUS MASTER PLAN
2004-2015**

DECEMBER 2004

Oregon State University
Campus Master Plan
Vicinity Map



Map Not to Scale

Corvallis, Oregon



CAMPUS MASTER PLAN 2004-2015

Prepared By:

Oregon State University
Facilities Services
100 Adams Hall
Corvallis, Oregon 97331-2001

Jim Lloyd, Director of Facilities Services
Vincent Martorello, Campus Planning Manager
Patty McIntosh, Senior Space Planner
Dan VanVliet, Mapping Coordinator
Carolyn Munford, Planning Analyst

December 2004

Oregon State University (OSU) would like to acknowledge the following parties for their contribution to the Campus Master Plan (CMP).

City of Corvallis City Council, City Manager and City Attorney

Helen Berg, Mayor	Jackson Cassady, Ward 4	Scott Zombrick, Ward 7
Vicki McRoberts, Ward 1	Rob Gándara, Ward 5	Betty Griffiths, Ward 8
Tina Empol, Ward 2	Scott Wershow, Ward 6	Hal Brauner, Ward 9
George Grosch, Ward 3		

Jon Nelson, City Manager
Jim Brewer, City Attorney

City of Corvallis Planning Commission

Ed Barlow-Pieterick, Chair	David Connell	David Graetz
Bill York, Vice Chair	Tracy Daugherty	Tony Howell
Kirk Bailey	Jane Fleischbein	Bruce Orsen

City of Corvallis Community Development Staff

Ken Gibb, Community Development Department Director
Kelly Schlesener, Planning Division Manager
Fred Towne, Senior Planner

City of Corvallis Public Works Staff

Steve Rogers, Department Director
Keith Turner, Development Engineering Supervisor
Josh Bjornstedt

OSU Neighbors

Special thanks are in order for a group of neighbors that helped to prepare the final version of the CMP to ensure neighborhood concerns were addressed.

Dan Brown	Carol Chin	Andrew Ross	Robert Mason
Gary Angelo	Trish Daniels	Richard Towey	John Foster
Tammy Stehr	Jim Washburn	Joan Sandeno	

OSU Facilities Services Staff and Consultants

Facilities Services Design and Construction	Ms. Terri Harding, Satre Associates
Facilities Services Site Operations	Mr. Thomas Bauer, PTVAmerica
Facilities Services Environmental Health and Safety	Mr. Tom Armstrong, Winterbook Planning
Facilities Services Administration	Keyword Technical Writing and Editing

Table of Contents

Chapter 1 – Introduction

1.0 Introduction	1-1
1.1 Campus Master Plan Purpose and Overview	1-1
1.2 OSU Mission Statement	1-3
1.3 Campus Character	1-5
1.4 OSU History	1-14
1.5 OSU Campus Planning History	1-17
1.6 CMP Plan Objectives	1-21
1.7 CMP Planning Process	1-22
1.8 Organization of the Campus Master Plan	1-23

Chapter 2 – CMP Principles and Policies

2.0 Campus Master Plan Principles and Policies	2-1
2.1 Community Relationships	2-1
2.2 Academic and Research Excellence	2-3
2.3 Student Life and Services	2-4
2.4 Athletics	2-5
2.5 Site Development, Operations, and Management	2-5
2.6 Transportation, Circulation, and Parking	2-7
2.7 Pedestrian Systems and Open Space	2-8
2.8 Environmental Stewardship and Natural Features	2-9
2.9 Lighting and Site Furnishings	2-13
2.10 Utility Infrastructure	2-14

Chapter 3 – Projected Facility Needs

3.0 Projected Facility Needs	3-1
3.1 OSU Population Projections	3-1
3.2 Campus Overview	3-3
3.3 Existing Facilities	3-4
3.4 Future Growth	3-9
3.5 Condition of Facilities	3-13
3.6 Capital Construction	3-14

Chapter 4 – Campus Development

4.0 Campus Development	4-1
4.1 General Development Policies	4-5
4.2 Sector Descriptions	4-9
Sector A – West 35 th	4-9
Sector B – West Campus	4-13
Sector C – Campus Core	4-17
Sector D – Lower Campus	4-21
Sector E – Southwest Campus	4-24

Chapter 4 – Campus Development, <i>continued</i>	
Sector F – Reser Stadium and Gill Coliseum	4-28
Sector G – LaSells and Alumni Center	4-32
Sector H – Far South Campus	4-35
Sector J – South Farm	4-37
Chapter 5 – Design Guidelines	
5.0 Design Guidelines Overview	5-1
5.1 The Design Process	5-2
5.2 Design Guidelines	5-4
Chapter 6 – Transportation Plan	
6.0 Transportation Plan	6-1
6.1 Transportation Policies	6-1
6.2 Transportation System	6-3
6.3 Transportation Impacts	6-7
6.4 Travel Survey	6-7
6.5 Base Transportation Model	6-12
6.6 Development Scenario Impact on Level of Service	6-16
6.7 Pedestrian and Bicycle Systems	6-20
6.8 Transportation Improvement Plan (TIP)	6-24
6.9 Transportation Demand Management Scenarios	6-34
6.10 Transit Systems	6-38
Chapter 7 – Parking Plan	
7.0 Parking Plan	7-1
7.1 Purpose of the Parking Plan	7-1
7.2 Parking Policies	7-1
7.3 Parking Plan Development	7-3
7.4 Current Parking Inventory	7-5
7.5 Current Parking Management Program	7-7
7.6 Off-Campus Parking Enforcement	7-10
7.7 Recommended Action Plan for Off-Campus Parking Management	7-13
7.8 Parking Demand Assessment	7-14
7.9 Parking and Alternative Transportation	7-17
7.10 Bicycle Parking	7-17
7.11 Bicycle Action Plan	7-19
Chapter 8 – Implementation of the CMP	
8.0 Implementation of the CMP	8-1

List of Tables

Chapter 2 – CMP Principles and Policies

Table 2.1 City-Inventoried Natural Features on OSU Property	2-10
---	------

Chapter 3 – Projected Facility Needs

Table 3.1 Historical Student Enrollment	3-1
Table 3.2 Projected Student Enrollment	3-2
Table 3.3 Projected Increase in OSU Student Enrollment and Faculty/Staff	3-2
Table 3.4 Average Age of Buildings within Each Sector	3-4
Table 3.5 Space Assignment by Use Category	3-4
Table 3.6 Historic Buildings Listed with the City and OUS	3-6
Table 3.7 Student Housing Facilities	3-8
Table 3.8 Assignable Square Footage by Growth	3-10
Table 3.9 Existing Assignable Percent Square Footage by Sector	3-11
Table 3.10 Most Likely Scenario by Assignable Square Footage	3-11
Table 3.11 Full Build-Out Scenario by Assignable Square Footage	3-12

Chapter 4 – Campus Development

Table 4.1 Building Square Footage by Sector	4-1
Table 4.2 Open Space Requirement by Sector	4-2
Table 4.3 Total Master Plan Area	4-5
Table 4.4 Sector A Area Calculations	4-9
Table 4.5 Sector B Area Calculations	4-13
Table 4.6 Sector C Area Calculations	4-17
Table 4.7 Sector D Area Calculations	4-21
Table 4.8 Sector E Area Calculations	4-24
Table 4.9 Sector F Area Calculations	4-28
Table 4.10 Sector G Area Calculations	4-32
Table 4.11 Sector H Area Calculations	4-35
Table 4.12 Sector J Area Calculations	4-37

Chapter 6 – Transportation Plan

Table 6.1 Mode Shares for Travel From/To Campus	6-10
Table 6.2 Mode Shares for Intra-Campus Travel	6-10
Table 6.3 Historical Mode Share Information	6-10
Table 6.4 Uses with Assignable Square Footage	6-12
Table 6.5 Growth and Assignable Square Footage by Scenario	6-12
Table 6.6 Existing Level of Service	6-13
Table 6.7 Level of Service by Development Scenario	6-16
Table 6.8 Transportation Improvements by Sector	6-26
Table 6.9 Development Triggers Related to Allocated Buildable Square Footages	6-32

Chapter 6 – Transportation Plan, *continued*

Table 6.10 Transportation Demand Management Scenarios	6-35
Table 6.11 Trips Generated By TDM Scenarios	6-36
Table 6.12 Percentage Increases of Trips Above Current Levels by TDM Scenarios	6-37
Table 6.13 Corvallis Transit Bus System Scheduled Stops at OSU	6-38
Table 6.14 OSU Shuttle Ridership	6-39

Chapter 7 – Parking Plan

Table 7.1 Available Parking Spaces by Lot Type	7-5
Table 7.2 Parking Usage by Lot Type	7-5
Table 7.3 Headcount and Parking Summary	7-6
Table 7.4 Parking Usage by Sector	7-6
Table 7.5 Parking Permits Issued and Cost Per Year	7-8
Table 7.6 Shuttle Ridership by Term and Academic Year	7-9
Table 7.7 On-Campus Parking Enforcement Citations	7-10
Table 7.8 Neighborhood Parking Usage	7-10
Table 7.9 District A, Neighborhood Parking Usage by Time Period	7-12
Table 7.10 District B, Neighborhood Parking Usage by Time Period	7-12
Table 7.11 Historical Parking Demand	7-14
Table 7.12 Population Increase	7-16
Table 7.13 Future Parking Demand	7-16
Table 7.14 Covered and Uncovered Bike Parking, 2003	7-17

Chapter 8 – Implementation of the CMP

Table 8.1 LDC Table 3.36-1 Privately Owned Parcels	8-4
Table 8.2 LDC Table 3.36-2 Building Square Footage by Sector	8-10
Table 8.3 LDC Table 3.36-3 Minimum Future Open Space by Sector	8-11
Table 8.4 LDC Table 3.36-4 Maximum Building Height by Sector	8-12
Table 8.5 LDC Table 3.36-5 Residential Use Zoning Standards	8-24

List of Figures

Chapter 1 – Introduction

Figure 1.1 OSU Campus Sector Map	Cover
Figure 1.2 OSU Memorial Union Quad, circa 1945	1-3
Figure 1.3 Lower Campus	1-4
Figure 1.4 Agricultural and Life Sciences Building	1-5
Figure 1.5 OSU Vicinity Street Map	1-7
Figure 1.6 Parking Facilities	1-9
Figure 1.7 OSU Buildings	1-11
Figure 1.8 Pedestrian Corridors and Open Space	1-13
Figure 1.9 Women Students at Oregon Agricultural College, circa 1898	1-14
Figure 1.10 OSU Campus, circa 1911	1-15
Figure 1.11 Education Hall, circa 1912	1-15
Figure 1.12 Memorial Union Construction, circa 1927	1-15
Figure 1.13 Aerial View of OSU, early 1930s	1-16
Figure 1.14 1909 Olmsted Brothers Plan	1-17
Figure 1.15 1926 Physical Development Plan	1-18
Figure 1.16 1945 Physical Development Plan	1-18
Figure 1.17 1964 Physical Development Plan	1-19
Figure 1.18 1976 Physical Development Plan	1-19
Figure 1.19 1986 Physical Development Plan	1-20
Figure 1.20 2004-2015 Campus Master Plan	1-20
Figure 1.21 Aerial Map of OSU with Sector Boundary	1-25

Chapter 2 – CMP Principles and Policies

Figure 2.1 CMP Input Sources	Cover
Figure 2.2 Linus Pauling, 1922 OSU Graduate and Recipient of the 1954 Nobel Prize for Chemistry and 1962 Nobel Peace Prize	2-3
Figure 2.3 OSU Football Player	2-5
Figure 2.4 Architectural Design for Renovation of Weatherford Hall, 2003	2-5
Figure 2.5 Northwest View from the Valley Library	2-8
Figure 2.6 Historic Light Fixture	2-13

Chapter 3 – Projected Facility Needs

Figure 3.1 Halsell Hall	3-3
Figure 3.2 OSU Historic Buildings	3-5

Chapter 4 – Campus Development

Figure 4.1 Aerial View of OSU	4-3
Figure 4.2 OSU Campus Sector Map	4-4
Figure 4.3 Irish Bend Covered Bridge	4-7
Figure 4.4 Map of Sector A	4-8
Figure 4.5 Map of Sector B	4-12

Chapter 4 – Campus Development, *continued*

Figure 4.6 Peavy Field	4-15
Figure 4.7 Map of Sector C	4-16
Figure 4.8 OSU’s Oldest Building, Benton Hall, Built in 1889	4-19
Figure 4.9 Map of Sector D	4-20
Figure 4.10 Map of Sector E	4-23
Figure 4.11 Richardson Hall	4-26
Figure 4.12 Map of Sector F	4-27
Figure 4.13 Reser Stadium on a Football Game Day	4-30
Figure 4.14 Map of Sector G	4-31
Figure 4.15 Map of Sector H	4-34
Figure 4.16 Map of Sector J	4-36

Chapter 5 – Design Guidelines

Figure 5.1 Waldo Hall	5-1
Figure 5.2 Madison and 11 th Street	5-5
Figure 5.3 Pedestrian Access to Core Campus	5-7
Figure 5.4 Valley Library Rotunda	5-10

Chapter 6 – Transportation Plan

Figure 6.1 Functional Classification System	6-4
Figure 6.2 OSU Street Ownership (Private Streets)	6-6
Figure 6.3 Transportation Analysis Zones	6-15
Figure 6.4 Existing Bicycle Improvements	6-22

Chapter 7 – Parking Plan

Figure 7.1 Existing Parking Facilities	7-4
Figure 7.2 City Parking Districts	7-11
Figure 7.3 Future Parking Locations	7-15
Figure 7.4 Existing Bicycle Parking Facilities	7-18

Chapter 8 – Implementation

Figure 8.1 Aerial View of OSU with OSU District Boundary	8-1
Figure 8.2 Campus Sector Map	8-9
Figure 8.3 Neighborhood Transition Area	8-12

OREGON STATE
U n i v e r s i t y

**CAMPUS MASTER PLAN
2004-2015**

CHAPTER 1 - INTRODUCTION

Campus Master Plan Sector Map

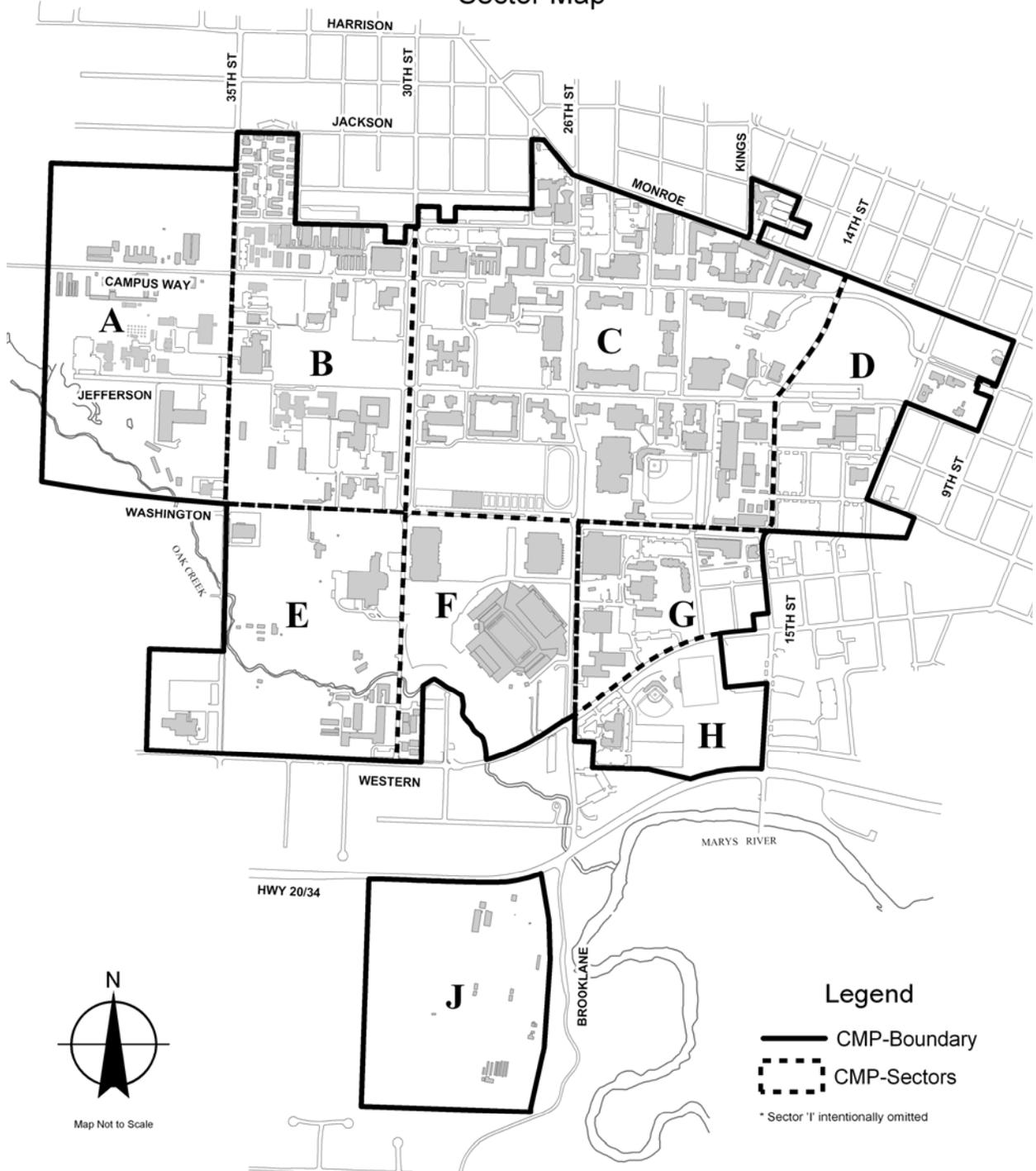


Figure 1.1: OSU Campus Sector Map

1.0 Introduction

1.1 Campus Master Plan Purpose and Overview

Oregon State University (OSU) is a comprehensive public research university and a member of the Oregon University System (OUS). As the state's land-, sea-, and space-grant institution, OSU has programs and faculty located in every county of the state. OSU views the state of Oregon as its campus, and works in partnership with Oregon community colleges and other OUS institutions to provide access to educational programs.

The OSU Campus Master Plan (CMP) focuses on the 570 acres of land recognized as the main campus within the city limits of Corvallis, Oregon. This acreage is situated west of downtown Corvallis and bounded, generally, by 9th Street to the east, Monroe Street to the north, Western Boulevard to the south, and 35th Street to the west.

The CMP has three purposes:

- Identify guiding principles and policies for the long-range planning of OSU that will direct the physical development (i.e., approximately three million gross square feet of new buildings and facilities) over the approximate 10- to 12-year planning horizon.
- Establish a conceptual framework for the campus through program development, land use determinations, intensity of development, and parking and circulation initiatives.
- Clarify and enhance the relationship and connectivity with the surrounding community.

The CMP was formulated to maintain and enhance the university's fundamental mission, its roles in undergraduate, graduate, and professional education, and its public service. The growth proposed in the CMP is necessary to accommodate the projected growth in the number of people seeking higher education and to support educational and research initiatives. The CMP offers flexibility in meeting the challenge of providing a compelling learning environment, while setting standards that direct future growth, guide future design decisions, and conserve and enhance the open space of the campus. In balancing these various concerns, the university truly becomes a public amenity for all in the state of Oregon.

The CMP updates the 1986 OSU Physical Development Plan and aims to meet the needs for the intellectual, economic, technological, and social advancement of the campus and surrounding community. The CMP is based on the contributions of administrators, faculty, staff, students, and the Corvallis community.

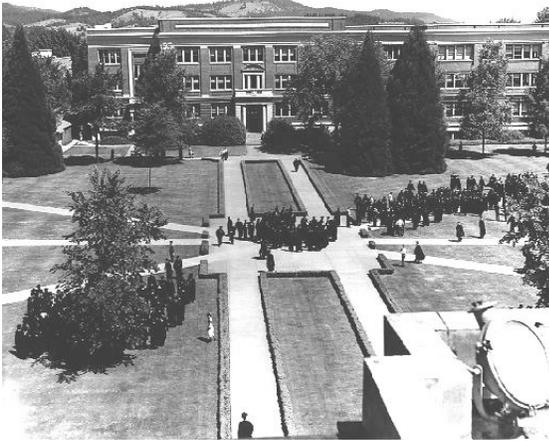
To guide future development and expansion of the campus, the CMP:

- Divides the campus into nine sectors, each with its own development allocation (amount of building square footage allowed) and development standards;
- Identifies the campus core (Sector C) as the primary area for academic and associated research-related facilities;
- Establishes the concept of grouping student academic activities within a 10-minute walk to minimize the need for automobile travel between classes;
- Anticipates approximately 750,000 gross square feet of new construction in the campus core area with an additional 2.4 million gross square feet in the other sectors most likely to occur over the CMP's 10- to 12-year planning horizon;
- Proposes a review framework that allows for city administrative approval if development is consistent with the development allocation, sector standards, and mitigation strategies;
- Recognizes that the core area will become denser (in terms of building mass and pedestrian activity), thereby displacing some parking adjacent to buildings;
- Locates displaced and new parking facilities in new lots and structures, but not necessarily adjacent to new development;
- Provides areas for additional student housing facilities;
- Identifies major campus entryways (portals) at Jefferson Avenue and/or Monroe Avenue and Western Avenue and 26th Street;
- Maintains the open space character of the campus by minimizing the amount of development in the lower campus, which is the area from 11th to 14th streets in the vicinity of Monroe Avenue. Development from 9th to 11th streets shall be for uses such as a welcome center, president's residence, additional student housing, and/or other uses that retain the open space character of the area; and
- Preserves the existing quads, proposes construction of new quads with new development, and respects the values associated with Oak Creek and other natural resource areas.

The CMP recognizes the need for facilities and services to support the academic and research communities of OSU. Through the implementation of the CMP, the university will respond to the intellectual, economic, and technological advancement needs of the campus community while visually and physically reinforcing the campus organization and unity.

1.2 OSU Mission Statement

OSU aspires to stimulate a lasting attitude of inquiry, openness, and social responsibility. To meet these aspirations, OSU is committed to providing excellent academic programs, educational experiences, and creative scholarship.



OSU is well positioned to contribute to the civic, economic, environmental, and social foundations of society, and particularly to help energize Oregon's economy and improve the lives of its citizens.

OSU's vision is to best serve the people of Oregon and to be among the top 10 land-grant institutions in United States. To achieve this vision, OSU will be true to its core values of accountability, diversity, integrity, respect, and social responsibility while creating an environment that facilitates further success.

Figure 1.2: OSU Memorial Union Quad, circa 1945

a. Core Values

1. Accountability

OSU is a committed steward of the loyalty and good will of alumni and friends and of the human, fiscal, and physical resources to which it is entrusted.

2. Diversity

OSU recognizes that diversity and excellence go hand-in-hand, enhancing teaching, scholarship, and service as well as the ability to welcome, respect, and interact with people.

3. Integrity

OSU practices honesty, freedom, truth, and integrity.

4. Respect

OSU treats all persons with civility, dignity, and respect.

5. Social Responsibility

OSU contributes to society's intellectual, cultural, spiritual, and economic progress and well-being to the maximum possible extent.

b. Achieving the Vision

Achievement of OSU's vision means that:

- OSU students are among the best in the nation in their ability to think broadly, address and solve complex problems, adapt to environments enriched by diversity and characterized by continuous change, work effectively in an international culture, compete successfully in their professional areas, and assume leadership roles in their communities;
- OSU faculty will be increasingly recognized throughout the world for their teaching, scholarship, research and outreach activities, their pursuit of academic and intellectual leadership, and integrity;
- OSU staff will excel in providing the professional and support services without which the university cannot reach its vision; and
- The people of Oregon and beyond will enjoy a higher quality of life built upon a balanced and growing economy, opportunities for its workforce, preservation of the environment, and the social well-being of its population.

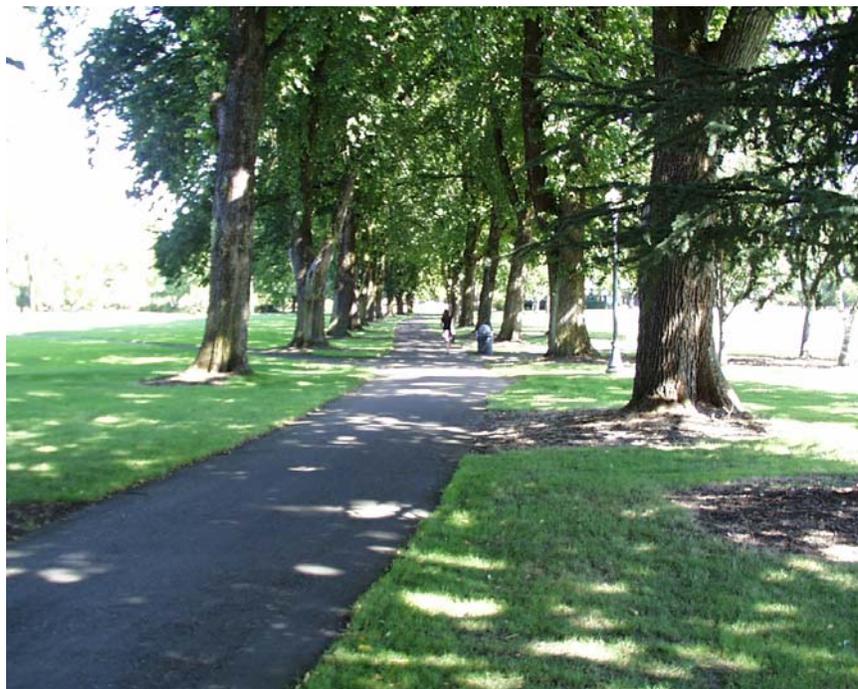


Figure 1.3: Lower Campus



Figure 1.4: Agricultural and Life Sciences Building

1.3 Campus Character

The character of OSU's campus is defined by a composite of elements including:

- Streets
- Parking
- Buildings
- Pedestrian corridors and open spaces

These separate but interrelated elements are integrated into the campus and form the framework for new development. Any new construction or development shall become an extension of these elements and continue to shape and define the physical character of OSU.

a. Streets

The campus is based on a grid pattern, which has its roots in the 1909 Olmsted Brothers plan (see section 1.5). The grid provides an easily understandable development pattern in which open space and pedestrian areas can be incorporated. Vehicular through-traffic is restricted from most areas of the campus core. The streets in the core areas are reserved for public transit, bicycle, pedestrians, and service and emergency vehicle access. The pedestrian-oriented zone allows for safe and convenient pedestrian movement and enhances the character of the campus.

Some streets through campus remain open to public access and provide for vehicular traffic to parking and to service destinations. Although these streets currently do not conflict with pedestrian usage, there may be a need to restrict public access through campus.

An information booth currently located in the parking lot on the north side of Jefferson Avenue and east of 15th Street provides visitors with campus directions and parking information. This CMP is intended, in part, to help improve the entryways and way-finding on campus. Major portals are proposed at the Jefferson Avenue and/or Monroe Avenue area as well as at 26th Street and Western Boulevard area. Development of these areas will further strengthen the sense of arrival on the OSU campus. These improvements will also provide a more convenient location for information dissemination.

The completed Highway 20/34 bypass of downtown Corvallis provides regional traffic connectivity between Interstate 5 and the coastal area. This route reduces traffic through downtown Corvallis and directs travelers destined for campus to the south campus entries, which results in increased traffic on 15th and 26th streets.

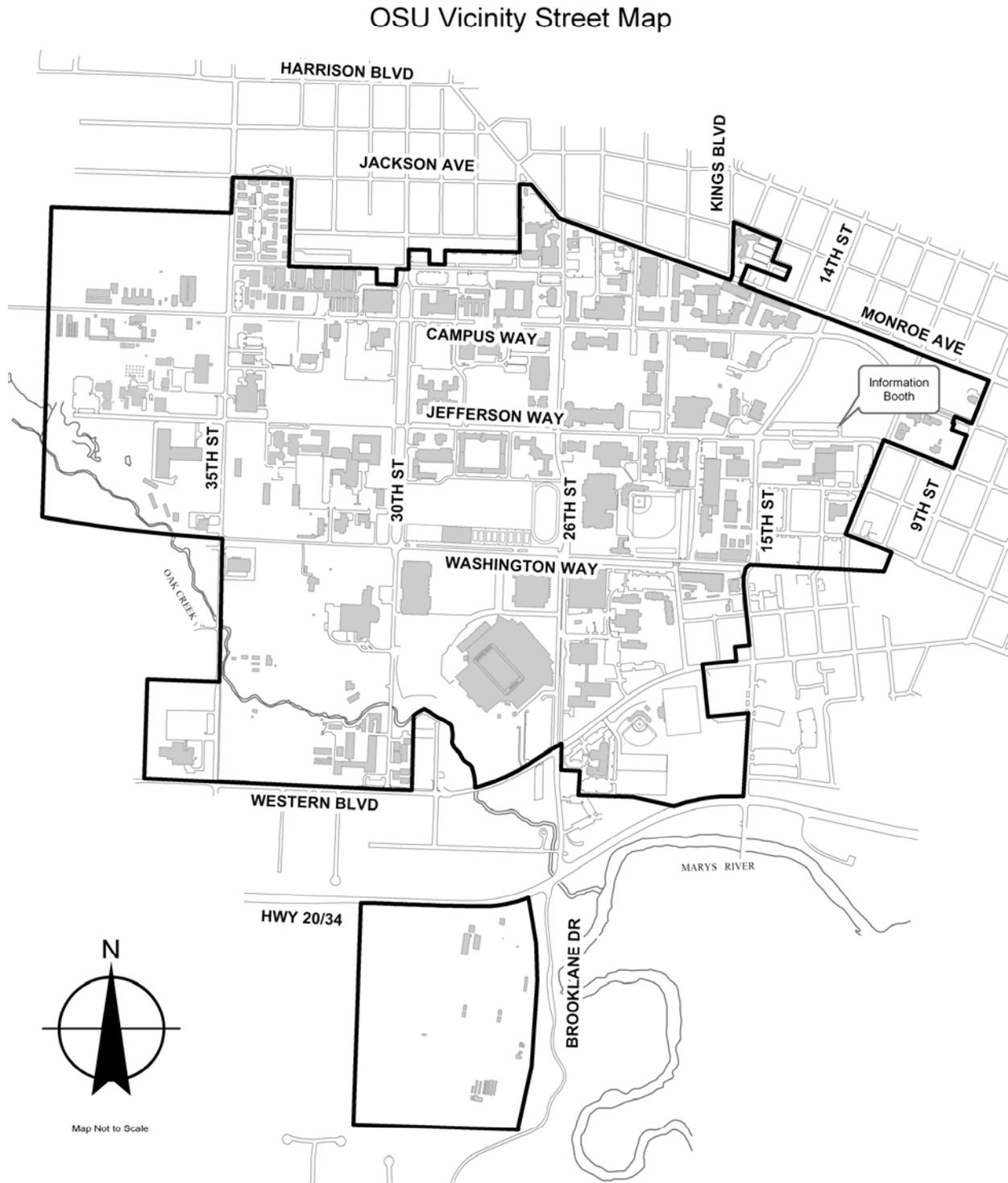


Figure 1.5: OSU Vicinity Street Map

b. Parking

Most of the campus parking spaces are located on the campus perimeter. The university has 58 acres of parking, which provides spaces for approximately 7,714 cars on campus. Of those spaces, over 1,000 are located in the Reser Stadium (Sector F) area. The greatest demand for parking, however, is in areas closer to the campus core where most academic facilities are concentrated; these areas also share the greatest demand for new and expanded facilities. Thus it is anticipated that some core parking areas will be redeveloped with new buildings, further displacing parking to perimeter locations.

Over the last decade OSU and the city have encouraged the use of alternative modes of transportation, particularly bicycle travel. Approximately 5,800 bicycle parking spaces are available on campus, one-third of which are covered. The spaces are distributed throughout the campus near all major destinations. Recently, some construction projects have included shower and locker facilities to further promote bicycle travel.

Bus ridership to the campus has increased dramatically due to a pre-paid ride program. This program allows faculty, staff, and students to ride the Corvallis Transit System bus upon showing a valid OSU identification card. Recently, rising enrollment and the increasing propensity of students to drive their cars to campus have increased the parking demand on campus. To meet this parking demand and mitigate the impact on local residents, a campus shuttle service was implemented in January 2000, thus allowing improved accessibility to peripheral parking facilities such as those at Reser Stadium.

Additionally, OSU is working with local transit authorities to institute a Transportation Demand Management strategy to encourage alternative methods of commuting. This includes promoting carpools and vanpools, bicycling, walking, telecommuting, and alternative work hours, among other strategies.

If the driving habits and trends of the OSU population continue at their current rate, the parking demand will require construction of new parking facilities. It is OSU's desire, as well as a local zoning requirement, to provide adequate on-site parking. To the extent possible, OSU seeks to encourage those who bring their vehicles to campus to park in OSU-provided facilities and not park in the surrounding neighborhoods. To the extent that students, faculty, and staff create parking problems in the surrounding neighborhoods, strategies may be needed to mitigate off-campus impacts.

Parking Facilities

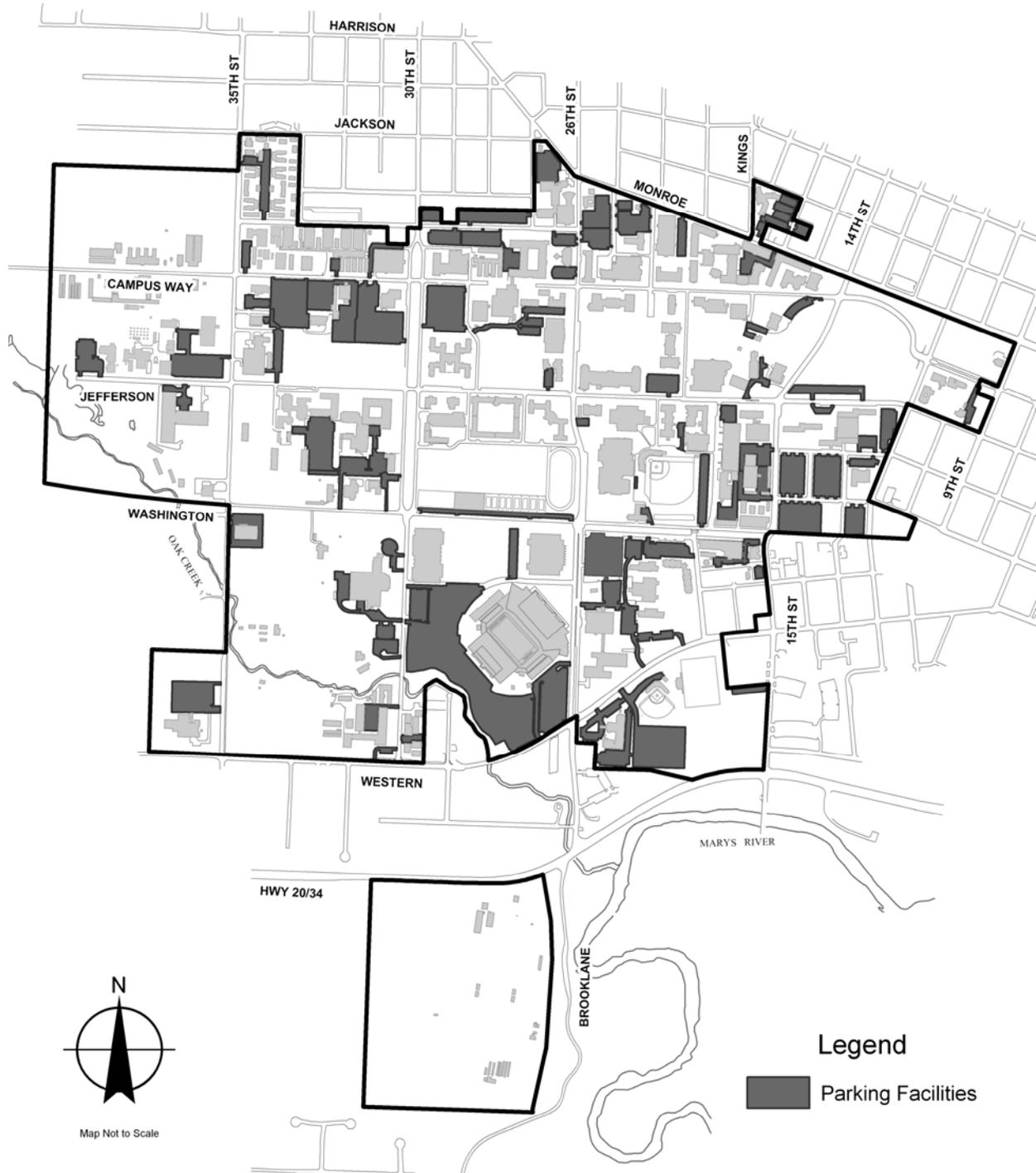


Figure 1.6: Parking Facilities

c. Buildings

The OSU campus consists of a wide range of building styles and types that reflect their functions, the attitudes of university administrators, and the popular styles at the time of building construction. The original buildings developed along the sloping land west of 15th Street were, for the most part, organized on a northeast/southwest axis corresponding to 14th and 15th streets. These buildings vary greatly in size and form, but all have strong stone bases and distinctive visual qualities.

The first campus master plan, prepared by the Olmsted Brothers firm in 1909, created a new planning order and attitude about landscape and architecture that emphasized the importance of trees and architectural harmony on campus. The Olmsted document stated that buildings should be of uniform brick materials and of basic classical forms with dignified entrances. Buildings should be oriented along tree-lined streets, facing broad open spaces so that each building could be fully appreciated. The Olmsted plan also called for landscapes of open lawn and clustered trees to minimize obstruction of the building facades.

While historic building patterns and styles continued to be recognized and appreciated, buildings constructed after 1945 shared little continuity in architectural character. The modern movement in architecture dominated this period, resulting in the emergence of widely varied building forms. The use of brick remained a common element in many buildings, but the Olmsted Brothers' concerns about modest building masses and a building's relationship to open space and the street grid system were often disregarded. Idiosyncratic materials and configurations were used. A disregard for mass and scale placed undue attention on some buildings and overpowered the modest scale of older buildings.

Future development should ensure that buildings visually and physically reinforce campus organization and unity. Buildings help define the boundaries of streets and open spaces and establish a campus identity. The university should strive to preserve historically significant buildings, ensure that new buildings are compatible with the overall campus context, and maintain and enhance the existing pattern of development.

OSU Buildings

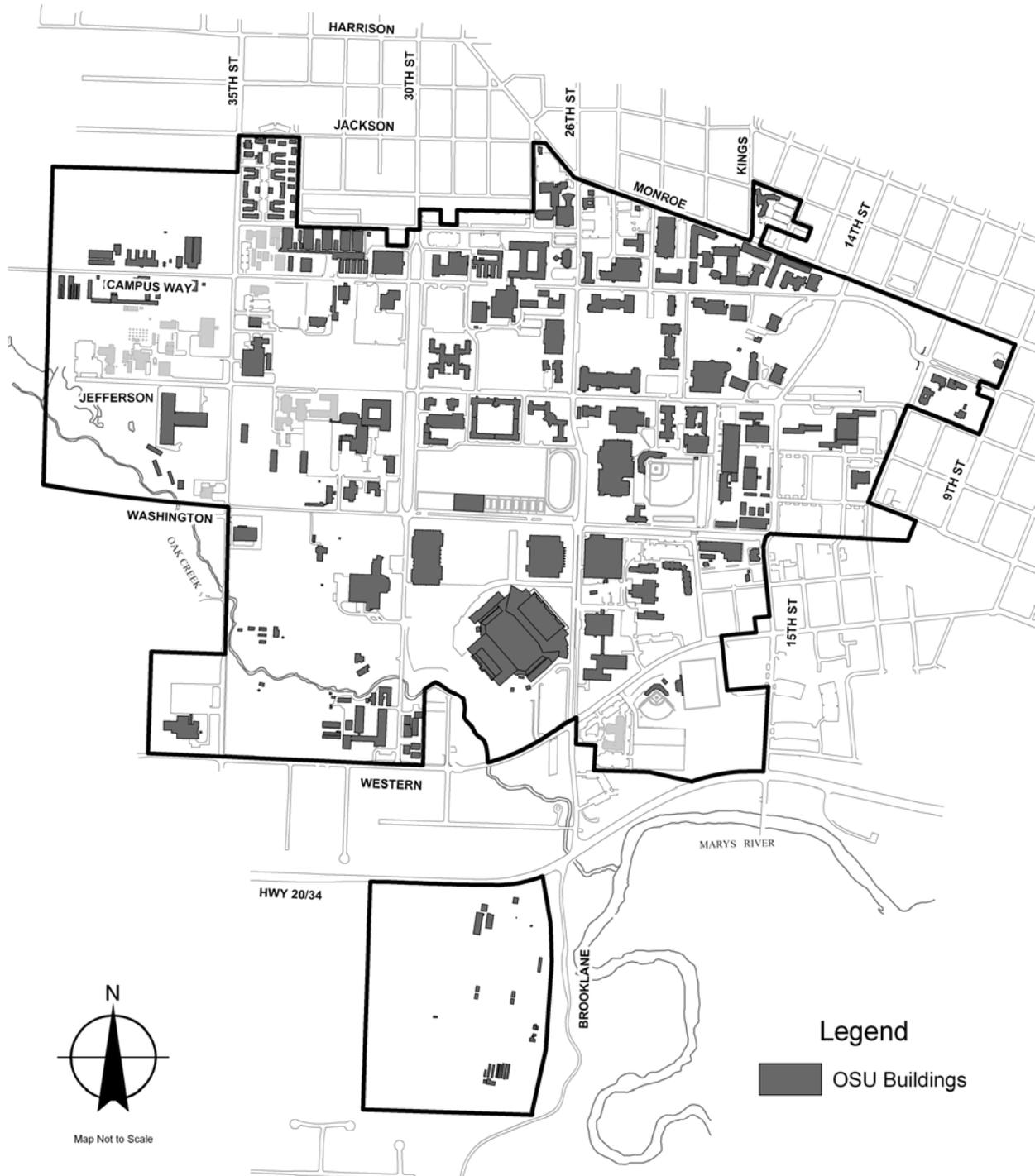


Figure 1.7: OSU Buildings

d. Pedestrian Corridors and Open Spaces

Pedestrian walkways form critical links between buildings, reinforce the circulation grid, and connect campus open spaces. The network of walkways and quads forms the primary circulation system for the university community. The decision in the early 1960s to bar vehicular through-traffic from the campus core expanded the available space for pedestrians and created a safe and more relaxed atmosphere during peak pedestrian-use periods.

Walkways tend to be formal and angular, forming direct lines between destinations. This formality builds on the traditional street grid and building patterns. The Memorial Union Quadrangle is the largest geometric pattern on campus, and is consistent with the classical nature of the surrounding buildings.

Open spaces throughout campus are dominated by large expanses of lawn with clusters of trees and impressive shrub beds typically located at the foundations of buildings. When the state's nursery industry began to flourish in the 1950s, considerable emphasis was placed on campus shrub plantings. OSU became a demonstration garden for many species and hybrids that were being propagated by its Horticulture Department.

A part of this CMP is devoted to increasing the number of open spaces on campus by introducing public plazas and courtyards. These functional hardscape areas will become an extension of buildings and provide the OSU community with another form of communal space.

Today, OSU's campus reflects a rich tradition of street tree planting. The campus core in particular is dominated by a large number of American elms. The threat of tree loss from Dutch elm disease led to a program of removal and replacement during the 1960s and 1970s. This program was abandoned in the 1980s, and today these trees are routinely maintained and monitored for Dutch elm disease. It is important to continue a careful program of protection and disease prevention to maintain this vital historic resource.

Pedestrian Corridors and Open Spaces

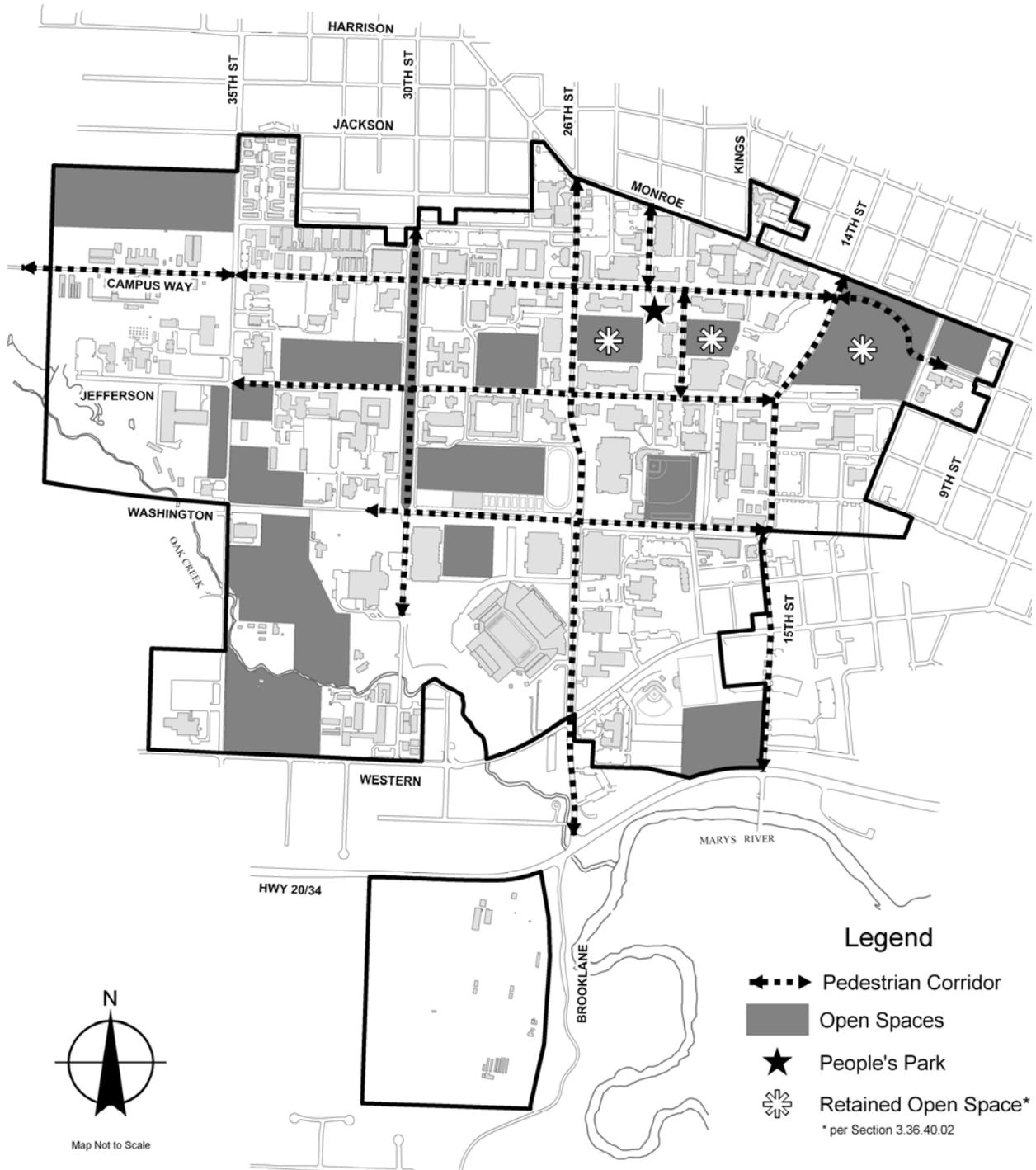


Figure 1.8: Pedestrian Corridors and Open Spaces

1.4 OSU History

In 1868, the Oregon Legislative Assembly designated Corvallis College as the Agricultural College of the State of Oregon. The college was the recipient of land-grant fund income from the sale of 90,000 acres in southwest Oregon. The Corvallis College Board of Trustees accepted the designation and permanent adoption of Corvallis College as the state's agricultural college in 1870. The name of the institution was Corvallis College and Agricultural College of Oregon.

In 1871, the Corvallis College Board of Trustees purchased a 35-acre farm to comply with the 1862 Morrill Act, which specified that each land-grant college own at least 35 acres of land. This farm was referred to as the Experimental Farm, and is known today as Lower Campus. In 1881, the institution was renamed Corvallis Agricultural College, and in 1882 it was renamed Corvallis College and Oregon State Agricultural School. In 1883, the Department of Agriculture was established, which was the first of its kind in the Pacific Northwest. In 1888, as a result of the 1887 Federal Hatch Act, the Oregon Agricultural Experiment Station began research activities.

In 1888, the institution was renamed State Agricultural College of the State of Oregon, and in 1889 the college was relocated from its 5th and Madison location to its present location. The Oregon Legislative assembly appropriated funds to purchase an additional 155 acres of land west of 26th Street. In 1890, the institution was renamed Oregon Agricultural College. It became a leader in gender equality by being one of three land-grant institutions in the nation to offer scientific courses to woman.



Figure 1.9: Women Students at Oregon Agricultural College, circa 1898

In 1893, orange was selected as the school color and the students immediately adopted black as the background color. The Athletic Department, including a football team, was established in 1893. The first mascot was a coyote named Jimmie. Benny Beaver was introduced in 1952 and remains the mascot today. In 1894, new buildings were constructed for agriculture, horticulture, photography, and mechanical arts.



Figure 1.10: OSU Campus, circa 1911



Figure 1.11: Education Hall, circa 1912



Figure 1.12: Memorial Union Construction, circa 1927

In 1896, the institution was renamed the Agricultural College of the State of Oregon, although it was still referred to as Oregon Agricultural College. In 1889, with an enrollment of 352, Oregon Agricultural College was the largest college in Oregon. By 1890, the main campus had grown to 45 acres in size and the first sewers were installed. As student enrollment continued to grow, the students organized a Student Assembly (now known as the Associated Students of Oregon State University) and elected its first president in 1890. In 1902, the college joined the Northwest Intercollegiate Association. In 1904, the Board of Regents allowed international students to attend the college. In 1906, the 4-year Forestry curriculum was established. In 1907, the Board of Regents appointed William Jasper Kerr as the sixth president of the college.

Kerr led the college through a 25-year period of growth, increasing the number of students, faculty, academic and research programs, and physical facilities. New facilities were constructed, including Strand Hall (1909), McAlexander Field House (1910), Gilmore Hall (formerly Agricultural Engineering Building, 1912), Gilkey Hall (formerly Social Science Hall and Dairy Building, 1912), Batcheller Hall (formerly Mines Building, 1913), Milam Hall (formerly Home Economics Building, 1914), Langton Hall (1915), Moreland Hall (formerly Forestry Building, 1917), Kidder Hall (formerly Library Building, 1918), Pharmacy Hall (formerly Pharmacy Building, 1924), and Weatherford Hall (1928). During this time period, educational opportunities expanded to include the Forestry Department (1910), School of Pharmacy (1917), School of Vocational Education (1917), Horticultural Products Program (now known as the Food Science and Technology Department, 1919), School of Basic Arts and Sciences (1922), and Peavy Arboretum (1925). The School of Pharmacy received recognition from the American Medical Association in 1924, and in 1929 received accreditation.

In 1926, the Oregon Agricultural College was placed on the accredited list of the Association of American Universities, and in 1929 the college became part of the Oregon State System of Higher Education. In 1932, President Kerr was appointed the Chancellor of the Oregon State System of Higher Education. In 1934, George Peavy was appointed the seventh president of Oregon Agricultural College.



Figure 1.13: Aerial View of OSU, early 1930s

Over the next 25 years, the college continued to expand with the construction of Plageman Hall (1936), Gilbert Hall (1939), Oregon Forest Product Laboratory (1941), Industrial Building (1947), Dearborn Hall (1949), Gill Coliseum (1950), Wiegand Hall (1951), Parker Stadium, now known as Reser Stadium (1953), Forest Experiment Station (1954), Gleeson Hall (1955), Cordley Hall (1956), Weatherford Dining Hall (1957), and Snell Hall (1959).

Educational opportunities also expanded during this time, including the Guidance Clinic established by the School of Education (1935), professional engineering degrees (Ch.E., C.E., E.E., M.E., 1935), Naval ROTC (1946), Air Force ROTC (1949), Physical Education (1950), Science Research Institute (1952), and School of Humanities and Social Sciences (1959).

In 1961, a legislative act signed by Governor Mark Hatfield changed the name of the institution to Oregon State University. As such, the university continues to expand and diversify its educational opportunities with Engineering, Environmental Sciences, Forestry, Pharmacy, and other high-quality programs that offer exceptional opportunities for study and research.

OSU's high-quality academic and research programs are attracting high-quality students. In the fall of 2002, for example, incoming OSU freshman had an average high school GPA of 3.46—the highest of any Oregon University System school. The student population is diverse and continues to grow; more than 1,200 international students study at OSU each year, adding diversity and richness to the university's academic and cultural life.

OSU now has campuses and experimental stations across the state. The OSU Corvallis campus is approximately 570 acres and is the premier research university of the Oregon University System. It is a comprehensive public Carnegie Research university, recognized as the only land-, sea-, and space-grant institution in the state.

1.5 OSU Campus Planning History

a. 1909 Olmsted Brothers Plan

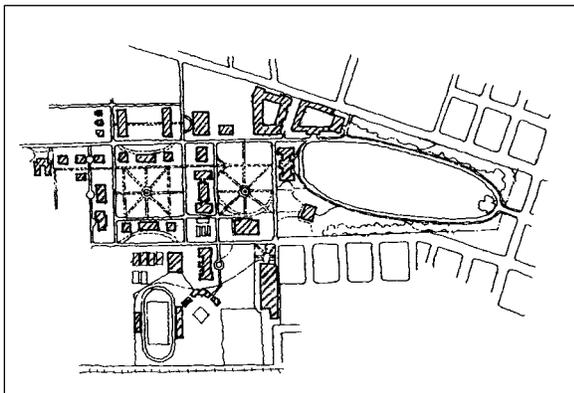


Figure 1.14: 1909 Olmsted Brothers Plan

The distinctive atmosphere of the campus—its historic buildings, tree-lined streets, a spacious and inviting campus core, and a network of pedestrian paths—is largely the result of the 1909 campus plan created by the Olmsted Brothers of Brookline, Massachusetts. Olmsted Brothers was a renowned landscape architectural firm founded by Frederick Law Olmsted. John Olmsted and Frederick Law Olmsted Jr. took over the firm and its practice the decade before Frederick Law Olmsted Sr. passed away in 1903.

Frederick Law Olmsted Sr. and the Olmsted firm designed New York's Central Park and Stanford University, and contributed to many of America's most treasured landscapes including the U.S. Capitol and White House grounds, Great Smokey Mountains, Acadia National Parks, Yosemite Valley, and entire park systems in cities including Seattle, Portland, Boston, and Louisville.

The 1909 campus plan, which integrates park design, conservation, town planning, and landscape architecture into the campus environment, embodies the philosophy and spirit of Frederick Law Olmsted Sr. His basic design philosophy is apparent in the plan's detail to creating communal spaces through the use of quads, formal tree-lined streets, and manicured open space areas. The harmonious integration of architecture and landscape planning encourages interactions between human-built and natural communities.

The 1909 plan sought to create symmetry through building design and placement, and connectivity among buildings through the use of sidewalks and paths. For many years, development at OSU followed the framework of the historic Olmsted plan.

b. 1926 Long-Range Physical Development Plan

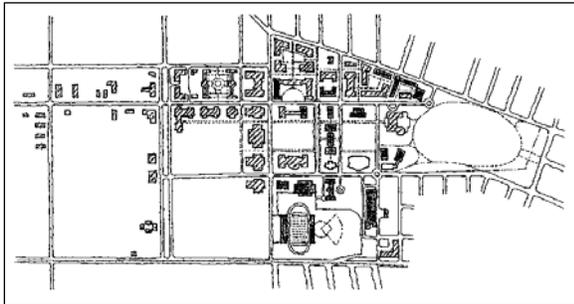


Figure 1.15: 1926 Physical Development Plan

It is presumed that A.D. Taylor, a landscape architect and town planner, provided the initial 1926 plan. However, John V. Bennes, a Portland-based architect, expanded upon the plan by incorporating men's and women's residence halls not shown in the 1926 plan.

Both the Taylor and Bennes plans are reasonably similar to the earlier campus layout projected in the 1909 Olmsted Brothers plan.

c. 1945 Long-Range Physical Development Plan

A.D. Taylor completed the 1945 development plan during the latter stages of World War II. One noticeable change to the earlier plans is the lower campus area (labeled East Campus). This plan proposed the addition of 11th Street to bisect the lower campus area. Another change proposed that Administration be located in the central wing of the building known as Strand Ag Hall.

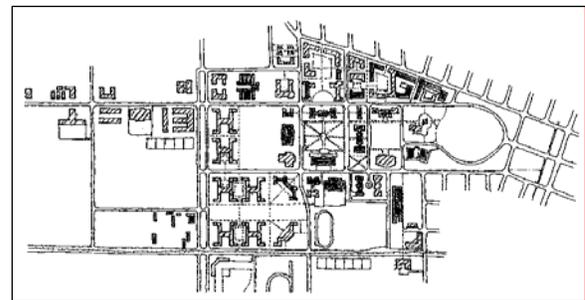


Figure 1.16: 1945 Physical Development Plan

The 1945 plan shows many men's and women's residence halls that resemble today's Sackett Hall and Weatherford Hall. The plan also provided the first indications of relocating the intercollegiate athletic fields south of the railroad tracks, along with the provision of a new field house. In addition, the plan proposed repetition of equally spaced trees lining nearly every street. The one exception to these tree-lined streets is the internal loop road in the lower campus.

d. 1964 Long-Range Physical Development Plan

Prepared by Louis A. DeMonte and Albert R. Wagner, the 1964 development plan was undertaken in the 1960s during OSU's massive construction program. Although an obvious departure from previous plans, it recognized and respected the basic layout and circulation routes of the 1945 plan. This updated plan proposed a controlled internal loop road system.

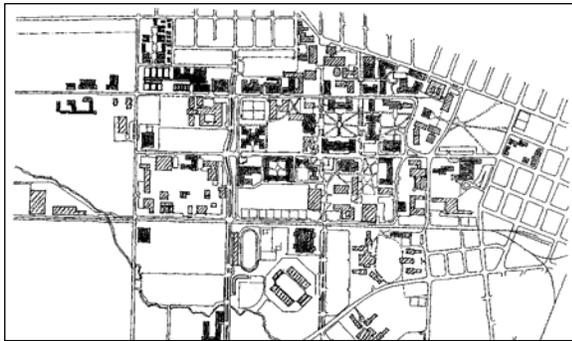
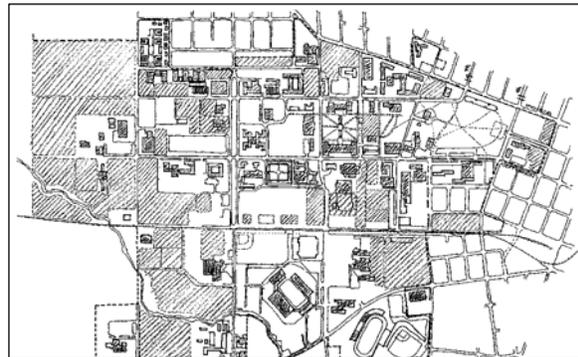


Figure 1.17: 1964 Physical Development Plan

DeMonte was careful to locate building masses and open space in a manner that provided a constant interplay between them and that avoided long, uninterrupted building facades. This exchange between building masses and open space is evident throughout the plan and was instrumental in preserving the openness of campus. This plan was the first to identify parking areas.

e. 1976 Long-Range Physical Development Plan

Prepared by Louis A. DeMonte, Earl L. Powell, and Edgar L.P. Yang, the 1976 development plan identified the intended reserves of university land that would eventually be developed for research, parking, recreation, instruction, etc. This plan identifies parking as a campus land use. The plan makes many adjustments to the proposed building sites relative to those in the 1964 plan.



One of the most noticeable changes is the reduction of sites reserved for residence hall construction. The reduction was due to the tendency of many students to seek off-campus apartments in preference to living in campus-provided facilities. Another significant change is the designation of a large land area reserved for Veterinary Medicine between 30th Street and 35th Street, south of the Southern Pacific Railroad. This was done to locate the new school of Veterinary Medicine closer to the main campus where it could more easily interact with campus administration, functions, and activities.

f. 1986 Long-Range Physical Development Plan

The 1986 development plan identified locations for new buildings as well as expansions of existing buildings. It also established a new OSU zoning district. The zoning district included development standards for building setbacks, height, parking, and landscaping.

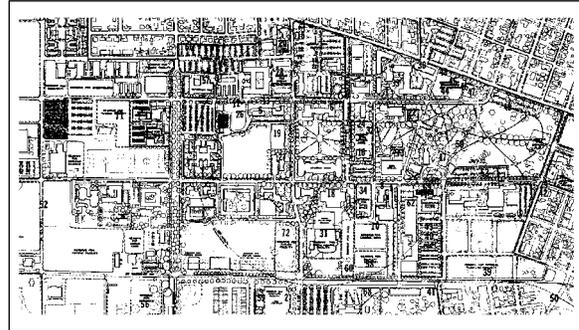


Figure 1.19: 1986 Physical Development Plan

g. 2004-2015 Campus Master Plan

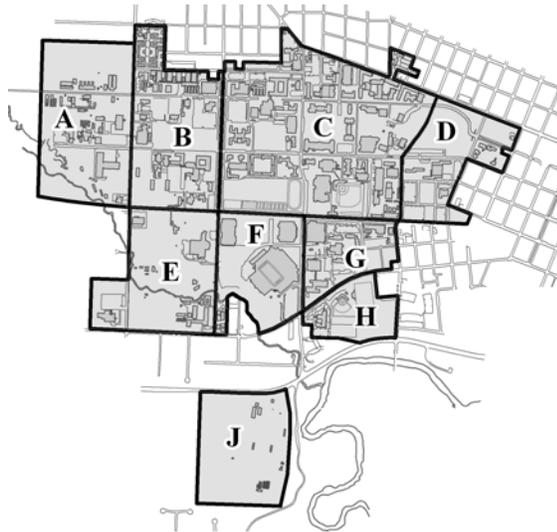


Figure 1.20: 2004-2015 Campus Master Plan

This, the 2004-2015 Campus Master Plan (CMP), attempts to draw from the integrity of past planning efforts and incorporate their concepts to meet today's demands for higher education facilities.

Many planning issues are timeless: balancing human-built and natural environments, creating a pedestrian-oriented campus, creating facilities that meet current and anticipated academic and research needs, and minimizing traffic and parking impacts. And while the university faces circumstances similar to those that inspired earlier plans, it also recognizes that today's competition for academic and research funds and programs places an ever increasing demand on facilities to provide the latest in technological advances and opportunities.

The CMP establishes a conceptual framework in which the inspiration of past plans and the ideals of those eras are incorporated into the present expectations of the OSU community and the anticipated needs of tomorrow's students, staff, and faculty. This conceptual framework is based on a design strategy that employs the following objectives: longevity, cohesiveness, collegiality, functionality, and connectivity. These objectives are outlined in the next section.

1.6 CMP Plan Objectives

a. Longevity

The OSU campus should be designed for longevity, i.e., the ability to continually attract students and faculty. Factors that contribute to the campus' longevity include the use of durable building materials such as brick and stone and incorporation of design considerations such as building scale and mass. These elements promote a pedestrian-friendly campus, establish inviting landscape settings, encourage campus community interaction, and create an element of character or sense of place that visitors and students will remember for years to come.

A simple, open, and orderly planned development process can help the campus achieve an image that unifies the past and the present. The CMP's sector approach continues the tradition of longevity by identifying anticipated development throughout the sectors in order to meet the needs of today and of the future.

b. Cohesiveness

The CMP outlines design elements and implementation actions that establish visual continuity and consistency for campus development over time. Campus architectural and landscape development creates an identity that reinforces the relationship between the built and natural environment. The basic massing, vertical organization, structure spacing, use of the building proportion and location, and organization of plant material should foster a sense of place and a cohesive framework.

Cohesiveness is an ongoing challenge because each new project must accept and embrace plan objectives while responding to an array of functional and budgetary opportunities and constraints. The CMP will help continue the cohesiveness of the campus by offering general design guidelines along with sector-specific guidelines and policies.

c. Collegiality

The ultimate success of any university is measured by how well it prepares students for their future professions. Similarly, the success of a campus master plan is measured by how well it creates a functional campus that supports academic and research excellence.

To this end, the CMP provides for communal spaces to encourage social interactions and support different programs to stimulate academic collaboration. Clustered developments that reflect program function not only add personality but also nurture the intellectual environment. Such public and semi-public spaces should be consistent and connected both visually and physically to the existing quad arrangements.

d. Functionality

The CMP provides guidelines for future development within each sector while also establishing minimum amounts of open space. This will ensure that a solid foundation for campus growth and expansion is achieved through well-designed, functional structures, and attractive open space. Unique requirements of some research facilities or other special use buildings will necessitate creative design approaches to ensure that they retain the campus character.

e. Connectivity

The OSU campus is primarily pedestrian-oriented. Clear physical and visual connections are necessary to facilitate movement across the campus. Where practicable, vehicular and pedestrian circulation should be separated. When vehicular and pedestrian circulation is shared or crossed, traffic calming devices such as tree-lined streets, changes in paving materials, and narrow street widths should be used to ensure pedestrian safety. A physical network of interconnected paths and walkways intermingled with open spaces and quads is essential to linking buildings throughout the campus. Visual connectivity also helps pedestrians establish a line of sight and orientation through landmarks.

1.7 CMP Planning Process

The CMP was instituted at the request of the State of Oregon Board of Higher Education, under the direction of Mark McCambridge, Vice President for Finance and Administration for Oregon State University. The planning team analyzed the physical characteristics of the campus buildings and grounds, evaluated the long-term program needs of all campus components, and developed planning goals. The CMP's conceptual framework evolved from input by representatives of the academic community (deans, department heads, provosts, etc), campus staff, students, faculty, and members of the Corvallis community.

The CMP planning process encompasses five stages:

1. Data Collection and Analysis

Data from group workshops, surveys, and independent interviews with OSU's president, provosts, deans, department heads, staff, and students provided the basis for understanding academic program, research, and enrollment growth and operational needs.

2. Concept Development

Campus long-term development needs were assessed, and conceptual approaches, policies, and guidelines were developed to establish a framework to meet those needs.

3. Documentation

The most acceptable planning solutions for the conceptual approaches, policies, and guidelines were documented in a preliminary CMP document.

4. Community Outreach

OSU's Facilities Services engaged the broader campus community and surrounding neighborhoods in a series of outreach meetings. These and follow-up outreach meetings further refined the draft CMP.

5. Review and Approval

OSU officials worked with the campus community, surrounding neighborhoods, City of Corvallis staff, and elected officials. An implementation strategy was then developed to allow the campus to expand and to ensure that key elements of the CMP were carried out.

1.8 Organization of the Campus Master Plan

The Campus Master Plan is organized into the following chapters:

Chapter 1 – Introduction

Campus Master Plan purpose and overview, OSU mission, history, and CMP planning objectives, processes, and organization.

Chapter 2 – CMP Principles and Policies

Principles and policies to direct future campus development.

Chapter 3 – Projected Facility Needs

Enrollment growth potential and development facility needs.

Chapter 4 – Campus Development

Campus sectors and sector development policies.

Chapter 5 – Design Guidelines

Site and building design guidelines and preservation of natural resources.

Chapter 6 – Transportation Plan

Transportation system analysis and transportation improvement plan.

Chapter 7 – Parking Plan

Parking facility analysis and parking facility improvement plan.

Chapter 8 – Implementation

CMP implementation proposal in the form of a revised OSU Development District for adoption by the City of Corvallis.

Appendix A – Sector Detail

Details for each sector including list of the buildings, its square footage, and the amount of impervious coverage.

Appendix B – Sector Map

A scaled map of the campus with the sectors identified.

Appendix C –Neighborhood Traffic and Parking Task Force

A purpose statement and scope for the OSU Neighborhood Traffic and parking Task Force

Appendix D – Oregon State University Neighborhood Charter Statement

A statement that describes how neighbors shall participate in future CMP updates



Figure 1.21: Aerial Map of OSU with Sector Boundary



**CAMPUS MASTER PLAN
2004-2015**

CHAPTER 2 – PRINCIPLES AND POLICIES

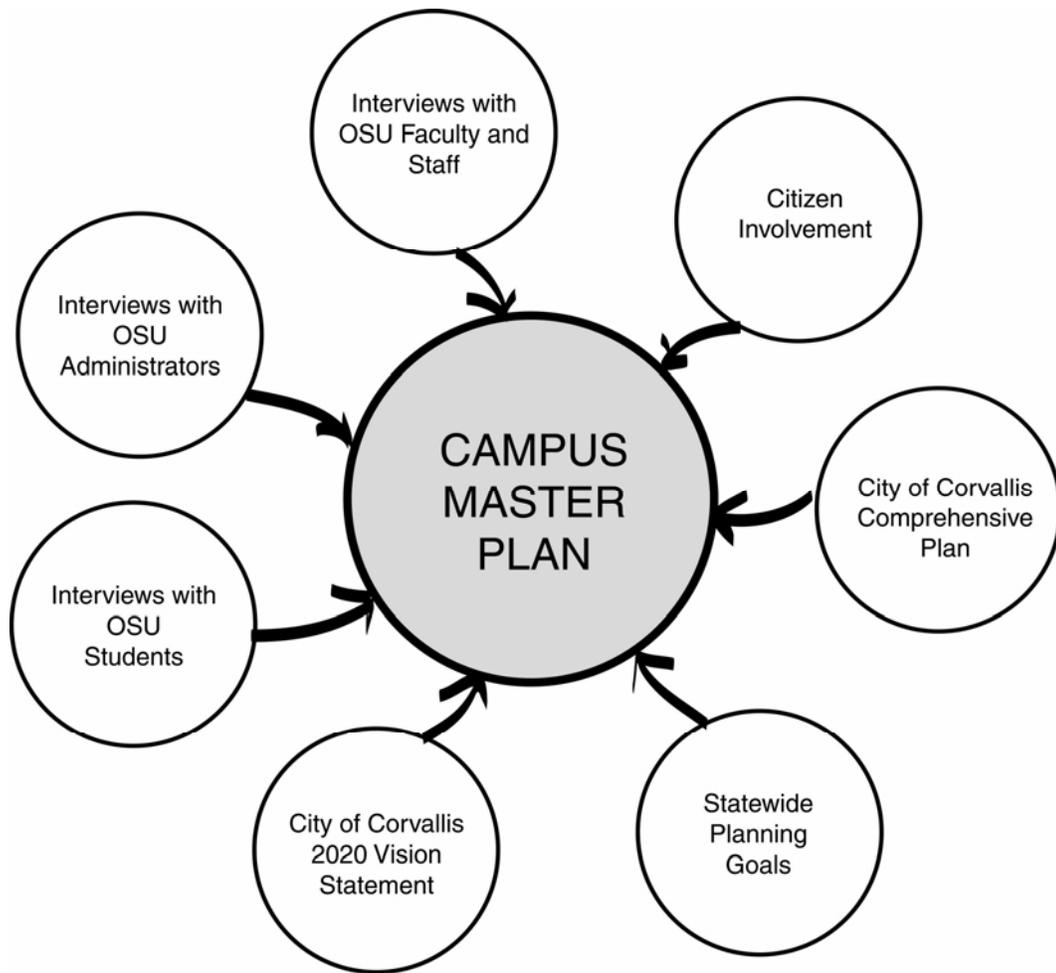


Figure 2.1: CMP Input Sources

2.0 Campus Master Plan Principles and Policies

This chapter identifies the guiding principles that provide direction for the long-range development of the OSU campus. The principles and associated sets of policies are based on input from the students, faculty, staff, and community, and support those policies within the City of Corvallis Comprehensive Plan, City of Corvallis 2020 Vision Statement, and other applicable plans and special studies that address issues such as community well-being, land use compatibility, transportation, protection of natural resources, and public safety.

2.1 Community Relationships

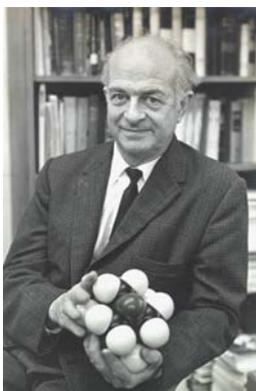
To improve opportunities for students and the area's citizens, OSU seeks to foster positive relations with surrounding communities and with local and state agencies. OSU will work with neighbors and the neighborhood associations adjacent to OSU's boundaries so proactive and cooperative strategies are planned and implemented to minimize impact from development on the character of those adjacent neighborhoods. To this end, OSU will hold an annual Town Hall meeting with neighbors to discuss the annual CMP monitoring report and other matters that pertain to maintaining good community relations. OSU will also attend Neighborhood Associations meetings as necessary to ensure that good relations are maintained over the years.

Policies

- 2.1.1 Continue to work with the City of Corvallis, Benton County, and other governmental agencies to address issues of community concern.
- 2.1.2 Develop an understanding of issues that arise from OSU growth and development. Where negative impacts are anticipated or experienced, develop and implement mitigation plans to minimize impacts on the surrounding community.
- 2.1.3 Create an information exchange process in which adjacent property owners can conveniently comment on potential campus development.
- 2.1.4 Continue to support community events on campus.
- 2.1.5 Establish partnerships with local schools, businesses, and others to promote educational opportunities and programs.
- 2.1.6 Prepare management plans for OSU-owned property outside the city limits but within the urban growth boundary. Management plans shall be consistent with the principles and policies of the CMP and responsive to specific resource needs, research and educational objectives, and compatibility issues.

- 2.1.7 OSU shall participate as a full partner and in good faith in a community task force with City and community representatives to measure, assess, and monitor traffic and parking conditions within areas adjacent to OSU's north campus boundary. OSU shall assist with mitigation efforts for existing and future negative impacts. If other task forces are formed and approved by the City to review traffic and parking conditions within other geographical areas adjacent to the OSU District Boundary, then OSU shall participate in those task forces as well.
- 2.1.8 OSU shall conduct an annual Town Hall meeting to present and discuss the results of the annual CMP monitoring report with neighbors.
- 2.1.9 OSU shall cooperatively work with adjacent property owners and neighbors to proactively maintain and protect the existing integrity of the established neighborhood character for those neighborhoods adjacent to OSU's boundaries.
- 2.1.10 OSU shall ensure that any proposed development adjacent to or visible from the College Hill West Historic District and along the south side of Orchard Avenue from 30th to 35th Street is compatible to the character and integrity of that historic district.
- 2.1.11 Each fall OSU shall conduct an annual parking utilization study of the existing neighborhood parking districts. OSU will also encourage the involvement of adjacent property owners and members of the Neighborhood Traffic and Parking Task Force when completing the parking utilization studies of the neighborhood districts.
- 2.1.12 OSU shall support and maintain a graceful edge along the OSU District boundary by promoting a "clean image" of its property through the removal of debris, the screening of outdoor storage areas, trash enclosures, and mechanical equipment in accordance with LDC 3.36.50.14, and by preventing buildings and structures from falling into disrepair.
- 2.1.13 OSU and the neighbors shall prepare a Charter Statement that outlines a purpose statement, planning assumptions for future CMP updates, the tenets of the OSU and neighbors relationship, common concerns for consideration for future CMP updates, and future planning goals for future CMP updates.

2.2 Academic and Research Excellence



OSU is determined to set the standard in academic and research excellence. To this end, OSU seeks to enhance, redefine, and establish educational programs that benefit students and faculty.

By improving existing academic and research facilities and developing new and technologically advanced facilities, OSU will continue to attract a high caliber of students and faculty.

Figure 2.2: Linus Pauling, 1922 OSU Graduate and Recipient of the 1954 Nobel Prize for Chemistry and 1962 Nobel Peace Prize

Policies

- 2.2.1 Continue to support teaching and research programs unique to a land-, sea-, and space-grant university.
- 2.2.2 Encourage interdisciplinary collaborations and interactive learning experiences within academic and research programs.
- 2.2.3 Maintain and/or upgrade existing facilities to the extent practicable. When replacement becomes more viable than retention, encourage reuse and/or recycling of materials.
- 2.2.4 Create facilities that address current and anticipated needs and are adaptable to future academic and research initiatives and activities.
- 2.2.5 Pursue research grants and other funding opportunities that support the interest and programs of faculty and students.
- 2.2.6 Establish partnerships with businesses that provide academic opportunities through student internships, scholarships, and other compelling learning experiences.
- 2.2.7 Establish partnerships with other institutions to promote OSU's academic, research, and planning efforts.
- 2.2.8 Locate academic programs and research activities at sites that are suitable and desirable for their function and that contribute to the campus environment.
- 2.2.9 Continue to support the Associated Students of Oregon State University and encourage student involvement with issues that impact student programs and events.
- 2.2.10 Emphasize programs and initiatives that are aimed at attracting and maintaining a high caliber of students and faculty.

2.2.11 Examine methods and initiatives to ensure that OSU remains competitive and among the top-tier universities in the nation.

2.3 Student Life and Services

OSU recognizes that today's students are tomorrow's alumni and that positive student experiences are crucial to the university's lasting success. To this end, OSU encourages opportunities for academic collaboration, recreation, cultural exchange, social interaction, and various other programs that provide students with a safe, enriched, and diverse campus.

Policies

- 2.3.1 Continue to promote the campus as a pedestrian-friendly environment. Safe and direct access among buildings, parking areas, and other destinations shall be maintained or enhanced with new development.
- 2.3.2 Continue to provide adequate and accessible communal spaces throughout campus that encourage the exchange of ideas and informal interactions.
- 2.3.3 Continue to evaluate the needs of OSU's recognized cultural centers and provide facilities that support the centers and the exchange of cultural traditions.
- 2.3.4 Provide adequate on-campus student housing that is safe, accessible, and promotes academic and social interaction.
- 2.3.5 Continue to support student health services and related programs to ensure that students have access to proper and efficient health services.
- 2.3.6 Continue to provide adequate recreation areas, facilities, and programs that promote physical health activities and intramural sports.
- 2.3.7 Provide access to dining, recreational, meeting, and other facilities at major academic sites on campus.
- 2.3.8 Provide adequate security measures across campus to ensure the safety of the campus community. Such measures may include exterior lighting along walkways and parking areas, properly landscaped building grounds, visually accessible doorways, and programs such as Safe Ride.
- 2.3.9 Continue to provide universal access, consistent with Americans with Disabilities Act (ADA) standards, to campus buildings and sites.
- 2.3.10 OSU shall engage in discussions with students in a proactive and cooperative manner should the need to relocate People's Park become necessary in the future.

- 2.3.11 The size of a relocated People’s Park shall be, at a minimum, the size of the existing People’s Park as of the year 2004-2005.

2.4 Athletics



OSU athletics have helped shape the campus and enhance OSU’s national reputation as a dynamic university.

OSU should continue to support its athletic programs and provide the necessary facilities to ensure competitiveness. Athletic facilities should be clustered together as much as practicable and offer convenient access to nearby collectors and arterials.

Figure 2.3: OSU Football Player

Policies

- 2.4.1 Explore methods to develop athletic facilities and uses within a central area with convenient access to nearby collectors and arterials.
- 2.4.2 Support projects and other improvements, such as the Reser Stadium expansion project, Gill Annex project, or the addition of soccer field lighting, to increase the appeal and competitive stature of OSU athletics.
- 2.4.3 Explore opportunities for new partnerships to bring greater exposure and opportunity to the Athletic Department.

2.5 Site Development, Operations, and Management

Successful growth and development of the OSU campus depends on cooperation among its administrators, faculty, staff, students, and the greater Oregon community. The development of facilities, organization of space, and management of traffic are all aspects of growth that need to be addressed from an understanding of how such development and management benefits the OSU community and advances the university’s mission.



Figure 2.4: Architectural Design for Renovation of Weatherford Hall, 2003

Cohesive planning, construction, and management of development is vital to the success of improvement and development projects.

Policies

- 2.5.1 Ensure that all future development is consistent with the City of Corvallis Comprehensive Plan, Land Development Code, and other adopted local plans (e.g., utility, transportation, etc.).
- 2.5.2 Design new buildings and renovations to be compatible with existing structures, cost effective to operate and maintain, and supportive of student and faculty academic and research interests.
- 2.5.3 Evaluate the feasibility of renovating existing buildings to meet current code and seismic standards.
- 2.5.4 Incorporate sustainability concepts in decision-making with regard to construction, operations, and management.
- 2.5.5 Use financially sustainable funding mechanisms that do not place unreasonable demands on the university's debt capacity.
- 2.5.6 Create and improve space in such a way that it does not place unreasonable constraints on operating costs or maintenance requirements.
- 2.5.7 Arrange the campus layout and building placement to reinforce academic and operations relationships by locating functionally related programs near each other and consolidating activities with similar physical requirements. To the extent practicable, site major academic buildings within the core campus area and within a 10-minute walk of other academic buildings.
- 2.5.8 Avoid significant building additions that overpower the existing structures and pedestrian scale of surrounding spaces and uses.
- 2.5.9 Orient building entrances toward streets. Landscaping, building mass, and height should be similar to that of surrounding buildings.
- 2.5.10 Design buildings following the architectural guidelines set forth by the university.
- 2.5.11 Maintain space between buildings to ensure adequate areas for landscaping and circulation for pedestrians, service vehicles, and bicycles.

- 2.5.12 Encourage preservation of the historic street grid and usability of the street system with new development organized to create usable open spaces that facilitate ease of pedestrian and vehicular movement.
- 2.5.13 Develop improved campus entrance portals and information kiosks on the east side of campus (e.g., Jefferson Street and/or Monroe Street) and on the south side of campus on 26th and Western Boulevard.
- 2.5.14 Encourage the protection and restoration of historically significant buildings and structures.
- 2.5.15 Develop a system that assesses and monitors campus space needs within buildings and facilities through clear and objective standards. Evaluate the effectiveness of this system and, as needed, make adjustments.
- 2.5.16 Reduce the visual impacts of new development by using similar building materials and scale, landscaping, and by siting buildings to maximize open space and maintain viewsheds as much as practicable.
- 2.5.17 Any project adjacent to the College Hill West Historic District shall have an advisory review by the City of Corvallis Historic Preservation Advisory Board (HPAB), or its successor. The HPAB shall forward its recommendation to the appropriate reviewing body (i.e., City of Corvallis Planning Commission, OSU Campus Planning Committee) for consideration.
- 2.5.18 OSU shall form a Historic Preservation Task Force (HPTF) in accordance with Section 3.3(b) *Buildings Recognized as Historic* of CMP six months after the effective date of the CMP approval.
- 2.5.19 The OSU Historic Preservation Task Force shall prepare a Historic Preservation or conservation plan in accordance with Section 3.3(b) of the CMP within two years of the completion of the profile.
- 2.5.20 The OSU Campus Planning Committee shall review all proposed modifications to known and potentially historic resources on campus in accordance with the Historic Preservation Plan.

2.6 Transportation, Circulation, and Parking

OSU recognizes the importance of a well-organized campus transportation system that integrates with the city's system. OSU also recognizes its role in contributing to the traffic and parking impact within the neighborhoods adjacent to its boundaries. By promoting alternative modes of transportation and fostering pedestrian-oriented development, transportation improvement can focus on providing safe, direct and functional travel patterns across campus.

To promote the same standards of traffic safety and direct and functional travel patterns within adjacent neighborhoods, OSU shall participate in a neighborhood task force in accordance with Appendix C of the CMP.

OSU will also complete a neighborhood parking utilization study each fall. The results will shape recommendations to reduce utilization in areas that exceed acceptable levels. OSU will submit the results of the study and its recommendations to the neighborhood task force and the City for review and consideration.

Policies

See Chapter 6 for policies addressing transportation and circulation, and Chapter 7 for policies addressing parking.

2.7 Pedestrian Systems and Open Space



Pedestrian systems and open spaces must provide safe and well-defined corridors for the movement of thousands of people.

Any expansion or improvement to a pedestrian system should adequately provide for cross-campus movement with convenient locations for exiting and entering the campus.

Figure 2.5: Northwest View from the Valley Library

The existing open space system provides a framework for future development. New buildings and streets should be designed to encourage communal spaces through the use of plazas, courtyards, atriums, or other such areas that allow people an opportunity to co-mingle.

Policies

- 2.7.1 Retain a minimum of 50 percent of the campus as open space, which includes landscape areas, parks, recreation fields, and agricultural fields; hardscape amenities such as sidewalks, public plazas, quads, and courtyards; and non-developed areas.
- 2.7.2 Retain the open space areas within each development sector consistent with the minimum established open space sector standard. Open space shall provide the framework for campus development and shall be integrated into development plans.
- 2.7.3 Continue to maintain and enhance pedestrian walkways throughout the campus, especially with new development.

- 2.7.4 Provide open spaces such as public plazas, quads, courtyards, atriums, etc. as an element of each building site design.
- 2.7.5 Reinforce the pedestrian nature of campus by minimizing the need for private automobiles for cross-campus travel. This shall be done by locating parking areas on the campus perimeter and by maintaining a street system that directs traffic to nearby collectors and arterials, to the maximum extent practicable.
- 2.7.6 Continue to maintain and enhance open spaces such as lawns, planting beds, courtyards, sidewalks, plazas, quads, and other landscape areas through the adequate funding of grounds maintenance.
- 2.7.7 Repair and/or replace unsightly and unsafe walkway surfaces, and expand walkways that do not adequately accommodate pedestrian traffic.
- 2.7.8 Establish a pedestrian network of paths and sidewalks for safe and convenient access to sites on and off campus.
- 2.7.9 Develop a campus-wide bicycle route system that uses a combination of on-street bike lanes and off-street multi-use paths.
- 2.7.10 Preserve the existing open space character of the lower campus and quads. These open spaces are an important historical element in the system established by the 1909 Olmsted Brothers plan (Chapter 1).

2.8 Environmental Stewardship and Natural Features

OSU recognizes its responsibility to the environment and will continue to use environmentally responsible and responsive development practices. These practices, defined as “sustainability,” shall be incorporated into the design, construction, renovation, expansion, and operation of facilities and structures. OSU encourages other sustainability efforts including improving current environmental conditions, reducing impacts on known natural resources, and continuing reuse and recycling efforts.

The recently completed City of Corvallis Natural Features Inventory identifies wetlands, riparian areas, vegetation, and other natural resources on OSU property. See Table 2.1.

Table 2.1: City-Inventoried Natural Features on OSU Property

Wetland	Riparian	Tree Groves
WC-Oak, W-1	WC-Oak, R-1	WC-TG-17
WC-Oak, W-2	WC-Oak, R-5	WC-TG-19
WC-Oak, W-4	WC-Oak, R-9	WC-TG-20
*WC-Oak, W-5	WC-Oak, R-12	WC-TG-21
WC-Oak, W-6	WC-Oak, R-15	WC-TG-22
* WC-Oak, W-7	WC-Oak, R-31	WC-TG-23
WC-Squ, W-1	WC-Squ, R-6	WC-TG-24
	WC-Squ, R-11	

* - Not on Main Campus, Adjacent to Boundary

WC-West Central Study Area

Oak-Oak Creek Stormwater Basin

Squ-Squaw Creek Stormwater Basin

TG-Tree Grove

W- Wetland

R-Riparian

nn-Inventory number

a. Wetlands

As inventoried, five verified wetland areas are in the CMP boundary and two verified wetland areas immediately adjacent to the CMP boundary area. WC-Oak-W-1 is located on the northeast corner of the Western Boulevard and 35th Street intersection. WC-Oak-W-1 is characterized by saturation within the upper 12 inches of soil and has a hydrological pattern with approximately 67 percent of dominant plant species that serve as indicators for the presence of wetlands. WC-Oak-W-2 is located north of Western Boulevard, between 30th Street and 35th Street in Sector E. It has features similar to those of WC-Oak-W-1.

WC-Oak-W-4 is located west of the Hinsdale Wave Research Lab in Sector A. It is characterized by saturation within the upper 12 inches of soil and has a hydrological pattern with approximately 100 percent of dominant plant species that serve as indicators for the presence of wetlands.

WC-Oak-W-6 is located northwest of the Hinsdale Wave Research Lab and has features similar to those of WC-Oak-W-1 and W-2. WC-Oak-W-6 is located on OSU property but outside of the CMP plan area. Future management plans for lands outside the CMP plan area will address features identified as significant through inventory efforts.

b. Riparian Areas

As inventoried, nine riparian areas are in the CMP plan area. The vegetation within the riparian areas associated with Oak Creek (WC-Oak) consists of Oregon ash (*Fraxinus latifolia*), Oregon white oak (*Quercus garryana*), and Bigleaf maple (*Acer macrophyllum*). This vegetation has a

rating of mostly medium to high for such functions as water quality, flood management, thermal regulation, and wildlife habitat.

The vegetation within the riparian areas associated with Squaw Creek consists of Bigleaf maple and Oregon ash, and has a rating of mostly medium to high for such functions as water quality, flood management, thermal regulation, and wildlife habitat.

c. Tree Groves

As inventoried, seven tree groves are within the CMP plan area. These tree groves are five acres or smaller in size, but may have scenic, aesthetic, and other functional value apart from wildlife habitat. The vegetation in the tree groves includes American elm (*Ulmus americana*), Oregon white oak (*Quercus garryana*), Douglas fir (*Pseudotsuga menziesii*), and a variety of ornamentals. A full description and rating can be found in the city's inventory records.

d. Floodplains

Portions of OSU-owned property are located within the 100-year floodplains of Oak Creek and Mary's River. Property located in Sector A, west and east of 35th Street, and immediately north of Western Boulevard, is within the 100-year floodplain of Oak Creek. The south and east portions of Sector J (i.e., South Farm property) are within the 100-year floodplain of Mary's River. OSU recognizes the importance of protecting floodplains from impacts typically associated with development and will work with the city to ensure that future development is consistent with the city regulations and plans that govern floodplains and stormwater management.

The 1986 OSU Physical Development Plan identified an Oak Creek Drainage-way Management Area. This area included the floodplain, floodway, and riparian vegetation along Oak Creek. OSU has entered into management agreements with the city regarding responsibilities and the activities that can occur within this area. These agreements cover the area east and west of 35th Street in the vicinity of Western Boulevard. As additional development occurs within floodplain areas, OSU will continue to enter into agreements for floodplain management.

Policies

- 2.8.1 Continue to remove outdoor storage or accumulation of unwanted and unnecessary debris in and around campus, especially in those Oak Creek Drainage-way Agreement Areas specific in the Corvallis Development Code Chapter 3.36.50.07.
- 2.8.2 Continue to enter into drainage-way management agreements in accordance with Chapter 3.36.50.07 when development occurs on a parcel fronting or adjacent to the City's drainage-ways, such as Oak Creek or explore other methods to manage and protect the portion of Oak Creek adjacent to OSU lands.

- 2.8.3 Minimize environmental impacts from construction and on-going maintenance and operations through the use of Best Management Practices.
- 2.8.4 Complete an inventory and assessment of existing trees to determine potential impacts to those trees during future development projects. Develop protocols and standards for tree protection during construction and maintenance activities.
- 2.8.5 Continue to support and expand, whenever practicable, reduction, reuse, and recycling programs on campus, including salvage of buildings due to be demolished.
- 2.8.6 Encourage the use of sustainable materials and design principles that preserve natural resources and minimize negative impacts to the environment.
- 2.8.7 Require the proper management of stormwater runoff, for both quantity and quality, consistent with applicable city regulations and plans (e.g., Stormwater Management Master Plan) to reduce potential off-site impacts. Consider the use of bio-swales, pervious paving, eco-roofs, landscaping, and other treatments to reduce peak flow impacts, and promote water quality treatment.
- 2.8.8 Locate wastewater sites and facilities for receiving, processing, and storing hazardous materials so they will not impact natural resources or residential areas.
- 2.8.9 Provide landscape regeneration in all aspects of site development that reflects the micro and macro environments of the region.
- 2.8.10 Promote sustainability when setting policies and making administrative decisions.
- 2.8.11 Seek and implement efficiencies in resource consumption. Consider incorporating energy conservation techniques, such as siting of buildings for energy savings, integration of natural lighting, installation of passive heating and ventilation systems, and other improvements that increase energy efficiency.
- 2.8.12 Develop and implement plans to achieve the properly functioning condition of Oak Creek with establishment of future Oak Creek management agreements.
- 2.8.13 Ensure the goal of no net loss of significant wetlands in terms of both acreage and function, and comply with protection requirements of applicable city, state, and federal wetland laws as interpreted by the enforcing agencies.
- 2.8.14 Cooperate with the City of Corvallis to ensure the protection and preservation of inventoried natural features to the maximum extent practicable and, as needed, develop management plans to this end.
- 2.8.15 OSU shall proactively and strategically incorporate sustainable design and techniques in its planning and construction projects

2.9 Lighting and Site Furnishings

Lighting and site furnishing contribute to the university's overall aesthetics and identity. The university's selection and placement of these fixtures should draw attention to the major axis of campus, instill a sense of identity, define campus boundaries, and create safe, well-lit corridors for pedestrian movement. OSU shall install lighting fixtures that cast illumination downward to reduce potential light pollution on the night sky.

Policies

- 2.9.1 Create a sense of identity in the campus core by installing "historic" light fixtures and by using a cohesive design for benches, bike racks, trash receptacles, and signage. Similar finishes, colors, and materials should be used to create a sense of cohesiveness.
- 2.9.2 Define the perimeter and major cross axis of campus through the use of street signs, building name signs, and "historic" light fixtures. Building name signs shall be located in front of buildings. Light fixtures should be placed in straight, linear rows that emphasize the axial layout of the campus.
- 2.9.3 Space "historic" fixtures 80 feet to 100 feet apart at a 12-foot pole height to create safe, uniformly lit corridors along primary pedestrian routes.
- 2.9.4 Continue to seek and install energy-efficient light fixtures that provide adequate illumination but are designed to cast the illumination downward.
- 2.9.5 Use contemporary light fixtures for parking lots, utility areas, and remote locations outside the historic core of the campus.
- 2.9.6 Develop "portals" for major campus entry points through special attention to lighting, site furnishings, and signage.
- 2.9.7 Enhance selected areas of the campus including major gathering areas, building entries, and/or lawn areas with appropriate amenities such as benches, trash receptacles, signage, and wayfinding kiosks.
- 2.9.8 Place bicycle racks near building entrances but without obstructing building access.
- 2.9.9 Consider centrally locating bicycle storage for major campus events such as football games and concerts.



Figure 2.6: Historic Light Fixture

2.10 Utility Infrastructure

The utility infrastructure (e.g., electric, water, stormwater, sewer, fiber optic cable, etc.) installed across campus spans the years of the university's existence. Some systems, such as the sewer and drainage systems, are in need of upgrade, whereas other systems are in better condition. Over the CMP planning period, however, significant expansions and upgrades to the support infrastructure will be needed. These improvements will need to be planned and coordinated to meet anticipated needs and to ensure that interruptions to services are minimized. It is imperative that utilities are maintained, upgraded, and expanded in a manner that provides needed services to support activities on campus.

Policies

- 2.10.1 Maintain an inventory and maps of all utilities on campus. The university shall routinely update its utility maps to reflect additions or expansions to the system that result from new development, building remodeling, and renovations. The university shall routinely provide the City with the OSU utility map updates so the City may incorporate the improvements into the City's Geographical Information System.
- 2.10.2 Require that all contractors submit a complete set of "as built" drawings prior to closing the construction project. Copies of complete "as-built" drawings shall be certified by the design engineer and shall be submitted to the City for approval for all newly constructed public improvements.
- 2.10.3 Encourage and support cogeneration, as much as practicable, as a means of supplying OSU's own primary power.
- 2.10.4 Continue to work with the power providers to establish a reliable power grid and develop a cost-effective redundant system for the main campus. Ensure that those areas identified as critical have reliable power and back-up systems.
- 2.10.5 Locate utility management systems to provide for centralized control and monitoring operations, efficient expansion capabilities, and minimal personnel requirements.
- 2.10.6 Develop comprehensive stormwater management, sanitary sewer, and telecommunication plans for campus consistent with city regulations and applicable plans.
- 2.10.7 Coordinate new construction with the CMP and Corvallis Land Development Chapter 3.36 to ensure the efficient and orderly extension of utilities.
- 2.10.8 Design building utilities that are readily accessible for incremental expansion or modification.

- 2.10.9 Consolidate and centralize boilers, chillers, emergency generators, and primary electrical services in one location at each site, where practicable. Utility distribution lines shall be underground. Where facilities exist above ground, each incremental change or upgrade shall be undertaken in a manner that either meets the standard for undergrounding or will facilitate undergrounding at a later date.
- 2.10.10 All development shall comply with the City's adopted utility and facility master plans and Stormwater Master Plan.
- 2.10.11 OSU shall be responsible for construction of all facilities internal to and fronting properties and for needed extensions of facilities to and through its site.
- 2.10.12 All development shall comply with the separation of storm drain systems from the sanitary system in accordance with Community Development Policy 1003.
- 2.10.13 Any vegetation disturbed within a buffer through the installation and/or maintenance of existing or newly installed utilities shall be replaced and/or restored.



CAMPUS MASTER PLAN 2004-2015

CHAPTER 3 - PROJECTED FACILITY NEEDS

3.0 Projected Facility Needs

OSU is determined to become one of the top-tier universities in the nation. Toward this end, OSU focuses on providing a compelling learning experience through an array of academic and research activities. These activities require facilities that offer advanced technological capabilities and adequate support space for laboratories, graduate student offices, conference rooms, classrooms, and work-study areas.

To meet the projected facility needs for the CMP’s planning period (2004 through 2015), new development and renovation of existing facilities will be required. The new facilities and renovations will expand learning and research opportunities consistent with the Governor’s mission to promote knowledge-based economic development. It is also hoped that quality facilities will foster collaboration among leaders of public and private institutions. The additional square footage is not expected to spawn growth beyond the identified projected enrollment.

OSU’s facilities need to support the learning and research efforts of faculty and students and allow them to compete on the national level. OSU also needs to consider the needs and objectives of the local community. This requires campus facilities that are compatible with the surrounding community’s building scale, mass, and appearance. OSU is committed to developing facilities that balance the needs of the higher education system with those of the local community.

3.1 OSU Population Projections

OSU’s student population has grown substantially over the years, from just over 1,500 students in 1915 to around 19,000 today. Modest growth is expected to continue during the CMP’s planning period. Table 3.1 shows historical student enrollment in 5-year increments from 1915 to 2000.

Table 3.1: Historical Student Enrollment

Year	Enrollment Population	Year	Enrollment Population
1915	1,525	1960	7,899
1920	3,077	1965	11,906
1925	3,229	1970	15,509
1930	3,347	1975	16,601
1935	3,142	1980	17,689
1940	4,759	1985	15,261
1945	3,126	1990	16,048
1950	5,887	1995	14,261
1955	6,160	2000	16,788

Source: OSU Fact Book

The Oregon University System (OUS) Institutional Research Services prepares enrollment projections for all eight Oregon public universities. Below is the enrollment projection for OSU, prepared July 2003. OSU is projected to have a student population of 22,074 by the year 2015. For planning purposes, the CMP uses an enrollment projection of 22,500.

Table 3.2: Projected Student Enrollment

Year	Head Count (HC) Population Projection
2003-2004	19,067
2004-2005	19,164
2005-2006	19,352
2006-2007	19,798
2007-2008	20,300
2008-2009	20,750
2009-2010	21,043
2010-2011	21,095
2011-2012	21,156
2012-2013	21,296
2013-2014	21,628
2014-2015	22,074
Adjusted for CMP	22,500

Source: OUS Institutional Research Services, July 2003

Potential growth in faculty has also been anticipated and incorporated into the analysis of future facility needs. For fall 2003, the OSU faculty and staff population was 4,159. This population is approximately 22 percent of student enrollment. It is anticipated that an increase in student enrollment to 22,500 will require a faculty/staff population of 5,100.

Table 3.3: Projected Increase in OSU Student Enrollment and Faculty/Staff

Group	Fall 2003 Population	Future 2015 Population	Increase in Population
Students	19,067	22,500	3,823
Faculty/Staff	4,159	5,100	941

3.2 Campus Overview

OSU's main campus currently has approximately 7.6 million gross square feet of academic, research, and support space, which is a ratio of approximately 360 gross square feet of building space per student. Comparable land-grant institutions, however, average 500 gross square feet of building space per student. To stay competitive, OSU therefore needs to increase the square footage-to-student ratio.



The average age of buildings on OSU's main campus is approximately 45 years. The average age of buildings used for instruction is 55 years. The oldest building on campus is Benton Hall, which was constructed around 1889. Halsell Hall, which was completed in 2002, is the newest building on main campus.

Figure 3.1: Halsell Hall

a. Campus Boundaries

The campus is well defined along the north boundary (Monroe and Orchard streets) and along the south boundary (Western Boulevard from 15th Street to 35th Street). The northern edge of campus is one of the more populated areas of the city and provides one of the major gateways into the campus. The sports fields between Western Boulevard and Highway 20 connect the campus to a major regional transportation system. The eastern boundary is not as well defined and does not consistently abut peripheral transportation routes and access points. The agricultural lands to the west are well defined and extend from 35th Street west to 53rd Street, north of the railroad tracks.

No major land acquisitions are anticipated in the near future. Growth can be accommodated through the focused development and redevelopment of existing land within the campus boundary. As opportunities arise, however, OSU may acquire small, individual parcels on campus (there are currently 7 privately held properties within the campus boundary).

3.3 Existing Facilities

a. General Facilities

There are 210 buildings on OSU property within the CMP plan area. These buildings house activities for instruction, research, athletics, student services, and housing and dining. As noted earlier, the average age of buildings on OSU’s main campus is approximately 38 years and the average age of buildings that contain instructional classrooms is 55 years. However, the average age of buildings varies by sector. See Table 3.4 below.

Table 3.4: Average Age of Buildings within Each Sector

Sector	Number of Buildings	Average Age in Years
A	15	38
B	29	42
C	87	57
D	12	33
E	19	42
F	15	32
G	13	29
H	2	2
J	18	67

Sector "I" is intentionally omitted. Does not include improvements other than buildings (IOTB).

Each building has a certain assigned use or uses. Of the assignable square footage for the 210 buildings, support services represents the highest percentage of assigned space, while athletics represents the lowest percentage of assigned space. Table 3.5 shows the assigned space for the five predominant use categories within the CMP plan area.

Table 3.5: Space Assignment by Use Category

Use Category	Percent
Support Services	43
Housing and Dining	18
Research	18
Instructional	17
Athletics	4
Total	100

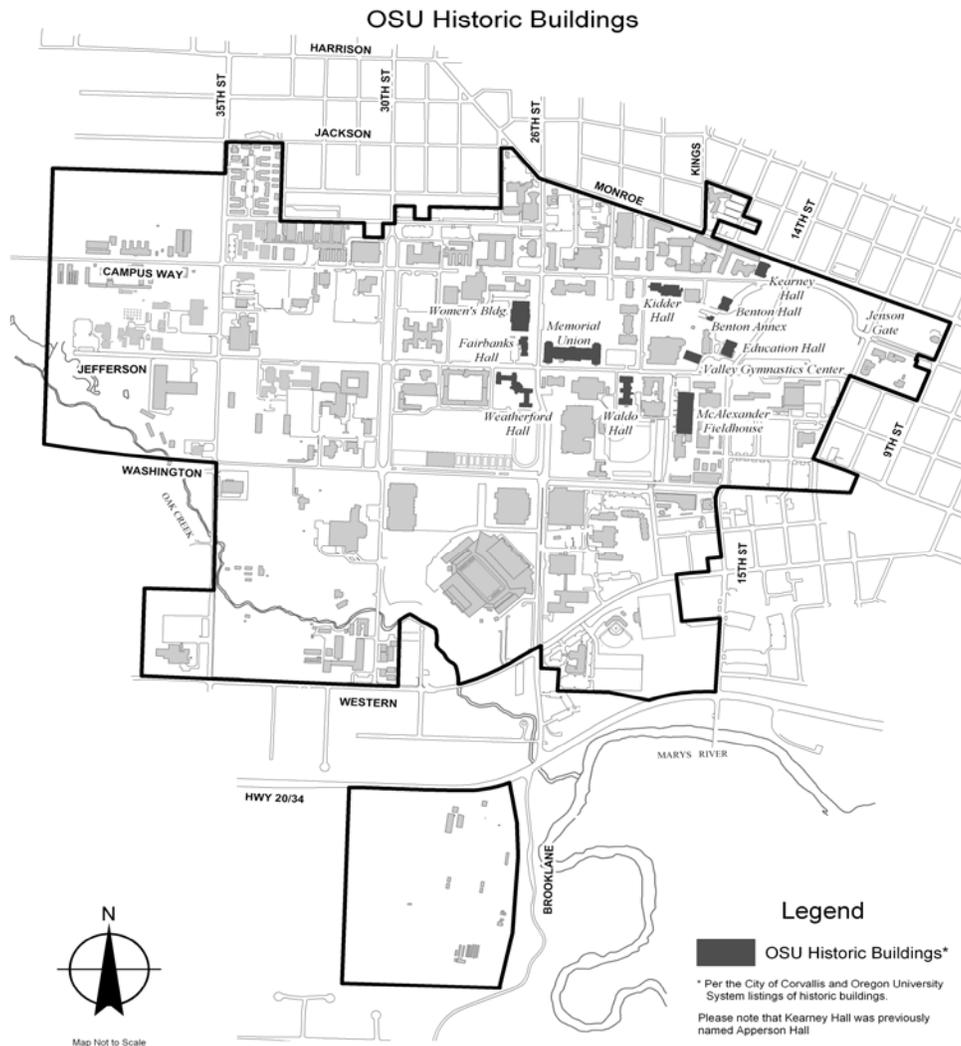


Figure 3.2: OSU Historic Buildings

b. Buildings Recognized as Historic

Although no buildings or structures on campus are included on the National Register of Historic Places, some buildings on campus are identified as “historic” by Oregon State Board of Higher Education (OSBHE) and the City of Corvallis.

Table 3.6: Historic Buildings Listed with the City and OUS

Building	Year Built	City of Corvallis	OSBHE
Benton Hall	1889	Yes	Yes
Benton Annex, previously known as Women’s Center or Paleontology Lab	1892	Yes	Yes
Fairbanks Hall	1892	Yes	Yes
Gladys Valley Gymnastics Center, previously known as Mitchell Playhouse	1898	Yes	Yes
Apperson Hall	1900	Yes	Yes
Education Hall	1902	Yes	Yes
Waldo Hall	1907	No	Yes
McAlexander Fieldhouse	1911	Yes	Yes
Kidder Hall	1917	Yes	No
Women’s Building, previously known as Women’s Gym	1926	Yes	Yes
Memorial Union	1928	Yes	No
Weatherford Hall	1928	Yes	Yes
W.A. Jenson Gate, previously known as Dad’s Gate	1940	Yes	Yes

** Waldo Hall has been listed with the Board of Higher Education as a historic structure. Consequently proposed exterior changes are coordinated with the State Historic Preservations Office (SHPO) per that listing.*

These buildings and others across campus are recognized either as historically significant resources or potentially significant resources. OSU recognizes its role as a steward of these resources and through the CMP will establish the paradigm and polices to ensure historic resources are preserved.

To this end, OSU will establish a Historic Preservation Task Force (HPTF) in accordance with the framework proposed by the City's Historic Preservation Advisory Board. The goal of the HPTF is to identify and develop a preservation or conservation plan for potentially significant historic resources (including structures, landscapes, sites or other resources 50 years of age or older) on the OSU campus within all sectors. Such a plan will consist of an inventory (i.e., profile) of the resources. This profile may include, but not be limited to photographic documentation, a description of past and current uses, a list of previous renovation or remodel projects, and an evaluation of work required to conserve existing historic resources (including seismic upgrades, exterior façade repair and maintenance). These inventories or profiles will incorporate any existing detailed inventories.

The profile will be used to assist the HPTF to establish the preservation or conservation plan. OSU's Historic Preservation Plan will include a set of design criteria for renovation and remodel projects that may include, but not be limited to such factors as replacement of architectural features (e.g., windows, doors), building additions, alterations, and attachments. The criteria will balance the most appropriate historic preservation techniques and the need for OSU to meet its other tenets of responsibility such as building and fire code regulations, energy conservation, sustainable design practices, and the University's mission of providing premier academic and research facilities.

It is anticipated that the Historic Preservation Plan will also recommend revisions to the OSU District that contains language to specifically direct historic preservation practices on campus and establish acceptable thresholds for implementation.

The HPTF shall be a seven member task force that includes professionals with a broad understanding of OSU's history, its role in the community, with expertise in preservation-related disciplines (e.g., archeology, cultural anthropology, architectural history, conservation, historic landscape architecture, historic preservation planning). If not all of these disciplines are represented at OSU, qualified experts will be invited from the broader community.

Additional representation may also include a preservation professional designated by the City's HPAB, facilities services staff, State Historic Preservation Office (SHPO) staff, University Archivist, archeology or anthropology faculty, neighbors, University Provosts and Vice Presidents.

OSU will internally adopt the inventory or profile and the Historic Preservation Plan as its charter for the preservation of its historic resources. Once adopted, the Campus Planning Committee (CPC) will use the Historic Preservation Plan to direct the review of all proposed modifications to resources identified within the Plan. When designated and potentially significant historic resources are considered by the CPC, the CPC shall include all available members of the HPTF to ensure the Historic Preservation Plan is implemented.

The HPTF will remain in effect after the completion of the profile and Historic Preservation Plan. Its status as a task force and its continuing role after the completion of the profile and plan will be described in the Historic Preservation Plan.

c. Student Housing

Student housing facilities provide students with an opportunity to experience a campus-focused lifestyle. For many students, the facilities also serve as a transition between dependent and independent living. In recent years, more freshman and sophomores have chosen to live on campus than have juniors and seniors. This trend is due in part to the preference of upper-division students for greater autonomy than is afforded through dormitory-style housing.

In response to this trend, in 2002 OSU constructed Halsell Hall. This residence hall offers suites that include individual rooms and bathrooms set back from a central living area. This housing design and style provides students with both shared living accommodations and autonomy. As new facilities are constructed, University Housing and Dining Services will further attempt to diversify housing choices through a variety of living accommodations including co-ops, single- and double-occupancy dormitory rooms, suites, and apartments.

Overall, University Housing and Dining Services provide a total of 3,714 beds (as of September 2003). Of these, 3,398 are in residence halls and 316 are in co-ops. An additional 107 are family student-housing units (apartments). Over the last five years, OSU has renewed its commitment to improve the quality and quantity of facilities and to ensure that existing housing facilities are fully utilized. From 1999 through 2003, the year-end vacancy rate decreased significantly: At the end of spring term 1999, the vacancy rate was 32 percent, while at the end of spring term 2003, the vacancy rate was 13 percent. During this same 5-year period, Buxton Hall was renovated and Halsell Hall was built.

Renovation of Weatherford Hall is currently underway. The College Inn renovation will begin in the spring of 2005. These projects will contribute additional beds to the campus housing supply and help ensure that adequate facilities are available for every freshman and all others who desire to live on campus.

Table 3.7: Student Housing Facilities

Year	Student Population	Number of Beds	% of Beds to Population	Freshman Population
1999-2000	16,201	3,687	22.7	3,762
2000-2001	16,788	3,678	21.9	2,828
2001-2002	18,034	3,330	18.5	4,345
2002-2003	18,789	3,885	20.7	4,224
2003-2004	19,067	3,714	19.5	NA
2004-2005	19,164	4,000*	20.9	NA
2005-2006	19,352	4,400**	22.7	NA
End of Planning Period (2015)	22,500	5,000***	22.2	NA

*Renovation of Weatherford Hall

**Renovation/reconstruction of College Inn

***Other new construction

NA: Not Available

d. South Farm Property

OSU currently owns property apart from the main campus. This property, known as South Farm, is approximately 52 acres and is south of Highway 20/34. The property is mostly unimproved with the exception of a few remaining agricultural buildings.

The university is interested in establishing a research technology center on the South Farm property. The center would allow OSU faculty, students, and the business community to pursue research interests, initiatives, and activities in one main location. The center would help promote the university's research and education mission, the community's economic diversification efforts, and the state's goal of capturing Oregon's technologies for local and statewide economic development.

Besides a research technology center, other options for development may include sports fields, open space with interpretive trails, student housing, and other types of university facilities. Amenities such as sports fields and interpretive trails could help promote a collegiate atmosphere and provide a venue for additional education.

The South Farm property has a wetland area identified as WC-SQU-W-1 and two riparian areas identified as WC-SQU-R-6 and R-11. All three areas have been field verified and are included in the City of Corvallis' Natural Features Inventory. Development is not anticipated to occur within the wetland or riparian areas. Any future development of the South Farm property will minimize disturbance to these areas to the maximum extent practicable.

Previous CMPs have excluded the South Farm property. This CMP, however, has included it and analyzed it as its own Transportation Analysis Zone (TAZ) in the Base Transportation Model (see Chapter 6). Due to the property's distance from the main campus, its requirement for parking improvements differs from the remainder of campus. For the South Farm property, the CMP establishes a policy that requires all parking for the development to occur on-site.

3.4 Future Growth

The general concept for growth assumes that student enrollment will increase slowly over time, as projected by OUS, with a proportional increase of building area for each student. It again should be noted that comparable land-grant institutions average 500 gross square feet (GSF) per student; if resources were available, OSU could add approximately 3.1 million GSF of buildings without enrollment increases.

OSU understands the importance of maintaining the neighborhood character in those neighborhoods adjacent to OSU. Therefore, adequate parking shall be provided in the future to ensure that the overall campus parking utilization rate of 85 percent is not exceeded. If it is exceeded, OSU will begin planning parking areas that are consistent with the CMP and directed toward locations that maintain a direct and functional travel pattern into and across campus.

In addition, when possible, OSU will direct new and replacement development towards the south and west areas of campus. This will promote an even displacement of development across campus.

Major land acquisitions are not anticipated within the planning period of the CMP. However, if land is acquired during the planning period and it is intended for University use, then said property will be included within the CMP plan boundary within a one-year period of time after the acquisition date.

a. Assignable Square Footage by Growth

Table 3.8 uses the following terms:

- **Assignable square footage (ASF).** That portion of the gross square footage (GSF) that OSU uses for instructional, research, support services, athletics, and housing and dining uses. Non-assignable square footages include hallways, stairwells, elevator shafts, restrooms, janitorial closets, and other building support spaces.
- **Most likely scenario.** This growth scenario assumes that the majority of OSU’s development needs will be met within the CMP planning horizon. This scenario is used for evaluating anticipated impacts.
- **Full build-out scenario.** This growth scenario represents a more optimistic growth trend with more generous funding available. It represents fulfillment of the majority of identified needs.

As the table indicates, OSU has approximately 7.6 million gross square feet of existing development, which includes agricultural buildings and greenhouses, and approximately 4.7 million square feet of assignable square feet. The future ASF in the most likely scenario includes the addition of 1,577,600 square feet, whereas the future ASF in the full build-out scenario is the addition of 2,082,300 square feet.

Table 3.8: Assignable Square Footage by Growth

Future Growth	Existing Development	Most Likely Scenario	Full Build-Out Scenario	Total Most Likely Scenario	Total Full Build-Out Scenario
Gross Square Footage	7,675,513	2,465,000	3,155,000	10,140,513	10,830,513
Assignable Square Footage	4,733,787	1,577,600	2,019,200	6,311,387	6,752,987

In both the most likely scenario and full build-out scenarios, OSU will strive to maintain at least a 60 percent ratio of assignable footage to gross square footage, but will seek to maximize the

amount of area that is assignable. This will help to promote good space utilization and efficiencies.

b. Assignable Percent Square Footage by Sector

Campus building usage is categorized into five use areas: instructional, research, athletics, housing and dining, and support services. Table 3.9 shows the percentage of existing ASF by sector for each use.

Table 3.9: Existing Assignable Percent Square Footage by Sector

Sector	Instructional	Research	Athletics	Housing and Dining	Support Services	Total
A	7.90%	80.90%	0.00%	0.00%	11.20%	100.00%
B	19.80%	51.30%	0.00%	12.70%	16.20%	100.00%
C	25.10%	19.30%	0.50%	15.20%	39.90%	100.00%
D	0.00%	0.00%	0.00%	90.80%	9.20%	100.00%
E	23.00%	34.80%	0.00%	8.20%	34.00%	100.00%
F	0.00%	6.90%	82.80%	0.00%	10.30%	100.00%
G	0.00%	0.40%	0.00%	74.00%	25.60%	100.00%
H	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
J	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Average	10.80%	27.70%	11.90%	28.70%	20.90%	

The ASF percentage in each sector varies depending on building type, use, and program needs. This CMP uses the existing ASF percentage for each sector to establish a baseline that can be used for future benchmarking of development needs. Table 3.10 summarizes the GSF and ASF for the most likely scenario.

Table 3.10: Most Likely Scenario by Assignable Square Footage*

Sector	Existing GSF	Existing ASF	Most Likely GSF	Most Likely ASF	Total Most Likely GSF	Total Most Likely ASF	Existing % ASF	Future % ASF
A	287,272	138,382	100,000	64,000	387,272	202,382	48%	52%
B	777,778	429,918	395,000	252,800	1,172,778	682,718	55%	58%
C	4,654,719	3,167,496	455,000	291,200	5,109,719	3,458,696	68%	68%
D	325,331	275,019	35,000	22,400	360,331	297,419	85%	83%
E	256,918	173,428	30,000	19,200	286,918	192,628	68%	67%
F	463,088	241,577	700,000	448,000	1,163,088	689,577	52%	59%
G	746,023	307,968	350,000	224,000	1,096,023	531,968	41%	49%
H	126,921	0	50,000	32,000	176,921	32,000	0%	18%
J	37,463	0	350,000	224,000	387,463	224,000	0%	58%

* Data as of November 2004

Future ASF is consistent with current percentages, but with the following exceptions:

- Sector A has an existing ASF of 48 percent because many of the buildings are for agricultural purposes with few classrooms, labs, offices, etc. that qualify as ASF.
- Sector D has the highest existing ASF: 85 percent. This area includes mostly residence halls (e.g., Callahan, McNary, Wilson) that typically have high ASF.
- Sector F has an 8 percent increase in ASF because of future Reser Stadium expansion projects.
- Sector G has an 8 percent increase in ASF because OSU plans to incorporate more support services into the area. Support services traditionally have a lower ASF than the uses presently in Sector G.
- Sector H has no existing ASF because the Hilton Garden Inn is privately leased and its square footage is not inventoried.
- Sector J also has no existing ASF because of its agricultural buildings, which are no longer in use.

Table 3.11 summarizes the GSF and ASF for the full build-out scenario. The full build-out ASF was calculated using the baseline percentage of 64 percent. This percentage is considered a reasonable average for institutional uses.

Table 3.11: Full Build-Out Scenario by Assignable Square Footage*

Sector	Existing GSF	Existing ASF	Full Build-Out GSF	Full Build-Out ASF	Total Full Build-Out GSF	Total Full Build-Out ASF	Existing % ASF	Future % ASF
A	287,272	138,382	250,000	160,000	537,272	298,382	48%	56%
B	777,778	429,918	500,000	320,000	1,277,778	749,918	55%	59%
C	4,654,719	3,167,496	750,000	480,000	5,404,719	3,647,496	68%	67%
D	325,331	275,019	35,000	22,400	360,331	297,419	85%	83%
E	256,918	173,428	120,000	76,800	376,918	250,228	68%	66%
F	463,088	241,577	750,000	480,000	1,213,088	721,577	52%	60%
G	746,023	307,968	350,000	224,000	1,096,023	531,968	41%	49%
H	126,921	0	50,000	32,000	176,921	32,000	0%	18%
J	37,463	0	350,000	224,000	387,463	224,000	0%	58%

* Data as of November 2004

Both the most likely and full build-out scenarios were modeled for transportation-related impacts. The resulting ASF percentages were similar.

3.5 Condition of Facilities

Many buildings on campus are in need of physical upgrade and maintenance. As noted earlier, the average age of buildings on campus is 45 years. Buildings of this age typically require continual maintenance to ensure that they provide an adequate environment for research and academic activities.

The issue of deferred maintenance will continue to be a challenge for OSU over the CMP's planning horizon and well into the future. OSU will continue to work with OUS to ensure that facilities on campus receive the maintenance they require to address living, safety, and/or functional concerns.

In addition, to promote a clean image along its district boundary, OSU will prevent buildings and structures from falling into disrepair.

3.6 Capital Construction

The capital construction budget process originates with the Oregon State Legislature. Every two years, the legislature determines the amount of state funding that will be available for higher education capital construction projects, and approves the biennial budget for the Oregon University System. The Chancellor's Office then allocates biennial funds to each of the eight state higher education institutions. The institutions in turn develop a budget for each year of the biennium. These budgets are based on statewide goals and objectives, institutional priorities, departmental needs, and directives at each of the institutions. Each institution has its own process for collecting input from the academic and administrative units.

The OSU Office of Budgets and Fiscal Planning is responsible for projecting, preparing, monitoring, and evaluating annual budgets for state-appropriated funds at OSU. Each year, the office distributes annual budget instructions in cooperation with the Vice President of Finance and Administration and the Vice Provost for Academic Affairs. The instructions provide information and resources necessary for budget development for a new fiscal year.

The Capital Construction Budget that OSU prepares includes:

- New building construction proposals,
- Upgrade of deteriorating general-purpose instructional facilities,
- Replacement of instructional facilities that do not meet the current or anticipated academic and research needs of the students, and
- Maintenance and repair of facilities.

a. Capital Construction Program**Additions and Renovations**

Various departments request building additions and renovations to meet their current and anticipated space needs. Additions and renovations are important to growth because they allow the departments to update or expand in their current locations.

Major Renovation

Many buildings currently undergoing deferred maintenance and improvements require major renovation to maintain the initial investment and meet program needs.

New Construction

Most requests for new building construction seek to consolidate program locations and meet the demand for high-tech instructional facilities. New construction typically focuses on providing better student services and learning centers or expanding research needs.

Campus Infrastructure Improvements

The growing student population combined with an increasing propensity of students to drive to campus has increased the demand for campus parking facilities. OSU seeks to mitigate any off-site campus impacts of autos by providing adequate on-site parking in the form of parking structures and/or surface parking lots.

Infrastructure including streets, electricity, power generation, water, and stormwater and sanitary sewer systems will be upgraded and expanded as development dictates and in coordination with the overall development plan for the campus.

OSU will continue to repair and maintain its existing system to ensure that operational deficiencies are corrected. In addition, OSU will continue to study the feasibility of an on-campus cogeneration plant that would be capable of providing half of the campus's electrical needs as well supporting steam and cooling operations.

b. Capital Construction Projects

During the CMP planning period, it is anticipated that capital construction projects will be necessary in the following areas:

Research and Academic Facilities

Research and academic facilities must be developed and operated in a manner that attracts and retains a high caliber of students, faculty, and staff. These new facilities will offer ample

research areas and state-of-the-art telecommunications, and serve as an interface between OSU and businesses for collaborative research and knowledge-based learning.

Student Housing and Dining

Improvements to student housing include renovation of existing residence halls to meet current student demands and an increase in the number of housing units to meet expanding student enrollment. OSU has been updating, renovating, and remodeling its existing residence halls. Recently, OSU added single-suite apartments to its housing portfolio and anticipates the need to construct housing for 150-250 additional students over the CMP planning horizon. This supplements the renovation/construction projects currently in the planning or construction stage.

Athletics

The Intercollegiate Athletics program recently constructed an indoor practice field and is anticipating the construction of an annex to Gill Coliseum and an 8,300-seat expansion to Reser Stadium. Additional expansions of Reser Stadium are also planned.

Student recreation and intramural sports programs continue to grow in response to student demand and increased student enrollment. Sports facilities serve three individual but related programs on campus: Intercollegiate Athletics, Physical Education, and Recreational-Intramural Sports. Most of the facilities are located south of Jefferson Way between Benton Place and 30th Street.

Department of Recreational Sports

An addition to Dixon Recreation Center is currently under construction. The addition will provide an expanded gymnasium, locker, and outdoor program space.

Agricultural Lands

The university has a unique opportunity to use its agricultural lands and agricultural buildings to enhance the identity of the College of Agricultural Sciences. High quality agricultural facilities would reflect the importance of agricultural sciences to OSU and the community.



CAMPUS MASTER PLAN 2004-2015

CHAPTER 4 – CAMPUS DEVELOPMENT

4.0 Campus Development

Future development on the OSU campus will primarily support the enrichment, enhancement, and improvement of academic and research facilities and activities.

For planning purposes, the CMP divides the campus into nine development sectors. The sector approach allows for new development based on an area’s existing development (buildings and impervious surface areas) and the anticipated needs of the campus as a whole. Each sector is allotted a maximum square footage development allocation and a minimum open space amount to ensure that future development preserves the sector’s open space character. This approach also provides flexibility in that exact building locations can be established at the time of development. Flexibility to site buildings based on programmatic and research needs has become increasingly important in recent years.

Table 4.1 shows the maximum allowable building square footage for each sector. The maximum future allocation was determined based on interviews with university officials about future needs, academic and research trends, and an assessment of known or pending expansion opportunities and development projects.

Table 4.1: Building Square Footage by Sector

Sector	Existing/Approval	Maximum Future Allocation	Total
A	287,272	250,000	537,272
B	777,778	500,000	1,277,778
C	4,654,719	750,000	5,404,719
D	325,331	35,000	360,331
E	256,918	120,000	376,918
F	463,088	750,000	1,213,088
G	746,023	350,000	1,096,023
H	126,921	50,000	176,921
J	37,463	350,000	387,463
Total	7,675,513	3,155,000	10,830,513

Regarding open space, CMP Policy 2.7.1 establishes that a minimum of 50 percent of open space shall be maintained on campus. Open space can consist of lawn areas, landscape beds, and pedestrian amenities such as plazas, courtyards, decks, sidewalks, and recreation fields, agricultural fields, or other non-developed areas. Both “green” spaces and hardscape areas such as pavement are considered open space because they allow the community to co-mingle or provide an area of respite. Green and hardscape areas can be a building amenity or a point of interest on campus.

Table 4.2: Open Space Requirement by Sector

Sector	Existing Open Space (Sq.Ft.)	Sector Area (Sq. Ft.)	Percent of Sector in Open Space	Future Minimum Open Space (Sq. Ft.)	Percent to Remain in Open Space
A	2,791,263	3,358,166	83%	2,619,369	78%
B	1,783,775	3,129,255	57%	1,032,654	33%
C	3,980,931	6,863,033	58%	2,470,692	36%
D	1,267,652	1,953,994	65%	1,191,936	61%
E	2,335,426	2,870,819	81%	2,210,531	77%
F	759,968	2,062,341	37%	412,468	20%
G	796,464	1,360,414	59%	544,165	40%
H	714,317	1,030,317	69%	659,402	64%
J	2,238,667	2,276,565	98%	1,798,486	79%
Total	16,668,463	24,904,904	67%	12,452,452*	50%

* The total future minimum open space, based on the sum of each sector minimum, is 12,939,703 square feet. The 12,452,452 square feet in this table represents the minimum campus-wide requirement of 50 percent. If a sector's minimum requirement is not met, modification procedures (Chapter 8) must be followed, provided that the overall campus standard of 50 percent is maintained.

Besides the maximum development allocation and minimum open space standard, future development in each sector shall also adhere to the relevant sector development policies in this chapter. Sector policies are more area-specific than CMP policies and will help maintain consistency throughout the planning area.

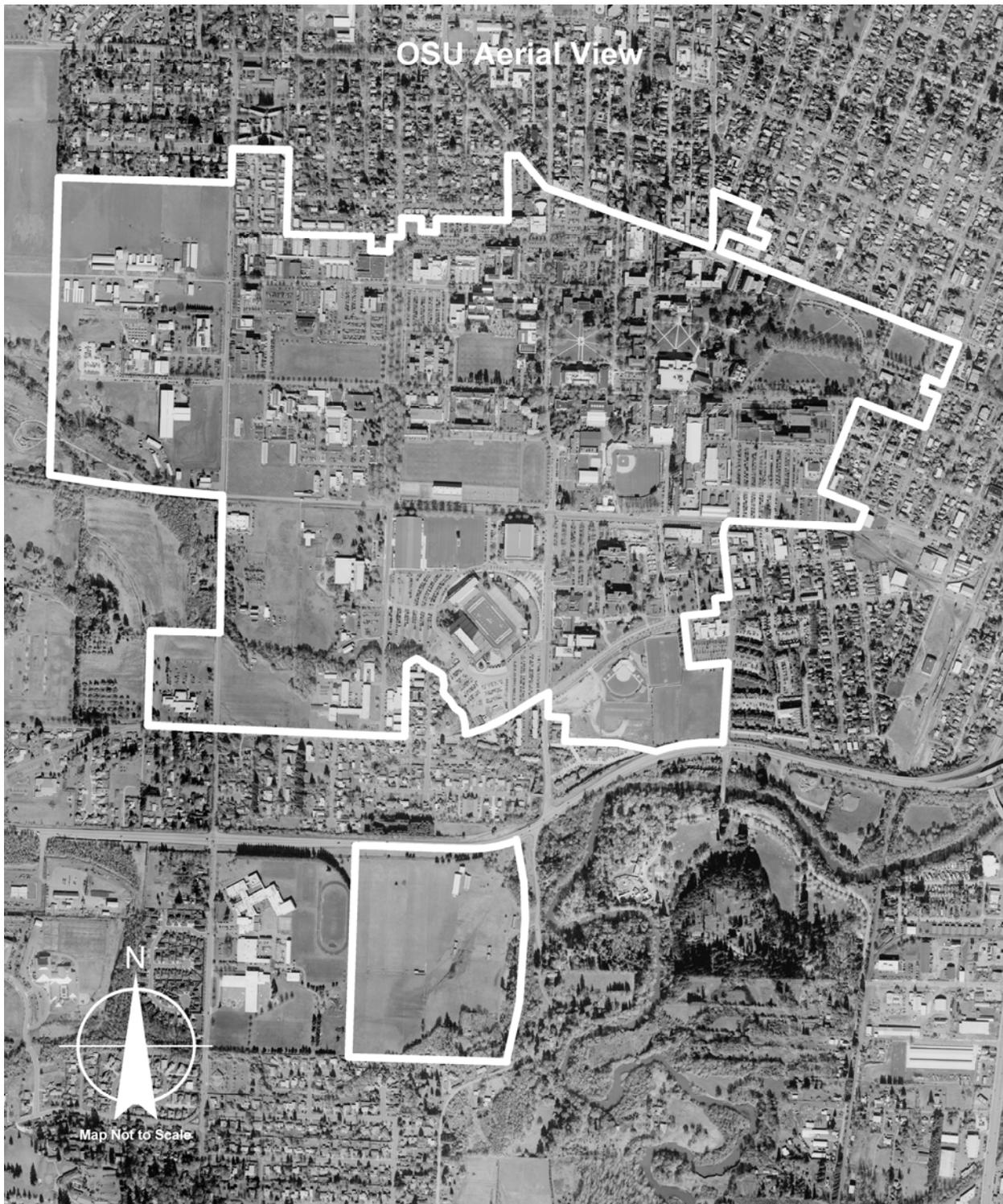


Figure 4.1: Aerial View of OSU

Campus Master Plan
Sector Map

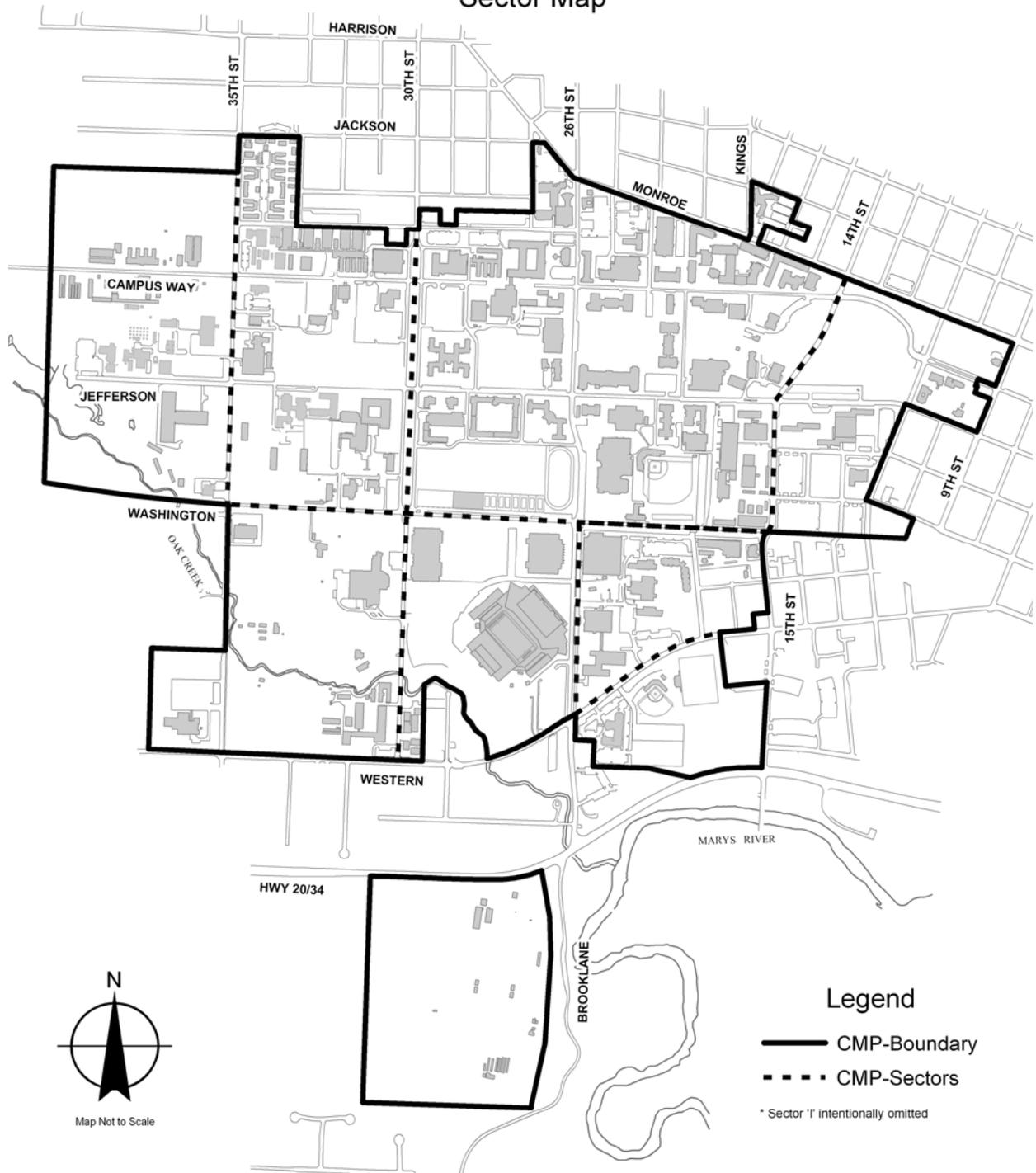


Figure 4.2: OSU Campus Sector Map

4.1 General Development Policies

Table 4.3: Total Master Plan Area

Sector Area	Area in Square Feet
Overall Campus Master Plan Area	24,904,904
	(569.82 acres)
Existing/Approved Development ¹	7,675,513
Existing Impervious Surface	
OSU Building Footprint	3,247,716
OSU IOTB ² Footprint	90,930
Non OSU Building Footprint	213,286
Non OSU IOTB Footprint	18,058
OSU Streets ³	1,124,808
OSU Parking ³	3,142,321
Public Streets	399,322
Total Existing Impervious Surface	8,236,441
Percent of Impervious Surface	33%
Future Development	3,155,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

The following general development policies provide additional direction for future development. These general development policies supplement the CMP Principles and Policies in Chapter 2.

General Policies

- 4.1.1 Establish a maximum development allocation and a minimum open space standard for each sector.
- 4.1.2 Ensure that sector development is consistent with the sector-specific policies in this CMP.
- 4.1.3 Preserve the historic character of existing buildings and incorporate historic values into each building renovation or expansion project as much as practicable.
- 4.1.4 Organize buildings along streets and develop quadrangles or other usable open space. Each building should have a unique identity whenever possible. Buildings shall be connected via links (e.g., sidewalks, bridges, tunnels, etc.) that are underground, at grade, or above grade. The connecting links should not be the dominant feature.
- 4.1.5 Ensure that development along the campus boundaries is compatible with existing adjacent uses. A neighborhood transition area shall be established in which building heights are reduced in the vicinity of the campus boundaries.

- 4.1.6 Design new buildings and uses such that architectural continuity is provided across campus.
- 4.1.7 Design buildings that are used for academic and research activities for long term use (100 years or more).
- 4.1.8 Ensure that development projects are consistent with the principles, policies, and development and design standards in this CMP. To this end, Facilities Services and its departments shall oversee and coordinate development and construction projects.
- 4.1.9 Design transportation, pedestrian and bicycle connections consistent with the City's transportation plan, comprehensive plan, land development code, Corvallis Standard Construction Specifications, and the CMP TIP to promote safe and convenient access into and across campus.
- 4.1.10 Develop and implement architectural and landscape architectural guidelines to reinforce the relationship among buildings, streets, and open space. Create continuity in the mass, scale, materials, and surrounding landscape of campus buildings.
- 4.1.11 Ensure that existing and new development recognizes and supports the established cultural centers as expressed in the Cultural Centers at Oregon State University Covenant, Statement of Vision and Charter Commitment, confirmed on January 22, 2002 with any future adopted updates.
- 4.1.12 Property acquired and intended for University use shall be incorporated into the CMP boundary within one year after the acquisition date of said property.
- 4.1.13 Development within the transition areas around OSU shall incorporate OSU design criteria for architectural standards, and be compatible with the adjacent neighborhoods as it relates to height, scale, and building materials.
- 4.1.14 OSU shall ensure that adequate mitigation of the identified intersections within the Base Transportation Model (BTM), or its update, that drop below an acceptable level of service as described in the City of Corvallis' Transportation System Plan (TSP) are mitigated in accordance with the mitigation measures outlined in the most recent CMP annual monitoring report or the CMP's Transportation Improvement Plan.
- 4.1.15 OSU shall complete the mitigation described in Policy 4.1.14 within one year of when said mitigation measures are identified or in accordance with the development proposal that is projected to impact the intersection beyond an acceptable level.
- 4.1.16 If mitigation from projected development is not completed in accordance with said development, then the project will either be delayed until such a time that mitigation can occur in accordance with the most recent CMP annual monitoring report or CMP's Transportation Improvement Plan, or the project will be redesigned in a manner that does not impact the transportation system beyond acceptable levels.

Irish Bend Covered Bridge



Figure 4.3: Irish Bend Covered Bridge

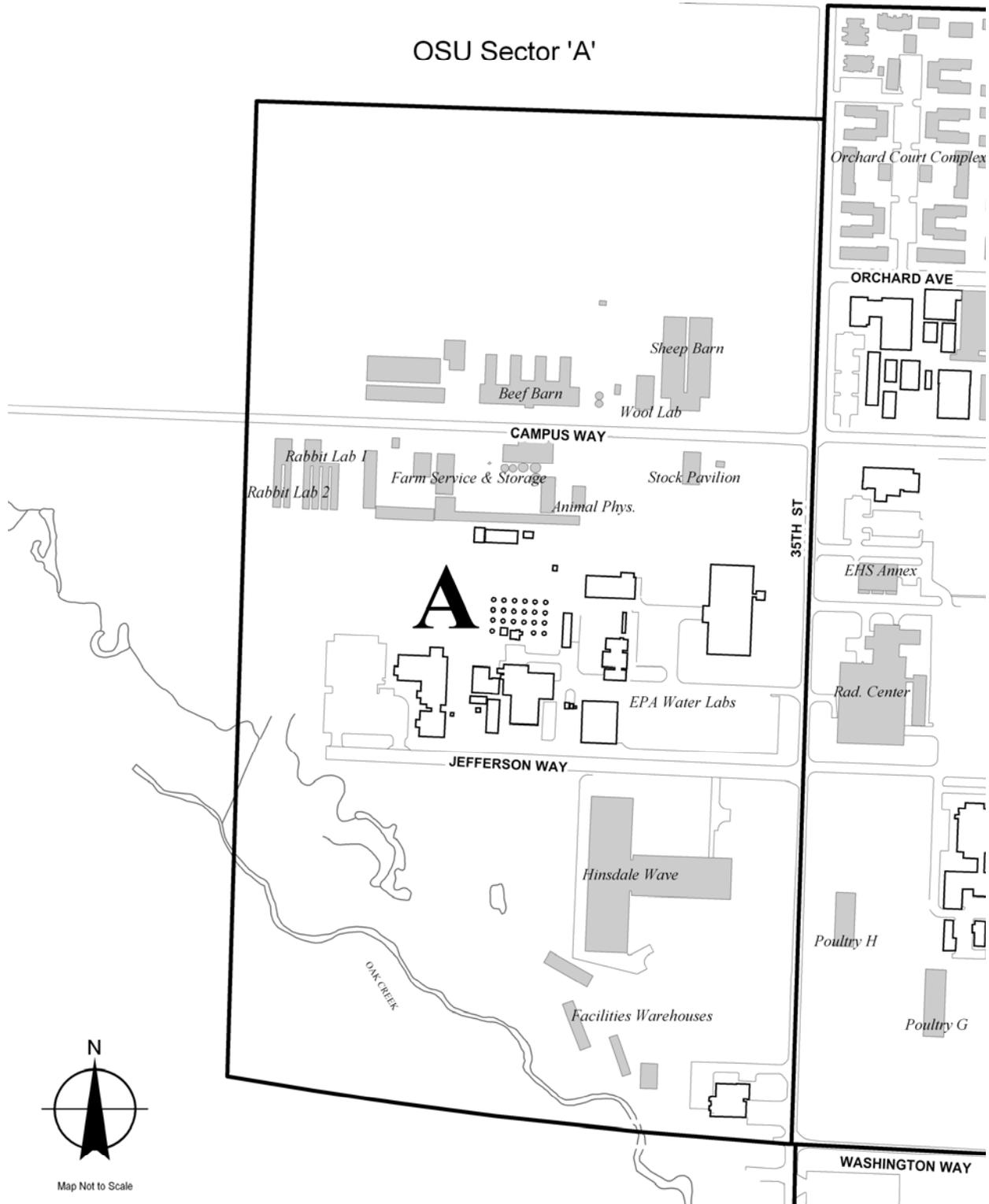


Figure 4.4: Map of Sector A

4.2 Sector Descriptions

a. Sector A — West 35th

Table 4.4: Sector A Area Calculations

Sector Area	Area in Square Feet
	3,358,166
	(77.09 acres)
Existing/Approved Development ¹	287,272
Existing Impervious Surface	
OSU Building Footprint	161,080
OSU IOTB ² Footprint	39,977
Non OSU Building Footprint	87,172
Non OSU IOTB Footprint	8,715
OSU Streets ³	93,618
OSU Parking ³	141,771
Public Streets	34,570
Total Existing Impervious Surface	566,903
Percent of Impervious Surface	17%
Future Development	250,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector A is less developed than many other sectors on campus. This sector is visually dominated by agricultural fields and the adjacent rural landscape. A portion of Oak Creek traverses the southern portion of Sector A.

Sector A supports research activities facilities (e.g., Hinsdale Wave Research Lab), Environmental Protection Agency offices, and agricultural fields. It has the potential to support additional research facilities, student housing, campus support services, and other university services and facilities.

Future development in Sector A will serve as the transition between OSU and the agricultural and rural landscape. This development may incorporate transitional features or design elements (open space areas, height limits, landscape, building placement, etc.) to enhance compatibility with existing uses. Future development in Sector A may trigger improvements to 35th Street. The 35th Street area should include, through the use of design elements, a transition between the city low-density development and potentially higher density OSU uses. Parking in this area should be carefully managed to minimize impacts to the nearby residential neighborhood.

Management of Oak Creek, the floodplain, and riparian area shall be included in future development scenarios. A city-OSU Oak Creek management agreement will be developed when new construction is proposed in the vicinity of the creek. This agreement shall be consistent with other Oak Creek management agreements.

Other actions to enhance Oak Creek should be undertaken in the future. These actions may include the following:

- Recognize Oak Creek and its associated floodplain as an educational resource.
- Consider decommissioning and reclaiming the OSU recycling/storage area. Reclamation activities could include riparian forest plantings and potential floodplain reconnections. Plantings could include conifers and use of a successional planting approach to provide rapid cover for later-succession tree species and deter establishment of invasive plants.
- Identify the disturbed portions of Oak Creek riparian areas as potential candidates for restoration of floodplain connectivity. This would require further hydrology/engineering study.
- Remove the Himalayan blackberry and other exotic species that dominate the margins of riparian areas and wetlands, and replace with native willows, alder, cottonwood, and/or western red cedar. The usage by terrestrial species of certain stream and wetland areas along Oak Creek suffers from limited habitat structural complexity, poor connectivity to upland habitats, and the degraded quality of certain stream segments and wetlands.
- Remove trash and debris dumped along Oak Creek and revegetate disturbed areas once cleared. Develop an educational program to discourage future littering and dumping.
- Remove buildings, other structures, and impervious surfaces in the riparian area. Revegetate disturbed areas with native plants.
- Restore hardened banks (rubble and riprap) in certain reach segments using bioengineering techniques with native plant materials. This would require additional study; such a proposal might be appropriate if bank enhancements are already planned (e.g., for floodplain restoration work or perhaps in conjunction with the Oak Creek Task Force's proposed bridge removal).
- Identify and evaluate water quality characteristics of piped and concentrated surface stormwater discharges into Oak Creek (to the extent data is available or studies are planned). The creek and associated wetlands are susceptible to potential water quality degradation and nutrient loading from road, university, and agricultural runoff. Identify appropriate and feasible remedial actions to treat or disconnect discharges that may contribute to water quality degradation.
- Evaluate existing recreation, education, scientific research and monitoring activities, and potential opportunities to incorporate such activities into any proposed enhancement work.

Sector A Policies

- 4.2.1.a Incorporate transitional design elements (height limits, landscaping, building placement, etc.) between city low-density development and potentially higher density OSU uses along the northern edge of the sector.
- 4.2.2.a Recognize that the sector's future development may include agricultural facilities, research facilities, student housing, campus support services, and other university services and facilities.
- 4.2.3.a Enter into a City-OSU management agreement consistent with existing management agreements when development occurs in the vicinity of Oak Creek. Minimize development-related impacts to the Oak Creek riparian area and, over time, enhance the riparian corridor.
- 4.2.4.a Continue to encourage federal, state, and private research activities in the sector.
- 4.2.5.a Improve 35th Street consistent with the City-OSU 35th Street Improvement Agreement and in a manner that improves access to and identifies the university.
- 4.2.6.a Improve Campus Way, Jefferson Way, and Washington Way to strengthen the east/west connection that links research, forestry, and agricultural areas to the campus core.
- 4.2.7.a Preserve agricultural lands west of 35th Street, outside of the city limits, in recognition of the university's research, instructional, aesthetic, and open space values.
- 4.2.8.a Enhance the image of the agricultural facilities to better reflect OSU's role as a premier agricultural school.
- 4.2.9.a Develop agricultural facilities to emphasize the distinct and important function that agriculture serves on the campus. Animal facilities and agricultural support functions should be consolidated in an orderly and attractive "farmstead" at the western end of Campus Way, forming a gateway to the open fields beyond. To accomplish the consolidation, scattered and deteriorating agricultural buildings should be replaced.
- 4.2.10.a Ensure that a minimum of 78 percent of land in Sector A remains as open space.

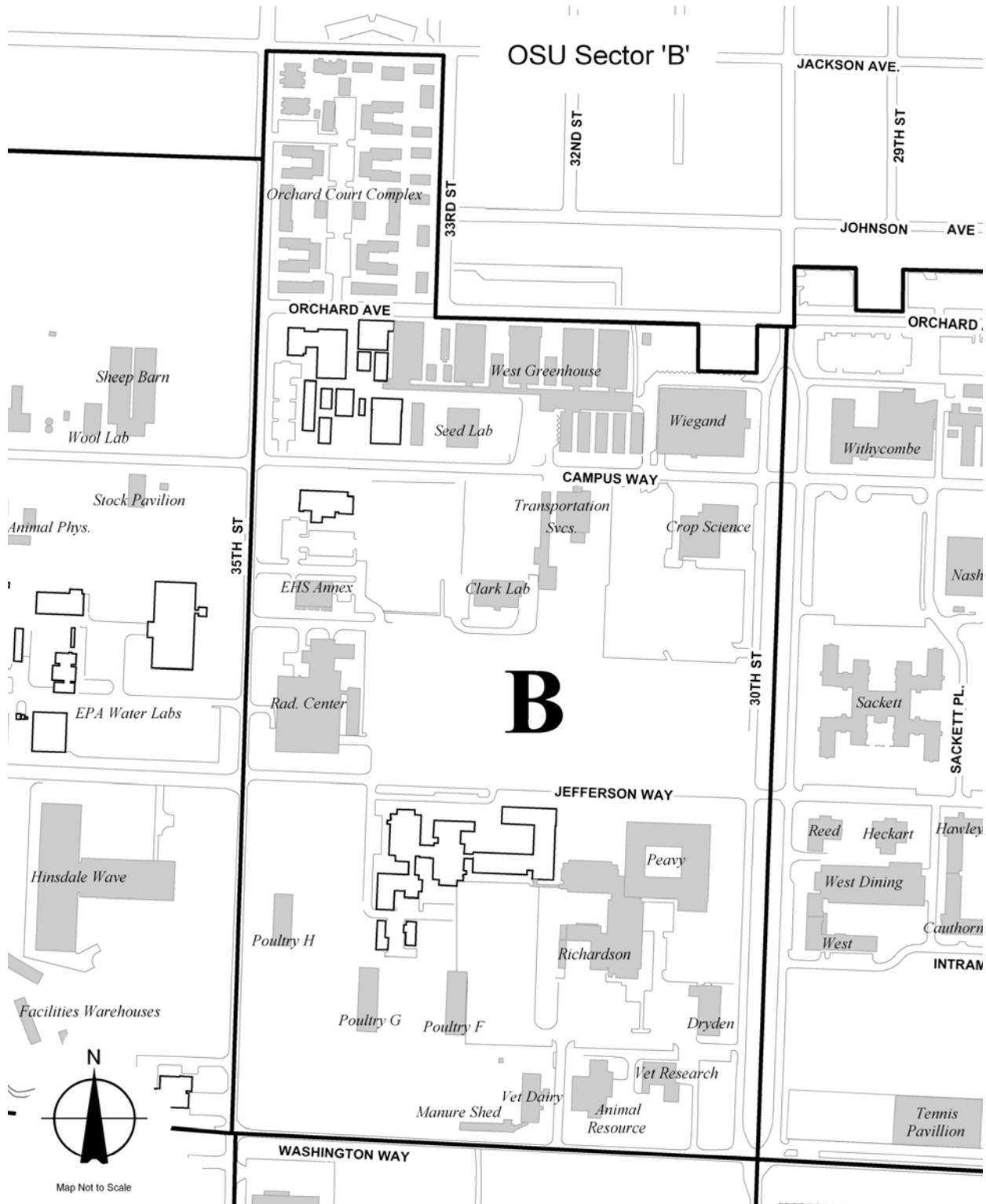


Figure 4.5: Map of Sector B

b. Sector B — West Campus

Table 4.5: Sector B Area Calculations

Sector Area	Area in Square Feet
Existing/Approved Development ¹	777,778
Existing Impervious Surface	
OSU Building Footprint	437,205
OSU IOTB ² Footprint	13,512
Non OSU Building Footprint	100,236
Non OSU IOTB Footprint	8,117
OSU Streets ³	129,191
OSU Parking ³	590,623
Public Streets	66,596
Total Existing Impervious Surface	1,345,480
Percent of Impervious Surface	43%
Future Development	500,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

The uses in Sector B are more mixed than those in Sector A. Sector B includes U.S. Department of Agriculture (USDA) offices, greenhouses, research labs and facilities, academic facilities, materials storage areas, agricultural uses, and student housing. The northern portion of Sector B is adjacent to privately owned residences.

An intramural sports field in Sector B provides visual and recreational open space. The field is adjacent to a residence hall and thus provides students with an opportunity for recreation. Future development in Sector B, and in other sectors that have recreational fields adjacent to more dense development, will most likely result in development of these open spaces. Future development shall strive to incorporate open space into its design and ensure that recreational opportunities are provided elsewhere on campus.

Future development in Sector B shall incorporate transitional design elements adjacent to the nearby residential uses and minimize through-traffic impacts. Potential uses may include student housing, research and academic labs and facilities, campus support services, and other university services and facilities.

Sector B Policies

- 4.2.1.b Organize research expansion primarily along 35th Street and between Campus Way and Washington Way, west of 30th Street.

- 4.2.2.b Support the university's agricultural mission by encouraging the location of agricultural research facilities on the west side of campus.
- 4.2.3.b Improve 35th Street consistent with the OSU-city 35th Street Agreement and in a manner that improves access to and the identity of the university.
- 4.2.4.b Ensure that agricultural facilities are the western anchor and extension of the graduate research, undergraduate teaching, and other university facilities will develop in the core area blocks between 30th Street and 35th Street.
- 4.2.5.b Develop agricultural facilities to emphasize the distinct and important function that agriculture serves on the campus. Scattered and deteriorating agricultural buildings and lands west of 30th Street should be consolidated and updated.
- 4.2.6.b Ensure that a minimum of 33 percent of land in Sector B remains as open space.

Peavy Field



Figure 4.6: Peavy Field

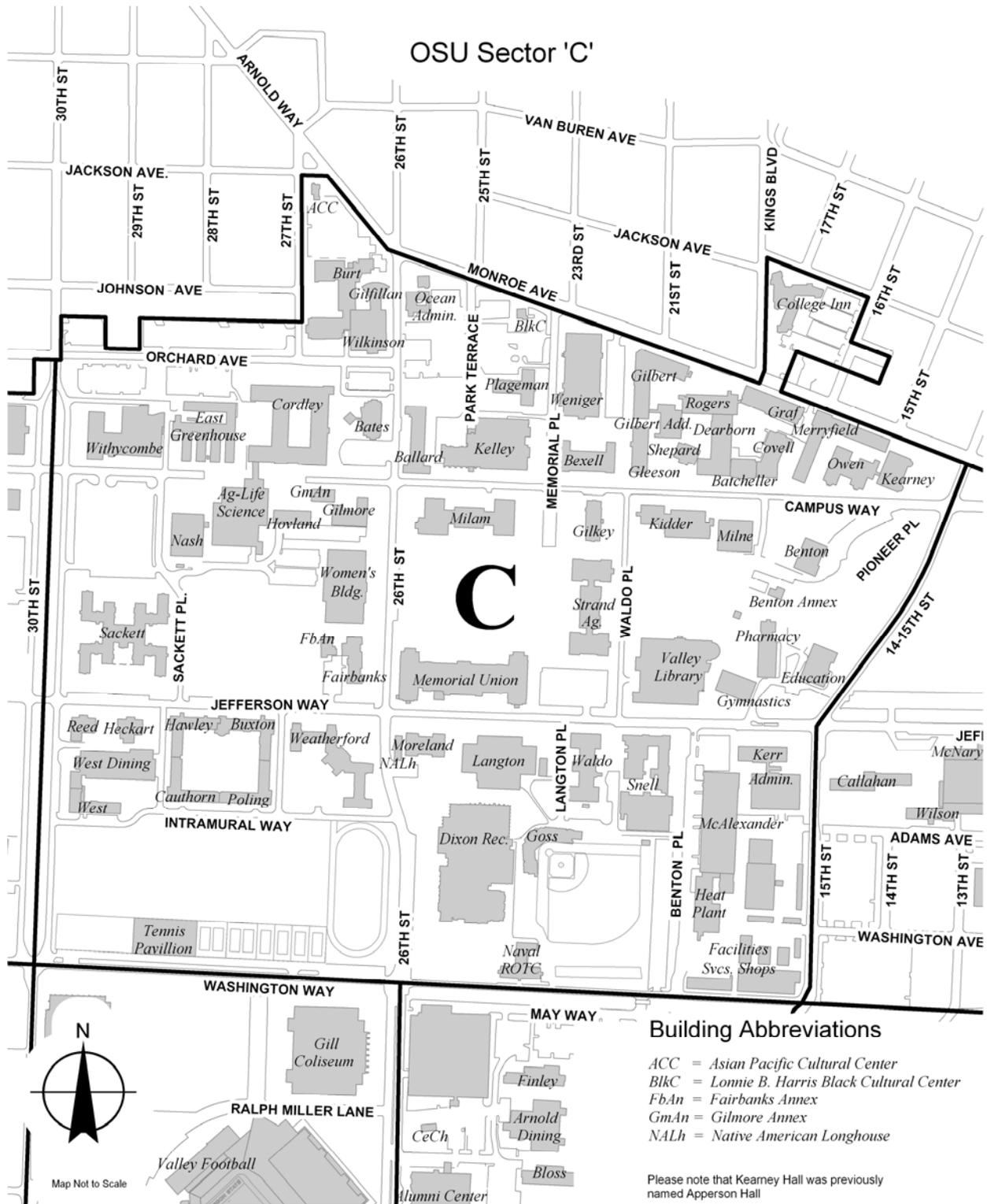


Figure 4.7: Map of Sector C

c. Sector C — Campus Core

Table 4.6: Sector C Area Calculations

Sector Area	Area in Square Feet
	6,863,033
	(157.55 acres)
Existing/Approved Development ¹	4,654,719
Existing Impervious Surface	
OSU Building Footprint	1,460,841
OSU IOTB ² Footprint	5,865
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	529,326
OSU Parking ³	829,010
Public Streets	57,060
Total Existing Impervious Surface	2,882,102
Percent of Impervious Surface	42%
Future Development	750,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector C is OSU’s campus core and academic center. The sector is characterized by buildings, quads, open space, pedestrian sidewalks, and paths.

Future development in Sector C shall be compatible with the existing uses and character, and may include academic or academic-related uses, research facilities, open space areas, campus support services, student housing, recreation facilities, and other university services and facilities. Development in this sector will occur through the “in filling” in areas such as parking lots and/or redevelopment of existing buildings or spaces.

To maximize ease of use by the majority of the campus community, Sector C needs to be intensively developed. Redevelopment through building expansion, remodeling, or demolition and reconstruction will allow a more resource-efficient land use pattern to emerge.

Sector C’s historic buildings pose a design challenge for the integration of new buildings. New buildings must try to capture the spirit and energy of modern construction, yet respect traditional existing building forms and contribute to a usable, harmonious, and aesthetically pleasing campus. Sector C’s parking demands are an additional challenge. Despite these challenges, OSU is committed to retaining the charm and attractiveness of Sector C and the campus as a whole.

The existing Memorial Union and Library quads shall be retained as open space. New development will be designed with pedestrians in mind by providing good connectivity and open space enhancements such as courtyards, atriums, and porches. To the extent that new development projects remove existing parking stalls or lots, the project sponsors will be required

to provide a commensurate amount of parking. This most likely will include underground parking, parking within structures, or parking in areas outside of Sector C.

Other redevelopment efforts in Sector C include the eventual removal and relocation of the physical plant shops behind the Kerr Administration building and the renovation and redevelopment of Snell Hall. Removal and relocation of the physical plant shops will provide additional space for campus core uses and also allow for the potential realignment of Washington Way.

Sector C Policies

- 4.2.1.c Ensure that buildings in the campus core are designed so that each building has an individual identity, is oriented toward the street and, where possible, situated along quads. Areas within the campus core will provide a pedestrian zone free of major automobile traffic.
- 4.2.2.c Concentrate on providing instructional and related facilities in Sector C. This includes classrooms, teaching laboratories, faculty and administrative offices, libraries, student union facilities, and recreational and performance facilities with instructional functions.
- 4.2.3.c Locate related instructional facilities such that they can be reached within a 10-minute walk (approximately 2,200 feet).
- 4.2.4.c Increase the density of the campus core when the supply of available building sites in the core is exhausted. Ultimately, this can be accomplished by replacing recreation fields and parking areas with new buildings and pedestrian quads.
- 4.2.5.c Develop a new quad in the Kelley Engineering Center block. This quad should have clearly defined and interconnected pedestrian corridors and a distinct quality that provides a space around which future buildings can be organized.
- 4.2.6.c Ensure that a minimum of 36 percent of land in Sector C remains as open space.

Benton Hall



Figure 4.8: OSU's Oldest Building, Benton Hall, Built in 1889

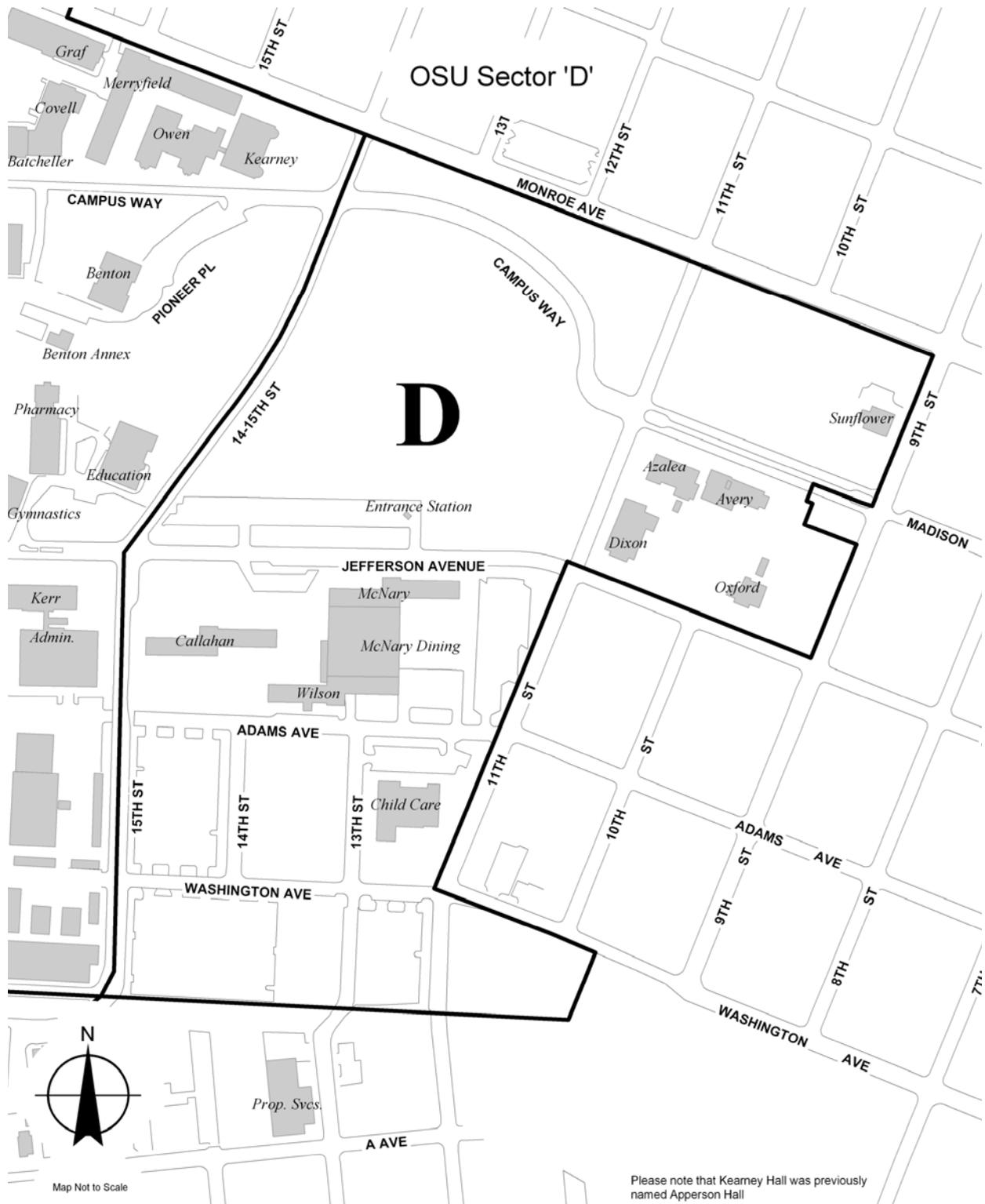


Figure 4.9: Map of Sector D

d. Sector D — Lower Campus

Table 4.7: Sector D Area Calculations

Sector Area	Area in Square Feet
	1,953,994
	(44.86 acres)
Existing/Approved Development ¹	325,331
Existing Impervious Surface	
OSU Building Footprint	117,617
OSU IOTB ² Footprint	2,553
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	135,633
OSU Parking ³	326,634
Public Streets	103,905
Total Existing Impervious Surface	686,342
Percent of Impervious Surface	35%
Future Development	35,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector D, also known as the lower campus, is characterized by a large expanse of open space that provides visual relief from surrounding higher density development. This sector has a series of portals at key entry points as well as pedestrian sidewalks and paths that connect to the rest of campus and to the community. The sector also hosts a variety of community events.

Some areas in Sector D act as an interface between OSU and the surrounding community. These areas also provide visitors with their first impression of OSU. The visual appearance and functionality (e.g., parking, traffic circulation, impacts on adjacent residential areas) could be further improved with new development. Although some of Sector D will remain as open space, future development may include a visitor information center, president’s residence, student housing, parking, and other university services and facilities.

Sector D Policies

4.2.1.d Site all new development to minimize disturbance to existing open space to the maximum extent practicable.

4.2.2.d Recognize that Madison Avenue shall continue to be developed as a pedestrian link between OSU and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for the area’s continued use for cultural and civic purposes.

- 4.2.3.d Explore the feasibility of locating the university president’s residence and other welcoming facilities to Sector D.
- 4.2.4.d Ensure that a minimum of 61 percent of land in Sector D remains as open space.

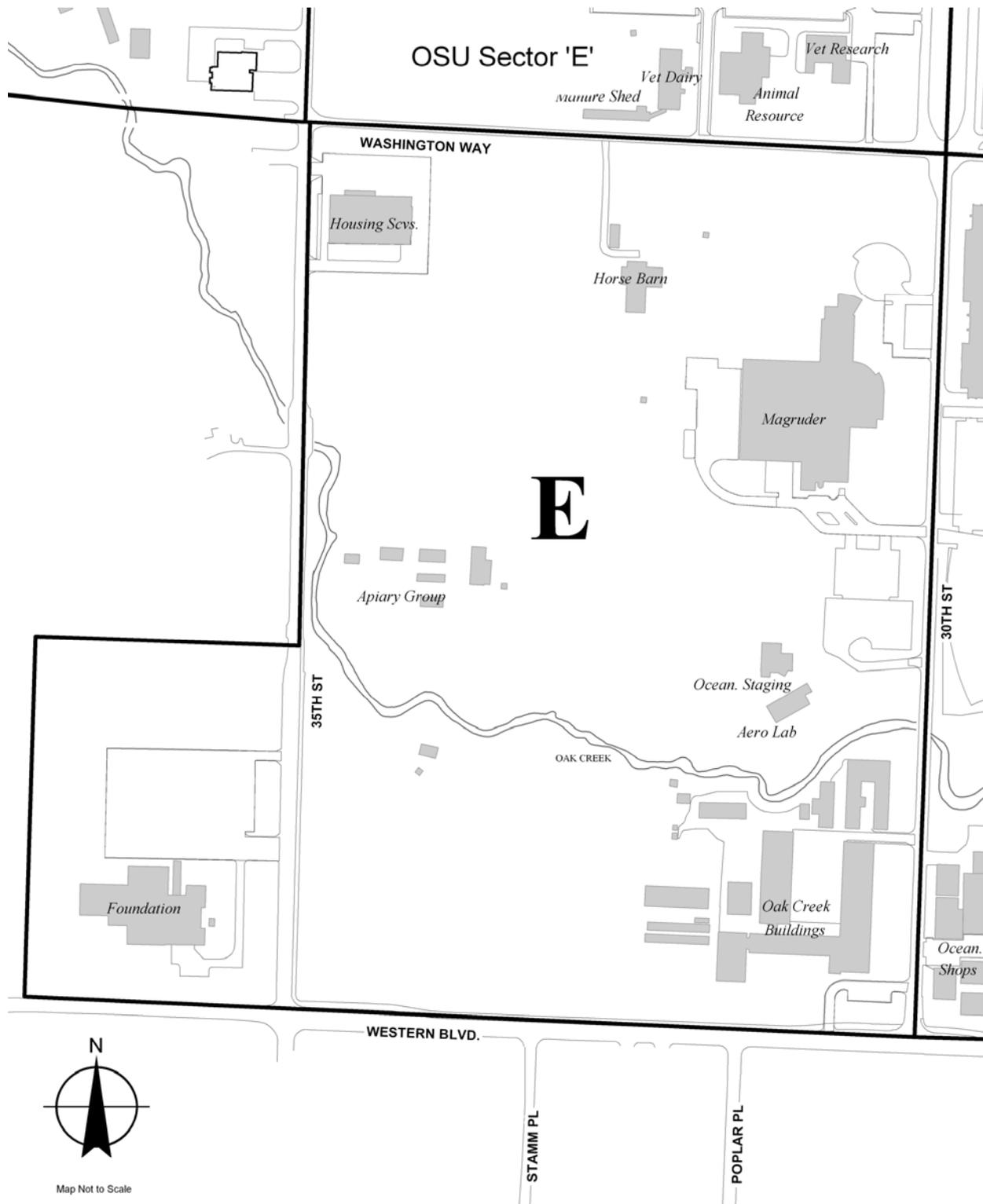


Figure 4.10: Map of Sector E

e. **Sector E — Southwest Campus**

Table 4.8: Sector E Area Calculations

Sector Area	Area in Square Feet
Existing/Approved Development ¹	256,918
Existing Impervious Surface	
OSU Building Footprint	209,499
OSU IOTB ² Footprint	10,860
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	39,718
OSU Parking ³	244,339
Public Streets	30,977
Total Existing Impervious Surface	535,393
Percent of Impervious Surface	19%
Future Development	120,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector E is similar to Sector A in terms of its predominant agricultural character and existing low-density development. Sector E consists of the College of Veterinary Medicine, Oak Creek Building, a housing and dining services facility, agricultural fields, and related agricultural uses. Oak Creek traverses the southern portion of the sector with agricultural uses flanking both sides of the creek.

Future development in this sector will be greatly influenced by consideration of Oak Creek, its riparian area, and the associated floodplain. Focusing development away from the creek and outside of the floodplain will minimize impacts. In addition, a city-OSU management agreement for the Oak Creek area has been executed to regulate activities within the floodplain. Other actions may be considered that address the management of Oak Creek in this sector. These actions include:

- Removal of the irrigation diversion dam located east of 35th Street near the apiary buildings. Removal could benefit sensitive fish within the study area. OSU has discussed this action with the Oregon Department of Fish and Wildlife. Given the many technical considerations, detailed studying and monitoring would be required to establish the feasibility and scope for the dam removal.
- Evaluation of existing recreation, education, scientific research and monitoring activities, and potential opportunities to incorporate such activities into any proposed enhancement work.

Future potential development in Sector E may include veterinary and agricultural research labs, agricultural science labs and support services, university facilities and services, interpretive trails along Oak Creek in conjunction with education and management programs for the creek, and other campus support services. Another element of future development is a multi-use path, south of Washington Way, that connects this sector with destinations to the east and west.

Sector E Policies

- 4.2.1.e Improve east-west pedestrian and bike connectivity along Washington Way concurrent with development projects.
- 4.2.2.e Improve 35th Street consistent with the City-OSU 35th Street Improvement Agreement and in a manner that improves access to and the identity of the research and agricultural functions of the University.
- 4.2.3.e Improve 30th Street between Western Boulevard and Washington Way concurrent with abutting development.
- 4.2.4.e Minimize development impacts to Oak Creek riparian drainage way and take steps toward enhancing the riparian corridor.
- 4.2.5.e Ensure that a minimum of 77 percent of land in Sector E remains as open space.

Richardson Hall



Figure 4.11: Richardson Hall

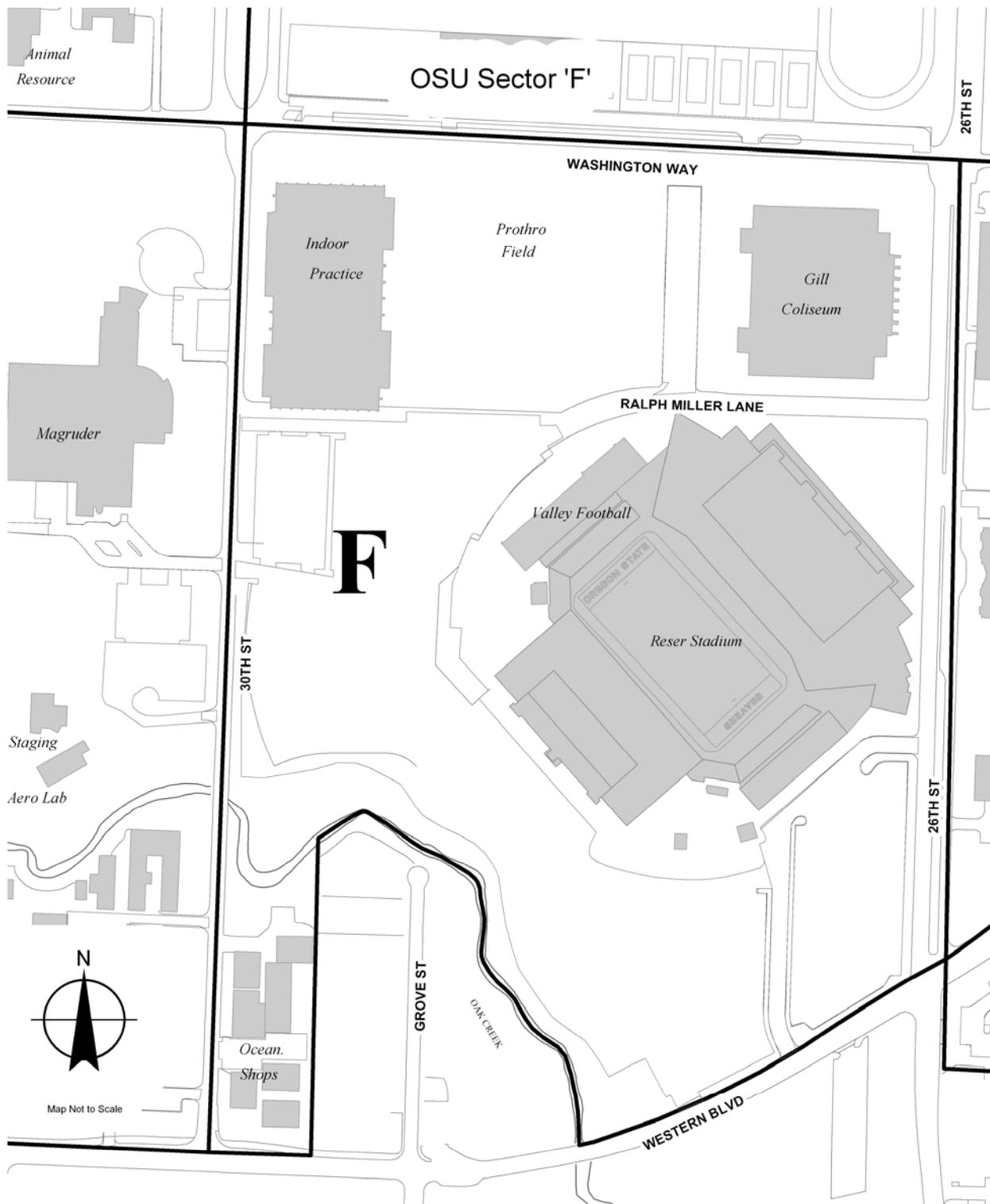


Figure 4.12: Map of Sector F

f. Sector F — Reser Stadium and Gill Coliseum
Table 4.9: Sector F Area Calculations

Sector Area	Area in Square Feet
Existing/Approved Development ¹	463,088
Existing Impervious Surface	
OSU Building Footprint	555,220
OSU IOTB ² Footprint	1,709
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	134,334
OSU Parking ³	610,702
Public Streets	408
Total Existing Impervious Surface	1,302,373
Percent of Impervious Surface	63%
Future Development	750,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector F is the athletic precinct of the campus and is visually dominated by Reser Stadium, its support facilities (Merrit Truax Indoor Practice Facility, the Valley Football Center, etc.), parking, and Gill Coliseum.

Future development in Sector F shall be compatible with and complimentary to the existing athletic facilities. Development will include a multi-phased expansion of Reser Stadium, an addition to Gill Coliseum called the Gill Annex, an east-west multi-use path connection along Washington Way, north-south pedestrian and road improvements on 26th Street and 30th Street, and additional university-related services and uses.

The athletic venues in this sector create a window through which the outside world can view OSU. The overall quality and attractiveness of the campus and the view of the surrounding area has the potential to leave visitors with a positive impression of OSU. Further development in the area could include the addition of an information/visitor's kiosk on 26th Street and other portal improvements that identify entry to the OSU campus.

Oak Creek traverses the southern boundary of the sector. Recent improvements to the Reser Stadium parking lot have included a bio-swale, an on-site water detention facility, and some bank restoration work. Additional restoration work along the banks and stream corridor will occur over time.

Sector F Policies

- 4.2.1.f Continue to promote OSU intercollegiate athletics and provide facilities that allow OSU to be competitive on a national level.
- 4.2.2.f Support Reser Stadium expansion projects and other enhancement projects of athletic facilities.
- 4.2.3.f Work with nearby property owners to maximize opportunities for the efficient use of facilities. One such example is the 2002 agreement with the Benton County Fairgrounds for use of their parking facilities on football game days.
- 4.2.4.f Continue to minimize development impacts to Oak Creek and, over time, enhance the riparian corridor.
- 4.2.5.f Phase improvements to 26th Street and 30th Street to minimize disruption to the campus and surrounding community.
- 4.2.6.f Develop an improved entryway into the campus at 26th Street and Western Boulevard.
- 4.2.7.f Ensure that a minimum of 20 percent of land in Sector F remains as open space.

OSU Football Game at Reser Stadium



Figure 4.13: Reser Stadium on a Football Game Day

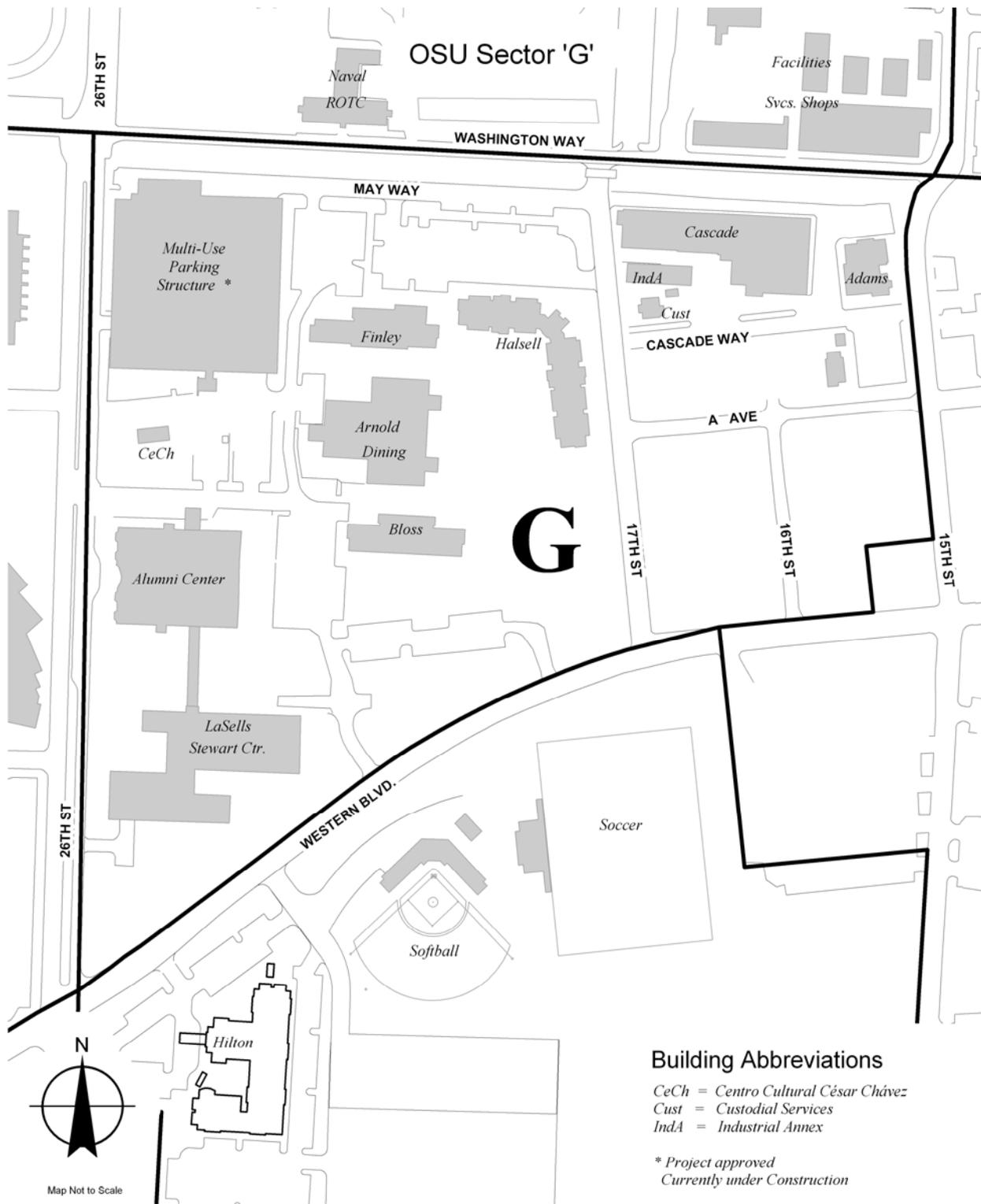


Figure 4.14: Map of Sector G

g. Sector G — LaSells and Alumni Center
Table 4.10: Sector G Area Calculations

Sector Area	Area in Square Feet
	1,360,414
	(31.23 acres)
Existing/Approved Development ¹	746,023
Existing Impervious Surface	
OSU Building Footprint	268,531
OSU IOTB ² Footprint	3,931
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	62,988
OSU Parking ³	169,354
Public Streets	59,146
Total Existing Impervious Surface	563,950
Percent of Impervious Surface	41%
Future Development	350,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector G includes the CH2M Hill Alumni Center, LaSells Stewart Center, student housing and dining facilities, Centro Cultural Cesar Chavez, university support services, and a mixture of other uses. Events, conferences, seminars, and other activities at the CH2M Hill Alumni Center and LaSells Stewart Center draw visitors from local, regional, national, and international areas.

Future development in Sector G may provide some facilities for this extended market. Such development could include enhancement of the LaSells Stewart Center, additional conferencing facilities, or other types of facilities that appeal to the local and regional community. Other anticipated development in this sector includes expansion of the CH2M Hill Alumni Center, additional student housing and dining facilities, and other university services and facilities.

Nearby arterials and collector roadways provide access to Sector G. A parking structure will be located immediately east of Gill Coliseum and will be constructed as part of the Reser Stadium expansion project. This facility will provide adequate parking for anticipated uses in this sector and for the greater campus community.

Sector G Policies

- 4.2.1.g Develop facilities to promote educational, recreational, artistic, and cultural exchanges between OSU and the local community.
- 4.2.2.g Provide new campus housing facilities.
- 4.2.3.g Develop an improved entryway into the campus at 26th Street and Western Boulevard.

- 4.2.4.g Phase the timing of improvement to 26th Street with other projects to minimize disruption to the campus and surrounding community.
- 4.2.5.g Ensure that a minimum of 40 percent of land in Sector G remains as open space.

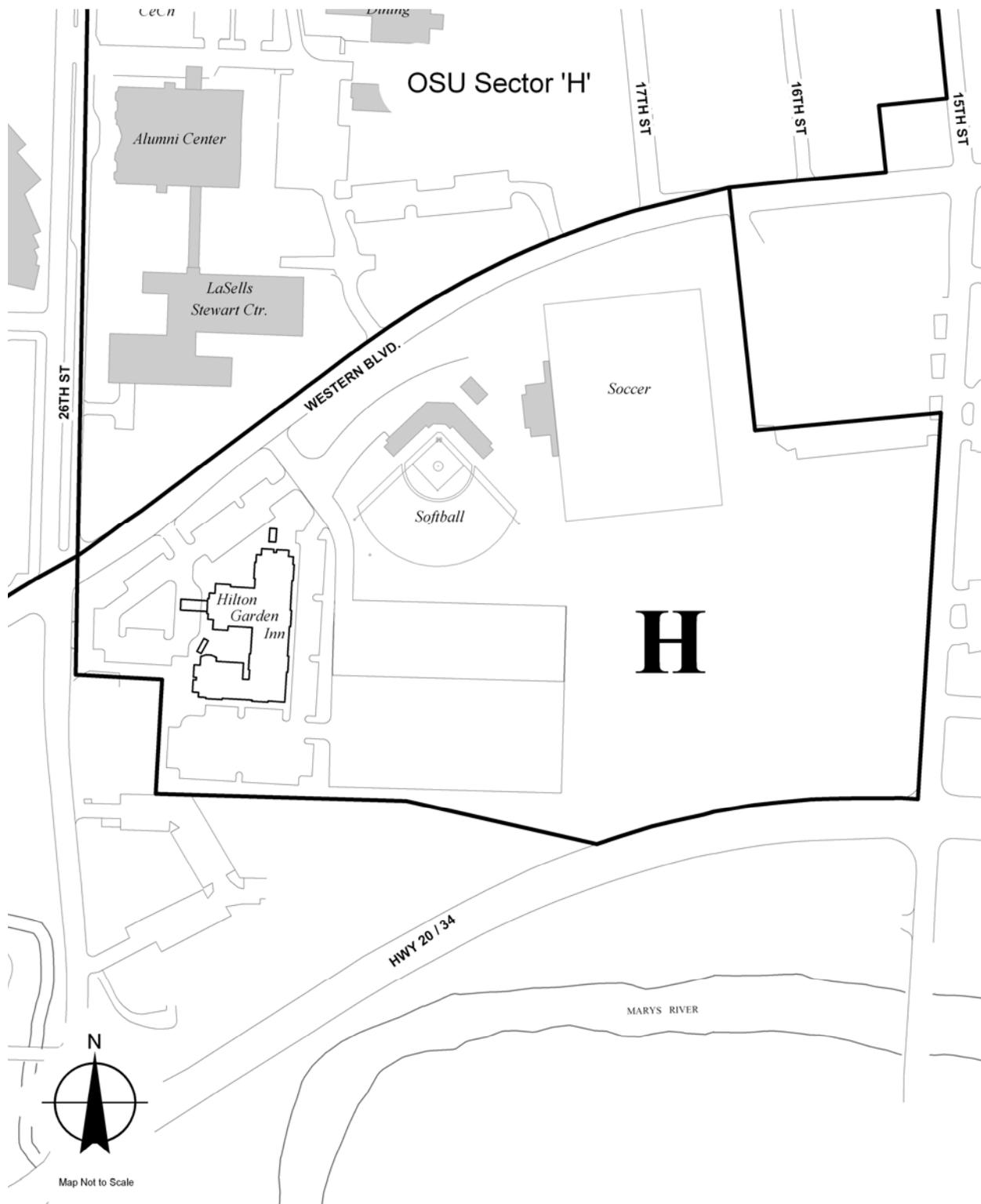


Figure 4.15: Map of Sector H

h. Sector H — Far South Campus

Table 4.11: Sector H Area Calculations

Sector Area	Area in Square Feet
	1,030,317
	(23.65 acres)
Existing/Approved Development ¹	126,921
Existing Impervious Surface	
OSU Building Footprint	976
OSU IOTB ² Footprint	11,372
Non OSU Building Footprint	25,878
Non OSU IOTB Footprint	1,226
OSU Streets ³	0
OSU Parking ³	229,888
Public Streets	46,660
Total Existing Impervious Surface	316,000
Percent of Impervious Surface	31%
Future Development	50,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector H includes softball and soccer fields, an intramural sports field, gravel parking, and a newly constructed Hilton Garden Inn. Western Boulevard, an arterial street, abuts Sector H to the north and provides direct access to these uses. The presence of the Hilton Garden Inn in close proximity to the intercollegiate athletic facilities, CH2M Hill Alumni Center, Gill Coliseum, and LaSells Stewart Center provides the university an opportunity to extend its outreach for hosting events.

Future development in Sector H will include enhancement of the athletic facilities and other improvements such as sports field night lighting, updated signage, paved parking, and fencing, along with construction of other university facilities and services.

Sector H Policies

- 4.2.1.h Evaluate the feasibility of developing an Intercollegiate Athletic sports complex and recreational facility for educational and intramural sports. Such a facility would unify and consolidate athletic opportunities on campus.
- 4.2.2.h Continue to upgrade and improve athletic facilities with night lighting, signage, fencing, paved parking, etc.
- 4.2.3.h Monitor safety of pedestrian travel from the Hilton Garden Inn to campus venues. If safety issues arise, work with the appropriate agencies to promote safety.
- 4.2.4.h Ensure that a minimum of 64 percent of land in Sector H remains as open space.

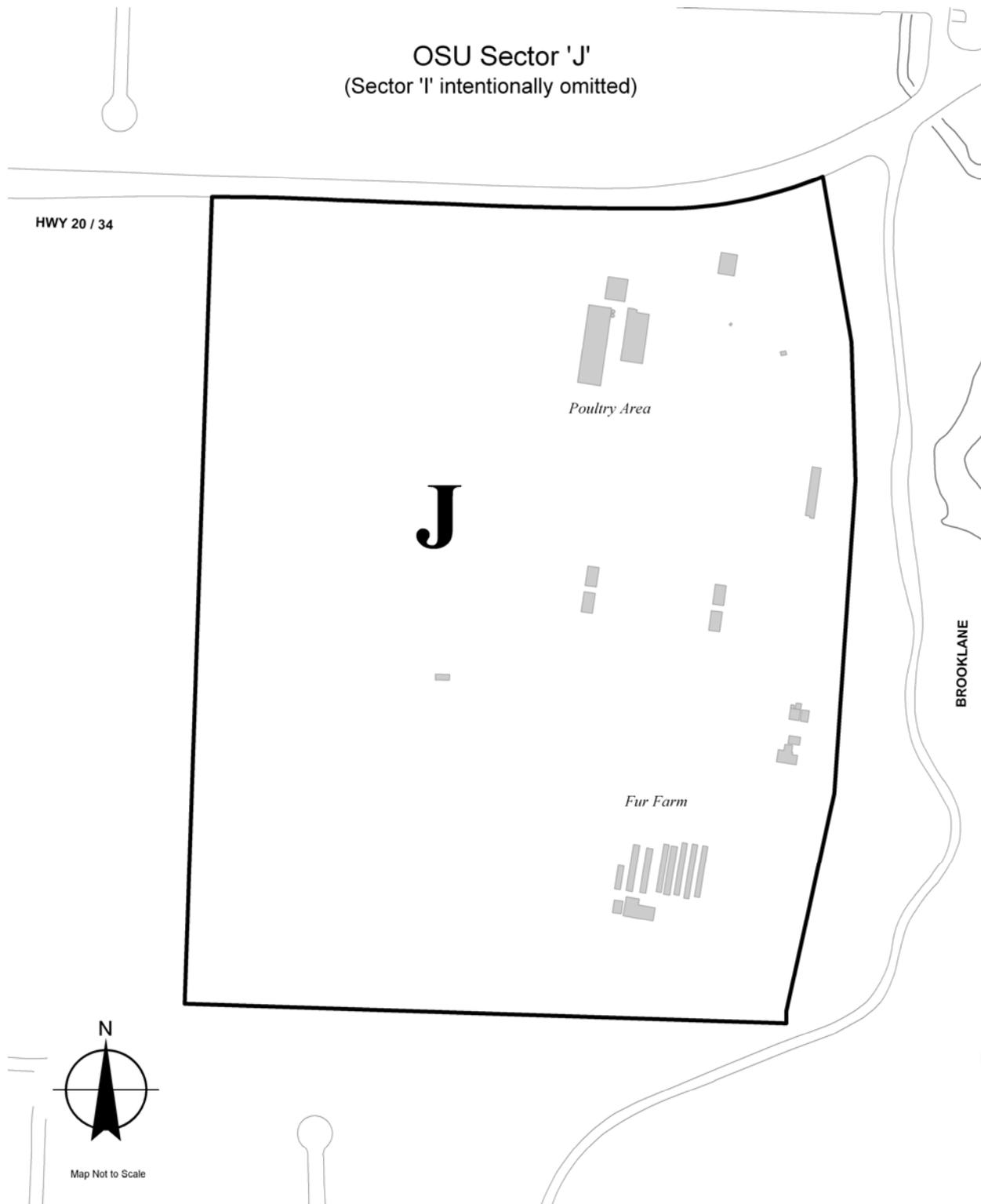


Figure 4.16: Map of Sector J

j. Sector J — South Farm

Note: There is no Sector I or section “I.”

Table 4.12: Sector J Area Calculations

Sector Area	Area in Square Feet
Existing/Approved Development ¹	37,463
Existing Impervious Surface	
OSU Building Footprint	36,747
OSU IOTB ² Footprint	1,151
Non OSU Building Footprint	0
Non OSU IOTB Footprint	0
OSU Streets ³	0
OSU Parking ³	0
Public Streets	0
Total Existing Impervious Surface	37,898
Percent of Impervious Surface	2%
Future Development	350,000

1. Includes all buildings and IOTBs gross square feet.

2. IOTB = Improvements other than buildings

3. Includes gravel areas.

Sector J, also known as South Farm, is not contiguous with the other sectors and is located south of Highway 20/34 and west of Brook Lane Drive. The sector is mostly unimproved except for some remaining agricultural buildings related to poultry and mink shelters.

The City of Corvallis Comprehensive Plan designates Sector J as Public Institutional. The sector is zoned as AG-OS (Agriculture Open Space). One component of implementing the CMP includes the review and approval of a Development District Change to change the sector’s zoning from AG-OS to OSU District.

Future development in Sector J may include research facilities that can be used for single- or multi-discipline research activities. The facilities may include multiple buildings organized into a research park as well as some other research and education-related services and businesses. These facilities will promote OSU’s research and educational mission, the community’s economic diversification efforts, and the state’s goal of capturing Oregon’s technologies to promote local and statewide economic development. These goals will be achieved through collaborative research and business partnerships.

Sector J development will follow the principles and policies of the CMP, including any development that occurs under a lease with the university. Other uses that potentially could be integrated with the research park concept or developed independently include housing, intramural sports fields, interpretative trails, and other university services and facilities.

Sector J is impacted by floodplain, wetlands, access limitations, and the proximity of public school facilities. Development of this site will require improvements sensitive to compatibility concerns and the site's natural features. The sector provides a unique opportunity to integrate open space into the development scenario. In terms of access improvements, there may be opportunities to partner with adjacent property owners to improve site access.

Sector J Policies

- 4.2.1.j Ensure that development recognizes the site's significant natural features and incorporates concepts of sustainability and environmental sensitivity.
- 4.2.2.j Provide on-site parking for all development in accordance with the provisions of the Corvallis Land Development Code.
- 4.2.3.j Evaluate the feasibility of developing a research park. As appropriate, also consider interpretive trails, intramural sports fields, student housing, and other university-related facilities and services.
- 4.2.4.j Explore the possibility of working with adjacent property owners to provide street or other access improvements in Sector J.
- 4.2.5.j A major adjustment to the CMP shall be required when the square footage of development exceeds the amount of square footage modeled in the Base Transportation Model (i.e., 231,100) by more than ten percent (i.e., 254,100).
- 4.2.6.j An updated Traffic Impact Analysis of Sector J that includes the existing development and proposed development shall be completed annually as part of the Campus Master Plan Monitoring Report.
- 4.2.7.j A Traffic Impact Analysis shall be submitted to the City for those projects not reviewed under the annual report.
- 4.2.8.j Appropriate mitigation measures recommended within a Traffic Impact Analysis to minimize the impact from traffic and parking as a result of proposed development within Sector J shall be completed in accordance with the proposed development.
- 4.2.9.j Ensure that a minimum of 79 percent of land in Sector J remains as open space.



CAMPUS MASTER PLAN 2004-2015

CHAPTER 5 - DESIGN GUIDELINES

5.0 Design Guidelines Overview

This Campus Master Plan (CMP) includes architectural design guidelines to ensure a consistent campus look and to help provide direction for future building and expansions.

The design guidelines described in the CMP and within the OSU District (Chapter 8) include provisions to create a cohesive development across campus and to create compatible development along the campus edge where it abuts adjacent neighborhoods. OSU acknowledges that its development has the potential to adversely impact adjacent neighborhoods. It is therefore crucial for the character, vitality, and function of those neighborhoods to be reviewed during any subsequent update to the CMP to ensure adequate provisions in the form of CMP policies, design criteria, or OSU District code language are maintained or developed.



Figure 5.1: Waldo Hall

OSU has established a transition area (along its northern boundary) that includes specific design guidelines and criteria to maintain and protect the vitality of those neighborhoods adjacent to OSU's campus. This transition area provides a measure of protection of previous development standards, such as Section 3.36.04.02(3) - "*Structures within 400ft of the district boundary shall have a minimum setback from a property line twice the height of the structure, except when abutting a public street*". Any future CMP update, or updates to development standards will always be reviewed with neighbors and include a transition area in some form to provide neighbors with long term assurances that OSU's pattern of development will be compatible with the adjacent neighborhoods.

Over time, construction should visually and physically reinforce campus organization and unity. The predominant style of campus architecture is generally defined as Collegiate Classical Revival Style. These design guidelines are an attempt to ensure that new buildings reflect the vitality of modern construction, yet maintain unity with existing older architecture. Note that this is not to imply that the appearance of older buildings should be recreated in new construction. Rather, the new buildings should reflect the spirit of a modern institution within the architectural pallet of the existing classical elements on campus. This presents an interesting architectural challenge.

The CMP requires that associated site development, such as landscaping, utility extensions, required parking, etc., is provided at the time of construction and adheres to the design guidelines in this chapter.

5.1 The Design Process

a. The Coordination Process

New construction, remodeling, or renovation projects must be coordinated with Facilities Services (or the department so designated by Facilities Services with this responsibility). This coordination will allow Facilities Services staff (e.g., planning, engineering, operations, and construction management) to evaluate the project proposal and provide input with regard to CMP plan policies, maintenance requirements, or other such details that can assist the project sponsors in developing building and site plans that effectively incorporate and address applicable plan policies and zoning requirements.

b. The Review Process

The Campus Planning Committee (CPC) will review all proposals for new construction, significant remodeling, and renovation projects that visually alter the exterior appearance of the campus. The CPC shall be a body comprised of members from OSU, the City of Corvallis and the Corvallis community. To this end, the CPC shall have, at a minimum, the representation from academic and research faculty, academic affairs, faculty senate, Associated Students of Oregon State University, Athletics, University Housing and Dining Services, Memorial Union, Corvallis resident (i.e., community-at-large), City staff, City of Corvallis Historic Preservation Advisory Board, Oregon University System, OSU Foundation, Alumni Relations, the Director of Facilities Services, the Campus Planning Manager, and Deans and Provosts.

The CPC meetings shall be open to the public, but shall not be considered a public hearing where testimony is provided by the public. OSU shall notice the meeting time and date by, at a minimum, sending an email alert to interested Neighborhood Associations, posting electronic notices on either the OSU webpage, through OSU Today electronic bulletins, or by some other means that reaches faculty and staff. The notice will be released two weeks before the scheduled date.

The project's sponsor shall provide information including a statement of the project's intent, project scope, design, size, height, location, and materials. As appropriate, graphic materials of additional project details shall be provided. Projects that involve a new building or significant additions shall also include a conceptual plan of the surrounding area (typically the sector). The conceptual plan shall demonstrate how the proposed building or addition is compatible with the anticipated growth for the surrounding area or sector. In addition to the conceptual plan and other required plans, the proposal shall include a discussion on the proposed use of the area and outline any foreseeable expansion.

The CPC will review the proposal for site layout, building design, construction materials, and compatibility with surrounding buildings and uses. The CPC will also consider how the proposed construction is consistent with the Campus Master Plan, the City of Corvallis Comprehensive Plan, zoning regulations, and related issues. It will then present and review the materials at a meeting; those directly involved with the project are encouraged to attend.

The CPC may approve, deny, or modify a proposal and will forward its recommendations to the OSU Vice President for Finance and Administration. The CPC review is binding unless overturned by the Vice President of Finance and Administration. The CPC shall make formal findings regarding its decisions. These findings may be recorded in the minutes or included in a separate document. When projects are denied or when the CPC has requested modifications, the CPC shall explain its reasons for the decision. When project modifications are proposed, the CPC shall relate how the modifications address the expressed concern. Formal findings adopted by the CPC shall be incorporated into the design of the project unless the President or Vice President for Finance and Administration makes an overriding decision.

The Vice President for Finance and Administration may accept or reconsider the CPC decision. As appropriate, the Vice President for Finance and Administration can override a decision or forward a request to the University Cabinet for further consideration. If forwarded to the University Cabinet, the University Cabinet will review the proposal and the CPC recommendation, and make a decision. This decision can be accepted or modified by the President or Vice President for Finance and Administration.

c. Architectural Selection and Design

Members of the Facilities Services staff, and representatives of the sponsoring OSU College or department shall be involved in the selection of architectural consultants or other design professionals retained to assist in new construction, significant remodeling, or renovation activities.

The project is required to pay all costs associated with the project. This includes project management, initial surveys, governmental reviews, permits, fees, legal description and boundary establishment, geotechnical studies, engineering studies, architectural design, interior design, landscape design, utility upgrade/extension, and other improvements required by the development (parking, road improvements, etc). The project shall also pay for professional services needed to complete the project. The project may also be required to contribute financially to campus-wide transportation improvements, parking improvements, sewer, water, drainage, or other campus development-related improvements.

d. Project Scope

Each biennium, as part of the preparation of the university's Capital Construction Budget proposal, the various campus units submit project proposals to be considered for funding by the state legislature. Prior to submittal to the state, these projects shall be reviewed by the CPC, in consultation with other campus offices/departments and affected program units, for consistency with the Campus Master Plan. Siting opportunities shall be identified for projects proposed for funding in the biennia covered by the submittal and, as appropriate, for other biennia. The selection of building sites is considered an implementation strategy of the CMP.

The CPC shall also review other projects that involve new construction or modification of outdoor spaces or interior spaces with significant public exposure. In addition, the CPC shall review significant remodeling or renovation projects that change the use of space within the

building, change the manner in which the interior circulation functions, or change the outside appearance of a building. Projects of a routine maintenance nature or those that do not involve outdoor spaces or significant interior spaces do not need to undergo CPC review.

e. Document Submittal Format

All building plans and site plan documents submitted for review shall be in hard copy as well as a computerized format as determined by Facilities Services. Projects consistent with the CMP shall be reviewed by the CPC for recommendation and/or approval. Applications for CPC review can be obtained from Facilities Services. The application forms identify materials needed for CPC review. Proposals requiring other jurisdictional reviews (e.g., city or county review for zoning or building permits) will be required to prepare applications as per the jurisdiction's requirements.

5.2 Design Guidelines

a. Code Compliance

All development shall be in compliance with the OSU zoning district, City of Corvallis Land Development Code, and the Corvallis Comprehensive Plan. The development proposal shall also comply with all other applicable adopted codes, including the Uniform Building Code, Fire Code, and Mechanical and Electrical Specialty Code.

b. Site Design

The campus is a collection improvements such as buildings, streets, sidewalks, open space, parking areas, etc. that have been constructed for diverse purposes over a period of time. New development must fit within the existing environment.

The most densely developed area of the campus is the core, identified as Sector C. The campus core is pedestrian-oriented with closely grouped buildings that create a harmonious streetscape. These buildings are organized in a series of symmetrical quadrangles. Landscape and site furnishings serve as unifying elements. Bike and vehicular transportation routes are provided along with pedestrian routes and connections to the remainder of campus.

Future development shall continue the pedestrian-oriented tradition and the location of buildings in a harmonious streetscape. To the maximum extent possible, major instructional facilities shall be located such that they can be reached within a 10-minute walk. Site design shall incorporate internal circulation routes and connectivity.

1.0 Site Development



Figure 5.2: Madison and 11th Street

Each project shall provide site improvements. These include street improvements along the site's frontage, lighting, curbs, gutters, curb cuts, sidewalks, landscaping, fencing, signage, and utilities. The project shall also provide off-site improvements as required by the CMP, city regulations, or other approving authority. Off-site improvements shall be developed to reflect known or anticipated future street widths, bicycle lanes, sidewalks, or other planning efforts that have identified future requirements. Handicap access shall be provided so multiple points of ingress and egress are available, in conformance with the Americans with Disabilities Act (ADA).

2.0 Site Access and Parking Entrances

Each building shall have a primary entrance oriented toward the street or public accessway. This primary entrance must be accessed by a direct pedestrian connection (sidewalk, porch, courtyard, etc.) from the street or accessway. If parking facilities are constructed with a new building, the parking shall be located such that it does not create a barrier between the street and the primary entryway. This will generally orient parking facilities to the side or behind the building. Where existing development patterns limit or otherwise make this orientation unattainable, efforts should be made to provide, to the maximum extent practicable, direct pedestrian access to the street or accessway.

3.0 Streets

Campus development may require an upgrade to adjacent streets and/or intersections. Such improvements shall be consistent with the CMP and may include construction of paved travel lanes, on-street bicycle lanes, sidewalks, planting strips, curbs, gutters, and drainage improvements. If an intersection needs to be upgraded to increase capacity or mitigate unacceptable levels of service, the functional requirements of the street and the potential upgrade shall be incorporated into the project. When pedestrian crosswalks are needed, they shall be clearly defined through paint marking, raised crosswalk, or other changes in pavement style or detail. Generally, crosswalks shall be at intersections. When mid-block crossings are used, traffic-calming techniques should be employed to alert drivers of the crosswalk. Traffic-calming techniques include speed tables, speed bumps, warning lights, and signage.

c. Open Space

Just as building design and character are important to the OSU image, so are the open spaces and the visual relief these areas provide. Open space is defined as land area not covered by buildings or used for vehicle maneuvering or parking. Campus open space includes lawn areas, agricultural fields, recreation fields, sidewalks, quads, plazas, courtyards, and other such amenities that provide the OSU community with a space and opportunity to co-mingle. Open space creates a framework for development and offers areas for respite, exercise, and social interaction.

Open space is an important component in future development on campus. To ensure that open space is retained throughout campus, the CMP establishes minimum open space requirements for each development sector. As future development occurs, existing parking lots may be redeveloped and used as building sites. This allows for new development without displacing existing open space areas.

d. Parking

Parking lot entrances shall be designed to provide adequate sight distances. Stacking area and other design considerations should be incorporated to ensure that the entrance functions properly. Other improvements required for access to and through the site may be required to ensure safe and adequate site access.

Parking shall be managed on a campus-wide basis to ensure that overall utilization remains at 95 percent or less. Projects shall be responsible for providing the required amount of parking as calculated by the Corvallis Land Development Code. The required parking spaces may be constructed (pavement, landscaping, curb, gutter, drainage, etc.) on campus or the project can pay an equivalent dollar value for the required number of spaces to Parking Services. Parking Services will then ensure that parking improvements are provided such that the overall campus utilization does not exceed the 95 percent threshold.

Individual projects that displace parking through development shall replace any displaced parking. In Sector C, this shall be provided as near as possible to the location of the displaced parking. Displaced parking shall be replaced at a one-to-one ratio, to the maximum extent practicable. This may entail providing underground parking and/or parking within a portion of the building.

Parking improvements may be in the form of parking structures or in lots. Parking lots should be paved with asphalt or concrete and should be landscaped. New parking lots shall adhere to code standards with pavement, landscaping, and other improvements. Over time, existing gravel lots shall be upgraded. When a building is present, the parking lot shall be located on the side of or behind the building. On corner lots, a parking lot on the side of the building could be located at a street intersection. In these instances, the site design shall consider visual impacts to the intersection, to street circulation (e.g., parking lot entrance distance from intersections, stacking requirements), and to pedestrian circulation.

For redeveloped sites, relocation of parking lots away from the front of the building is encouraged. Sidewalks adjacent to parking lots should be designed so that the overhang of the



Figure 5.3: Pedestrian Access to Core Campus

car bumper does not reduce the sidewalk to a width that hinders adequate circulation. Sites, buildings, and parking lots shall be designed to provide universal access in accordance with the Americans with Disabilities Act (ADA) regulations. An adequate number of parking spaces shall meet ADA requirements and be incorporated into campus parking lots.

Bicycle parking should be provided near all buildings, with 50 percent of such parking covered. The amount of bicycle parking for new development shall be based on Land Development Code requirements for the use.

Whether covered or uncovered, bicycle parking areas shall be designed as an amenity to the building. They shall not block building entrances or impede pedestrian circulation.

Service areas, loading, and unloading zones within parking lots shall be adequately screened from adjacent uses and buildings and shall be located so the circulation in the parking area is not impeded during scheduled deliveries.

e. Pedestrian Access and Circulation

Development should be pedestrian-oriented rather than vehicle-oriented. Buildings should have multiple points of access with provisions made for pedestrian and bicycle traffic (i.e., sidewalks, on-street bicycle lanes, multi-use paths, etc.). Pedestrian safety should be considered in the design of all buildings, traffic, and parking areas.

Pedestrian connections and sidewalks should be unobstructed to provide convenient linkages to specific destinations and across campus. The parking of service and vendor vehicles should be prohibited on sidewalks or in bike lanes.

Alternatives will need to be explored for the campus core area where delivery and service vehicles have historically used the sidewalk and/or bike lanes for parking.

f. Landscape

All new construction shall incorporate landscaping as part of the site plan. Landscaping shall be provided consistent with the established campus landscaping standards as included in the Facilities Services Landscape Design Standards and any updates.

Plant materials used on campus shall be a mix of deciduous trees, evergreens, shrubs, groundcovers, etc. Efforts shall be made to use native plant species adapted to local conditions. Where possible, plant materials that are drought resistant or require little water should be incorporated into landscape areas.

All new landscape areas shall be irrigated. Ease of long-term maintenance should be included in the landscape design. Lawn configurations and tree and shrub locations should allow for the use of riding mowers. Plant materials that are damaged or die shall be replaced.

Landscaping shall be placed around buildings to soften the bulk and mass, establish a human scale to the space, and as appropriate establish a focal point. Plantings shall not be placed so close to the building that, at maturity, they prevent adequate building maintenance. Additionally, plant materials shall be maintained so as not to visually obscure building entrances or interfere with sight lines from a building to the adjacent street. Plantings shall not create hazardous conditions to personal safety.

Landscaping shall be located along the perimeter and the interior of parking lots to provide visual relief and shade. Each parking lot shall meet the minimum landscape area requirement with the plant material being a mix of trees and shrubs, as per the Land Development Code requirements. A minimum 5-foot-wide landscape strip should serve as a buffer or transition between the parking lot and the adjacent site or use. Street trees shall be planted to create and maintain a uniform street concept.

g. Utilities and Site Furnishings

All signage, site furnishings (i.e., lights, benches, bicycle racks, etc.) shall comply with OSU standards and be consistent with CMP and other established regulations. Lighting shall be installed to provide safe conditions for access and circulation. Light illuminating from the fixtures shall be cast downward. When the “historic” type fixtures are used, internal louvers or other appliances to direct the light cone downward shall be used. OSU will also explore replacing existing fixtures with more energy efficient fixtures.

Storm drainage shall be within a piped system or open-area system such as a bio-swale. As needed, on-site detention to maintain historical peak flows may be incorporated into the project design. A separate storm drainage system shall be provided to convey stormwater flows. All other city public utilities shall be developed in accordance with existing utility master plans and be reviewed through the Public Improvement by Private Contract (PIPC) process. All other utilities shall be developed consistent with established standards.

The CMP’s goal is to ensure that utilities are sized and placed in a manner that will serve the campus today and tomorrow. Any upgrades to utilities required as a result of development should be included in the cost of the project.

h. Building Design

The campus generally reflects the Collegiate Classical Revival Style. Common design elements, materials, and colors can provide a unified appearance and create a harmonious link to the existing physical environment.

Below is a list of various design characteristics that may be incorporated in new construction. (Not every design characteristic need be included in each new construction.)

- Greek, Gothic, Romanesque, Chateausque, and Victorian
- Eclectic adaptation of classical forms and details into modern building masses, human scale
- Supports multiple functions and uses based on current and projected needs of user groups
- Multi-story building
- Masonry (red brick)
- Gable (pediment) roof forms
- Sloping roofs
- Three-part building (base, middle, capital)
- Defined roof edges and building base
- Columns or pilasters (columns visibly built into the wall)
- Visibly bearing walls
- Well-developed major and minor entrances
- Simple building masses
- Symmetrical design
- Linked to pedestrian open spaces such as plaza, quads, courtyards, and sidewalks.

Examples of the desired building design include Bates Hall, Owens Hall, CH2M Hill Alumni Center, and the Agricultural and Life Sciences building. Each shows adaptation of classical forms and details. Each harmonizes with surrounding buildings while meeting the needs of current structural systems and research laboratory layouts.

1.0 Style

The finest buildings on campus are characterized by their simple, symmetrical massing, articulated center-bay entries, punched windows, and three-part vertical massing with a base, middle, and top. Red brick is the predominant building material. Stone and terra cotta are used sparingly, primarily to highlight building entrances, windows, corners, lintels, bases, cornices, and copings. Some buildings incorporate columns and pilasters on the facade to emphasize a vertical bay organization and create a sense of monumentality.

Generally, new buildings shall be consistent with the established masonry theme. However, there may be instances when other building styles are appropriate such as for storage or agricultural buildings. These buildings may consider the use of different building materials and styles, provided that the materials are consistent with overall development within the vicinity, are not in the core campus, and are not readily visible from the entrance street corridors.



Figure 5.4: Valley Library Rotunda

2.0 Proportion

A key ingredient in the composition of existing historic building facades is the proportional relationship between the parts of the structure. If elements of the facade such as windows, wall areas, bays, and entrances are diagrammed to show the proportional relationship of height to width, the composition of architectural parts becomes apparent. If drawn in a diagram, a diagonal line indicates the relationship of height to width and equally angled diagonals indicate equal proportions. Often in the composition of an historic facade, a few proportionally consistent parts are repeated and combined to form the whole, which itself reflects the same proportional relationship. In multi-story buildings, a belt coursing at the floor line has helped downscale the buildings.

3.0 Modulation

Large exterior masonry wall areas shall be visibly broken down into more human-scaled sections with jigs and jogs, offsets, shadow lines, and belt courses. Modulation is required horizontally as well as vertically. Modulation by providing recesses and/or extensions (entrances, floor area, etc.), with offsets as little as 12 inches are acceptable if the overall impact creates a visually effective modulation of the facade that is acceptable to the CPC.

4.0 Vertical Bays

Columns, pilasters, or other relief elements shall be used to establish a vertical bay expression. The wall may be layered to express structure, wall, and window relief, and scale.

5.0 Corners

Pilasters, quoins, building walls, rustication, or an articulated end-bay expression shall visually reinforce the corners of the building.

6.0 Base

Buildings shall sit on a clearly articulated substantial base. The base shall begin at approximately the level of the first-floor windows if the first floor is approximately level with grade. The base should begin at approximately the level of the first floor framing if the first floor is approximately three or four feet above grade, as might occur with a basement. The base line is proportionally higher in tall buildings.

7.0 Cornice

A cornice or coping shall clearly terminate at the uppermost edge of the building facade. The horizontal roofline shall be expressed in some fashion without allowing the eave to be visible. A well developed parapet line with shadow lines and/or material changes shall be provided in new buildings.

8.0 Windows

Windows shall be vertical in proportion, reminiscent of the double hung scaling, and set back into the facade. Groupings of windows shall be articulated to maintain a verticality of the opening. Verticality can be relaxed when windows are in the building base or an implied attic. Detailing of window openings shall include visually distinguishable masonry or stone sill and lintel. The exterior fenestration shall represent approximately 20 percent of the exterior wall area. Current energy codes require less window area, but efforts shall be made to visually break up the facade to suggest some visual texture and penetration suggested by windows. Glazing shall not have reflective qualities, which prevent visual transparency from the outside. OSU must approve glazing colors. Window framing members should not be highly colored.

Operable windows, if allowed by the building's HVAC system, shall have screens. Exterior mounted or applied solar screening (such as that removed from the south side of the Valley library) is not acceptable.

9.0 Entries

The building shall have a primary entry oriented to a street or pedestrian accessway. The building entry shall generally be in the center bay of the center facade. The entry shall be highlighted by the use of masonry, stone, terra cotta or other treatment that makes it readily recognizable. Traditional, inviting entry elements such as the arch, architrave, carved lintel, or porch are encouraged. Pedestrian amenities, such as plazas, courtyards, porches, entry quad, etc., shall be incorporated into the main building design.

The building name shall appear on signage placed at the front entrance. Signage shall be of the approved OSU style and standard. The site design should reinforce the central entry and highlight the sense of arrival. Protruding and/or recessed entries should articulate the primary entry.

Pedestrian use of service entries should be discouraged. Service entries on larger buildings shall be recessed or screened to conceal delivery docks and trash enclosures. For larger buildings, a loading dock shall be provided.

10.0 Building Materials

The building shall be predominately red brick, with stone and terra cotta used for accented features. Accented features commonly include building entries, window surrounds, bases, cornices, and special volumetric elements such as porches, atriums or courtyards. Generally, stone and terra cotta are most elaborate at the building entry. Exterior finishes shall be durable and consistent with newer adjacent buildings.

Samples of all proposed building materials shall be reviewed by the assigned Facilities Services construction project manager. Wood siding and synthetic stucco finishes are prohibited.

11.0 Roofs

The majority of the visible roof area shall be sloping at a ratio that equals or exceeds a 4-inch rise over a 12-inch run (4-to-12 ratio). Any low-slope roof areas shall have a 4-ply built up Class A roof system, EPDM, or other single-ply system. Visible roof areas shall be covered with tile, concrete shingles, or a standing rib anodized colored metal roofing system. Three-tab asphalt shingles are prohibited.

Roof mounted equipment shall be screened behind a parapet wall, fence, or other architectural feature so that it is not visible from the street. No exposed galvanized metal, including flashing, shall be used on any portion of the building. All paints on metal shall be applied during manufacture (at least the primer coat). Roof colors shall be in a color range compatible with the style of the building and surrounding buildings. The roof should have an integral gutter with rain leaders internal to the structure.

The use of an eco-roof (vegetated roof) is encouraged as a benchmark trial. OSU has no experience with this type of roofing system, but would like to see it explored as a roofing option.

If an eco-roof is approved, OSU should carefully evaluate the design, its construction, and its maintenance to determine the roof's efficacy and use in the future.

12.0 Building Systems

Air conditioning shall be provided in new buildings. Where possible, passive ventilation, lighting, or other similar systems shall be incorporated into the building. Building mechanical systems and HVAC units should not be visible from the exterior of the building. Architectural plans and elevations should identify all site- and building-mounted mechanical equipment locations. Freestanding utility storage units or transformers shall generally be avoided. When this is not possible, they shall be screened from view through the use of architectural design, walls, fencing, landscaping, or other treatments.

13.0 Accessibility

All new buildings shall be completely and conveniently accessible to disabled individuals. This includes the main entrances, offices, classrooms, laboratories, restrooms, and general circulation areas. Remodels and renovations shall incorporate accessibility improvements, to the maximum extent practicable.

Access to and within the building shall comply with the Americans with Disabilities Act (ADA) standards and regulations. The building shall comply with ADA regulations and allow for universal access. Doors that must meet ADA requirements shall be automated.

14.0 OSU Design Criteria

OSU Design Criteria, available at the Facilities Services Department, requires specific architectural, mechanical, and electrical materials and methods. Copies will be provided to architecture and engineering team members selected to assist with construction projects.

15.0 Sustainability

All new and significant remodeling and renovation projects should be designed and constructed to incorporate sustainability considerations. To the maximum extent practicable, this will include applicable energy efficiency and environmental design standards and evolving guidelines and/or certification criteria linked to sustainability initiatives.

16.0 Fire Rating

Buildings must be of a construction type permitted by the Fire Code, and a minimum of Type V-1 hour equivalent. Buildings should have 1-hour rated exitways and typically allow B occupancy classification and A-3 when required by the project.

i. General Standards**1.0 Floor Area Ratio (FAR)**

The amount of building square footage to land square footage is known as the floor area ratio (FAR). A FAR of at least 2.0 should be encouraged, but preferably ratios above 3.5 should be attained in sector C to maximize available buildable land and to preserve open space.

2.0 Site Building Coverage

All new construction shall be in accordance with minimum open space requirements and maximum impervious surface cover provisions identified for the development sector in which the building is located.

3.0 Setback and Building Heights

Setbacks and building heights shall be consistent with the CMP and the provisions identified for the development sector in which the building is located.

4.0 Transition Areas

Buildings and structures within transition areas shall be designed to be consistent with the OSU Design Criteria and the guidelines set forth in this chapter, while at the same time compatible with the existing buildings and structures within the neighborhoods adjacent to the proposed building site.

All trash enclosures, outdoor storage areas, and mechanical equipment shall be screened in accordance with the OSU District regulations. OSU will prevent buildings and structures from falling into disrepair across campus, and specifically maintain buildings and structures in good condition in areas adjacent to and visible from neighborhoods adjacent to OSU and within the transitions areas.



CAMPUS MASTER PLAN 2004-2015

CHAPTER 6 – TRANSPORTATION PLAN

6.0 Transportation Plan

The university's transportation system must provide all members of the campus community with safe and convenient access to OSU. It must also provide a seamless connection to the local, regional, and statewide transportation system. This necessitates diverse multi-modal transportation improvements, including sidewalks, multi-use paths, bike lanes, roads, transit, and shuttles. Because transportation improvements can negatively impact the campus environment and surrounding land uses, careful and coordinated planning efforts are required. To this end, OSU will make improvements to limit transportation impacts through the campus and to surrounding residential neighborhoods. At the same time, improvements need to provide a convenient, multi-modal, campus-wide transportation network.

OSU will participate in a neighborhood task force in accordance with Appendix C of the CMP. The study area for the task force will be an area encompassing the western boundary of the Cedarhurst Neighborhood Association to the eastern boundary of the North College Hill Neighborhood Association between Harrison Boulevard to the north and Oregon State University District boundary to the south. This includes the College Hill Neighborhood Association. OSU will also participate in other City-approved neighborhood task forces in other defined geographical areas/neighborhoods as necessary.

6.1 Transportation Policies

- 6.1.1 Plan and construct OSU transportation system improvements consistent with the City of Corvallis Comprehensive Plan, Land Development Code, Transportation Plan, and Standard, Construction Specifications.
- 6.1.2 OSU shall continue to implement Transportation Demand Management(TDM) measures such as the pre-paid mass transit program and explore opportunities to further reduce reliance on single occupancy vehicles. OSU shall report TDM activities taken and measure of effectiveness with annual parking.
- 6.1.3 Consider TDM principles, such as continued participation in the pre-paid mass-transit pass program and other measures, whenever possible to avoid or delay construction of new transportation facilities and to reduce reliance on automobiles.
- 6.1.4 Consider improvements to sidewalks, multi-use paths, on-street bicycle lanes, street alignments, intersections, turn lanes, and road striping as part of the physical development of campus, constructing the improvements as needed or as conditions warrant.
- 6.1.5 Ensure that the cost of required transportation improvements associated with a project are included in the project construction budget.

- 6.1.6 Develop an internal funding mechanism that requires that new construction and significant remodeling projects are assessed for needed campus infrastructure and other improvements. An assessment adjustment shall be made for projects that include infrastructure improvements.
- 6.1.7 Implement improvements along 35th Street in accordance with the OSU-City 35th Street Improvement Agreement.
- 6.1.8 Design the transportation system to emphasize and encourage walking as the primary form of transportation in the campus core area.
- 6.1.9 Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).
- 6.1.10 Organize the campus core such that academic uses are within a 10-minute walk to facilitate student travel between classes.
- 6.1.11 Consider pedestrian amenities (lighting, sidewalks, bench placement, planters, courtyards, quads, transit stops/shelters, bike racks, recycling receptacles, etc.) as part of typical street improvements.
- 6.1.12 Continue to maintain the transportation system of streets, roads, paths, sidewalks, and bicycle lanes for safety and good operating conditions.
- 6.1.13 Consider all potential funding sources for transportation improvements and maintenance projects.
- 6.1.14 Continue to review potential funding mechanisms to improve the efficiency and frequency of shuttle service across the campus.
- 6.1.15 Continue to support the campus shuttle service.
- 6.1.16 Locate material receiving and distribution facilities in areas that do not create circulation conflicts and/or are least disruptive to surrounding uses.
- 6.1.17 Continue to take actions to improve campus accessibility from highways and major streets, and by public transportation. Coordinate campus transportation planning and improvements with local government transportation plans and area transit providers that service OSU. Where possible, locate new facilities to take advantage of public transit systems.
- 6.1.18 OSU shall participate in a neighborhood task force in accordance with Appendix C of the CMP. If other task forces are formed and approved by the City to review traffic conditions within other geographical areas adjacent to the OSU District Boundary, then OSU shall participate in those task forces as well.

6.1.19 OSU shall update its Base Transportation Model in accordance with LDC 3.36.70.

6.1.20 OSU shall update the Traffic Impact Analysis for Sector J in accordance with Sector J Policies 4.2.6.j, 4.2.7.j, and 4.2.8.j.

6.2 Transportation System

The base transportation system on the OSU campus is the existing roads, bike lanes, sidewalks, and multi-use paths. This base system allows people, goods, and services to move safely and efficiently through the campus. The system also aligns with surrounding improvements in the City of Corvallis, Benton County, and State of Oregon. As such, improvements within OSU must be coordinated with adjacent jurisdictions. For planning purposes, OSU is relying on the city's adopted functional classification system to direct the type of improvements needed for system-wide operations. See figures 6.1 and 6.2.

Functional Classification System

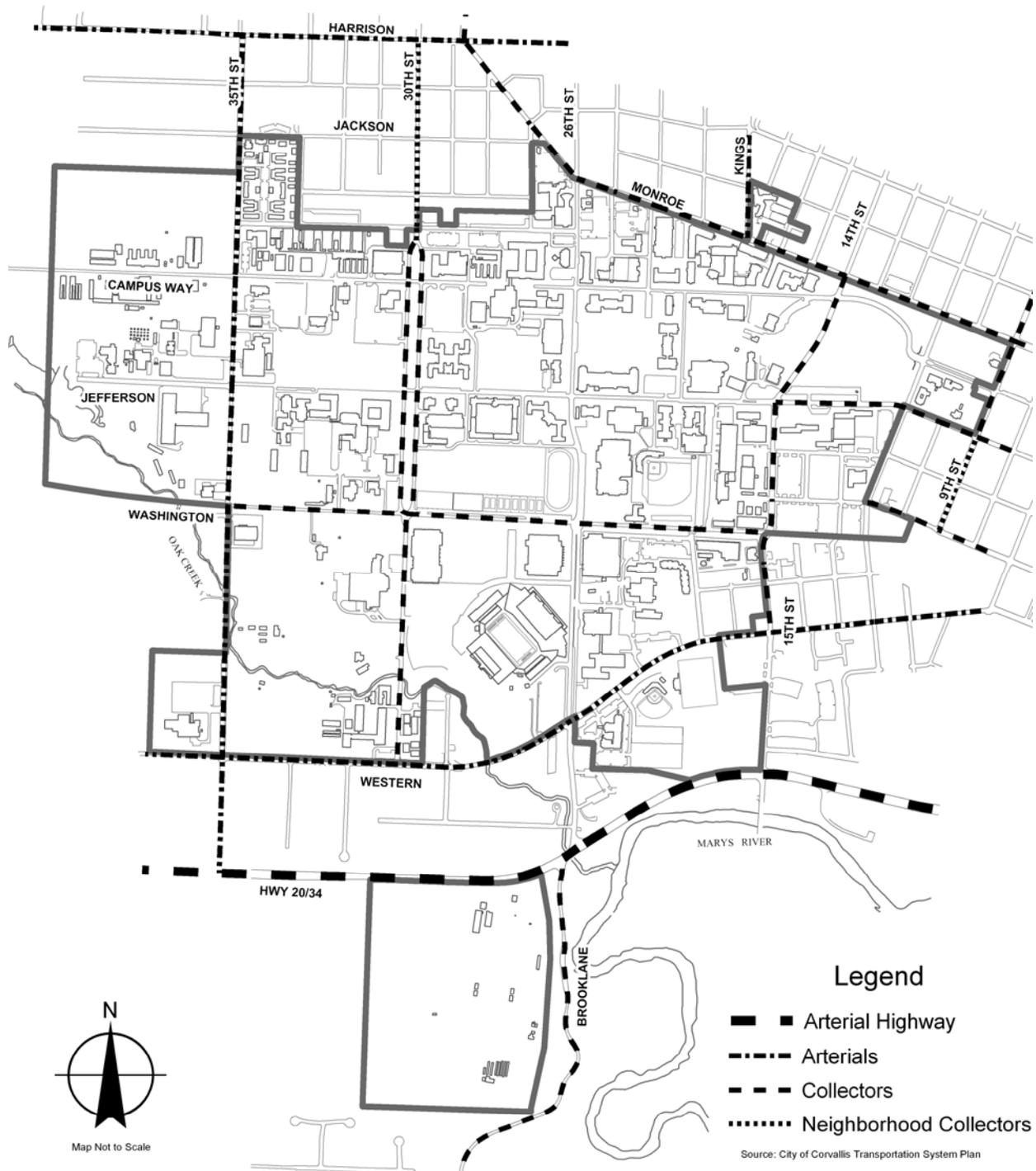


Figure 6.1: Functional Classification Systems

Road improvements generally minimize vehicular community traffic through the OSU campus. Thus, major east-west travel routes are to the north and south of campus. Monroe Avenue and Harrison Blvd./Van Buren Blvd. are on the northern edge of campus; Western Blvd. and Highway 20/34 are on the south. Despite an effort to minimize east-west through-traffic, a number of east-west vehicular corridors still exist. These are Campus Way, Jefferson Way, and Washington Way.

The following are the major east-west and north-south circulation routes through campus:

Campus Way. Provides for east-west travel from 14th Street to 35th Street. Portions of the roadway have restricted vehicular travel regulations (service vehicles only) and vehicular travel is limited to one direction.

Jefferson Way. Provides for east-west travel from downtown Corvallis to 35th Street. Portions of the roadway have restricted vehicular travel regulations (service vehicles only) and vehicular travel is limited to one direction.

Washington Way. Provides for two-way east-west travel from 15th Street to 35th Street.

14th/15th Street. Provides for north-south travel from Harrison/Van Buren Blvd. to Highway 20/34. South of Hwy 20/34, 15th Street serves as a bypass to South Corvallis.

26th Street. Provides for north-south access from Monroe Street through campus to the area known as South Farm. Portions of the roadway have restricted travel regulations (service vehicles only) and vehicular travel is limited to one direction. South of Highway 20/34, the road becomes Brooklane Drive, providing access to South Farm (Sector J).

30th Street. Provides for north-south travel from Harrison Blvd. to Highway 20/34. 30th Street hosts “The Mall,” a wide landscaped center median. The mall extends from Orchard Avenue to Washington Way.

35th Street. Provides for north-south travel from Harrison Blvd. to Highway 20/34 and beyond to the south. 35th Street has varying levels of improvements through the OSU campus. The city-OSU 35th Street Agreement ties various segments of improvements to development on the OSU campus.

Figure 6.2 shows the OSU-owned and publicly owned streets on campus.

OSU Street Ownership (Private Streets)

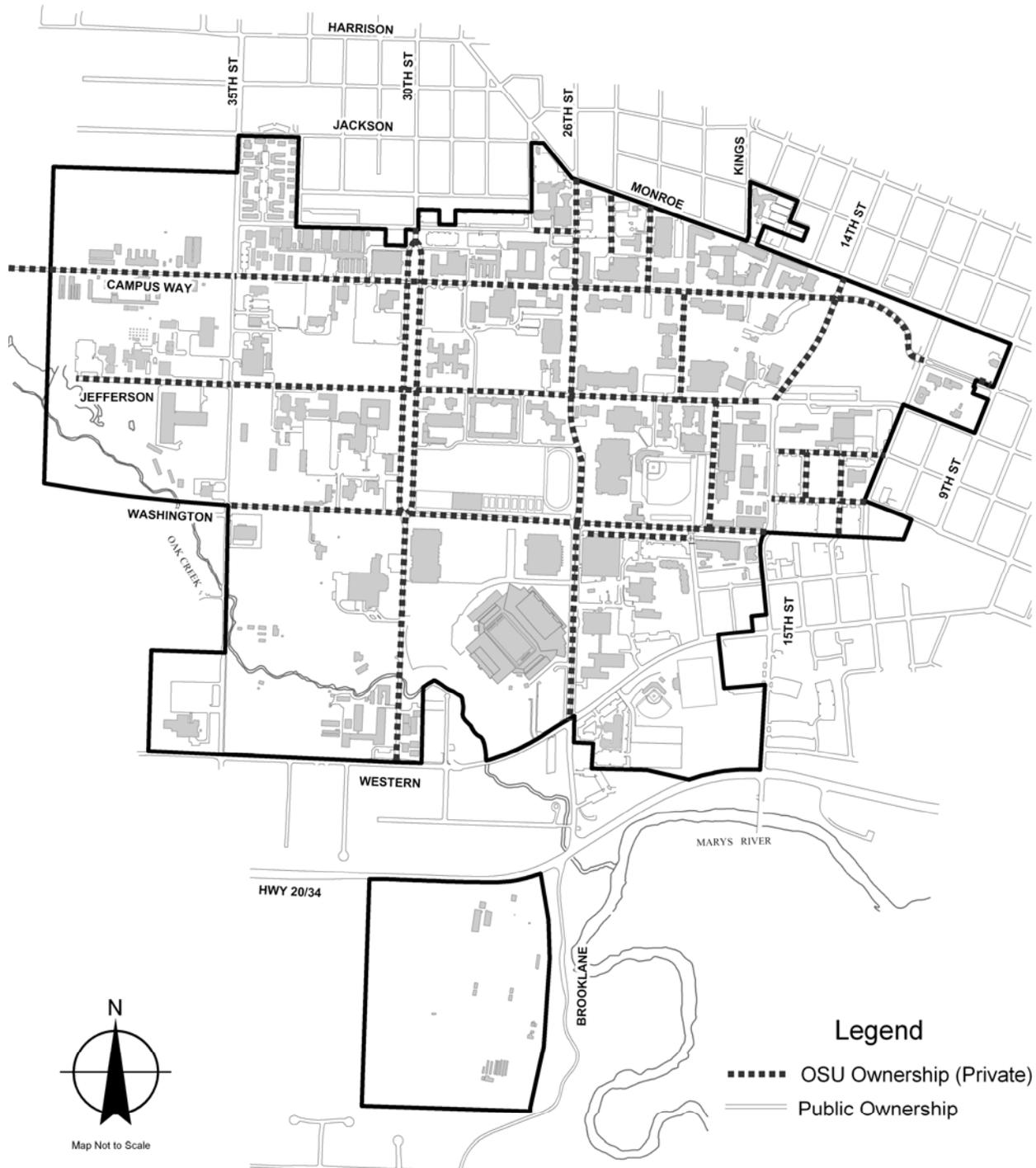


Figure 6.2: OSU Street Ownership (Private Streets)

6.3 Transportation Impacts

Future campus development has the potential to create additional traffic and in turn impact the level of road improvements. By 2015, OSU's student enrollment is projected to increase to 22,500, with faculty/staff projected to increase to 5,100. Building area is also projected to increase by 2.4 to 3.1 million gross square feet, resulting in 1.6 to 2 million assignable square feet (ASF). (For a full discussion of growth, see Chapter 3 – Projected Facility Needs).

Innovative Transportation Concepts, Inc. (ITC), a traffic engineering consulting firm, conducted a comprehensive transportation study in January 2003 to determine OSU's trip generation rates, identify travel patterns and behaviors, and model future transportation impacts. The analysis took the form of a Base Transportation Model (BTM) that consisted of four components:

- Travel survey;
- Model application;
- Transportation Demand Management (TDM) measures, and
- Mitigation measures.

A full report is in the Technical Appendix of this CMP.

6.4 Travel Survey

ITC conducted a detailed travel survey to gather data on campus travel patterns and behaviors. The travel survey had three objectives:

1. Analyze trip generation, mode shares, and the length of trips to and from OSU;
2. Develop weighting factors to adjust the sample data from the surveyed buildings to be representative of similar buildings on campus; and
3. Determine trip generation rates based on predictable independent variables.

The travel survey allowed for the determination of the following:

Trip generation rates. The calculation of the number of trips that result from campus uses. Trip generation rates can be used to assess future traffic impacts and are used in the BTM. Potentially, these rates can also be used by the city to calculate transportation System Development Charges (SDC) for new OSU development.

Mode choice. The quantification of each travel mode for travel to and from campus and for intra-campus travel.

Peak hours. The time period in which travel volumes on campus are at the highest. Peak hours are evaluated for all travel modes and are used in the BTM.

Trip purposes. The identification of the reason for a particular trip. This information is used in building the BTM because trip purpose affects mode choice, time of travel, and trip length.

The travel survey was based on cordon counts and traveler interviews.

a. Cordon Counts

Cordon counts determined the total number of people entering and leaving 16 surveyed buildings. These buildings were chosen to represent student, faculty, and staff needs and include seven general campus use categories:

- Administration (Kerr, Snell-MU East);
- Instruction (Owen, Milam, Weigand, Bexell, Weniger);
- Recreation (Dixon);
- Housing (Cauthorn, Finley, Dixon Housing);
- Research (Nash, Richardson);
- Computer Services/Library (Valley Library, Milne Computing Center); and
- Student Services (Memorial Union).

The counts took place January 20 through January 24, 2003. This period represents the highest potential enrollment; it is a week before students can begin to drop classes without penalty, and includes a full class schedule (i.e., Monday-Wednesday-Friday classes and Tuesday-Thursday classes).

A total of 23,500 people were counted at 15-minute intervals for two periods. The AM period was from 7:45 to 10:45. The PM period was from 4:00 to 6:00. In addition, 8-hour counts were conducted from 7:45 AM to 6:00 PM at Weniger and Finley.

b. Traveler Interviews

Traveler interviews took place January 28 through January 30, 2003. A total of 1,437 people were interviewed. The same buildings used for the cordon counts were used for the interviews.

Each interview was completed in one to three minutes and limited to one page in length. The interviewers were OSU staff (including student interns) and volunteers. All the interviewers received specialized training prior to the interview process. Each interviewer was assigned a building entrance or exit. At locations of high traffic volume, multiple interviewers were assigned.

c. Data Processing

ITC developed generic trip purpose variables for OSU to reflect campus travel behaviors. These variables included:

- Home off campus Based Work (HBW);
- Home off campus Based School (HBSch);
- Home Based Other (HBO);

- Home on campus Based Work (HcBW);
- Home on campus Based School (HcBSch);
- Home on campus Based Other (HcBO);
- Non Home Based (NHB); and
- Campus Based Campus (CBC).

Because not all travelers were interviewed, some of the subgroups (e.g., HBW, HBO, HBSch) were over- or under-represented. To ensure proper representation, a weighting system was developed to improve the accuracy of trip generation rate calculations for the campus as a whole.

d. Weighting System

This weighting system is based on:

- Count/Interview Weight (CIW);
- Building/Purpose Weight (BPW); and
- Building/Purpose Weight, with time factor (BPW2).

For additional details, please consult the Technical Appendix of this CMP.

e. Peak Travel Periods

Trips were quantified as trips per peak period. Peak hours were determined using the weighted survey sample. Trip arrival or departure times from the interview were grouped into 15-minute intervals to be consistent with the count data. The trip survey was split into intra-campus trips and from/to campus trips. To determine the peak hour, only the from/to-campus trips were evaluated, since intra-campus trips are done mainly on foot and almost never involve vehicles.

Based on the data gathered from the travel survey, the AM and PM peaks for all modes, except intra-campus travel, are 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM. The AM and PM peaks for vehicular trips (all trips except intra-campus) are 8:00 AM to 9:00 AM and 4:15 PM to 5:15 PM or 4:30 PM to 5:30 PM. Peak hour trips are measured by arrival or departure from the buildings. The actual traffic peak on the streets and intersections on and around campus can potentially occur up to 15 minutes earlier or later.

f. Modes of Travel

There are several modes of travel, each contributing to the overall traffic on campus. The modes can be categorized as pedestrian (walkers), bicycle, transit, and private automobile. The BTM identified the modal split for these categories over the survey period. The modal split was grouped into from/to travel and intra-campus travel.

As Table 6.1 indicates, the largest mode share is car drive alone, followed by walking and bicycling. The lowest mode shares are carpool, bus, and OSU shuttle.

Table 6.1: Mode Shares for Travel From/To Campus

Mode	Number of Trips			Percentage		
	AM	PM	Total	AM	PM	Total
Car Drive Alone	7,064	4,534	11,598	61%	50%	56%
Walk	2,491	2,718	5,209	21%	30%	25%
Bicycle	1,071	1,057	2,128	9%	12%	10%
Carpool	414	567	981	4%	6%	5%
Bus	380	174	554	3%	2%	3%
OSU Shuttle	240	88	328	2%	1%	2%
Total	11,660	9,138	20,798	100%	100%	100%

Table 6.2 indicates that the largest mode share for intra-campus travel is walking, followed by car drive alone and bicycle.

Table 6.2: Mode Shares for Intra-Campus Travel

Mode	Number of Trips			Percentage		
	AM	PM	Total	AM	PM	Total
Walk	11,908	11,819	23,727	80%	87%	83%
Car Drive Alone	1,637	1,001	2,638	11%	7%	9%
Bicycle	980	761	1,741	7%	6%	6%
Carpool	173	37	210	1%	0%	1%
OSU Shuttle	54	15	69	0.40%	0.10%	0.20%
Bus	71	0	71	0%	0%	0%
Total	14,823	13,633	28,456	100%	100%	100%

The from/to campus trips are split between home and the campus (HBO, HBSch, and HBW), while intra-campus trips are mostly non-home based (NHB). This implies that campus trips are between class buildings. The peak hour intra-campus travel of 10:15 AM to 10:45 AM also coincides with the time when a majority of classes begin and end.

Mode share surveys were completed in 1984 and 1997. However, these past surveys cannot be used to compare to present data because they were less detailed and used a different collection methodology.

Table 6.3: Historical Mode Share Information

Mode	1984	1987
Auto	34%	41%
Walk	46%	37%
Bicycle	17%	21%
Transit	1%	1%
Other	2%	--

OSU will periodically complete a mode share survey using the methodology developed by ITC. This will ensure consistency in data collection. Future mode share surveys will assist in identifying changing travel trends at OSU.

g. Trip Generation Rates

The travel survey determined trip generation rates using two sets of variables. The first set of variables included the following:

Number of students. Head count of all students enrolled at OSU. The total in February 2002 was 18,834. Paid graduate students are not included in the student head count. This variable is not available for individual buildings.

Enrollment. Count of the student enrollment in all classes or other education activities. This differs from the head count because some students are counted more than once. On average, every student is counted eight times. The total enrollment for winter 2002/2003 is 160,300. This statistic includes both undergraduate and graduate students.

Gross square feet. The total area of all OSU buildings.

Rented beds. All rented beds from student housing on campus. The total is 3,714 for the entire campus in 2003-2004

Employment. All employees working in OSU buildings, including paid graduate students. The total is 6,000 for the entire campus.

The second set of variables is defined by uses that have assignable square footage. Assignable square footage is the amount of the gross square footage that is actually assigned for use.

Table 6.4: Uses with Assignable Square Footage

Use	Abbreviation	Description
Instructional	INS	All instructional floor space including all classrooms, lecture theaters, and teaching laboratories.
Library	LIB	Library floor space including stacks and archives.
Research	RES	Research floor space including laboratories
Administration	ADM	Administrative floor space including offices
Frequent Services	F_SVC	Frequently used services like the OSU bookstore
Occasional Services	O_SVC	Occasionally used services
Recreation	RECR	Mainly Dixon Recreational Center
Events	EVENT	Event floor space like Reser Stadium
Food Services	FOOD	Food services for student housing and restaurants
Physical Plant	PHPLT	Physical plant floor space including power generators
Housing	HOUSE	Student housing

When compared to the Institute of Transportation Engineers Manual (ITE), which is the industry-standard reference for trip generation rates, the results show that for vehicle trips during the peak hour, the rates from the survey are higher than the ITE average rates during the AM peak. However, during the PM peak, the rates from the survey are lower compared to the ITE average rate. This result is consistent with the count data regarding the higher AM peak compared to the PM peak.

Table 6.5: Growth and Assignable Square Footage by Scenario

Future Growth	Existing	Most Likely Scenario	FullBuild-Out Scenario	Total Most Likely Scenario	Total Full Build-Out Scenario
Gross Square Footage	7,675,513	2,465,000	3,155,000	10,140,513	10,830,513
Assignable Square Footage	4,733,787	1,577,600	2,019,200	6,311,387	6,752,987

6.5 Base Transportation Model

The BTM uses the VISUM platform and consists of a classic 3-stage model of trip generation, trip distribution, and trip assignment. The model discriminates between OSU trips and non-OSU trips (i.e., Corvallis and external trips). The non-OSU trips were obtained from the existing Corvallis travel demand model for the 62,500-population scenario.

To coordinate transportation planning, each of the development sectors was further divided into 61 sub-units or Transportation Analysis Zones (TAZ). (See Figure 6.3) Generally, each TAZ has at least one building and/or parking lot that is the origin or destination for vehicle trips. A few of the TAZs do not have existing development but are anticipated to have future development that

will be an origin or destination of vehicle trip generations. By dividing the campus into these sub-units, more detailed analyses could occur at either the building or sector level.

This information was then integrated into the Base Transportation Model (BTM) to analyze the future transportation system needs of the campus.

More detailed information is in the Technical Appendix.

a. Existing Level of Service

Level of Service (LOS) is a description of an intersection in terms of safety, travel speed, frequency of interruptions in traffic flow, ease of turning maneuvers, convenience, and operating cost. The six levels of service range from A to F, with A being the best rating and F the worst.

Table 6.6: Existing Level of Service

Study Intersection		Control Type	Peak Hour	Existing LOS	
				Intersection	Approach
North-South	East-West				
9 th Street	Jefferson Ave.	2-Way Stop	AM	A	B
			PM	A	C
9 th Street	Monroe Ave.	Signalized	AM	C	-
			PM	C	-
11 th Street	Jefferson Ave.	2-Way Stop	AM	A	B
			PM	A	C
14 th Street	Monroe Ave.	Signalized	AM	C	-
			PM	C	-
15 th Street	Western Blvd.	Signalized	AM	D	-
			PM	D	-
15 th Street	Washington Way	2-Way Stop	AM	A	B
			PM	A	C
15 th Street	Washington Ave.	2-Way Stop	AM	A	B
			PM	A	D
15 th Street	Jefferson Ave.	Signalized	AM	C	-
			PM	C	-
17 th Street	Western Blvd.	2-Way Stop	AM	A	B
			PM	A	B
17 th Street	Washington Way	2-Way Stop	AM	A	A
			PM	A	A
King's Blvd	Monroe Ave.	3-Way Stop	AM	A	A
			PM	B	C
Park Terrace (25 th Street)	Monroe Ave.	2-Way Stop	AM	A	C
			PM	A	D

Study Intersection		Control Type	Peak Hour	Existing LOS	
				Intersection	Approach
26 th Street	Highway 34	2-Way Stop/Signalize	AM	A	F
			PM	B	F
26 th Street	Western Blvd.	2-Way Stop	AM	A	C
			PM	A	C
26 th Street	Washington	4-Way Stop	AM	A	A
			PM	A	A
26 th Street	Monroe Ave.	2-Way Stop	AM	A	B
			PM	A	C
29 th Street	Harrison Ave.	Signalized	AM	C	-
			PM	C	-
30 th Street	Western Blvd.	2-Way Stop	AM	A	B
			PM	A	C
30 th Street	Washington	4-Way Stop	AM	A	A
			PM	A	A
30 th Street	Orchard Ave.	2-Way Stop	AM	A	C
			PM	A	C
30 th Street	Harrison Ave.	2-Way Stop	AM	A	D
			PM	A	F
35 th Street	Highway 34	Signalized	AM	D	-
			PM	C	-
35 th Street	Western Blvd.	4-Way Stop	AM	F	F
			PM	F	F
35 th Street	Jefferson Ave.	2-Way Stop	AM	A	C
			PM	A	C
35 th Street	Campus Way	2-Way Stop	AM	A	C
			PM	A	B
35 th Street	Harrison Ave.	2-Way Stop	AM	A	E
			PM	C	F
36 th Street	Harrison Ave.	2-Way Stop	AM	B	D
			PM	A	D

Transportation Analysis Zones (TAZ)

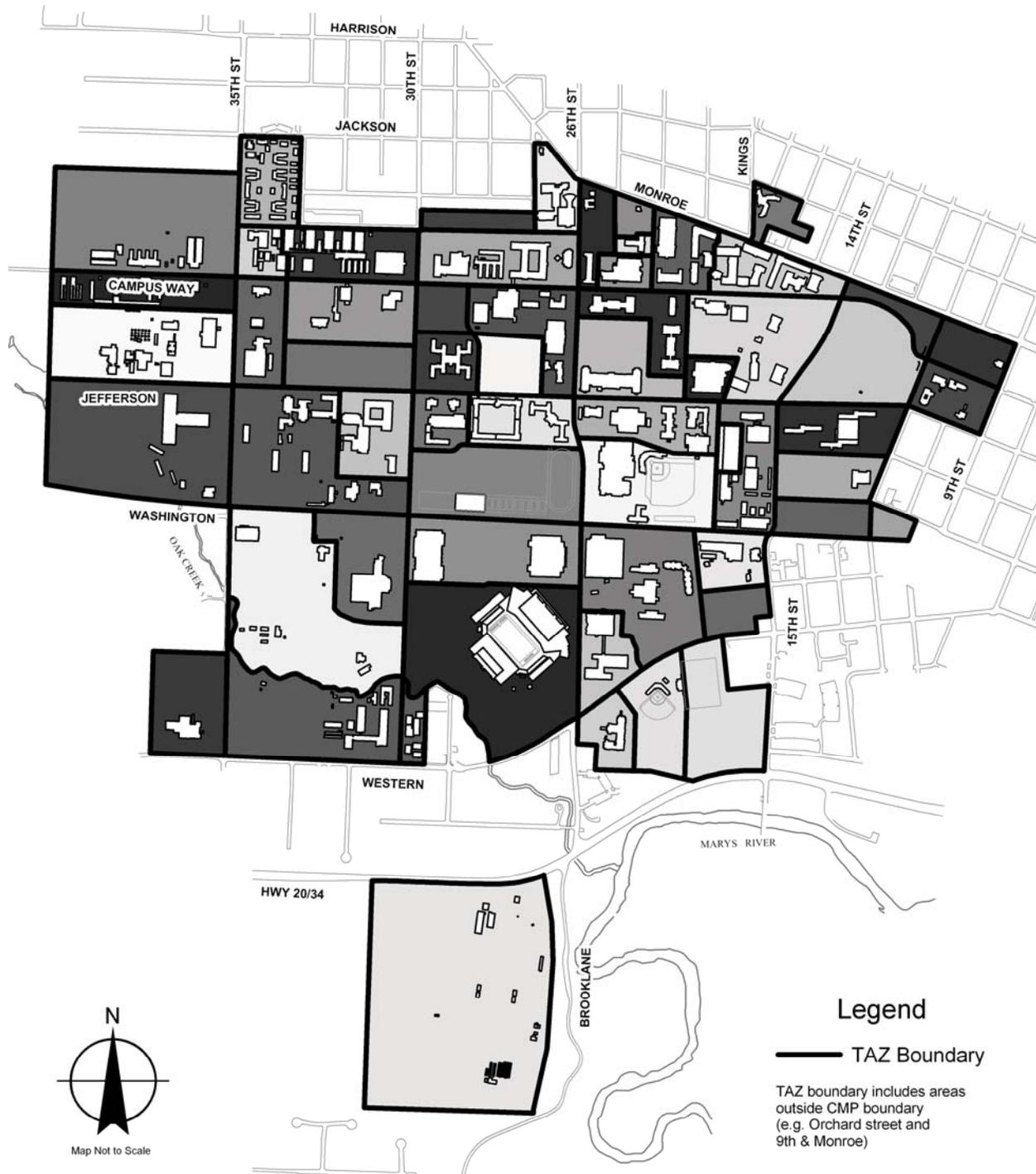


Figure 6.3: Transportation Analysis Zones

b. Trip Generation

The trip generation component of the BTM was modeled for the most likely and future build-out development scenarios. Results of this trip generation are reflected in the AM and PM peak hours per 1,000 square feet of assignable square footage (ASF).

ASF is used as the explanatory variable first because it has the most direct relationship between future development, building occupancy, and actual building activity. Second, data is maintained and updated based on ASF and use for all campus buildings. Lastly, there is a stronger correlation between ASF and trip generation compared to any of the other variables.

c. Trip Distribution

OSU trip distribution was estimated based on the responses to the travel survey. The BTM analyzed trip generation for both AM and PM peak hours. The existing trips for each were used as a baseline to compare the scenarios against projected growth for peak hours.

6.6 Development Scenario Impact on Level of Service

Each development scenario—most likely and full build-out—was modeled against existing conditions to determine the impact of the anticipated growth on the existing level of service at nearby intersections.

Table 6.7: Level of Service by Development Scenario

Study Intersection		Control Type	Peak Hour	Level of Service						
				Existing		Most Likely		Full Build-Out		
				I*	A*	I	A	I	A	
North-South	East-West									
9 th Street	Jefferson Ave.	2-Way Stop	AM	A	B	A	B	A	B	
			PM	A	C	B	D	C	F	
9 th Street	Monroe Ave.	Signalized	AM	C	-	C	-	C	-	
			PM	C	-	C	-	C	-	
11 th Street	Jefferson Ave.	2-Way Stop	AM	A	B	A	C	B	D	
			PM	A	C	A	C	B	D	
14 th Street	Monroe Ave.	Signalized	AM	C	-	C	-	C	-	
			PM	C	-	C	-	D	-	
15 th Street	Western Blvd.	Signalized	AM	D	-	D	-	D	-	
			PM	D	-	D	-	D	-	
15 th Street	Washington Way	2-Way Stop	AM	A	B	A	C	A	C	
			PM	A	C	A	D	C	F	

Study Intersection		Control Type	Peak Hour	Level of Service						
				Existing		Most Likely		Full Build-Out		
				I*	A*	I	A	I	A	
North-South	East-West									
15 th Street	Washington Ave.	2-Way Stop	AM	A	B	A	B	A	C	
			PM	A	D	A	D	A	E	
15 th Street	Jefferson Ave.	Signalized	AM	C	-	D	-	D	-	
			PM	C	-	C	-	C	-	
17 th Street	Western Blvd.	2-Way Stop	AM	A	B	A	B	A	B	
			PM	A	B	A	B	A	C	
17 th Street	Washington Way	2-Way Stop	AM	A	A	A	A	A	A	
			PM	A	A	A	A	A	B	
King's Blvd	Monroe Ave.	3-Way Stop	AM	A	A	B	B	B	B	
			PM	B	C	C	C	C	C	
Park Terrace (25 th Street)	Monroe Ave.	2-Way Stop	AM	A	C	A	F	A	F	
			PM	A	D	A	D	A	F	
26 th Street	Highway 34	2-Way Stop / Signalized	AM	A	F	C	-	C	-	
			PM	B	F	D	-	D	-	
26 th Street	Western Blvd.	2-Way Stop	AM	A	C	A	C	A	E	
			PM	A	C	A	D	A	E	
26 th Street	Washington Way	4-Way Stop	AM	A	A	A	B	B	C	
			PM	A	A	A	A	B	B	
26 th Street	Monroe Ave.	2-Way Stop	AM	A	B	A	C	A	C	
			PM	A	C	A	D	B	D	
29 th Street	Harrison Ave.	Signalized	AM	C	-	C	-	D	-	
			PM	C	-	C	-	E	-	
30 th Street	Western Blvd.	2-Way Stop	AM	A	B	A	C	A	C	
			PM	A	C	A	C	A	C	
30 th Street	Washington Way	4-Way Stop	AM	A	A	B	B	B	C	
			PM	A	A	A	B	B	B	
30 th Street	Orchard Ave.	2-Way Stop	AM	A	C	A	C	A	C	
			PM	A	C	A	C	A	C	
30th Street	Harrison Ave.	2-Way Stop	AM	A	D	D	F	F	F	
			PM	A	F	C	F	F	F	
35th Street	Highway 34	Signalized	AM	D	-	D	-	D	-	
			PM	C	-	C	-	D	-	
35th Street	Western Blvd.	4-Way Stop	AM	F	F	F	F	F	F	
			PM	F	F	F	F	F	F	

Study Intersection		Control Type	Peak Hour	Level of Service					
				Existing		Most Likely		Full Build-Out	
				I*	A*	I	A	I	A
North-South	East-West								
35 th Street	Jefferson Ave.	2-Way Stop	AM	A	C	A	E	A	E
			PM	A	C	A	D	B	F
35 th Street	Campus Way	2-Way Stop	AM	A	C	A	C	A	C
			PM	A	B	A	C	A	C
35 th Street	Harrison Ave.	2-Way Stop	AM	A	E	A	E	A	F
			PM	C	F	F	F	F	F
36 th Street	Harrison Ave.	2-Way Stop	AM	B	D	D	F	F	F
			PM	A	D	A	E	B	F

*I = Intersection, A = Approach

a. Intersection Capacity and Mitigation

1.0 Full Build-Out and Most Likely Scenario

Based on the results of the BTM, a number of intersections have capacity issues (LOS F) for the full build-out scenario as noted below.

The Transportation Improvement Plan was developed to mitigate the failing level of service (LOS F) for the full build-out scenario.

2.0 Capacity

BTM results identified the following intersections as experiencing capacity issues (LOS F) for the full build-out scenario:

- 9th Street / Jefferson Ave.
- 15th Street / Washington Way
- Park Terrace / Monroe Ave.
- 26th Street / Highway 34
- 30th Street / Harrison Blvd.
- 35th Street / Western Blvd.
- 35th Street / Jefferson Way
- 35th Street / Harrison Blvd.
- 36th Street / Harrison Blvd.

9th Street / Jefferson Way. Currently the 9th Street/Jefferson intersection is unsignalized with a 2-way stop sign that allows for uninterrupted travel on Jefferson. The intersection is operating at LOS A in the AM and PM peak. For the most likely scenario it is projected to operate at LOS A and B in the AM and PM peak hours. In the full build-out scenario, AM and PM peaks hours maintain acceptable levels of service with only the PM peak approach having LOS F. Signalization is currently planned by the City. Otherwise a separate left turn-lane would provide mitigation. At this time, no mitigation is proposed, but this intersection will be reevaluated as part of future updates to the Base Transportation Model

15th Street / Washington Way. The 15th Street/Washington Way intersection is currently experiencing acceptable levels of service in the AM and PM peak hours. It is in the full build-out scenario that level of service for the approach for the PM peak reaches LOS F. However, this intersection has some operational deficiencies due to its proximity to the railroad, limited right-of-way (a portion of the Washington Way road is within the railroad right of way), limited sight distance for southbound movements, and lack of a designated pedestrian/bike crossing on 15th Street. Mitigation most likely would involve realignment of Washington Way. Improvements provided with re-development of the site south of Kerr Administration or 80% Assignable Future Square Footage trigger for the sector per Table 6.9.

Park Terrace / Monroe Ave. Currently, the southbound approach of Park Terrace/Monroe Ave. is operating at LOS C during the AM peak. For the most likely and full build-out scenarios, the southbound approach will operate at LOS F during the AM peak. However, this intersection does not meet the signalization warrants for either the most likely or the full build-out scenario. (Signal warrant worksheets are in the Technical Appendix.) Furthermore, right-of-way constraints prevent additional intersection improvements at this location. It should be noted that the new Kelly Engineering building will remove a parking lot with 117 parking spaces located directly to the south of this intersection. This will improve operations at this intersection due to lower peak hour volumes approaching in the northbound direction. Further more the intersection is not expected to meet MUTCD signal warrants.

26th Street / Highway 34. The southbound approach of 26th Street/Highway 34 was operating at LOS F during both AM and PM peaks. In the fall of 2003 the intersection was signalized. For the most likely and full build-out scenarios, the analysis was based on the intersection being signalized. The signalization will improve the LOS of the intersection to C and D for the AM and PM peaks, respectively.

30th Street / Harrison Blvd. The southbound approach of 30th Street/Harrison Blvd. is currently operating at LOS F during the PM peak. For the most likely and full build-out scenarios, the southbound approach will continue to operate at LOS F. Due to right-of-way constraints, additional turn bays cannot be added at this intersection. In addition, signalization of this intersection is restricted by the spacing between this intersection and the signalized intersection of 29th Street/Harrison Blvd. Two closely spaced signalized intersections would require non-standard traffic operations at the two intersections.

35th Street / Western Blvd. 35th Street/Western Blvd. is currently a 4-way stop that is operating at LOS F. For the most likely and full build-out scenarios, the intersection will continue to operate at LOS F for the AM and PM peaks.

For mitigation, signalization and the addition of an eastbound left turn lane is recommended. These improvements are included in the Corvallis Capital Improvement Plan.

35th Street / Jefferson Way. The eastbound approach of 35th Street/Jefferson Way will operate at LOS E during the AM peak for the most likely and full build-out scenarios. In the full build-out scenario, it is projected that the PM peak hour approach will have LOS F. Since this approach has low traffic volume, potential mitigation measures will be assessed each year as part of the CMP and BTM updates.

35th Street / Harrison Blvd. 35th Street/Harrison Blvd. is currently a 2-way stop with a northbound approach that is operating at LOS F during the PM peak. For the full build-out scenario, LOS of the northbound and southbound approaches deteriorates to F. The city plans to signalize and add a westbound left turn bay at this intersection. This upgrade is partially funded from System Development Charges. However, the remaining funding is not available and the upgrade will proceed when funding is secured. In addition to the planned upgrade, an eastbound right turn bay should be added for the full build-out scenario.

36th Street / Harrison Blvd. 36th Street/Harrison Blvd. is currently a 2-way stop with a southbound approach that is operating at LOS D during the PM peak. The LOS of the southbound approach for the most likely and full build-out scenarios will deteriorate to F. Upgrade of the intersection will be needed to mitigate this situation. This upgrade is partially funded from System Development Charges. However, the remaining funding is not available and the upgrade will proceed when funding is secured.

It should be noted that the Harrison Corridor Study describes preferred solutions to the intersections described above and the City of Corvallis has been implementing these solutions over the last couple of years.

6.7 Pedestrian and Bicycle Systems

a. Pedestrian Network

The travel survey noted that walking to and from campus is the second most popular mode of travel, with 21 percent and 30 percent respectively for the AM and PM survey periods. For intra-campus travel, walking represents 80 percent of the trips.

The majority of campus streets have sidewalks along both sides. There are also walkways between buildings and across open space areas. Ramps exist at most intersections and strategic locations along existing streets to allow for wheelchair access. New construction shall include pedestrian improvements to ensure connectivity. A list of needed pedestrian improvements is at the end of this section.

b. Bicycle Network

The current bicycle network consists of on-street bicycle lanes (Figure 6.5). However, there is a notable gap in the system along 14th/15th Street between Jefferson and Monroe. Additionally, there are substandard links on 30th Street from Western Blvd. to Washington Way and on 35th Street from Washington Way to Western Blvd.. Road improvement on 30th Street, including bicycle lanes, will occur with the Reser Stadium expansion project. 35th Street bicycle lane improvements will occur with improvements to 35th Street as identified in the OSU-City 35th Street Improvement Agreement.

Existing Bicycle Improvements

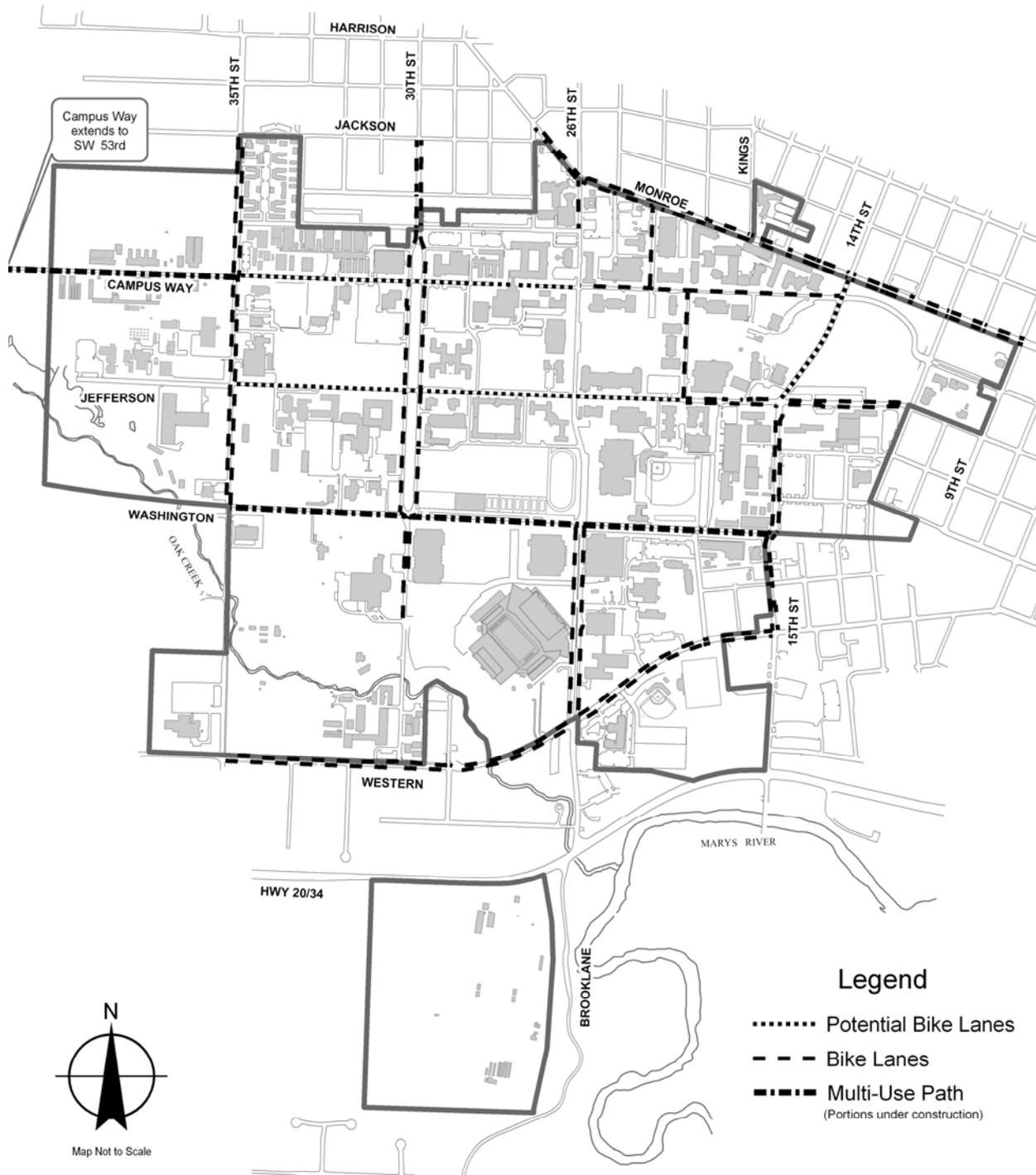


Figure 6.4: Existing Bicycle Improvements

Improvement of bicycle facilities shall also be considered on 26th Street, between Monroe and Washington Way. This would provide for improved north/south travel through the campus. Existing development along the majority of this roadway will necessitate a variety of improvements, including on-street facilities or separated paths.

Convenient bicycle parking is generally provided across campus. When bicycle parking is deficient, additional parking facilities will be provided. The goal is to maintain at least half of the bicycle parking supply as covered.

Whenever practicable, bicycle parking facilities shall be incorporated into new building design through the use of roof overhangs, eaves, covered porches, etc. In some cases, it may also be advantageous to have areas within the building dedicated to bicycle parking. When and where appropriate, bicycle parking shall be centralized as a parking hub or corral that can serve two or more buildings.

When covered bicycle parking structures are provided, the design of the structure (e.g., scale, materials, character) shall be consistent with the architecture of adjacent buildings.

c. Multi-Use Paths

The campus has a number of multi-use paths. Asphalt paths traverse the lower campus area (11th Street to 14th Street). Other paths bisect the library and MU quads. A new multi-use path is being established from 15th Street to 35th Street, immediately south of Washington Way. Portions of this path are currently under construction. A multi-use path extends westward from Campus Way and 35th Street, connecting with the Midge Cramer path to Bald Hill Park. A substandard multi-use path exists on 35th Street. When 35th Street road improvements are made, bike facilities will be included with the improvements.

d. Pedestrian and Bicycle Improvements

To enhance connectivity on campus, the pedestrian and bicycle network needs the following improvements:

- Bike lanes on 14th/15th Street between Monroe and Jefferson
- Sidewalk on the east side of 14th/15th Street
- Sidewalk connection between Benton Hall and 14th/15th Street
- Bike lanes on 26th Street from Washington Way to Monroe Street
- Crosswalk at 15th Street and Washington Way
- Completion of the multi-use path on Washington Way
- Bike lanes and sidewalks and/or multi-use path on 35th Street
- Bike lanes and sidewalks on 30th Street from Western Boulevard to Washington Way
- Bicycle improvements on the interior including Campus Way and Jefferson Way
- Bike lanes and sidewalks on Brooklane Drive with development of the South Farm site in accordance with the 1997 Brooklane Drive – Nash Road Corridor Study or as updated
- Sidewalks along the north side of Washington Way.

As new development occurs or as needs change, additional pedestrian and bicycle facilities are needed. These include:

- Bike racks to be added with new construction
- Bike corrals to be evaluated in areas where bike parking is heavily used
- Motor vehicular travel mode restrictions to be considered in areas where conflicts among vehicles, bicycles and pedestrians result in compromised safety
- Additional shelters to be constructed for covered bicycle parking spaces
- Bike lockers or secure bicycle parking facilities to be considered throughout campus
- Pedestrian and bicycle corridors to be enhanced with crosswalk, lighting, and safety improvements to promote connectivity to the campus

6.8 Transportation Improvement Plan (TIP)

The Transportation Improvement Plan includes transportation projects to address existing deficiencies and mitigate anticipated impacts from future OSU development. The Transportation Improvement Plan will be updated as part of the CMP annual monitoring report. This will ensure a yearly review and updating of the improvement projects is completed so necessary mitigation is completed in accordance with the CMP policies 4.1.14, 4.1.15, and 4.1.16.

OSU recognizes the importance of ensuring that adequate mitigation of adverse impact on the surrounding transportation system's function, capacity and efficiency (e.g., level of serve) is completed in conjunction with new development that might result in said impact. OSU will follow policies that will ensure the CMP and the Transportation Plan is in compliance with the State's Transportation Rule during the planning period of CMP.

Any development proposal that impacts the surrounding transportation system beyond acceptable levels shall incorporate mitigation measures into the scope of the project. If mitigation cannot occur with the proposed development, then said development will either be delayed or the project will be redesigned in a manner that does not impact the surrounding transportation system beyond acceptable levels. These transportation improvement projects (i.e., mitigation) will occur per LDC standards. In addition to this provision, OSU proposes a 50% improvement trigger and an 80% improvement trigger. If development exceeds the maximum allowable square footage for a sector by either 50% or 80%, then vehicular improvement projects identified in the CMP and TIP will be implemented.

The TIP includes projects for all modes of travel. Mitigation may include functional improvements such as intersection signalization, street and intersection reconfiguration, re-striping, bike lanes, multi use paths, sidewalks and standardization of street improvements in accordance with a street's classification, as well as transportation demand management scenarios as outlined herein.

a. Transportation Improvements

Table 6.8 identifies the transportation improvements for, both existing deficiencies and proposed new improvements on a sector by sector basis. Table 6.9 addresses the timing of frontage improvements not directly triggered by development.

Table 6.8: Transportation Improvements by Sector

Sector	Priority Level - Project No.	Location	Improvement	Funding Source	Development Trigger
All Sectors	A-1	Campus Wide	ADA compliant sidewalk upgrades	OSU	As needed to address existing deficiencies and with new and re-development
All Sectors	A-2	Campus Wide	Speed tables, lighting, crosswalk painting and other safety improvements.	OSU	As needed to address existing deficiencies and with new and re-development
All Sectors	A-3	Campus Wide	Bike racks and/or corrals, covered and uncovered	OSU	As needed to address existing deficiencies and with new and re-development,
B	A-4	Washington Way, 30 th Street to 35 th Street	Sidewalk, north side	OSU	Frontage improvements provided with adjacent development, or 50 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9
C, D	A-5	14 th /15 th Street, Monroe Avenue to Jefferson Avenue	Bike lanes, intersection re-alignment and widening, possibly parking improvements. Additionally, sidewalk and landscape strip on east side of street within Sector D	OSU and potential grants	Frontage improvements provided with adjacent development, or 50 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9 or within 5 years from the date the CMP update is adopted whichever is first.
C	A-6	Washington Way, 26 th Street to 15 th Street	Sidewalk improvements along north side of Washington Way fronting the ROTC building, west to 26 th Street	OSU	Condition of approval for OSU Dixon Recreation Facility Improvements

E, F	A-7	30 th Street, Washington Way to Oak Creek bridge	Street upgrade to include travel and bike lanes, curb, gutter, landscape strips and sidewalk (west side).	OSU	Improvements are a condition of approval for the Vet Med Small Animal Hospital Project or per Reser Stadium Expansion condition prior to December 31, 2006
E, F	A-8	30 th Street, Oak Creek bridge to Western Boulevard	Street upgrade to include travel and bike lanes, curb, gutter, landscape strips, sidewalks and bridge widening	OSU	Improvements are a condition of approval for the Reser Stadium Expansion - Phase 1 project. If the Reser Stadium Expansion is not constructed, development fronting 30 th Street in Sector E will be required to construct the 30 th Street improvements, or 50 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9
E	A-9	35 th Street/Western Boulevard intersection	Signalization and addition of turn lanes	City-wide SDC	Improvements to be considered for 04-05 CIP update
E	A-10	Washington Way, 30 th Street to 35 th Street	Asphalt multi-use path	OSU	Improvements are a condition of approval of the Vet Med Small Animal Hospital project
F	A-11	Washington Way, 26 th Street to 30 th Street	Asphalt multi-use path	OSU	Improvements are a condition of approval for the Indoor Practice Field project and Gill Annex project, and must be installed by 2005
F, G	A-12	26 th Street, Western Boulevard to Washington Way	26 th /Western Intersection improvements and 26 th Street improvements	OSU	Improvements are a condition of approval for the Reser Stadium Expansion/Parking Structure

All Sectors	B-1	Campus Wide	Shuttle stops and shelters	OSU	As needed to address existing deficiencies and with new and re-development
All Sectors	B-2	Campus Wide	Transit stops and shelters	OSU	As needed to address existing deficiencies and with new and re-development
A, B	B-3	35 th Street, Campus Way to Washington Way	Street upgrade, to include travel and bike lanes, curbs, gutters, landscape strips and sidewalks	OSU	As per OSU 35 th Street Improvement Agreement, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9 whichever is first
A	B-4	Campus Way, west of 35 th Street	Local street upgrade	OSU	Frontage improvements provided with adjacent development, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9 whichever occurs first
B, C	B-5	30 th Street, Orchard Avenue to Washington Way	Pavement upgrade	OSU	Frontage improvements provided with adjacent development
B	B-6	Campus Way, 30 th Street to 35 th Street	Pavement upgrade	OSU	Frontage improvements provided with adjacent development
B	B-7	Jefferson Way, 30 th Street to 35 th Street	Pavement upgrade	OSU	Frontage improvements provided with adjacent development
C	B-8	Benton Place, 14 th Street to Benton Hall	Sidewalk leading up to Benton Hall from 14 th Street	OSU and potential grants	Frontage improvements provided with adjacent development, or 80 % Assignable Future Buildable Square Footage trigger for the sector

					per Table 6.9
C	B-9	26 th Street, Monroe Avenue to Washington Way	Bike lanes or other bike facility improvements	OSU and potential grants	Frontage improvements provided with adjacent development, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9
C	B-10	Campus Way, 26 th Street to 30 th Street	Pavement upgrade, bike lanes or other bike facility improvements	OSU	Frontage improvements provided with adjacent development
C	B-11	Jefferson Way, 26 th Street to 30 th Street	Pavement upgrade, bike lanes or other bike facility improvements	OSU	Frontage improvements provided with adjacent development
C	B-12	Jefferson Way, 26 th Street to Waldo Place	Bike lanes or other bike facility improvements	OSU	Frontage improvements provided with adjacent development, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9
C	B-13	Memorial Place	Pavement upgrade	OSU	Frontage improvements provided with adjacent development
C	B-14	Park Terrace	Pavement upgrade	OSU	Frontage improvements provided with adjacent development
C, G	B-15	Washington Way/15th Street intersection	Intersection realignment, turn lane, sidewalk and crosswalk upgrade. Coordination with ODOT rail.	OSU	Improvements provided with re-development of site south of Kerr Admin., or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9

C	B-16	Washington Way, 26 th Street to 30 th Street	Sidewalk along north side	OSU	Frontage improvements provided with adjacent development, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9
E	B-17	35 th Street, Washington Way to Western Boulevard	Street upgrade to include travel and bike lanes, curbs, gutters, landscape strips and sidewalks	OSU	As per OSU 35 th Street Improvement Agreement, or 80 % Assignable Future Buildable Square Footage trigger for the sector per Table 6.9 whichever is first
J	B-18	Brooklane Drive	Road Street improvements to include travel lanes, curb, gutter sidewalks, bike lanes or multi-use path in accordance with the 1995 Brooklane Drive - Nash Road Corridor study.	OSU and potential grants	Improvements associated with development of the South Farm Property.
Off-site Improve-ments	B-19	35 th / 36 th Street/Harrison Boulevard intersections	Signalize and add westbound turn lane	City-wide SDC	Scheduled for CIP construction 05-06
Off-site Improve-ments	B-20	30 th Street/Harrison Boulevard	Operation deficiencies of the intersection. No mitigation recommended	N/A	N/A
Off-site Improve-ments	B-21	Jackson Street	Work with neighborhood association on traffic issues	OSU/City	Ongoing

b. Prioritization of Improvements

The TIP identifies transportation, bicycle, pedestrian and transit improvements as well as TDM implementation that both address existing deficiencies and the impacts associated with new development. Tables 6.8 prioritizes the existing deficiencies and improvements associated with proposed development. Priority “A” projects have the highest priority. The Campus Planning Committee will manage the implementation of and assess the condition of the vehicular, bicycle, pedestrian and transit improvements across the OSU campus on a yearly basis to keep the TIP current. Transportation Improvement Projects in addition to those in Table 6.8 shall be identified, prioritized and added to the TIP, following review and approval by the City Engineer. Completed TIP projects shall be removed from Table 6.8

An improvement development-trigger on a sector by sector basis related to a sector’s development activity in relation to its allocation of buildable square footage is established through this CMP.

Improvements not directly associated with development, require a development trigger to ensure that the transportation system is upgraded as development within a sector occurs. As each new development projects in a sector, adding to the buildable square footage in that sector, improvements would be required based on the extent of the buildable square footage and the priority of the improvements.

Development activity in a sector attaining 50% of the buildable square footage allocated to a sector as established in CMP, Table 8.3, shall trigger construction of the Priority A Improvements in a sector as identified in the TIP, Tables 6.8 and 6.9 Development activity in a sector attaining 80% of the buildable square footage allocated to a sector as established in CMP, Table 8.3 shall trigger construction of the Priority B Improvements in a sector as identified in the TIP, Tables 6.8 and 6.9 The improvements triggered by construction of a portion of a sector’s development allocation are summarized in Table 6.9 below.

Table 6.9: Development Triggers Related to Allocated Buildable Square Footages

Sector	Max. Buildable SF (1000 SF), Future Allocation	Priority A Development Trigger, 50% of Future SF Allocation	Priority A Improvements (Table 6.8)	Priority B Development Trigger, 80% of Future SF Allocation	Priority B Improvements (Table 6.8)
A	250 K	125 K		200 K	B-3, B-4
B	500 K	250 K	A-4	400 K	B-3
C	750 K	375 K	A-5	600 K	B-8, B-9, B-12, B-15, B-16
D	35 K	17.5 K	A-5	28 K	
E	120 K	60 K	A-8	96 K	B-17
F	750 K	375 K	A-8	600 K	
G	350 K	175 K		280 K	B-15
H	50 K	25 K		40 K	
J	350 K	175 K		280 K	
Campus Wide	3,155 K	1,577.5 K,		2,524 K	

c. Funding of Improvements

Street improvements are currently funded through new construction or as part of OSU’s operation and maintenance budget provided by the State of Oregon. The amount of funding to support basic campus infrastructure is authorized each legislative session and can vary, depending upon funding priorities at the state level.

In recent years, funding from the state legislature has not been adequate to maintain campus facilities and has resulted in deferred maintenance problems at OSU. Additional funding for transportation improvement projects from the state is not likely to be appropriated. Therefore, OSU will continue to explore other funding initiatives such as the recently proposed deferred maintenance bond measure, grants, donations, and other funding sources that can be used for transportation improvement projects. Until additional funding is available, most transportation improvements will generally be provided in conjunction with new construction projects.

Because adequate funding for street and other infrastructure improvements may not be forthcoming from the state, the OSU administration is proposing a campus-wide development surcharge for new construction. This surcharge will allow for the collection of funds to pay for

infrastructure upgrades. The funds collected through the development surcharge will be used for transportation and other infrastructure upgrades.

d. Timing of Improvements

Transportation, bicycle, pedestrian and transit improvements as well as TDM implementation shall be provided in accordance with the Corvallis Land Development Code (LDC) and the Uniform Building Code (UBC). Generally, transportation upgrades are required along a project's frontage. Basic improvements such as streets, sidewalks, landscape strips, bike lanes, curbs, gutters, street lighting, handicapped access ramps, and other safety improvements shall be provided on the site as part of the project. There may also be instances where improvements are needed off-site in order to meet the city's to-and-through policies or to provide continuity of improvements. Issuance of building permits will be predicated upon adequate public improvements.

Improvements shall generally be provided in conjunction with new construction projects. The campus development surcharge will provide a funding source for transportation improvements. Funds collected from the surcharge may be expended when there are adequate funds to complete a project. This may occur as a stand-alone project or in conjunction with other development. The Campus Planning Committee will assist in prioritizing transportation improvement projects (excluding routine repair and maintenance activities) that are identified in addition to the improvements listed in the adopted CMP.

If determined by the Campus Planning Committee that a vehicular, bicycle or pedestrian improvement is needed prior to an improvement's specific timing trigger, the Campus Planning Committee shall trigger the appropriate TIP projects to ensure complete continuous vehicular bicycle or pedestrian connectivity, following review and approval by the City Engineer.

e. Memorandum of Agreement (MOA)

Currently, when transportation improvements are necessary to offset the impact of development, they are identified and evaluated during the development's mandatory discretionary review process. The CMP alters this current review process and proposes that if a project is consistent with the CMP and the LDC, the project can be approved at the staff level and need not be subject to a discretionary review procedure.

Where transportation improvements are required by either the Corvallis Land Development Code or the CMP, TIP, but cannot feasibly be implemented, a Memorandum of Agreement (MOA) shall be provided. One such MOA currently exists for 35th Street improvements.

An MOA for transportation improvements could be initiated by either OSU or the city. Approval of an MOA is at the discretion of the City and will be ultimately approved by the City Manager. OSU will prepare the MOA and submit to the City for approval consideration. The MOA would allow for greater detail than is appropriate in a typical master plan and would provide assurances that improvements will occur in a mutually agreed upon manner. Refer to Land Development Code Section 3.36.50.09.c for implementation.

6.9 Transportation Demand Management Scenarios

OSU has prepared three transportation demand management (TDM) scenarios, each of which are discussed below. These scenarios evaluate potential demand management actions that may reduce the number of vehicle trips and the need for additional capacity-related transportation improvements beyond that which is required for a street's given classification.

OSU currently takes the following TDM actions:

- Free on-campus shuttle
- Guaranteed emergency ride home service for those who carpool, vanpool, or ride the bus to work
- Pre-paid Corvallis Transit System pass for students, faculty, and staff
- Participation in Cascades West carpool matching service, or other vehicle pool matching services
- Preferred parking for vanpools that are renting government-owned vehicles
- Some alternative work and class schedules available
- Some telecommuting for work and distance education opportunities
- Recently enacted a 50 percent increase in parking costs

a. TDM Scenario 1

This scenario assumes a 50 percent increase in parking costs. For carpools, this scenario assumes an in-house ride-matching service, a 0.25 FTE transportation coordinator, and a guaranteed ride home service to be provided within the City of Corvallis. For vanpools, this scenario assumes a ride-matching service, a 0.25 FTE transportation coordinator, and OSU participation in vanpool development by contributing to the cost of vehicle and/or operating expenses. For transit, this scenario assumes the extension of all Corvallis Transit System routes into the evening, double headways on the Linn-Benton loop bus, extension of the OSU shuttle service into the evening, double headways on all Corvallis Transit System routes, and 20 new bus shelters throughout Corvallis.

b. TDM Scenario 2

This scenario assumes that no changes are made for drive-alone vehicles or carpools. For vanpools, this scenario assumes a ride-matching service, a 0.25 FTE transportation coordinator, and OSU participation in vanpool development on a non-monetary level (such as establishing a relationship with an outside vanpool service). For transit, this scenario assumes extension of all Corvallis Transit System routes into the evening, double headways on the Linn-Benton loop bus, extension of the OSU shuttle service into the evening, double headways on all Corvallis Transit System routes, and 20 new bus shelters throughout Corvallis.

c. TDM Scenario 3

For carpools, this scenario assumes an in-house ride-matching service, a 0.25 FTE transportation coordinator, and a guaranteed ride home service to be provided within the City of Corvallis. For vanpools, this scenario assumes a ride-matching service, a 0.25 FTE transportation coordinator,

and OSU participation in vanpool development by contributing to the cost of vehicle and/or operating expenses. This scenario assumes no improvements are made for transit.

TDM Scenario 3 implementation shall occur immediately following adoption of this CMP. Refer to CMP Tables 6.8 and 6.9 for TDM Scenario timing.

Table 6.10 identifies the three TDM scenarios and the effect the actions in each scenario would have on the various modes of travel. A level of support of 1 indicates the highest level, while 4 indicates the lowest level.

Table 6.10: Transportation Demand Management Scenarios

TDM Scenario	Program Entries	Drive Alone	Carpool	Vanpool	Transit	Vehicle Trip Reduction %
1	Level of Support	-	3	2	4	10.7%
	Walk time	0 min	0 min	0 min	-15 min	
	Cost	\$0.50	\$0.50	-\$0.50	\$0.00	
2	Level of Support	-	1	1	4	5.9%
	Walk time	0 min	0 min	0 min	-15 min	
	Cost	\$0.00	\$0.00	\$0.00	\$0.00	
3	Level of Support	-	3	2	2	3%
	Walk time	0 min	0 min	0 min	0 min	
	Cost	\$0.00	\$0.00	-\$0.50	\$0.00	

Table 6.11 shows the vehicle trips generated for the most likely and full build-out scenarios and the adjusted number of trips based on the three TDM scenarios.

Table 6.11: Trips Generated by TDM Scenarios

Scenario	HBO PM*	HBSch PM	HBW PM	NHB PM	Total PM	HBO AM	HBSch AM	HBW AM	NHB AM	Total AM
Existing AM	55	163	128	315	661	344	916	3,191	807	5,258
Existing PM	289	431	1,202	766	2,688	224	90	71	388	773
Most Likely AM	71	179	163	404	817	449	1,005	4,049	1037	6,540
Most Likely PM	377	473	1,525	984	3,359	293	99	90	499	981
Full Build-out AM	60	183	190	451	884	497	1,025	4,715	1,158	7,395
Full Build-Out PM	418	483	1,776	1099	3,776	324	101	105	557	1,087
Most Likely AM TDM 1	64	160	145	361	730	401	897	3,616	926	5,840
Most Likely PM TDM 1	337	423	1,362	879	3,001	261	88	81	446	876
Most Likely AM TDM 2	67	169	153	380	769	422	946	3,810	976	6,154
Most Likely PM TDM 2	355	445	1,435	926	3,161	275	93	85	470	923
Most Likely AM TDM 3	69	174	158	392	793	435	975	3,928	1,006	6,344
Most Likely PM TDM 3	366	459	1,480	955	3,260	284	96	88	484	952

* HBO - Home Based Other; HBSch - Home Based School; HBW - Home Based Work; NHB - Non Home Based. All data subject to revision based on ongoing review and analysis.

Table 6.12 shows the increase in vehicle trips above the existing levels for the most likely and full build-out scenarios and the adjusted number of trips based on the three TDM scenarios.

Table 6.12: Percentage Increase of Trips above Current Levels by TDM Scenarios

SCENARIO	HBO PM*	HBSch PM	HBW PM	NHB PM	Total PM	HBO AM	HBSch AM	HBW	NHB	Total AM
Most Likely AM	31%	10%	27%	28%	24%	31%	10%	27%	28%	24%
Most Likely PM	31%	10%	27%	28%	25%	31%	10%	27%	28%	27%
Full Build-out AM	10%	12%	48%	43%	34%	45%	12%	48%	43%	41%
Full Build-out PM	45%	12%	48%	43%	40%	45%	12%	48%	43%	41%
Most Likely AM TDM 1	17%	-2%	13%	15%	10%	17%	-2%	13%	15%	11%
Most Likely PM TDM 1	17%	-2%	13%	15%	12%	17%	-2%	13%	15%	13%
Most Likely AM TDM 2	23%	3%	19%	21%	16%	23%	3%	19%	21%	17%
Most Likely PM TDM 2	23%	3%	19%	21%	18%	23%	3%	19%	21%	19%
Most Likely AM TDM 3	27%	6%	23%	25%	20%	27%	6%	23%	25%	21%
Most Likely PM TDM 3	27%	6%	23%	25%	21%	27%	6%	23%	25%	23%

* HBO - Home Based Other; HBSch - Home Based School; HBW - Home Based Work; NHB - Non Home Based. All data subject to revision based on ongoing review and analysis.

The most likely development scenario results in a 24 to 77 percent increase in the total number of AM and PM trips. However, in both the AM and PM periods, Home Base School has an increase of 10 percent over existing conditions. The full build-out scenario results in an increase of 34 to 40 percent for both AM and PM trips, with the greatest increase occurring in Home Base Work (48 percent) for both AM and PM trips.

It is interesting to note that if the actions outlined in Scenario 1 and 2 were undertaken, transportation impacts of CMP future development would be similar to current conditions. If either TDM Scenario 1 or 2 were implemented, this would help to offset the traffic impacts from the most likely scenario. For the full build-out scenario, TDM strategies are projected to lessen the anticipated amount of traffic. It will be important to monitor transportation impacts to determine if the identified improvements will continue to be needed in the future.

6.10 Transit Systems

a. Corvallis Transit System

OSU currently participates in the Corvallis Transit System’s pre-paid transit pass program. All OSU students, faculty, and staff can ride Corvallis Transit System (CTS) by showing their OSU identification cards. This ensures that cost of transit service is not a factor in their transportation mode choice.

The OSU campus is on CTS Routes 1, 3, 5, 6, 7 and 8. Routes 1, 3, 7 and 8 are hourly while Routes 5 and 6 are every half-hour. Weekday service starts at 6:15 AM (Route 6) at the intermodal Mall, with the last run leaving the Intermodal Mall at 7:05 PM (Route 1). Saturday service starts at 9:20 AM (Route 7) at the Intermodal Mall, with the last runs leaving the Intermodal Mall at 4:15 PM (Routes 3, 5 and 6).

CTS has ten scheduled stops along the perimeter and within campus, as shown in Table 6.15.

Table 6.13: Corvallis Transit Bus System Scheduled Stops at OSU

CTS Route	Location	Time the bus is at this location
1	Monroe Avenue at 14 th Street	:35 after the hour
3	26 th Street at Reser Stadium	:45 after the hour
3	35 th Street at Western Boulevard	:00 on the hour
3	Jefferson Avenue at 15 th Street	:05 after the hour
5	Kings Boulevard at Monroe Avenue	:00 on the hour and :30 after the hour
6	Jefferson Avenue at 15 th Street	:55 after the hour and :25 after the hour
7	Monroe Avenue at Kings Boulevard	:10 after the hour
8	Jefferson Way at 30 th Street	:35 after the hour
8	Western Boulevard at 35 th Street	:50 after the hour
8	Jefferson Avenue at 15 th Street	:55 after the hour

Source: Corvallis Transit, Service Route, Map and Schedule. Effective June 1, 1999

OSU plans to continue participation in the pre-paid ride program. Recently, increased enrollment and the propensity of students to drive to campus have raised parking demand. OSU is trying to meet this parking demand and mitigate the impact on local residents through the OSU shuttle service, which improves accessibility to more distant parking facilities such as those at Reser Stadium.

Additionally, OSU is working with local transit authorities to institute a Transportation Demand Base Management strategy to encourage alternative methods of commuting. This includes promoting increasing the cost of parking, increasing availability and awareness of carpools and vanpools, bicycling, walking, telecommuting, and alternative work hours, among other strategies.

b. Linn-Benton Loop System

The Linn-Benton Loop System also provides transit service to the campus, with a stop at 15th Street and Jefferson Way. OSU currently provides some financial support to the Linn-Benton Loop System. OSU will consider future support of the system as a TDM measure.

c. OSU Shuttle System

To help offset the increasing demand for parking and to minimize intra-campus vehicular trips, OSU implemented a shuttle system in January 2000.

The shuttle buses operate Monday through Friday between 7:30 AM and 6:30 PM over the academic year. The East Shuttle Route covers the eastern portion of campus, and the West Shuttle Route covers the western portion of campus.

Table 6.14: OSU Shuttle Ridership

Term	Ridership	Year Total
Winter 2000	12,546	
Spring 2000	15,334	
Fall 2000	32,387	60,267
Winter 2001	42,893	
Spring 2001	38,872	
Fall 2001	56,450	138,215
Winter 2002	75,703	
Spring 2002	60,309	
Fall 2002	64,549	200,561
Winter 2003	69,176	
Spring 2003	56,139	
Fall 2003*	TBD	125,315

* Year total figure does not include Fall 2003

Shuttle ridership has increased significantly since the shuttle’s introduction. The shuttle is a key component of both the transportation and parking plans. It improves intra-campus travel and also allows for better usage of parking facilities. In most cases, the shuttle provides better campus destination accessibility than does a private automobile.

d. Options for Improving Transit Systems

The goals of any transit system improvement strategy are to improve access to the transit system and increase the frequency of trips. By expanding the hours of operation and adding additional buses, the frequency of service can increase and better access to the transit system can be provided. Oregon State University shall fund the additional CTS operating expenses associated with increased hours of operation, doubling of headways and new bus shelters benefiting OSU Campus.

Another improvement to the transit system on campus is to make transit routes (both for OSU and CTS) safer. It is not uncommon for buses to travel across campus during periods of high pedestrian traffic volumes. Consolidating transit stops to reduce the number of stops and traffic merging maneuvers (without compromising transit ridership opportunities), along with centralizing CTS transit stops to key locations, could help improve transit system efficiency and increase safety on campus.

Other options for improving transit systems include:

- Extend CTS hours of service into the evening.
- Improve service times for those areas that have hourly service. Focus on the locations where students live. Shorter headways could be implemented as a seasonal service.
- Provide more frequent service between OSU and LBCC. The loop bus currently runs hourly. Between 10 AM and 2 PM, the route runs as an express, which allows students to travel between OSU and LBCC on an hourly basis. The service is less frequent in the early morning and late afternoon. More riders could be attracted to the route if headways were shorter and if the service were extended into the evenings.
- Construct more shelters at bus stops.
- Expand the on-campus shuttle service as the student population grows. Use bigger buses or add a third route, if needed. Include new outlying parking lots in the shuttle routes. Service should be extended into the evening.
- Review mechanisms to improve efficiencies and operating costs (e.g., develop transit hubs at key locations for CTS and coordinate OSU shuttles from these areas).



**CAMPUS MASTER PLAN
2004-2015**

CHAPTER 7 – PARKING PLAN

7.0 Parking Plan

7.1 Purpose of the Parking Plan

The CMP's parking plan was developed to address OSU's future parking needs. The purpose of the parking plan is as follows:

- Identify parking policies and current and future parking needs;
- Fulfill the city's requirements related to parking impacts from campus development, thereby eliminating the need for individual public hearing reviews for those projects consistent with the approved CMP;
- Develop a procedure for proceeding with new construction projects that are not consistent with the approved CMP and/or for addressing deficiencies in the parking supply;
- Determine the existing supply and demand for on-campus parking facilities;
- Compare past and present parking supply and demand;
- Develop an inter-modal transportation program for the efficient management of the parking supply in relation to campus needs and future development;
- Identify parking improvement project funding sources;
- Evaluate Transportation Demand Management (TDM) measures that are viable for the university and the city; and
- Determine how improvements to the parking system will be implemented.

7.2 Parking Policies

- 7.2.1 Provide parking facilities to meet the needs of the campus community. Where possible, provide adequate parking convenient to the area or site it serves or develop satellite or remote parking facilities with adequate shuttle service.
- 7.2.2 Provide parking improvements for bicycles and motor vehicles.
- 7.2.3 Consider and implement Transportation Demand Management (TDM) principles whenever possible to avoid or delay construction of new parking facilities.

Parking Plan

- 7.2.4 Participate in existing rideshare programs and implement other incentives to encourage and support carpooling and vanpooling.
- 7.2.5 Consider parking improvements as a component of the physical development of campus. Parking improvements may be constructed as part of the on-going operation of the university as well as with new construction or expansions of existing buildings.
- 7.2.6 Develop future parking facilities based on usage of existing parking facilities:
- a) If the usage of existing parking facilities is less than 90 percent as per the most recent parking inventory, vehicular parking improvements may be postponed until occupancy rates are 90 percent or greater; or
 - b) If the usage of existing parking facilities is 90 percent or greater, parking improvements may be constructed independent of new construction projects, or if a new construction project exceeds 5,000 square feet, it shall provide additional parking improvements in accordance with the Corvallis Land Development Code.
- 7.2.7 If the usage of existing parking facilities is 85 percent or greater, planning for parking improvements shall be initiated so that a parking improvement project is ready for construction if parking usage will exceed 90 percent or when a new construction project is proposed.
- 7.2.8 Locate parking improvements in accordance with the general locations identified on the Future Parking Facilities map (Figure 7.3). Parking improvements associated with a particular development project, however, may be provided in the vicinity of that project.
- 7.2.9 Manage parking such so that all parking improvements on campus are used. This will require the use of a shuttle to transport people from more distant parking areas into the core of campus.
- 7.2.10 Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.
- 7.2.11 Manage parking impacts in the neighborhoods surrounding the university through a neighborhood parking program administered by the City of Corvallis with possible funding assistance from OSU.
- 7.2.12 Continue to work with the surrounding neighborhoods to identify potential changes to residential parking districts to more effectively discourage students, faculty, and staff from parking in the surrounding community.

7.2.13 OSU shall participate in a neighborhood task force in accordance with Appendix C of the CMP. If other task forces are formed and approved by the City to review parking conditions within other geographical areas adjacent to the OSU District Boundary, then OSU shall participate in those task forces as well.

7.3 Parking Plan Development

OSU has been a major institution in Corvallis and Oregon for close to a century. In anticipation of the CMP's upcoming 10- to 12-year planning period and a projected student enrollment of 22,500 with 5,100 faculty and staff, the university conducted an outreach effort to determine neighborhood parking strategies. This effort solicited ideas from the community about ways to address parking-related impacts in the neighborhoods.

Community meetings were conducted in the fall of 2000 and spring of 2001. More recently, three meetings were held in the spring of 2003 with a follow-up meeting in the summer of 2003.

The following summarizes the comments collected during the community outreach:

- Locate a parking structure on the site directly east of Gill Coliseum;
- Locate a second parking structure (if needed in the future) in the area immediately behind Kerr Administration Building;
- Develop future at-grade parking lots at various locations around campus in addition to the proposed parking structure behind Kerr Administration Building;
- Work with the surrounding neighborhoods to address parking impacts. Residents expressed concern about the fairness of paying for parking in their own neighborhood and the inconvenience related to program administration;
- Provide additional discussion in the plan text related to pedestrian safety.

Existing Parking Facilities

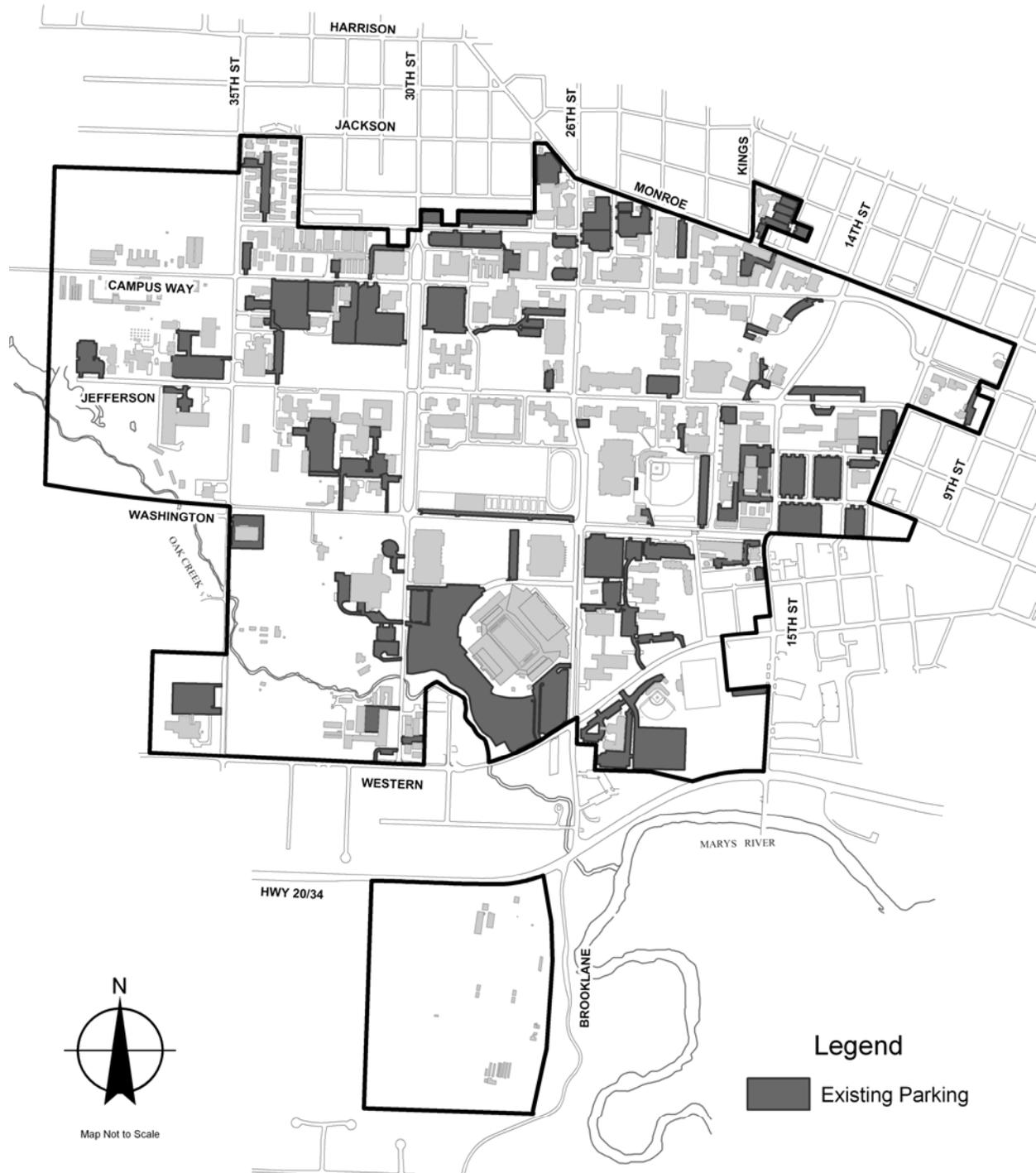


Figure 7.1: Existing Parking Facilities

7.4 Current Parking Inventory

Parking facilities on the OSU campus consist of parking lots and on-street spaces. The campus currently has approximately 86 paved and 11 gravel lots. On-street parking is available on 14th and 15th streets and other roadways adjacent to the campus. The lots and on-street spaces are controlled by the OSU permit system except for one “open” parking lot that is free for anyone to use. The free lot is located adjacent to the Hilton Garden Inn, south of Western Boulevard. There are also meter-controlled lots near the center of campus, Dixon Recreation Center, and LaSells Stewart Center.

OSU conducts parking inventories every fall and spring term when enrollment is highest. The inventories occur the fourth week of the term during peak class hours on Tuesday and Wednesday. Historically, parking facility usage has been higher in fall term than in spring term. The number of parking spaces available for use also fluctuates due to variables including landscaping, re-striping and paving improvements, use of spaces for construction staging areas, and other temporary uses that occur within parking lot areas.

For each parking inventory, parking usage is calculated as the ratio of occupied spaces to the total number of spaces. A large parking lot (one with 100 or more spaces) is considered full when it is 95 percent occupied during peak hours. Smaller lots (those with fewer than 100 spaces) are considered full when peak hour usage is 90 percent or above. When lots exceed the 95 percent usage, drivers may spend considerable time circulating in search of a parking space.

Table 7.1 summarizes the available parking spaces by lot type over the past few years.

Table 7.1: Available Parking Spaces by Lot Type

	Fall 2000	Spring 2001	Fall 2001	Spring 2002	Fall 2002	Spring 2003
Faculty & Staff	2,068	2,066	2,066	2,034	2,064	2,020
Students & Visitors	2,847	2,903	2,903	2,913	2,990	3,002
Handicapped	155	157	157	161	169	180
Non-Permit	2,870	2,870	2,870	2,836	2,518	2,512
Total	7,940	7,996	7,996	7,944	7,741	7,714

Table 7.2: Parking Usage by Lot Type

	Fall 2002			Spring 2003		
	Parking Spaces	Occupancy	% Occupied	Parking Spaces	Occupancy	% Occupied
Faculty & Staff	2,064	1,866	90%	2,020	1,811	90%
Students & Visitors	2,990	2,780	93%	3,002	2,536	84%
Handicapped	169	69	41%	180	70	39%
Non-Permit	2,518	2,011	80%	2,512	1,967	69%
Total	7,741	6,726	86%	7,714	6,384	83%

Table 7.3: Headcount and Parking Summary

	Fall 2000	Spring 2001	Fall 2001	Spring 2002	Fall 2002	Spring 2003	Fall 2003
Faculty & Staff Headcount	3,341	3,962	4,027	4,027	4,159	4,159	4,159
Student Headcount	16,800	17,920	18,067	18,067	18,789	18,789	18,979
Total Headcount	20,141	21,882	22,094	22,094	22,948	22,948	23,138
Total Parking Occupancy	5,966	6,255	6,542	6,190	6,726	6,384	6,061
Total Campus Parking Spaces	7,940	7,996	7,996	7,944	7,741	7,714	7,609

a. Parking Usage by Sector

The CMP divides the campus into nine development sectors. Table 7.4 shows parking demand and usage by sector.

Table 7.4: Parking Usage by Sector

Fall 2002				Spring 2003			
Sector	Total Spaces	Occupancy	% Occupied	Sector	Total Spaces	Occupancy	% Occupied
A	129	52	40%	A	129	96	74%
B	1,165	932	80%	B	1,165	886	76%
C	2,928	2,683	92%	C	2,930	2,746	94%
D	1,064	971	91%	D	1,064	855	80%
E	284	163	57%	E	284	171	60%
F	1,460	1,258	86%	F	1,460	1,074	74%
G	666	659	93%	G	637	553	87%
H	45	8	18%	H	45	4	9%
J	0	0	0	J	0	0	0
Total	7,741	6,726	86%	Total	7,714	6,384	83%

Sector C, the core campus area, maintains the highest number of parking spaces and has a 92 percent to 94 percent usage rate. Sectors D and G also have high usage rates at 91 percent and 93 percent, respectively. Sector D parking areas are close to the campus core and thus desirable for parking. Sector G contains three dormitories, the LaSells Stewart Center, CH2M Hill Alumni Center, and is near the Dixon Recreation Center, which is a major short-term destination.

Sector F usage is remarkably higher than in past studies. Most of Sector F had free parking (around Reser Stadium). The introduction of the shuttle service increased usage of the lot. Due to a rate structure change, in fall 2003 the lot was changed to permit required. Another lot, located south of Western Boulevard, was made available for free parking. OSU will monitor the impact of the change and consider adjustments as needed.

7.5 Current Parking Management Program

A parking management program consists of strategies to make the best use of parking resources. These strategies typically include adjustments to parking locations, costs, and supply and demand.

OSU's parking management program employs a permit system for most of the parking lots, a pay-lot system for short-term metered parking, a campus shuttle, and enforced parking throughout the campus and in adjacent neighborhoods. In addition, parking supply and location are set up to encourage alternative modes of transportation.

a. Permit System

OSU's parking permit system manages the majority of the parking spaces. Permits are sold by use type: faculty/staff, student, emeritus, motorcycle, and visitor. The parking spaces are assigned according to their permitted use. After obtaining a temporary permit, visitors are allowed to park in student lots. Those with faculty/staff permits are also allowed to use the student lots.

Special permits are available for service vehicles on campus. Service permits allow vehicles to park almost anywhere on campus except loading zones, no-parking areas, and handicapped spaces.

Parking restrictions are in effect from 7:00 AM to 5:00 PM, Monday through Friday. Parking permits are sold through the Facilities Services/Parking Services division.

Table 7.5 on the next page shows the number of parking permits issued and the cost (to a faculty member, a staff member, or a student) per year.

Table 7.5: Parking Permits Issued and Cost Per Year

Academic Year	Faculty/Staff		Student	
	# of Permits	Cost/Year	# of Permits	Cost/Year
2003-2004	N/A	\$165	N/A	\$120
2002-2003	3,160	\$110	5,270	\$80
2001-2002	3,090	\$110	4,830	\$80
2000-2001	3,184	\$110	4,866	\$80
1999-2000	3,437	\$90	5,308	\$65
1998-1999	2,971	\$90	4,931	\$65
1997-1998	3,046	\$90	4,754	\$65
1996-1997	3,008	\$90	3,957	\$65
1995-1996	2,936	\$90	4,450	\$65
1994-1995	2,835	\$90	3,951	\$65
1993-1994	2,461	\$90	3,661	\$65
1992-1993	2,268	\$87	4,192	\$62
1991-1992	2,167	\$77	4,282	\$52
1990-1991	2,700	\$77	5,300	\$52
1989-1990	2,750	\$77	5,417	\$52
1988-1989	2,855	\$40	6,562	\$27

To help fund additional parking improvements, parking permit prices were increased in the fall of 2003. Fee increases typically result in a decline in permit sales during the first year. With each passing year, however, permit sales increase to pre-increase levels.

Permit pricing is a sensitive issue and requires a balancing of objectives. Fees must be high enough to pay for improvements (shuttle, pavement, lights, landscaping, maintenance, structures, etc.) and serve as an incentive to encourage people to use alternative modes of travel, if available. Fees must also be low enough to be regarded as a reasonable value for the service. Overtime fees may periodically be adjusted.

b. Pay-Lot System

The university operates a 102-space pay lot between the Memorial Union and Valley Library off of Jefferson Street. The lot is monitored Monday through Friday between 7:30 AM and 8:30 PM and on Saturdays from 7:30 AM to 5:00 PM. The majority of the spaces have metered parking with a maximum stay of 1 hour.

Smaller metered parking lots or spaces are available around the Kerr Administration Building and Dixon Recreation Center. A visitor lot across the street from LaSells Stewart Center has 2-hour maximum stay meters. Daily visitor passes can also be purchased from the Parking

Services office or park-and-pay stations located throughout the campus. This pass allows a visitor to park in any student lot on campus or in any pay lot.

On-street metered parking is also available on Monroe Street, on the north side of campus. This parking is provided and enforced by the City of Corvallis. Metered hours are from 9:00 AM to 5:00 PM, Monday through Friday. Approximately 80 percent of the meters allow a 50-minute stay, and others allow a 20-minute stay. Parking costs an average of 5 cents for 10 minutes.

c. Campus Shuttle

OSU currently operates a free shuttle bus that stops every 15 minutes at all parking lots and most buildings on campus. Shuttle service was initiated in winter 2000 and ridership has been increasing steadily. In addition to improving access to more remote parking areas, the shuttle has helped reduce vehicular cross-campus trips. The shuttle is currently funded through the OSU parking fund.

Continuation of the shuttle system is one of the key elements in the OSU parking plan. The shuttle provides reasonable access to all parking areas. This accessibility is the reason that parking is managed as a campus-wide resource and not just as a sector resource. If the shuttle system were discontinued for any reason, management of parking as a campus-wide resource would need to be revised. This revision would require that future development provide parking within a reasonable distance (same sector or adjacent sector if within a 10-minute walk) of the new development.

Table 7.6: Shuttle Ridership by Term and Academic Year

	1999-2000	2000-2001	2001-2002	2002-2003
Fall	N/A	32,387	56,450	64,549
Winter	12,546	42,893	75,703	75,408
Spring	15,334	38,872	60,309	56,139
Total	27,880	114,152	192,462	196,096

d. On-Campus Parking Enforcement

The Parking Services division of the Facilities Services Department monitors and enforces on-campus parking regulations. The most common offenses are “no campus permit displayed” and “timed parking violation.” Table 7.7 on the next page lists the number of citations issued per academic year.

Table 7.7: On-Campus Parking Enforcement Citations

Academic Year	Citations Issued
2002-2003	25,678
2001-2002	27,718
2000-2001	22,823
1999-2000	25,338
1998-1999	23,067
1997-1998	25,746
1996-1997	25,474
1995-1996	25,607

7.6 Off-Campus Parking

a. Neighborhood Parking Districts

OSU-bound vehicles often park on neighborhood streets near campus. This is most common on the north side of campus where many classroom buildings but few parking lots exist. The neighborhoods northwest, east, and southeast of campus are also impacted by OSU bound-vehicles parking in the neighborhood, although to a lesser extent. In the 1980s, neighborhood parking districts were established as a management tool to identify actions that would discourage OSU-bound traffic from parking in the neighborhoods. As shown in Figure 7.2, there are presently two defined parking districts. District A is the area between NW 27th Street and NW 31st Street from NW Johnson Avenue to NW Van Buren Avenue. District B is the area between NW 14th Street and NW 23rd Street from NW Monroe Avenue to NW Harrison Boulevard.

Residents of both parking districts can purchase annual parking permits of \$12 per vehicle. Vehicles without parking permits are limited to a 2-hour stay. OSU inventoried on-street parking usage in spring 2003 when the campus inventory was performed. Inventory results were shared with city officials and representatives of the neighborhood associations near the university. OSU will complete a survey of the existing neighborhoods districts each fall to assist efforts to measure and monitor impact of parking on the neighborhoods. Table 7.8 summarizes the inventory effort.

Table 7.8: Neighborhood Parking Usage

	District A Spring 2003	District A Fall 2003	District B Spring 2004	District B Fall 2004
Total Spaces	254	200	391	371
Total Occupied	142	152	283	279
Percent Used	56%	76%	72%	75%

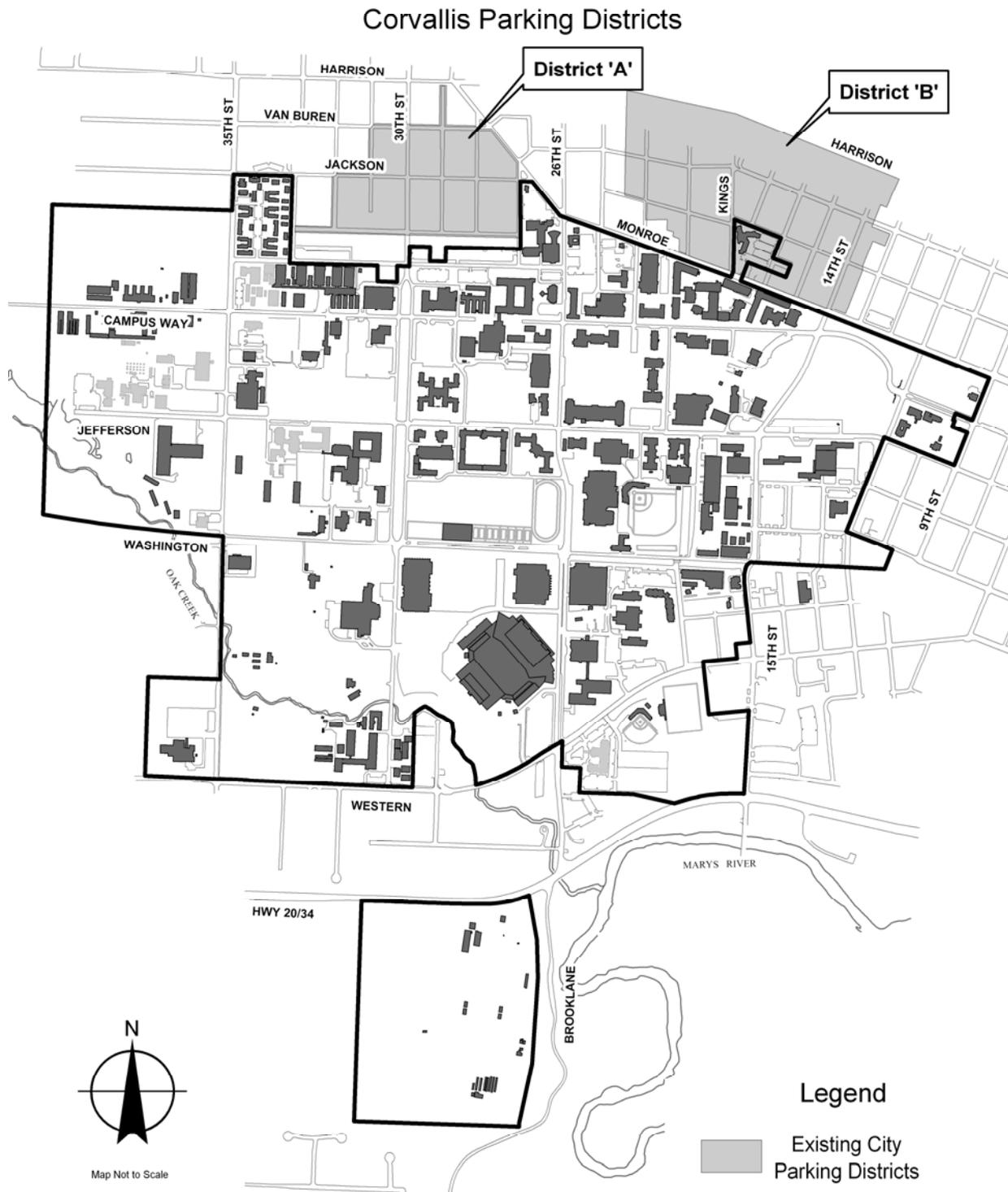


Figure 7.2: City Parking Districts

b. Off-Campus Peak Hour Usage

Off-campus usage mirrors on-campus usage with a peak use time of 11 AM to 1 PM. The street parking inventory showed higher usage in District B where there are more multi-family residences and commercial businesses. The inventory also noted that where parking spaces are not clearly marked, parking is not as efficient as possible. The result is a haphazard parking pattern in which more parking spaces appear available than are actually available. Tables 7.9 and 7.10 show parking usage, by time period, in each district.

Table 7.9: District A, Neighborhood Parking Usage by Time Period

District A					
Time	Total Spaces	Resident Occupied	Non-Resident Occupied	Total Occupied	Percent Usage
9 AM – 11 AM	254	63	79	142	56%
11 AM – 1 PM	254	70	80	150	59%
1 PM – 3 PM	254	60	68	128	50%
3 PM – 5 PM	254	58	66	124	50%
5 PM – 7 PM	254	22	75	97	38%

Table 7.10: District B, Neighborhood Parking Usage by Time Period

District B						
Time	Total Spaces	Resident Occupied	Non-Resident Occupied	Meter Occupied*	Total Occupied	Percent Usage
9 AM – 11 AM	391	112	171	19	302	77%
11 AM – 1 PM	391	116	167	36	319	82%
1 PM – 3 PM	391	120	156	22	298	76%
3 PM – 5 PM	391	113	137	22	272	70%
5 PM – 7 PM	391	83	142	30	255	65%

* District B includes on-street metered parking

c. Off-Campus Management Options

To identify potential actions to further reduce neighborhood parking impacts, those attending CMP outreach meetings provided input relating to six proposed management approaches:

- 1) Reduce parking time limits from 2 hours to 1 hour;
- 2) Increase parking ticket fines;
- 3) Increase enforcement;
- 4) Allow residents to park free (visitors pay);
- 5) Revise parking district boundaries; and
- 6) Create new parking districts.

Of these ideas, no clear direction was provided. However, one consistent theme was identified during the outreach effort: residents in the parking districts felt that it was unfair that they had to pay to park in their own neighborhoods (unlike any other residential area in the city). Residents also spoke of the inconvenience in obtaining a residential parking permit (e.g., going to City Hall, filling out paperwork, etc).

7.7 Recommended Action Plan for Off-Campus Parking Management

OSU is willing to work with the city and surrounding neighborhoods to address off-campus parking concerns, as follows:

- a) Conduct annual parking usage inventories in the neighborhood parking districts, in conjunction with OSU inventory efforts, to monitor parking trends.

OSU staff will inventory parking usage in the two existing residential parking districts and report inventory results annually to the city and to neighborhood associations that formally request the information. The inventories will help OSU identify those actions that could lessen negative impacts to the districts and that contributed to increased impacts. As needed, OSU will identify potential mitigation actions, which could include: reducing the 2-hour parking to 1 hour, increasing enforcement of the districts, changing the existing residential permit program so that visitors pay and residents park for free, and enlarging district boundaries.

- b) Work with the city and surrounding neighborhoods, and study other areas as needed.

OSU and the city will meet periodically to review parking issues in the areas surrounding the university. As needed, additional usage inventories will be undertaken to gain a better understanding of the parking issues and trends and to identify areas where additional management responses may be needed.

- c) Participate financially in the implementation of the neighborhood parking districts based on a pre-determined and agreed upon level of support.

OSU will work with the city to determine the most effective manner in which OSU can support the neighborhood parking districts. This could include financial support to reduce the city cost for administering the residential parking program. Other possible alternatives include OSU subsidizing residential permits up to a certain dollar amount or using OSU’s Parking Services division to distribute residential parking permits.

7.8 Parking Demand Assessment

The CMP calculates parking demand as the ratio of occupied parking spaces to the total number of parking spaces. Historically, the faculty and staff population has a higher parking demand ratio than does the student population.

Table 7.11: Historical Parking Demand

Year*	Headcount		Parked Vehicles			Parking Demand Ratio		
	Faculty/ Staff	Student	Faculty/ Staff	Student	Other	Faculty/ Staff	Student	All
02-03	4,159	18,789	1,866	2,738	2,080	0.45	0.15	0.29
00-01	4,002	16,788	1,915	2,630	1,765	0.48	0.16	0.30
99-00	3,962	16,201	2,007	2,567	1,991	0.51	0.16	0.32
98-99	3,341	14,618	1,853	2,527	1,466	0.55	0.17	0.32
95-96	3,975	14,161	1,779	2,360	1,257	0.45	0.17	0.30

* Data unavailable for 1996-97, 1997-98, and 2001-02.

a. Future Parking Demand

The CMP projects a population of 22,500 students and 5,100 faculty and staff by the year 2015. Based on an averaged projection of demand, approximately 1,212 to 1,536 additional spaces will be needed by then. The spaces would be distributed approximately equally between students and faculty/staff.

Future Parking Facilities

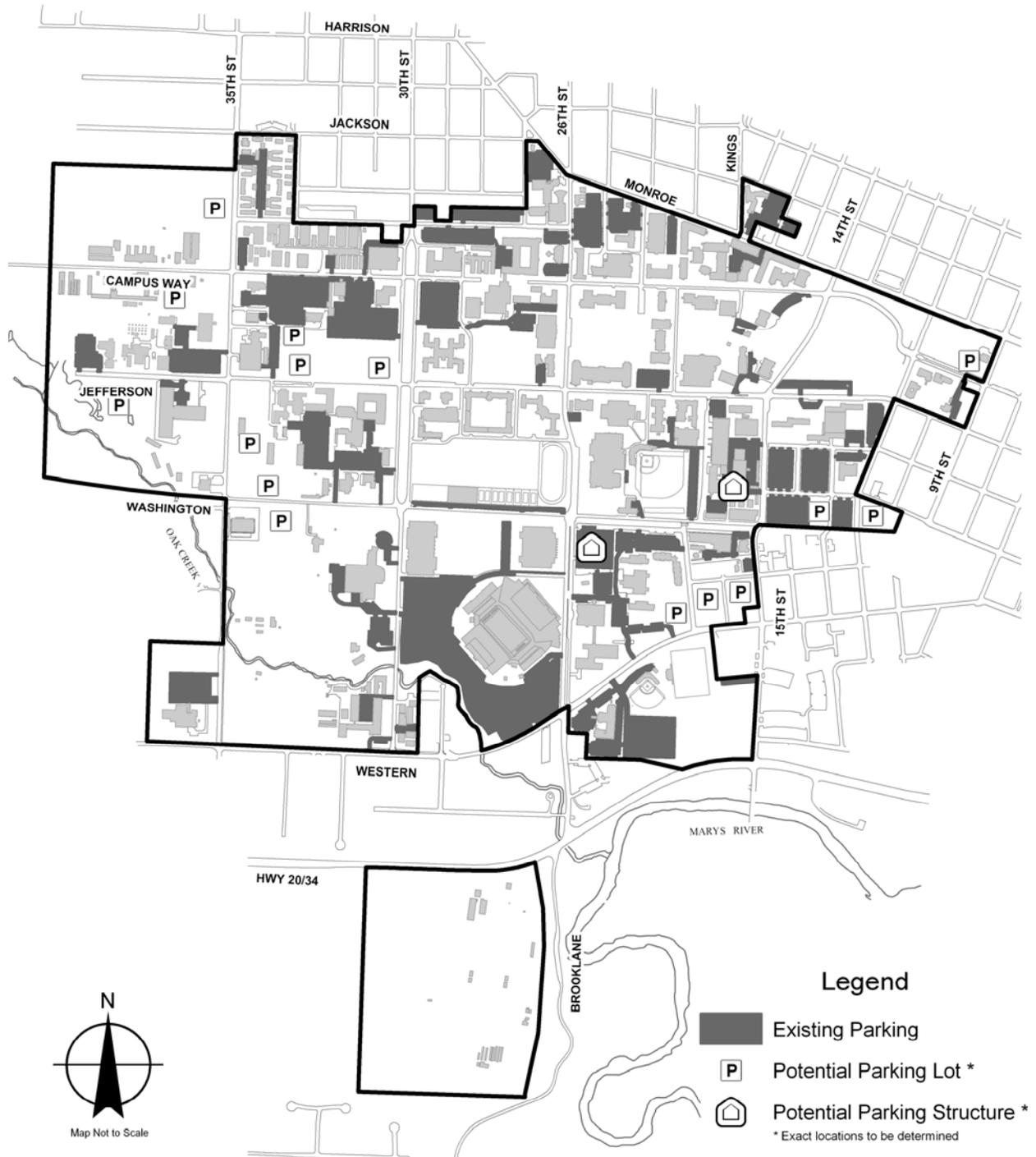


Figure 7.3: Future Parking Facilities

Table 7.12: Population Increase

Group	Fall 2002 Population	Future 2015 Population	Increase in Population
Students	18,789	22,500	3,711
Faculty/Staff	4,159	5,100	941
Total	22,948	27,600	4,652

Table 7.13: Future Parking Demand

Group	Increase in Population	Demand Ratio	Number of Required Parking Spaces	Adjusted for 90% Occupancy
Students	3,711	0.17	631	694
Faculty/Staff	941	0.50	471	518
Total	4,652		1,102	1,212
Historical Average (from Table 7.11)	4,652	0.30	1,396	1,536

Table 7.13 lists the number of needed spaces adjusted for 90 percent occupancy. Long-term, an anticipated 1,212 to 1,536 additional parking spaces are needed.

b. Future Parking Supply

As noted above, the campus will require approximately 1,212 to 1,536 additional parking spaces to accommodate OSU’s projected population growth. This estimate assumes that no new Transportation Demand Management (TDM) measures are implemented to address parking demand. (This does not mean that TDM measures will not be considered or implemented, but that parking facility planning must be prepared to address the worst-case scenario.)

Figure 7.3 shows two locations for parking structures and additional at-grade parking lots. The expected timeline for providing the parking structure at the southeast corner of 26th Street and Washington Way is fall term 2005. The structure will add approximately 720 new parking spaces to Sector G. To compensate for the loss of existing parking spaces during construction, additional temporary at-grade spaces will be provided in nearby areas.

After the parking structure at 26th Street and Washington Way is constructed, future parking improvements will be provided as needed, based on usage inventories. If TDM strategies are implemented, single-occupant vehicle usage on campus would be reduced, which would in turn reduce parking lot usage rates. TDM measures could therefore help forestall or reduce the need for additional parking improvements.

7.9 Parking and Alternative Transportation

The parking plan’s purpose and policies were stated earlier in sections 7.1 and 7.2, respectively. In addition, the parking plan seeks to measure and manage OSU’s parking supply to maintain an adequate and available supply of parking facilities to meet campus needs. The intent is to first promote alternative modes of transportation, thereby eliminating or reducing the need to construct additional parking facilities. OSU encourages the use of mass transit service. Currently, OSU participates in a pre-paid transit pass program with the Corvallis Transit Service. This program allows all students, faculty, and staff to ride the bus after showing their OSU identification. By encouraging the use of mass transit, fewer parking spaces are needed.

OSU also minimizes the need for additional parking facilities by encouraging students and faculty to walk, bike, or take mass transit; by encouraging varied scheduling of events and classes throughout the day and evening to better manage peak demands; and by encouraging carpools, vanpools, and other modes of transportation beyond the single-occupant automobile.

7.10 Bicycle Parking

Bike racks are provided throughout the campus at the entrances of most buildings. Table 7.14 lists the number of covered and uncovered bike racks as of 2003. Figure 7.4 shows the location of the racks. Between 1993 and 2002, approximately 850 new bike racks were added. Of these, approximately 750 were covered. Overall, approximately 20 percent of all bike racks are covered.

OSU’s Bicycle Advisory Committee promotes bicycle travel and improvements to bicycle facilities. Through the committee’s efforts, bike racks were added over the last decade to address deficiencies and to comply with zoning regulations. Additional covered and uncovered racks will continue to be added in response to identified needs and/or to ensure compliance with zoning regulations when new facilities are constructed.

Table 7.14: Covered and Uncovered Bike Parking, 2003

	Hoop	Wheel	Other
Covered	249	869	630
Uncovered	1,044	2,989	66
Total	1,293	3,858	696

Existing Bicycle Parking Facilities

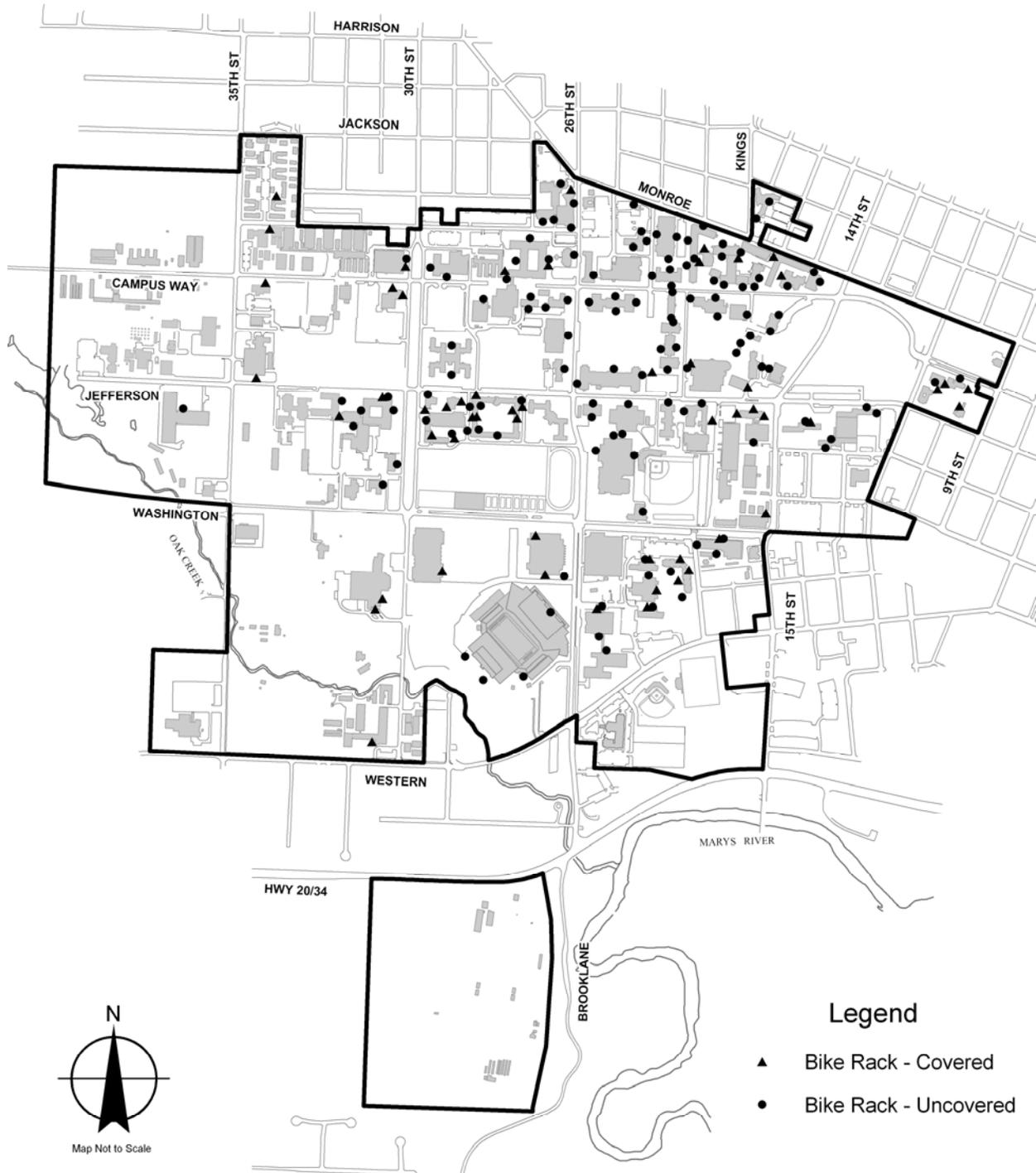


Figure 7.4: Existing Bicycle Parking Facilities

7.11 Bicycle Action Plan

All new construction projects shall provide bike racks as part of the project. The number of bike racks shall be provided consistent with the Corvallis Land Development Code, and at least half of the required bike racks shall be covered. Where the opportunity exists, other facilities that assist bicyclists shall also be provided, including showers, lockers, changing rooms, and indoor bike storage areas. Bike racks shall continue to be provided in areas that are identified as deficient.



CAMPUS MASTER PLAN 2004-2015

CHAPTER 8 – IMPLEMENTATION OF THE CMP OSU DISTRICT

8.0 Implementation of the CMP

This chapter has been proposed by Oregon State University and contains code language to implement the Oregon State University Campus Master Plan (CMP) by the City of Corvallis through its land development regulatory authority. This language would replace the existing OSU District language.



Figure 8.1: Aerial View of OSU with OSU District Boundary

Upon its adoption, this revised OSU District will be a part of the Corvallis Land Development Code (LDC). Subsequent modifications to the CMP and/or to the OSU District shall be reviewed in accordance with the provisions in the LDC.

CHAPTER 3.36

OSU (OREGON STATE UNIVERSITY) DISTRICT

This district implements Comprehensive Plan policies that encourage coordination between the University and City in planning and review of campus development. Coordination with campus development is essential due to the physical size of the University and its related effects on City facilities and services. This district also coincides with the Public Institutional Comprehensive Plan designation for property generally within the OSU campus area. However, not all property within this district is owned by OSU; some parcels are privately owned.

In conjunction with this district, a Physical Development Plan for campus development was originally adopted in 1986 and has been revised periodically by the University. The most recent revision, which this district implements, is the Oregon State University Campus Master Plan (CMP), approved in 2004.

Section 3.36.10 – PURPOSE

The OSU District implements the provisions in OSU’s 2004-2015 Campus Master Plan, which is the blueprint for campus development over the next decade.

The purpose of the OSU District is to:

- a.** Encourage coordination between the University and the City of Corvallis, especially in the areas of land use planning and reviewing campus development;
- b.** Facilitate University development;
- c.** Ensure compatibility of University development with surrounding areas;
- d.** Ensure adequacy of public utilities, parking, and transportation facilities;
- e.** Expedite the development review process; and
- f.** Create a mechanism to regulate development on campus consistent with the CMP.

Section 3.36.20 – PERMITTED USES**3.36.20.01 – General Development for University-owned Properties****a. Primary Uses Permitted Outright**

1. (a) Residential Use Types:

- Family
- Group Residential
- Group Residential/Group Care
- Residential Care Facilities

(b) Residential Building Types:

- Single Detached
- Single Detached (Zero Lot Line)
- Duplex
- Single Attached (Zero Lot Line, 2 Units)
- Attached (Townhouse)
- Multi-Dwelling

2. Civic Use Types:

- Administrative Services
- Community Recreation
- Cultural Exhibits and Library Services
- Lodge, Fraternal, and Civic Assembly
- Parking Services
- Public Safety Services
- Religious Assembly
- University Services and Facilities

Commercial uses to include, but not be limited to: communication services, professional/administrative services, research services, eating and drinking establishments, transient habitation, university retail sales, spectator sports and entertainment, and participant sports and recreation;

Industrial uses to include, but not be limited to: technological production, limited manufacturing, and other industrial uses customarily associated with research services.

Freestanding Wireless Telecommunications Facilities up to 60 ft. in height, subject to the standards in Chapter 4.9

3. Agriculture

b. Accessory Uses Permitted Outright for University-owned Properties

1. Essential Services
2. Family Day Care, as defined in Chapter 1.6
3. Home Business, as defined in Chapter 1.6
4. Major Services and Utilities
5. Minor Utilities, subject to standards in Chapter 4.9
6. Other development customarily incidental to the primary use in accordance with Chapter 4.3- Accessory Development Regulations
7. Collocated/attached wireless telecommunication facilities on multi-family (3 or more stories) residential structures that do not increase the height of the existing structures by more than 25 ft for whip antennas, including mounting, or by 10 ft for all other antennas, subject to the standards in Chapter 4.9
8. Collocated/attached wireless telecommunication facilities on nonresidential structures that do not increase the height of the existing structures by more than 25 ft for whip antennas, including mounting, or by 10 ft for all other antennas, subject to the standards in Chapter 4.9.

c. Privately Owned Parcels within the OSU District

1. Seven privately owned parcels developed as single- and multi-family residential uses are within the OSU District. These parcels are listed in Table 3.36-1.

Table 3.36-1: Privately Owned Parcels			
Parcel	Street Address	Sector	Current Use
12503AA06500	633 SW 17th Street	G	Multi-Family Residential
12503AA06400	645 SW 17th Street	G	Multi-Family Residential
12503AA50800	1563 SW 'A' Street	G	Single-Family Residential.
12503AA06300	636 SW 16th Street	G	Single-Family Residential
12503AC00100	1820 Stadium Ave.	G	Single-Family Residential
11535CC01100	136 SW 9th Street	D	Multi-Family Residential
115340000200	200-510 SW 35th Street	A	N/A

2. The parcels in Table 3.36-1 may be developed as:
 - a) Uses consistent with “University Services and Facilities” in accordance with Section 3.0.30.02.1; or
 - b) Residential uses in accordance Section 3.36.60, below.

3.36.20.02 – Conditional Development - The following Uses are subject to review in accordance with Chapter 2.3, the provisions of this Chapter, and all other applicable provisions of this Code.

- a. Uses that require a State or Federal air quality discharge permit (except for parking);
- b. Freestanding wireless telecommunications facilities greater than 60 feet in height, subject to the standards in Chapter 4.9;
- c. Freestanding wireless telecommunications facilities that do not meet the setback or spacing standard requirements of sections 4.9.60.02.b and 4.9.60.02.c, subject to the standards in Chapter 4.9; or
- d. Collocated/attached wireless telecommunication facilities on multi-family (3 or more stories) residential structures that increase the height of the existing structures by more than 25 ft for whip antennas, including mounting, or by more than 10 ft for all other antennas, subject to the standards in Chapter 4.9.
- e. Co-located/attached wireless telecommunications facilities on nonresidential structures that increase the height of existing structures by more than 25 feet, including mounting, or by more than 10 ft for all other antennas, subject to the standards in Chapter 4.9.

Section 3.36.30 – PROCEDURES AND DETERMINATION OF COMPLIANCE

Section 3.36.30.01 - Overview

Development within the OSU District area shall be reviewed for compliance with the standards in this Code and the Campus Master Plan Transportation Improvement Plan (TIP), except as expressly modified by provisions of this Chapter. Development proposals found to be compliant with these provisions, and which do not require a public hearing through the Conditional Development process, may be approved through the standard building permit process. Proposals found not to be compliant may be reviewed in accordance with the appropriate adjustment procedures described in Section 3.36.30.02. Development proposals identified in Section 3.36.20.02 may also be approved through the Conditional Development process identified in Chapter 2.3.

Section 3.36.30.02 – Adjustments

Development not consistent with the standards contained in this Chapter shall be reviewed as one of the following:

- a. A Minor Adjustment, as described in Section 3.36.30.03. Minor Adjustments, shall be reviewed under the City’s Plan Compatibility Review process and criteria (Chapter 2.13); or
- b. A Major Adjustment, as described in Section 3.36.30.04. Major adjustments, shall be reviewed as follows:
 1. All proposals that meet or exceed the thresholds identified in Section 3.36.30.04, subsections “a” through “n” shall be reviewed under the Planned Development review process and criteria for major modifications (Section 2.5.50.06).
 2. In addition to the process required in subsection “1,” above, proposals that meet or exceed the thresholds identified in Section 3.36.30.04 , subsections “d” through “k” shall be reviewed as Land Development Code Text Amendments consistent with the process and criteria in Chapter 1.2.
 3. In addition to the processes required in subsections “1” and “2,” above, proposals that meet or exceed the threshold identified in Section 3.36.30.04, subsection “h” shall be reviewed as a District Change, consistent with process and criteria in Chapter 2.2, and if needed, as a Comprehensive Plan Amendment, consistent with the process and criteria in Chapter 2.1.

Section 3.36.30.03 – Minor Adjustment

A Minor Adjustment shall be triggered if a proposal meets the following criteria:

- a. Deviates from one of the dimensional standards, but not more than three of the dimensional standards, in Section 3.36.50, by 10 percent or less.

Section 3.36.30.04 – Major Adjustments

A Major Adjustment shall be triggered if a proposal meets one or more of the following criteria:

- a. Modifies more than three of the dimensional standards in Section 3.36.50;
- b. Modifies any of the dimensional standards in Section 3.36.50 by more than 10 percent;
- c. Proposes a stand-alone parking lot or structure in a location not identified in Figure 7.3 (Future Parking Facilities) of the CMP;

- d. Exceeds 90 percent parking usage campus wide and does not provide additional parking facilities as part of the project;
- e. Proposes development with a gross square footage that is within the campus total development allocation but exceeds the maximum sector allocation;
- f. Proposes development such that the amount of retained open space is consistent with the campus minimum open space requirement but falls short of the minimum requirement for the sector (requires a commensurate increase in open space allocation in another sector);
- g. Is not consistent with the Transportation Improvement Plan in Chapter 6 of the CMP;
- h. Adds new land area to or subtracts land area from the CMP;
- i. Creates new CMP policies;
- j. Results in a change in sector boundary or redistribution of development allocation between sectors;
- k. Results in the cessation of intra-campus transit services (e.g., shuttle, bus, etc.);
- l. Proposes a change in use for any of the parcels associated with the College Inn and its parking;
- m. Proposes development in Sector J for building floor area in excess of 254,100 sq. ft.; or
- n. Proposes a new building within the 100-foot transition area on the northern boundary of Sector A, B, and/or C from the western boundary of Sector A to 26th Street. In order to create a “graceful edge” between the campus and northwest neighborhoods, any proposed building subject to LDC 3.36.30.04(n) shall be subject to the following criteria:
 - 1. Maximum building height shall be 35 feet provided the following is satisfied: Shadows from the new buildings shall not shade more than the lower 4 feet of a south wall of an existing structure on adjacent property between 10 a.m. and 2 p.m. on March 21;
 - 2. Structures shall not have a continuous horizontal distance exceeding 60 feet along the boundary;
 - 3. Along the vertical face of a structure, offsets shall occur at a minimum of every 20 feet by providing any two of the following:
 - a) Recesses of a minimum depth of 8 feet;
 - b) Extensions a minimum depth of 8 feet, a maximum length of an overhang shall be 25 feet;
 - c) Offsets or breaks in roof elevations of 3 or more feet in height;

4. Building materials shall be consistent with the OSU standards for such materials, and shall also be compatible with adjacent residential houses and structures;
5. New development shall be designed to minimize negative visual impacts affecting the character of the adjacent neighborhood by considering the scale, bulk and character of the nearby structures in relation to the proposed building or structure;
6. Roofs shall be gabled or hip type roofs (minimum pitch 3 to 1) with at least a 30-inch overhang and using shingles or similar roof materials;
7. A vegetative buffer shall be installed in a manner consistent with Section 3.36.50.06(c);
8. Outdoor building components such as transformers and other types of mechanical equipment that produce noise shall not be permitted within the required setback;
9. Buildings proposed for the transition area described within this section that are in an area adjacent to the College Hill West Historic District shall have an advisory review completed by the City's Historic Preservation Advisory Board (HPAB), or its successor. The HPAB shall provide comment and recommendations to the Planning Commission for consideration;
10. Trash dumpsters, gas meters, and other utilities and or mechanical equipment serving a building or structure shall be screened in accordance with Section 3.36.50.14

Section 3.36.30.05 – Campus Master Plan Update

The CMP covers a 10- to 12-year planning period. However, if conditions change significantly or other unanticipated events occur, it may be necessary to update the CMP before the end of the planning period. An update of the CMP shall be reviewed as described in Section 3.36.30.02.b 1 through Sections 3.36.30.02.b 3. The review shall comprehensively evaluate the need to update or otherwise modify the Campus Master Plan, its policies and related traffic and parking studies, and this Chapter.

A CMP update will be required under the following conditions:

- a. A development proposal, when considered in combination with constructed improvements or improvements with approved building permits, will exceed the total development allocation for the campus (for all sectors);
- b. New CMP policies are created that alter existing policy direction or require existing policies to be modified;
- c. The parking plan has been implemented, and campus-wide parking occupancy is greater than 90 percent; and/or

- d. The CMP planning period has expired.

Section 3.36.40 – DEVELOPMENT SECTORS

The CMP divides the campus into nine development areas (see Figure 3.36-1) identified as sectors “A” through “J” (there is no Sector “I”). Each sector has a development allocation, which is the gross square footage allowed for new construction. Each sector also has a minimum open space requirement that identifies the amount of area that must remain in green space or as a pedestrian amenity. These standards will guide the form of future development.

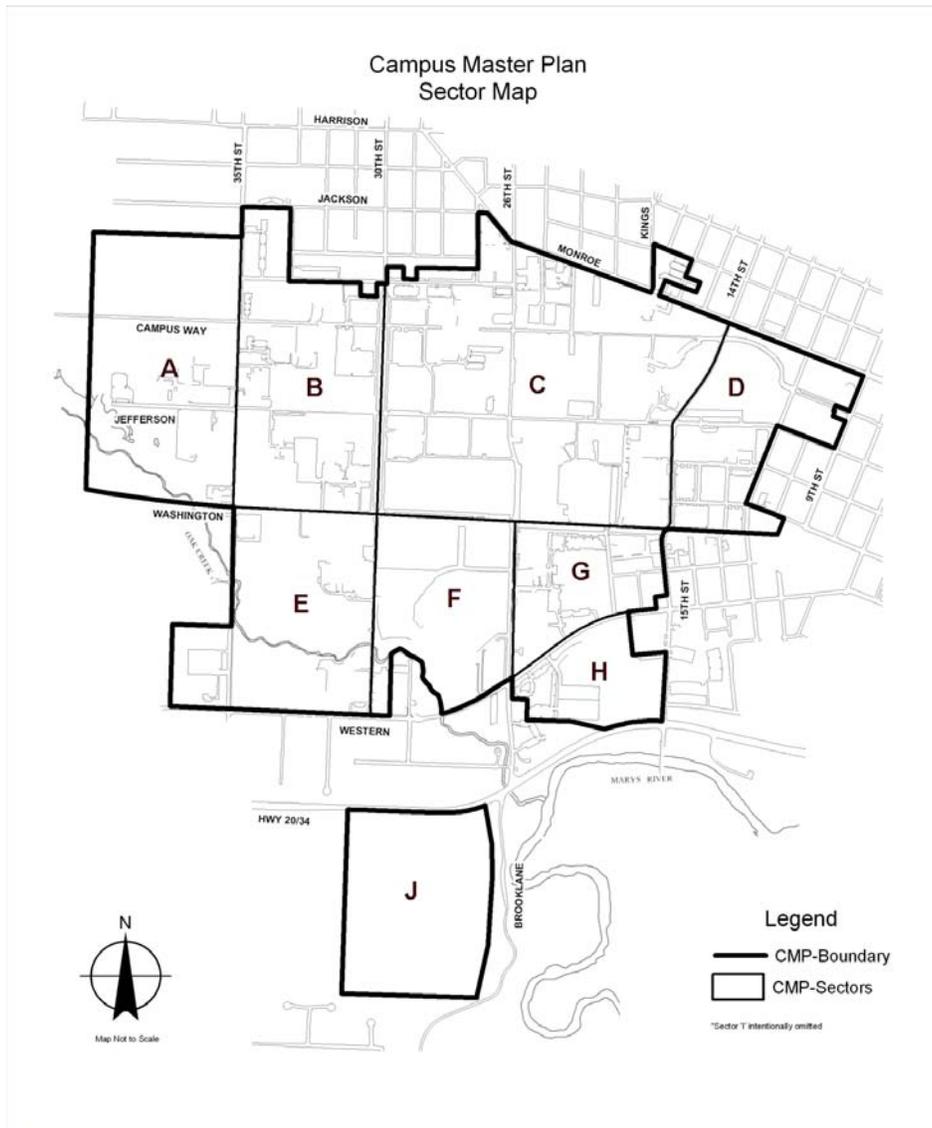


Figure 8.2: Campus Sector Map

Section 3.36.40.01 – Sector Development Allocation

- a. Sector development allocation represents the gross square footage of new development allowed in each sector, regardless of the type of use (see Table 3.36-2).
- b. Each new development project in a sector shall reduce that sector’s available allocation.
- c. Existing and approved development as of December 31, 2003 has been included in the existing/approved development calculations and shall not reduce the sector development allocation.
- d. Demolition of existing square footage and/or restoration of non-open-space areas to open space shall count as an equivalent square footage credit to the sector development or open space allocation.
- e. Square footage associated with a parking structure shall be included in the development allocation for the sector in which the structure is located. Square footage associated with at-grade parking lots shall be calculated as impervious surface but not count as part of development allocation.

Table 3.36-2: Building Square Footage by Sector

Sector	Existing/Approval	Maximum Future Allocation	Total
A	287,272	250,000	537,272
B	777,778	500,000	1,277,778
C	4,654,719	750,000	5,404,719
D	325,331	35,000	360,331
E	256,918	120,000	376,918
F	463,088	750,000	1,213,088
G	746,023	350,000	1,096,023
H	126,921	50,000	176,921
J	37,463	350,000	387,463
Total	7,675,513	3,155,000	10,830,513

Section 3.36.40.02 – Sector Minimum Open Space

- a. Open space is defined as landscape areas, pedestrian amenities (e.g., plazas, quads, sidewalks, courtyards), parks, recreation fields, agricultural fields, and other non-developed areas.
- b. Impervious surface areas that are not classified as open space (Section 3.36.40.02.a) shall count against the sector’s open space allocation.

- c. The existing Memorial Union quad, library quad, a relocated Peoples’ Park, and the lower campus area (the area between 11th Street and 14th Street, south of Monroe and north of Jefferson Street) shall be retained for open space. Incidental development (e.g., clock towers, park benches, information kiosks, artistic works, sculptures, etc.) is permitted.

Table 3.36-3: Minimum Future Open Space by Sector

Sector	Minimum Future Open Space
A	78%
B	33%
C	36%
D	61%
E	77%
F	20%
G	40%
H	64%
J	79%
Campus-Wide Minimum	50%

Section 3.36.40.03 – Sector Development Allocation and Open Space Tabulation

With each development application, the University shall provide the City with the following:

- a. Updated tabulations of remaining available development allocations and open space areas and percentages for each sector.
- b. When a project’s land use allocation in a sector is inconsistent with that previously forecast in the BTM, a project report that includes the following components;
 1. Comparison of a project's development generated trips to the trips forecast in the previously revised BTM;
 2. Traffic impacts resulting from a shift to a more intensive land use;
 3. Proposal of recommended mitigation strategies if a project results in a failing intersection level of service grade of "E" or "F";

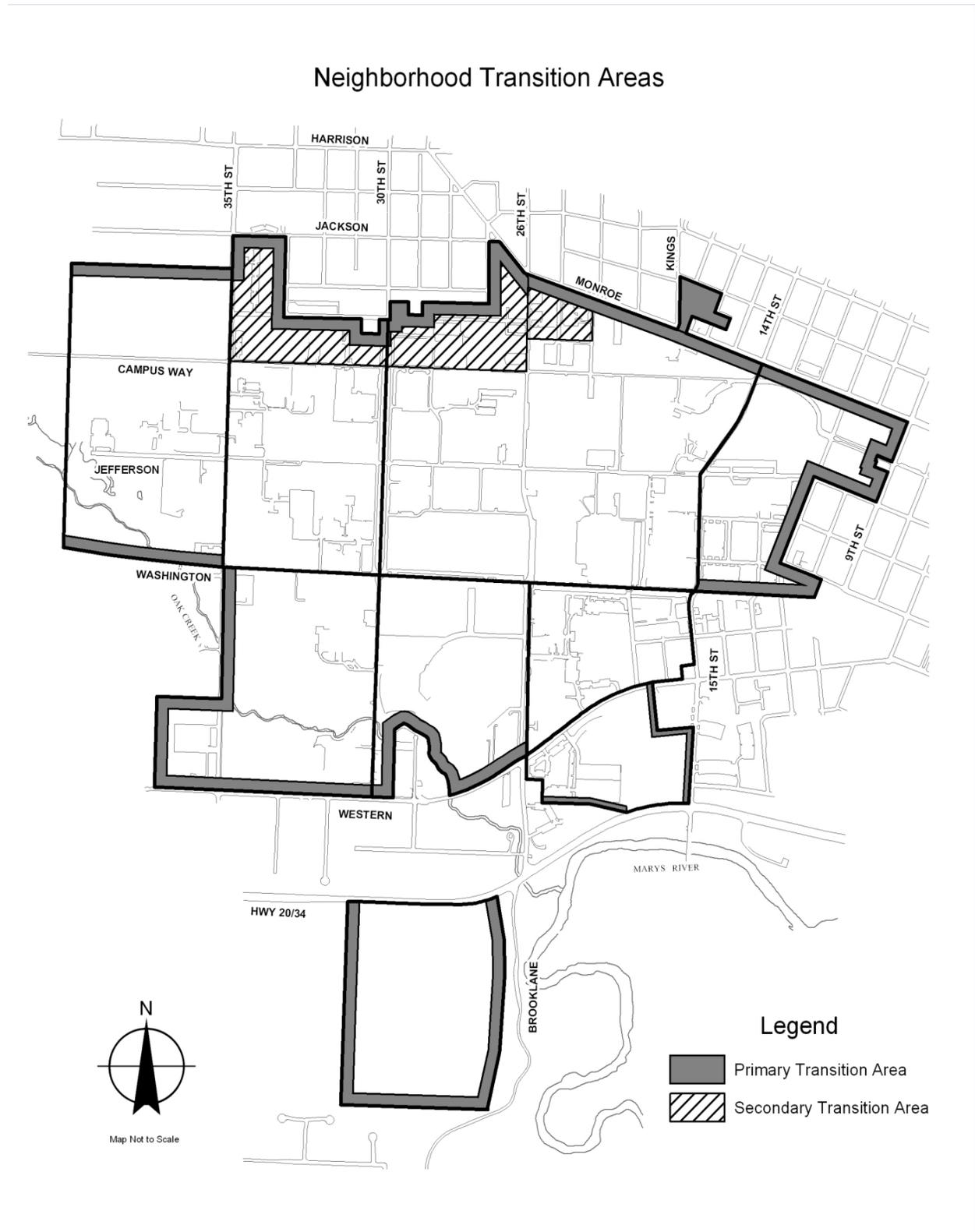


Figure 8.3: Neighborhood Transition Area

Section 3.36.50 – DEVELOPMENT STANDARDS**Section 3.36.50.01 – Maximum Building Height**

- a.** The maximum building height for new buildings shall vary by sector and by proximity to a district boundary in accordance with the provisions in Table 3.36-4.
- b.** A Primary Neighborhood Transition Area is the area within either 50 feet or 100 feet of the OSU District boundary. In Sectors B and C, a Secondary Neighborhood Transition Area shall extend for another 300 feet in some locations. Transition area locations are identified on Figure 3.36-2. Development within a Primary or Secondary Neighborhood Transition Area shall be consistent with the maximum building height for the transition area, as noted in Table 3.36-4.
- c.** In situations where a building footprint straddles the neighborhood transition area boundary, each portion of the building shall not exceed the maximum building height for the corresponding area.
- d.** Building projections (such as chimneys, spires, domes, towers, and flagpoles) not used for human occupancy shall not exceed one and one-half (1.5) times the maximum building height of the sector.

Table 3.36-4: Building Height by Sector

Sector	Building Heights			
	Sector Interior	50-ft. Wide Primary Transition	100-ft. Wide Primary Transition	Secondary Transition Area
A	50 ft.	NA	35 ft.	NA
B	75 ft.	NA	35 ft.	60 ft.
C	112 ft.	NA	35 ft. 50 ft. ¹ 55 ft. ²	60 ft.
D	75 ft.	NA	35 ft.	NA
E	50 ft.	NA	35 ft.	NA
F	150 ft.	NA	35 ft. 75 ft. ³	NA
G	75 ft.	75 ft.	NA	NA
H	75 ft.	50 ft.	NA	NA
J	75 ft.	NA	35 ft.	NA

Section 3.36.50.02 – Roof-Mounted Equipment

- a. No roof-mounted mechanical equipment shall be visible from the entrance of buildings that abut the development site.
- b. Satellite dishes, antennas, co-located/attached wireless telecommunications facilities, and other telecommunications equipment shall not be visible from nearby streets or buildings and must be screened behind a parapet wall or architectural feature.

Section 3.36.50.03 – Minimum Building Setbacks

- a. Structures within 100 feet of the OSU District boundary shall have a minimum setback of 20 feet from the boundary line, except when abutting a street (see sections 3.36.50.03.b and 3.36.50.03.c, below).

¹The 50-ft. height allowance only applies to the section of the Transition Area for Sector C that is from the east of 26th Street to 15th Street.

²The height of structures on the entire College Inn site, including associated parking areas, is limited to 55 feet.

³The 75-ft. height allowance applies only to the section of transition area for sector “F” that is east of Grove Street and abuts Western Boulevard.

- b.** For structures abutting a public street, the minimum setback shall be 10 feet from the edge of the right-of-way, assuming the public street is constructed to City standards (including landscape strip and sidewalk). If standard street improvements do not exist, standard street improvements shall be constructed in accordance with Section 3.36.50.09.
- c.** For structures abutting a private street, the minimum setback shall be 20 feet from the edge of the curb or 10 feet from the edge of the sidewalk.
- d.** Structures shall have a minimum setback of 10 feet from the edge of a pedestrian access way.

Section 3.36.50.04 – Building Entrances

- a.** Buildings designed for human occupancy with facades facing a public or private street shall have a main building entrance facing the street (not just an emergency exit).
- b.** Buildings designed for human occupancy shall include a pedestrian amenity, such as a porch, plaza, quad, courtyard, covered entryway, or seating area (100 sq. ft., minimum), as a component of a main building entrance.
- c.** Buildings used exclusively for agricultural purposes (sheds, barns, garages), research, or for storage shall be exempt from these standards for building entrances as described in “a” and “b,” above.

Section 3.36.50.05 – Ground Floor Windows

- a.** Buildings designed for human occupancy with facade(s) that face a public or private street, multi-use path, and/or sidewalk shall have windows, pedestrian entrances, or display windows that cover at least 25 percent of the length and 15 percent of the surface area of the ground floor facade.
- b.** “Ground floor” is defined as the finished floor elevation of the first floor that qualifies as a story in a building , as defined in the State of Oregon Structural Spatiality Code.
- c.** Mirrored glass may not be used in ground floor windows.
- d.** Parking structures (either above or below ground) shall be exempt from these standards for ground floor windows.
- e.** Buildings or portions of buildings used exclusively for research or storage purposes shall be exempt from the standards for ground floor windows described in “a” through “c,” above. Buildings that do not meet the standards for ground floor windows shall not be located within a Primary Neighborhood Transition Area or within 50 feet of Monroe Avenue.

Section 3.36.50.06 – Landscaping

- a. Landscaping shall be provided in accordance with Chapter 4.2, and shall be provided for parking areas adjacent to public and private streets in accordance with Chapter 4.1.
- b. In lieu of a landscape installation and/or landscape maintenance bond or other financial assurance for landscape and irrigation installation required by Section 4.2.20.a, a letter of commitment from the OSU Operations and Maintenance Department shall be provided. The letter of commitment shall include the following:
 - 1. A copy of the approved landscaping and irrigation plan;
 - 2. A commitment that the landscaping and irrigation will be installed prior to issuance of a final occupancy permit; and
 - 3. A commitment that the landscaping and irrigation will achieve 90 percent coverage within three years and be maintained by the OSU Operations and Maintenance Department.
- c. A vegetative buffer with a minimum width of 20 feet that consists of a mix of evergreen and deciduous trees and shrubs shall be established between the OSU property line and any proposed, building, access drive and/ or parking lot within the transition area along the northern boundary of Sector A, B and C from the western boundary of Sector A to 26th Street and for the College Inn site. This vegetative buffer will be required upon any redevelopment of existing parking lots and/or the razing and redevelopment of existing buildings.

Section 3.36.50.07 – Drainageway Management Agreement

- a. In lieu of drainageway dedications and/or easements for new development, expansion or redevelopment on parcels adjoining an open natural drainageway as per Section 4.5.80, OSU shall provide a Drainageway Management Agreement (DMA) that meets the purposes cited in Section 4.5.10 and the policies of the City of Corvallis Stormwater Master Plan.
- b. Drainageway widths and areas subject to the DMA shall be defined per Section 4.5.80.d.
- c. The DMA shall include but not be limited to the following objectives:
 - 1. Establish that the DMA is between Oregon State University (OSU) and the City of Corvallis (CITY) to establish CITY maintenance access rights and to limit OSU development activities within the particular drainageway.

2. Protect the hydrological and biological functions of open drainageways including: managing storm water drainage; improving water quality; and protecting riparian plant and animal habitats;
3. Include a map(s) that defines the maintenance area (AREA) boundary line(s);
4. Grant to the CITY the right , on, under, and across said AREA, to construct, maintain, replace, reconstruct, and/or remove a drainageway with all appurtenances incident thereto or necessary therewith, to facilitate (work toward) properly functioning condition . Grant to the CITY the right , on, under, and across said AREA to cut and remove any trees and other obstructions which may endanger the safety or interfere with the construction, use, or maintenance of said drainageway. Grant to the CITY the right of ingress and egress to, over, and from the above described AREA at any and all times for the purpose of doing anything necessary, useful, or convenient for the operation of a stormwater utility. CITY shall provide notification to OSU and receive OSU's written authorization prior to accessing the utility. CITY shall provide notification to OSU and receive OSU's written authorization prior to implementing related work. Prior written approval will not be required during times of emergency;
5. Require the CITY upon each and every occasion that such drainageway is constructed, maintained, replaced, reconstructed or removed, to restore the premises of OSU, and any buildings or improvements disturbed by the CITY, to a condition as near as practicable to the condition they were in prior to any such installation or work. If such restoration is not practicable, then the CITY shall pay to OSU an agreed upon compensation for such conditions that cannot be reasonably or practicably restored;
6. Require OSU and the CITY to limit use of the AREA to purposes consistent with the construction, use and maintenance of said drainageway. Such uses typically include natural landscaping and stormwater management facilities as approved by the CITY. OSU reserves the right to utilize the AREA for education purposes, provided the activities do not affect the terms of this agreement. No new building or other permanent structure, dumping, regrading, paving, decrease in vegetative cover, or other action which would enjoin the CITY from the intended purpose of this Agreement shall be placed or occur within the AREA without the written permission of the CITY. Actions specified within the plan are exempt from this obligation; and

7. With each request to enter into a DMA, OSU shall produce a Properly Functioning Condition (PFC) report. The PFC report shall be developed/compiled by a qualified professional and shall include;
 - a) A stream health assessment of Oak Creek for the AREA impacted by development. As part of this assessment, an evaluation shall be done for any areas needing improvement due to site-specific impairments that have affected the PFC of Oak Creek.
 - b) A list of recommended actions and improvements, which consider the findings and recommendations from the OSU's Oak Creek Task Force report, to re-establish the PFC of Oak Creek.
 - c) An implementation plan for the recommended actions determined in the PFC report.

Section 3.36.50.08 – Parking Improvements

- a. Parking areas shall be designed to promote safe and convenient pedestrian access.
- b. Parking improvements may be constructed as stand-alone projects and/or concurrent with new development.
- c. Parking improvements constructed as stand-alone projects shall be located in accordance with the sites identified in Figure 7.3 (Future Parking Facilities) of the CMP.
- d. When usage of campus-wide parking facilities exceeds 90 percent based on the most recent parking usage inventory, any development that increases building square footage shall be subject to the provisions of Section 3.36.30.02.
- e. New development in sectors A through H may construct additional parking facilities in any of the sectors A through H, provided the OSU campus shuttle is operational.
- f. If the OSU campus shuttle ceases to operate, new development shall be subject to the provisions of Section 3.36.30.02.
- g. Development in Sector J (South Farm) shall include construction of parking improvements in Sector J.
- h. Existing parking improvements for the College Inn site shall be reserved for the use of the occupants of and visitors to that structure. As uses change and/or additional development occurs on the site, bicycle parking necessary to achieve the 10 percent reduction allowed in Section 4.1.20.p of this Code shall be provided.

- I. Vehicle parking shall be located to the rear of buildings, and where it does not disrupt the pedestrian streetscape, may be located to the side of buildings.

Section 3.36.50.09– Transportation Improvements

- a. Safe and convenient transportation improvements shall be provided in conjunction with new development. For the purposes of this section, “safe and convenient” means providing City-standard improvements consistent with functions identified with the street’s functional classification. This includes street, pedestrian, landscape strips, and in some cases, bicycle improvements. All transportation improvements shall be constructed in accordance with the CMP Transportation Improvement Plan (TIP) and the City’s Standard Construction Specifications. If there is any conflict between the CMP and City Standard Construction Specifications, the latter shall prevail.
- b. An application that includes the installation of public or private street improvements shall be reviewed and processed in accordance with Section 4.0.70 - Street Requirements. Additionally, construction of a portion of a sector’s available square footage of development allocation shall trigger the implementation of transportation improvements identified in the CMP TIP.
- c. Where transportation improvements are required either by this code or the CMP’s TIP, but cannot feasibly be implemented (as defined below), a Memorandum of Agreement (MOA), when justified (as defined below), may be executed to specify the manner that improvements shall be provided.
1. A MOA is justified when implementation of the CMP TIP is demonstrated to be infeasible. Examples of justification include situations where insufficient ROW exists to construct standard improvements (i.e. Washington Way), where there are conflicts with natural features, or where there are physical or other constraints (i.e. topography, existing buildings).
 2. When an MOA is justified, it shall include but not be limited to the following objectives;
 - a) Definition of the Terms of the Agreement;
 - 1) A listing of the parties included in the Agreement;
 - 2) A listing of improvements to be included in the Agreement and what project the improvements are associated with; and
 - 3) A time frame that the Agreement terms operate under.
 - b) Justification for deviation from the standard shall include but not be limited to the following;

- 1) Identification of any deviation(s) from the standard;
 - 2) Citation of the reasons the standard improvement cannot feasibly be implemented; and
 - 3) Identification of the revised design standards that will be incorporated into the design.
3. The final MOA shall be approved by the City Engineer at his/her discretion and signed by OSU and the City Manager.
- d. Pedestrian amenities (lighting, sidewalk, bench placement, planters, courtyards, quads, transit stops/shelters, bicycle racks, recycling receptacles, etc.) shall be considered part of typical street improvements and incorporated into the final design.
 - e. Transportation improvements shall be constructed to ensure ADA compliance.
 - f. Speed tables, street lighting, crosswalk marking, and similar safety and speed control improvements are components of typical street design and shall be considered in the final design or required when mandated by engineering design standards such as the Manual on Uniform Traffic Control Devices (MUTCD).
 - g. Copies of complete “as built” shall be certified by the design engineer and shall be submitted to the City for approval for all newly constructed public improvements.

Section 3.36.50.10 – Pedestrian and Bicycle System Connections

- a. Clearly defined and direct pedestrian connections shall be provided between street and building entrances and between parking areas and building entrances.
- b. All pedestrian connections shall be a minimum of 5 feet in width of unobstructed passage and must be hard surfaced using pavers, brick, asphalt, or concrete.
- c. Sidewalks shall be provided along all streets and shall be required as an improvement when development and/or redevelopment occurs.
- d. An application that includes the installation of pedestrian improvements shall be reviewed and processed in accordance with Section 4.0.40 - Pedestrian Requirements. Additionally, construction of any of a sector’s available development allocation for new development shall trigger the implementation of bicycle and pedestrian improvements identified in the CMP TIP.
- e. Where pedestrian improvements are needed in excess of a development’s frontage, as identified in the CMP’s Transportation Improvement Plan (TIP) and cannot feasibly be

implemented, a Memorandum of Agreement (MOA) with the City in accordance with Section 3.36.50.09, when justified, may be executed to specify the manner in which improvements shall be provided.

- f. Bicycle and pedestrian improvements shall be constructed to ensure ADA compliance.

Section 3.36.50.11 – Site Furnishings

Site furnishings shall not block or impede pedestrian circulation or reduce the required sidewalk width.

Section 3.36.50.12 – Transit/Shuttle Stops

- a. A transit stop and/or transit shelter shall be provided as required by the Corvallis Transit System.
- b. A shuttle stop shall be provided as required by OSU Parking Services.
- c. An application that includes the installation of transit improvements shall be reviewed and processed in accordance with Section 4.0.60 - Transit Requirements.
- d. Corvallis Transit System (CTS) transit stops and OSU shuttle stops are considered part of an effective transit/shuttle system and shall be incorporated into the transportation system. Transit/Shuttle stops and shelters shall be constructed to ensure ADA compliance.

Section 3.36.50.13 – Bicycle Parking

- a. Bicycle parking shall be constructed with each development based on the assignable square footage (i.e., office, classroom, research facility, etc.) of a proposed development according to the parking standards in Section 4.1.30.
- b. Bicycle parking shall be near, but shall not block or impede building entrances.
- c. At least 50 percent of the required bicycle parking shall be covered.
- d. All bicycle parking shall comply with the standards of Section 4.1.70.

Section 3.36.50.14 – Mechanical Equipment and Trash Enclosures, and Outdoor Storage Areas

- a. All mechanical equipment enclosures for non-agricultural buildings shall be screened as part of the building construction or with landscaping, masonry walls, solid wood fencing,

or a combination of these materials for those areas that are visible from a street, building, or pedestrian access way, or are adjacent to a neighborhood.

- b.** Trash collection enclosures for all buildings shall be screened as part of the building construction or with landscaping, masonry walls, solid wood fencing, or a combination of these materials for those areas that are visible from a street, building, pedestrian access way, or are adjacent to a neighborhood.
- c.** All outdoor storage areas shall be screened with construction similar to the adjacent building or with landscaping, masonry walls, solid wood fencing, or a combination of these materials for those areas that are visible from a street, adjacent building, pedestrian access way, or are adjacent to a neighborhood.

Section 3.36.50.15 – Public, Private, and Franchise Utilities

- a.** All new utility distribution lines shall be underground.
- b.** Development requiring the installation of public utility improvements shall be reviewed and processed in accordance with Section 4.0.80 - Public Utility Extensions, and Section 4.0.90 - Public Improvement Procedures.
- c.** Development within the City’s combination sewer systems shall comply with the separation of storm drain from sanitary sewer system policy criteria in accordance with the City’s Community Development Policy 1003.
- d.** Development occurring on a parcel fronting or adjacent to a drainageway identified in the City of Corvallis Stormwater Master Plan , shall be constructed in accordance with Section 3.36.50.07, and Chapter 4.5 of this Code and shall comply with the watershed management guidelines and policies identified in Chapter 5 of the City’s Stormwater Master Plan.
- e.** Transformers and vaults not underground shall be screened consistent with Chapter 4.2.
- f.** An application that includes the installation of franchise utilities shall be reviewed and processed in accordance with Section 4.0.100 - Franchise Utility Installations.
- g.** Copies of complete “as built” shall be certified by the design engineer and shall be submitted to the City for approval for all new constructed public improvements.

Section 3.36.50.16 – Exterior Lighting

- a.** OSU “historic style” light fixtures with shielded luminaires that minimize uplighting and glare shall be used along pedestrian accessways.

- b. The historic style light fixtures shall have poles and bases, and associated pole mounted equipment (e.g. banner hangers, etc.) finished with a neutral gray or black or other dark color.
- c. Contemporary light fixtures with shielded luminaires that minimize uplighting and glare shall be used in parking areas or other areas outside of the historic campus core and shall meet the requirements of a full cut-off light fixture.
- d. Outdoor field lighting may be installed on intramural and recreational playing fields, provided that the light is directed on the fields and not directed toward adjacent privately owned properties. Adjacent to residential areas, a lighting curfew of 10 p.m. shall be imposed on these playing fields so that all events are completed prior to that time.
- e. With the exception of lighting for intercollegiate athletic facilities and intramural and recreational playing fields, light trespass onto surrounding residential properties shall not exceed 0.1 footcandles, except in areas where additional lighting for safety and security, as determined by the university, is necessary. In such cases, light trespass onto surrounding residential properties shall not exceed 0.25 footcandles. Testing of the lighting by the University to ensure compliance shall be done after the lights have experienced 10 hours of illuminance, or burn time.
- f. Stadium lighting for future expansions to Reser Stadium shall be provided in a manner that does not increase light spillage outside of the stadium proper.
- g. Installation of field lighting for intercollegiate athletic facilities other than Reser Stadium shall ensure that light trespass onto surrounding residential properties does not exceed 0.5 footcandles. Testing of the lighting by the University to ensure compliance shall be done after the lights have experienced 10 hours of illuminance, or burn time.

Section 3.36.50.17 – Accessibility

- a. All buildings and other structures used for human occupancy shall meet or exceed accessibility standards as established by the Americans with Disabilities Act.
- b. Parking facilities for the disabled shall be provided near building entrances.

Section 3.36.60 – Development Standards for Non-University-Owned Properties

Development or redevelopment of properties in this district that are not owned by Oregon State University (identified in Section 3.36.20.01.c), shall be reviewed based on the standards in Table 3.36-5.

Table 3.36-5: Residential Use Zoning Standards	
Current Use	Development Zoning Standards
Single-Family Residential	RS-5
Multi-Family Residential	RS-12(U)

3.36.70 - Campus Master Plan Monitoring

- a. As a means of monitoring the implementation of the Campus Master Plan, the University shall provide the following information to the City on a yearly basis.
 - 1. Updated tabulations of development and open space for the planning area, including:
 - a) Gross square footage of development by type that occurred in each sector over the previous 12 month period;
 - b) Remaining available development allocation for each sector; and
 - c) Remaining open space areas and percentages for each sector.
 - 2. Updated parking utilization reports, including :
 - a) Identification of new parking space creation and the total number of spaces provided within the CMP boundary and a breakdown by sector and lot type(student, staff, visitor, free, etc.);
 - b) Percentage of parking space utilization campus-wide; and
 - c) Identification of available parking spaces (using City standard parking configurations) and usage within each residential parking district bordering OSU and of the number of residential permits funded by the University. In addition, provide details of other efforts undertaken by the University to address neighborhood parking issues;
 - 3. TDM Report that identifies efforts and the effectiveness of those efforts undertaken by the University over the previous 12 months to reduce reliance on the single-occupant vehicle. Such efforts shall include, but not be limited to:

- a) Shuttle routes and usage;
 - b) Other efforts in support of transit, car-pool, or van-pool usage;
 - c) Tabulation of the number of single-occupancy vehicles reduced;
 - d) Location and number of bicycle parking spaces, including the number of covered spaces and any additions to the inventory; and
 - e) Identification of campus pedestrian routes and system improvements.
- 4) Base Transportation Model update that includes the following components over the previous 12 month period:
- a) Traffic counts to be updated on a 5-year cycle;
 - b) New development, and if known, future development square footage and use type (based on the existing model's categories) to be included in the model assumptions on a per sector basis ;
 - c) New parking areas or roadways that may have an effect on traffic volumes or patterns; and
 - d) Within one year of adoption of the CMP, and on a recurrent 2-year schedule, OSU shall complete in coordination with City Staff a baseline traffic count for Jackson Avenue between Arnold Way and 35th Street. City staff shall provide OSU and the neighborhood association with the most recent baseline traffic volume measurements made within the last five years.
- b.** Additional monitoring efforts include:
- 1. Within one year of adoption of the CMP, OSU should work with the City to perform a baseline traffic count of local streets identified by neighborhood associations as problems in the areas bordering Sectors A, B, and C, and south of Harrison Boulevard;

2. OSU shall participate as a full partner in a task force initiated by the City with City, University, neighborhood association and neighborhood business representation, to review and evaluate existing baseline traffic measurements, parking studies, and other relevant information and develop strategies to mitigate problem areas.

OREGON STATE
U n i v e r s i t y

CAMPUS MASTER PLAN
2004-2015

APPENDIX A – SECTOR DETAIL

Sector A–West 35th

Sector A: Area Summary

Primary Function	Agriculture Research EPA Housing Parking
Sector Area	3,358,166 sf
Sector Acreage	77.09 acres
Existing/ Approved Development	287,272 sf
Existing Impervious Surface	
Existing OSU	436,130sf
Existing Non OSU	130,157 sf
Total Existing Impervious Surface	566,903 sf
Percent Impervious Surface	16.8%
Future Development	250,000 sf
Total Development	537,272 sf
Minimum Open Space Required	83%

sf = square feet

Sector A: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0350	ANIMAL PHYSIOLOGY LAB	2,881	1,963
0358	RABBIT RESEARCH LAB I	6,190	4,653
0357	RABBIT RESEARCH LAB II	10,038	7,394
0347	BEEF BARN	19,882	19,115
0349	BEEF BARN 2	6,195	6,195
0354	CHEMICAL STORAGE	2,522	2,400
0351	FARM SERVICE	4,299	4,940
0353	FARM SERVICE EQUIP STORAGE	4,166	2,400
0137	HINSDALE WAVE RESEARCH LAB	62,797	65,000
0379	LOCKSTAVE BUILDING (2)	3,299	8,400
0383	PHYSICAL PLANT WHSE 1	3,674	3,600
0384	PHYSICAL PLANT WHSE 2	2,096	2,000
0346	SHEEP BARN	23,676	14,413
0378	STOCKING JUDGING PAVILION	3,418	3,208
0387	STORAGE SHED	2,433	2,260
0380	WOOL LABORATORY	3,514	3,467
IOTB-36		4,138	4,138
IOTB-33		9,825	9,825

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
IOTB-32		1,584	1,584
IOTB-294		474	474
IOTB-303		271	271
IOTB-298		280	280
IOTB-295		494	494
IOTB-296		443	443
IOTB-297		44	44
IOTB-136		355	355
IOTB-299		444	444
IOTB-291		279	279
IOTB-292		279	279
IOTB-306		6,719	6,719
IOTB-293		335	335
IOTB-133		10,480	10,480
IOTB-133		3,355	3,355
IOTB-135		178	178
NOSU-BLDG		87,172	87,172
NOSU-IOTB		8,715	8,715
	TOTAL ALL BUILDINGS	296,944	287,272

Sector B – West Campus

Sector B: Area Summary

Primary Function	Research Academic Housing Support Services Parking
Sector Area	3,129,255 sf
Sector Acreage	71.84 acres
Existing/ Approved Development	777,778 sf
Existing Impervious Surface	
Existing OSU	1,170,531 sf
Existing Non-OSU	174,949 sf
Total Existing Impervious Surface	1,345,480 sf
Percent Impervious Surface	42.9%
Future Development	500,000 sf
Total Development	1,277,778 sf
Minimum Open Space Required	25%

sf = square feet

Sector B: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0259	LAB ANIMAL RESOURCES CENTER	11,276	9,976
0202	ORCHARD COURT APARTMENTS	75,385	79,302
0164	BROODER HOUSE F	8,131	7,165
0162	VET DAIRY BARN	6,295	10,350
0160	MANURE SHED	3,242	618
0157	POULTRY HOUSE H	6,184	5,676
0080	CROP SCIENCE BLDG	15,436	58,116
0088	CLARK LABORATORY	8,433	7,989
0098	RADIATION CENTER	43,998	47,689
0101	SEED LAB	8,000	10,595
0124	PEAVY HALL	35,817	84,020
0128	WIEGAND HALL	37,997	57,957
0139	WEST GREENHOUSE	81,898	13,893
0132	WEST GREENHOUSE (W8&9)	11,307	16,456
0135	TRANSPORTATION SERVICES	8,764	8,188
0136	MOTOR POOL ANNEX	7,498	7,693
0141	ENVIRONMTL HEALTH & SAFETY ANNEX	6,160	5,686
0148	RICHARDSON HALL	38,468	97,000
0149	POULTRY HOUSE G	8,204	7,040

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0151	DRYDEN HALL	7,833	23,019
0154	VET MED RESEARCH LAB	6,879	6,681
IOTB-81		135	135
IOTB-231		618	618
IOTB-232		253	253
IOTB-30		577	577
IOTB-138		231	231
IOTB-141		248	248
IOTB-140		237	237
IOTB-77		963	963
IOTB-76		572	572
IOTB-235		3,312	3,312
IOTB-275		819	819
IOTB-276		1,002	1,002
IOTB-277		2,144	2,144
IOTB-266		637	637
IOTB-271		1,764	1,764
NOSU BLDG		100,236	191,040
NOSU-IOTB		8,117	8,117
	TOTAL ALL BUILDINGS	559,070	777,778

Sector C – Core Campus

Sector C: Area Summary

Primary Function	Multi-Purpose Academic Research Library Support Services Housing Parking
Sector Area	6,863,033 sf
Sector Acreage	157.55 acres
Existing/ Approved Development	4,654,719 sf
Existing Impervious Surface	
Existing OSU	2,,825,042 sf
Public Street	57,060 sf
Total Existing Impervious Surface	2,882,102 sf
Percent Impervious Surface	41.9%
Future Development	750,000 sf
Total Development	5,404,719 sf
Minimum Open Space Required	25%

sf = square feet

Sector C: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0001	APPERSON HALL	10,493	29,426
0002	MERRYFIELD HALL	22,672	27,329
0003	KELLEY ENGINEERING CENTER	42,759	153,057
0006	GRAF HALL	14,062	37,792
0007	COVELL HALL	11,556	37,329
0009	BATCHELLER HALL	6,159	20,816
0011	DEARBORN HALL	18,027	64,455
0012	GILBERT HALL ADDITION	9,435	44,144
0014	SHEPARD HALL	4,908	11,673
0015	GILBERT HALL	20,519	83,148
0016	GLEESON HALL (Chem Engr)	9,068	39,011
0017	WENIGER HALL	38,187	211,077
0018	BEXELL HALL	15,842	58,600
0019	ROGERS HALL	13,583	55,341
0020	MILNE COMPUTER CENTER	13,224	23,502
0021	NASH HALL	16,816	105,456

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0022	OWEN HALL	16,135	63,167
0027	BENTON HALL	8,803	24,144
0028	EDUCATION HALL	11,292	40,032
0029	BENTON ANNEX (Women's Center)	1,669	3,362
0030	PHARMACY	11,518	41,374
0033	GLADYS VALLEY GYMNASTICS CENTER	9,707	20,250
0034	KIDDER HALL	21,031	76,008
0036	THE VALLEY LIBRARY	55,998	342,000
0037	GILKEY HALL	8,355	21,819
0038	STRAND AGRICULTURE HALL	32,647	115,991
0041	TENNIS COURT STORAGE	0	80
0042	PHYSICAL PLANT-LUBE BLDG	499	564
0043	PHYSICAL PLANT -VEHICLE SHED A	3,094	2,900
0044	PHYSICAL PLANT-VEHICLE SHED B	1,218	2,900
0045	PARKING SERVICES BUILDING	6,880	6,774
0046	PHYSICAL PLANT SHOPS	16,100	32,000
0047	PHYSICAL PLANT VEHICLE SHED	1,836	1,800
0048	KEY SHOP	1,435	1,200
0049	PHYSICAL PLANT - FREIGHT	2,537	1,200
0050	PHYSICAL PLANT MATERIAL SHED	2,558	2,400
0051	PHYSICAL PLANT - PAINT	4,013	3,800
0052	PHYSICAL PLANT STORES	17,285	29,520
0053	McALEXANDER FIELD HOUSE	43,706	57,713
0054	INDOOR TARGET RANGE	3,366	4,174
0055	PHYSICAL PLANT WAREHOUSE	6,574	6,560
0056	PHYSICAL PLANT HEATING PLANT	16,183	26,192
0061	KERR ADMINISTRATION BLDG	31,363	139,078
0062	PLAGEMAN STUDENT HEALTH CR	10,259	31,419
0067	BALLARD EXTENSION HALL	13,635	46,011
0068	BURT HALL	30,054	54,909
0069	BATES HALL (FAMILY STUDY CENTER)	9,944	17,588
0070	WILKINSON HALL/GILFILLAN AUD	23,817	60,635
0073	CORDLEY HALL	51,007	236,227
0074	EAST GREENHOUSE	28,480	32,341
0075	WITHYCOMBE HALL	36,774	80,368
0079	AG LIFE SCIENCES	39,667	182,437
0081	MILAM HALL	30,848	109,698
0082	FAIRBANKS ANNEX	3,215	2,040
0083	MEMORIAL UNION BLDG	56,896	303,512
0084	GILMORE HALL	8,939	16,188
0086	WOMENS BUILDING	36,225	87,486
0087	FAIRBANKS HALL	8,897	37,946
0091	GILMORE ANNEX	3,374	5,551
0092	HOVLAND HALL	6,144	15,364
0096	SACKETT HALL	44,089	142,272

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0100	SNELL HALL/MU EAST	43,028	107,213
0102	WALDO HALL	19,795	73,704
0103	FILTERING PLANT (LANGTON)	1,764	2,722
0105	LANGTON HALL	39,419	96,322
0106	MORELAND HALL	10,352	28,380
0107	NATIVE AMERICAN LONGHOUSE	2,144	2,408
0108	GOSS STADIUM	13,651	17,000
0109	WEATHERFORD HALL	26,410	105,090
0111	BUXTON HALL	13,067	61,488
0112	POLING HALL	11,719	57,658
0113	WEST DINING HALL	28,979	28,749
0114	CAUTHORN HALL	11,678	58,397
0115	WEST HALL	9,020	62,270
0116	HECKERT LODGE	6,076	13,893
0117	NAVY ROTC ARMORY	10,289	13,664
0118	REED LODGE	5,763	13,628
0119	HAWLEY HALL	10,956	58,558
0126	GOSS STADIUM MAINTENANCE BLDG	561	522
0127	TENNIS COURT	28,057	28,800
0145	DIXON RECREATION CENTER	96,947	150,974
0146	BELL TOWER	574	545
0199	COLLEGE INN	15,287	120,000
0807	OCEAN ADMINISTRATION BLDG	5,656	8,283
0817	DAWES HOUSE	1,692	2,943
0827	ASIAN and PACIFIC CULTURAL CENTER	1,402	2,395
0834	BLACK CULTURAL CENTER	1,179	2,098
IOTB-242		227	227
IOTB-315		315	315
IOTB-201		601	601
IOTB-117		201	201
IOTB-116		148	148
IOTB-115		125	125
IOTB-49		1,078	1,078
IOTB-213		12	12
IOTB-214		28	28
IOTB-215		12	12
IOTB-39		113	113
IOTB-74		328	328
IOTB-41		322	322
IOTB-119		126	126
IOTB-111		305	305
IOTB-262		108	108
IOTB-260		476	476

IOTB-200		420	420
IOTB-150		184	184
IOTB-261		326	326
IOTB-241		75	75
IOTB-203		335	335
	TOTAL ALL BUILDINGS	1,466,706	4,654,719

Sector D – Lower Campus

Sector D: Area Summary

Primary Function	Open Space Housing Welcome Center Parking President's Residence
Sector Area	1,953,994 sf
Sector Acreage	44.86 acres
Existing/ Approved Development	325,331 sf
Existing Impervious Surface	
Existing OSU	569,091 sf
Existing Non OSU	103,905 sf
Total Existing Impervious Surface	672,996 sf
Percent Impervious Surface	34.4%
Future Development	35,000 sf
Total Development	360,331 sf
Minimum Open Space Required	40%

sf = square feet

Sector D: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0026	AZALEA HOUSE	6,624	10,912
0032	CAMPUS ENTRANCE STATION	159	70
0188	CHILD CARE CENTER	13,942	11,735
0190	McNARY HALL	12,275	72,594
0191	WILSON HALL	12,589	73,105
0192	CALLAHAN HALL	12,246	72,698
0193	McNARY DINING HALL	23,816	32,677
0194	AVERY HOUSE	7,189	12,299
0195	DIXON HOUSE	8,543	11,514
0220	OXFORD HOUSE	3,577	9,554
0860	SUNFLOWER HOUSE- KANE T 128 S 9TH ST	3,311	3,620
0862	PROPERTY SERVICES	13,346	12,000
IOTB-347		105	105
IOTB-346		105	105
IOTB-236		1,375	1,375
IOTB121		645	645
IOTB-120		323	323
	TOTAL ALL BUILDINGS	120,170	325,331

Sector E – Southwest Campus

Sector E: Area Summary

Primary Function	Academic Research Support Services Agricultural
Sector Area	2,870,819 sf
Sector Acreage	65.90 acres
Existing/ Approved Development	256,918 sf
Existing Impervious Surface	
Existing OSU	504,416 sf
Public Street	30,977 sf
Total Existing Impervious Surface	535,393 sf
Percent Impervious Surface	18.6%
Future Development	120,000 sf
Total Development	376,918 sf
Minimum Open Space Required	40%

sf = square feet

Sector E: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0097	HOUSING SVC BLDG (FOOD SVC)	17,153	15,640
0153	MAGRUDER HALL	70,321	103,976
0155	VET HORSE BARN (POLE BLDG)	6,182	4,320
0172	OCEANOGRAPHY STAGING BLDG (CYCL.)	3,676	3,482
0173	AERO ENGINEERING LAB	3,679	3,277
0175	ENTOMOLOGY MACHINE STORAGE	3,051	2,400
0176	FUMIGATORIUM & SHOP	1,373	1,382
0177	DUST MIXING-MACHINE STORAG	981	826
0178	APIARY (BEE) BLDG	1,217	3,031
0180	NURSERY STORAGE	590	384
0540	F R L GREENHOUSE	3,329	2,158
0542	F R L GARAGE & WAREHOUSE	10,217	11,200
0543	F R L WAREHOUSE	3,299	2,836
0544	F R L INSECTARY	552	384
0545	OAK CREEK BUILDING	44,599	51,998
0546	F R L SOLVENT SHED	671	360
0547	F R L LUMBER STORAGE	3,411	2,184
0549	FORESTRY GREENHOUSE – OC COMPLEX	5,516	5,520

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0865	OSU FOUNDATION CENTER	29,682	30,700
IOTB-330		2,335	2,335
IOTB-329		2,299	2,299
IOTB-44		192	192
IOTB-146		300	300
IOTB-328		153	153
IOTB-327		112	112
IOTB-326		227	227
IOTB-53		147	147
IOTB-52		862	862
IOTB-54		960	960
IOTB-65		144	144
IOTB-56		144	144
IOTB-55		144	144
IOTB-57		1,000	1,000
IOTB-333		683	683
IOTB-344		1,158	1,158
	TOTAL ALL BUILDINGS	220,359	256,918

Sector F – Southwest Campus
Sector F: Area Summary

Primary Function	Academic Research Support Services Agricultural
Sector Area	2,062,341 sf
Sector Acreage	47.34 acres
Existing/ Approved Development	463,088 sf
Existing Impervious Surface	
Existing OSU	1,301,965 sf
Existing Non OSU	408 sf
Total Existing Impervious Surface	1,302,373 sf
Percent Impervious Surface	63.1%
Future Development	750,000 sf
Total Development	1,213,088 sf
Minimum Open Space Required	20%

sf = square feet

Sector F: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0120	RESER STADIUM	345,651	84,163
0121	GILL COLISEUM	77,563	218,262
0125	STADIUM TICKET BOOTHS (4)	1,485	1,397
0142	MERRIT TRUAX INDOOR PRACTICE CENTER	86,190	84,825
0143	VALLEY FOOTBALL CENTER	18,219	52,316
0221	OCEANOGRAPHY SHOP BLDG	5,882	5,216
0222	OCEANOGRAPHY GEOPHYSICS	3,124	2,400
0223	OCEANOGRAPHY CORE LAB	4,738	3,200
0224	OCEANOGRAPHY WAREHOUSE	3,140	2,400
0225	OCEANOGRAPHY LAB #5	3,118	2,400
0226	OCEANOGRAPHY LAB, PHYSICAL	3,087	2,400
0227	OCEANOGRAPHY BUOY LAB	3,023	2,400
IOTB-157		564	564
IOTB-162		1,145	1,145
	TOTAL ALL BUILDINGS	353,660	463,088

sf = square feet

Sector G – Southwest Campus

Sector G: Area Summary

Primary Function	Housing Conference Support Services Parking
Sector Area	1,360,414 sf
Sector Acreage	31.23 acres
Existing/ Approved Development	746,023 sf
Existing Impervious Surface	
Existing OSU	504,805 sf
Public Street	59,146 sf
Total Existing Impervious Surface	563,950 sf
Percent Impervious Surface	41.4%
Future Development	350,000 sf
Total Development	1,309,973 sf
Minimum Open Space Required	40%

sf = square feet

Sector G: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0058	CASCADE HALL	29,193	39,320
0059	INDUSTRIAL BLDG ANNEX	3,404	3,240
0060	ADAMS HALL (Physical Plant)	6,232	11,573
0196	FINLEY HALL	11,707	84,751
0197	ARNOLD CAFETERIA	26,369	29,500
0198	BLOSS HALL	10,535	84,755
0200	LASELLS STEWART CENTER	38,202	43,211
0201	CH2M HILL ALUMNI CENTER	33,493	45,000
0204	CARRIE HALSELL RESIDENCE HALL	19,236	72,254
0205	OSU PARKING STRUCTURE 1	86,140	324,437
0814	CENTRO CULTURAL CE'SAR CHA'VEZ	1,224	516
0839	CUSTOMER SERVICES BLDG	1,206	1,660
0853	ADAMS ANNEX	1,590	1,875
IOTB-196		2,354	2,354
IOTB-197		975	975
IOTB-38		324	324
IOTB-247		278	278
	TOTAL ALL BUILDINGS	272,462	746,023

Sector H – Far South Campus
Sector H: Area Summary

Primary Function	Athletics Parking Hilton Garden Inn
Sector Area	1,030,317 sf
Sector Acreage	23.65 acres
Existing/ Approved Development	126, 921 sf
Existing Impervious Surface	
Existing OSU	242,236 sf
Public Street	73,764 sf
Total Existing Impervious Surface	316,000 sf
Percent Impervious Surface	30.6%
Future Development	50,000 sf
Total Development	176,921
Minimum Open Space Required	60%

sf = square feet

Sector H: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
147	SOFTBALL RESTROOM	976	976
IOTB-208		6,534	6,534
IOTB-206		4,838	4,838
NOSU-BLDG		25,878	113,347
NOSU-IOTB		1,226	1,226
	TOTAL ALL BUILDINGS	39,452	126,921

Sector J – South Farm

Sector J: Area Summary

Primary Function	Research Housing Agricultural Open Space
Sector Area	2,276,565 sf
Sector Acreage	52.36 acres
Existing/ Approved Development	37,463 sf
Existing Impervious Surface	
Existing OSU	37,878 sf
Public Street	0 sf
Total Existing Impervious Surface	37,878 sf
Percent Impervious Surface	1.6%
Future Development	350,000 sf
Total Development	387,463 sf
Minimum Open Space Required	70%

sf = square feet

Sector J: Existing Building and Coverage Detail

BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
0401	SF RESIDENCE	1,565	1,980
0403	SF POULTRY CAGE LAYER HOUSE	7,971	7,971
0404	SF POULTRY CAGE LAYER HOUSE	4,954	3,744
0405	SF POULTRY CAGE LAYER HOUSE	500	346
0406	SF POULTRY FARM STORAGE SHED	2,006	2,006
0407	SF POULTRY BROODER HOUSE 551	981	996
0408	SF POULTRY BROODER HOUSE 552	996	981
0409	SF POULTRY BROODER HOUSE 553	1,013	1,013
0410	SF POULTRY BROODER HOUSE 554	992	992
0411	SF POULTRY BROODER HOUSE 500	1,986	1,986
0421	FF RESIDENCE	1,247	1,761
0422	FF STORAGE SHED	405	405
0426	MINK FARM	504	504
0427	MINK FARM CAGES	9,509	9,509
0428	MINK FARM RES LAB	2118	2,118
IOTB-15		363	363
IOTB-162		380	380

IOTB-0		56	56
IOTB-1		144	144
IOTB-81		98	98
IOTB-5		22	22
IOTB-3		44	44
BLDG NO.	BUILDING NAME	BUILDING FOOTPRINT SF	BUILDING SF
IOTB-4		44	44
	TOTAL ALL BUILDINGS	37,898	37,463

OREGON STATE
U n i v e r s i t y

CAMPUS MASTER PLAN
2004-2015

APPENDIX B – SCALED SECTOR MAP

OREGON STATE
U n i v e r s i t y

CAMPUS MASTER PLAN
2004-2015

APPENDIX C – NEIGHBORHOOD TRAFFIC AND
PARKING TASK FORCE

Neighborhood Traffic and Parking Task Force

Background

The City, OSU, and the neighborhood associations in the vicinity of OSU have acknowledged that there are measured existing traffic and parking volume issues in specific areas of the adjacent neighborhoods caused mainly by “cut-through” traffic and student/faculty parking. An example of such is the traffic volumes on Jackson Avenue between 30th Street and Arnold Way. As measured in recent years by City Staff, volumes exceed the design guidelines for local street volumes and the street functions in some ways as a “local connector” or “collector.” Parking surveys performed by OSU in conjunction with neighborhood representatives indicate that peak parking in the College Hill neighborhood nearest the campus sometimes exceeds 100% of capacity.

These conditions were identified as requiring solution if the OSU Campus Master Plan were to receive support from the nearby neighborhoods. The Planning Commission decision responded to these neighborhoods’ concerns regarding the impacts of OSU-related development over the last several years by recommending to the City Council additional monitoring of effects and the creation of a task force to identify appropriate responses to such effects.

OSU met with the neighborhood following this decision, and through a collaborative process, a revised proposal regarding monitoring efforts and the task force was presented to the City Council as a joint recommendation. To address these issues, OSU supported the creation of the Neighborhood Traffic and Parking Task Force as described below. With the adoption of the OSU CMP and a revised *Land Development Code Chapter 3.36- OSU(Oregon State University) District*, the City Council responded to this proposal by incorporating its elements into both the CMP and the Land Development Code text, as appropriate.

Purpose Statement

The purpose of the Neighborhood Traffic and Parking Task Force (Task Force) is to measure, assess, and monitor traffic and parking within the neighborhoods bordering OSU, along the northern boundaries of sectors A, B, and C (e.g., Cedar Hurst, College Hill, and North College Hill neighborhoods). This evaluation will be used to establish an understanding of how traffic and parking dynamics within the neighborhoods impact the quality of life and integrity of the neighborhood character.

The Task Force will present an implementation plan to reduce any traffic volumes found to be in excess of the existing applicable street classification standards on streets as they were designed, and to reduce parking utilization rates that are found to be in excess of appropriate standards.

This task force is formed with the following assumptions:

1. The Task Force is responsible to evaluate the traffic and parking conditions within the general area from the western boundary of the Cedarhurst Neighborhood Association to the eastern boundary of the North College Hill Neighborhood Association between Harrison Boulevard to the north and the Oregon State University District boundary to the south. This includes the College Hill Neighborhood Association.
2. Traffic and parking issues are related.
3. The long term integrity and character of the neighborhoods are at risk with increases in traffic volume and parking utilization rates along the neighborhoods' streets.
4. A collaborative effort among the City, OSU, and the community is required to effectively and proactively mitigate any impact.
5. Both short-term solutions and long-term planning solutions are required to effectively address the existing and potential future issues of traffic volume and parking utilization.
6. The Task Force will establish base standards for parking utilization based on a review of applicable standards and benchmarks.
7. Oregon State University recognizes its role as a contributing factor regarding parking utilization and traffic volume and distribution across neighborhoods within the study area.
8. Oregon State University recognizes how important it is to protect and maintain the neighborhood character of those neighborhoods within the study area.

Task Force Goals

1. Protect the integrity and character of the College Hill West Historic District.
2. Reduce traffic volumes and associated parking from OSU in the neighborhoods.
3. Develop short-term solutions and long-term strategies in accordance with the purpose statement and assumptions.
4. Develop a Traffic and Parking Management Plan that incorporates and balances the needs of the community, the City, and Oregon State University.

Issues for review

The following list describes some of the issues the Task Force will need to review. This is not a complete list. It is expected that other items will be added to the list upon the review by the Task Force.

1. Traffic management into and across the neighborhood.
 - a. Task Force shall review the existing travel patterns and volumes of traffic within the study area.
 - b. The Task Force shall measure the current operating volume levels and parking utilization, and make use of existing City traffic measurements from the past five years.

- c. The Task Force shall use the City of Corvallis Street classification system and definitions outlined in the City of Corvallis Transportation System Plan to determine if current operating volume levels are consistent with said street classification system.
 - d. The Task Force may consider alternatives to current travel patterns for possible redirection of “cut-through” traffic.
2. Traffic Calming Measures
 - a. The Task Force shall review a series of traffic calming measures to reduce the speed and volume of traffic.
 - b. The Task Force shall review the potential impact of such traffic calming measures with a qualified consultant prior to acting on any recommendation or initiating any implementation of said measures.
 - c. The Task Force shall measure and monitor the impact of the implemented measures and make additional adjustments as necessary, if the desired effect is not achieved.
3. Parking
 - a. OSU will continue to complete its annual utilization study of the neighborhood parking districts.
 - b. Current methodology may be refined based on findings of the Task Force.
 - c. All applicable policies and practices that may have an influence on the parking utilization rates within the neighborhoods will be reviewed.

Initiation of Task Force

Corvallis City Council shall mandate the Task Force by directing the City Planning Staff to initiate the following process.

1. The Mayor shall solicit appropriate representatives from City Staff, OSU, Monroe Avenue businesses, and the affected Neighborhood Associations.
2. The task force shall follow a standard protocol, similar to that used by the recent Harrison Corridor Task Force.
3. The Task Force shall be initiated no later than six months following the approval of the OSU Campus Master Plan by the City Council.
4. Once the Task Force has made its recommendations and they have been implemented, the City, in conjunction with OSU and the neighborhoods, shall measure and monitor the impact of the implementation at least on an annual basis. If the mitigation efforts are unsuccessful, then the City shall reconvene the Task Force to review the ongoing issues and make additional recommendations to address them.
5. The City and OSU agree that the Task Force support and the Task Force recommended implementation and/or mitigation measures not identified in the OSU Transportation Improvement Plan (TIP) shall be a shared responsibility between the City and OSU.

OREGON STATE
U n i v e r s i t y

CAMPUS MASTER PLAN
2004-2015

APPENDIX D – OREGON STATE UNIVERSITY
NEIGHBORHOOD CHARTER STATEMENT

Oregon State University Neighborhood Charter Statement

Oregon State University is a major, comprehensive university. Its mission is determined by the state government and is beyond the scope of the Campus Master Plan (CMP). The CMP focuses on campus resources including buildings, transport systems, and parking facilities. These are designed to serve the needs of students, faculty, other employees, and university visitors. However, the campus is located in Corvallis where campus land use decisions impact the adjacent neighbors and neighborhoods – in both positive and potentially negative ways.

This charter statement is an attempt to characterize how OSU hopes to interact with its neighbors, adjacent to the borders of campus, when updating the Campus Master Plan. OSU will use the planning approach it followed while developing the current CMP in 2004, when it worked with the neighbors along its northern boundary in a cooperative and productive manner. To this end, OSU fully expects that representatives from other adjacent neighborhoods are likely to recognize their own concerns and to desire to be included.

The Charter consists of five basic parts: 1) a statement of purpose; 2) a description of neighborhood participation; 3) a description of the desired relationship between OSU and its neighbors; 4) an identification of likely considerations when the CMP is updated; and 5) an outline of the planning assumptions for future CMP updates

1. PURPOSE

The purpose of the Oregon State University Neighborhood Charter Statement (Charter) is to encourage productive interactions between OSU and its adjacent neighbors when the CMP is updated. The hope is that mutually-beneficial outcomes can be maximized and undesirable outcomes can be minimized.

OSU would like to establish continuing relationships with all of the neighborhoods that border the campus. The goals would be to achieve dialogue about each neighborhood's concerns, to address common interests, and to reduce conflicts.

2. NEIGHBORHOOD PARTICIPATION

With the creation of the new CMP, OSU would like to try a new approach to neighborhood participation in the planning process. This trial is envisioned for the period of the CMP as long as it is productive. Participation will take several forms.

a. Annual meetings

One venue for participation will be annual meetings hosted by the University. At these meetings the University will 1) discuss campus plans for the next year, other plans that are in various stages of development at the time, and all proposed CMP updates, 2) share data which the University has gathered over the past year with regard to such topics as traffic, parking, green space, etc., and 3) solicit, compile, and report feedback about neighborhood/campus concerns.

These meetings will help to encourage system-wide solutions, which incorporate the needs of all adjacent neighborhoods, and at the same time, to take the surprise element out of the campus planning process. Meetings will be open to the public. They will be announced in local media, and invitations will be sent to all the adjacent neighborhood associations.

b. Neighborhood task forces

A second venue for participation will be neighborhood task forces. OSU plans to participate in task forces, which include the University, the City, and representatives from the adjacent neighborhoods. The reports of these task forces will be made public. The prototype task force will be the Parking and Traffic Task Force, which was approved by the Corvallis Planning Commission in 2004. If this task force can be successful, the task force approach will be expanded to address other around-the-campus issues.

c. Review of final documents

A third venue for participation will be incorporated into the development process for CMP updates. Before each update is completed, adjacent neighborhoods will be given an opportunity to review final drafts. This form of peer review will improve and clarify the language of the final output.

d. Campus committees

A fourth venue involves campus committees. Representatives of adjacent neighborhoods will be allowed to join on the Campus Planning Committee and the Campus Parking Committee. Committee meetings will be open to the public for observation purposes. Neighbors will be notified about the times and locations of meetings.

e. Informal comments

The University will continue to receive compliments and complaints from neighbors at any time, particularly through the Facilities Services Department. Simple problems can be dealt with quickly as they arise. Larger problems will be directed toward the annual meeting, campus committee, and task force venues.

3. RELATIONSHIP BETWEEN OSU AND ITS NEIGHBORS

OSU and the neighbors used the final stages of the CMP development process as a new beginning in their relationship. Neighbors participated in the 2004-2015 Campus Master Plan to a much greater level than in previous planning documents. Their efforts and commitment have provided OSU with a deeper understanding about their concerns over potential OSU development and its impact on: existing neighborhood character, land use equity, traffic and parking, solar access, building scale, mass and height, historic preservation, etc. CMP updates shall, at a minimum, review these concerns with the community to determine if additional mitigation measures are necessary. If OSU and the neighbors determine additional measures are required to ensure OSU development meets the spirit of the 2004-2015 CMP and this Charter, then such measures shall be included.

OSU and the neighbors developed the foundations for respect, effective communication, trust, equity, and cooperation during the completion of the 2004-2015 CMP. As such, these are the tenets of the relationship between the neighbors and OSU for CMP updates. The goal of these tenets is to establish a system and structure for future relations so that the work and efforts of the current OSU staff and neighbors will be carried on through the years.

a. Respect

Representatives of OSU and its neighbors should place high enough value on what the “other side” is concerned about to listen and understand. They all should answer questions in a straightforward manner, and attempt to seek mutually beneficial solutions. When compromise seems impossible, they should – very respectfully – agree to disagree.

b. Communication

OSU and its neighbors should engage in a dialogue during the preparation of CMP updates, both listening and explaining. Between now and any future CMP updates, OSU and neighbors will already have had formal and informal meetings to discuss matters of concern with the intent of forming clear and objective methods to address these concerns.

c. Trust

OSU and the neighbors should strive to ensure that the trust established through the efforts of preparing the 2004-2015 Campus Master Plan are safeguarded during any update. All parties must recognize that in order to sustain the trust over the years all parties must continue to be truthful and make good faith efforts to follow through.

d. Equity

For the purposes of this Charter, equity is defined as a high standard or value of property beyond that of ownership. Each party will respect one another's property and the need to safeguard its function, value, and livability as if it were their own. No need of one will automatically cancel the other without a fair and just (i.e., balanced, honest, open-minded, and straightforward) discussion of impact. If future impact of development, preservation, or protection of certain tangible and intangible uses or functions of one's property is determined to occur then each party will agree to review options that either minimize or remove such impact.

Future CMP updates will ensure land use planning efforts on campus are consistent with the merits of the definition of equity used herein. OSU agrees to safeguard needs of resident homeowners; the neighbors desire to have privacy, minimal impact from development that might lower the value of their property, change the character of their neighborhood, or decrease the livability of their community. The neighbors agree to hold to a high standard OSU's mission as a University and its desires to become a top-tier university. OSU's need to provide the most up-to-date facilities to provide a compelling learning environment will be safeguarded.

As such, it is paramount that factors such as parking, traffic, building heights, setbacks, solar access, architectural features, historic preservation, open space conservation, and natural resource conservation are addressed.

e. Cooperation

OSU and the neighbors will proactively cooperate to address all matters of concern in CMP updates. During the completion of the 2004-2015 CMP, both OSU and the neighbors focused on building a system and process for effective and long lasting communication, trust and equity. Both sides recognized that if a strong planning system and structure is in place that incorporates the needs of each party, then the desired product will be achieved.

f. Partnership

In the past, some neighborhoods have perceived the University to be an "800-pound gorilla." To a greater extent than ever before, OSU envisions a process involving full partners. The expected benefits include: saving time and resources, more supportive joint efforts, and better planning outcomes.

g. Representative neighborhood inputs

It is important that the inputs from each neighborhood are representative of the concerns of the neighborhood as whole – rather than of specific individuals. A simple way of conceptualizing neighborhood participation would be to involve neighborhood associations, from adjacent neighborhoods, that are recognized by the City of Corvallis.

4. COMMON CONCERNS WHEN THE CMP IS UPDATED

a. Character of adjacent neighborhoods:

When preparing CMP updates, OSU and adjacent neighbors will discuss the aspects of existing neighborhood character and develop measures and polices to protect such aspects in accordance with this Charter. Maintaining the “graceful edge” is a common goal because it benefits all parties.

b. Traffic and parking

Traffic and parking are interrelated in land use planning and design. The integrity and character of land uses are often impacted by traffic conditions, street design, parking utilization, and traffic management. All of these facets of traffic and parking will be reviewed and discussed with adjacent neighbors during the preparation of CMP updates. Aspects appropriate to review may include, but not be limited to, traffic flow across neighborhoods, parking utilization rates within neighborhoods, and impacts on existing neighborhood character, especially for those neighborhoods designated as historic districts, such as the College Hill West Historic District.

This Charter recognizes the importance of the Neighborhood Traffic and Parking Task Force. OSU and the neighbors will seek its input (as well as other City approved traffic and parking task forces) when preparing future updates to the CMP.

c. Historic resources

Both the neighbors and OSU recognize the importance of the historic resources on campus and the need to protect those resources that are potentially historic. The neighbors understand that OSU will operate with a good faith effort in the future to protect such resources. The neighbors also recognize that OSU needs to balance the preservation of buildings with the need to meet current building and fire codes, energy conservation guidelines, fiscal constraints, and adapting these resources to current needs of academic and research initiatives that require building infrastructure (e.g., media communications, teaching laboratories), that were not originally designed as part of the building.

Future CMP updates will include a review of the current Historic Preservation Plan, and if necessary, OSU shall update it to ensure the policies and measures within the preservation plan adequately address current day circumstances.

d. Natural Resources

OSU’s property contains natural resources (e.g., wetlands, riparian areas) that have been found to be significant by the City of Corvallis. As such, OSU recognizes the importance of its role as a steward of these resources.

5. ASSUMPTIONS FOR FUTURE CMP UPDATES

This Charter for updates to the Campus Master Plan is based on a number of planning assumptions, which will be made explicit here.

- a. OSU will have an on-going relationship with the adjacent neighborhoods.
- b. OSU will seek the participation of its neighbors.
- c. OSU has an important role as an institution of higher education within the State of Oregon with the primary need to support academic, research and service initiatives.
- d. OSU will change and grow to fulfill its mission to the State of Oregon.
- e. The best way to solve problems is to take a systems approach, which would meld University and neighborhood interfaces to common purposes.
- f. Systems thinking also requires that traffic and parking issues are interrelated and must be evaluated together.
- g. Requirements for the “graceful edge,” or transition area between campus and surrounding neighborhoods, will be reviewed whenever the CMP is updated.
- h. In the planning process, benchmark data from other communities similar to OSU/Corvallis will be sought when resolution of opposing positions is in need of an objective standard.
- i. The input of the Neighborhood Traffic and Parking Task Force, and other City-approved agencies will be recognized.
- j. The whole point of the new process identified in this Charter is to prevent disagreement between OSU and its neighbors; however, disagreements can still be appealed through University and City of Corvallis processes.