CORVALLIS
ENHANCING COMMUNITY LIVABILITY

CORVALLIS
CITY COUNCIL AGENDA

April 15, 2013
6:00 pm

Downtown Fire Station
400 NW Harrison Boulevard

[Note: The order of business may be revised at the Mayor's discretion. Due to time constraints, items on the agenda not considered will be continued to the next regularly scheduled Council meeting.]

COUNCIL ACTION

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PROCLAMATION / PRESENTATION / RECOGNITION

A. Proclamation of Arbor Month – April 2013

B. Tree City USA awards presentation

C. Proclamation of National Library Week – April 14-20, 2013

D. Proclamation of National Volunteer Week – April 21-27, 2013

V. VISITORS' PROPOSITIONS – This is an opportunity for visitors to address the City Council on subjects not related to a public hearing before the Council. Each speaker is limited to three minutes unless otherwise granted by the Mayor. Visitors' Propositions will continue following any scheduled public hearings, if necessary.

VI. CONSENT AGENDA – The following items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member (or a citizen through a Council member) so requests, in which case the item will be removed from the Consent Agenda and considered separately. If any item involves a potential conflict of interest, Council members should so note before adoption of the Consent Agenda. [direction]

A. Reading of Minutes
   1. City Council Meeting – April 1, 2013
   2. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)

a. Citizens Advisory Commission on Civic Beautification and Urban Forestry – March 14, 2013
b. Citizens Advisory Commission on Transit – March 13, 2013
c. Corvallis-Benton County Public Library Board – March 6, 2013
d. Downtown Commission – March 13, 2013
e. Historic Resources Commission – March 12, 2013
f. Housing and Community Development Commission – March 13, 2013
g. Parks, Natural Areas, and Recreation Board – March 21, 2013
h. Planning Commission – March 20 and April 3, 2013
i. Willamette Criminal Justice Council – March 20, 2013

B. Confirmation of Appointment to Citizens Advisory Commission on Transit (Oliver)

C. Announcement of Appointments to Boards, Commissions, and Committees to (Citizens Advisory Commission on Civic Beautification and Urban Forestry – Brown; Citizens Advisory Commission on Transit – Cornelius and Harder)

D. Schedule a public hearing for May 6, 2013, to consider renaming a street (MIS13-00003 – SE Park Avenue)

E. Approval of an application for a Full On-Premises Sales liquor license for Roger Lebar and Heidi Bronson, owners of Dynamics, LLC, 151 NW Monroe Avenue, Suite 107 (Change of Ownership)

F. Approval of an application for an Off-Premises Sales liquor license for Kinn Edwards, managing partner of del Alma, 136 SW Washington Avenue, Suites 101, 102, and 102A (Additional Privilege)

G. Schedule an Executive Session for May 6, 2013, at 5:30 pm under ORS 192.660(2)(a)(i) (status of employment of a public officer; status of employment-related performance)

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. UNFINISHED BUSINESS

A. Deliberations relating to a Land Development Code Text Amendment (LDT12-00002 – OSU Campus Master plan Land Development Code Text Amendment) [direction]

B. Remand options for Creekside Center I and II planned development [direction]

C. Municipal Judge recruitment update [information]

D. Status of City actions on Collaboration Corvallis recommendations [information]

IX. STANDING COMMITTEE REPORTS, ORDINANCES, RESOLUTIONS, AND MOTIONS

A. Human Services Committee – April 2, 2013
   1. Heritage Tree Program [direction]

B. Urban Services Committee – April 2, 2013
   1. NW Tenth Street/NW Grant Avenue Traffic Circle Update [direction]
   2. Total Maximum Daily Load (TMDL) Requirement [information]

C. Administrative Services Committee – April 3, 2013
   1. Public Safety Tax [direction]

X. MAYOR, COUNCIL, AND STAFF REPORTS

A. Mayor's Reports

B. Council Reports

C. Staff Reports [information]

   1. City Manager's Report – March 2013
   2. City Council Goals update
   3. Corvallis-to-Albany trail project status

XI. NEW BUSINESS

A. South Riverfront Play Area Naming (immediately after Visitors' Propositions) [direction]

B. City Attorney annual performance evaluation forms [direction]

XII. PUBLIC HEARINGS – 7:30 pm

A. A public hearing to consider an annexation request and an appeal of a Planning Commission decision (ANN10-00002, ZDC10-00006 – 49th Street Annexation)

XIII. ADJOURNMENT

For the hearing impaired, a sign language interpreter can be provided with 48 hours' notice prior to the meeting. Please call 541-766-6901 or the Oregon Communications Relay Service at 7-1-1 to arrange for TTY services. A large print agenda can be available by calling 541-766-6901.

A Community That Honors Diversity

CITY OF CORVALLIS

ACTIVITY CALENDAR

APRIL 15 - MAY 4, 2013

MONDAY, APRIL 15

- City Council - 6:00 pm - Downtown Fire Station, 400 NW Harrison Boulevard

TUESDAY, APRIL 16

- No Human Services Committee
- Urban Services Committee - 5:00 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue
- OSU/City Collaboration Project Neighborhood Planning Work Group - 5:30 pm - Osborn Aquatic Center Conference Room, 1940 NW Highland Drive

WEDNESDAY, APRIL 17

- Administrative Services Committee - 3:30 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue
- Arts and Culture Commission - 5:30 pm - Parks and Recreation Conference Room, 1310 SW Avery Park Drive

THURSDAY, APRIL 18

- Parks, Natural Areas, and Recreation Board - 6:30 pm - Downtown Fire Station, 400 NW Harrison Boulevard

SATURDAY, APRIL 20

- Government Comment Corner (Councilor Penny York) - 10:00 am - Library Lobby, 645 NW Monroe Avenue

MONDAY, APRIL 22

- City Council Executive Session - 5:00 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue (Municipal Judge interviews)

TUESDAY, APRIL 23

- City Legislative Committee - 7:30 am - City Hall Meeting Room A, 501 SW Madison Avenue (tentative)
- Commission for Martin Luther King, Jr. - 5:00 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue
- OSU/City Collaboration Project Neighborhood Livability Work Group - 5:30 pm - Osborn Aquatic Center Conference Room, 1940 NW Highland Drive

TUESDAY, APRIL 23-- Continued

- Budget Commission - 7:00 pm - Downtown Fire Station,400 NW Harrison Boulevard

WEDNESDAY, APRIL 24

- Watershed Management Advisory Commission - 5:00 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue

- OSU/City Collaboration Project Parking and Traffic Work Group - 5:30 pm - Osborn Aquatic Center Activity Room, 1940 NW Highland Drive

THURSDAY, APRIL 25

- Public Art Selection Commission - 5:30 pm - Parks and Recreation Conference Room, 1310 SW Avery Park Drive

SATURDAY, APRIL 27

- Government Comment Corner (host to be determined) - 10:00 am - Library Lobby, 645 NW Monroe Avenue

TUESDAY, APRIL 30

- OSU/City Collaboration Project Neighborhood Planning Work Group - 5:30 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue

- Budget Commission - 7:00 pm - Downtown Fire Station, 400 NW Harrison Boulevard

WEDNESDAY, MAY 1

- Corvallis-Benton County Public Library Board - 6:00 pm - Library Board Room, 645 NW Monroe Avenue (Board goals discussion/retreat)

THURSDAY, MAY 2

- Budget Commission - 7:00 pm - Downtown Fire Station,4 00 NW Harrison Boulevard

FRIDAY, MAY 3

- Bicycle and Pedestrian Advisory Commission - 7:00 am - Madison Avenue Meeting Room, 500 SW Madison Avenue

SATURDAY, MAY 4

- Government Comment Corner (Mayor Julie Manning) - 10:00 am - Library Lobby, 645 NW Monroe Avenue

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

Office of the Mayor
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PROCLAMATION

ARBOR MONTH

April 2013

WHEREAS, Trees are living resources that reflect the unique character of our community; and

WHEREAS, They are part of our collective community memory – a tangible link to the past, through the present, and into the future; and

WHEREAS, Trees establish a sense of place and reveal what we as a community value; and

WHEREAS, For more than a century our nation has observed Arbor Day to call public attention to the importance of tree planting and tree care as a means of sustaining one of our most valuable resources; and

WHEREAS, In the words of J. Sterling Morton "Other holidays repose on the past. Arbor Day proposes the futures."

NOW, THEREFORE, I, Julie Jones Manning, Mayor of Corvallis , Oregon, do hereby proclaim **April 2013** as **Arbor Month** in the City and encourage people throughout the community to join together in the creation, preservation, and appreciation of our urban forest.

_____
Julie Jones Manning, Mayor

_____
Date

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PROCLAMATION

National Library Week

April 14-20, 2013

WHEREAS, Libraries are the heart of their communities, campuses, and schools; and

WHEREAS, Librarians work to meet the changing needs of their communities, including providing resources for everyone and bringing services outside of library walls; and

WHEREAS, Libraries and librarians bring together community members to enrich and shape the community and address local issues; and

WHEREAS, Librarians are trained, tech-savvy professionals, providing technology training and access to downloadable content, like e-books; and

WHEREAS, Libraries offer programs to meet community needs, providing residents with resume writing classes, 24/7 homework help, and financial planning services to teens applying for student loans and to older adults planning their retirement; and

WHEREAS, Libraries continuously grow and evolve in how they provide for the needs of every member of their communities; and

WHEREAS, Libraries, librarians, library workers, and supporters across America are celebrating National Library Week.

NOW, THEREFORE, I, Julie Jones Manning, Mayor of Corvallis, Oregon, proclaim **April 14 - 20, 2013,** as **National Library Week** and encourage all residents to visit the library this week to take advantage of the wonderful library resources available @ your library. Communities matter @ your library.

_____
Julie Jones Manning, Mayor

_____
Date

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PROCLAMATION

NATIONAL VOLUNTEER WEEK

APRIL 21 - 27, 2013

WHEREAS, The Corvallis community can inspire, equip, and mobilize people to take action that makes a difference; and

WHEREAS, Volunteers can connect with local community service opportunities through hundreds of community service organizations, such as United Way, the Boys and Girls Club, and volunteer centers; and

WHEREAS, Individuals and communities are at the center of social change, discovering their power that could change the world; and

WHEREAS, During National Volunteer Week, all across the nation, service projects will be performed and volunteers recognized for their commitment to service; and

WHEREAS, The giving of oneself in service to another empowers the giver and the recipient; and

WHEREAS, Experience teaches us that government by itself cannot solve all of our nation's social problems; and

WHEREAS, Our country's volunteer force of more than 61 million people is a great treasure; and local citizens volunteered an estimated 93,719 hours of service last year, equal to approximately $1,134,937 in saved tax dollars; and

WHEREAS, The City of Corvallis has 23 advisory boards, commissions, and committees "staffed" by more than 200 volunteers; and

WHEREAS, Volunteers in City departments provide valuable services, augmenting the critical services provided by staff; and

WHEREAS, Volunteers are vital to our future as a caring and productive community and nation.

NOW, THEREFORE, I, Julie Jones Manning, Mayor of Corvallis, Oregon, do hereby proclaim **April 21 through 27, 2013,** as **National Volunteer Week** in the City and urge my fellow citizens to volunteer. By volunteering and recognizing those who serve, we can replace disconnection with understanding and compassion.

_____
Julie Jones Manning, Mayor

_____
Date

A Community That Honors Diversity

Louie, Kathy

Subject: RE: 4-15-13 city council packet letter

From: jcschreck
Sent: Wednesday, April 10, 2013 9:02 AM
To: Louie, Kathy
Subject: 4-15-13 city council packet letter

Hi Kathy. Please forward this to the City Council for their April 15 meeting. Thanks, Jacque Schreck

Dear Corvallis City Council,
As you plan for our community's future, I urge you to begin the groundwork soon for the renewal of the current local option levy. This levy is time sensitive and would require passage best in the November 2013 election in order for results to be included in the budget process and for services to be continued. The levy was highly successful with the electorate. The campaign was supported and worked on by numerous and diverse citizens. I would suggest that the only change being a renewal for the now legal 5 years.
I believe that the public safety tax idea needs more investigation and information given to the people of Corvallis. In addition to more work on the idea, there needs to be positive indicators from the public that they would support this tax. Therefore, I do not support linking the public safety tax to the local option levy renewal.

Sincerely,
Jacque Schreck, Corvallis

Louie, Kathy

Subject: RE: April 15th Council Meeting

From: Martin Stephenson
Sent: Wednesday, April 10, 2013 7:04 PM
To: Louie, Kathy
Subject: April 15th Council Meeting

Dear Mayor and Council:

Since I will not be in town Monday, April 15th I am sharing my concerns regarding upcoming taxation issues here.

I feel it is important that the existing 3 Year Levy for Library and Recreation services which expires in June 2014 be placed on the ballot this November. I think that the renewal levy should be for the existing amount so that there will be no increase in taxes.

I believe, also that it needs to be a separate issue, not combined with any other requests. Finally, I would suggest considering
a longer time period, perhaps 5 years for all the reasons suggested below.

The existing 3 Year Levy funds services which the Corvallis community has been receiving for decades, sees as basic, and has supported recently with a strong, affirmative vote. Renewal should not become involved in other questions involving new taxes for, in part, new services.

Renewal of this Levy is a crucial issue involving the continuation of popular, basic services which needs to be handled in a timely fashion.

Thank you for your consideration.

Martin "Steve" Stephenson
Corvallis, Or. 97330
541-

CITY OF CORVALLIS
COUNCIL ACTION MINUTES

April 1, 2013

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Decisions/Recommendations
Proclamation/Presentation/Recognition 1. Days of Remembrance – April 7-14, 2013 2. National Service Recognition Day – April 9, 2013 3. Fair Housing Month – April 2013 Pages 150-151			• Proclaimed • Proclaimed • Proclaimed
Unfinished Business 1. Municipal Judge Recruitment Update 2. Status of City Actions on Collaboration Corvallis Recommendations 3. 2013-2014 Planning Division Work Program Review Pages 151, 157-158	Yes Yes		• Approved 2013-2014 Program passed U
Visitors' Propositions 1. Downtown Transit Center (Hamilton) 2. Homeless Overnight Sleeping Facilities, Ten-Year Plan to End Homelessness, Tent Community (several citizens) 3. Contracting Parks and Recreation Department Services and Programs (Daniels) 4. Oregon House Bill 3260 – Health Care Reform (Huntington, Roy, Laurent) 5. OSU/City Collaboration Project (Jensen) Pages 151-156	Yes Yes Yes Yes Yes		
Council Reports 1. Oregon House Bill 3260 – Health Care Reform (Manning/Hervey) Page 156			• RESOLUTION 2013-13 passed U
Consent Agenda Page 157			
Items of USC Meeting of March 19, 2013 1. Total Maximum Daily Load (TMDL) Requirement Compliance Page 158	Yes		

Agenda Item	Information Only	Held for Further Review	Decisions/Recommendations
Items of ASC Meeting of March 20, 2013 1. Ambulance Rate Review 2. Council Policy Review and Recommendation: CP 07-1.10, "Advertising on Corvallis Transit System Buses" 3. Public Safety Tax Pages 158-160, 162-164			• Approved rate adjustments passed U • Amended Policy passed U • Eliminate from consideration Options 1 and 2 and indicate preference for ballot passed 7-2 • Asked ASC and staff to develop data for assessing tax based upon water usage passed U • Instructed ASC and staff to examine funding all public safety via City utility services bill fee, rather than property tax-funded budget failed 4-5
Other Related Matters 1. Home Fire Sprinkler Coalition Grant Page 160			• RESOLUTION 2003-14 passed U
Mayor's Reports 1. 2013-2014 Adopted City Council Goals 2. County Proposal - Target-Rich Gun Violence 3. Benton County Tobacco Control Issues Pages 160-161	Yes		• Supported proposal passed U • RESOLUTION 2013-15 passed U
Public Hearing 1. OSU Campus Master Plan Major Adjustment Pages 164-175		Deliberations April 15, 2013	• Denied appeal of Planning Commission's decision passed 8-1

Glossary of Terms

ASC Administrative Services Committee
OSU Oregon State University
U Unanimous
USC Urban Services Committee

CITY OF CORVALLIS
COUNCIL ACTION MINUTES

April 1, 2013

I. CALL TO ORDER

The regular meeting of the City Council of the City of Corvallis, Oregon, was called to order at 6:00 pm on April 1, 2013, in the Downtown Fire Station, 400 NW Harrison Boulevard, Corvallis, Oregon, with Mayor Manning presiding.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

PRESENT: Mayor Manning, Councilors Brown, Beilstein, Hogg, Brauner, York, Traber, Hervey, Hirsch, Sorte

Mayor Manning directed Councilors' attention to items at their places, including page 140 of the Council's March 18 minutes with an administrative amendment (Attachment A); a calendar for Council members to indicate anticipated absences through July; a memorandum from Kent Daniels regarding potential contracting opportunities in the Parks and Recreation Department (Attachment B); proposed resolutions concerning Benton County tobacco issues collaboration (Attachment C) and health care reform and House Bill 3260 (Attachment D), and documents pertaining to the public hearing regarding proposed Land Development Code (LDC) text amendments (staff's PowerPoint slides and staff-identified review criteria [Attachment E]).

IV. PROCLAMATION / PRESENTATION / RECOGNITION

A. Proclamation of Days of Remembrance – April 7-14, 2013

Mayor Manning read the proclamation.

Paul Kopperman, a member of Oregon State University's (OSU) faculty, was involved with the holocaust memorial program since its inception in 1987. Program components were developed to educate the community about the holocaust, and the public was welcome at many of the events. He served as Chair of the Holocaust Memorial Committee since 1994. He noted the long history of City Council support of community holocaust remembrance activities and purpose. The holocaust memorial program evolved to include incidents of genocide more recent than the World War II incident involving people of Jewish heritage. This year's program would include a focus on the Cambodian genocide of the 1970s. The Committee attempted to educate school students and community members of the holocaust, comparative genocide, and the impacts of continuing prejudice.

Councilor Hirsch thanked Mr. Kopperman for his comments, especially regarding the greater issue of genocide. He also thanked Mayor Manning for the proclamation.

B. Proclamation of National Service Recognition Day – April 9, 2013

Mayor Manning read the proclamation.

Elizabeth Records, Libbie Goodill, Dan Blaustein-Rejto, and Kathryn Rumbles of Americorps described their services and the issues they were addressing in the community involving resource assistance for rural environments and conservation with Greenbelt Land Trust, Benton County Health Department, and Ten Rivers Food Web. The four volunteers worked on diverse issues, including open spaces, strong food systems, and healthy communities. Ms. Records noted that more Americorps volunteers were active in the community.

Councilor Hervey thanked the Americorps volunteers, noting that their financial compensation was very low.

C. Proclamation of Fair Housing Month – April 2013

Mayor Manning read the proclamation.

Community Development Department Housing Division Manager Weiss reported that staff completed an analysis of impediments to fair housing and a Fair Housing Plan last December. The documents were updated at five-year intervals, in conjunction with the City's Community Development Block Grant (CDBG)/HOME Investment Partnerships Program (HOME) Consolidated Plan. He explained that the Plan was submitted to the United States Department of Housing and Urban Development (HUD) to document how the City invested the funding allocated by HUD. HUD accepted the Fair Housing Plan in January.

Under the Fair Housing Plan, staff will conduct outreach and education during the next few months for landlords and tenants. The Fair Housing Council of Oregon (FHCO) will host training events regarding the rights and responsibilities of landlords and tenants. Housing Program Specialist Loewen will work with the FHCO and HUD representatives and attend related events. Mr. Weiss commended Mr. Loewen for his continuing efforts regarding fair housing and the City's Rental Housing Code.

VIII. UNFINISHED BUSINESS

A. Municipal Judge recruitment update

Mayor Manning announced that the Municipal Judge recruitment process was underway. The Council anticipated interviewing candidates later this month. Public feedback was welcomed regarding the position.

V. VISITORS' PROPOSITIONS

Carter "Skip" Hamilton owned ProPrint at NW Sixth Street and NW Monroe Avenue for the past 30-plus years. Through the windows of his business, he observed conduct at the Downtown Transit Center (DTC) that he characterized as "disturbing, foul, and disgusting." He said the Center was

used by parents and children to access the Library and conduct business with City of Corvallis and Benton County offices. His customers expressed discomfort and fear of the people who "hung out" at the Center. He expressed disappointment that the situation had deteriorated to its current status. He believed in civil rights, but he opined that the community had a problem with the activity at the DTC. The situation affected his business, including gang graffiti on his building. The City-owned bicycle lockers at the Center were also de-faced by graffiti. Police Chief Sassaman confirmed to him that calls for Police assistance at the Center had increased. The people who "hung out" at the Center intimidated other citizens. Mr. Hamilton parked his vehicle on the City-owned lot adjacent to the DTC; his wife was afraid to walk past the people at the DTC to get their vehicle. He referenced problems of broken glass and trash at the Center.

Councilor Sorte responded that the Citizens Advisory Commission on Transit (CACOT) discussed the situation during its last meeting with a member of the Police Department. Several alternatives were discussed, including private security forces, Police staff, different arrangements for facilities, and the restroom. He noted the need to acknowledge a community group's gathering and that any problem caused by their gathering not be pushed to another area of the community. Corvallis Transit System staff was aware of the issue, and he expected that possible solutions might be presented to the Council soon. He said he would convey Mr. Hamilton's concerns to the Commission.

Mr. Hamilton noted that the Library resolved the problem of people congregating and smoking on the Library plaza by the Council adopting an ordinance banning smoking within 50 feet of the Library facility. He suggested that a similar ban would resolve the problem at the DTC. He said many cigarette butts were left at the Center by the numerous people loitering there.

In response to Councilor Hogg's inquiry, Mr. Hamilton said the problems occurred daily, worsening after 12:00 or 1:00 pm; late-afternoon hours were much worse. Several fights occurred recently, prompting increased responses by Police. He discussed the issue with City Manager Patterson, who spoke with the people at the Center and received excessive profanity in response. Mr. Hamilton asked the Council to take action regarding the problems he described.

Councilor Brown thanked Mr. Hamilton for presenting the situation to the Council.

Jason Gregg said he came to Corvallis because it was a community where he could find housing in the cold-weather shelter while awaiting approval of his Veterans' Administration benefits. The shelter closed this morning for the year. He asked Mayor Manning where he could legally sleep at night without being ticketed.

Mayor Manning mentioned Community Outreach, Inc. (COI). Mr. Gregg said he did not need rehabilitation services provided by COI; he needed somewhere safe to sleep.

Councilor Sorte referenced the editorial in today's issue of the *Corvallis Gazette-Times* regarding the Council's goals for the current term; the editorial suggested that the Council monitor, rather than lead, community efforts to find a permanent location for the cold-weather shelter. He cautioned that such a hands-off position could result in an increase in the issues Mr. Hamilton described.

Mayor Manning clarified that issues related to homelessness were included in the goals for the current Council term. The Council was actively engaged in seeking additional options. She

explained that the term would expire December 31, 2014. Mr. Gregg expressed a desire for an answer soon regarding where he could legally sleep.

Kent Daniels reviewed his written testimony regarding contracting Parks and Recreation Department activities (Attachment B). He expressed concern regarding the lack of involvement by the Parks, Natural Areas, and Recreation Board (PNARB) in discussions of contracting parks and recreation services and programs. He was concerned about how requests to review activities for private contracting related to other staff work regarding the cost recovery methodology, formation of a parks district, and planning for and supplementing the current parks and library operating levy. He would like information regarding the privately operated programs in the community that duplicated those offered by the Parks and Recreation Department. He was especially concerned about contracting community programs.

Councilor Hirsch concurred with Mr. Daniels and said he was frustrated by the situation.

Councilor Beilstein expressed concern regarding saving City funds by contracting services; he considered that action a mistake. He acknowledged that the City was in a desperate situation without sufficient revenue to maintain the desired level of municipal services. While the City Manager suggested considering contracting services, such contracts must be approved by the Council.

Mr. Daniels responded that, while he served as a Benton County Commissioner during the 1990s, previously contracted services were returned to County oversight. While those services were privately provided, they became more expensive and lower in quality. He said it took the County five years to re-establish programs to their previous levels.

Councilor Traber acknowledged that he suggested investigating contracting Parks and Recreation Department services. He noted disagreements regarding similar programs provided privately in the community. He did not intend for his request to result in the City stopping offering a service or to contract specific services. He wanted the idea to be among the Council's considerations, based upon Mr. Patterson's March 4 memorandum to the Council regarding potentially severe service reductions and last year's closure of a fire station. He wanted to ensure that, while staff planned for future years' budgets, they considered a range of options. From his experience, he believed more than one entity may provide similar services within the community; the cost and quality of those services must be evaluated against those provided by the City. He did not ask that the review be done immediately or what would be the process for the review. He requested the review one month ago and expected the PNARB to have discussed the request since then.

Mr. Daniels said he did not attend the PNARB's meeting but was told the Board discussed the request and would submit a response to the Council. He said he did not object to Councilor Traber's request, but he objected to the City's advisory body not being involved in the process from the beginning. He urged the Council to speak with the PNARB regarding past practices and program development.

Councilor Hirsch said the PNARB had a lengthy and emotional discussion regarding Councilor Traber's request and was preparing a letter to Councilor Traber. When the City was trying to save money, the Board considered the request non-productive use of staff's time and indicated that there was no true duplication of City-offered parks and recreation programs. He believed that Mr. Patterson was seeking ways to save the City money, but no specific result was anticipated. The

Council sought ways to make the City's budget sustainable. When finances were limited, asking staff to perform more time-consuming tasks was counter-productive.

Councilor Sorte said he reviewed the situation and observed conflicting data. A group advising the City regarding a specific issue could serve a good purpose in reviewing the data. A recent Policy on Government study indicated markedly higher costs to contract municipal services. However, some states created large savings funds from contracting services. He said private businesses that contracted to perform governmental services must reduce employee benefits and salaries to achieve a lower cost for contracted services. He would like Mr. Daniels to investigate and provide data regarding whether parks maintenance services could be changed from a routine status to an on-call status. He considered it easier to adjust a contracted service than to lay off an employee.

Mr. Daniels responded that the Parks and Recreation Department contracted many services. Most of the work involving street trees was contracted to local arborists.

Mr. Patterson noted that his March 4 memorandum stated that it was intended to initiate one of many "conversation starters" associated with the Fiscal Year 2013-2014 budget development process. He considered the conversation started.

Michael Huntington reviewed written testimony regarding Oregon House Bill 3260 and health care reform (Attachement F).

Amy Roy reviewed written testimony regarding Oregon House Bill 3260 and health care reform (Attachment G).

Bud Laurent reviewed written testimony regarding Oregon House Bill 3260 and health care reform (Attachment H).

Councilor York thanked Mr. Huntington, Ms. Roy, and Mr. Laurent for testifying. She said she was a member of Mid-Valley Health Care Advocates. Her adult daughter suffered a serious medical situation, was unable to work, and lost her health insurance. Councilor York and her husband paid their daughter's health insurance, medical co-payments, and medical equipment for two and one-half years, until their daughter was eligible for Medicare. Councilor York opined that the greatest flaw in the nation's health care system was that it "tied" employment to health insurance; when people were most in need of health care, they were least able to provide their own care and pay for health insurance. She said her daughter lost her home, but, with her parents' assistance, avoided bankruptcy as a result of medical bills. She opined that the nation, state, and community needed to seek a way to correct the health care system to be affordable and provide health care for everyone.

Tom Jensen referenced his previous testimony regarding the OSU/City Collaboration Project and said he may have information that the City did not have. He asked that, before the Project Steering Committee submitted recommendations to the Council, the Council review all the recommendations proposed thus far and consider which entity would have the greater burden if the recommendations were approved. He also asked the Council to become familiar with options that were available when the Project began and to ask the Project work groups what specific options were available now.

Councilor Beilstein noted that he spoke with Mr. Jensen during a recent Government Comment Corner session and realized the difficulty of people testifying to the Council but not receiving a

response. He said the Council did not want to debate with citizens testifying, so they listened but often did not respond. Council members tried to make the best decisions for the benefit of the community.

Michael Harris said he was houseless. He acknowledged that he and many other houseless people in the community had "shady backgrounds," but they were concerned about housing. He reviewed the Ten Year Plan to End Homelessness in Corvallis but said the proposed services were already available. Over the years, many houseless individuals completed the available programs. At the end of the transition period, there were no funds or programs. Houseless individuals would like somewhere to establish a tent community, such as the former Western View Middle School property at SW 35th Street and SW Philomath Boulevard. Under his suggestion, the tent community would be visible to the community, have its own police unit, have a collaboration with the Police Department, have a constitution, and evict those who did not follow the rules. The community would be similar to tent communities in Portland and Eugene, Oregon. Houseless members of the community included military veterans and convicted criminals. He acknowledged that the situation of houseless people created an undesirable scene in the community. He urged approval of a tent city option to resolve the situation.

Mayor Manning, as Co-Chair of the Committee working on the Plan to End Homelessness, said she was sorry to learn of Mr. Harris' concerns. She added that many of the community agencies and people serving people in need believed that extensive work remained to be done.

Leslie Eugene Dickey acknowledged that there were many houseless members of the community who no longer cared, broke the rules, and disrespected other people's property. He and his friend spent today collecting $50 worth of empties; people offered them yard work. He questioned where the small percentage of law-abiding houseless people could sleep.

Kevin Weaver was employed by Corvallis Homeless Shelter Coalition, Corvallis Daytime Drop-in Center, and First Christian Church. He administered Homeless Employment Launching Program (HELP). He speculated that he may have evicted from the Church's property some of the people who loitered at the Downtown Transit Center. A few weeks earlier, illegal camps in City parks and on private property were posted for eviction. At approximately the same time as these posting, the cold-weather shelter closed for the year. He expected that more homeless people would be Downtown because they did not have anywhere else to go. This could create more pressure on the City, the Downtown area, and the Transit Center. He said this was attributable only to "a desire to have a legitimate, safe place to sleep without getting ticketed." Last Thursday through Saturday, four people contacted him regarding services and facilities available to homeless people in the community. The Housing First project had 14 beds. The men's cold-weather shelter housed 140 people this winter. COI's emergency family shelter was full. He referenced the women's emergency shelter. He opined that the community had an epidemic. He said the homeless members of the community were "sons and daughters" of Corvallis, Benton County, and Linn County.

Mayor Manning referenced her recent discussion with Mr. Weaver regarding the Council's goal of addressing homelessness issues.

Mr. Weaver said the issue of homelessness would continue, and he hoped to speak with each Council member regarding the issue's impacts on each City Ward.

Mark Harder said during the past week he found a homeless person sleeping behind his house and a woman approached him Downtown about a place to spend the night. Mr. Harder opined that the overnight shelters were too far from the Downtown area for homeless people to reach by walking. He observed that a serious situation seemed to be occurring in the community. He thought it would be supportive if citizens had a helpful response to offer when people asked where they could stay. He expressed hope that a public or private agency would provide some information soon.

Mayor Manning responded that people could call 2-1-1 at any time for health and human services resources.

In response to Mr. Harder's inquiry, Police Chief Sassaman said circumstances would determine whether Police Officers would transport a homeless person to a shelter.

Neil Goodrein, an eight-year resident of Corvallis, opined that problems among poor individuals existed because they did not have lobbyists. He watched the community's homeless people, empathized with them, and supported them. He noted that our nation spent $700 billion on defense and $600 billion on Medicare but did not "have room for the homeless." The defense industry and Medicare had many lobbyists, but Medicare was being targeted for financial reductions. He further opined that the nation was experiencing a war on fear, and the Council "played the fear card." He suggested that the community needed some empathy and leadership and that everyone should "do the right thing."

Noting the time and a scheduled public hearing, Mayor Manning announced that the Council would undertake agenda items requiring Council direction.

X. MAYOR, COUNCIL, AND STAFF REPORTS

B. Council Reports

Mayor Manning explained that Councilor Hervey's proposed resolution regarding health care reform was presented directly to the Council, rather than being reviewed by the City Legislative Committee, because the Oregon House of Representatives was scheduled to conduct a public hearing on House Bill 3260 April 5.

Deputy City Attorney Brewer read a resolution supporting and urging the Oregon State Legislature to enact House Bill 3260, which would direct the Oregon Legislature to conduct a study of relative costs and benefits among several health care plan proposals.

Councilors Hirsch and Hervey, respectively, moved and seconded to adopt the resolution.

Councilor Hervey noted that the resolution cited an incorrect House Bill number; staff corrected the Resolution prior to signature.

RESOLUTION 2013-13 passed unanimously.

VI. CONSENT AGENDA

Councilors York and Beilstein, respectively, moved and seconded to adopt the Consent Agenda as follows:

A. Reading of Minutes
   1. City Council Meeting – March 18, 2013
   2. City Council Work Session – March 11, 2013
   3. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
      a. Airport Commission – March 5, 2013
      b. Arts and Culture Commission – March 20, 2013
      c. Bicycle and Pedestrian Advisory Commission – March 1, 2013
      d. Economic Development Commission – February 13, 2013
      e. Planning Commission – March 6, 2013
      f. Watershed Management Advisory Commission – February 27, 2013

B. Confirmation of Appointment to Watershed Management Advisory Commission (Hibbs)

C. Announcement of Appointment to Citizens Advisory Commission on Transit (Oliver)

D. Announcement of Vacancy on Citizens Advisory Commission on Transit (Wright)

E. Schedule a public hearing for April 15, 2013 to consider an annexation request and an appeal of a Planning Commission decision (ANN10-00002, ZDC10-00002, PLD10-00006 – 49th Street Annexation)

F. Approval of an application for an Additional Privilege liquor license for Deborah D. Edwards, owner of Edwards Retail, dba Beer:30, 1835 SE Third Street (Change of Ownership)

G. Cancellation of an Executive Session scheduled for April 1, 2013, at 5:30 pm under ORS 192.660(2)(d) (status of labor negotiations)

The motion passed unanimously.

VII. ITEMS REMOVED FROM CONSENT AGENDA – None.

VIII. UNFINISHED BUSINESS – Continued

B. Status of City actions on Collaboration Corvallis recommendations

C. 2013-2014 Planning Division work program review

Mayor Manning invited Councilors to ask questions of staff; there were no questions.

Councilors Sorte and Brauner, respectively, moved and seconded to approve the 2013 and 2014 Planning Division Work Program, as presented in the March 27, 2013, memorandum from Community Development Director Gibb.

Councilor Sorte, Council Liaison to the Planning Commission, said he was impressed by the Commission's thoughtful discussions regarding the work program, which he believed warranted the Council's support.

The motion passed unanimously.

IX. STANDING COMMITTEE REPORTS AND ORDINANCES, RESOLUTIONS, AND MOTIONS

A. Human Services Committee – None.

B. Urban Services Committee – March 19, 2013

1. Total Maximum Daily Load (TMDL) Requirement Compliance

C. Administrative Services Committee – March 20, 2013

1. Ambulance Rate Review

Councilor Traber noted that ambulance rates were increased last year, which had some effect on revenues; however, insurance company and Medicare rate restrictions also affected revenues. The Committee recommended minor amendments to some rates to set them closer to the rates in neighboring cities. The Committee recommended deleting a rate for a non-existent service and a charge that was not used and sought another means to handle public assistance calls. The Committee developed six rate adjustment recommendations.

Councilors Traber and Hirsch, respectively, moved and seconded to approve all six ambulance rate amendments recommended by Administrative Services Committee. The motion passed unanimously.

2. Council Policy Review and Recommendation: CP 07-1.10, "Advertising on Corvallis Transit System Buses"

Councilor Traber explained that the Policy was amended to align with a Supreme Court ruling regarding types of advertising allowed on Corvallis Transit System buses.

Councilors Traber and Hirsch, respectively, moved and seconded to amend Council Policy CP 07-1.10, "Advertising on Corvallis Transit System Buses," as recommended by staff.

Councilor Sorte explained that the City could not prevent some of the advertising it was hoped the Policy would prevent. If problems persisted, the City could choose to not allow advertising on the buses.

Councilor Hirsch referenced his comments in the Committee meeting minutes and said he would support the motion.

The motion passed unanimously.

3. Public Safety Tax

Councilor Traber reviewed that the Committee had asked staff to provide specific rates that might be assessed under three different scenarios to pay for public safety services. The services included re-opining a fire station, including nine full-time equivalent staff positions and two additional staff positions (a fire inspector and a training officer), and six Police Officers, including an increased focus and enforcement around the OSU campus and a school resource officer to be matched by a school district resource officer. Staff estimated that these services would cost $2.25 million and presented potential rates to raise those funds under three assessment scenarios. Staff also presented questions, seeking the Committee's recommendations.

Councilor Traber reported that the Committee received additional citizen input and ruled out two options (not pursuing any of the additional services and pursuing the additional services within the current budget by reducing or eliminating other services). The Committee determined that additional revenue should be sought to provide some or all of the additional services. The Committee's previous discussions involved the issue of seeking a means of having entities not paying property taxes support some of the City-provided services. This prompted a discussion at the March 20 meeting regarding the concept of fee in lieu of taxes, which major organizations, cities, and counties voluntarily make to cover similar situations. The City did not receive a substantial amount of such payments.

Councilors Traber and York, respectively, moved and seconded to eliminate from consideration Options 1 and 2 in the Next Steps section of the March 20, 2013, staff report to Administrative Services Committee and indicate that the Council was leaning toward placing the public safety tax on a ballot, with the taxing methodology yet to be determined.

Councilor Beilstein said he could support the motion, but he did not want it to be the end of the Council's discussion tonight. Councilor Hervey concurred.

Councilor Sorte said he would oppose the motion and eliminating from consideration Options 1 and 2 because, if voters defeated a public safety tax, Option 1 and maybe Option 2 should be re-considered. He opined that the public safety tax was not being considered in a comprehensive manner and was not being carefully considered with all other alternatives.

Councilor Traber clarified that the motion would not rule out Options 1 and 2 in the long term, but would direct staff to not spend time determining how to pay for the enhanced services from the current budget while trying to set the current budget.

The motion passed seven to two, with Councilors Sorte and Brown opposing.

D. Other Related Matters

1. Mr. Brewer read a resolution accepting a Home Fire Sprinkler Coalition grant ($1,000) for fire prevention education, and authorizing the City Manager to sign the grant agreement.

Councilors Hirsch and Sorte, respectively, moved and seconded to adopt the resolution.

RESOLUTION 2013-14 passed unanimously.

X. MAYOR, COUNCIL, AND STAFF REPORTS – Continued

A. Mayor's Reports

1. 2013-2014 adopted City Council goals

2. Benton County District Attorney proposal for a proactive intervention plan against target-rich gun violence in Benton County

Mayor Manning reported that last week Council Leadership recommended that the proposed resolution be presented to the Council for adoption. The resolution would support the Benton County District Attorney's proposal for a proactive intervention plan against target-rich gun violence in the County. Additional information was included in the meeting packet. The District Attorney asked whether the Council would support the proposal he intended to present to the Benton County Board of Commissioners.

Councilors Traber and Hirsch, respectively, moved and seconded to support the Benton County District Attorney's proposal for a proactive intervention plan against target-rich gun violence in Benton County.

Councilor York said she served as Benton County's representative on the Willamette Criminal Justice Council and supported the District Attorney's proposal. She questioned whether the City Council was asked to make a recommendation to the County Commissioners regarding the County's budget.

Mayor Manning responded that the Council's approval of District Attorney Haroldson's proposal would involve formation of a multi-jurisdictional stakeholder group. The District Attorney asked whether the City Council would be interested in participating in the group, if the proposal was accepted.

Councilor Sorte expressed approval of the initiative, but he urged that it not be limited to mental health concerns that seemed to be currently prominent in the news. Having a forum for discussion of the issues would be beneficial and a good venue

for groups such as One Million Moms. He opined that more deaths occurred from guns because the government did not do a better job of controlling gun access.

Councilor Hervey said he would support Human Services Committee conducting a public hearing discussion of the issue. Councilor Sorte responded that a Committee-level public hearing was not necessary, he considered the forum a good process, and he urged not limiting discussions to mental health.

Councilor Hirsch said he did not want to delay the process and would support the District Attorney's proposal.

Councilor York noted that other entities were conducting similar discussions, including Corvallis School District 509J, which, later this month, would sponsor a forum regarding youth mental health issues. She opined that supporting the resolution would not limit conversations. She concurred with Councilor Sorte that the issue was complex, and she did not want Council approval to be interpreted as the Council considering the issue limited.

The motion passed unanimously.

3. Benton County tobacco control issues

Mayor Manning referenced a draft resolution to participate in a multi-stakeholder group led by the Benton County Health Department regarding tobacco ordinances in the County.

Mr. Brewer read a resolution to participate in an inter-agency collaboration in Benton County to examine tobacco ordinances and identifying appropriate representation to participate in the collaboration.

Councilors Hervey and Hirsch, respectively, moved and seconded to adopt the resolution.

Councilor Beilstein said he supported the motion. He noted that the City was ahead of Benton County regarding controlling access to and protecting people from tobacco. Participating in the task force would not commit the City to any action but might help the County develop stronger tobacco controls.

In response to Councilor York's inquiry, Mayor Manning said similar resolutions were being considered by other jurisdictions within Benton County. Corvallis City Council was the first to consider a resolution. When a majority of the jurisdictions took action, the task force would begin meeting.

RESOLUTION 2013-15 passed unanimously.

C. Administrative Services Committee – March 20, 2013 – Continued

3. Public Safety Tax – Continued

Councilor Beilstein referenced previous discussions regarding assessing a public safety tax per living unit or per water meter. He would like the Committee and staff to investigate basing the tax on water usage, which may promote water conservation and be more equitable, as larger water users typically had larger properties.

Councilors Beilstein and Hervey, respectively, moved and seconded to ask Administrative Services Committee and staff to develop data regarding assessing a public safety tax based upon water usage.

Councilor Beilstein confirmed for Councilor Brauner that his proposed methodology would be one of the alternatives under consideration.

Councilor Traber added that considering another alternative may require more time. However, it would not be possible to have a tax in place to affect the Fiscal Year 2013-2014 budget. It was reasonable to consider other options.

Councilor Hervey recalled from previous discussions staff's indication that water usage would be a difficult means by which to track tax payments. He agreed with considering the option, but he urged that staff not invest an extensive amount of time and only develop an initial answer for the Committee.

Councilor Hirsch said he suggested the methodology, which staff indicated was not advisable. He concurred with Councilor Hervey that limited staff time should be spent considering the option.

Councilor Hogg questioned whether staff could re-submit its earlier assessment of the methodology suggestion without conducting more investigation.

Councilor Brauner responded that the Committee could determine how to implement the motion, ensure that the option was considered, evaluate staff's previous analysis, and determine whether to proceed with the option in conjunction with the other options under consideration.

The motion passed unanimously.

Councilor Beilstein said he would like the Committee to consider the alternative of including all public safety services (dispatch, Fire, and Police) on the water bills with the intention of reducing property taxes by an equivalent amount. He clarified that he did not intend for this action to result in a net-zero effect on taxes and fees; he intended to reduce property taxes to allow levies to fund services such as library and parks. He opined that the public safety tax would equate to a small patch on a

larger program with a larger solution needed, rather than small, patch-type solutions. If the Council did not expect to take action affecting the Fiscal Year 2013-2014 budget, he believed the Council should seek a major new source of revenue for the City. A public safety tax would ensure that non-profit and governmental entities paid a fair amount into the General Fund for public safety and reduce property taxes for most property owners, freeing the City's ability to increase property taxes for needed services.

Councilors Beilstein and Hervey, respectively, moved and seconded to instruct Administrative Services Committee and staff to examine the option of paying for all public safety via a fee on the City's utility services bills and remove the public safety costs from the property tax-funded budget.

Councilor Hervey noted that the previous operating levy essentially "protected" specific services (Osborn Aquatic Center, Corvallis Senior Center, and Corvallis-Benton County Public Library), which staff had not designated as top priorities. He was concerned that Councilor Beilstein's suggestion would create a similar situation of prioritizing staff positions, resulting in later reducing other services within the Police and Fire Departments to protect those prioritized positions. He liked the overall idea.

Councilor Hirsch reviewed that the Council would present the public safety tax to voters. He agreed that the public safety services should be funded by a levy large enough to pay all the necessary services. He did not support funding public safety via a fee on a City utility bill and then asking City ratepayers to pay a large monthly fee to fund all public safety. He opposed the motion.

Councilor Brown said he opposed the motion, as it equated to placing a patch on a patch. Many actions could occur simultaneously, including presenting a public safety tax to voters and asking voters to approve a levy. Rather than layers of patches, he opined that the Council should address all of the situations in one unified, comprehensive manner.

Councilor Brauner observed that Councilor Beilstein wanted to know how his proposal would impact water bills. He believed it would be easy to determine the impact without an extensive amount of staff time.

Councilor Traber said he was comfortable with the motion, which asked the Committee to consider an option over a long term. He recalled that the City began similar discussions two years ago to fund the Fire Department. Determining a reliable means of funding public safety was a long-term objective. He believed the Council should discuss how to resolve short-term financial problems.

Councilor Beilstein said his proposal would affect monthly water bills and annual property tax bills. He speculated that ratepayers might support a $70 monthly utility services charge that was offset by a $1,500 reduction in their annual property taxes.

Councilor Sorte opined that considering applying general taxes to City utility bills further eroded public trust within the community.

Councilor Brauner responded to Councilor Sorte by asking how the Council would develop a comprehensive plan without considering alternatives. He did not necessarily support Councilor Beilstein's suggestion, but it represented an alternative. He would be satisfied informally asking the Committee to consider alternatives.

Councilor York said the Committee discussed the issue over several months. Considering another alternative indicated the Committee's interest in other perspectives. However, she was not interested in the alternative and would not support the motion.

Councilor Hogg concurred with Councilor Sorte, saying public safety was a core City service that taxpayers expected to be funded by their tax payments. People wanted to be able to vote regarding any tax increase. He believed the Council should not merely impose the fee on City utility service bills. He opposed the motion.

Councilor Brauner said the Committee agreed that its recommendation would be presented to Corvallis voters.

The motion failed four to five on the following roll call vote:
Ayes: Beilstein, Brauner, Traber, Hervey
Nayes: Brown, Hogg, York, Hirsch, Sorte

Mayor Manning recessed the meeting from 7:57 pm until 8:07 pm.

XI. NEW BUSINESS – None.

XII. PUBLIC HEARINGS

A. A public hearing to consider a Land Development Code text amendment (LDT12-00002 – OSU Campus Master Plan Major Adjustment)

Mayor Manning announced that City staff received an appeal today; however, the appeal was deemed incomplete because it was not accompanied by the required filing fee. Per Land Development Code Section 2.19.30.06.b, an appeal that was incomplete, filed late, or improperly filed may be denied by the hearing authority without further review.

Councilors Hervey and Sorte, respectively, moved and seconded to deny the appeal of the Planning Commission's decision regarding a Land Development Code text amendment pertaining to Oregon State University Campus Master Plan Major Adjustment (LDT12-00002).

In response to Councilor Traber's inquiry, Mr. Brewer explained the appeal components and noted that the appeal included statements regarding the required fee.

Councilor Beilstein said he would support denying the appeal because the application was incomplete. However, he sympathized with the appellant's concern that he could not afford the filing fee. He observed that this factor must be addressed. He acknowledged that appeals involved City expenses. If enough people were interested in appealing a decision, they could combine resources to pay the filing fee. Apparently in this case, there were not enough people interested in appealing the Planning Commission's decision and share the filing fee. He said it was unfortunate to place an economic burden on citizens wanting to appeal planning decisions, but the fee protected the City from frivolous appeals that lacked support.

The motion passed eight to one, with Councilor Hirsch opposing.

Mayor Manning reviewed the order of proceedings and opened the public hearing. She announced that staff received a written request to hold open the record for seven days.

Declaration of Conflicts of Interest – None.

Declarations of Ex Parte Contacts

Councilor Sorte reported that he attended a Planning Commission meeting at which the text amendment application was discussed.

Councilor Hirsch reported that he spoke with Rick Hangartner, who submitted the incomplete appeal of the Planning Commission's decision. Councilor Hirsch said most of the conversation involved parking districts and would not influence his ability to make a fair and impartial decision.

Councilor Hogg reported that he spoke with Mr. Cull regarding his e-mail, which was distributed to Council members this evening (Attachment I).

Declarations of Site Visits

Councilors Sorte and Beilstein reported visiting the proposed project site.

Rebuttals of Disclosures – None.

Objections on Jurisdictional Grounds – None.

Staff Overview

Associate Planner Richardson explained that the Council was considering a LDC text amendment requested by OSU. LDC Chapter 3.36, "OSU Zone," implemented the OSU Campus Master Plan (CMP). The Zone divided the OSU campus into ten sectors (identified as A through J). Each sector was allocated a maximum square footage for development. OSU proposed constructing a 90,000-square-foot residence hall in Sector D, which had only 35,000 square feet allocated for development. Sector C (adjacent to Sector D) had 750,000 square feet allocated for development. Due to the difference in allocation space between Sectors C and D, OSU requested Council approval to transfer 71,000 square feet of allocated

development space from Sector C to Sector D. The transfer required Council approval of a major adjustment to the OSU CMP via a planned development process; the Planning Commission approved the request. The transfer would also affect development space allocations specified in the LDC (Table 3.36-2, "Building Square Footage by Sector"), warranting a LDC text amendment. The Planning Commission unanimously recommended that the Council approve the requested LDC text amendment.

Mr. Richardson presented a diagram of the OSU CMP, noting the locations of Sectors C and D. The proposed development site was surrounded by various LDC zones and Comprehensive Plan Map designations. The OSU campus was zoned OSU with a Public Institutional designation on the Comprehensive Plan Map. Properties immediately surrounding the proposed development site were primarily zoned for medium- and high-density residential use with some industrial uses.

Mr. Richardson reiterated that the Council was considering the LDC text amendment portion of the application.

Mr. Brewer announced that failure to raise an issue, accompanied by statements or evidence sufficient to afford the City or other parties the opportunity to respond to the issue, precluded appeals to the State Land Use Board of Appeals based upon that issue. He also announced that failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precluded an action for damages in Circuit Court.

Applicant Presentation

David Dodson, OSU Campus Planning Manager, explained that last year, OSU President Ray, with the efforts of the City, OSU, and the OSU/City Collaboration Project, issued a directive regarding the importance of OSU housing more students, particularly freshmen, on OSU's campus. Per President Ray's direction, full-term freshmen must live on the campus beginning fall term 2013. Finley Hall would be re-opened to accommodate the increased housing needs for new freshmen. The proposed residence hall would be available for occupancy fall term 2014. One of the recommendations approved by the Project Steering Committee March 18 involved OSU providing more on-campus student housing; specifically, 28 to 30 percent of the undergraduates would live on the campus by 2019. OSU currently housed approximately 18 percent of the undergraduates. Meeting the recommendation goal would require 3,200 more on-campus beds, in addition to the current inventory of 4,200 beds, exclusive of family housing. Recent developments for on-campus student housing included Halsell Hall in 2002 and International Living Learning Center (INTO) in 2011.

Mr. Dodson said OSU preferred providing "full services" to freshmen, who often needed some guidance, oversight, and prepared meals. Therefore, housing facilities would be developed close to dining halls. OSU's three dining halls were located at West Dining (on the west side of the campus), by Finley Hall (on the south side of the campus), and at McNary Hall (on the east side of the campus). Of the three dining halls, only McNary Hall could accommodate additional students. OSU staff sought a location near McNary Hall for a new residence hall.

Directly north of the proposed development site was Lower Campus, where many festivals and events were held. Lower Campus was within OSU's historic district and was one of four open space areas considered contributing and significant to OSU. Those factors deterred OSU staff from proposing developing on the Lower Campus site. The land south of the existing dormitories that faced SW Jefferson Avenue (Jefferson) was the only suitable site for the proposed residence hall. Constructing a residence hall on vacant land immediately south of Callahan Hall, closer to SW 15th Street (15th), would create shade on the south side of Callahan Hall. OSU staff preferred maintaining some open space, plazas, or courtyards between buildings, especially residence halls. The open, graveled parking lot south of SW Adams Avenue (Adams) was a suitable development site. With sufficient funds, OSU would install ballards at either end of Adams adjacent to the residence hall, creating a plaza; ballards would restrict vehicle access but allow access by emergency vehicles and when students were moving into and out of the residence hall.

The proposed residence hall would have 90,000 square feet of development, be five stories tall, and contain 54 suites. Each suite would have three bedrooms with one or two students per bedroom, for a maximum of 324 beds in the building.

When the OSU CMP was approved in late-2005, OSU staff did not anticipate much additional development in Sector D, which was mostly housing. OSU staff anticipated a need for approximately 35,000 square feet of additional development in Sector D. Rather than increasing the overall development allocation, OSU staff believed it would be more appropriate to transfer development allocation square footage from Sector C to Sector D. A dormitory that did not need to be near a dinging hall could be constructed in almost any sector, but Sector D did not have an adequate development square footage allocation. OSU staff suggested that the allocated development space in Sector C be reduced by 71,000 square feet and in Sector D be increased by the same amount. The total developable square footage on the OSU campus would not change. OSU staff also recommended including provision f with LDC Table 3.36-2 regarding the standards for how the development square footage allocation in Sector D would be used, specifically, a residence hall.

Mr. Dodson referenced written testimony submitted by Rick Hangartner (Attachment J), including a request that the record remain open for seven days for submission of additional written testimony. OSU would like an additional seven days to respond to any testimony.

Mr. Dodson summarized that OSU staff concurred with staff's recommendation that the Council approve the LDC text amendment request.

Questions of Applicant

In response to Councilor Brown's inquiry, Mr. Dodson said the proposed development site was currently a graveled parking lot. Those who currently parked in the lot would likely use adjacent lots. OSU staff reviewed its most recent study of parking utilization on the campus. The OSU CMP was created to address overall parking utilization on the campus. If parking utilization reached 85 percent, OSU staff must begin designing additional parking facilities. Should parking utilization reach 90 percent on a campus-wide basis, OSU would not be able to pursue any new development. Generally, 85 percent utilization was considered visually full. OSU's campus contained 7,200 fee-based parking spaces; 4,900 of those parking

spaces were utilized, and 2,300 parking spaces were vacant. Applying the 85 percentile concept, 1,200 parking spaces should be available. OSU staff considered the area immediately around Sector D, specifically between Jefferson and the railroad tracks near SW Washington Avenue (Washington). Based upon available parking spaces and last year's parking utilization study, approximately 218 parking spaces were available in the parking lots. The proposed residential hall development project included modifying some disability-accessible parking spaces and creating a plaza, which would replace 18 parking spaces. The project would displace 218 parking spaces. He expected that most of the displaced parking would be accommodated in the existing additional parking capacity.

Mr. Dodson noted concern regarding where additional students, living in the proposed residence hall, would park. Through the OSU/City Collaboration Project, OSU staff realized neighborhood and parking concerns. One Project recommendation involved expanding the neighborhood parking district to approximately one-half mile from the OSU campus boundary. If the district was expanded, OSU staff hoped such expansion would alleviate some of the parking problems in the neighborhoods surrounding OSU's campus. He noted that some people chose to park in neighborhoods, rather than parking on OSU's campus or using another mode of transportation to the campus. Recent residential development activity in neighborhoods near OSU's campus resulted in increased residents and impacts to on-street parking; a five-bedroom unit may have only three parking spaces, so more vehicles were parked on the streets. Expanding the parking districts would leave on-street parking accessible for neighborhood residents; others would need to park elsewhere.

Mr. Dodson said OSU staff sought to better utilize existing on-campus parking. Parking at Reser Stadium was under-utilized when home football games were not being played. This parking was included in the 1,200 available parking spaces previously referenced. This year OSU implemented a direct shuttle route, so a third shuttle traveled from Reser Stadium to the core of campus and back. A consultant would work with OSU staff on a tiered parking strategy to better utilize existing on-campus parking. In a three-tiered parking strategy, areas highly utilized (80- to 100-percent utilization) would be considered premium areas and have a higher parking fee than was currently charged for students and faculty. The average on-campus parking space would have approximately the same fee as was currently charged. Areas significantly under-utilized would be considered economy areas and be charged a lower parking fee. OSU staff hoped that the third express shuttle route would encourage parking at Reser Stadium. People would be more likely to park at Reser Stadium if a shuttle serviced the area more frequently than the time needed to walk from the Stadium to the campus core. OSU staff would also investigate better utilizing other modes of travel. OSU conducted bi-annual bicycle parking utilization studies. All of those efforts, in collaboration with the City and Benton County, improved the community's transit system. OSU hoped to better utilize on-campus parking in conjunction with the City's efforts regarding neighborhood parking issues. OSU would like to encourage people to consider using public transit or a non-motorized mode of transportation.

In response to Councilor Sorte's inquiry regarding OSU's parking policies and public transit versus those of the University of Oregon (UO), Mr. Dodson said UO had parking districts in areas surrounding its campus. UO had a smaller supply of available on-campus parking

and charged almost twice the fees charged by OSU. The public transit system serving the UO was larger and more extensive than was available in Corvallis and at OSU.

In response to Councilor Sorte's further inquiries, Mr. Dodson said the fee for parking immediately south of the proposed residence hall would be based upon utilization. He expected that the lots experiencing 80- to 100-percent utilization would have the highest fees. The lots south and east of the proposed residence hall were currently under-utilized. A parking lot at SW 11th Street and Washington was currently free but was almost always full.

Councilor Sorte noted that shuttle services had not affected utilization rates in parking lots on the north side of OSU's campus or in the adjacent neighborhoods. Incentive programs may not work. If parking fees were increased, he expected people to seek parking in the neighborhoods.

Mr. Dodson acknowledged that Councilor Sorte described a likely outcome. OSU staff worked with the City regarding how best to implement a tiered parking system. If the City enlarged the parking districts, OSU would implement a tiered parking strategy imultaneously. If OSU implemented a tiered parking strategy before the City enlarged the parking districts, OSU must be prepared to respond to potential impacts in the neighborhoods. According to utilization studies conducted as part of the OSU/City Collaboration Project, neighborhoods immediately north of OSU's campus already experienced 75- to 90-percent parking utilization. He opined that there were few options for parking in those neighborhoods, and impacts could increase.

Councilor Sorte suggested that charging for on-street parking in neighborhoods adjoining OSU's campus could balance the parking impacts and improve neighborhood livability.

Councilor Hirsch suggested that the proposed dormitory include structured parking.

Mr. Dodson clarified that the 218 available parking spaces after the proposed development would not include the parking spaces lost when the gravel parking lot was developed into a dormitory. No parking spaces would be added. OSU would rely upon better utilization of existing on-campus parking spaces near the proposed development site. One lot immediately southwest of the site was very under-utilized. Surface parking spaces were generally estimated to cost $5,000 each; structured parking spaces could cost $15,000 to $22,000 each. OSU constructed buildings to last 50 to 100 years, so construction costs were higher than the market rate. Construction costs must be considered, if OSU wanted to encourage students to live on the campus during at least their freshman year.

Councilor Hirsch observed that OSU could charge premium parking fees indefinitely. OSU sought to increase student enrollment but was eliminating parking spaces. OSU had an opportunity to create permanent parking in a new residence facility that could pay for itself well within the life cycle of the building. He questioned why OSU would not include parking in a new facility near the core of the campus, when parking spaces were being eliminated.

Mr. Dodson responded that the underground parking at the Renaissance on the Riverfront development cost $50,000 per parking space. The current market rate for underground parking was $25,000 to $30,000 per parking space. Amortizing the cost over the life of the building would result in an expensive cost to building residents. The parking structure at SW 26th Street and Washington cost $17,000 per parking space with 1,000 parking spaces. He said parking structures must be quite large to achieve a reasonable cost per parking space. OSU staff was considering two locations for parking structures. A parking structure would consolidate parking on the OSU campus, so consideration must be given to how people would access a parking structure. A parking structure must be sited to minimize impacts to neighborhoods and be on arterial or collector streets or have good dispersion access. A parking structure must be ideally served by a transit link that connected to the core of the campus to encourage use of the parking structure. One site under consideration was at 15th and Washington; the other was along SW Campus Way between SW 30th and SW 35th Streets, near the OSU Motor Pool facility. The parking utilization rate could be maintained by increasing parking fees without need for additional parking until the OSU CMP expired. OSU staff realized that was not a good long-term solution to the situation and must change during an OSU CMP update.

Councilor York asked how on-campus parking would be affected if everyone who chose to park in neighborhoods surrounding OSU's campus decided, instead, to park on the campus.

Mr. Dodson responded that staff did not have specific numbers regarding parking in neighborhoods surrounding the campus. OSU hired Group McKenzie to work on OSU's base transportation model – an annual transportation assessment. The assessments were provided to the City and indicated the locations of failing intersections. The intersection of 15th and Washington failed. In conjunction with the proposed residence hall project, the Planning Commission approved a Condition of Approval requiring OSU to construct roadway improvements at the intersection totaling an estimated $2.5 million. Washington Way was partially within the railroad property and must be moved northward, resulting in demolition of four buildings. The work would include a full-intersection improvement.

The neighborhood parking utilization studies conducted in conjunction with the OSU/City Collaboration Project determined that impacts from people parking in neighborhoods, rather than on the OSU campus, were not as great as anticipated. Much of the impact in the neighborhoods was the result of the number of people living in the neighborhoods, the number of vehicles residents had, and the lack of off-street parking in the neighborhoods. New townhouse developments may have insufficient parking spaces for the number of residents, and older houses converted to multiple living units may have off-street parking for only one vehicle. Many students brought vehicles to the campus.

Councilor York appreciated that OSU was taking action toward requiring freshmen students to live on the campus. She commented that, just because the OSU/City Collaboration Project Steering Committee did not deny a work group's recommendation, she did not consider the Steering Committee a recommending body. She did not give credence to the Committee's recommendations, since it did not investigate or deny any recommendations.

Mr. Dodson commented that, to minimize the impacts of student enrollment growth, increasing the number of students housed on the OSU campus would result in less need for

students or faculty to drive through neighborhoods to access the campus. Students living on the campus would typically leave their vehicles parked during the day and walk, bicycle, or use the campus shuttle; they might use their vehicles during evenings or weekends.

Councilor Hervey noted that multiple small buses passing a site at short intervals can give a positive psychological impact to those relying upon shuttle service.

Mr. Dodson responded that the recently added express shuttle traveled SW 26th Street from Reser Stadium to SW Orchard Avenue and back. OSU staff and the consultant would consider a shorter route to avoid congestion when classes changed. He confirmed for Mayor Manning that shuttle buses were equipped with location-tracking software.

Councilor Hogg expressed concern regarding parking in neighborhoods east of the OSU campus. He asked why the proposed residence hall would have a grassy area in front, rather than a parking lot for some additional on-site parking.

Mr. Dodson equated a parking lot in front of the dormitory to a parking lot in a front yard of a house. OSU attempted to site buildings on the campus in a way that they were attractive and provided visual relief and respite. Having a green area near the residence hall that residents could access would benefit their health. Many of the parking lots on the north side of OSU's campus were open green areas during the 1930s and 1940s. The green areas were paved to accommodate vehicles; however, students and faculty now looked out windows at parking lots, rather than green areas. That was not the desire for the campus. The original campus plan included extensive incorporation of open green areas.

Councilor Hogg noted that the City required, and recently increased the minimum standard for, parking for residential developments off the OSU campus. It seemed inequitable that OSU was allowed to remove existing parking and construct a residence hall with no on-site parking.

Councilor Sorte commented that developers of off-campus housing did not have extra parking spaces available. A developer attempting to amortize parking spaces over the life of a residential development would experience the situation Mr. Dodson alluded to of a very expensive rental rate. Developers were required to have more parking spaces but were charging tenants for the spaces; the spaces remained empty. Residents parked on the streets, rather than pay additional fees for on-site parking.

Noting that the proposed residence hall would have suites, Councilor Sorte inquired whether OSU had old-fashioned dormitories with shared toilet, sink, and shower rooms.

Dan Larson, OSU University Housing and Dining Services Associate Director, said the initial plan for two-bedroom apartments would not be affordable for students. A design involving suites would increase occupancy density and decrease rental costs. Most of the suites would be "double-loaded corridors" – double-occupancy rooms with shared bathrooms down a hall; these would have the lowest rental rates. Suites for four people would have the highest rental rates.

Councilor Hirsch said it would be easier for him to approve the LDC text amendment if OSU's parking and transit plans were part of the proposal.

Councilor Traber concurred with Councilor Hirsch that it would be beneficial to have on-site parking as a requirement of on-campus residential developments so it did not impact neighborhoods. He believed parking districts in the neighborhoods would still be needed, or a tiered parking strategy would divert more campus parking into the neighborhoods. An integrated solution was needed.

Staff Report

Mr. Richardson reviewed that OSU requested an amendment to LDC Chapter 3.36 to allow transfer of 71,000 square feet of development allocation from Sector C to Sector D. Staff proposed amending LDC Section 3.36.40.01, "Sector Development Allocation," by specifying that the 71,000 square feet of development allocation be used for a residence hall in the area OSU specified. The proposed language would ensure consistency with the applicant's proposal on which the evaluation was based by ensuring that the development allocation was used where and how proposed. The proposed language would also ensure that the LDC text was consistent with the OSU CMP, which the LDC was to implement, and would prevent a scenario of a Planning Commission-approved OSU CMP major adjustment expiring, leaving an inconsistent LDC text. Conditions of Approval could not be applied to LDC text amendments, so the proposed language would ensure that the proposal would function as staff evaluated it to function.

Mr. Richardson referenced the review criteria outlined in Attachment E. LDC Section 1.2.80, "Text Amendments" was the primary criteria. The section allowed the Council to consider applicable Comprehensive Plan policies and Statewide Planning Goals,

Referencing the Council's inquiries and comments regarding parking, Mr. Richardson explained that the LDC specified standards for parking on OSU's campus. When 90 percent of available on-campus parking was utilized, OSU must construct parking with new development. The most-recent parking utilization study indicated that parking utilization was at 68 percent. The LDC did not require any new parking with the current proposal. The application complied with LDC standards regarding parking. The application before the Council did not involve a building, so other development standards typically associated with developments were not considered with the current LDC text amendment request; those standards would be considered in conjunction with building permit applications.

Mr. Richardson said the Planning Commission and staff determined that the application complied with the criteria regarding public necessity, convenience, and general welfare for three broad reasons:

- Providing the transfer of development square footage allocation would allow more students to live on the campus, potentially reducing pressures on neighborhoods to transition to predominantly student-based neighborhoods, thereby maintaining the variety of housing types.
- The requested transfer would place many students within close proximity of facilities they would need to attend school, encouraging bicycle and pedestrian modes of transportation and reducing the need to rely on single-occupancy vehicles.

- The proposed residence hall would be sited next to two other residence halls and a dining hall, representing an efficient use of land and resources by taking advantage of an existing, under-utilized dining hall and creating synergy with existing residence halls.

For the cited reasons, staff determined that the proposal was in the public's interest and promoted the general welfare of the community.

Mr. Richardson said Comprehensive Plan Policies 9.4.7, 9.7.2, and 9.7.3 were particularly relevant and encouraged specialized housing for OSU students, encouraged OSU students to live on the campus, and aspired to place 50 percent of OSU students on the campus or within one-half mile of the campus. The proposed LDC text amendment aligned with the cited Comprehensive Plan Policies.

Mr. Richardson said staff's evaluation, which the Planning Commission supported, determined that the proposed LDC text amendment was consistent with Statewide Planning Goals.

Mr. Richardson summarized that staff's evaluation determined that the proposed LDC text amendment was consistent with the applicable review criteria for text amendments, and staff recommended that the Council approve the request.

Questions of Staff – None.

Public Testimony – Support – None.

Public Testimony – Opposition – None.

Public Testimony – Neutral

Barbara Bull lived in a neighborhood proposed for a parking district. She asked why the application was a text amendment, as it involved issues beyond text. She inquired whether a different process would be more appropriate. She asked about the difference between a text amendment and a development proposal, as a development proposal was typically very complex with more review criteria. She surmised that Comprehensive Plan policies and the LDC were involved in approving the OSU CMP. She asked why the CMP needed to be changed, if the Comprehensive Plan and LDC were already considered regarding the CMP. She believed the proposal involved a change in parking which highlighted a significant gap in the current CMP in that OSU charged for parking, and the CMP criteria for parking development was based upon usage of parking for which OSU charge. OSU could increase its parking fees, thereby keeping the usage rate below the threshold for OSU to construct parking. This could lead to OSU never being required to add parking. She said OSU had a policy that new dormitory developments must pay for themselves, so developments tended to be above market rate and more expensive than was available elsewhere in the community. This led to OSU not building more dormitories, leading to issues of housing and parking. She did not object to the proposed design for the new residence hall; however, it would be built on a parking lot, rather than a green area on the campus. She considered this a contradiction, as many people living in neighborhoods near the campus were overlooking parking lots that used to be empty streets, and affected the quality of life in the neighborhoods.

Community Development Department Planning Division Manager Young explained that OSU's application required a major adjustment to the OSU CMP because of the transfer of development square footage allocations between sectors. The Planning Commission approved the request March 20; the Commission's decision was not appealed. The application also required amendment of the LDC text because of provisions that specified the development square footage allocations. Both processes must be conducted and approved for the application to be approved. The review criteria for the two processes differed slightly; however, public necessity, welfare, and convenience were the main criteria.

Mr. Brewer added that the Planning Commission's decision was contingent upon the Council approving the LDC text amendment. If the Council denied the LDC text amendment, the Commission's decision would be negated.

Community Development Director Gibb clarified for Councilor Hirsch that the application was reviewed by the Planning Commission and the Council. If the Council approved the application, OSU would apply for building permits and begin construction; no additional public process would be needed.

Councilor Brauner added that the development proposal was already reviewed by the Planning Commission, was not appealed to the Council, and was considered valid. If it was appealed, the Council would need to consider more issues. The Council was only considering the LDC text amendment request.

Councilor Beilstein commented that, if the Council denied the LDC text amendment request, OSU would not be able to proceed with developing the residence hall. The Council must determine whether the development met the criteria and benefitted the community to warrant the LDC text amendment.

Mr. Brewer noted that the record would remain open for seven days, so Ms. Bull could provide additional written testimony or response to the Council's comments.

Ms. Bull said she did not know the Planning Commission's review criteria. The Council's review criteria included quality of life, which she considered related to parking and its impacts on neighborhoods surrounding OSU's campus. She believed the parking issues were dismissed, as though they could not be raised during the public hearing. She suggested that quality of life and the view outside someone's living room window related to the Council's review criteria. She said development square footages were allocated among the CMP sectors for a reason, and it was appropriate to consider whether transferring the allocations was in the community's best interests and whether contingencies for parking could make the scale of the project more appropriately valuable to the community.

Rebuttal

Mr. Dodson said parking was included in OSU's presentation to the Planning Commission. The Commission reviewed the application in relation to nine compatibility criteria, which included transportation and parking. The Commission's review discussions were included with the staff report to the Council. The Council was considering the criteria specific to a

text amendment. If OSU wanted to build the proposed residence hall in a sector with a sufficient development square footage allocation, the development would not be subject to review and approval by the Commission or the Council; OSU would be able to proceed with construction without a public review. He reiterated that, when the OSU CMP was approved, no additional development was anticipated for Sector D, and there was insufficient development square footage allocation available in Sector D for the proposed residence hall. The residence hall would provide additional on-campus student housing.

Sur-Rebuttal – None.

Request for Continuance – None.

Request to Hold Record Open

Mayor Manning announced that the record would remain open until 5:00 pm, Monday, April 8; OSU would have seven days to respond to any additional testimony.

Mr. Brewer clarified for Councilor Brauner that Mr. Hangartner's written testimony referenced both the Planning Commission's decision and the LDC text amendment. The testimony questioned both processes and which would be the final process. The Land Use Board of Appeals' standard regarding a party having standing in *quasi* judicial decisions was low and included whether the party submitted written testimony; the testimony may be irrelevant, but the party would still have standing.

Right to Submit Additional Written Argument

Mr. Dodson did not waive OSU's right to submit additional written argument. Mayor Manning announced that OSU's additional written argument must be received by City staff by 5:00 pm, Monday, April 15.

Mayor Manning announced that the Council would deliberation the LDC text amendment request as part of the Council's meeting Monday, April 15.

Mayor Manning closed the public hearing.

Questions of Staff

Mayor Manning asked Council members to submit written questions to staff as soon as possible.

XIII. ADJOURNMENT

The meeting was adjourned at 9:36 pm.

APPROVED:

_____

MAYOR

ATTEST:

_____

CITY RECORDER

RESOLUTION 2013-09 passed unanimously.

2. Airport Lease (Looney)

Councilor Hogg said the current Airport lease with Susan Looney is scheduled to expire July 31, 2013. She requested a ten-year lease extension.

Councilors Hogg and Brauner, respectively, moved and seconded to approve a ten-year Airport lease extension with Susan Looney with the term ending July 31, 2023. The motion passed unanimously.

3. Council Policy Review and Recommendation: 97-7.13, "Municipal Airport and Industrial Park Leases"

Councilor Hogg reported that staff recommended three policy amendments in response to prior Council practices: 1) formalize land rental rates for properties with and without runway access, 2) include language about wetland mitigation cost recovery, and 3) include rights of termination to clarify action at the end of a lease term.

Councilors Hogg and Brauner, respectively, moved and seconded to amend Council Policy 97-7.13, "Municipal Airport and Industrial Park Leases" as recommended by staff. The motion passed unanimously.

D. Other Related Matters

1. Mr. Brewer read a resolution accepting an Oregon Department of Transportation grant in the amount of $142,212 for eCitation and eCrash software and hardware.

Councilors York and Traber, respectively, moved and seconded to adopt the resolution.

Councilor Hervey said Judge Donahue told him the use of this software would save the Municipal Court money.

RESOLUTION 2013-10 passed unanimously.

2. Mr. Brewer read a resolution authorizing the Parks and Recreation Department to proceed with a Local Government Grant application for the Arnold Park rehabilitation project.

Councilors Hirsch and Traber, respectively, moved and seconded to adopt the resolution.

RESOLUTION 2013-11 passed unanimously.

RECEIVED

APR 01 2013

CITY MANAGERS OFFICE

April 1, 2013

To: City Council and City Manager

Re: Proposals to consider contracting out/program cessation in the Parks and Recreation Dept.

As a recent 9-year member of the Parks, Natural Areas and Recreation Board (PNARB) and a 30-plus year supporter of public parks and recreation programs in Corvallis and Benton County, I was both surprised at and disappointed in the way Parks staff was recently given direction to look at consideration of contracting out some Parks maintenance services as well as many recreation programs.

Process

The request to add Parks and Recreation Programs to the list of possible contracting-out investigations appears to have come up suddenly, without any prior public discussion. Had there been any public notice that Parks and Recreation programs were under consideration to be added to the list, it would certainly have resulted in additional information coming forward to you from the public—information that might have caused you to delay or change that decision.

For well over 30 years, your Parks advisory board has worked, with city councils, Department staff, volunteers, supporters, and program users to build extremely successful parks, natural areas and recreation programs, run by dedicated, first-rate staff and supported by many, many citizen volunteers. Because Parks Board members take very seriously their responsibility to balance programs offered and fees charged with community needs and expressed desires, your citizen volunteers on the PNARB have a wealth of understanding about the varied and wide range of issues relating to the subject. Yet they knew nothing about this request ahead of time, and were not asked to provide feedback that you might have found useful in considering the request.

To require the significant and time-consuming staff work of considering contracting out programs without first involving or at least asking for feedback from your advisory board seems premature. It flies in the face of the very citizen involvement that is both a long-term over-arching city goal, as well as one of your specific current goals. It has the additional negative consequence of depriving yourselves of information that might have proved useful in your deliberations before tasking staff to do this work.

Concerns with the request

The limited information in City documents and newspaper articles raises a number of questions and concerns about the request to add Parks and Recreations programs and services to the contracting-out investigations. These lead me to suggest that the decision to do so should perhaps be reconsidered.

1. How does this fit in with other cost-management work either recently completed or already under way?

- ☐ Why is this being asked for now when the Department has just completed and is implementing an expensive and detailed cost recovery methodology? Wouldn't it make more sense to refrain from pushing other budgetary solutions until the Council can see the results of this implementation?
- ☐ What is the status of the consideration of looking at the formation of a Parks District, given that we just expended significant resources for staff and a consultant to do a year-long study regarding that possibility?
- ☐ What are the plans for continuing or supplementing the current Parks and Library levy?
- ☐ Since adult programs run by the city actually produce revenue for the Dept. and the City,and are not subsidized at all, why are they included?
- ☐ What is the 2023-14 Budget? Does the next Parks Dept. budget address any shortfalls?

2. Clarity of direction: The requests are short on specifics and vague in direction to staff regarding what they are expected to do. Are they supposed to consider all recreation programs, including the Senior Center, the Aquatic Center and all recreation programs currently offered by the city? What about programs currently offered through the Arts Center or the Majestic Theater?

3. Opinion vs. knowledge: The request appears to be based at least in part on general assumptions and assertions without clear factual underpinnings to support them. What specific information, data or studies support the statements that there are "providers of equivalent recreation programs within the community," and that "...it is clear that many and perhaps most of the city's recreation programs are replicated externally. These include youth sports (youth and adult), summer camps, after school activities, enrichment and more" ?

If there are so many effective private providers offering so many similar programs in town, then why are the Parks and Recreation programs we offer (see the 62 page current Spring/Summer catalog) so popular and in such demand? Isn't that a strong indication that whatever private programs are available are not and would not meet current community needs and desires?

4. Transparency:
   - Who exactly are the "many private entities in town who already operate such programs" (*Gazette Times*, March 15)) to be considered as alternative providers of these services? The only ones I heard mention of were the Boys and Girls Club, the Timberhill Athletic Club and the Smile program at OSU. Are there others?
   - What conversations or meetings have occurred to date between any councilors or any staff with any outside organizations that have been mentioned as possible outsourcing possibilities?
   - If conversations or meetings have occurred, what has been discussed and what have these organizations been told?

It is important for the public be reassured that there is complete public transparency regarding what is happening. One of the mentioned possible alternative providers is a private for-profit organization; and another has a long history of conflict or disagreement with leadership and members of your PNARB.

Concerns with the concept

In adding the Parks and Recreation Department's programs to the list of possible services to be privatized, Councilor Traber has suggested that "the City could either contract with those organizations to offer the city programs or the city could simply delegate provision of the programs to those organizations." I respectfully disagree that doing so would be either appropriate or cost-effective or would meet community needs .

I have had experience with contracting out public services on several occasions. From a management perspective as a public official, what I have observed is that after contracting out services formerly provided by public employees, ultimately service quality declines, and costs increase. Also, a side result is that contracting out can result in the work being done by employees hired at or near the minimum wage, with no benefits provided. And public entities that get into this situation often spend years rebuilding and recovering from decisions to outsource public services. Most importantly, however, is the loss of clear public oversight by either public staff or citizens over the quality, cost, and type of programming offered by private entities.

With regard to Parks maintenance, the city has had a dedicated, knowledgeable and very cost effective seasonal work crew that does the bulk of this work for many years. What is the rationale for thinking that there are alternative service providers available who are both cost effective (only one value measure), and would have the knowledge, skills and expertise that our fine seasonal work crew has?

Suggestions

I do appreciate that you are facing difficult decisions about funding city services. However, for the reasons cited above, I am concerned that the way in which Parks maintenance and recreation programs were brought into the contracting-out discussion has created considerable dismay in the community. I therefore suggest that with regard to Parks maintenance and recreation programs, your request for staff to look at contracting out be taken to the PNARB for information and feedback before any decisions are made to proceed. Second, I strongly urge that the council actually take a specific vote on including recreation services in the City Manager's contracting out proposal to you.

In closing, I would like to thank the Mayor and City Councilors for everything you do for our community. As someone who was on the city council for 4 years, I know how demanding your responsibilities are, and how little thanks you receive for your volunteer services.

Sincerely,

Kent Daniels

Corvallis, OR 973332

CC: Betty Griffiths, Chair, Corvallis Parks, Natural Areas and Recreation Board
Karen Emery, Director, Corvallis Parks and Recreation Department

RESOLUTION 2013 -

Minutes of the April 1, 2013, Corvallis City Council meeting, continued.

A resolution submitted by Councilor _____.

WHEREAS, tobacco use is the most preventable cause of premature death, disability, and disease in Oregon; and

WHEREAS, the United States Surgeon General concluded that there is no risk-free level of exposure to secondhand smoke; and

WHEREAS, secondhand smoke is responsible for as many as 650 deaths each year in Oregon; and

WHEREAS, tobacco use causes 7,000 deaths due to tobacco-related illness each year in Oregon; and

WHEREAS, each year in Benton County, 1,769 people suffer from a serious illness caused by tobacco use and 18 percent of all deaths can be attributed to tobacco use; and

WHEREAS, each year in Benton County, $17 million is spent on medical care for tobacco-related illnesses and it is estimated that $15 million is lost in productivity due to tobacco related deaths; and

WHEREAS, three jurisdictions in Benton County have already passed smokefree workplace and tobacco retailer licensing ordinances in an effort to prevent exposure to secondhand smoke and stop minors from smoking; and

WHEREAS, new methods of nicotine intake are continually being developed, many of which are currently unregulated, including electronic cigarettes that are available for sale to minors and allowed to be used indoors in Benton County; and

WHEREAS, 22 percent of Benton County tobacco retailers inspected by the Oregon Synar Program unlawfully sold to minors in 2012; and

WHEREAS, there is an exemption in local and State smokefree workplace laws that allows smoking to occur in tobacco retail stores; and

WHEREAS, jurisdictions in Benton County have a substantial interest in the following:

- Promoting compliance with federal, State, and local laws intended to regulate tobacco sales and use;
- Discouraging the illegal purchase of tobacco products by minors;
- Promoting compliance with laws prohibiting sales of cigarettes and tobacco products to minors;
- Preventing the sale of electronic cigarettes to minors; and
- Protecting residents from secondhand smoke and electronic cigarette vapor; and

WHEREAS, the following jurisdictions in Benton County have an interest in coordinating their efforts and participating in this collaboration: Benton County, City of Adair Village, City of Albany, City of Corvallis, City of Monroe, and City of Philomath.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES to participate in this collaboration and shall identify appropriate representation to participate on the collaboration.

_____

Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

RESOLUTION 2013 -

Minutes of the April 1, 2013, Corvallis City Council meeting, continued.

A resolution submitted by Councilor _____.

WHEREAS, the City Council of the City of Corvallis believes that every citizen and family in our city, county, the state of Oregon will benefit from affordable, quality health care, and the City Council believes that disruptive health care costs to local economies and governments would be reduced thereby; and

WHEREAS, that even with the expected benefits of the federal Affordable Care Act and Oregon's Coordinated Care Organizations, healthcare costs are expected to continue to increase; and

WHEREAS, a well designed health care system could relieve businesses and city governments of their current healthcare costs and result in better access to health care and health outcomes for all residents of our cities and state; and

WHEREAS, as a major local employer, the City of Corvallis provides health insurance for over 400 employees and their families and has worked for many years to provide cost effective, responsive health care insurance through an investment in health strategy and partnerships with other employers, and yet has still experienced rapid increases in health care premiums and expenses; and

WHEREAS, such matters as health care affordability and access ultimately are community issues with local importance and long-term impacts that strain local government budgets in diverse ways, such as public safety and school health issues; and

WHEREAS, the Corvallis Vision 2020 Statement references such impacts and sets a community goal for comprehensive health services that are easily accessible and available to all residents; and

WHEREAS, even those people who have health insurance experience high medical debt, and medical costs are a frequent cause of filing personal bankruptcy for those that are insured as well as those who lack insurance; and

WHEREAS, health care reform efforts are aimed at improving access and affordability of health care as well as transparency of cost and performance information and provider and consumer incentives for wise use of health care and engagement in wellness and prevention; and

WHEREAS, the City Council of the City of Corvallis has a history of supporting single payer health care, as noted in its 2011 Resolution in support of House Bill 3510 or Senate Bill 888.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES that the City Council, in order to support access for the citizens of Corvallis to higher quality and effective health care, urges the Oregon state legislature to enact House Bill 3620, which would direct the Oregon legislature to conduct a study of relative costs and benefits among several health care plan proposals, including:

(a) a publicly financed, privately delivered single-payer system such as used successfully by most other developed countries,

(b) the current system in Oregon and the US including P-PACA and Coordinated Care Organizations created by Oregon's Health Care Transformation legislation,

(c) a system allowing choice of private versus public insurance, and

(d) other options to be suggested by the investigator performing the study.

_____

Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

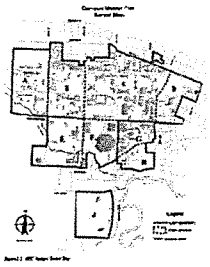
OSU Campus Master Plan

Land Development Code Text Amendment
(LDT12-00002)

Staff Presentation to the City Council
April 1, 2013
Bob Richardson, Associate Planner

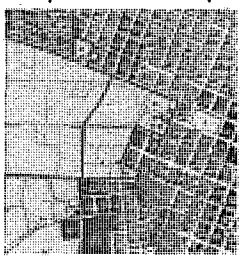
Applicant's Proposal

- LDC Text Amendment
- To transfer 71,000 sq. ft. from Sector C to D
- To supply adequate space for a new Sector D residence hall

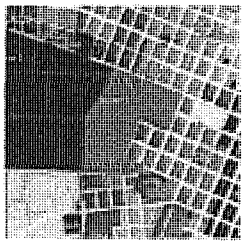


Land Use Designations

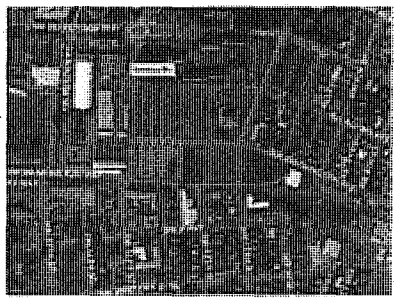
Comprehensive Plan Map



Zoning Map



Surrounding Uses



Full Presentation

LDT 12-00002

LDC Text Amendment

- Applicant Proposed Amendment

Table 3.36-2: Building Square Footage by Sector

Sector	Existing/Approved	Maximum Future Allocation	Total
A	281,551	250,000	531,551
B	831,426	500,000	1,331,426
C	4,685,510	750,000 ~~679,000~~	5,435,510 ~~5,364,510~~
D	325,506	35,000 106,000	360,506 ~~431,506~~
E	253,046	120,000	373,046
F	847,166	750,000	1,597,166
G	742,092	350,000	1,092,092
H	133,535	50,000	183,535
J	41,851	350,000	391,851
Total	8,141,683	3,155,000	11,296,683

LDC Text Amendment (LDT12-00002) Staff Identified Review Criteria

The following review criteria were included in the March 27, 2013, memorandum and exhibits to the City Council regarding the above referenced land use application.

Land Development Code

Section 1.2.80 - TEXT AMENDMENTS

1.2.80.01 - Background

This Code may be amended whenever the public necessity, convenience, and general welfare require such amendment and where it conforms with the Corvallis Comprehensive Plan and any other applicable policies.

1.2.80.02 - Initiation

An amendment may be initiated through one of the following methods:

a. Majority vote of the City Council; or

b. Majority vote of the Planning Commission.

1.2.80.03 - Review of Text Amendments

The Planning Commission and City Council shall review proposed amendments in accordance with the legislative provisions of Chapter 2.0 - Public Hearings.

Comprehensive Plan Policies

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.7 All special developments, lot development options, intensifications, changes or modifications of nonconforming uses, Comprehensive Plan changes, and district changes

shall be reviewed to assure compatibility with less intensive uses and potential uses on surrounding lands. Impacts of the following factors shall be considered:

A. Basic site design (i.e., the organization of uses on a site and its relationship to neighboring properties);

B. Visual elements (i.e., scale, structural design and form, materials, etc.);

C. Noise attenuation;

D. Odors and emissions;

E. Lighting;

F. Signage;

G. Landscaping for buffering and screening;

H. Transportation facilities; and

I. Traffic and off-site parking impacts.

8.4.1 The City shall encourage and support Oregon State University as a major education and research center.

9.3.3 The City shall encourage a mix of residential land uses and densities throughout the City through the application of the criteria of the Land Development Code and through exploration of new approaches that respect the community's values.

9.4.1 To meet Statewide and Local Planning goals, the City shall continue to identify housing needs and encourage the community, university, and housing industry to meet those needs.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on campus.

9.7.3 The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a 1/2 mile of campus.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

11.12.2 The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.

Statewide Planning Goals

A 3-page summary of Oregon's Statewide Planning Goals, taken from the Oregon Department of Land Conservation and Development's website is provided in Exhibit I.160 of the March 27, 2013, memorandum to the City Council.

Goal 1 – Citizen Involvement

Goal 2 – Land Use Planning

Goal 9 – Economy of the State

Goal 10 – Housing

Goal 11 – Transportation

Goal 13 – Energy

Testimony to Corvallis City Council on HB 3260 April 1, 2013

I am Michael Huntington speaking in favor of a resolution by the City Council to support HB 3260. I am a retired physician and member of Corvallis chapter of Physicians for National Health Program and mid-Valley health care advocates. I would like to acknowledge others in the room from these organizations who are here to support the resolution.

HB 3260 is a bill that has the potential to make our local and national news more encouraging. The news I'm talking about is the experience of obtaining healthcare by families and friends and members of our community. I'm thinking of Sally Conklin the veterinarian in Monroe who very nearly was evicted from her farm because of healthcare costs and then Dan Dooley of Philomath who also faces devastating financial costs related to healthcare. I'm thinking of a businessman in Bandon and an artist in Lincoln City each of whom suffered incapacitating strokes caused by undiagnosed high blood pressure. The untold financial, physical, and emotional hardships in each case could have been prevented by medication costing about $.38 a day had these two men been able to afford health care and known about their hypertension. I'm thinking of men and women with advanced cancers I treated at the cancer center here in town who had gone months or years with worrisome symptoms but who avoided seeing a doctor at early stages of their illnesses because of healthcare costs concerns.

Some news *is* encouraging... about the benefits of the Patient Protection and Affordable Care Act, also known as Obamacare, and Coordinated Care Organizations. Pre-existing conditions will no longer disqualify people from healthcare insurance, adult children are now covered under parents' insurance policies through age 26, and primary care which is so important in achieving and maintaining health is emphasized in these new federal and state programs. But because these programs have too little ability to control the high administrative costs of our private health insurance system and too little ability to control delivery costs and prices, we are likely to keep hearing stories like those of Sally and Dan.

A well-designed publicly financed healthcare system is what other countries have used for decades to provide health care for all and at half the amount we pay per capita to cover only two thirds of our population. In most of the systems doctors, nurses, and other providers are private practitioners not government employees. We propose that Oregon and the nation needs and can have well functioning systems like these in the future. But to better assess what such a system would do for us and compare that to existing systems and proposals we need the evidence that would be produced by a study such as proposed in HB 3260.

The study is essential to intelligent, informed decision-making about the future of Oregon's health care and we thank you for considering formal support of the bill.

Michael C. Huntington M.D.

Corvallis, Oregon 97330

AMY ROY
, Corvallis, OR

April 1, 2013

The problem of health care access and affordability are issues that effect local communities and have powerful impacts on local government budgets. The Corvallis Vision 2020 Statement refers to these impacts and calls for comprehensive and accessible care for all residents.

In April 2011 the Corvallis City Council voted in favor of supporting House Bill 3510 which called for a single payer health care system for Oregon. The council had previously passed a resolution in favor of a federal single payer health care plan.

As you can see, the Corvallis City Council has a history of supporting single payer healthcare in both the state and federal government. It has acknowledged that single payer is the best way to provide universal, equitable, affordable, accountable, and transparent coverage for all its residents. Passing this resolution is in line with the goals and interests of our city.

Mid-Valley Health Care Advocates is an all-volunteer, community-based organization that has been in operation for the past 20 years. Our mission is to educate and advocate for a health care system that satisfies the human rights principles of universality, equity, accountability, transparency and participation. We think that a single payer system is the way to achieve these goals.

This Friday, April 5, the Oregon House of Representatives is holding a hearing on HB 3620 which will require the Oregon Health Authority to conduct or contract for a study that will analyze the costs and benefits of several different healthcare plans including publicly financed (single payer), the current system with Obamacare fully implemented, and a system with private and public options. Mid-Valley Health Care Advocates is organizing a bus to transport supporters to that hearing in Salem. We feel strongly that this study is a necessary step on the road to single payer health care for all.

There have been very many studies done in many states, and all but one of them have shown that the publicly funded, or single payer, system is by far the most cost-effective and efficient way to provide quality, equitable health care to everyone. The one exception was in Maine in 2002, where the study showed no difference, depending on services provided, but ruled it "economically feasible" for the state.

Once we have a study with hard data showing that single payer is the best option, we will be on our way to passing HB 2922 which calls for publicly-funded universal health care for all Oregonians.

We would like to be able to communicate to the representatives at the hearing on Friday that our City Council, speaking for its citizens, is in favor of this study. Please vote for this resolution today.

Comments to the Corvallis City Council re: support for HB 3260, the Health Care Delivery Financing Options bill.

Bud Laurent, Chair, Mid-Valley Health Care Advocates

Honorable Councilors:

How would access to comprehensive, equitable, publicly funded, high quality, universal health care system serving everyone in Oregon affect Corvallis residents? Why should the City of Corvallis support HB 3260?

There are many positive answers to those questions; here is one from the perspective of the financial well-being of working Corvallis residents who currently rely on their job-related "health insurance" to keep them well:

- The personal bankruptcy rate in the US = 1.5M filings/yr, average over past 5-6 years (about 0.5% of the population – or, on a family basis of 4/family, approximately 6M Americans/year are affected)
- The actual bankruptcy rate may be from 20% to 80% higher, but research by Columbia Univ. and others shows that many people can't afford the cost of filing.
- US bankruptcy rates in 1980 due to medical/health care costs was about 6%
- A Harvard study in 2011 estimated bankruptcy rates due to medical/health care costs had increased to over 60%.
- Interestingly – and depressing at the same time – over 60% of those filing for bankruptcy for medical reasons HAD HEALH INSURANCE!

Now – bringing these statistics home:

- Oregon represents 1.2% of the US population
- Oregon, with higher than average bankruptcy rates, probably experiences an average of 16,000 bankruptcies/year - and if 60% or more are medically related, that's 10,000 personal bankruptcies/year.
- Corvallis, at 55,000 residents, represents about 1.4% of Oregon's population
- Therefore, Corvallis can be estimated to experience about 225 personal bankruptcy filings/year, affecting the health and well-being of those families and an unknown number of local businesses, as well as the local tax base. If 60% of those bankruptcies are due to medical costs, the resultant 135 filings could be eliminated with a Single Payer health care system. With approximately 135 families NOT going bankrupt every year, wouldn't that make a measurably better Corvallis?

Here's a day to dream about: when Corvallis residents won't lose their health care protection should they lose or change jobs – and when businesses, especially small businesses, no longer have to waste valuable time and resources trying to provide their employees with health insurance that increasingly costs more while protecting less. Isn't that a dream that the City of Corvallis should support?

Young, Kevin

From:
Sent: Monday, April 01, 2013 4:58 PM
To: Kevin.Young.corvallisoregon.gov@eecs.oregonstate.edu
Subject: Campus Plan Adjustment

Campus Plan Adjustment

As I understand it, OSU has requested a change in the Master Plan which would allow them to build a dormitory on 13th St near Adams, and that the City Council must consider approving this change.

I would like to go on record as opposing this change because of negative impact on the surrounding neighborhood.

Specifically, the dorm would be constructed on top of a parking lot, and no off-setting lots or parking structures would be built. As you're well aware the parking situation around the University is TERRIBLE and getting worse. OSU should have an obligation to the town to provide adequate parking. The JOKE presented to the Planning Commission was that the parking lots are only 68% utilized. Using fee structures the university can manipulate this figure to any figure you'd like.

I request that the Council not approve this change without requiring the construction of adequate parking.
{E.G., the Council could require that parking be built into all future construction.}

Please consider this as part of the record for the public hearing to be held at the City Council meeting on April 1.

Sincerely,

Paul Cull

Corvallis

ATTACHMENT I
Page 176-q

Memorandum

To:	Mayor and City Council
From:	Bob Richardson, Associate Planner
Date:	April 1, 2013
Subject:	Written Testimony – OSU Campus Master Plan Major Adjustment (LDT12-00002)

Enclosed is written testimony and correspondence regarding the above referenced land use application that was received after March 27, 2013, and by 5:00 PM on April 1, 2013.

Young, Kevin

From: rick hangartner
Sent: Monday, April 01, 2013 3:45 PM
To: Young, Kevin
Subject: Re: FW: Followup to previous questions and reponses

Hi Kevin,

I thought about it, and there are several things I'd like to put on the record to speak to the approved Master Plan change and the appeal process, and to the LDC text amendment. I note that I am doing this out of an abundance of caution to preserve any subsequent legal rights the public may have in these matters, not because I necessarily intend to exercise any of those rights. The system is such that people lose rights because decisions are made even before the public is generally aware decisions have been made and they don't have time to participate in the process.

Best regards,
Rick

I. Testimony on the LDC Text Amendment
I support OSU's decision to build a new dormitory. I support them building on the chosen site. It is an unavoidable fact, however, that they would offer more benefit to the City if they built the dorm on one of the sites already designated in the Ten Year Master Plan for this purpose. The public has a right to expect that the Council will protect the public's interest in all matters, and in this case that means requiring that the applicant to implement more effective and appropriate mitigation measures for the negative effects of the project as proposed that make it incompatible with the surrouding area.

The public has the right to expect that the Council would approach this proposal with the understanding the applicant is asking for a significant favor from the public by requesting adjustments to the Master Plan and Land Development Code that would not be required if the applicant stuck with the agreement that is still in force and built the dorm on a currently permitted site. The applicant has not offered to the public any compensating on-site or on-campus mitigation for the negative effects their project will have to make it compatible with the surrounding area. At the same time, the Council acting through the Planning Commission it appointed has not stood up for the public by failing to even formally request the applicant include sufficient mitigation measures in the project. Instead, the applicant proposes to add the negative effects that this project incompatible with the surrounding area to the negative effects other activities in the recent years have had over a much wider area, and that the OSU-Corvallis Collaboration Project has suggested that the public should instead assume the expense of addressing in such ways as expanding the police force and creating independent parking districts that would restrict the freedom of movement of the entire public within a 1/2 mile radius of the campus.

The project proposal itself is inadequate for at least two reasons. First, the applicant's basic argument of how the demand for the lost parking capacity could be absorbed in the same planning zone does not stand up to scrutiny. In an email exchange with Ken Gibb, incorporated by reference here (March 28, 2013, 8:28AM), it was noted that in the applicant's written comments under "Off-site Parking" that appears on p. 54 of the Hearing Commission meeting packet, the applicant uses two different criteria for reporting how many parking spaces will be displaced. This is an objective number not subject to interpretation. The applicant then goes on to use the same terminology in the subsequent discussion of a much lower number based on a problematic utlization estimate. This lower estimate, rather than the objective number of lost spaces, is the basis for the argument in

the proposal that there is adequate capacity in the zone to make up for the lost spaces, and therefore for claiming the proposed development is compatible with the surrounding area.

The other problem with the application is that the application does not discuss how the utilization estimates reflect applicant's parking pricing strategies. It does not discuss whether those strategies have the effect of artificially maintaining utilization rates below negotiated trigger thresholds that would require the applicant to increase on-site parking, or if utilization estimates demonstrate that there is a true oversupply of parking spaces compared to the natural demand. There is no discussion whether the total of roughly 8,000 parking spaces, divided between multiple zones and between designated use by faculty/staff and students as they are, meets appropriate standards, or would meet demand in the absence of pricing strategies that can influence apparent demand. Similarly, there is very limited dicussion in this key section of the parking spaces that will be lost in the zone due to other land use projects that the applicant already has far along in planning. Finally, in the hearing portion of the process the Commissioners and the Applicant were discounting how incompatible the project is with the surrounding area by referencing the plan for encircling the campus with a 1/2-mile wide band of parking districts, rather than questioning whether the applicants should offer or be required to do more on-campus mitigation to achieve genuine compatibility with the surrounding area.

It must be emphasized that the applicant always has the option of withdrawing this request and building the dorm on a site already designated for that use in the Master Plan and Land Development Code. The Council should reject the Land Development Code text amendment as written. The Council should instead represent the public's interests by indicating they welcome the chance to reconsider the matter if applicant agrees as part of the project to build new on-campus parking within the project and immediately adjacent zones that will replace 150% of the physical parking spots the current proposal would eliminate, and to reduce on-campus parking prices for students and faculty to a sufficiently low campus-wide flat figure so as to determine whether the current uneven per zone and total campus utilization rates are due to genuine low natural demand rather than a pricing strategy which artificially depresses demand. Failing that, I request the Council defer a decision on the application and hold the record open until the public has the opportunity to fully understand what is proposed, and to understand the relationship between this proposal and the sweeping parking district proposal.

II. Notice of Disposition

Concerning the NOD and appeal, the Planning Commission decision was a final decision. To reach LUBA members of the public must first exhaust all administrative remedies, which in this case requires appealing the decision first to Council. In an email exchange with Ken Gibb, (March 28, 2013, 8:29AM) I discussed how the appeal process, due to the high fee and the low likelihood of prevailing for non-merit based reasons, is potentially a discriminatory barrier to free and full access to the public process, including access to elected officials. As the City has provided no waiver or alternative, this is a pro forma statement of an appeal for the record, in the event that becomes important at some point:

1. Name and address of the appellant(s).

Rick Hangartner

Corvallis, OR 97330

2. Reference the subject development and case number, if any.

OSU Campus Master Plan Major Adjustment and Land
Development Code Text Amendment (PLD13-00001, LDT 12-00002)
Order 2013-017

3. A statement of specific grounds for appeal

Applicant did not establish that the subject proposal is compatible with the surrounding area. Applicant did not propose adequate impact mitigation measures to improve compatibility with the surrouding area. Applicant's argument does not explore how applicant's utilization of pricing strategies may yield misleadingly low parking utilization estimates that are central to applicant's claims that the proposal is compatible with the surrounding area and there is no need for significant impact mitigation measures. Other independent proposals currently on the public record to make the public bear more of the direct impacts of this request and other actions by the applicant were part of the dicussion in the hearing and may have influenced the decisionmaking process.

4. A statement as to how you are an affected party
I am a resident of Corvallis and I maintain an office within several blocks of the proposed project location.

5. Filing fee ($782, or $391 if a recognized Neighborhood Association)
As already discussed, I am raising the question of whether this fee is excessive, and is a potentially discriminatory barrier to participation in the public process. The comments above about the merits of the applicant's request and how it was decided by the Council and Planning Commission may be relevant to determine whether the fee is primarily a responsible exercise of government power, or is primarily a barrier to the participation by citizens in the public process that is essential to achieving equitable decisions.

III. Email sequences included for the Record:
The following three email sequences are placed on the public record in this matter (they will be sent as separate emails). They are identified here by last email message in the sequence and subject matter are:

1) Date: March 28, 2013, 8:28AM
Sendor: Ken Gibb
Recipient: Rick Hangartner
Subject Matter: Request for City comment as to whether text in applicant's presentation is inherently contradictory and incomplete on its face, fails to demonstrate proposed project is compatible with surrounding area as required by code, demonstrates technical defects in applicant's assessment of impact on surrounding, City's obligation to review defects in application and consequences for approval process.

2) Date: March 28, 2013, 8:29AM
Sendor: Ken Gibb
Recipient: Rick Hangartner
Subject Matter: Inquiry about how City Council has delegated decisionmaking authority to non-elected bodies and availabily of waiver process overcoming potentially discriminatory barriers to access to the public process

3) Date: March 28, 2013, 9:55AM
Sendor: Rick Hangartner
Recipient: Ken Gibb
Subject Matter: Request for change in designation of certain decisions by appointed to mitigate potentially discrimantory barriers to access to the public process

On Fri, Mar 29, 2013 at 11:32 AM, Young, Kevin <Kevin.Young@corvallisoregon.gov> wrote:

Mr. Hangartner,

In your email communications to City staff you have used the term "for the record" several times. Just to be clear – is it your intent that these emails should be included as written testimony related to the City Council's consideration of the Sector D Land Development Code Text Amendment application, which will be heard on Monday, April 1st?

If so, could you please send me the emails you'd like to have included in the record, with the subject line "Testimony – Sector D Application"? That way we will have a clear indication of what you intend to include in the record for this application. If you are able to provide those materials today (by 3 pm, optimally), we will have the opportunity to forward your testimony to City Councilors electronically, which would allow them to review the materials before Monday, which is the day of the hearing.

Thank you,

Kevin Young

From: rick hangartner [mailto:
Sent: Thursday, March 28, 2013 9:55 AM
To: Gibb, Ken
Cc: Louie, Kathy; Young, Kevin; City Attorney Coulombe
Subject: Re: FW: Followup to previous questions and reponses

Dear Mr. Gibb,

Thank you for your response to this and the other emails I have sent.

For the record, insofar as the City apparently has not enacted a fee waiver process to address the significant barriers to access to public processes the current fee policies pose, I would like to propose that the staff report to the Council that the Council should adopt amendments to the LDC that all decisions of non-elected appointed Commissions and staff are advisory decisions for appeal purposes, meaning the public is not faced with any barrier to addressing the issue with their elected City Council officials, but become final decisions without hearing by Council by a date certain if no one requests a hearing by Council.

Best regards,

Rick

On Thu, Mar 28, 2013 at 8:29 AM, Gibb, Ken <Ken.Gibb@corvallisoregon.gov> wrote:

Mr. Hangartner:

Kathy Louie asked me to respond to your question below. Here is additional information:

Appeal fees are established as part of our Land Use Application Fee schedule, which is adopted by the City Council every year. The 2013 appeal fee schedule notes that "for appeals of concurrent applications, a percentage of the single highest base fee shall be charged, without inclusion of add-on fees." In the case of the Sector D application we actually have two applications - one for a Land Development Code Text Amendment and one for a Planned Development. The Planned Development fee is the higher fee – the fee for a non-residential detailed development plan is $7,838. 10% of that sum would be rounded to $784. I believe staff made an error in computing that fee for the Notice of Disposition, which stated the appeal fee would be $782. We would accept the lesser amount as this was the fee identified in the Notice of Disposition.

Sincerely,

Ken Gibb

From: rick hangartner [mailto:
Sent: Wednesday, March 27, 2013 9:41 AM
To: Louie, Kathy
Subject: Followup to previous questions and reponses

Dear Ms. Louie,

In the responses from Mr. Gibb to my previous questions about this Notice of DIsposition:

LDT12-00002, PLD13-00001

OSU Campus Master Plan Major Adjustment and Land Development Code Text Amendment

http://archive.corvallisoregon.gov/ElectronicFile.aspx?docid=363531

He pointed me to this link on the City website:

2013 Land Use Application Fees (Effective January 1, 2013)

http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=6107

One of the reasons I asked the questions I asked, is that the NOD, states that appellants are required to submit as part of an appeal filing:

5. Application fee ($782, or $391 if a recognized Neighborhood Association)

but the amount $782 does not appear anywhere on the referenced Fee schedule). It is not 10% or 50% of any other fee ($7820 or $1564) that I can find on the schedule, nor of any combination of fees I could readily conceive.

Could you indicate to me what fees on the schedule are being referenced by the NOD or forward my email to someone who could?

Thanks.

Best regards,

Rick

Young, Kevin

From: rick hangartner
Sent: Monday, April 01, 2013 3:48 PM
To: Young, Kevin
Subject: Fwd: Question about City policy

First of three emails referenced in my comments for the record.

Best regards,
Rick

---------- Forwarded message ----------
From: **Gibb, Ken** <Ken.Gibb@corvallisoregon.gov>
Date: Thu, Mar 28, 2013 at 8:28 AM
Subject: RE: Question about City policy
To: rick hangartner
Cc: "Louie, Kathy" <Kathy.Louie@corvallisoregon.gov>, "Young, Kevin" <Kevin.Young@corvallisoregon.gov>, City Attorney Coulombe

Mr. Hangartner:

Below is a response from the City Attorney's Office regarding the additional questions in your e-mail below:

Every land use decision making body, whether the HRC, LDHB, PC or Council relies upon evidence submitted to that body during the evidentiary proceedings associated with that public hearing. With respect to the Master Plan Modification application that hearing was completed when the Planning Commission's considered all the facts, analysis and arguments presented to that body during the public hearing and they rendered a final decision. If a participant or party is not satisfied with the decision, then, that person or party has an opportunity to appeal the decision. Both the City's Land Development Code and State law require evidence, analysis and/or argument to be presented to the decision maker during the public hearing, not post decision and outside the public hearing process.

If the City Council were to deny the proposed text amendment, then, the contingency on which the Master Plan Modification approval relies, would not be satisfied.

Sincerely,

Ken Gibb

From: rick hangartner |
Sent: Tuesday, March 26, 2013 7:53 PM
To: Louie, Kathy
Cc: Gibb, Ken; Young, Kevin
Subject: Re: Question about City policy

Dear Ms. Louie,

Thanks for your responding to my note. I see you copied Ken Gibb and Kevin Young, I'll wait for a response from them.

I'd like to add some additional questions for the record. On page 54 of the meeting packet I downloaded from the City website appears these two paragraphs:

The new residence hall will displace 202 existing parking spaces in the gravel lot #3203. This differs from the192 total spaces shown on Attachment I because there was a construction trailer stored on the lot when the spring parking utilization study was conducted in 2012. The trailer was removed last summer and all 202 spaces are now available for vehicle parking. If sufficient funds are available, a new plaza will be constructed over Adams Avenue, north of the new residence hall, (Attachment H). The plaza would displace 19 additional parking spaces, (14 head in and 5 parallel parking spaces), however three of those spaces would be reconstructed in the service area behind Wilson Hall. Therefore a total of 218 parking spaces will be displaced, (202 + 19 – 3 = 218).

....

If the new residence hall is constructed on the gravel parking lot #3203, it will remove at least 164.5 spaces (the average number of spaces that were used in the lot this spring). If we add the 19 additional spaces that will be displaced from the new plaza along Adams Avenue and the three that will be added in the service area, we will displace a total of 180.5 spaces, (164.5 + 19 – 3 = 180.5). The new residence hall will therefore displace approximately 181 parking spaces on an average school day. The 190.5 that are available in the other adjacent lots are anticipated to satisfy the parking spaces that will be displaced from constructing the new residence hall.

I draw the City's attention to several things about the argument the applicant makes in defense of the request in these two paragraphs:

1) The applicant uses the word "displaced" in both paragraphs. As this is a formal application with the City for administrative action, the applicant is not entitled to assert different interpretations of the same term in the space of a single page. Moreover, the applicant is to be held by decisionmaking bodies to a high standard of candor and accuracy in making factual representations.

2) A parking space represents an objective number of square feet. There is an objective number of square feet in the project area that will no longer be available for parking if the project is built. Therefore, and especially in view of the applicant's obligations of candor and accuracy, the number of parking spaces that would be displaced is an objective number that is not open to interpretation. In particular, the number of parking spaces that would be displaced is not a function of utilization in any form as the applicant represents to the City in the applicant's chaotic discussion.

3) In the first paragraph the applicant has represented to the city that *"a total of 218 parking spaces will be displaced"*. In the second paragraph, the applicant represents for the record that "*we will displace a total of 180.5 spaces*". At the same time, the applicant only adds qualifying statements, based on the misleading argument about estimated usage as they are, in other sentences that other forums of review may or may not assert the discretion to disregard.

4) In last sentence of the second paragraph, the applicant attests that the applicant's representation that the proposed project enabled by the requested LDC text amendment and Master Plan adjustment is compatible with the close surrounding area is based on this defective representation of the number of spaces that will be displaced.

So I have several questions for the record:

1) What is the City's position on the status of contingent approval of a Master Plan adjustment if reasonable questions about the accuracy of material factual representations made by the applicant in the application are brought to the City's attention before that contingent decision is finalized by approval of the Land Development Code text amendment? If questions about specific factual representations in the application are brought to the City's attention, as this letter does, is the contingent decision void?

2) That is, is the City Council required to re-hear the request for a Master Plan adjustment de novo to address those questions?

3) Or is it the City's position that the only mechanism a citizen has to bring questions about the accuracy of material factual representations made by an applicant to the Council's attention in a way that requries the Council address those questions is to "pay-to-play" by filing an appeal?

4) Since time is of the essence, if the City cannot answer these questions in sufficient time for members of the public considering an appeal to weigh those answers before filing the appeal with the costly appeal fee, is the City obligated to delay the scheduled hearing until such time that the answers are provided and the public has had a reasonable time to review those answers?

Thanks for adding these to my first four questions.

Best regards,

Rick

On Tue, Mar 26, 2013 at 1:12 PM, Louie, Kathy <Kathy.Louie@corvallisoregon.gov> wrote:

Hi, Rick, thanks for your email. Unfortunately, I don't have answers to your questions but I am sure that Community Development Director Ken Gibb or Planning Manager Kevin Young can help you. k

---

From: rick hangartner
Sent: Tuesday, March 26, 2013 12:05 PM
To: Louie, Kathy
Subject: Question about City policy

Dear Ms. Louie,

I have a question for the record about the City's position on the Planning Commission decision:

LDT12-00002, PLD13-00001

OSU Campus Master Plan Major Adjustment and Land Development Code Text Amendment

http://archive.corvallisoregon.gov/ElectronicFile.aspx?docid=363531

It's my understanding that the Planning Commission's decision on the Master Plan Major Adjustment is a final decision and there will be no further City Council processes reviewing that decision unless somebody files an appeal. (I also understand Council will be having a public hearing on the LDC text amendment and that the grant of OSU to proceed in accordance with the MPMA is contingent on the outcome of the Council's decision on the LDC text amendment --- I'm not concerned with that here).

So these are my questions:

1) In this case, the facts therefore establish the City Council has delegated not only its decisionmaking authority to the Commission, but it has also delegate the decision whether to exercise that authority to the Commission. Is there any information the City can supply me about its position which would contradict this characterization?

2) The Notice of Disposition also says that any individual with standing wishing to appeal the decision must pay a fee of $782. That is because of how the Council has delegated its decision making authority and the discretion to exercise that delegated authority to a non-elected body, individuals wishing to preserve their appeal rights to LUBA must first overcome this barrier of expending a significant amount of resources to be heard by the Council about the decision. Is there any information the City can supply me about its position which would contradict this characterization?

3) Does the City make available to potential appellants a formal process for seeking a waiver on any grounds of this fee barrier to Council access?

4) Does the City make available to potential appellants any no-cost or low-cost pro forma appeal process which potential appellants may use just to preserve their right to appeal to LUBA a delegated decision the City Council has also left it to the delegatee to make the determination whether the decision is final?

Thanks.

Best regards,

Rick

Young, Kevin

From: rick hangartner
Sent: Monday, April 01, 2013 3:49 PM
To: Young, Kevin
Subject: Fwd: FW: Question about City policy

Second of three emails referenced in my comments for the record.

Best regards,
Rick
---------- Forwarded message ----------
From: **Gibb, Ken** <Ken.Gibb@corvallisoregon.gov>
Date: Thu, Mar 28, 2013 at 8:29 AM
Subject: FW: Question about City policy
To:

Mr. Hangartner:

Responses to your revised three questions are provided in italics below.

Sincerely,

Ken Gibb

From: rick hangartner
Sent: Wednesday, March 27, 2013 9:28 AM
To: Gibb, Ken
Cc: Young, Kevin; City Attorney Coulombe; Louie, Kathy
Subject: Re: Question about City policy

Dear Mr. Gibb,

Thanks for your note and for the helpful answers to questions 3) and 4).

With regard to questions 1 & 2, which I restate here for convenience of reference:

1) In this case, the facts therefore establish the City Council has delegatedd Is there any information ***the City can supply me about its position*** *which would contradict this characterization?*

2) The Notice of Disposition also says that any individual with standing wishing to appeal the decision must pay a fee of $782. That is because of how the Council has delegated its decision making authority and the discretion to exercise that delegated authority to a non-elected body, individuals wishing to preserve their appeal rights to LUBA must first overcome this barrier of expending a significant amount of resources to be heard by the Council about the decision. Is there any information ***the City can supply me about its position*** *which would contradict this characterization?*

Just to be clear, these are not questions about my legal situation. They are a request for a public statement by the City about its view of the process it has instituted and utilized. I'd hope we'd all agree these are questions which citizens in a representative democracy have a right and obligation to pose to their elected officials and the staff to which elected officials delegate executive authority.

That said, in an effort to simplify the questions and to avoid any potential ambiguity in their nature, let me repose them as three questions:

1)Does the City agree that City Council has delegated not only its decisionmaking authority to the Commission, but has also delegated the decision whether to exercise that authority to the Commission?

Chapter 1.1 of the Land Development Code identifies roles and responsibilities of the City Council, Planning Commission, Land Development Hearings Board, Historic Resources Commission and Community Development Director. Chapter 2 of the LDC addresses various types of land use processes including appeals. The LDC establishes that certain types of decisions by the Planning Commission, Historic Resources Commission and staff are final unless appealed while others such as LDC text amendments call for a recommendation from the Planning Commission and a final decision by the City Council.

2) Does the City agree that individuals wishing to preserve their appeal rights to LUBA must first overcome the barrier of expending $782 to be heard by the Council about the decision made by the non-elected Commission? (I note that you already spoke in part to this question in your response, and thank you for that. I include it here for continuity and to accurately preserve the context in which it is posed.)

Land use decisions at the local level can be appealed to the Oregon Land Use Board of Appeal (LUBA). Participants in the local land use process must exercise appeal opportunities to the City Council before appealing a decision to LUBA.

3) Finally, does the City agree that $782 is a large sum compared to average monthly rent, food, and other daily expenditures of living in Corvallis, especially for someone living on no, low, or fixed income?

The City Council conducts a review and sets land use application fees including appeal fees on annual basis. This process provides an opportunity for the Council to consider a variety of factors including the cost of a particular land use fee.

I genuinely hope we can agree these are questions that cite facts and request the City's public statement of its interpretation of those facts, which we all presume reflects a best, good-faith attempt at understanding the Council's intent in the laws and regulations it makes, as that determines the administrative exercise of the laws and regulations Council promulgates.

Thank you.

Best regards,

Rick Hangartner

On Wed, Mar 27, 2013 at 8:32 AM, Gibb, Ken <Ken.Gibb@corvallisoregon.gov> wrote:

Dear Mr. Hangartner:

I understand that you spoke at length with Planning Manager Kevin Young yesterday morning prior to your e-mail to Kathy Louie and that this conversation covered many of the topic areas identified in your e-mail.

I did consult with the City Attorney's Office. David Coulombe provided the following response to your questions:

"Questions 1 and 2 seek legal advice. As the City's Attorney, I am not inclined to provide legal analysis except to my client. I recommend Mr. Hangartner seek legal advice from his own attorney.

Regarding questions 3 and 4, the 2013 Land Use Application Fee schedule and LDC 2.19 should be consulted".

Links to the application fee schedule and Land Development Code are provided below. I am not aware of any provisions that respond affirmatively to your questions related to fee waivers or fee reductions in order to preserve LUBA appeal rights.

Finally, I note your additional questions that were submitted last evening. We will forward these to the City Attorney's Office for review.

Sincerely,

Ken Gibb

Community Development Director

http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=6107

http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=6103

From: Louie, Kathy
Sent: Tuesday, March 26, 2013 1:12 PM
To: 'rick hatner'
Cc: Gibb, Ken; Young, Kevin
Subject: RE: Question about City policy

Hi, Rick, thanks for your email. Unfortunately, I don't have answers to your questions but I am sure that Community Development Director Ken Gibb or Planning Manager Kevin Young can help you. k

---

From: rick hangartner
Sent: Tuesday, March 26, 2013 12:05 PM
To: Louie, Kathy
Subject: Question about City policy

Dear Ms. Louie,

I have a question for the record about the City's position on the Planning Commission decision:

LDT12-00002, PLD13-00001

OSU Campus Master Plan Major Adjustment and Land Development Code Text Amendment

http://archive.corvallisoregon.gov/ElectronicFile.aspx?docid=363531

It's my understanding that the Planning Commission's decision on the Master Plan Major Adjustment is a final decision and there will be no further City Council processes reviewing that decision unless somebody files an appeal. (I also understand Council will be having a public hearing on the LDC text amendment and that the grant of OSU to proceed in accordance with the MPMA is contingent on the outcome of the Council's decision on the LDC text amendment --- I'm not concerned with that here).

So these are my questions:

1) In this case, the facts therefore establish the City Council has delegated not only its decisionmaking authority to the Commission, but it has also delegate the decision whether to exercise that authority to the Commission. Is there any information the City can supply me about its position which would contradict this characterization?

2) The Notice of Disposition also says that any individual with standing wishing to appeal the decision must pay a fee of $782. That is because of how the Council has delegated its decision making authority and the discretion to exercise that delegated authority to a non-elected body, individuals wishing to preserve their appeal rights to LUBA must first overcome this barrier of expending a significant amount of resources to be heard by the Council about the decision. Is there any information the City can supply me about its position which would contradict this characterization?

3) Does the City make available to potential appellants a formal process for seeking a waiver on any grounds of this fee barrier to Council access?

4) Does the City make available to potential appellants any no-cost or low-cost pro forma appeal process which potential appellants may use just to preserve their right to appeal to LUBA a delegated decision the City Council has also left it to the delegatee to make the determination whether the decision is final?

Thanks.

Best regards,

Rick

Young, Kevin

From: rick hangartner
Sent: Monday, April 01, 2013 3:50 PM
To: Young, Kevin
Subject: Fwd: FW: Followup to previous questions and reponses

Third of three emails referenced in my comments for the record.

Best regards,
Rick

---------- Forwarded message ----------
From: **rick hangartner** <
Date: Thu, Mar 28, 2013 at 9:55 AM
Subject: Re: FW: Followup to previous questions and reponses
To: "Gibb, Ken" <Ken.Gibb@corvallisoregon.gov>
Cc: "Louie, Kathy" <Kathy.Louie@corvallisoregon.gov>, "Young, Kevin" <Kevin.Young@corvallisoregon.gov>, City Attorney Coulombe

Dear Mr. Gibb,

Thank you for your response to this and the other emails I have sent.

For the record, insofar as the City apparently has not enacted a fee waiver process to address the significant barriers to access to public processes the current fee policies pose, I would like to propose that the staff report to the Council that the Council should adopt amendments to the LDC that all decisions of non-elected appointed Commissions and staff are advisory decisions for appeal purposes, meaning the public is not faced with any barrier to addressing the issue with their elected City Council officials, but become final decisions without hearing by Council by a date certain if no one requests a hearing by Council.

Best regards,
Rick

On Thu, Mar 28, 2013 at 8:29 AM, Gibb, Ken <Ken.Gibb@corvallisoregon.gov> wrote:

Mr. Hangartner:

Kathy Louie asked me to respond to your question below. Here is additional information:

Appeal fees are established as part of our Land Use Application Fee schedule, which is adopted by the City Council every year. The 2013 appeal fee schedule notes that "for appeals of concurrent applications, a percentage of the single highest base fee shall be charged, without inclusion of add-on fees." In the case of the Sector D application we actually have two applications - one for a Land Development Code Text Amendment and one for a Planned Development. The Planned Development fee is the higher fee – the fee for a non-residential detailed development

plan is $7,838. 10% of that sum would be rounded to $784. I believe staff made an error in computing that fee for the Notice of Disposition, which stated the appeal fee would be $782. We would accept the lesser amount as this was the fee identified in the Notice of Disposition.

Sincerely,

Ken Gibb

From: rick hangartner
Sent: Wednesday, March 27, 2013 9:41 AM
To: Louie, Kathy
Subject: Followup to previous questions and reponses

Dear Ms. Louie,

In the responses from Mr. Gibb to my previous questions about this Notice of DIsposition:

LDT12-00002, PLD13-00001

OSU Campus Master Plan Major Adjustment and Land Development Code Text Amendment

http://archive.corvallisoregon.gov/ElectronicFile.aspx?docid=363531

He pointed me to this link on the City website:

2013 Land Use Application Fees (Effective January 1, 2013)

http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=6107

One of the reasons I asked the questions I asked, is that the NOD, states that appellants are required to submit as part of an appeal filing:

5. Application fee ($782, or $391 if a recognized Neighborhood Association)

but the amount $782 does not appear anywhere on the referenced Fee schedule). It is not 10% or 50% of any other fee ($7820 or $1564) that I can find on the schedule, nor of any combination of fees I could readily conceive.

Could you indicate to me what fees on the schedule are being referenced by the NOD or forward my email to someone who could?

Thanks.

Best regards,

Rick

DRAFT

CITY OF CORVALLIS
MINUTES OF THE CIVIC BEAUTIFICATION AND URBAN FORESTRY COMMISSION
MARCH 14, 2013

Attendance
Angelica Rehkugler, Chair
Tim Brewer, Vice Chair
Ruby Moon
Kent Daniels
Norm Brown, OSU Liaison

Absent/Excused
Becki Goslow
Ross Parkerson
Larry Passmore
Tony Livermore
Ian Davidson
Joel Hirsch, City Council Liaison

Staff
Jude Geist, Parks Supervisor
Mark Lindgren, Recorder

Visitors
Ray Harris
Vern Esplin
Matt Sanchez

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
II. Introductions	X		
III. Vegetation Presentation	X		
IV. Review of Minutes- February 14, 2013	X		
V. Visitor Propositions	X		
VI. Staff Reports- if questions	X		
VII. 2013-2014 City Council Goal Setting	X		
VIII. City Council/ OSU Liaison Reports	X		
IX. Report on Subcommittees	X		
X. Heritage Tree Program Update			There was consensus among the four attending members to move the Heritage Tree Program proposal forward for PNARB consideration on April 15. PNARB will forward their recommendation to the City Council.
XI. Adjournment	X		The next CBUF meeting will be at 8:30 a.m. April 11, 2013, at the Parks and Rec Conference Room.

CONTENT OF DISCUSSION

I. CALL TO ORDER: Chair Angelica Rehkugler called the meeting to order at 8:30 a.m.

II. INTRODUCTIONS.

Rehkugler introduced visiting Ray Harris, former CBUF member, bulb and tree planter, tagging him "Ambassador of Beauty". She introduced arborist Vern Esplin and Matt Sanchez, a volunteer with the Urban Forestry subcommittee.

III. VEGETATION PRESENTATION.

Norm Brown highlighted the tree *Metasequoia glyptostroboides*, Dawn Redwood. He said it was a tree long thought extinct until a small number were found in China in the last century; it is often called a living fossil. Seedlings became more widely available starting in the 1980's. There is a specimen in front of Peavy Hall and another by Benton Hall. Esplin added that he and Greg Paulson planted one that remains at LBCC in 1987.

Brown said it is still not clear how it grows in various climates, but they probably grow to 150-200' in this area; Harris noted that it was not a backyard tree. It varies from the Coast Redwood (they are in the same family but a different genus) as it is deciduous, similar to a Bald Cypress. The leaves are similar to Taxus but are much softer, and have bright green new growth.

Esplin related that it was discovered not far from *Ginkgo biloba*, another so-called living fossil. Brown said there were a number of remarkable plants throughout OSU that often were not well marked. Esplin said it worked well for parks and open areas, and usually has a strong main stem with generally few structural problems. He said it was attractive even when foliage was gone in winter. Tim Brewer highlighted a specimen at Lincoln and Fernwood.

Kent Daniels will present on the Wolemi pine next month.

IV. REVIEW OF MINUTES.

The February 14, 2013 minutes could not be approved due to lack of quorum.

V. VISITOR PROPOSITIONS. None.

VI. STAFF REPORTS- IF QUESTIONS.

Geist said most seasonal workers were back, and volunteers working on various projects. Downtown spring cleanup is scheduled for Sunday, April 28, with volunteers from the Doxology Church. He related that staff met with City of Eugene staff regarding their integration of TreeWorks software with maintenance.

Ray Harris noted that most of 7,000 crocus bulbs he'd planted downtown had been pulled up over the years by people mistaking crocus stems for grass while weeding.

VII. 2013-2014 CITY COUNCIL GOAL SETTING. Discussion postponed.

VIII. CITY COUNCIL/OSU LIAISON REPORTS.

Liaison Norm Brown highlighted a recent campus tree planting and April Arbor Day activities.

IX. REPORT ON SUBCOMMITTEES.

Ruby Moon related that she, Forester Merja, and Supervisor Geist had been meeting separately regarding setting up a system to more extensively use volunteers and groups to adopt areas with maintenance, mostly for weeding and applying wood chips. She emphasized the work needed to happen more than just once a year.

Geist highlighted a map of parks and beautification areas, noting that Public Works areas need to be added to the map, and have volunteers work on beautification on those areas, as well. Volunteer work will help respond to reduced public funding. Moon said garden clubs and neighborhood associations are being approached. Esplin cautioned that bark dust was very different from wood chips, saying that bark dust can cause toxic buildup (i.e., terpenes) in terms of soil health. Brewer added that irrigation water tends to roll off bark dust. Brown said OSU has found good acceptance using ground wood on campus.

Rehkugler highlighted the report from the Urban Forestry subcommittee. Daniels related he is on the County Parks Board and they recommended to the County Commissioners that the county participate in the Heritage Tree Program. Geist explained that the one-year terms proposed for the program board were intended to help various boards and commissions appoint representatives. Daniels asked whether the program could include groves of trees, such as the old growth grove at McDonald Forest. Geist said the plan is to have an on-line map that is kept up to date.

Rehkugler said selection criteria included size, form or beauty. Geist said the criteria were deliberately kept vague; a candidate tree could also be linked to a significant person or event. Geist said the new program will be advertised, including development of a brochure and a webpage. Tree nominations can be submitted all year, and a committee will meet once a year. Brow noted that participating agencies, including the City Council, must first approve the program before it is rolled out, perhaps in April.

Esplin advocated including the concept of "champion" examples within a tree species, such as the oldest, or biggest, etc, saying it could evolve over time. He advocated creating a bike tour of the trees. There was discussion of the proposed representation on the board. Rehkugler anticipated strong interest in serving on the board, and it could be a challenge choosing at-large members.

There was consensus among the four attending members to move the proposal forward for PNARB recommendation, for consideration on April 18. PNARB will forward their recommendation to the City Council.

Rehkugler highlighted the Councilor Hervey letter in the packet. Harris suggested doing public education together with MATF bulb sale regarding proper mulching with wood chips.

Daniels reported that the Council was considering privatizing parks maintenance and recreation; he said he was very concerned and that it was the wrong way to go. He sad seasonal workers had been involved for many years, were very familiar with the system, and contracting the work out would be a terrible mistake. He related that the county had taken fifteen years to recover from a similar move. Geist said staff had been directed to find savings and staff were trying to capture use of volunteer time. He noted that the department already does some contracting of work; Daniels said the important thing was the department being able to make those decisions in a way that preserved quality.

X. HERITAGE TREE PROGRAM UPDATE.

Geist related that the stakeholders had their third and final meeting and Forester Merja produced a final draft of the program, included in the packet.

XI. ADJOURNMENT: The regular meeting adjourned at 9:30 A.M.

Draft
Subject to review &
CACOT approval

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
March 13, 2013

Present
Brandon Trelstad, Vice Chair
Kriste York
Robert E. Wilson
Terry Wright
Bruce Sorte, Council Liaison

Absent
Stephan Friedt, Chair
Jacob Kollen

Staff
Tim Bates, Public Works
Brie Caffey, Public Works

Visitors
Sgt. Daniel Duncan, Corvallis Police Dept.

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of December 12, 2012 and February 13, 2013 Minutes			
III. CACOT/Visitor Comments			N/A
IV. Old Business			N/A
V. New Business • Corvallis Transit System's Future System Levels • DTC's Current Environment	 X	X	
VI. Information Sharing	X		
VII. Commission Requests and Reports	X		
VIII. Pending Items			N/A
IX. Adjournment			Adjourned at 9:37 am

CONTENT OF DISCUSSION

I. Introductions

The meeting was called to order at 8:22 am by Vice Chair Trelstad. Introductions were made of Commission members, staff and visitors.

II. Approval of Minutes

Commissioners Wilson and York, respectively, moved and seconded to approve the December 12, 2012 minutes. The motion passed unanimously.

Commissioners York and Wright, respectively, moved and seconded to approve the February 13, 2013 minutes. The motion passed unanimously.

There was no January, 2013 meeting. Therefore, there are no January, 2013 minutes.

III. CACOT/Visitor Comments

None.

IV. Old Business

None.

V. New Business

Corvallis Transit System's Future System Levels - Mr. Bates postponed the discussion on future system levels until Chair Friedt is present, since Chair Friedt asked that it be placed on the agenda.

Downtown Transit Center's Current Environment - Mr. Bates said CTS has had ongoing issues with and complaints of non-riders congregating at the Downtown Transit Center (DTC) and disturbing passengers. He invited Sgt. Duncan of the Corvallis Police Department (CPD) to attend the CACOT meeting to discuss the issue. Sgt. Duncan said the DTC and the area between the DTC and City Hall is on CPD's radar for directed patrols. The "no smoking in parks" policy had a positive impact on keeping people from loitering in Central Park. Since there is no general sign in the DTC saying that smoking is not allowed, CPD is unclear they can cite someone for smoking. Mr. Bates reported that staff is preparing an expansion of the current "No Smoking" ordinance that will be presented to the Urban Services Committee in April. The expansion which would include all of the DTC and within 10 feet of any transit shelter. Sgt. Duncan said he has noticed more calls for assistance to the DTC since the system went fareless in February, 2011 and Mr. Bates acknowledged that there have been more exclusions since then.

Mr. Bates asked if individuals can be cited for loitering. Sgt. Duncan said he would have to check into that as he has not written a citation specifically for that offense. CPD can issue citations for open containers and violence but citations may not have a lot of teeth to people who don't have the money to pay them. He suggested that removing park benches, especially benches located closely together, tends to cut down on the number of people congregating in one area. Councilor Sorte said he thought additional downtown restrooms, or having the Riverfront Park restrooms open longer hours, might also help disperse the groups of non-riders who congregate at the DTC.

Mr. Bates mentioned that CTS drivers found it helpful when uniformed CPD bicycle officers rode on the bus recently; their presence made a difference. Sgt. Duncan also felt that was a positive influence but said unfortunately, CPD doesn't currently have the staffing for a regular bicycle patrol. Mrs. Caffey requested that officers actually pull into the DTC rather than drive by and Sgt. Duncan said officers could begin doing that.

Mr. Bates mentioned the possibility of hiring a local security firm as a part-time presence in the area. Sgt. Duncan said that the police would welcome that.

Although Chair Freidt did not attend the meeting, Mr. Bates read an email from him which included the ideas of having a full-time security presence on-site and utilizing the First Student Field Supervisor/Driver Trainer to a greater extent. Mr. Bates shared that a private security guard would cost approximately $17/hr, with a 4-hour minimum. That equates to 240 hours of bus service, which equals one hour of bus service a day (Monday-Friday) which would need to be cut, if a service cut becomes the funding source. The guard would not have police powers and would not be armed, but would observe and report and enforce CTS exclusions. Commissioner Wright suggested cutting the new supplemental Route 6 runs in order to find funding for security. Councilor Sorte suggested the Council might be open to allotting 0.3 or 0.5 FTE of the proposed new CPD positions to Transit. Vice Chair Trelsted said he would prefer removing the benches and putting the smoking ban in place before cutting service to fund a security guard.

Mr. Bates reported that a rider requested a shelter for Route 1 inbound on 9th Street west of Walnut Blvd. The same rider listed several drivers by name, saying they are helpful, personable, and courteous.

VI. Information Sharing

Mr. Bates reviewed the written Information Sharing Report. Comments provided in addition to the report included:

CTS staff conducted its first appeal hearing of an exclusion. A permanently-excluded female appealed and was granted a reduction of her exclusion to one year. She will be eligible to begin riding again in July 1, 2013.

Staff is working on a new ADA handbook and Dial-A-Bus brochure for Corvallis and Philomath paratransit customers.

Commissioners Wright, Monasky and Weaver de Balan have submitted their resignations from the Commission. Mr. Bates thanked them for their contributions and wished them the best.

VII. Commission Requests and Reports

Councilor Sorte suggested regressing the ridership data against gas prices, student enrollment and average age.

VIII. Pending Items

None.

IX. Adjournment

Commissioners Wright and York, respectively, moved and seconded that the meeting be adjourned. The motion passed unanimously.

The meeting was adjourned at 9:37 am.

NEXT MEETING: April 10, 2013, 8:20 am, City Hall, Meeting Room D

CORVALLIS-BENTON COUNTY PUBLIC LIBRARY BOARD MINUTES
March 6, 2013

Board Present	Staff Present
Scott Elmshaeuser, Chair	Carolyn Rawles-Heiser, Library Director
Martha Fraundorf	Janelle Cook, Senior Administrative Specialist
Leanne Giordono	Mary Finnegan, Adult Services Manager
Corrine Gobeli	Lori Johnston, Circulation Supervisor
David Low	Curtis Kiefer, Youth Services Manager
Isabela Mackey	Felicia Uhden, Access Services Manager
Linda Modrell	
Jacque Schreck	
Jana Kay Slater	**Visitors**:
Steve Stephenson	Roger Agosto, OSU Student
Sravya Tadepalli	Sydney Bartlett, OSU Student
Penny York	Ashtyn Butuso, OSU Student
	Kim Kelly, OSU Student

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Action
Call to Order	7:30 pm	
Visitors' Propositions		None
Minutes: February 6, 2013		Approved as submitted
Library Board Packet	x	
Director's Report	x	
Budget Discussion/Update	x	Motion approved to cut ILL
Division Manager Reports	x	
Board Reports • Friends of the Library Board • Foundation Board	 x x	
Board Vision Statements & Goals	x	Tabled until May
Information Sharing	x	
Adjournment	8:49 pm	

CONTENT OF DISCUSSION

I. CALL TO ORDER

Chair Scott Elmshaeuser called the meeting to order at 7:30 pm.

Sravya Tadepalli, the new Student Representative, was welcomed to the meeting and each board member introduced themselves.

II. VISITORS' PROPOSITIONS

Four members from an Oregon State University reporting class observed the meeting and took notes for their class assignment.

III. APPROVAL OF MINUTES

Motion: Jacque Schreck moved approval of the February 6, 2013 minutes as submitted. The motion was seconded by Leanne Giordono and passed.

IV. LIBRARY BOARD PACKET QUESTIONS AND COMMENTS

None.

V. DIRECTOR'S REPORT

The carpet replacement project went smoothly with minimal disruption to service. According to Carolyn Rawles-Heiser, it is easier to do smaller spot projects using carpet squares instead of large rolls of carpet. Carolyn received an inquiry this week from the Oregon Community Foundation from someone who may want to give a grant to the Library Foundation. The application for the Margaret Hull funds has been submitted to the Oregon Community Foundation for the purchase of the new Monroe Library's meeting room furniture and some other furnishings including a couple of benches. A local woodworker has been commissioned to create the benches from timber donated by Hull-Oakes Lumber Company, which will be a nice connection for the Monroe community. Staff is working on guidelines for the Clean Slate program that was discussed at the last Board meeting. In the meantime, Food for Fines will take place during National Library Week. Last year's campaign collected 1,800 pounds of food for Linn-Benton Food Share. The Library Board's Sunset Review is due on May 21. Each City Board and Commission is responsible for reviewing their accomplishments, challenges, and purpose every five years. Typically, Carolyn has drafted the bones of the document and Jacque volunteered to assist with the process this time. Carolyn also discussed the new City Council goals, which are still in draft form. They include a sustainable budget, ongoing City/OSU Collaboration recommendations and implementation, housing obstacles, economic development, contributing to the ten-year plan to end homelessness, and public process and participation.

VI. BUDGET DISCUSSION/UPDATE

Seguing into the budget discussion, Carolyn noted the City's goal is to have recurring revenue pay for recurring expenses. The City is getting closer to having a sustainable budget. This year, there will be a change in the way contingency funds are counted in that they will not be a recurring expense anymore (they will be below the "green line") and this move will lessen the impact of budget cuts City-wide. A memo drafted by City Manager Jim Patterson, which was disseminated to the City Council and all City staff on Monday, was shared with the Board. The gist of the memo stated that the City would be irresponsible if it did not explore all feasible options to maintain an effective City government. As a result, the City is going to begin looking at outsourcing such areas as Parks Maintenance, GIS, MIS, and Fleet Maintenance. This process will take many months of further investigation. For the Library, the only services that could be outsourced are already outsourced such as janitorial, or are taken care of by other City departments like IT and building maintenance. That being said, Carolyn noted the Library will still be facing substantial cuts next year. The budget is still in development. An upcoming vacancy will allow an Adult Services Librarian position to be cut, but this is not enough of a staffing cut to substantiate reduced operating hours. Carolyn initiated a discussion about what services the Library can start eliminating under the circumstances. Adult programming, youth programming, and Inter-Library Loan (ILL) are some examples of services that could be slashed and/or eliminated. All City departments are being required to cut non-essential training, although the Library has $6500 for training in the levy budget which can be used. Jacque inquired if this moratorium on training would only be applicable to next year and Carolyn replied she

believes all cuts are permanent until future revenues increase budgets again. Programming is another area that has been singled out as a mandatory cut, but over the years, as the Library's budget has decreased, there is currently only about $500 budgeted for programming. The vast majority of the Library's programming is now funded by the Friends of the Library and the State Ready to Read Grant. ILL is a basic service that has been around for many, many years. Since the recent implementation of a three dollar fee for ILLs, the volume of requests has decreased significantly. However, the software costs for ILL ($8200) remain unchanged, which makes the per transaction rate very high. Carolyn and the rest of the staff are not in favor of eliminating this service, but tough choices have to be made and she suggested this may be an area to consider. A few years ago, Carolyn said the materials budget was approaching $900,000, but this fiscal year it is less than $700,000. She is very reluctant to slash it further because the collection is the Library's brand and it is what patrons value most about the Library. Jacque opined she does not want to give anything up, but if we have to give something up, then maybe ILL should be cut due to the expensive software and the low number of patrons served. Steve Stephenson concurred, but also inquired if there would be another solution available. Carolyn responded the alternative would be more cumbersome and staff-intensive (not an automated process). Motion: Jacque moved that the Library Board recommend the cancellation of the ILL software. Martha Fraundorf seconded the motion and it passed.

VII. DIVISION MANAGER REPORTS

Access Services: Felicia Uhden shared that Technical Services recently had a visit from the staff at Oregon DMV who were interested in testing the Library's perforating equipment.

Administration: No report.

Adult Services: Mary Finnegan described the hearing loop system the Library is planning to purchase for the Main Meeting Room using budget savings from this year. Staff was made aware of the need by a hearing loss advocacy group, but after doing some checking into possible solutions, they were not sure about the effectiveness of the hearing loop system due to the acoustics of the room as well as the proximity to the railroad tracks. A vendor was able to conduct a test with the system on Monday and it worked much better than anticipated. Library2Go will debut a new web page on Monday, March 11 which is expected to be more user-friendly. Adult Services Librarians are hosting another Ebook Clinic on March 19.

Circulation: No report.

Extension Services: Andrew Cherbas reported the branches have been very busy with various successful programs. Additional shelving for the new Monroe Library will be picked up tomorrow from the OSU Bookstore and stored with the County. Andrew is hoping to receive the keys to the new building by April 15. The Monroe Grand Opening has been rescheduled for June 8. The public tech survey was recently completed and the Tech Team was generally happy with the response. Over 500 responses were received. A presentation on the Tech Survey will be prepared for next month's Board meeting. As a result of the survey, the decision to redesign the website in the coming year was solidified. An update to the Library's catalog will be released on March 24.

Youth Services: Curtis Kiefer noted the carpet replacement project turned out to be a hugely popular program for the Library's younger patrons. Both boys and girls were keenly interested in watching the workmen. During the week of Spring Break, the Library will partner with the Benton County Historical Society during storytimes at 9:30 am in Philomath as part of a nature exhibit at the Museum. Staff is currently researching options to replace the twelve-year old LeapPads that are available for patrons to check out. Summer Reading materials have arrived. The Library has been approached by OSU Piano International who would like to partner with the Library to co-sponsor three recitals for children and families next year.

VIII. COMMITTEE AND BOARD REPORTS

Friends of the Library: Corrine Gobeli invited all to participate in the Pasta-thon at Pastini Pastaria on March 25 and 26th. Fifty percent of net proceeds on those days will be given to the Friends and includes take-out sales. The Big Book Sale's final accounting netted around $26,000, which is down from last year. The early opening for Friends only members at the Big Book Sale proved to be very popular and $840 in memberships were sold. Over 1900 boxes of books were carted over to the Fairgrounds from the warehouse for the sale - the sheer volume was overwhelming! On March 14, the Friends will have representation at the Sustainability Fair

and during Spring Break, the Friends will also participate in the Maker Festival at the Library by selling memberships and books, and offering a paper craft. The 2013 Needs List was recently approved for $87,000. Benton Books grossed $20,000 in sales last year with a net profit of about $14,000.

Foundation Board: Steve reported the Foundation Board has not convened since the last Library Board meeting. Regardless, the Complete the Block fundraising goal should be officially met by April and the group is planning to mail out thank you cards next month to all donors acknowledging the goal has been met and letting them know to expect an invitation for an event being planned in October.

IX. BOARD VISION STATEMENTS AND GOALS

The Board recognized a dedicated meeting should be scheduled to work on Board goals. Steve suggested a meeting this summer might be better since energies are being focused on the budget right now. Leanne proposed May would make more sense so that goals are in place for the beginning of the fiscal year. Corrine agreed May would be better because after June, there will be a few new members on the Board who may have no history to contribute to the discussion. It was decided to table the discussion until the regular meeting date in May, which will begin earlier at 6:00 pm. Steve opined it might be useful to find either a Board member or staff member who could help facilitate the meeting.

X. INFORMATION SHARING

The Board fielded questions from the Oregon State University students visiting the meeting.

XI. ADJOURNMENT

The meeting was adjourned at 8:49 pm.

NEXT MEETING: April 3, 2013 7:30 pm

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Approved as submitted, April 10, 2013

CITY OF CORVALLIS
DOWNTOWN COMMISSION MINUTES
Madison Avenue Meeting Room
March 13, 2013

Attendance
Heidi Henry, Chair
Liz White, Vice Chair
Kirk Bailey
Dee Mooney
Brigetta Olson
Mike Wiener
Steve Uerlings
Elizabeth Foster
Mary Gallagher
Ken Pastega
Dan Brown, Council Liaison

Excused
Donna Williams

Staff
Ken Gibb, Community Development Director
Sarah Johnson, Associate Planner
Claire Pate, Recorder

Visitors
Sharon Fipps, Benton County Transit Manager

SUMMARY OF DISCUSSION

	Agenda Item	Summary of Recommendations/Actions
I.	Call to Order	
II.	Approval of February 13, 2013, Meeting Minutes	Approved as presented.
III.	Public Comment	Information only.
IV.	City Council Liaison Report	Information only.
V.	CONNECT Oregon Transportation Model Program	Information only.
VI.	Food Cart Policy Committee recommendation	Information only.
VII.	Discussion – Review of staff summary and analysis of tax incentive programs, and potential recommendation to City Council	Recommendation
VIII.	Staff Updates	
IX.	Other Commissioner Updates	
X.	Other Business	
XI.	Adjournment	The next regular meeting will be held on April 10, 2013 at 5:30 p.m., at Madison Avenue Mtg. Room

CONTENT OF DISCUSSION

I. CALL TO ORDER.

Chair Heidi Henry called the Corvallis Downtown Commission to order at 5:30 p.m.

II. APPROVAL OF FEBRUARY 13, 2013 MEETING MINUTES.

The minutes were approved as presented, with Commissioners Gallagher and Uerlings abstaining since they were not at the meeting.

III. PUBLIC COMMENT. None.

IV. CITY COUNCIL LIAISON REPORT.

Councilor Brown said that action related to plastic bags was still under consideration, but it appears that nothing will be changed without a referendum. There was nothing else of pertinence under consideration at this time, but he would answer any questions.

Commissioner Bailey asked if City Council had had any discussions related to the Multiple Unit Limited Tax Exemption or the Vertical Housing Tax Credit Program during their work session. Councilor Brown said that those topics had not been covered.

V. PRESENTATION – CONNECT OREGON TRANSPORTATION MODEL PROGRAM – SHARON FIPPS, SPECIAL TRANSPORTATION COORDINATOR.

Sharon Fipps, Benton County Special Transportation Manager, gave a Powerpoint presentation on an integrated transportation system which is an alliance of transportation partners serving the rural areas and towns of five counties including Benton, Lincoln, Clatsop, Columbia and Tillamook. This group, which first formed in August 2010, is called North by Northwest CONNECTOR, and has won several awards. It is up for a national transportation award. Ms. Fipps also coordinates with the Corvallis Transit Authority and is hoping for future alliances with Linn County.

The group's goals include improving transit connections between northwestern Oregon communities; branding and marketing transit service in all five counties as a single seamless service; building community partnerships to increase transit ridership while promoting regional business and economic development opportunities; and implementing sustainable funding strategies for continued transit system development. The alliance of the five counties and agencies gives strength in numbers to apply for grants.

Major work has been done on the branding and marketing and Ms. Fipps shared the logo design which will be used in all materials and eventually will also be used as signage at all bus stops serving CONNECTOR. It is a challenge in that the alliance serves five diverse counties. They are holding community workshops and have developed poster art that they hope to have displayed throughout the five-county region.

Initially, they had looked at how best to coordinate routes and service. They looked at population clusters and commuter market needs and how connections could be made across county lines. One of the worst connections was between Lincoln and Benton Counties. Now the route includes service to and from the Amtrak station in Albany from Corvallis, and service from Corvallis to Newport and South Beach. They are working on better connections

between Tillamook and Clatsop Counties, with improved coordination with Northwest POINT which connects Astoria with Portland. They are also working with the Tribal groups to better serve the casinos.

The commuter and visitor markets are important. They are considering 3- and 7-day passes which would allow for a visitor to make a round trip to/from the I-5 corridor to the coast, with unlimited travel in the coastal communities.

They are developing strategic partnerships with foundations, with fundraising from private charitable resources. Their hope is to get some endowment funding. Additionally, they are working on several federal grants. Another step will be to install new bus stops, benches, signs and kiosks once funding is secured.

Commissioner Olson said she would love to see Linn County work together with the alliance, and suggested that the alliance should also work with the Health Network Coordinated Care Organization. In response to a question from Commissioner Bailey about linkages with the trails for bikes groups, Ms. Fipps said that were not actively coordinating, but all buses have bike racks. OSU students and others have also expressed a desire to be able to take a dog and/or a surfboard on the bus to the coast.

Ms. Fipps was thanked for her presentation as well as for her work.

VI. DISCUSSION – FOOD CART POLICY COMMITTEE RECOMMENDATION TO COMMISSION; CHANGES TO POLICY RECOMMENDED AFTER 1-YEAR REVIEW.

Associate Planner Johnson said that over the past few months, the Committee, which had been established to conduct the one-year review of the Downtown food cart policy, has met and evaluated several issues that were raised by stakeholders as needing additional review. The Committee also met with Michele Walker of the Corvallis Food Cart Alliance who had solicited recommendations from some of the food cart owners. The Committee has now made their recommendations and the Downtown Commission now needs to make a recommendation to the Urban Services Committee relating to potential changes in the policy.

Ms. Johnson then reviewed the recommendations as outlined in her memo.

Applicability – The 45 day-limitation for siting food carts in other parts of the City is considered by food cart vendors to be arbitrary and unnecessary, and it was suggested that the Urban Services Committee look at other zones in the City where food carts could be positioned and not subject to the 45-day limitation. The commissioners agreed that could be looked into.

Permit for one or more carts – after considering a change, the Committee favors leaving the language for “one or more” carts unchanged.

Definition – The Committee recommends retaining the size and square footage limitations proscribed in the definition, but exempting the tow hitch and tongue from the calculation.

Setbacks and Separation – Since buildings in the downtown area are not required to have a setback from the property line, it was proposed that the setback be reduced to zero for those carts that are not facing the street, and to 2’ for those that are. In terms of separation, the Fire Department staff explained and defended the need for the ten feet of separation between carts,

but allowed that the standards could be relaxed with regard to location of seating areas provided a 4' pathway is provided and the seating components are of non-flammable materials.

Fees and Responsible Party – The recommendation is that the permitting structure be changed so that the vendor is responsible for the site plan, organization with the property owner and other vendors, and paying all of the fees. This is as opposed to the property owner having that responsibility. A second recommendation is that only one site plan review fee be paid for as long as a cart remains in the same location. If the cart moves to a new location, a new site plan review would be required and the fee would again be assessed. The suggested fee would be reduced to $200 instead of the $500 that is now imposed.

Commissioner Bailey suggested that wording be included in the recommendation to clarify that a food cart that might change its location on a seasonal basis does not have to once again pay a plan review fee for a site and configuration that has already been approved for that vendor in the past. This allows a vendor to have two different sites that it might move between during the year. If the vendor chooses to set up in a different way, a plan review fee would again be imposed.

A third recommendation was to impose an annual infrastructure impact fee to be paid by the food cart vendor, and suggested an amount of $100. This was set up to provide some equity between "bricks and mortar" facilities and food carts.

Commissioner White asked if the property owner would still have some responsibility for the process. Staff said that they would still be required to sign off on site plans, but they no longer would have responsibility for the fees and permits. If a property owner chose to add improvements to the site, SDC fees would be assessed for which they would have responsibility.

Commissioner Uerlings asked whether the permit process required that the Health and Fire Departments sign off, and if not, does the issuance of a permit imply that the food cart has met all safety requirements. He felt that there could be some City liability if a permit was issued and the food cart had not met other safety standards. Staff said that health and fire safety inspections/permits were a separate process, though there is a stipulation in the permit conditions of approval that they need to be in compliance with the safety codes. In response to another question from Commissioner Pastega, staff did not know whether the food carts had to post a health inspection report in a similar fashion to restaurants. Staff will report back on what they find out.

Commission Uerlings suggested the name of the policy be changed to something like "food cart siting" policy so that it clearly does not infer that it covers all the operations such as health and fire safety.

Commissioner Mooney asked if there were projections about what impact the fee structure changes would have on amount of fees collected. Director Gibb said that from the City administration viewpoint, there will be a loss of revenue upfront but money would continue to come in on an annual basis with imposition of the impact fee. In response to a query from Commissioner White, Director Gibb said that the impact fee revenue will likely go into the downtown parking fund. The site review permit fee would be used to help pay for staff time required to review the site plans.

It was the consensus of the Commission that staff incorporate into the recommendations changes suggested by Commissioners Bailey and Uerlings. A public meeting should be scheduled for the April Downtown Commission meeting so that the recommendations can be discussed and the stakeholders and public can have an opportunity to comment on them. The Commission will then make a recommendation to the Urban Services Committee.

VII. DISCUSSION – REVIEW OF STAFF SUMMARY AND ANALYSIS OF TAX INCENTIVE PROGRAMS, AND POTENTIAL RECOMMENDATIONS TO CITY COUNCIL.

Brigetta Olson declared a conflict of interest because of the potential for Willamette Neighborhood Housing Services to own property downtown.

Chair Henry said she had attended the last Economic Development Commission meeting in which they had a presentation and discussion about urban renewal districts (URDs). Director Gibb said that if one were to be pursued, it would likely be outside of the downtown area, and possibly be utilized for improvements at one of the City's industrial sites.

Commissioner Wiener asked if he was correct in assuming that a URD is used for public improvements, whereas the Multi Unit Housing Tax Credit (MUHTC) and the Vertical Housing Tax Credit (VHTC) are used for private development of housing units. Planner Johnson said that was partially correct, though URD tax increment financing revenues can also be used as a loan fund for private business owners. Director Gibb added that the MUHTC and VHTC programs generally target specific building projects and could be useful tools for downtown housing development.

Chair Henry cautioned that if we use one of the tools it might impact the ability to gain support for using the other tools. Planner Johnson said that one way they might be in conflict is if a MUHTC were used by a specific developer in the downtown area, and the area had been approved as a URD, the URD would not be able to benefit from tax revenue from the increase in valuation from the MUHTC building.

Planner Johnson said she had talked with the person who was involved with the Eugene MUHTC program, who explained that the program was put on hold in order to do a public benefit analysis. Additionally, they wanted to develop a "checkoff" procedure to ensure that projects that use the program met all of the expectations and conditions.

Director Gibb said that the Downtown Commission needed to think about why we would apply one of these tools to the downtown district, and whether the community can afford to approve a tax credit with the current revenue picture. If the Commission wished to make a recommendation to City Council that it be pursued, the recommendation should include an analysis of why this is the appropriate way to go.

Commissioner Bailey said he would be more inclined to recommend that City Council "consider" looking at these two programs.

Commissioner Gallagher expressed concern about City taxes being used to destroy a historic building, of which there are many in the downtown area, whether it is a listed historic resource or not. Director Gibb said that qualifiers could be written in to a proposal to ensure this did not happen. Planner Johnson added that though the URD program requires a finding of blight before a district can be formed, these two programs do not.

MOTION: Commissioners Bailey and Uerlings **moved** and **seconded** to recommend that the City Council perform an initial review of these two programs as potential tools for supporting downtown housing development. Commissioner Wiener offered a friendly amendment, which was accepted, that the review should be taken within the context of how this might impact urban renewal opportunities.

The motion was made based on the following findings:

The City of Corvallis has stated downtown's position as the heart of the community and has long identified increased density and a variety of housing as priorities for the vitality of downtown. The Commission believes that the Multi-Unit Housing Tax Credit program is a viable and valuable means to accomplish this goal, while providing the City important input into project design, flexibility in benefits offered, and a tool to realize partnerships to accomplish other City goals downtown in a mutually beneficial way.

The Vertical Housing Tax Credit program has been used as a valuable tool both for new development of mixed-use housing projects, and for redevelopment of existing buildings for mixed-use development. This is consistent with the City's goals of providing higher density, mixed-use development in the downtown core.

The motion was **approved** unanimously, with Commissioner Olson abstaining due to a possible conflict of interest.

VIII. UPDATES.

- **Community Development Update**
  Planner Johnson said that she had been contacted by a Cascade Pacific Resource Conservation and Development representative who wanted to know if the City was still interested in the alleyway project. Chair Henry asked that a refresher on the alleyway project be put on next month's agenda. A possible contract with Cascade Pacific might also be useful for the wayfinding project as well.

  Director Gibb gave a heads up that a recommendation coming forward from the City-OSU Collaboration group relating to parking districts could include a portion of 6th Street which might impact parking in the downtown area. He will keep the Commission posted and there can be more discussion at a future meeting.

- **Parking Committee Liaisons** – no report

- **DCA Liaison Report**
  Commissioner Foster said that the Rhapsody in the Vineyard is on Saturday and all are encouraged to ride the bus. The next DCA "afterhours" will be at the Oddfellows Hall with food from the Creperie. She will suggest to Joan Wessell that she put something in her next mailing about the food cart policy discussion coming up at the Commission's next meeting.

IX. OTHER COMMISSIONER UPDATES. None.

X. OTHER BUSINESS. None.

XI. ADJOURNMENT. The meeting was adjourned at 7:15pm.

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Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Approved as submitted, April 9, 2013

CITY OF CORVALLIS
HISTORIC RESOURCES COMMISSION MINUTES
MARCH 12, 2013

Present
Robert "Jim" Morris
Richard Bryant
Lori Stephens, Vice Chair
Tyler Jacobson
Kristin Bertilson
Jim Ridlington, Planning Comm. Liaison

Absent/Excused
Deb Kadas, Chair
Roger Lizut
Geoffrey Wathen
Roen Hogg, Council Liaison

Staff
David Coulombe, Deputy City Attorney
Bob Richardson, Associate Planner
Mark Lindgren, Recorder

Guests
Sara Robertson
David Dodson
Bill Bailey
Larrie Easterly

SUMMARY OF DISCUSSION

	Agenda Item	Held for Further Review	Recommendations
I.	Opening		Introductions.
II.	Visitor Propositions		None.
III.	Public Hearings A. OSU LANGTON HALL ADA PARKING (HPP13-00005) B. OSU POLING AND CAUTHORN HALLS (HPP12-00035)		A. Motion passed to approve the application as conditioned. B. Motion passed to approve the window type D in the application as conditioned; motion passed to deny window types A-C.
IV.	Other Business/Info Sharing a. HRC training		Discussion on possible training topics.
V.	Minutes Review- February 12, 2013		February 12, 2013 minutes approved as presented.
VI.	Adjournment		Meeting adjourned at 8:29 p.m.

CONTENT OF DISCUSSION

I. OPENING.

Vice Chair Lori Stephens called the Corvallis Historic Resources Commission to order at 6:03 p.m. in the Corvallis Downtown Fire Station Meeting Room, 400 NW Harrison Blvd. Meeting Room.

II. VISITOR PROPOSITIONS: None.

III. PUBLIC HEARINGS –A. OSU LANGTON HALL ADA PARKING (HPP13-00005)

A. Opening and Procedures:

Vice Chair Stephens reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing, saying that since her vote was needed for a quorum, she would be more active in questioning than usual.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest. None declared.
2. Ex Parte Contacts. None declared.
3. Site Visits. Declared by Commissioners Morris, Robinson, Jacobsen, Bryant, and Bertilson. Commissioner Bertilson related that she'd viewed the parking lot, vegetation, and overall context. Commissioner Bryant stated that he'd viewed vegetation proposed to be removed, paving and existing parking; Commissioners Jacobsen, Robinson relayed similar observations, and Commissioner Morris had nothing to add.
4. Objections on Jurisdictional Grounds. No rebuttals or objections were made.

C. Staff Overview:

Planner Richardson said the request was to construct a new ADA compliant parking lot and bicycle parking area south of SW Jefferson Way, between Langton and Waldo Halls. The proposal includes

development of eight ADA parking spaces, 64 covered bike parking spaces and 32 uncovered bike parking spaces. Langton and Waldo Halls and the Langton Filtering Plant are Contributing buildings within the OSU Historic District.

D. Legal Declaration:

City Deputy Attorney David Coulombe stated that the Commission would consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they feel are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

E. Applicant's Presentation:

Sara Robertson, OSU Campus Planner, introduced Larrie Easterly, Project Manager, and David Dodson, Campus Planning Manager. OSU proposes ADA vehicle parking, and covered and uncovered bicycle parking along Lincoln Place, just south of Jefferson Way. The purpose of the project is to replace parking displaced from MU Plaza when the Student Experience Center, approved by the HRC, is built.

She displayed the site and its surroundings. The proposed project installs eight ADA parking spaces, four on each side, connected by a crossing in between; along with bike parking on the west side of Lincoln Place, with four covered bike shelters, totaling 64 covered bike parking spaces, and 34 uncovered bike spaces on the south. There will also be an accessible walk from the parking area leading to the MU Plaza area, replacing an existing dirt footpath. She highlighted new landscaped areas by Waldo Hall, screening the west side of the parking area. The plan will retain several large existing trees and shrubs, including a beech, a large rhododendron and a Blue Atlas Cedar; however, a Blue Spruce, a bamboo grove, an evergreen and a small maple tree will be removed.

She summarized the project was consistent with Chapter 2.9 and would not affect surrounding resources, nor affect views of them. She noted that removing some of the vegetation will allow more of Langton Hall to be visible. The project is well set back from Jefferson Way and Waldo and Langton Halls. The designs of bike shelters are similar to other bike shelters and the uncovered bike racks are also OSU standard. The paved accessible walk will replace an unsightly dirt path through a lawn. The ADA parking and bike parking are much needed in the campus core and will greatly improve functioning in the area.

Commissioner Jacobsen asked if the parking was like for like; Mr. Easterly replied that the project replaces five lost ADA parking spots, and that new parking will be used by anyone needing it in that area; the parking is not assigned to any particular building.

Commissioner Ridlington asked about Attachments A-13 and Attachment B; Planner Richardson replied that they were only included as a background reference in the staff report. Commissioner Morris asked the difference between A-12 and A-13; Ms. Robertson replied that A-12 was added as a late change and was the correct site plan that was proposed. She said the proposed ADA parking will

be sloped up, eliminating a curb. Commissioner Stephens asked if vegetation to be removed included a maple, a bamboo grove and two evergreens, apart from grass and shrubs; Ms. Robertson confirmed that.

F. Complete Staff Report:

Planner Richardson said the area was currently used as a driveway; the project would remove some turf and vegetation and there would be no physical impacts to buildings' design or style, consistent with criteria 2.9.100.04.b.1.

Regarding criteria in 2.90.06.a, preliminary review showed that the project will or should comply with all codes and requirements. Regarding compatibility criteria in 2.9.100.04.b.3, there are no changes to Facades or Architectural Details, so the criteria are satisfied. Regarding Building Materials, the asphalt and concrete are common campus materials, and bike parking metal hoops will be simply moved from the MU area. Regarding Development Criteria, the project would double impervious paved surface but the site is already used as a vehicle maneuvering area, simply expanding on what is already there, and so follows the existing development pattern. Regarding Accessory Development, the proposal for bike shelters reuses existing ones, so there should be no impact to the feel of the area, using an existing established feature, so it satisfies the criterion. He summarized that the proposal, as conditioned, met the review criteria, and recommended approval, as conditioned.

Commissioner Bertilson asked about the requirement for pathways adjacent to ADA parking spaces; Planner Richardson replied that there were requirements for landings, and it depends whether a space is designed for van use. Commissioner Stephens added that accessible vehicles can share an adjacent landing space.

G. Public Testimony in favor of the application: None.

H. Public Testimony in opposition of the application: None.

I. Neutral testimony: None.

J. Additional Questions for Staff: None.

K. Rebuttal by Applicant: None.

L. Sur-rebuttal: None.

M. Additional time for applicant to submit final argument:

The applicant waived the right to submit additional testimony and there was not a request for a continuance or to hold the record open.

N. Close the public hearing:

Vice Chair Stephens closed the public hearing.

O. Discussion and Action by the Commission:

MOTION: Commissioner Morris moved to approve the application as conditioned in the staff report; Commissioner Robinson seconded. Motion passed unanimously.

P. Appeal Period:

Vice Chair Stephens stated that any participant not satisfied with this decision may appeal to the City Council within 12 days of the date that the Notice of Disposition is signed.

III. PUBLIC HEARINGS –B. OSU POLING AND CAUTHORN HALLS (HPP12-00035)

A. Opening and Procedures:

Vice Chair Stephens reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest. None declared.
2. Ex Parte Contacts. None declared.
3. Site Visits. Declared by Commissioners Bertilson, Bryant, Morris, and Robinson. Commissioner Bertilson related she'd attended OSU and looked closely at windows. Commissioner Bryant looked at conditions at Poling and Buxton Halls, and paid attention to entryways that separate the halves of the complex, where type D wills would be installed; existing windows, and the context of windows in other nearby dormitories. Commissioner Robinson had a similar general review of exteriors; Commissioner Morris concurred.
4. Objections on Jurisdictional Grounds. No rebuttals or objections were made.

C. Staff Overview:

Planner Richardson said the request is to replace almost all windows in OSU Poling and Cauthorn Halls with new windows, including storefront windows. The existing original single pane aluminum windows would be replaced with vinyl windows of different designs from existing windows. The existing aluminum storefront windows would be replaced with new aluminum storefront windows with a different design. He noted there was an inconsistency in the staff report regarding the Building Materials criterion; the applicant is actually proposing aluminum, not vinyl, storefront windows (all

other new windows are proposed to be vinyl). The subject buildings are part of a four-building complex on campus at 361 SW Sackett Place and 360 SW Weatherford Place. Poling and Cauthorn Halls are classified as Historic Contributing, while the other two buildings in the complex, Buxton and Hawley Halls, are considered NonContributing (they were constructed just after the period of significance).

D. Legal Declaration:

City Deputy Attorney David Coulombe stated that the Commission would consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they feel are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

E. Applicant's Presentation:

Campus Planning Manager David Dodson introduced Project Architect Bill Bailey and Larrie Easterly, Project Manager. Poling Hall was constructed in 1957 in the International Style, within the last year of the district's period of significance. It is part of a larger complex of buildings, including Buxton and Hawley Halls, which were constructed at a later date, outside the period of significance. So, two of the complex's buildings are considered Contributing and two NonContributing, but all four appear nearly identical, and they appear to be one building. The two buildings for which window replacements are sought are considered Contributing. The windows on NonContributing Hawley and Buxton Halls were replaced by white vinyl windows in the 1990's; he displayed a photo.

He stated that the windows on Poling and Cauthorn Halls have the original single pane windows. They are in poor condition, they operate poorly, don't seal well, and are difficult to maintain. The building doesn't have a fire sprinkler system, and existing windows do not comply with current fire egress requirements. Egress requirements state that a vertical opening must open fully a minimum of 20" wide and 41" tall. He said this posed a challenge, since operable aluminum frame windows do not meet energy code requirements. Openings are 5' by 5'.

He noted that in terms of window alternatives, Weatherford Hall upgrades replaced wood windows with steel-clad wood windows, while Sackett Hall upgrades replaced original wood frame windows with a mix of both vinyl and wood. Buildings of lower historic integrity were generally constructed with aluminum frame windows. He highlighted West Hall's silver vinyl windows, which appear to be aluminum from a distance.

Mr. Dodson said the original assessment was to match white vinyl windows throughout the complex, for consistency. He said the application was submitted over a year ago; however, at the time, City staff raised concerns about compatibility of the proposed windows, suggesting OSU consider something that would more closely reflect horizontal elements of the existing windows with horizontal divides. So, OSU looked at options, including a silver vinyl, resembling aluminum, with a horizontal divide on the inside of the two panes of glass. The frames are vertically proportioned, but the vertical divides mimic existing windows, more closely resembling existing windows.

He said original lounges, where Hawley and Cauthorn Halls join together, were converted to multiple resident rooms over the years. An aluminum storefront pane system with a colored bottom panel was proposed to replace existing windows. He highlighted the small operable aluminum frame windows and said OSU considered the aluminum compatible. The architectural style of the buildings is not rare or unusual, and not considered a prime example of the style, so they have lesser historical significance. He gave the example of the HRC recently approving use of vinyl replacement windows in the Vet Research Lab, another building of lower historic integrity and significance.

He said OSU had to consider costs of different types of windows; adding color and internal dividers added 66% to the cost. He highlighted two alternative window designs: metal-clad wood windows with divides; and a white vinyl single-hung window, which met egress requirements but had four divides instead of the existing three; both were a 400% increase in cost over the base white vinyl window. He displayed a sample window with an extra divide on the outside, which provides a better shadow line and relief than the internal faux-divide alternative, and "reads" better. He said OSU would be willing to use either of two window divide styles; they are about the same price.

Commissioner Bryant asked which manufacturers were considered; Mr. Bailey said three manufacturers met project design intent criteria and were bidding the project. Commissioner Bryant asked if fiberglass was considered; Mr. Bailey replied that it was more expensive; it is very similar to vinyl in terms of appearance and had been considered. Mr. Dodson said a number of options were considered; OSU would prefer either of the vinyl options, but to avoid denial of the project, it would also accept a fiberglass window, with the least desirable preference being a metal-clad wood frame window.

F. Complete Staff Report:

Planner Richardson said the general review criteria was a way to understand the context of the building and the types of changes that could occur to the building based on criteria of historic significance. In terms of the criteria in 2.9.100.04.b.1 and b.2, staff found that the replacement storefront window type D was compatible, compared to existing windows, but the other replacement windows, types A through C, were not compatible, because Poling and Cauthorn Halls were Contributing, and staff felt the horizontal bars were an important architectural feature on a fairly simple, unadorned building. The proposed window types A through C would change the opening style and design, from three horizontal divided lites to slider windows, was not in keeping in the historic character of the buildings. He said the challenge was that the buildings were part of a complex with two other buildings that were constructed outside the period of significance. He noted the applicant was seeking consistency among all four buildings, while staff evaluated compatibility against original features on the Contributing buildings, not original features on a NonContributing building.

He summarized that staff analysis based on 2.9.100.04.b.1 and b.2 found that window types A, B, and C were not historically compatible, but the storefront window type D was, since even though it was different than the existing storefront window, it maintained the important characteristics, was similar in appearance and was the same aluminum material.

He said the criteria 2.90.06.a requires compliance with applicable codes and standards. The egress requirements are only triggered by the process of replacing the windows.

Regarding compatibility criteria in 2.9.100.04.b.3, he noted type D windows were found to be historically compatible. He noted the staff report in this section mistakenly listed the aluminum storefront windows as vinyl, which is not the case. However the type A through C windows are a different design, style and vinyl material. The slider style was a pronounced change from the existing

windows, with horizontal divider bars, which staff identified as an important feature of the building. The vinyl material was not originally used on the contributing building or other contributing buildings as an original feature. Window types A through C were deemed not compatible and staff recommended denial of them, noting that there were no Conditions attached to a denial. Planner Richardson said staff recommended approval of the type D windows and denial of window types A through C.

Commissioner Bryant said that the horizontal divides in the windows may not have been a conscious design but may have simply reflected a limitation in technology at the time. He felt that OSU would have a better window without the horizontal divides. Planner Richardson highlighted the general review criteria, saying that the commission could make findings that the horizontally divided window was not an important feature, as they were identified in the staff report, but the commission would have to make a finding that the proposed windows were historically compatible.

G. Public Testimony in favor of the application: None.

H. Public Testimony in opposition of the application: None.

I. Neutral testimony: None.

J. Additional Questions for Staff:

K. Rebuttal by Applicant: None.

L. Sur-rebuttal: None.

M. Additional time for applicant to submit final argument:

There was no request for a continuance or to hold the record open.

N. Close the public hearing:

Commissioner Stephens declared the public hearing closed.

O. Discussion and Action by the Commission:

Commissioner Morris said he felt that the complex was actually a single building, though technically it was divided, with four different names. He was not convinced that the distinction between Contributing and NonContributing was sufficient grounds to have different criteria for half of them, saying he was sympathetic to the argument that it would look better if all four buildings had similar windows. Commissioner Jacobsen noted that two were designated as Historic Contributing.

Commissioner Bryant agreed that there was essentially only one building, and it is only an accident that two buildings were designated Historic Contributing and the others were not. He said there might be better products, cheaper than the expensive metal-clad window but better than vinyl. He said you could find that changing the windows could meet the criteria from an appearance standpoint, even though they are not aluminum frame, and meet exit and energy standards; you won't find windows like the original 1957 windows, since the frame sizes and glass will be different. Commissioner Jacobsen said material was different, the number of lites will be different, and the width will be different, and didn't see how to approve it within the review criteria.

Commissioner Morris said the commission had some leeway. Attorney Coulombe said an interpretation of designated Historic resource as a NonContributing resource would probably not stand at LUBA or the Court of Appeals. He said staff provided a process to view application under the criteria in a way to come to a decision that you want. Commissioner Morris said the restrictions that apply to a Contributing building can be loosened to allow this kind of variation. For continued use of the building, given the outmoded and dangerous windows, the issues justify the changes.

Commissioner Robinson noted that the buildings were not considered rare or unusual, so the commission could stand on that to allow the proposed variation in design and style. Commissioner Bertilson said in looking at other similar International Style building windows, she found the windows to be sterile and unadorned so variations could still be compatibly used.

Commissioner Stephens found consensus on the historic compatibility of the proposed type D storefront windows. Attorney Coulombe said the commission could allow recommendation for approval of specific, separate alteration activities, if it wished. Commissioner Morris asked about Conditions of Approval for an approval of the application in its entirety as proposed; Planner Richardson replied that in that case, Conditions #1 and #2 were generally boilerplate and could be used.

Commissioner Stephens highlighted design options that OSU was willing to consider; Commissioner Morris highlighted OSU's preferred option. Planner Richardson said A-34 was OSU's original first choice proposal (matching Buxton Hall), with A-58 showing the alternate proposal, for silver vinyl with horizontal bars. Commissioner Morris said he'd prefer that they all be uniform, with white vinyl, with two lites; Commissioner Jacobsen replied that he didn't see how that could happen within the criteria. As it is presented, the proposal makes it uniform, but to go along with it, the commission would have to make a historic building look like a nonhistoric building. Commissioner Stephens added that just because the NonContributing buildings put in new windows twenty years ago, it is not clear how long they'll last, and the commission must cite criteria as it cites its decision. Commissioner Bertilson said the commission could hope that OSU would choose to replace the windows in the NonContributing buildings down the road to match those on the Contributing buildings.

Motion:

Commissioner Jacobsen moved to approve the type D windows in the application, and to deny the window types A through C, based on findings in the staff report and during deliberations; Commissioner Bertilson seconded.

During discussion, Commissioner Bryant asked if connecting lounge areas, containing the type D windows, were part of the Contributing Historic building; Commissioner Richardson replied that staff considered them part of the Contributing Building. Commissioner Bryant noted that the type D window was a much more radical change in appearance from what they looked like in 1957, so the commission is being asked to radically change the appearance in former connecting lounges. Planner Richardson highlighted A-32 and the chart in A-35 to help determine differences.

Commissioner Jacobsen voted in favor; Commissioners Morris and Bryant opposed; with Commissioners Robinson and Bertilson abstaining; motion failed.

Commissioner Morris moved to approve the application as presented with the same first two Conditions of Approval used for the Langton Hall application; Commissioner Robinson seconded the motion. Attorney Coulombe noted that the burden of persuasion lies with the applicant, so if a commissioner is not persuaded, it is not staff's burden.

During discussion, Commissioner Bryant moved an amendment to add a Condition of Approval to add the horizontal muntin bars that OSU staff had proposed (as per A-58) to try to make the new windows look closer to the original 1957 windows; in theory, that would apply to window types A through C. Commissioner Jacobsen asked about the color change. Commissioner Stephens noted the newer vinyl windows were put in the NonContributing buildings without review and would come out eventually. Commissioner Robinson seconded the amendment. The motion to approve the amendment passed 3-2. In voting on the main motion to approve as conditioned, the motion failed. Attorney Coulombe suggested separating alteration activities A through C and Type D.

Commissioner Bertilson moved to approve proposed window type D, as shown in A-25 of the staff report (a four panel lite, with three windows over a spandrel); with Condition of Approval #1 (requiring consistency with plans), and Condition of Approval #2 (obtaining all required building permits and compliance with state and local codes). Commissioner Jacobsen seconded; motion passed, with Commissioner Morris abstaining.

Commissioner Bertilson moved to deny window types A through C, saying the applicant had not met their burden of persuading the commission; Commissioner Morris seconded; motion passed with Commissioner Bryant abstaining. Attorney Coulombe summarized that there was both an approval in part and a denial in part.

IV. OTHER BUSINESS/INFORMATION SHARING.

a). HRC Training-

Attorney Coulombe solicited suggestions on topics for future discussion.

Planner Richardson reported that the Awards ceremony would be held in the Children's Farm Home building in early to mid-May. Awards were needed and he asked for suggestions; there will be discussion on them at the next meeting.

Commissioner Morris said he would like to get notification of City Council hearings on applications; Planner Richardson replied that when there is an appeal, staff could put the commission on a list of people who are notified, and could make staff reports available. Attorney Coulombe cautioned that the Council had an option of remanding a decision back to the HRC, so if a commissioner testifies at a Council hearing, they may have to recuse themselves during a following HRC deliberation, to avoid the appearance of bias. Commissioner Morris noted the Council had always voted against HRC decisions that came before them; Liaison Ridlington replied that subsequent applications to the Council were usually revised. Attorney Coulombe noted that OSU had presented revised plans for the proposed Asian Pacific Cultural Center to the HRC.

Commissioner Bryant noted that in his experience, he'd heard inconsistency regarding vinyl windows, and that they were generally not regarded as an allowable product. He highlighted a presentation by the Habitat for Humanity that included vinyl windows; Commissioner Stephens noted that that was an infill project. Attorney Coulombe added that a discussion on criteria could be a good topic for future discussion; for example, some materials could be treated differently depending on whether a building was a Contributing resource or not; there can be different analysis. Commissioner Bryant said that some training on applying the structure of the code and how to interpret it on different types of applications would have been helpful during the second application tonight.

Attorney Coulombe said in applying code and interpretation, the commission must follow the code-buildings are either designated or not; there is no interpretation there. The commission must look at

legislated intent, using plain language and then its context, as well as interpretive aids. He said the commission had a lot of discretion *within* the code.

Commissioner Stephens said the windows put on the NonContributing buildings in 1990's were a bad idea that should not be repeated. Planner Richardson and Attorney Coulombe highlighted several unusual cases where vinyl windows had been approved under special circumstances where they were not readily visible.

V. MINUTES REVIEW:

February 12, 2013-
Commissioner Jacobsen moved and Commissioner Bertilson seconded to approve the February 12, 2013 minutes as presented; motion passed.

VI. ADJOURNMENT: The meeting was adjourned at 8:29 p.m.

DRAFT

HOUSING AND COMMUNITY DEVELOPMENT COMMISSION
MINUTES
March 13, 2013

Present
Judy Gibson, Chair
David McCarthy, Vice Chair
Kara Brausen
Ed Fortmiller
Gary Hamilton
Dave Henderer
Kenny Lowe
Biff Traber, City Council Liaison

Absent
Gerry Perrone
Roger Lizut, Planning Commission Liaison

Staff
Kent Weiss
Terri Heine

SUMMARY OF DISCUSSION

Agenda Item	Action/Recommendation
I. Consideration & Approval: HCDC Draft Minutes of February 19, 2013 and February 20, 2013	Approved as Modified
II. Status: Loan Funds & Recent Rehab Loans	Information Only
III. Adjustments to Recommended FY 13-14 CDBG & HOME Awards	Recommendations
IV. Other Business: Current Capital Project Updates FY 13-14 Budget Process & New Council Goals	Information Only Information Only

CONTENT OF DISCUSSION

I. Consideration & Approval: HCDC Draft Minutes of February 19, 2013 and February 20, 2013

Chair Gibson opened the meeting, welcoming new Commissioner Brausen. She then asked for consideration of the HCDC draft minutes of February 19, 2013 and February 20, 2013. Housing Division Manager Weiss noted that Commissioner Perrone had contacted him, requesting that the February 20 minutes be modified to reflect that the vote to recommend Human Services Funding was 6-0, with him abstaining. Weiss noted that staff will make this correction. The minutes were then approved as modified.

II. Status: Loan Funds and Recent Rehab Loans

Housing Division Manager Weiss reported that no new First Time Home Buyer (FTB) loans have closed since the last meeting. Regarding rehabilitation loans, Weiss reported that none have closed since the last meeting, adding that several are in the application/review process.

III. Adjustments to Recommended FY 13-14 CDBG and HOME Awards

Weiss directed Commissioners to a memo included in their packet regarding adjustments to the Commission's recommendations for allocations of FY 13-14 CDBG and HOME funds. He reminded the Commissioners that the set of recommendations was based on staff's assumption that the amounts of CDBG and HOME funding that the City will receive next year would be about the same as this year's awards. Since March 1 and the implementation of the federal budget sequester, staff have received a bit more guidance from HUD about what might be expected in regard to funding levels. Weiss noted that although the numbers are still subject to change and should be used for planning purposes only, HUD is now suggesting that the City can expect a 5% reduction in both the CDBG and HOME programs relative to the FY 12-13 award levels.

Continuing, Weiss noted that staff would like to work through a process today that assumes a 5% reduction and to find out how the HCDC would adjust its original recommendations for FY 13-14 CDBG and HOME awards. Assuming a 5% reduction of the City's FY 12-13 CDBG award of $460,000 and HOME award of $298,000, the reduced totals for FY 13-14 would be $437,000 for CDBG and $283,000 for HOME. Weiss directed the Commissioners to a table in the memo that reflected their recommended allocations for FY 13-14, noting that the CDBG amount also includes an estimated $100,000 in program income to be earned in FY 13-14, and $150,000 in carryover funds expected to be available for FY 13-14 as well. Along with the HCDC's recommendations, the table includes the following activities as is typical: Housing rehabilitation loan programs (CDBG); down payment assistance loan programs (CDBG); program administration and project delivery (CDBG and HOME); and contingency (HOME).

Weiss directed Commissioners to a second table in the memo that shows staff's suggestions for reductions to assist as a starting point. Beginning with CDBG funding, he noted that the Human Services Fund awards is capped at 15% of the annual award, so the total for that set

of activities will need to drop from $69,000 to $65,000. The balance of the estimated reduction would be $19,000. For planning purposes at this time, staff recommends maintaining funding levels for the Julian Apartments rehab, Community Outreach, Inc. (COI) shelter rehab, and Linn-Benton Community College (LBCC) Microbusiness program. Staff also recommends maintaining the total funding level at the capped amount for program administration and project delivery, as those amounts already fall short of covering the costs of administering the program. That leaves the two City-operated loan programs to handle the remaining estimated $15,000 reduction. Weiss noted that staff are comfortable that this can be absorbed without significantly compromising those programs.

Regarding the estimated 5% reduction in HOME funding, Weiss noted that this equates to approximately $15,000. He noted that staff has been working with HUD to put a system in place where staff will charge project-related delivery costs (such as staff time for overseeing actual construction, developing funding agreements, environmental reviews, etc.) to projects to cover those types of costs outside of the 10% administrative cap which is used to capture all of the non-specific project-related activities that staff carries out throughout the year. Because HUD has recently approved allowing staff to charge delivery costs directly to projects and the program contingency is where the soft costs will be funded, staff is recommending that the $15,700 showing as contingency funding in the table be bumped up to $25,700 and that the $225,000 recommended for the Willamette Neighborhood Housing Services (WNHS) Lancaster Bridge rehabilitation project be lowered by $10,000 to $215,000. Weiss reminded the Commission that this was a supplemental request from WNHS for the project and that the City has already invested $383,000 in HOME funds and $150,000 in CDBG funds to the project prior to this latest request.

Following a brief discussion, Commissioner Fortmiller moved, with Commissioner McCarthy's second to recommend reducing the $225,000 FY 13-14 HOME allocation originally recommended for WNHS's Lancaster Bridge project to $215,000, and to increase the HOME contingency funds from $15,700 to $25,700. The motion passed unanimously.

Regarding Human Services Fund allocations, Weiss reminded Commissioners that the amount available each year is capped at 15% of the City's CDBG award. He noted that the estimated 5% reduction in the City's CDBG award for FY 13-14 drops the available funding from $69,000 to $65,000 and that the recommended agency awards will need to be reduced by $4,000.

Chair Gibson suggested reducing the two largest awards by $1,000 each and reducing the four smaller awards by $500 each. Following a brief discussion, Commissioner Henderer moved, with Commissioner McCarthy's second, to recommend reduced allocations as follows:

- $ 9,500 Corvallis Daytime Drop-in Center
- $11,000 Corvallis Homeless Shelter Coalition
- $ 9,500 Furniture Share
- $ 9,500 Parent Enhancement Program
- $16,000 South Corvallis Food Bank
- $ 9,500 Work Unlimited

The motion passed unanimously. Weiss noted that there is a good chance that additional minor adjustments will be needed once HUD informs the City of its actual award amount, adding that staff would appreciate the HCDC's advance direction on how to allocate a reduction of only $500 or $1,000 if the Commission is comfortable providing it. Extending that thought, staff would also appreciate having the Commission provide a threshold for additional reductions above which staff would bring the matter back for further discussion. It was the consensus of the HCDC that any further reductions between $500 and $1,000 be split 50/50 off the two highest awards, and that any reductions over $1,000 be brought back to the Commission for discussion.

IV. Other Business: Current Capital Project Updates

Beginning an update on current capital projects, Weiss noted that funding agreements are being finalized for WNHS's Seavey Meadows Community Land Trust (CLT) project. The project includes building six new free-standing single family homes on the southeast portion of the Seavey Meadows site, and it is expected that construction will begin in April.

Regarding Home Life's Four-Plex project, Weiss noted that staff is expecting that the funding agreement will be completed by the end of the month. The project is currently out to bid with about six contractors showing interest. It is expected that construction will begin during the current fiscal year, with the project being completed during FY 13-14.

WNHS's Lancaster Bridge project is currently underway. Some of the siding has been removed and the prep work has started prior to beginning the larger rehab portion of the project. Tenants have been moved and temporarily relocated from the first eight of 50 units so that workers can proceed with the interior work on the units.

The rehab project for the Center Against Rape and Domestic Violence's (CARDV) transitional housing facility and separate service center located on Philomath Boulevard is expected to begin in the next couple of weeks as funding agreements and contracts with contractors are now in place. Rehab work will include replacement of the windows on the service building and repairing the ramps on both buildings, as well as stair repairs and other general improvements at the site. It is expected that the work will be completed during this fiscal year.

FY 13-14 Budget Process & New Council Goals

Councilor Traber provided a brief update of the City's FY 13-14 budget process, noting that the City Manager is exploring the possibility of privatizing some City services in the future with the goal of reducing expenditures and balancing the budget. The positions being examined are park services, fleet services, and GIS and IT services. Councilor Traber added that the current year's property tax revenues for the City actually came in lower than the previous year and next year's amount is not projected to be an improvement.

Councilor Traber then noted that the Council will be finalizing its goals during next week's meeting, adding that two of the goals are housing-related. One of the goals is in regard to affordable housing and is a two-year goal. During the first year, a report will be created that

will cover a large variety of housing information and issues in the City. In the second year, Council will review the report and work on policies, regulations and/or strategies with the goal of improving the mix of available affordable housing. The second housing-related Council goal will involve helping to develop plans for a permanent location for the Corvallis Homeless Shelter Coalition's (CHSC) men's winter shelter and the Corvallis Daytime Drop-in Center (CDDC).

There being no further business, the meeting was adjourned at 12:55 p.m.

DRAFT

CITY OF CORVALLIS
MINUTES OF THE PARKS, NATURAL AREAS AND RECREATION BOARD
MARCH 21, 2013

Attendance
Lynda Wolfenbarger, Vice-Chair
Deb Rose
Tatiana Dierwechter
Jon Soule
Joshua Baur
Nick Castellano
Carolyn Ashton
Marc Vomocil
Joel Hirsch, City Council Liaison

Absent/Excused
Betty Griffiths, Chair
Kevin Bogatin, 509-J District Liaison
Ed MacMullan
Phil Hays

Staff
Karen Emery, Director
Jude Geist, Operations Supervisor
Jackie Rochefort, Park Planner
Mark Lindgren, Recorder

Visitors

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
II. Introductions	X		
III. Approval of Minutes-February 21, 2013	X		
IV. Visitors' Propositions	X		
V. South Riverfront/Shawala Point Playground Naming			Motion passed to recommend to the City Council that a playground be incorporated into a Master Plan for the Shawala Point area, to be named "Ronald Naasko Playground".
VI. Heritage Tree Program			Motion passed to recommend the City Council adopt the Heritage Tree Program.
VII. Review & Refine Board Goals			Motion passed to adopt board goals.
VIII. Contracting Out Parks and Recreation Services			Motion passed that a carefully crafted letter be sent to the City Council, City Manager, and Mayor, based on the board's discussion reflected in the meeting minutes; the letter would advocate for Parks and Recreation, recognize all the recent work recovery, and remind the Council how well and efficiently it is run.
IX. Board/Liaison Reports	X		

X. Staff Reports	X		
XI. Adjournment	X		The next Parks, Natural Areas and Recreation Board meeting is scheduled for 6:30 p.m., April 18, 2013 at the Downtown Fire Station, 400 NW Harrison Blvd.

CONTENT OF DISCUSSION

I. CALL TO ORDER: Vice Chair Lynda Wolfenbarger called the meeting to order at 6:30 p.m.

II. INTRODUCTIONS.

III. APPROVAL OF MINUTES- February 21, 2013.
Jon Soule moved and Marc Vomocil seconded to approve the February 21, 2013 minutes as presented; motion passed.

IV. VISITOR PROPOSITIONS. None.

V. SOUTH RIVERFRONT/SHAWALA POINT PLAYGROUND NAMING.
Planner Jackie Rochefort stated that resident Ronald Naasko, Vietnam vet and double amputee, had long been a supporter of children and Riverfront Park. He submitted a CIP request for a playground along the Riverfront several years ago, but it was difficult to build a park there at the time, due to the high cost of a Greenway permit and because the park is so highly designed. As time has gone on, the need for a playground in the area has become clearer, and that the area known as Shawala Point, which includes the off-leash dog park and the skate park, would be ideal for a playground. Though the playground is not yet built, the proposal this evening is to name the future playground as "Ronald Naasko Playground".

She related that Access Benton County (ABC) requested the naming, saying it would promote fundraising for the playground. While City Council policy on naming public facilities mandates that a facility may not be named after someone until they have passed away at least two years (Naasko died September 15, 2011), it will take at least that long to build the playground. She said there has long been a need for a Master Plan for the area, so it makes sense to apply for a Greenway permit for the entire area, including the playground. Director Karen Emery related that Jim Smith of ABC proposed there could be some sort of tribute in the playground area to people who have advocated for people with disabilities in the area.

Marc Vomocil moved to recommend to the City Council that a playground be incorporated into a Master Plan for the Shawala Point area, to be named "Ronald Naasko Playground"; Jon Soule seconded. Joshua Baur asked why the entire park should not be named for him; Rochefort added a more thorough planning would be needed for that. Emery added that Naasko's passion was for a *playground* at the riverfront. Motion passed unanimously.

VI. HERITAGE TREE PROGRAM.
Parks Supervisor Jude Geist related that the Civic Beautification and Urban Forestry Commission (CBUF) has helped move forward a Heritage Tree Program. A diverse stakeholder committee started meeting in December, with three public meetings, and a draft plan was developed. The program will be voluntary, with no restrictions on homeowners. It hopes to be countywide, and the County and OSU are currently reviewing whether to adopt it.

The program's purpose is to recognize heritage trees that are significant in size or age; or be related to a historical event, person, or site; and can be on public or private property. They will be listed on a website. He sought a recommendation to Council to adopt it as a program. His understanding is that the County is in process of getting approval by commissioners.

Geist explained that the program was voluntary, noting that other Oregon programs that imposed more restrictions had many fewer participants. It was felt more important to be voluntary and have more participation.

Emery said by providing education to tree owners, they are much more likely to have a higher consideration of protecting a tree. Baur asked if there was any benefit for participation other than advice. Geist said there was discussion about getting arborists to provide advice or services to owners on a voluntary basis; there would be no fiscal impact to the City. Vomocil said the program is a celebration of trees, there is education, there is no fiscal impact, and it is very exciting. Geist said Heritage Tree walks and a brochure were anticipated, and they will be linked to historic homes tours. Baur asked if people registering trees must do so publicly; Geist replied that if they don't want to be visible, then people shouldn't register, though they don't have to provide public access. He envisioned many more trees being nominated than selected the first year.

Deb Rose moved and Joshua Baur seconded to recommend the City Council adopt the Heritage Tree Program; motion passed.

VII. REVIEW AND REFINE BOARD GOALS.

Vomocil said he was unclear on board goals versus staff goals. Baur said the goal setting session facilitator stated it would help for board members to work on goals they felt strongly about.

Tatiana Dierwechter moved to adopt the board goals; Soule seconded; motion passed.

VIII. CONTRACTING OUT PARKS AND RECREATION SERVICES.

Director Emery highlighted a letter from the City Manager regarding investigating contracting out specific services currently provided by City employees, including park maintenance. She related that at the March 4, 2013 Council meeting, Councilor Traber had asked that staff also look at adding recreation services listed in the Activity Guide to that list of services. Staff will go through a process of looking at that over the next few months. There is no set deadline, but she intends to make significant progress before work begins on the FY14-15 budget, in November or December 2013.

Dierwechter asked whether there would be an opportunity for community input; Emery said staff would look at an approach over several months and then look at collecting data to give to the Council; Baur expressed concern at citizens only getting a chance to speak up at the end of the process, since at that point, they'd feel it was a done deal, and feel disempowered. Emery said that currently there is visitor proposition at both PNARB and the City Council that people can utilize. Emery said citizens can contact their Councilor and the City Manager to ask questions. There has been an article on it in the G-T.

She stated that the staff charge is to gather data. She said the department has 34 regular staff and about 100 additional hourly-wage (minimum wage) staff. She related that the City Manager stated that Councilor Traber's intent was for staff to look at Recreation programs; find out whether there are roughly equivalent programs in the community, find one or more approaches to deal with outsourcing, determine that gain, and decide whether it makes sense to do. She said the department currently offers about 1,000 recreation programs each year.

Dierwechter said given the board's goal of advocacy and educating the community about P & R services, she needed to know more about the process for providing input to the Council; she suggested the board take action now, framing concerns positively, but show that the community is concerned and paying attention. Dierwechter hoped part of the data could look at outcomes in communities that have privatized parks and Recreation services. Baur expressed concern about privatizing a public good; it should be a public model. He said in industries that have been heavily de-regulated, along with massive cutbacks, there have been safety issues. Liaison Hirsch said it was not too early to talk about concerns and issues. Nick Castellano asked if there were any way to comprehensively and extensively contact stakeholders; Emery said the Council governed Parks and Recreation, it wouldn't be appropriate to promote one direction or another, that staff needs to give objective data. Liaison Hirsch said staff may not campaign. Castellano said the advisory board may act in this regard and he advocated notifying the public. Dierwechter said the new Parks and Recreation Friends Group could also take action.

Soule said that investigating parks maintenance contracting was fairly straightforward, but reviewing all Parks and Rec programs was ridiculous, and it was a poor use of staff time to spend any time exploring that, and recommended the board ask the Council to take it off the table since it would not be a good use of staff time. Liaison Hirsch related that Councilor Traber felt there were competing local organizations that could take the work on; he encouraged the board to take on the argument.

Soule said if the Boys and Girls Club ran the Parks Programs, it would cost way more, and the community would lose control. Emery related that Councilor Traber said there were private providers of recreation in the community, naming KidSpirit, the Boys and Girls Club and Timberhill Athletic as examples.

Dierwechter highlighted the new goal of expanding access and opportunities for underserved youth and families, saying none of those organizations can play the part that Parks does in assuring access to low-income and minority families; they don't have the capacity or ability to do so. Soule said it was very ill considered, and there was simply no way to save any money. He said the department had just gone through an extensive process of looking at which programs can't justify themselves because they lose money and which ones work and were cost effective, using the cost recovery methodology. Castellano asked if the board could make a motion to go on record to the Council that the board opposes the proposal; Dierwechter suggested going forward to start the conversation. Liaison Hirsch said he'd carry the message to the Council and suggested board members attend a Council meeting.

Soule said while he generally supported the City looking for opportunities for cost savings where possible; however, in this case, it will cost a lot of money for staff to take a lot of time and effort to come up with a method, and it was a poor use of staff time. Baur cited Board Goal II, "Implement efficiencies between City, County, and the school district", saying it was a way to save money, such as by sharing equipment; Soule suggested mentioning the goal in a letter to the Council.

Deb Rose asked what other municipalities have privatized; Emery said she didn't know anywhere that completely privatized; in Sherwood, the YMCA was the provider of recreation services. She said Albany has contracted out a significant amount of mowing, garbage collection; staff will discuss pros and cons and efficiencies with Albany. The Department already contracts out the majority of instructor jobs, though not at the Aquatic Center, given the risk aspects. Geist related that contractors paid to mow an area tend to mow even when an area doesn't need mowing, and can mow an area when too wet, causing mud. City Parks staff only mows at appropriate times, and juggle other jobs.

Baur asked if Parks was being given extra resources to do the research work; Emery replied that they were not. Baur asked where other cuts were being made, saying he felt parks were always cut first, even though it's the parks the public most value during tough times. Liaison Hirsch said cuts were being made everywhere. He said the policing levels were the same as 1992, despite population growth and student growth, and said a levy was needed. He said parks and rec advocates needed to do outreach to the public about what needs to happen, or what will happen, and should be started now. He suggested contacting legislators such as Rep. Sara Gelser regarding support for tax compression legislation. He said there was strong support for a levy, noting that the current one will expire soon.

Dierwechter suggested the Friends of Parks and Recreation group convene a planning meeting on the issue, having interested board members attend, and they can bring back ideas to the next board meeting for discussion. Emery told Baur said all city departments have taken significant cuts, including police and fire, and the City Manager believes those police and fire service levels are at a minimum level. She added that the department now delivers services completely differently after implementing the new cost recovery model.

Emery said that savings in contracting would involve finding a vendor to provide the same or similar service less expensively than the City does to pay staff; and City staff would be eliminated. On the Park side, it might involve contracting out with a landscaping company to mow parks as an example; and Parks staff would manage that contract, and there still would be a public park.

Rochefort stated that it was a very complicated issue, since recreation programs provide hundreds of minimum wage jobs for youth, who learn a skill and are kept busy. Soule said it was a non-starter, since we just went through the process of looking at fees and programs; there are no savings, since programs are largely paid for by participants. Unless you leave fees where they are, and reduce costs incrementally, one program at a time, there are no savings to be had, and the City will simply end up losing services, losing control over them and no longer have a way to ensure access for all. There is no motivation for a private provider to provide access; they seek only to maximize profits. It is an ill-conceived request.

Lynda Wolfenbarger proposed forwarding a motion recommending that the Council disregard the request to research privatizing the recreation program, as well as getting information to the public and stakeholders, saying this was a good opportunity for the board to advocate for the department. Liaison Hirsch asked to be sent the letter via City email, in order to put it on the public record. Wolfenbarger suggested also sending it to individual Councilors.

Vomocil moved that a carefully crafted letter be sent to the City Council, City Manager, and Mayor, based on the board's discussion reflected in the meeting minutes; the letter would advocate for Parks, recognize all the recent work done for cost recovery, and remind the Council how well and efficiently it is run. Baur seconded.

Vomocil concurred with Soule it was a waste of staff time. Soule suggested including that privatizing recreation programs was a poor idea, and that following the cost recovery methodology work, programs are more efficient and cost-effective. In effect, the work that staff are being asked to do has essentially already been done. Rose suggested including Goal II, regarding efficiencies with the school district and the County. Soule volunteered to write the first draft by April 4, and suggested the board approve the letter at its next board meeting, on April 18. Emery noted the Council would get the board minutes before that. Motion passed unanimously.

IX. BOARD/COUNCIL LIAISON REPORTS.

Wolfenbarger related there was a Total Maximum Daily Load (TMDL) meeting recently. Emery related that in response to a DEQ mandate regarding wastewater discharge maximum temperatures, the City has been exploring different ways to address the problem. One approach was to construct a water treatment plant in Orleans Natural Area. However, when Public Works shared its proposed project to PNARB, the board voted 5-2 to not support the facility there, primarily due to the park's master plan to restore the site to its woodland state.

Public Works updated the Urban Services Committee (USC) on other areas investigated, including increasing water to Trysting Tree water features, and a north proposal ("The Bean Field") near the Public Works plant. The USC heard public testimony on landscape maintenance in a floodplain, and postponed a decision. There is a lawsuit suing DEQ on the methodology of standards; USC wanted to first see what came out of that (though standards may in fact become *more* stringent). The USC may recruit expert volunteers to help explore the issue. Soule asked how to submit information on expert advice; Emery suggested contacting Councilors Hervey or Hogg.

Soule said that in February, the Osborn Aquatic Center and the Corvallis Aquatic Team hosted a championship swim meet for over 500 11 to 14-year olds over three days. He said it was the only facility in the state set up to host a meet like that. Dierwechter said there was a huge economic benefit to this and other events. Soule related that maps were sent out to participants and coaches showing parking areas in order to reduce potential parking issues. Rochefort related that coaches expressed appreciation for the facility. Hirsch said the Boys and Girls Club cancelled a concurrently scheduled event in order to reduce potential conflicts.

X. STAFF REPORTS.

Rochefort highlighted the initial stakeholder meeting for the Trails Plan for the updated Master Plan. She said it was a very diverse, capable group, which hit all the key issues that must be addressed, including location, policy and standards. There will be another stakeholders meeting and then a community meeting.

She related that working with Benton County, Owens Farm has been placed on the Benton County Historic Registry, thus opening it up for new grant opportunities. An oral historian may interview Mr. Owens to get more information on the site; Mr. Owens is no longer living on the property.

She related Rotary had met its goal of raising $150,000 to build a new Willamette Park picnic shelter. Bids are opening today for installation of a sewer line and pump station, which will allow restrooms and a sink; quotes for construction of the shelter itself are due in April. It will be a beautiful shelter, a great community asset and a revenue generator. She said play equipment for the Tunison Playground has come in; construction should begin within a month. She is applying for a grant for Arnold Park.

Geist highlighted The Right Trail, a cooperative website with the City, the County, OSU and the Greenbelt Land Trust, along with many other smaller providers. It will be a one-stop website for anyone wanting to hike in the area. Users can enter the kind of walk they want; he noted that many hikers don't care who owns and maintains a trail. It should launch in mid to late April. Dierwechter related the Greenbelt Land Trust was looking for funding for a Spanish equivalent website; Emery said the website was designed to include a Spanish portal.

Geist said volunteers were working with OSU Forestry on habitat restoration and oak release on property adjacent to Chip Ross Park. A volunteer is writing a grant proposal for funding from the Soil and Water Conservation District for a habitat conservation restoration project.

Emery highlighted recent upgrades at the Osborn Aquatic Center, including deep cleaning and installing an ADA door to the natatorium. About $55,000 has been raised to pay for installing a UV light system in the 50-meter pool to reduce chlorine in the air and water, which would result in significant improvements in health for swimmers and staff; only about $1,100 remains be fundraised.

XI. ADJOURNMENT: Meeting adjourned at 8:06 p.m.

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Approved as corrected, April 3, 2013

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
March 20, 2013

Present
Jennifer Gervais, *Chair*
Frank Hann, *Vice Chair*
Roger Lizut
Ronald Sessions
Kent Daniels
Jasmin Woodside
Bruce Sorte, *Council Liaison*

Excused Absence
James Feldmann
Jim Ridlington
G. Tucker Selko

Absent

Staff
Kevin Young, Planning Division Manager
Bob Richardson, Associate Planner
Jeff McConnell, Public Works
Ted Reese, Public Works
David Coulombe, Deputy City Attorney
Mark Lindgren, Recorder

Visitors
Robert Wilson
David Dodson
Dan Larson
Larrie Easterly
Chris Clemow
Joanna Wilson
John Foster
Louise Marquering
Paul Cull
Rick Hangartner
Dick Abraham

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			Robert Wilson objected to the OSU Campus Master Plan including his house.
II.	Public Hearing- OSU Campus Master Plan Major Adjustment and LDC Text Amendment (LDT12-00002, PLD13-00001)			Motion passed to approve the Major Adjustment as conditioned. Motion passed to recommended that the City Council approve the OSU Land Development Code Text Amendment application, amending LDC Table 3.36-2 Building Square Footage By Sector, and adding text for a new section, 3.36.40.01.f.
III.	Approval of Minutes February 20, 2013 March 6, 2013			February 20, 2013 minutes approved as presented. March 6, 2013 minutes approved as presented.
IV.	Old Business			None.

V.	New Business			The April 3 meeting will focus on suggestions for the Capital Improvement Program.
VI.	Adjournment			Meeting adjourned at 10:14 p.m.

Attachments to the March 20, 2013 minutes:

A. Written testimony memo, submitted by Associate Planner Bob Richardson.
B. Written testimony, submitted by John Foster.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jennifer Gervais at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. VISITORS' PROPOSITIONS:

Robert Wilson highlighted a document that OSU submitted in tonight's application, which showed his house within Planning Sector D of the OSU Campus Master Plan, and felt that the planning area shouldn't include his house. Planner Young replied that City and OSU officials recognized that the property was private.

II. PUBLIC HEARING – OSU CAMPUS MASTER PLAN MAJOR ADJUSTMENT AND LDC TEXT AMENDMENT (LDT12-00002, PLD13-00001):

A. Opening and Procedures:

Chair Gervais welcomed citizens and reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

Chair Gervais opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest. Commissioner Frank Hann noted he served on the City/OSU Collaboration Neighborhood Planning Committee, and during that process, statements and recommendations were made regarding OSU increasing student housing, but said that his participation shouldn't affect his ability to render an official decision. Commissioner Gervais noted that she was OSU Courtesy Faculty in the Department of Fisheries and Wildife, and teaches OSU online classes, but that that affiliation would not prevent her from rendering a fair and impartial decision. Commissioner Kent Daniels said he lived in a neighborhood bordering OSU and attended a meeting at which Mr. Dodson made a presentation to the neighborhood association, but said that it wouldn't affect his judgment.

2. Ex Parte Contacts. Commissioner Gervais related that she was contacted by a radio station this afternoon, but she made no comment, and she felt it would not affect her decision. There were no objections to declarations.

3. Site Visits. Commissioners Daniels, Gervais, Hann and Woodside declared site visits. Commissioner Daniels stated that he hadn't seen anything not readily available or obvious from the staff report; Commissioners Gervais and Lizut concurred.

4. Objections on Jurisdictional Grounds. None declared.

C. Staff Overview:

Planner Richardson related the OSU campus was divided into nine sectors, A through J, and each sector has a maximum amount of square footage for future development allocation, which limits the amount of building square footage that can be constructed in each of the sectors.

OSU would like to construct a new 90,000 square foot residence hall in Sector D; however, that sector only has a future development allocation of 35,000 square feet. Because of that, OSU would like to transfer 71,000 square feet of development allocation from Sector C to Sector D, with an equivalent decrease in development allocation in Sector C. OSU is also proposing to close portions of SW Adams Avenue and SW 14th Street to construct a plaza associated with the proposed residence hall.

He stated that this change in development allocation required approval of the OSU Campus Master Plan Major Adjustment Application, which is evaluated through the Planned Development process. Also, since transferring the development allocation from Sector C to Sector D also results in a change in the text of the Land Development Code (LDC), specifically, Table 3.36.2: Building Square Footage by Sector, an LDC text amendment is also required to be approved.

He displayed locations of Sector D and Sector C, noting the latter was in the campus core. The subject sites are designated Public Institutional, OSU Zone. Surrounding areas contain a variety of zone designations. Areas surrounding Sector D where the residence hall would be placed are mostly Medium-High Density Residential, with some industrially zoned areas to the south of the site.

D. Legal Declaration:

Deputy City Attorney David Coulombe said the Commission will consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff

report or other criteria that they believe are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

E. Applicant's Presentation:

OSU Campus Planning Manager David Dodson introduced Dan Larson, University Housing and Dining Services (UHDS) Associate Director, and Chris Clemow, Group McKenzie, who worked on the OSU base transportation model and the City/OSU Collaboration Planning Workgroup.

Mr. Dodson said OSU's first master plan was developed by the Olmstead brothers in 1909, and succeeding plans have sought to respect that. The most recent master plan was adopted in 2004 and is valid to 2015, and covers 570 acres.

He said the recent recommendation from the City/OSU Collaboration is a target for 28-30% of undergraduates to live on campus by 2019 (OSU currently houses 18% of its undergrads). To meet that goal, OSU will have to add 3,200 on-campus beds to the existing 4,200 beds, not counting family housing on the northwest campus. The most recent residence hall built was Halsell Hall, in 2002, with up to 207 beds. He related that the OSU President Ray recently issued a requirement that all full-term freshmen live on campus, beginning this fall, thus increasing demand for on-campus housing. Most on-campus residents are freshmen, and also dine on campus.

He outlined locations that were considered and rejected for various reasons to site the new residence hall; after deliberation, campus planners selected the site of a gravel parking lot just south of Wilson Hall. He said the proposed building was actually only 77,000 square feet (not the 90,000 square feet listed in the application), five stories high, with about 54 suites with three rooms per suite, with one to two students per room, to accommodate up to 324 beds.

He said the OSU Campus Master Plan designates allowable uses (which differ) within each of the sectors, and allowable total square footage. The majority of campus development has occurred in Sector C. In 2004, it was anticipated Sector D would only need 35,000 square feet of additional developable area; the 77,000 square feet of the proposed residence hall would exceed that.

He said one change required to permit more developable area in Sector D was a Text Amendment, to amend Table 3.36.2 in the LDC to modify the square footage allowed in Sector D, which current has 750,000 of allowable development. The proposal would reduce the developable square footage in Sector C by 71,000, with an increase in Sector D. The grand total of developable area on campus would remain the same; it is simply traded between areas.

He said OSU managed parking campus-wide on the basis of utilization rates. OSU provides the City assurance that parking utilization is at, or less than 85%. Once reaching that 85% threshold, OSU must design additional on-campus parking facilities. Once parking utilization reaches 90%, and improvements have not been done, it essentially shuts down any campus development. The most recent parking study found a utilization rate of 68%.

Mr. Dodson related that the gravel lot where the residence hall would be located accommodates about 202 spaces; he anticipated that the project would displace a total of 218 parking spaces in the area. He stated that about 218 parking spaces were available in the area, so it could be considered a wash, given parking utilization rates. He noted that considering utilization rates, 85% is generally considered full by most standards. Though there would not appear to be a net loss, there is also an impact of the new residence hall, with some of the residents wanting to park on campus, so there will be an increased need for vehicle parking. There are currently 7,200 general-purpose parking spaces on campus, with about 4,900 utilized, which is a 68% rate. With an 85% utilization rate, 1,200 spaces would be vacant. He said there was potential for parking impacts to surrounding neighborhoods, with some students trying to park in a neighborhood and not paying for a campus parking permit. He said students living on campus, and not driving to campus, should be a positive in terms of reducing impacts to neighborhoods, since there should be fewer vehicle trips to and from campus by dorm residents.

He said OSU's mitigation for impacts will include consideration of tiered parking rates, with economy rates to help promote parking in areas that are currently underutilized. There will also be consideration of an additional campus shuttle to get students to and from those areas. There is also consideration of a surface parking lot in southwest campus, on the shuttle route. There is also potential for a neighborhood parking district; there are currently three. (The Commission later recalled that David Dodson had stated that the lot on 11th and Washington was currently free but will move to a fee structure in the near future).

OSU will also spend $2.8 million to improve the intersection at 15th Street and Washington Way prior to occupancy of the new residence hall. That will involve adding new turn lanes, requiring removing four buildings; the City imposed a Condition regarding this. He summarized that OSU concurred with staff's recommendation to approve the request.

Commissioner Hann asked if construction of another residence hall was underway this year; Mr. Larson replied that this was it. The International Living-Learning Center was opened three years ago, with 350 beds. Commissioner Hann asked what steps would be taken to preserve 28 free parking spaces that had been set aside for the neighborhood; Mr. Dodson replied when OSU vacated 17th Street to accommodate that building, a parking lot was established with free parking to accommodate displaced spaces to the public and the neighborhood, and those will remain. He said those spaces seem to generally be full.

Commissioner Hann asked about utilization of the recent new shuttle; Mr. Dodson replied that it was very good. Two shuttle loops both go through the Reser Stadium, but the new one goes directly from Reser to Orchard and 26th, with shorter turnaround times. A consultant will look at the economics of the tiered parking rates and shuttle routes. Commissioner Hann highlighted students coming from new housing at the Sather Addition, noting there were many safety concerns about students traveling from that area. Mr. Dodson replied that there was discussion of a new multiuse path along 35th Street, which would tie into OSU's multiuse path between the tracks and Washington Way. He anticipated that most of those students living there will probably bike to campus; there is also bus service, though the shuttle will not go that far yet. OSU is considering establishing a second transportation hub on-campus, working with the Corvallis Metropolitan Planning Organization to do an assessment.

Mr. Dodson confirmed that the developable allocation figures being quoted reflected gross square footage. Commissioner Hann asked if there was a downside in removing square footage from a central area; Mr. Dodson replied that OSU was not concerned. OSU was looking at constructing a new 2,400-seat classroom behind the Women's Building; that project will come to the HRC soon and

break ground this fall. Commissioner Hann asked if any other uses were anticipated for the residence hall; Mr. Larson replied that it would include a Student Health Service satellite center. Commissioner Hann asked if 238 square feet per bed was now typical for a dormitory; Mr. Larson replied that it was.

Commissioner Sessions asked if there was any interest in LEED certification for the building; Mr. Dodson replied that new OSU buildings were built at LED-equivalent standards, but avoid the cost of actual certification. Commissioner Sessions asked what would happen to student parking on game day; Mr. Dodson responded that most of the cars parking with permits on campus were faculty and staff, with student permits at only about half that number. Faculty pay more for permits. Faculty and staff would likely not be on campus on the roughly seven game days, and students would be required to move their cars on those days.

Commissioner Sessions asked about the buildings to be removed to make way for the proposed 15th Street intersection widening. Mr. Dodson highlighted the need to remove two warehouse and storage buildings on the north side of Washington Way, along with a wood shop and a key shop. OSU recently purchased the large Nypro building off of Technology Loop, and will move mailing and postage there, along with Surplus Sales and some storage. A number of OSU buildings in the campus core can have their storage moved out of the core to allow more efficient usage of central areas.

Commissioner Daniels asked about the relationship between the Campus Master Plan and the LDC, noting that the LDC doesn't adopt the Campus Master Plan. Mr. Dodson replied that the Campus Master Plan includes LDC Section 3.36, devoted to the OSU Zone, with all the criteria folded into the LDC. He said when the plan was adopted, there was concern by neighbors, so then-Senior Planner Vincent Martorello worked to allay neighbors concerns, and the Campus Master Plan contains appendixes that address outreach to neighbors. There was also formation of a traffic and parking work group, similar to a current Collaboration group, intended to look at transportation issues, but the group failed to come up with recommendations, though a parking district ultimately came out of it. Commissioner Daniels noted the 2004 plan estimated 22,000 students in 2018; Mr. Dodson said no one anticipated the increase in enrollment, which is currently 23,000, including the Bend Campus.

Commissioner Daniels reported that his Central Park Neighborhood Association (an area east of campus) conducted an informal parking study in November, 2012; he said most cars parked on 10th and 11th Streets in the area never moved all day, from 7 a.m. to 5 p.m., and it wasn't clear whether they were residents' cars or student living in dorms storing their cars there, so there is a possibility that starting a parking district there will have bigger impacts on campus parking than anticipated. Mr. Dodson cited Attachment A-21, saying he did a similar study along 9th, 10th and 11th Streets, to try to determine the impact of students parking in neighborhoods versus the impact of recent higher density development that lacks adequate on-site parking. He related that he concurred with Mr. Daniels' observation.

Commissioner Daniels said there was language in the application about plans to extend 15th Street to 11th Street, asking if parking there would be lost, and if the multiuse path would be retained. Mr. Dodson confirmed that some parking would be displaced. The area is a potential site for a future parking garage, and there is a similar site to the west. He said the multiuse path was not currently on the plans, noting the multiuse path on the south was probably on railroad property. Commissioner Daniels agreed that it was a difficult intersection.

Commissioner Woodside asked if there was any consideration of using solar panels; Mr. Larson replied that they wouldn't be able to provide it. Mr. Dodson said additional funds needed for the panels were not available, though he agreed it was easier to include it if it is part of plans. Commissioner Gervais urged OSU to include planning in capability for solar for later use.

Commissioner Hann asked about using underground parking; Mr. Dodson said such spaces cost about $20,000, much more expensive than surface parking spaces (about $5,000), with structured parking above ground costing between $15,000 and $20,000 per space. He added that it was preferable to pair a parking structure with transit service.

Commissioner Hann asked what portion of population growth could be attributable to students taking longer than four years to complete a degree; Mr. Larson agreed that some upper division students were indeed taking longer, causing an impact.

Commissioner Woodside asked about the stated goal of requiring 28-30% of undergraduates to live on campus; Mr. Dodson replied that OSU has also been investigating the possibilities of public-private partnerships as a way to increase the amount of on-campus housing. Commissioner Woodside said that reaching the goal of keeping a larger number of undergrads living on campus must involve retaining students other than just the freshmen required to live there during their the first year; Mr. Larson agreed it was more difficult to retain upper division students if the rooms were deemed too small or unappealing. Commissioner Gervais said noted that parking at Reser Stadium currently costs $8 per day and that that would be a challenge for a student to pay over a year. Mr. Dodson replied that setting a low, economy annual parking rate was a way to fill up currently underutilized parking spaces; that would help lessen impact of parking in neighborhoods.

F. Staff Report:

Planner Bob Richardson highlighted the staff recommendation for a Condition of Approval that would require the development allocation only be used for a residence hall only in the location identified by the applicant. Staff analysis looked at compatibility based on the assumption of a dorm there, rather than any other potential usage, and focused on compatibility impacts to Sector D and surrounding neighborhoods. The Major Adjustment application is evaluated through the Planned Development process, evaluating it against criteria.

Regarding Site and Vicinity Parking criteria, he highlighted existing parking lots in the vicinity of the site, with 1,076 parking spaces in the vicinity. The current average vacancy is 218, and 218 would be removed if the residence hall were constructed, so there would be zero average vacant spaces. Given LDC requirements for Group Residential parking, it would be expected to generate a demand for between 97 to 194 parking spaces, resulting in a negative 97 to 194 average vacant spaces.

He noted that the campus parking utilization threshold is 90%; if that is exceeded campus-wide, code requires that additional parking be provided. However, until parking utilization exceeds 90%, development on the campus is not required to provide new parking. Given that current parking utilization campus-wide is 68%, adding the maximum number of parking cars that would be generated from the building, plus the anticipated loss of parking from removing the parking spaces, equals about 412 spaces. Based on the most recent parking utilization study, there are an average of about 4,900 vacant parking spaces. The numbers indicate that there are enough parking spaces campus-wide to accommodate the parking demand and the removed parking.

He said the proposal for transferring development allocation and construction of a residence hall would displace cars to surrounding neighborhoods to take advantage of free parking on streets,

resulting in accumulating minor impacts such as noise, extra driving to find a space, and changing neighborhood characteristics. Mitigating factors include that vicinity parking in Sector D is almost all by permit, and displaced permit parkers could look elsewhere on campus for other permit parking spaces. The proximity of the dorm to the campus core and public transit minimizes the need for those living in the hall for a car. There are also recommendations from the OSU/City Collaboration for parking districts in the area; a tiered campus parking system; and an improved campus shuttle system. Regarding the Parking and Compatibility criteria, staff found that while there would be some impact to neighborhoods, there were benefits related to parking that could balance and mitigate the negative impacts, the proposed parking was compatible with criteria, and the applicant was complying with the LDC in this regard.

Regarding Traffic, city regulations require intersections to perform to the Level of Service D or better, and staff recommended Conditions of Approval will assure Levels D or better, with the approved mitigation, and so there is compatibility with respect to traffic.

Regarding Compensating Benefits for the change in the amount of developable area from Sector C to Sector D, there would be an equivalent reduction of development potential in Sector C, and simply be a transfer in developable area across campus, with no net loss or increase. There is the potential for reduced pressure on nearby neighborhoods related to student housing by pushing more students back on campus; more efficient use of land and resources by increasing density on campus and placing new residence halls near two other residence halls and taking advantage of an existing dining facility; and by placing a large number of students close to campus, they would be able to easily access campus facilities by walking and biking, and would be close to transit.

He summarized that as conditioned, staff found that the OSU Campus Master Plan Major Adjustment proposal satisfied applicable review criteria and that on balance, the benefits of the proposal outweighed potential negative compatibility impacts.

Planner Richardson highlighted the code criteria related to Text Amendment proposals, noting that generally approval must be to the public's benefit; meet the same compatibility criteria used in Planned Development evaluations; and meet statewide planning goals. He highlighted the math in the proposed text amendment to reduce the amount of maximum future allocation in Sector C by 71,000 square feet, and a corresponding increase in development allocation of 71,000 square feet in Sector D.

He highlighted the proposed staff proposed Condition of Approval to apply to the OSU Campus Master Plan Major Adjustment proposal, which currently states that the square footage allocation shall only be used for a residence hall, where shown in the application materials. He said staff's proposed language adds additional text written into the LDC, since a text amendment may not be conditioned (it may only be approved or denied). The added language would require that the residence hall shall be constructed where shown on the application; 71,000 square feet of that allocation must be used for a residence hall; and it must be constructed within four years of the date of Campus Master Plan Major Adjustment approval.

Regarding the Text Amendment, staff analyzed the proposel against the same compatibility criteria used for the Major Adjustment, and highlighted the findings in the Text Amendment Analysis, saying that staff found that with the proposed staff-recommended text amendment, the applicant's proposal satisfies applicable review criteria, is consistent with Comprehensive Plan policies, and was compatible with surrounding uses.

He highlighted the changes recommended by staff regarding the suggested Text Amendment motion, so that the motion would read in part "*..recommends the City Council approve..*"; and with a staff report date of March 13, not March 8, as mistakenly listed.

Commissioner Sessions asked how the Level of Service was established for various locations. Ted Reese, Public Works Engineer, replied that Levels of Service were established by the current Highway Capacity Manual, including the minimum average delay through an intersection. The City adopted a Level of Service D as the minimum acceptable level, so anything less would require mitigation. Commissioner Sessions asked if traffic studies reflected OSU's conclusions; Engineer Reese replied that that was correct.

Commissioner Sessions highlighted a Condition of Approval #3 dealing with traffic studies, asking if they'd been reviewed, and if they were appropriate; Engineer Reese replied that the review was based on the Traffic Impact Analysis (TIA), included in the staff report appendix. There was an initial traffic assessment prior to that one, which prompted a review letter in December, 2012. Not all of staff's concerns were addressed with the current TIA, so staff would like additional information so that concerns are addressed.

Commissioner Daniels asked if OSU had concerns about traffic requirements potentially delaying construction; Engineer Reese answered that staff and OSU agreed that what was in the staff report was appropriate. Commissioner Daniels said he would be a lot more concerned if there was not a proposal for a parking district for the neighborhood. He said that construction of the dorm would have an impact before construction starts in fall. He said it was his understanding that a new planned parking lot at 11th and Washington would be permit parking (it is currently free); that would also increase pressure on the neighborhood. He stated his Councilor supported a parking district, but felt nervous to depend on a decision that hasn't been made yet by the City. He related that there was a unanimous recommendation to form a parking district there by the OSU/City Collaboration Steering Committee. City Council Liaison Bruce Sorte noted that formation of a parking district could not be depended on, and the decisions must be independent of each other.

G. Public Testimony in favor of the application:

John Foster submitted written testimony (**Attachment B**) and stated that in the past, OSU has generally expanded without any thought for housing students, but OSU was now taking the first step to starting to address the issue. There are parking and traffic concerns, but this is better than housing students two miles outside town.

Louise Marquering concurred with Mr. Foster, saying she had long been concerned about lack of OSU student housing, saying a number of more dorms were needed. She spoke in favor of the Campus Master Plan change, in favor of a garage being built, and that the intersection at 30th and Washington also needed work. She advocated strongly supporting students that lose their parking on Game Days.

H. Public Testimony in opposition to the applicant's request:

Paul Cull stated he lived downtown, would be affected by the project, and objected to the presented pseudo-data. He disputed the 68% parking utilization usage rate, saying it was much higher. He objected that the number of required parking spaces was only 90 or so for 324 beds. He advocated requiring building in parking as part of every new structure on campus in order to meet demand.

He objected that he hadn't gotten notice of the hearing, saying that only people living within 300' were noticed, despite the much larger area of impact of the project. He objected to making Washington Way much more of a through street, saying that that would impact him, and asked how the extra traffic would be mitigated. He asked how students would be moved via shuttle. He recommended denial of the application unless adequate parking can be provided, saying the project would have a big negative impact on the neighborhood.

Commissioner Daniels replied that the 300' public hearing notification standard was approved by Council; Mr. Cull replied that it was inappropriate. Commissioner Sessions said citizens may place their names on an automatic email notification list. Mr. Cull said his family was on the Central Park Neighborhood Association mailing list, but hadn't heard anything about the meeting. Planner Young said neighborhood associations are typically notified. Commissioner Daniels said Mr. Cull's point was that if the study area for impacts was within a half-mile, then people living in that larger area should have been notified. Planner Young stated that 1,500 notifications were mailed. Commissioner Gervais related that in her experience the presidents of the neighborhood associations are notified; it is the responsibility of the association contact to pass on such information; she apologized that that apparently had not happened in this case.

Rick Hangartner cited 3.36.30.04.d, to preserve his rights to appeal to LUBA. He said the City had taken the position that the university may ask for an amendment to a Text Amendment under 1.2.80.0, so OSU could ask to amend parking requirements at will. He said that OSU could ask, in the spirit of good faith to Corvallis, to amend the parking requirements at will. Under guidance of the traffic engineer, OSU could request an amendment to establish stricter parking requirements; he said he would make that part of his appeal. He said that parking districts were not properly part of this decision, so he believed the City opened the door to make that part of LUBA's considerations by telling him to put it on the record at this meeting. He said a LUBA appeal would find that the entire City/OSU Collaboration initiative was not appropriate, since it prevented citizen participation, noting that both the City and OSU had refused to let him serve on a committee.

He asked if it was a threshold decision on the land use, so that if the commission denied the application, whether the Council would still be able to consider it via direct appeal, and if so, whether Conflict of Interest statutes and ethics codes would apply to commission members (since some were connected to the university); he said this could be part of his appeal to LUBA.

He said the parking studies performed and submitted by the university were all "calculator" studies; the Central Park Neighborhood Association apparently did the only verifiable parking study. Given that, there is no way to know whether the demand was accurate. He said the other studies were only calculator-based, not based on real life. He said OSU has had two years to show it can influence demand by price, and whether the numbers were accurate or whether the system was being gamed. Instead, OSU's proposal will impact everyone in town, reducing their freedom of travel, and externalizing OSU's costs. OSU could include parking within all new buildings; instead, OSU externalizes costs. The other problem with calculator studies is that they can be slanted.

Mr. Hangartner said the OSU/City Collaboration process requires people to testify before unelected citizens serving on an ad hoc group, not the Council. He advocated the dorms be built, but including parking, instead of externalizing their costs throughout the community. He said that a LUBA appeal will delay building the dorm; he said OSU has the ability to amend the text that requires OSU to mitigate on campus.

Commissioner Gervais replied that she as Chair typically doesn't vote unless there is a tie, so there wouldn't be a potential conflict of interest on her part, but the appropriate time to object to conflicts

of interest was at the beginning of the hearing. Commissioner Daniels asked for an answer on whether the Council could "call-up" a decision. Attorney Coulombe replied that he wasn't aware of a provision in the LDC that provides the authority to the Council to call up a decision that has been denied without appeal, though it may exist. Commissioner Gervais asked if the only way the Council would hear this after a commission decisions was if a citizen appeals it; Attorney Coulombe confirmed that that was so.

Commissioner Woodside noted that the City Council would be hearing about the Text Amendment, which could also affect the Campus Master Plan, so there was an opportunity to testify at that point, as well. Commissioner Gervais agreed, adding that the commission was simply making a recommendation to the City Council on the Text Amendment application.

Joanna Wilson asked, if the application were approved, whether there would be any more questions when OSU decides to construct a building at the corner of 9th and Jefferson. Planner Richardson replied that there was currently 35,000 square feet of development allocation in Sector D. The administrative building that OSU described in the application would be about 15,000 square feet, and that could be built today without any public process, as long as it met code standards. That is why there was so little discussion of it in the report; it is part of the big plan, but not dependent on this approval. If this proposal fails, OSU could still build up to 35,000 square feet of new buildings in Sector D. Planner Richardson said OSU looked at the two buildings together since they were coming up short, so they included that in their discussions and application.

Dick Abraham said he owned property within the half-mile area of impact, noting that his neighborhood was already heavily impacted by parking, traffic and noise. He said he appreciated the testimony. He asked about the amount of fee parking on campus, noting that three-quarters of fee parking was paid by staff, leaving only 25% for students. He stated that OSU's testimony was that only 1,500 students utilized fee parking, so there was a major problem with fee parking at OSU, given the fact that there were some 20,000 students. There is major underutilization or availability for students. Apart from freshman parking, there is also graduate student parking, and few of them pay for parking permits. He related that many of his neighbors were advocating that OSU change its parking fee structure, noting that OSU charges fees for things that it feels should be supported. He related his neighborhood was proposing that OSU charge students $40 a term, since students are currently not paying that fee. He said that the Council should consider this as a Condition of Approval for future growth, since the university has fallen behind in providing parking for students, and this is putting a major burden on the population of Corvallis, in terms traffic, parking ability, and other negative impacts on living conditions.

He also suggested OSU also include consideration of grad student parking, and not just freshmen; he added that construction crews and suppliers will also require significant parking in the area, and that has not been considered. He said OSU should consider a 2,000-3,000 parking space garage in the Washington Avenue area, to be paid for by student fees.

I. Neutral testimony: None.

J. Commission Questions to Staff:

Commissioner Sessions asked if the studies didn't provide the results necessary to be approved, what would be a mitigation for that (such as street widening). Engineer Reese replied that from the evidence that staff had seen, they didn't expect much additional mitigation would be required beyond

what had already been proposed. It is up to the City Engineer to determine whether what they submit is complete, and whether proposed mitigation is acceptable to the City. Until those two items are complete, no permits for the building will be issued.

Commissioner Woodside asked Engineering staff how accurate OSU's transportation numbers had been in the past; Engineer Reese replied that OSU used a normal Tuesday or Thursday for the studies. The City is asking for the raw count information in order to verify the numbers, but he anticipated that the numbers will be found to be accurate.

Commissioner Gervais asked whether the impact of Washington's re-alignment increasing traffic volume to the east of campus would shift traffic to inappropriate places; Engineer Reese replied by highlighting the traffic impact analyses submitted from February 26 and 27; the 27th data directly relates to the re-alignment of Washington Way as it connects near 10th Street; that was considered by staff. He noted that Washington Avenue, from 11th to the east in the City's Transportation Master Plan, is listed as a collector street.

Commissioner Hann asked about the square footage calculation in the Condition of Approval; Planner Richardson replied that the Condition states that the 71,000 square feet of development allocation approved to be transferred from OSU Campus Sector C to Sector D shall only be used for a residence hall, which shall be located in a certain place and be constructed within a certain time. Based on this OSU will potentially be allocated more than they need, but OSU may only use the additional allocation for the purposes of the residence hall at a given location.

Commissioner Hann asked about mitigating factors and proposals from the OSU/City Collaboration committees; Planner Richardson replied that staff included it as context for the project, but they were not appropriate decision-making criteria for the Commission.

K. Rebuttal by Applicant:

Regarding Mr. Cull's testimony that parking utilization was closer to 90%, Mr. Dodson countered that OSU was required to perform a parking utilization study once a year as part of the Campus Master Plan. It conducts a space verification count each fall, and that is updated in the database. In the fourth week of fall term (considered the peak of utilization), generally around October 20th, on a Tuesday or Thursday (lab days) it does a parking utilization study at mid-day throughout campus. The testimony OSU provided was for the busiest areas on the north end of campus, where many classrooms are, where utilization tends to be 85-100%. He related that parking utilization rates are lower in other areas of campus. He said data from the studies will help implement tiered parking rates, which should help smooth out parking utilization, and accommodate more on-campus parking.

He noted that the University of Oregon has roughly the same number of students as OSU, but only roughly half the amount of on-campus parking. It has a much more enhanced and efficient campus transit system. As the Campus Master Plan is updated, the priority will go first to pedestrians; then cyclists; then carpool and transit; and lastly, single-occupancy vehicles.

Regarding Mr. Cull's contention that OSU can manage utilization by increasing parking fees, he countered that not until 85% parking utilization is reached is OSU obligated to begin designing new facilities. In the design of the Linus Pauling building several years ago, a couple hundred new parking spaces were added, even though the 85% threshold had not been reached. Additional parking is currently being designed for Campus Way and 35th Street. He noted that the threshold had been

approved and structured by the City Council. While OSU could theoretically drastically increase rates in order to adversely affect a low utilization rate, it chooses not to do that, as it would prefer that more people parked on campus.

Regarding Mr. Cull's concerns on the 300' notification radius, he said that the current standard has been in place for 10-15 years. Neighborhood associations are also typically contacted. He said 1,500 notices were mailed, a fairly significant number.

Regarding Mr. Cull's desire to see more parking on campus, he said that OSU agreed to an extent, but wished to first better utilize what it already has. The OSU/City Collaboration recommendation for a parking district will force some to reconsider where they park and how they get around town.

Regarding Mr. Hangartner's concern about changing parking standards, he stated that they was adopted as part of the Campus Master Plan. Regarding Mr. Hangartner's concerns about the traffic study, he concurred to a degree, but noted that industry standards regarding trip generation are used. There are not trip generation standards for dorms, so OSU used an Apartment Parking standard, resulting in a more conservative estimate.

Mr. Clemow noted that OSU was only before the commission because of the issue of transferring allocated square footage from Sector C to Sector D, and it would not have to come before the commission had it decided to build the residence hall in Sector C. There is no big-picture change on campus in terms of development capacity. Regarding student housing, he said that students have a very low trip generation, since students don't drive as much.

Mr. Dodson stated that regarding impacts to neighborhoods, his experience is that the neighborhood just to the east of the propose dorm is impacted by higher density and multi-family development, much without adequate onsite parking, so their residents must park on the street; as well as the impacts from people that want to save money by not paying for a university parking permit. He noted that the problem is compounded by the relatively little downtown on-street parking on 5th, 6th, 7th and 8th Streets. He expected that the neighborhood would continue to be impacted until something more substantial is done to deal with parking impacts, but anticipated that the OSU/City Collaboration initiative would produce solutions.

Regarding Mr. Abraham's concern about parking spaces, Mr. Dodson explained that there are about 7,200 parking spaces that are fee based. Of the 68% that choose to park on campus, two-thirds are staff and faculty and one-third are students, using about 4,900 parking spaces, leaving 2,300 vacant spaces. Regarding the impacts from contractors, the construction site will have trailers and parking on open space that won't be built on, along with some contractor parking at Reser Stadium. Contractors may also pay for closer parking.

Commissioner Hann asked if the residence hall were to be built in Sector C rather than D, whether it would likely be built on open grass or displace a parking lot; Mr. Dodson responded that either was possible. He related that several buildings have recently been built on highly utilized parking lots, as well as several which will be built on green fields. The master plan seeks a dense core of campus that emphasizes walking and cycling. He said OSU submitted an application to establish a new street standard to widen sidewalks, accommodating more pedestrians.

Commissioner Woodside asked where the 20,000-odd students not utilizing permit spaces were parking. Mr. Dodson replied that it was a very walkable campus, so many students live near the campus and walk or bicycle. There is a bicycle utilization study every two years; the last one saw a

30% increase. Commissioner Woodside asked how U of O implemented transportation, saying that OSU seemed to lagging behind. Mr. Clemow replied that the City of Eugene and U of O provided less parking, but have had the same kinds of neighborhood parking problems, and have established parking districts in response, using much higher fees than have been contemplated here. The single-occupancy auto is still the dominant mode in the U.S., and that must be accommodated, while promoting viable alternatives.

Commissioner Gervais highlighted Mr. Abraham's concern that only one-third of parking permits were purchased by students, and asked if there was any limitation on the number of permits that OSU can sell; Mr. Dodson replied that it is a supply and demand issue. Student rates were less than faculty and staff rates; there was a big increase about five years ago, and rates typically go up roughly 5% a year. He said OSU will look at that as part of the parking strategy; a certain amount of revenue is required to manage, maintain and enforce parking. Commissioner Woodside asked if a student was ever turned away from buying a parking permit; Mr. Dodson said there was not, though there could be a limit on economy spaces in the future, and students might need to be on a waiting list for that.

L. Sur-rebuttal:

Mr. Cull said OSU's figures show they reduced the number of campus parking spaces 8,192 to 7,234: a reduction of about 1,000 over five years, showing OSU is *not* serious about providing parking. He noted that parking for the Linus Pauling Building on 30th Street was particularly bad, and new parking to replace displaced spaces there was located at 11th Street. Commissioner Sessions asked about the source for the figure on the reduction of 1,000 spaces; Mr. Cull replied that it was in the OSU's own report; Ms. Gervais said it was in Table 14.

Mr. Hangartner highlighted the text above the Table 14, noting that OSU included fairly remote new lots to boost the number of spaces to 7,234. He said traffic models were used to prevent people from gaming the system; the goal is to address reality. He said part of OSU's mission was to serve undergraduates; many must live at home and some even drive from Portland to be able to afford school. Corvallis is not well served by transportation, so we have to live with students' cars for now. U of O probably has a lower commute distance. He noted that some students are graduating with a huge debt, struggling with costs, and that OSU is helping some students with food.

He noted that OSU could have amended parking requirements that would trigger thresholds that would require them to build parking; the issue is whether OSU has showed good faith. He said that OSU, by requiring that freshmen live on campus, is showing they don't care about students. He said college was no longer affordable, and we can't blame students for their impacts on the community.

M. Additional time for applicant to submit final argument::

There was not a request for a continuance or to hold the record open, and the applicant waived additional time to submit written argument.

N. Close the public hearing:

MOTION: Commissioner Daniels moved to close the public hearing. Commissioner Hann seconded the motion and it passed unanimously.

O. Discussion and Action by the Commission:

Commissioner Sessions commented that the Commission decision was based on regulations and it was the determination by staff that OSU was in compliance; the commission must go by that.

Regarding the fee structure, and how that could be manipulated, it's clear that the cost of education was met by fees charged to students and through taxes, so a fee for parking seemed reasonable and appropriate and represents cost recovery for maintaining the facility. He suggested the university provide a questionnaire to students to try to identify their transportation usage; whether by bus, car, walking; and if they drive to campus, how often; OSU needs to identify percentages. He said an on-campus residence hall would reduce student driving.

Commissioner Lizut stated that the issue cited in testimony regarding City/OSU Collaboration working groups was not relevant. He commented that the commission had a limited scope on which it could decide decisions. He stated he heard no testimony that addressed the criteria the commission must use to decide the application. Commissioner Gervais said part of the charge of the commission was to balance compatibility criteria. Commissioner Sessions said the commission must make the community aware that decisions were based on a rationale based on code.

Commissioner Daniels said he agreed with much of what Mr. Hangartner said, but it didn't relate to the criteria. He said he lived in a highly impacted neighborhood, and he *could* use criteria on traffic and impacts to vote against it, were he not to try to make a balanced decision.

Commissioner Woodside stated that she felt uncomfortable with OSU coming forth with plans just as huge OSU-City Collaboration recommendations were coming forward soon. Commissioner Gervais said she hoped OSU heard the degree of public sentiment expressed in testimony. Commissioner Daniels related that most of his neighbors felt the project was a good idea.

MOTION: Commissioner Daniels moved to approve the OSU Campus Master Plan Major Adjustment application as conditioned in the staff report, based on findings in the staff report and during deliberations; seconded by Commissioner Woodside.

In discussion, Commissioner Hann said he concurred with much of the testimony, and OSU was clearly responding to citizen concerns and the work of the Collaboration committees, but it is not an easy issue. The commission must vote on what is in the code; if you don't like the rules, you must work with the City Council to change them. He said he would vote for the application, though he was concerned about parking and overflow into neighborhoods, but OSU was asked by the community to increase on-campus housing, and they are trying to do that, and that should be supported.

Motion passed unanimously.

MOTION: Commissioner Hann recommended that the City Council approve the OSU Land Development Code Text Amendment application, amending LDC Table 3.36-2 Building Square Footage By Sector, and adding text for a new section, 3.36.40.01.f, as approved by staff in the March 13, 2013 staff report, based on findings in the staff report and during the deliberations. Seconded by Commissioner Lizut; motion passed unanimously.

Councilor Sorte said that from an economist's standpoint, it would be hard to change people's parking behavior on financial basis only. He advocated the City implement parking districts that charge different rates; that would work well with an OSU variable pricing scheme.

P. Appeal Period:

Chair Gervais stated that any participant not satisfied with the decision may appeal to the City Council within twelve days of the date that the written decision is signed (this evening), so close of

business, April 1, 2013, was the deadline for the appeal. The decision will be effective 12 days from when the Notice of Disposition is signed, unless an appeal is filed with the City Recorder. Planning Manager Young noted that a commission recommendation for a text amendment may not be appealed.

III. PLANNING COMMISSION MINUTES:

A. February 20, 2013:

MOTION:

On page 2, the second sentence in the penultimate paragraph should read "Tony Howell, *also representing the ITF*,..". On page 3, fifth paragraph, the first sentence should read "..important to a couple members *of the ITF*.". On page 3, seventh paragraph, the first sentence should read "..designs on *deer* fences..". On page 5, fourth paragraph, the first sentence should read "..this *current* meeting had been publicly noticed..".

Commissioner Woodside moved to approve the Feb. 20, 2013 minutes as corrected; seconded by Commissioner Daniels; motion passed unanimously.

B. March 6, 2013:

MOTION:

Commissioner Woodside moved to approve the March 6, 2013 minutes as presented; seconded by Commissioner Sessions; motion passed unanimously.

Commissioner Hann asked about Commissioner Selko's recommendation on page 5; Planner Young replied that he'd asked Commissioner Selko about the vegetation guidebook, and it was his sense that the motion was correct.

IV. OLD BUSINESS: None.

V. NEW BUSINESS:

A. Planning Division Update:

Planner Young highlighted an April 3 annual meeting to solicit suggestions for the Capitol Improvement Program.

Councilor Sorte noted there were a number of comments about the transit program, and suggested inviting a representative. He said the program had been very responsive to feedback. Commissioner Daniels noted that Lane County had a well-funded Transit District.

VII. ADJOURNMENT: The meeting was adjourned at 10:14 p.m.

Memorandum

To: Planning Commission

From: Bob Richardson, Associate Planner RWR

Date: March 20, 2013

Subject: Written Testimony – OSU Campus Master Plan Major Adjustment (PLD13-00001, LDT12-00002)

Enclosed is written testimony regarding the above referenced land use application that was received by 5:00 PM on March 20, 2013.

From: kirk nevin
To: Richardson, Robert
Subject: the new dorm
Date: Sunday, March 17, 2013 12:50:32 PM

Dear Mr. Richardson,

I write in response to the GT invitation to do so.

I'm sure you're confronted with many complex issues as a city planner. But this dorm, if properly described in the GT article, is pretty simple. So, as a creative challenge, let's add some common sense and creativity to the formula.

First, put parking below grade. This is not expensive, and it can pay for itself by fees charged for those who use the spaces created. This would minimize the impact on the community, which is a real issue in this case. Result: No net loss of parking.

Second, insist that the building have a green roof. This makes sense in many ways: Energy efficiency, water conservation, food production potential, etc. And insist that the building have a large solar array on the roof, above the green planting beds, to minimize the need for electricity (which, at OSU, is largely generated by burning fossil fuel, which creates greenhouse gases).

Third, insist that the south wall of the building have what is called 'green features'... huge planting boxes for trailing vines that insulate the building and absorb some of the greenhouse gases created by energy use in the building. Besides being beautiful.

This could be an innovative, beautiful addition to Corvallis. Or, more likely, just another hum-drum rectangular brick-and-mortar ugly addition to the campus.

Think! Create! Push the OSU planners to do a better job for Corvallis, and for the Earth!

Namaste.

Kirk Nevin
Corvallis

From: Gibb, Ken
To: Richardson, Robert
Subject: FW: the new dorm
Date: Monday, March 18, 2013 12:03:17 PM

From: Ward 8
Sent: Monday, March 18, 2013 11:15 AM
To: Louie, Kathy; Gibb, Ken
Subject: Fwd: the new dorm

Comments for inclusion in the record on this matter.
Biff

----- Forwarded Message -----
From: "kirk nevin" <kirksnevin@yahoo.com>
To: "jim patterson" <jim.patterson@ci.corvallis.or.us>
Cc: "biff traber" <ward8@peak.org>, "ed ray" <ed.ray@oregonstate.edu>
Sent: Sunday, March 17, 2013 7:53:55 AM
Subject: the new dorm

Dear Mr. Patterson,

Re: "OSU taking dorm plan to city" (GT, 3/17). The proposed design lacks two critical elements: One is parking, which could easily be built under the dorm... several floors dedicated to just parking. Then charge the costs of that additional space to the users... the kids who bring a car to school. Also, it seems like gross negligence not to plan a huge solar array for the roof of the new dorm, plus a 'green roof' (compatible with the solar panels) to lessen the impact of the city's storm sewer system.
We don't expect intelligence from the university (after all, they're teachers), but we do expect common sense. This is a case where the city can have positive effects on the university by insisting on some common sense moves that will lower the environmental impact of the university growth on the Earth. Below-grade parking and a green roof, combined with solar panels above the roof, will make the building acceptable.
Please forward this letter to your planning department.

Namaste.

Kirk Nevin

John W. Foster
1205 NW Fernwood Circle
Corvallis, OR, 97330

18 March 2013

Testimony on the Proposal to Adjust the CMP to build a new dorm.

I support the proposal to build a new dormitory on campus.

According to the 2004-2015 Campus Master Plan, the number of students would grow slowly and by 2015, OSU would be providing 5,000 beds for a projected enrollment of 22,074 students. The current enrollment, according to the OSU website, is 26,393.

When OSU announced it was going to grow to 35,000 students (since reduced), it virtually ignored the need to provide housing for these additional students. Certainly there was no indication that it planned to house about 22% of students on campus as the CMP had suggested. OSU seemed to assume that it was up to the City to allow whatever might be necessary to house the new students. One result has been a boom in housing designed solely for students that is threatening the character of much of Corvallis.

The proposed dorm falls far short of what the University should be doing, but it is at least a step in the right direction. Please don't allow OSU to say they tried to build a dorm, but the City wouldn't let them do it.

The new proposal might create some parking and traffic problems, but nothing compared to what trying to house students in private developments a good distance from campus will bring.

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

DRAFT
CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
April 3, 2013

Present
Jennifer Gervais, Chair
Frank Hann, Vice Chair
Kent Daniels
James Feldmann
Roger Lizut
Jim Ridlington
G. Tucker Selko
Ronald Sessions
Jasmin Woodside
Bruce Sorte, City Council Liaison

Staff
Kevin Young, Planning Division Manager
Brian Latta, Associate Planner
Terry Nix, Recorder

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions	X		
II.	Planning Commission Discussion and Recommendations Regarding the 2015-2019 Corvallis Capital Improvement Program	X		
III.	Approval of Minutes March 20, 2013			Approved as revised.
IV.	Old Business	X		
V.	New Business	X		
VI.	Adjournment			Adjourned at 8:40 p.m.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jennifer Gervais at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. VISITORS' PROPOSITIONS: None.

II. PLANNING COMMISSION DISCUSSION AND RECOMMENDATIONS REGARDING THE 2015-2019 CORVALLIS CAPITAL IMPROVEMENT PROGRAM

Planner Latta said that each year the Planning Commission is asked to provide input on potential projects to be considered by the CIP Commission and City Council for the Capital Improvement Program (CIP). Suggestions made over the last three years but not yet included in the CIP are shown on the *Planning Commission CIP Suggestion List*, included in the staff memorandum. He suggested that the Commission review the previous suggestions and then provide any additional suggestions for projects that could be included in the 2015-2019 CIP.

In response to inquiries from the Commission, Planning Manager Young provided clarifying information on several items on the suggestion list.

Commissioner Woodside expressed support for the previous suggestions related to a South 3rd Street multi-modal path along the railroad tracks from the Airport to downtown, a multimodal path through the Evanite property, and bike and pedestrian improvements at the corner of 9th Street and Circle Boulevard.

Commissioner Daniels said he thinks that the intersection at Highway 99 and Circle Boulevard is a dicey area for pedestrians. Commissioner Ridlington said he uses that area all the time; as long as people are patient and watch the lights, there is no problem. Following brief discussion, there was consensus to add this intersection to the suggestion list.

Commissioner Feldmann said that he has enthusiasm for the last item on the list – a trail connection through OSU dairy property – but it doesn't need to be on the list if it's not feasible. Councilor Sorte said OSU has repeatedly turned down this request but this might be the time to make another attempt if that is an important issue for the Commission. Planning Manager Young said this alignment has been discussed in the process of updating the trails plan and there may be another opportunity associated with a potential development on the north side of Harrison. He thinks there is a strong desire to make the connection happen. Commissioner Daniels said he will be attending a meeting tomorrow on the trails plan and he will suggest that this connection be considered; if it is in the plan, there is the potential of going after grant funding.

Commissioner Woodside said that there is a bad section of road on SE Bethel near the intersection with Alexander. Planner Latta said road issues are typically handled through standard maintenance programs; that area of road has been recognized as an issue but he doesn't know the repair schedule.

Commissioner Hann asked if the suggestions should consider or put priority on certain benefits to the community - infrastructure or economic benefits, for example. He said it would be helpful to have an infrastructure report or strategy to help identify priorities. Planning Manager Young said that the suggestions from this group will be included in a staff memorandum and forwarded to the CIP Commission which ultimately does that balancing. The Planning Commission could choose to recommend certain priorities as part of its suggestions. Discussion followed regarding the process.

The Chair invited ideas for additional CIP projects.

Commissioner Selko said he would like to recommend that the traffic flow problem at the intersection of Highway 99 and Philomath Boulevard be addressed. Planner Young noted that any changes in the system at that intersection of two state highways would have to be approved by ODOT.

Commissioner Daniels said that he asked people he knows for suggestions and he received four: 1) Tie the trailhead at the end of Oak Creek in McDonald Forest to the rest of the City by extending it to Ponderosa. 2) Address the sewer line problems in the area from Harrison to Polk and from 33rd to 36th. 3) Provide a new fly system (the system that takes set pieces up and down) for the Majestic Theatre which currently uses an old, dangerous sandbag system. 4) Provide ADA access at the front door of the Arts Center (it currently has ADA access at the back door only).

Councilor Sorte suggested that consideration be given to some of the bigger issues in the community. He mentioned, for example, that there are intersections on Jackson and Harrison where it is difficult to cross; some communities have addressed this issue with above-level crossings. He said that if we don't start to talk about some of these larger issues, they will never be addressed.

Chair Gervais said that her suggestions include the intersections on Jackson and Harrison, particularly the intersection at Harrison and 29th Street and how to move students across while accommodating left-turning traffic. Two smaller projects she would like to see addressed are functioning bicycle parking at the south end of the Rice's Pharmacy plaza and at the Winco development site.

Planning Manager Young said that the bicycle parking would not be public projects; requirements to comply with the Land Development Code for bike parking would come with redevelopment or infill. Chair Gervais suggested that maybe there should be a mechanism other than development or redevelopment to address some of these needs.

Commissioner Selko asked if the Commission would want to consider suggesting a traffic study to determine if there should be an elevated crossing over Harrison. Commissioner Feldmann said that he doesn't think an overpass is practical or that it would be used. He said there are many different ways to improve intersections but he thinks that is a discussion for another time. Brief discussion followed.

Commissioner Hann said there are a lot of public areas and approaches to the City that are not being maintained. He recently heard a speech about the lack of jobs in the community for youth. He suggested that these issues could be addressed through a youth employment program, administered by the City and perhaps funded with help from private businesses.

Commissioner Ridlington suggested that it would be helpful if the City had a volunteer coordinator. Chair Gervais noted that Steve McGettigan serves that role very well in the Parks and Recreation Department. Brief discussion followed regarding the potential of streamlining the process and doing outreach so that citizens and citizen groups know who to contact if they want to volunteer.

Commissioner Woodside said that she supports Commissioner Hann's idea about providing a work program for young people. She has heard complaints from residents on "B" Street, across from the dog park, which might be addressed with some sort of fence or noise barrier on the north side of the park. Chair Gervais said another way to address those complaints might be to have limited hours at the dog park.

III. APPROVAL OF MINUTES

March 20, 2013

The Commission requested the following revisions:

Page 5, after the second paragraph, add a parenthetical statement as follows: *(The Commission later recalled that David Dodson had stated that the lot on 11th and Washington was currently free but will move to a fee structure in the near future).*

Page 10, the first sentence, revise as follows: *...Gervais related that in her experience the presidents of the neighborhood associations are notified; it is the responsibility of the association contact to pass on such information...*

MOTION: Commissioner Hann moved to approve the March 20 minutes as revised. Commissioner Woodside seconded the motion and it passed unanimously with Commissioner Selko abstaining.

IV. OLD BUSINESS:

Commissioner Lizut expressed concern about a situation in a recent hearing where a member of the audience took a threatening posture and raised his voice in an argumentative way during the staff report. He asked what authority and procedure the Commission has when an audience member has gone beyond a certain threshold of behavior. Planning Manager Young said it is his understanding that someone could be removed from the proceedings if they are not willing to follow the protocol. Typically, as Chair Gervais did at the time, the Chair will tell the person that they will have their time to speak and ask them to sit down. If the person is not willing to do that, staff could call and request police assistance, if necessary. Chair Gervais said the City Attorney has made clear that she has the authority and responsibility to control the situation - she can look to the City Attorney to state the Chair's authority or she can call a recess and stop the proceedings until things are under control. In this case, she chose to calm rather than escalate the situation. She noted that it is important that people have the opportunity to participate. Discussion followed regarding issues that will be coming before the Planning Commission and City Council that are likely to be controversial and emotionally laden.

V. NEW BUSINESS:

Planner Latta advised that he has accepted a position as City Manager of Harrisburg; he said it has been a pleasure working with the Commission and he has learned a lot. The Commission wished him well.

Commissioner Daniels said that he understands the Sather annexation developers are in the process of getting approval from the state to do fill on wetlands and mitigate it with credits somewhere else; he has been asked if that action can be appealed. Planning Manager Young said he believes that there is an opportunity for public participation through the state permitting processes.

Planning Manager Young said the Planning Commission's decision to approve the OSU Campus Master Plan Major Adjustment was not appealed but the City Council received testimony in which cost was given as a reason the citizen did not appeal. The Council considered the Planning Commission's recommendation to approve the OSU Land Development Code Text Amendment application. The record was held open by request. He expects the Council to deliberate on April 15 and to have formal findings and adoption on May 6. If the Council approves the request, or if the Council denies the request, the decision may be appealed to the Land Use Board of Appeals.

Planning Manager Young advised that the City Council approved the Planning Division Work Program recommended by the Planning Commission without change.

VI. ADJOURNMENT: The meeting was adjourned at 8:40 p.m.

Willamette Criminal Justice Council

MINUTES

Wednesday – March 20, 2013 3:00-4:30 PM

In Attendance:

■ Mike Beilstein	■ Kevin Bogatin	□ Ed Boyd	■ Justin Carley	□ Bill Currier
□ Jay Dixon	□ Joseph Dubie	■ Ken Elwer	□ Max Frederick	■ John Haroldson
■ Rick Hein	■ Dan Hendrickson	■ Linda Hukari	■ Bessie Johnson	□ Charla Koeppe
■ Sharon Konopa	■ Dave Mazour	□ Steve Mitchell	■ Mary Moller	□ Jeanne Nelson
■ Nicolas Ortiz	□ Jim Patterson	□ Rich Riffle	■ Jack Rogers(p)	■ Jon Sassaman(p)
□ Dan Schwab	■ Diana Simpson	□ Angie Stambuk	■ Terry Thompson	■ Stewart Wershow
■ Deb Williams	■ Locke Williams(p)	■ Tara Williams	■ Penny York	

■ Present □ Absent

Members Present: = 22 **Quorum** (34 positions filled: quorum requirement **18**)

Vacancies: Adair Village Citizen Rep, Adair Village City Councilor, OSU: Director Dept. of Public Safety, Philomath City Manager/Rep, Rep of Crime Victims

Staff: Jodi Robin

Guests: Joan Demarest, Scott Jackson, and Joel Pickard

ACTIONS:

☑ **Action Item** – October 2012 minutes approved as submitted.

☑ **Action Item** – WCJC 2013-2015 Biennial Budget approved as submitted, including a ten percent increase in jurisdictional fees.

☑ **Action Item** – WCJC 2013 Strategic Plan was approved as submitted.

☑ **Action Item** – Approved motion to support District Attorney John Haroldson in his request to the Benton County Budget Commission for a proactive special prosecutor and support staff.

UPCOMING MEETINGS (3:00pm – 4:30pm):

- April 17th
- May 15th
- June 19th
- No July Meeting

Call to Order & Introductions

Ken Elwer called the meeting to order. The attendance roster was circulated and introductions made.

1. October 2012 Minutes

☑ **Action Item** – October 2012 minutes approved as submitted.

2. WCJC Committees, Projects and LPSCC Activities

A. Drug Treatment Court- David Clark

Total Current Active Participants: 36

Judge Holcomb has retired and Judge Connell has taken over the Benton County DTC. Recent DTC activities include New Years Eve bowling and karaoke at the Elks Lodge. May is National Drug Treatment Court month. DTC is currently applying for a Samaritan Health Services Social Accountability fund to continue their housing program. OADCP is rolling again. New administration at OADCP is adding their influence to the Chief Justice and legislature to support drug courts in the new budget. Governor Kitzhaber has included funds for drug courts in his budget recommendations; he recognizes that drug courts are a best bet to reduce crime and save money in our communities.

B. 2013-2015 WCJC Biennial Budget- Ken Elwer *Handout Available*

Copies of the 2013-2015 WCJC budget recommendations were made available to WCJC members at the meeting.

As of the 2013-15 Biennium the WCJC will no longer have reserve funds to aide in covering the operational costs. The jurisdiction fees will need to increase to cover the operational costs. Currently, the jurisdictional fees bring in $50,000 per biennium, while operational costs run approximately $70,000 per biennium.

Plan to minimize the dues increase:

1). 20% of the WCJC Coordinator cost will come out of the DUII VIP funds. The VIP grant funds that the WCJC has given away each year will be reduced to $1,500 per year down from $4,000 per year previously.

2). Office equipment changes have been made to lower the County Cost Allocation by approx. $2500 per year.

3). Even with implementing the above changes, the WCJC dues need to increase by 10% over the next biennium to close the funding gap and keep current with increasing operational costs.

☑ **Action Item** – WCJC 2013-2015 Biennial Budget approved as submitted, including a 10% increase in jurisdictional fees.

C. WCJC 2013 Strategic Plan- Ken Elwer/Richard Hein *Handout Available*

The WCJC 2013 Strategic Plan was handed out prior to the meeting. Ken Elwer started out by thanking Sheriff Diana Simpson and WCJC Founder Pete Sandrock for spearheading the beginning work on the new strategic plan.

Richard Hein explained the process of developing the new strategic plan where the Executive Committee took the information from the planning session and developed three main strategies to focus on. He stressed the importance of developing ongoing strategies instead of listing easily accomplishable goals so that the strategic plan will foster ongoing work and not require us to do the planning process all over again. There are several tactics that fall under each strategy that the WCJC will aim to accomplish. By using this format new tactics can be added under each strategy at any time. As we move forward we will most likely never meet each strategy one hundred percent because we can always improve upon the work we do. There is a lot of work to be done to accomplish our new goals, and we will need a lot of help.

Strategy One: To improve the communication and relationship between law enforcement and the mental health department to become more efficient serving the mental health community.

Diana Simpson has been working with the Public Policy Department at Oregon State University to develop a survey regarding the mental health issue discussed in strategy one of the strategic plan. OSU Professor Scott Akins has been working with Diana Simpson to develop the survey and currently has two or three graduate students who are starting to work on this project. Professor Akins has found a grant available from the Bureau of Justice which may be able to aide in the research costs. The Sheriff's Office has agreed to support the pass through for the grant. The grant is aimed to focus on law enforcement and public health collaborations. The grant consists of three phases, with the first part being a $50,000 grant that basically is used to conduct research to look at what the issue is. Phase two is approximately $250,000 in grant funds and starts to look at best practices and what can be implemented locally. Phase three is another $250,000 and focuses on expanding upon phase two. The problem with this grant is we won't know if we will receive the funds until October 2013. In the meantime, OSU is beginning to work on the project and the Sheriff's Office has found some funds to help cover the costs of one intern while Professor Akins is looking at OSU's resources to see if they can cover the cost of the other two interns. OSU is very excited about the project and very motivated to get started.

Penny York questioned if the wording in the strategic plan was correct for strategy one when it reads the "county mental health department" or if it should read the mental health community, as there are several entities within our community who work in this field. Diana Simpson stated that the bulk of mentally ill offenders law enforcement interacts with locally are involved with the Benton County Mental Health Department. Diana Simpson added that it is rare for law enforcement to see offenders who are being treated by private providers. The current gap of services is between the county health department and law enforcement and that is where a bridge in services needs to be made.

Kevin Bogatin shared that one of the Corvallis School Districts biggest concerns is students with mental health issues.

Strategy Two: To promote school safety in order to protect our children and provide a safe learning environment.

The focus of this strategy will be on kids in the schools, any concepts learned can be applied elsewhere such as shopping centers, etc. Chair Elwer explained that the first step under this strategy will be looking at what are we doing now. The plan is to compile a list of what is currently being done to have completed by September 2013. We will also be looking at best practices around the nation and what others are already doing towards improving school safety. The Lay Committee will take the lead on this strategy and will be the ones to contact the school administrators to see what they perceive as the safety needs within the schools.

Kevin Bogatin shared that he is glad to see this topic on the list. Mr. Bogatin discussed a recent article he saw in the news where a town stationed a police officer in a school, not as a school resource officer, but just to be located there in case anything should happen, using the space as a substation. This is one example of a creative way to get police officers into schools when there are no funds for a school resource officer.

John Haroldson stated he has a proposal he wants to discuss with the WCJC members. Mr. Haroldson discussed the reality that as budgets are being cut agencies are forced to become more reactive versus proactive. The ability to be proactive, which is so needed when dealing with issues such as violence in schools, becomes harder to accomplish. District Attorney Haroldson said he would like to ask the WCJC for support on a proposal he is going to be presenting to the Benton County Budget Commission. Mr. Haroldson reiterated how important it is to know what is being done now with the resources we have. DA Haroldson said the proposal will include a request to fund a specialized prosecutor who will work in a proactive model and will bring stakeholders together in a multidisciplinary team approach to share information that we don't currently share that could help prevent major crimes from occurring.

Strategy Three: Research and communicate the criminal justice needs in our community.

Ken Elwer stated that although there are numerous surveys already being done around the community, the WCJC wants to conduct our own survey that will focus on what we are doing and how we deliver services. The plan will most likely involve working with Oregon State University to develop and conduct the survey for us. There is currently no date set to start work on this goal. It was brought up that United Way is currently conducting a new survey in our community that may be similar to the type of survey we are planning.

The Benton County Jail is still on the list. The consulting report should be available soon and will be reported to the WCJC. Once this occurs we can plan our next course of action for this goal.

☑ **Action Item** – WCJC 2013 Strategic Plan was approved as submitted.

3. Other Business- Ken Elwer

John Haroldson shared his plan to request funding for a specialized prosecutor who would focus their attention on mental health and civil and juvenile commitments. This is a proactive plan that would help get away from the reactive approach we currently use. This position would improve communication between stakeholders by meeting regularly to discuss security concerns with the Corvallis School District, Oregon State University, Good Samaritan Regional Medical Center, the Chamber of Commerce, mental health professionals, juvenile authorities and law enforcement agencies.

The goal is to engage the community around a communication-based model that aides in the ability to share information. In total the proposal will request funding for three and a half positions to be added to the District Attorney's Office. Positions include a half-time staff member to handle a rapidly rising demand for victim services, a full-time administrative assistant to deal with mounting requests for discovery materials by defense attorneys and a full-time paralegal.

Terry Thompson stated that the Juvenile Department has received some funding to bring in a mental health therapist to work at the Benton County Juvenile Department. So far they have received $24,000 but they still need to find some matching funds to make this happen.

Ken Elwer stated that civil commitments would be a key component in dealing with the offenders who are mentally ill in our community.

☑ **Action Item** –Approved motion to support District Attorney John Haroldson in his proposal to the Benton County Budget Commission for a proactive special prosecutor and support staff.

Linda Hukari shared that the Benton County Circuit Court has hired a new judge, Matthew Donahue, who will start April 1st.

Call for Additional Agenda Items- Ken Elwer

None noted.

Adjournment The meeting was adjourned at 3:55pm

MEMORANDUM

To: City Council Members

From: Julie Jones Manning, Mayor

Date: April 10, 2013

Subject: Confirmation of Appointment to Citizens Advisory Commission on Transit

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As you know, at our last regular meeting I appointed the following person to the Citizens Advisory Commission on Transit for the term of office stated:

John Oliver
Term expires June 30, 2014

I ask that you confirm this appointment at our next Council meeting, April 15, 2013.

1027

MEMORANDUM

To: City Council Members

From: Julie Jones Manning, Mayor

Date: April 1, 2013

Subject: Liaison Change -- Citizens Advisory Commission on Civic Beautification and Urban Forestry

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Joe Majeski has resigned from his position as OSU's *ex officio* liaison to the Citizens Advisory Commission on Civic Beautification and Urban Forestry. Norm Brown will now serve as OSU's liaison to the Commission. Norm's term as liaison expires June 30, 2013.

1026

MEMORANDUM

To: City Council Members

From: Julie Jones Manning, Mayor

Date: April 10, 2013

Subject: Appointments to Citizens Advisory Commission on Transit

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I am appointing the following persons to the Citizens Advisory Commission on Transit for the terms of office stated:

Eric Cornelius
Term expires June 30, 2015

Eric is in charge of facilities at Samaritan Health Services' Avery Square site.

Steven Harder
Term expires June 30, 2015

Steve is the new Executive Director for Dial-A-Bus.

I will ask for confirmation of this appointment at our next Council meeting, May 6, 2013.

1028

Memorandum

To: Mayor and City Council

From: Ken Gibb, Community Development Director

Date: April 2, 2013

Subject: Scheduling a Public Hearing to consider a request to rename the north-south segment of SE Park Ave.

Case: MIS13-00003

On February 22, 2013, the Development Services Division received a request from the City Parks Department, to change the name of the north-south segment of SE Park Ave. to SE Heron View St.

In accordance with City County Policy 91-9.05, the Community Development Director sent notification to City and County Departments on March 13, 2013, to ensure the proposed name is consistent with Council Policy 91-9.05. There are no property owners or occupants addressed off this segment of SE Park Ave.

In accordance with ORS 227.120, renaming a street requires the City Council hold a public hearing, to allow parties an opportunity to comment on the proposed street name change, and for Council to determine if changing the street name is in the best interest of the City. The City Council is asked to schedule a public hearing to consider approving the applicant's request to rename the north-south segment of SE Park Ave. Staff suggest scheduling this hearing for May 6, 2013.

Review and concur:

Jim Patterson, City Manager

MEMORANDUM

To: Mayor and City Council

From: Tony Krieg, Customer Services Manager

Subject: Liquor License Investigation-Change of Ownership with greater privilege-Dynamics, LLC

Date: April 2, 2013

The City has received an application from Roger Lebar and Heidi Bronson, Owners of Dynamics, LLC located at 151 NW Monroe Suite 107, Corvallis, OR 97330. This application is for a Change of Ownership with a greater privilege liquor license.

An affirmative recommendation has been received from the Police, Fire, and Community Development Departments. No citizen comments or input were received regarding this application for endorsement.

Staff recommends the City Council authorize endorsement of this application.

Full On-Premises Sales License:
Allows the sale and service of distilled spirits, malt beverages, cider, and wine for consumption on the licensed premises. Also allows licensees who are pre-approved to cater events off the licensed premises.

MEMORANDUM

To: Mayor and City Council

From: Tony Krieg, Customer Services Manager

Subject: Liquor License Investigation-del Alma-Additional Privilege-Off Premise Sales

Date: April 9, 2013

The City has received an application from Kinn Edwards, managing Partner of del Alma, located at 136 SW Washington #101,102 and 102A, Corvallis, OR 97333. This application is for an Additional Privilege, Off-Premise Sales liquor license.

An affirmative recommendation has been received from the Police, Fire, and Community Development Departments. No citizen comments or input were received regarding this application for endorsement.

Staff recommends the City Council authorize endorsement of this application.

Off-Premises Sales
This license allows the holder to sell factory-sealed containers of wine, malt beverages and cider "to go."
Malt beverages cannot be sold in single containers larger than two and one quarter gallons.

Memorandum

To: Mayor and City Council

From: Ken Gibb, Community Development Director

Date: April 10, 2013

Subject: OSU Campus Master Plan Land Development Code Text Amendment (LDT12-00002)

On April 1, 2013, the City Council held a public hearing on the Oregon State University Land Development Code Text Amendment application, which proposes to transfer 71,000-sq. ft. of development allocation from campus Sector C to Sector D. The stated intent of the development allocation transfer is to create the opportunity to construct a new residence hall south of SW Adams Avenue and between SW 13th and 14th Streets.

During the April 1, 2013, public hearing, the City Council granted a request to keep the written record open for 7 days and gave the applicant an additional week to provide final written argument. Enclosed with this memorandum is written testimony received after the close of the public hearing and by April 8, 2013 at 5:00 PM, and the applicant's final written argument.

Several pieces of testimony encourage the City Council to apply a condition of approval requiring vehicle parking spaces to be constructed under or on the same site as the contemplated residence hall. When considering the application and written testimony, please remember that conditions of approval cannot be applied to Text Amendment applications.

As you may recall, the Planning Commission approved the associated Campus Master Plan Major Adjustment application contingent upon City Council approval of the subject Text Amendment application. The Planning Commission also recommended City Council approval of the Text Amendment. The Planning Commission's decision regarding the Major Adjustment was not appealed; therefore, that request is not under consideration. The subject application is limited to the proposed Text Amendment described above. This application is required to be evaluated against the following review criteria:

Section 1.2.80 - TEXT AMENDMENTS

1.2.80.01 - Background

This Code may be amended whenever the public necessity, convenience, and general welfare require such amendment and where it conforms with the Corvallis Comprehensive Plan and any other applicable policies.

Staff analysis of the application against the above criteria is found in the March 27, 2013, Staff Report to the City Council. This report also includes minutes from the March 20, 2013, Planning Commission meeting.

OSU Facilities Services
Campus Planning
130 Oak Creek Building
Corvallis, OR 97331
(541) 737-0917

April 10, 2013

Mayor and City Council
c/o The City Manager's Office
501 SW Madison Avenue
Corvallis, OR 97333

Subject: Final Written Arguments for OSU Campus Master Plan Major Adjustment (LDT12-00002)

Dear Mayor Manning and Members of the City Council:

We have reviewed the additional written testimony that was submitted following the April 1, 2013 City Council hearing and wish to provide our final written arguments addressing the concerns below.

1. **The Council should impose conditions of approval requiring OSU to ensure no net loss of parking resulting from construction of the new residence hall.**

The City Council has authority to approve or deny the pending Land Development Code Text Amendment; however conditions of approval can't be applied to this request. The opportunity to imposed conditions of approval to address parking concerns was during the Planning Commissions review of the Major Adjustment to the Campus Master Plan.

2. **The Council should require OSU to comply with the City's parking requirements when constructing the new dorm.**

The OSU Campus Master Plan establishes parking requirements for the university. OSU is required to conduct an annual parking utilization study to ensure it remains below a 90% utilization rate campus-wide. Currently OSU has a campus-wide parking utilization rate of 68%. OSU has approximately 7,200 general purpose parking spaces on campus and approximately 4,900 are utilized each day, leaving 2,300 unused and available. At 90% utilization, OSU has over 1,500 unused parking spaces that need to be utilized before additional parking improvements are required. There is sufficient capacity within nearby existing parking lots to absorb the 218 spaces that will be displaced with construction of the new residence hall. The 1,500 unused parking spaces across campus will easily accommodate the parking demands resulting from the 324 new residents in the dormitory.

It is important to keep in mind that the City Council authorizes the Planning Commission to render decisions on major adjustments to the campus master plan using the Planned Development review criteria found in Land Development Code Section 2.5.40.04.a.10 – Traffic and off-site parking impacts. The Planning Commission approved this request and the appeal period has lapsed, therefore that decision is final, contingent upon Council's approval of the text amendment.

OSU Facilities Services
Campus Planning
130 Oak Creek Building
Corvallis, OR 97331
(541) 737-0917

3. **OSU should construct a new parking garage on campus to accommodate parking for residents in the new dorm and enrollment increases.**

OSU is in the initial stages of updating the Campus Master Plan. Transportation and parking are important elements of the plan and are anticipated to receive considerable scrutiny when it goes before the City in 2014/15 for approval. Although it is not relevant to this decision, OSU plans to identify two locations on campus that are suitable for construction of a parking garage. The location will be determined on proximity to arterial and collector streets, compatibility with surrounding uses, and convenient and direct shuttle linkages to the core of campus.

Summary

The Council has the authority to amend the Land Development Code whenever the public necessity, convenience, and general welfare require such amendment and where it conforms with the Corvallis Comprehensive Plan.

The necessity for housing more undergraduate students on campus has come forth as a recommendation from the City/OSU collaboration efforts. Housing more freshmen on campus is consistent with President Ed Ray's directive to require full term freshman to live on campus beginning this fall. Having freshman live on campus is considered good for their general welfare and for the city's welfare as students are more closely supervised by resident assistants and the resident directors.

The proposed text amendment is consistent with the following Comprehensive Plan Policies:

9.3.6 The development review process shall not result in the exclusion of needed housing at densities permitted by underlying district designations or result in unreasonable cost for delay.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on campus.

9.7.3 The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a ½ mile of campus.

We appreciate the opportunity to provide these final written arguments and hope they adequately address the additional concerns that have been raised.

Sincerely,

David j. Dodson, AICP
Campus Planning Manager

From:	Young, Kevin
To:	Richardson, Robert
Subject:	FW: OSU Dormitory Parking Needed On-site
Date:	Monday, April 08, 2013 11:14:39 AM

From: Chris Bates [mailto:cab555@hotmail.com]
Sent: Monday, April 08, 2013 11:05 AM
To: Young, Kevin
Subject: OSU Dormitory Parking Needed On-site

Kevin Young and to whom it may concern,

Please require that new Oregon State University dormitories have on-site parking. This will help prevent more student parking from spilling into our residential neighborhoods.

Thank you for your consideration in this matter.

Regards,

Chris Bates

From: Young, Kevin
To: Richardson, Robert
Subject: FW: Proposed Change to OSU Master Plan Adjustment
Date: Tuesday, April 09, 2013 8:48:34 AM

Please include this in the Sector D testimony:

From: C Cloyd [mailto:cloydjc@gmail.com]
Sent: Monday, April 08, 2013 9:53 AM
To: Young, Kevin; Ward 2
Subject: Proposed Change to OSU Master Plan Adjustment

Please make this letter available to City Council members for today's meeting.

On behalf of the Central Park Neighborhood Association (CPNA), I request that the City Council's approval of the OSU Master Plan Major Adjustment includes the following requirement:

> There will be no net loss of on-campus parking spaces resulting from new construction, based on the inventory published in the 2012 OSU Parking Study. Parking spaces lost to construction and other modifications will be replaced by new parking spaces located within two blocks of the project.

We think this requirement is necessary to insure that OSU maintains its obligation to provide convenient on-campus parking for students, faculty and staff, and visitors. Just as OSU wants to locate the new residence hall at 13th and Adams Streets because of its proximity to the McNary Dining Hall, those driving to campus park as close as possible to their destination. Parking on most of the streets east of the proposed residence hall location is already at more than 75% of capacity, making normal daily parking circulation for CPNA residents difficult to impossible.

Further loss of on-campus parking, particularly in areas close to the campus core, will only exacerbate an already frustrating problem in the neighborhoods around the perimeter of the OSU campus. OSU Planners argue that on-campus parking utilization, currently at 68%, is well below the 85% threshold that triggers development of new parking. It is common knowledge that parking in the area of Reser Stadium and other sites on the south side of campus is significantly underutilized because it's seen as inconvenient to the campus core. While OSU has agreed, through the Corvallis/OSU Collaboration process, to improve safe and timely access to south-side parking, close proximity to the campus core will continue to attract non-resident commuters seeking a place to park. Where parking is concerned, location drives utilization, and OSU should not what remains of its convenient on-campus parking places.

Thank you for your consideration.

Courtney Cloyd, President
Central Park Neighborhood Association
541-757-0135 (h)

From: Gibb, Ken
To: Richardson, Robert; Young, Kevin
Subject: FW: Proposed Change to OSU Master Plan Adjustment
Date: Monday, April 08, 2013 2:46:39 PM

From: Louie, Kathy
Sent: Monday, April 08, 2013 1:11 PM
To: Mayor and City Council
Cc: Patterson, Jim; Gibb, Ken
Subject: FW: Proposed Change to OSU Master Plan Adjustment

Email from Betty Griffiths below ... k

From: Betty and Bob
Sent: Monday, April 08, 2013 12:15 PM
To: Louie, Kathy
Subject: FW: Proposed Change to OSU Master Plan Adjustment

Kathy
Please send note to City Council for me. I agree with this proposal from the neighborhood association.
Betty Griffiths

From: citizens-for-livable-corvallis@googlegroups.com [mailto:citizens-for-livable-corvallis@googlegroups.com] **On Behalf Of** C Cloyd
Sent: Monday, April 08, 2013 10:01 AM
To: CLC Group
Subject: Fwd: Proposed Change to OSU Master Plan Adjustment

FYI-- just posted this letter to City Council re: adding a requirement to their approval of the Campus Master Plan adjustment.
Courtney

Begin forwarded message:

From: C Cloyd
Subject: Proposed Change to OSU Master Plan Adjustment
Date: April 8, 2013 9:52:59 AM PDT
To: Kevin Young <Kevin.Young@corvallisoregon.gov>, ward2@council.corvallisoregon.gov
Bcc: Courtney Cloyd

Please make this letter available to City Council members for today's meeting.

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Thank you for your consideration.

Courtney Cloyd, President
Central Park Neighborhood Association
541-757-0135 (h)

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You received this message because you are subscribed to the Google Groups "Citizens for Livable Corvallis" group.
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From:	rogerh@proaxis.com
To:	Richardson, Robert
Cc:	rogerh@proaxis.com
Subject:	OSU Dorm Building commments
Date:	Monday, April 08, 2013 1:47:41 PM

Subject: OSU proposed dormitory building and parking

I am opposed to OSU building a new dormitory in where they eliminate parking spots on Campus. Currently regular employee spots are disappearing by being converted to handicapped (and then many sit empty) and when new structures are built on campus. Such an example is when they built the Linus Pauling building; spaces were taken away from students as well as faculty.

There is a cause and an effect to this type of development. Persons desiring to park on campus pay an annual fee for what is essentially a hunting permit to hopefully find a parking space near where you work or will be attending class. With fewer parking spaces on campus then the parking is pushed to the area surrounding the campus, which then irritates the citizens of Corvallis.

Yes there is a parking structure on campus; however it is not centrally located and the shuttle is not a timely manner in which to get around campus. This structure also is restricted for use whenever there are certain sporting events on campus, further reducing parking. Try to find a space if you have to work on a Saturday during game time, especially in the fall.

Parking spaces on OSU campus should be regulated the same as off campus for construction of new buildings. Recently the city of Corvallis changed upward the number of spaces per bedrooms when building housing within Corvallis. If a new store wants to build in town then a certain number of spaces are required at that new store.

It is my understanding that OSU wants to use parking spaces from another part of campus to provide the minimal spaces required. Let's look at this more closely. Does it place the student resident closer or further away from his/her dorm. Again; closer parking may mean the surrounding neighborhood. To allow mitigation of parking spaces on OSU campus would be like telling Bi-mart that they could build a new store downtown and allowing them to not have to provide but a few spaces because they have enough at their other two stores. I doubt that would happen. There should be no differentiation of the parking requirement for OSU especially since they tout that they in a few years will have record enrollment. Where are they and the added administrative support personnel supposed to park?

I feel that OSU should be required to maintain a certain number of spaces on campus. If this means creating under building parking garages, or a new parking structure to accommodate this then so be it. The existing parking should be re-established in the same proximity of the construction, not across campus.

Roger D. House and Patricia D. House
6512 NW Springhill DR
Albany OR, 97321

rogerh@proaxis.com
541-619-3248

From: Young, Kevin
To: Richardson, Robert
Subject: FW: OSU parking
Date: Monday, April 08, 2013 8:34:20 AM

From: judy peterman [mailto:judyquilt@gmail.com]
Sent: Monday, April 08, 2013 8:32 AM
To: Young, Kevin
Subject: OSU parking

I would like to see the City Council require parking garage requirements built into any further Student housing plans. It makes no sense to me for the planners making the money to put the responsibility of parking on the local home owners. we are providing a great bus system for student use. Maybe a storage parking lot could be built elsewhere and the cars gotten to only when needed for distant driving. I do not believe we owe the students convenient parking to add congestion and traffic to our neighborhoods.

Judy Peterman

From: Young, Kevin
To: Richardson, Robert
Subject: FW: New dorm on 11th street
Date: Monday, April 08, 2013 8:21:44 AM

Ditto:

From: Semenek, Susie M [mailto:susie.semenek@hp.com]
Sent: Monday, April 08, 2013 7:42 AM
To: Young, Kevin
Subject: New dorm on 11th street

Hi Kevin,
I am against this new OSU dorm unless the construction includes enough parking either on or adjacent to the land. The parking in our neighborhood (north of campus) is awful, and this will just add to it. I drive by Reser often and rarely see it parked up – so students simply are not using that.

Thanks,

Susie Semenek

Save a tree. Don't print this e-mail unless it's really necessary

From: Young, Kevin
To: Richardson, Robert
Subject: FW: osu master plan and parking
Date: Monday, April 08, 2013 8:16:14 AM

Ditto:

From: Karin and Tim [mailto:tkmm@comcast.net]
Sent: Sunday, April 07, 2013 11:33 AM
To: Young, Kevin
Subject: osu master plan and parking

Dear Mr. Young:

I could live with change in OSU master plan IF the following stipulation is added:

that ALL construction on campus must be accompanied with on-site parking, that is, the parking must be part of the construction or immediately adjacent to the construction.

OSU needs to take on more of a responsibility for the added parking problems in Corvallis that are directly related to result of more students.

Thanks for considering my input.

Karin Krakauer
tkmm@comcast.net
643 NW 12th St
Corvallis OR 97330

From: Young, Kevin
To: Richardson, Robert
Subject: FW: Parking and the new OSU dorm
Date: Monday, April 08, 2013 8:19:03 AM

Ditto:

From: krakauer stewart [mailto:tkmm@comcast.net]
Sent: Sunday, April 07, 2013 8:35 PM
To: Young, Kevin
Subject: Parking and the new OSU dorm

Dear Mr. Young;

Considering the OSU request for a change in the Master Plan allowing them to build a dormitory on 13th St near Adams, I would like to go on record as opposing this change. The negative impact on the surrounding neighborhood
It is well past time for the City of Corvallis to stand up to the major developers, including OSU. Their appetite for profit is rapidly denigrating many of the cultural values that make Corvallis a desirable place to live. Increasing density in a diversified community can be a good thing, but in a community of college students, it is a recipe for disaster. Many OSU students will continue bringing their cars to Corvallis. Without adequate supervision, they will continue to abuse alcohol, maintain their living space irresponsibly, and make living near them very unpleasant. OSU needs to take more responsibility for the added parking problems in Corvallis that are directly related to result of more students.
I could live with change in the OSU master plan IF and only if the following stipulation is added:

that ALL construction on campus must be accompanied with on-site parking, that is, the parking must be part of the construction or immediately adjacent to the construction.

Thanks for considering my input.

Tim Stewart
tkmm@comcast.net
643 NW 12th St
Corvallis OR 97330`

From:	Young, Kevin
To:	Richardson, Robert
Subject:	FW: Parking on campus
Date:	Monday, April 08, 2013 8:08:52 AM

Hi Bob, I think this is testimony on the Sector D application:

-----Original Message-----
From: Gerald Rooney [mailto:jeroon@peak.org]
Sent: Friday, April 05, 2013 7:04 PM
To: Young, Kevin
Subject: Parking on campus

Be it written in the books:
We, the undersigned, agree with those who favor REQUIRING OSU to provide parking at the site of any new student housing on campus.
Gerald F.Rooney and Carol J. Rooney

Thank you,
The Rooney's

From: Young, Kevin
To: Richardson, Robert
Subject: FW: new dormitory around 13th and Adams.
Date: Monday, April 08, 2013 8:09:11 AM

Ditto:

From: ANTHONY D ALBERT [mailto:albert2910@msn.com]
Sent: Friday, April 05, 2013 9:02 PM
To: Young, Kevin
Subject: new dormitory around 13th and Adams.

ALL construction on campus must be accompanied with on-site parking, that is, the parking must be part of the construction or immediately adjacent to the construction. Stop dumping on the community!

From: Jim Knutson
To: Richardson, Robert
Subject: Residence Hall discussion/testimony
Date: Tuesday, April 02, 2013 8:07:20 AM

Perhaps permission to build this new dorm could be tied to a requirement that OSU also build a good-capacity parking garage on campus, even larger and closer in than the current one out by Reser.

I do not believe David Dodson's statement that there is enough parking elsewhere on campus to pick up the slack. I don't think the Corvallis City Council believes that, either, else why the re-zoning of all kinds of neighborhoods around campus, now to require residents to pay a fee to park as residents (longer than some time-limitation posted on signs) in their neighborhood? That was all in reaction to there NOT being adequate parking on campus, wasn't it? It wasn't just a decision to collect more "fees" from folks, right?

Jim Knutson

Memorandum

To: **Mayor and City Council**

From: **Ken Gibb, Community Development Director**

Date: **April 9, 2013**

Subject: **Schedule Hearing Date on the LUBA Remand of the Creekside Center I & II Planned Development Approval (PLD09-00004 / CDP09-00003 / SUB09-0002)**

I. Issue

On December 20, 2010 (Order 2010-077), City Council approved the Creekside Center I & II Conceptual and Detailed Development Plan, Conditional Development Permit, and Tentative Subdivision Plat. The City Council decision was appealed to the Oregon Land Use Board of Appeals (LUBA) on January 11, 2011. After review of the appeal, on June 28, 2011, LUBA remanded the City Council decision, requiring the City to reconsider certain aspects of the development proposal and to issue new findings relative to the specific remand issues (**see EXHIBIT A**).

The decision to proceed on a land use application remanded by LUBA is initiated by the applicant. On April 5, 2013, the Planning Division received correspondence from the applicant, dated April 5, 2013, requesting that the City Council proceed with the remand hearing. Per State law, the City is required to render a decision on the identified remand issues within 90 days of receipt of a request for a remand hearing.

The Council is asked to schedule a public hearing on May 20, 2013, to consider the remand issues raised by LUBA and changes to the site plan, proposed by the applicant, that are intended to address those issues.

II. Background

The subject 6.64 acre site is located at the northwest corner of 53rd Street and Philomath Blvd, and is currently undeveloped, except for small gravel access drives along the site frontages on SW 53rd Street and SW Philomath Blvd. The site is zoned MUCS (Mixed-Use Community Shopping). The site is composed of Tax Lots 500 and 600, as illustrated on Benton County Assessor's Map # 12-5-05 DD. The property is owned by Apple Creek I LLC.

The applicant requests approval to construct a commercial development, containing approximately 43,000 sq. ft. of retail and restaurant uses, contained within seven buildings on the subject site. The request includes approval of a Conditional Development Permit for a drive-through facility associated with a Walgreen's retail / pharmacy, as well as a Tentative Subdivision plat to create 3 commercial lots and 4 tracts. The four tracts will contain a private Shopping Street and protected Natural Resources / open space. The request also includes proposed variations to certain Land Development Code standards.

- September 1, 2010 – The Planning Commission held a public hearing on the application. The public hearing was closed and the record held open.

- September 15, 2010 - The Planning Commission deliberated and voted to approve the application. A notice of decision was signed on September 16, 2010.

- September 28, 2010 – Applicant, ThomasFox Properties LLC, filed an appeal of the Planning Commission's decision. Additionally, the League of Women Voters Corvallis filed an appeal of the Planning Commission's decision.

- November 1, 2010 – The City Council held a public hearing on the appeal of the Planning Commission's decision, and decided to hold the record open for seven additional days, and allowed the applicant to submit final written arguments.

- November 15, 2010 - The City Council deliberated and voted to uphold the appeal filed by the applicant, and deny the appeal filed by League of Women Voters Corvallis, thereby approving the proposal, with conditions.

- December 20, 2010 – The City Council adopted formal findings in support of its decision.

- January 10, 2011 - The City received a Notice of Intent to Appeal the City Council decision to LUBA. The decision was appealed by Corrine Sherton, Attorney, on behalf of Petitioners, League of Women Voters of Corvallis and Elizabeth Frenkel.

- June 28, 2011 - LUBA issued a Final Opinion and Order (**see Exhibit A**). The LUBA review included four assignments of error raised by the appellant. LUBA determined that the City had not made adequate findings in support of the proposal with respect to portions of three of the four assignments of error raised in opposition, as discussed below.

- April 5, 2013 - The applicant submitted a letter to the Planning Division asking the City to act on the remand.

II. Requested Actions

Section 2.0.60 of the Land Development Code contains provisions regarding the City Council's actions in response to a LUBA remand. This section states:

Section 2.0.60 - PROCEDURES FOR HEARINGS INVOLVING REMANDS FROM THE STATE LAND USE BOARD OF APPEALS (LUBA)

Procedures for hearings involving both voluntary and involuntary remands from the State Land Use Board of Appeals shall be as follows:

a. The Director shall present the remand directly to the City Council so that it can decide how to proceed. The Director shall inform the City Council of the nature of the remand, and the Council shall make a formal decision regarding procedures prior to any hearing to decide the matter. The Council may decide to do any of the following:

1. **Send the matter to another authorized hearing authority, such as the Land Development Hearings Board, Historic Resources Commission, or Planning Commission;**

2. **Set a hearing date to decide the matter without re-opening the public hearing on the case; or**

3. **Set a hearing date and re-open the public hearing for consideration.**

b. **When considering a remand, the hearing authority may consider the case in whole or in part.**

c. **Procedures for public notice and order of proceedings for remands on legislative matters shall be in accordance with Section 2.0.40.**

d. **Procedures for public notice and order of proceedings for remands on quasi-judicial matters shall be in accordance with Section 2.0.50, except that in all cases, required mailing of notices shall occur a minimum of 20 days in advance of the public hearing to address the remand.**

Per LDC Section 2.0.60, Council is asked to answer three questions:

1. Shall the City Council or the Planning Commission review the matter on remand?
2. Shall the public hearing on the matter be re-opened to the public or not?
3. Shall the case be heard in whole or in part?

Staff recommended decisions on each of the above questions are provided below.

III. Staff Recommendations

Decision 1

- *Shall the City Council or the Planning Commission review the matter on remand?*

The City Council typically considers land use cases remanded by LUBA. This is appropriate in this case as well, as the Council is the final local decision making authority and the body that made the most recent local decision on the land use case. Additionally, per Oregon law, once the remand process has been initiated, the City is required to make a final decision on the matter, including issuance of its findings, within 90 days of the date of receipt of the initiation correspondence. Therefore, from a public notice and public hearing scheduling perspective, it is best that City Council be the body that holds the initial public hearing on the matter.

Staff recommend that the City Council hear the LUBA remand, not the Planning Commission.

Decision 2

- *Shall the public hearing on the matter be re-opened to the public?*

Section 2.0.60.a provides the City Council with the authority to set a hearing date with a choice of either re-opening the public hearing to public comment or not re-opening it.

This decision should be based on whether or not there is sufficient evidence in the existing record for the Council to make a decision that addresses the remanded issues.

In response to the issues in the assignments of error sustained by the remand from LUBA, the applicants have submitted modifications to the development plan. Staff have determined that Council findings addressing those issues cannot be made based solely on information in the existing record. As such, it is necessary to re-open the public hearing to allow the applicant's to propose modifications to the development plan and to allow public testimony on those changes. If the public hearing is not re-opened, there will be no opportunity for the applicant to present new information or for public testimony to be given.

Staff recommend that the City Council set a hearing date for the purpose of allowing public testimony on the changes to the development plan, to hear applicant and public testimony.

Decision 3

- *Shall the case be heard in whole or in part?*

Land Development Code Section 2.0.60.b gives the Council the option to consider the case in whole or in part. LUBA remanded the case, sustaining portions of three of the four assignments of error raised in the appeal to LUBA. The issues on remand include:

(1) Portions of First Assignment of Error;
   i. Insufficient findings made by the City that address how a proposed public multi-use path qualifies for Minimum Assured Development Area (MADA) credits per Land Development Code (LDC) Section 4.11.50.02.c.

(2) Portions of Second Assignment of Error;
   i. Insufficient findings made by the City that address how portions of the development qualify for Minimum Assured Development Area (MADA) credits and allowed encroachments into protected Natural Resource areas, relative to the provisions in LDC 4.13.50.b.6. It would be necessary to make sufficient findings under the First Assignment of Error noted above, in order to justify findings relative to the Second Assignment of Error, because the LDC provisions in 4.11.50.02.c and 4.13.50.b.6 must work in concert.

(3) Portions of Fourth Assignment of Error;
   i. Insufficient findings made by the City that address how development of a stormwater detention facility within a riparian easement area is consistent with LDC 4.13.70.02.d.4. It would be necessary to make sufficient findings under the First Assignment of Error noted above, in order to justify findings relative to this Fourth Assignment of Error, according to the LUBA Order.

The Third Assignment of Error was denied by LUBA, and the City will not need to address the issues raised in that item.

Because the remand identified a limited set of issues, staff recommend that the City Council open the public hearing for the limited purpose of taking testimony related to those issues sustained by LUBA in the remand, and how the development plan modifications relate to those issues. As noted above, clarification of the City's findings relative to application of MADA credits under the First Assignment of Error, would lend support to making positive findings relative to the Second and Fourth Assignments of Error.

Staff recommend that the City Council only consider the appeal items sustained by LUBA in the remand, and how the development plan modifications relate to those issues.

Proposed Schedule

Staff propose the following schedule for consideration:

1. April 15, 2013, Council schedules a public hearing for May 20, 2013.

2. May 20, 2013, Council holds the public hearing and deliberates on the matter.

3. June 3, 2013, Council adopts formal written findings.

If the City Council accepts the above recommendations and hearing schedule, the following motion is suggested:

Recommended Motion

I move to schedule a City Council public hearing on May 20, 2013, to consider specific issues related to the LUBA remand of the City Council's approval of the Creekside Center I & II Conceptual and Detailed Development Plan, Conditional Development Permit, and Tentative Subdivison Plat. The public hearing will be re-opened for the purposes of considering public testimony by the applicant and the general public on changes to the approved development plan to address appeal items identified by LUBA.

Review and Concur:

Jim Patterson, City Manager

Scott Fewel, City Attorney

EXHIBIT A: Final Opinion and Order from LUBA, dated June 28, 2011

BEFORE THE LAND USE BOARD OF APPEALS

OF THE STATE OF OREGON

LEAGUE OF WOMEN VOTERS OF CORVALLIS
and ELIZABETH FRENKEL,
Petitioners,

vs.

CITY OF CORVALLIS,
Respondent,

and

BRET FOX and THOMAS FOX
PROPERTIES, LLC,
Intervenors-Respondents.

LUBA No. 2011-002

FINAL OPINION
AND ORDER

Appeal from City of Corvallis.

Corinne C. Sherton, Salem, filed the petition for review and argued on behalf of petitioners. With her on the brief was Corinne C. Sherton PC.

David E. Coulombe, Corvallis, filed a response brief and James Brewer, Corvallis, argued on behalf of respondent. With him on the brief was Fewel, Brewer & Coulombe.

Michael C. Robinson, Portland, filed a response brief and Seth J. King argued on behalf of intervenors-respondents. With him on the brief was Perkins Coie LLP.

RYAN, Board Chair; BASSHAM, Board Member; HOLSTUN, Board Member, participated in the decision.

REMANDED 06/28/2011

You are entitled to judicial review of this Order. Judicial review is governed by the provisions of ORS 197.850.

EXHIBIT A

Opinion by Ryan.

NATURE OF THE DECISION

Petitioners appeal a decision by the city approving a commercial planned development.

REPLY BRIEF

Petitioners move for permission to file a reply brief to respond to new matters raised in the city's response brief. The reply brief is allowed.

FACTS

The subject property is comprised of three tax lots, 400, 500, and 600, that are zoned Mixed Use Community Shopping (MUCS). Tax lot 400 lies immediately to the north of tax lot 500 and to the east of tax lot 600. All of tax lot 400, and approximately the northern half of tax lots 500 and 600 are designated as a protected wetland, protected riparian corridor, and/or a protected floodplain on the city's comprehensive plan maps. Dunawi Creek runs east to west along the northern part of tax lot 600 and along approximately the middle of tax lot 500.

Intervenor applied to develop approximately 179,319 square feet on the 6.64 acres comprising tax lots 500 and 600, including 43,000 square feet of retail and restaurant uses in seven buildings to be located on tax lot 500, and other transportation and stormwater infrastructure to be located on portions of tax lots 500 and 600. As part of the development intervenor also proposed to construct a 12-foot wide path within a 45-foot wide easement running east and west across tax lots 500 and 600, to the north of Dunawi Creek, within the protected wetland/riparian corridor/floodplain. The planning commission approved the applications, and petitioners appealed that decision to the city council. The city council approved the applications, and this appeal followed.

FIRST ASSIGNMENT OF ERROR

For nonresidential properties that are designated as protected wetlands, riparian corridors, or floodplains, Corvallis Land Development Code (LDC) 4.11.50.02.b provides a Minimum Assured Development Area (MADA) that is calculated by multiplying the acreage of the site by the MADA per acre that is shown in LDC 4.11.50.02 Table 4.11-2 – "Determining Minimum Assured Development Area (MADA) for Nonresidential Zones." Under LDC 4.11.50.02.b. and Table 4.11-2, the MADA for the site equaled 90,968 square feet. In addition, LDC 4.11.50.02.c allows the MADA to be increased (MADA credits) in certain circumstances beyond what is calculated according to LDC 4.11.50.02.b, including as relevant here:

> "c. **Additional Allowances for Determining the Minimum Assured Development Area of Residential and Nonresidential Sites** - The Minimum Assured Development Area calculated in Section 4.11.50.02.a and Section 4.11.50.02.b may be increased above the base MADA by adding the areas determined by the provisions below:
>
> "* * * * *
>
> "2. The area of Wetland mitigation that is required by the Department of State Lands and/or the U.S. Army Corps of Engineers when infrastructure must be extended through a Wetland. The area credited shall be based upon the written requirements of the associated permit approval of the Department of State Lands and/or the U.S. Army Corps of Engineers, whichever is greater;
>
> "* * * * *
>
> "4. Trails required by the Corvallis Transportation Plan or the City of Corvallis Park and Recreation Facilities Plan, or necessary to provide public access to or through designated open space areas." (Bold in original.)

The city allowed MADA credits for the development so that the total of developable area (MADA plus MADA credits) of the site equaled 180,728 square feet. The city adopted findings that determined that the proposed path running from east to west along tax lots 500 and 600 was eligible for MADA credits totaling 24,776 square feet: 12,388 square feet for

the path itself, and 12,388 square feet for the area of wetland and riparian area mitigation that the city concluded would be required to offset the effects of the path on the wetlands and riparian areas.[1]

In their first subassignment of error under the first assignment of error, petitioners argue that the city's findings are inadequate to explain why the city determined that the path qualifies for MADA credit under LDC 4.11.50.02.c.4, *i.e.*, either that the path is "required by" the city's transportation plan or Park and Recreation Facilities Plan (PRFP), or that it is "necessary to provide public access to or through designated open space areas." In their second subassignment of error, petitioners argue that the city's findings are inadequate to explain why the city awarded 12,388 square feet of MADA credit under LDC 4.11.50.02.c.2 for a mitigation area for constructing the path.

The city responds initially that petitioners failed to raise the issues presented in the first assignment of error, and under ORS 197.763(1) and ORS 197.835(3) are precluded from raising the issues for the first time at LUBA. In response to petitioners' first assignment of error, the city maintains that no participant below ever raised an issue regarding whether the path met the requirements for an award of MADA credits under LDC 4.11.50.02.c.4 and .2.

---

[1] The city adopted the following findings:

> "[A party] contended that the number and extent of MADA credits associated with the development was 'especially troubling' and not consistent with the intent of the LDC. The Council finds that [intervenor] presented substantial evidence in the Application that the Project qualified for MADA credits. The Council further finds that City staff properly applied the provisions of the LDC in calculating credits. * * *
>
> "* * * * *
>
> "[A]s part of the complete land use applications filed, the applicant has provided calculations which indicate that the base MADA permitted in the underlying * * * zone, as well as the additional MADA credits warranted under LDC 4.11.50.02.c, contribute to a total MADA allowance of 180,728 square feet, and that the proposed development plan impacts approximately 179,319 square feet of the development site. The Council finds that the proposed development area falls within the MADA allowance for the site." Record 80-81, 84.

In their reply brief, petitioners respond that the issue of compliance with LDC 4.11.50.02.c.4 and .2 was raised at Record 270, where a participant stated that MADA credits should not be awarded for the path under "LDC 4.11.50.02.c." In *Lucier v. City of Medford*, 26 Or LUBA 213, 216 (1993), we held that in order to challenge the adequacy of adopted findings, a petitioner must challenge the proposal's compliance with a relevant criterion during the local proceedings. We explained:

> "The references in ORS 197.763(1) and 197.835[3] to 'issues' are references to issues concerning the substantive and procedural requirements that must be satisfied in rendering the challenged decision. Therefore, if a petitioner wishes to argue that a particular approval criterion or procedural requirement is not satisfied by a proposed land use action, the petitioner must raise the 'issue' of compliance with that criterion below. However, contrary to respondent's suggestion, a petitioner is *not* required to anticipate the actual findings a local government ultimately adopts in support of its final decision or question the adequacy of the evidence accepted into the record to support such findings.
>
> "In order to preserve the right to challenge at LUBA the adequacy of the adopted findings to address a relevant criterion or the evidentiary support for such findings, a petitioner must challenge the proposal's compliance with that criterion during the local proceedings. Once that is done, the petitioner may challenge the adequacy of the findings and the supporting evidence to demonstrate the proposal complies with the criterion. The particular findings ultimately adopted or evidence ultimately relied on by the decision maker need not be anticipated and specifically challenged during the local proceedings." (Emphasis in original.)

We agree with petitioners that the issue of whether the path qualifies for an award of MADA credits under LDC 4.11.02.50.c.4 and .2 was raised at Record 270 with sufficient specificity to allow petitioners to argue that the city's findings regarding the proposal's compliance with LDC 4.11.50.02.c.4 and .2 are inadequate. *See also Columbia Riverkeeper v. Clatsop County*, 58 Or LUBA 190, 213 (2009) (where issues regarding compliance with approval criteria were raised below, petitioners may challenge the adequacy of findings adopted regarding those approval criteria).

The city and intervenor next respond by pointing to findings that the city adopted that the path should be allowed to be developed in riparian and wetland areas under LDC

4.13.50.b.2 and LDC 4.13.80.01.c.2, and in order to comply with LDC block perimeter and pedestrian connection standards, and argues that those findings suffice to explain the path qualifies for MADA credits under LDC 4.11.50.02.c.4. Record 72-73. However, LDC 4.11.50.02.c.4 requires the city to address whether MADA credits for the path and for mitigation for the path are justified because the path is "required by" the city's PRFP or transportation plan or "necessary to provide public access to or through dedicated open space," and LDC 4.11.50.02.c.2 requires the city to address whether MADA credits for mitigation for allowing the path are justified because the mitigation area is required by the Department of State Lands (DSL) or Army Corps of Engineers (ACOE). Those criteria involve different considerations than the considerations that are required in order for the city to determine whether the path should be allowed in a riparian and wetland area under LDC 4.13.50.b.2 and LDC 4.13.80.01.c.2, criteria which we discuss below in our resolution of the second assignment of error. The findings at Record 72-73 do not contain any adequate explanation by the city for why the path qualifies for MADA credit under LDC 4.11.50.02.c.

The first assignment of error is sustained.

SECOND ASSIGNMENT OF ERROR

A. Introduction

As noted above, the path crosses both a wetland and a riparian corridor. LDC Chapter 4.13 contains provisions that are intended to preserve and protect riparian corridors and wetlands. LDC 4.13.10. To that end, LDC 4.13.50.b prohibits building, paving, and grading in riparian corridors and riparian-related areas, except for certain specified purposes and only if the building, paving or grading is designed and constructed to minimize adverse impacts to the riparian area:

> "**Building, Paving, and Grading Activities** - The placement of structures or impervious surfaces, as well as grading, excavation, and the placement of fill, are prohibited. Exceptions to the drainageway restrictions may be made for the purposes identified in items 1-7 of this Section, provided they are

designed and constructed to minimize adverse impacts to Riparian Corridors and Riparian-related Areas.

"* * * * * *

"2. The location and construction of streets, utilities, bridges, bicycle, and pedestrian facilities within Highly Protected Riparian Corridors and Riparian related Areas must be deemed *necessary to maintain a functional system* by the City Engineer. This Code, City Transportation and Utility Master Plans, and other adopted City plans shall guide this determination. The design standards of Chapter 4.0 - Improvements Required with Development shall be applied to minimize the impact to the subject area[.]" (Bold in original, italics added.)

A similar provision, LDC 4.13.80.01.c prohibits building, grading, and paving activities in wetlands except for specified purposes and only if the building paving or grading is designed and constructed to minimize adverse impacts to the wetlands:

"**Building, Paving, and Grading Activities** - Within LPW areas, the placement of structures or impervious surfaces, as well as grading, excavation, and the placement of fill, is prohibited, except as outlined below. Exceptions to the LPW restrictions may be made for the purposes identified in * * * '2,' below, provided they are designed and constructed to minimize adverse impacts to Wetland Functions.

"* * * * * *

"2. Activities outlined in sections 4.13.50.b.2, 4.13.50.b.5, and 4.13.50.b.6." (Bold in original.)

B. Minimize Adverse Impacts

The decision approved construction of a "multi-use path" within the 45-foot wide easement area shown on SP1.10, the plan sheet that was included in intervenor's application, which shows a 12-foot wide path that meanders its location within a 45-foot wide easement that runs east to west across the property. Supplemental Record 1379.[2] The decision also imposed a condition of approval, Condition 10, which in part requires the path to be

[2] The PRFP defines "multi-use path" as a "paved path entirely separated from the roadway and used by pedestrians, roller bladers, joggers and cyclists." PRFP Glossary 2.

constructed in accordance with the city Parks and Recreation Facilities Plan (PRFP) Design and Development Policies:

> "With submittal of the construction cost estimate, the Applicant shall include documentation of an approved fill permit, as required for wetland construction and wetland mitigation by [DSL] and [ACOE], which documents final acceptance by these agencies of the multi-use path construction and alignment. * * *
>
> "With submittal of the construction cost estimate, the applicant shall include construction details for the multi-use path that comply with Parks Department trail construction guidelines and DSL requirements, and includes the bench, as identified on Sheet SP1.4, if permitted by DSL. Path construction shall generally follow the 'Design and Development Policies' of the adopted [PRFP] (Page 5-2), and final path alignment shall occur so as to minimize removal of significant riparian area and to minimize impacts to the properly functioning condition of the riparian corridor/drainageway. * * *" Record 15.

In the first subassignment of error and in a portion of their second subassignment of error, we understand petitioners to argue that the city erred in approving the path to be located in riparian and wetland areas because there is not substantial evidence in the record to support a determination that the path will be "designed and constructed to minimize adverse impacts" to the riparian areas and wetlands. According to petitioners, the city could not determine that adverse impacts are minimized without knowing what the use of the path will be, its exact location, and its exact design, and according to petitioners those features are not known. In support of their argument, petitioners point out that the development plan that was approved by the final decision contains a notation that the "Exact Path Location TBD." Supplemental Record 1365. Petitioners also point to findings adopted by the city that specifically conclude that the city's decision to approve the proposed planned development that includes the path does not approve the precise design and construction materials for the path. Record 74. Petitioners also argue that in imposing Condition 10, the city improperly deferred finding compliance with LDC 4.13.50.b and 4.13.80.01.c to a later proceeding that does not require notice and an opportunity for hearing.

Respondents respond, and we agree, that there is substantial evidence in the record to support the city's conclusion that as conditioned the path will minimize adverse impacts to the riparian areas and wetlands under LDC 4.13.50.b and 4.13.80.1.c. First, the city approved a planned development that proposes locating a "multi-use path," a term that is defined in the PRFP, within the 45-foot wide easement area shown at Supplemental Record 1379, and required that path to be designed and constructed in conformance with the PRFP design guidelines for multi-use paths. Although petitioners quote some of the guidelines and policies, petitioners do not explain why a multi-use path located within the easement area that is designed and constructed in accordance with those policies will have more than a minimal adverse impact on the protected areas.

We also agree with respondents that in imposing condition 10 the city did not defer making a determination of compliance with LDC 4.13.50.b and 4.13.80.1.c to a future proceeding. Rather, in imposing condition 10, the city approved the path in a location within the 45-foot easement area, but allowed intervenor the flexibility to construct the path in the location within that easement area that minimizes adverse impacts to the protected area.

C. Necessary To Maintain a Functional System

1. Motion to Strike/Motion to Take Official Notice

As explained above, one of the exceptions to the prohibition on development in riparian and wetlands areas is for "[t]he location and construction of * * * bicycle, and pedestrian facilities within Highly Protected Riparian Corridors and Riparian-related Areas" that are "deemed necessary to maintain a functional system by the City Engineer." LDC 4.13.50.1.b.2. The city adopted findings that the path is "necessary to maintain a functional system:"

> "[League of Women Voters of Corvallis] LWVC conceded that both the City's Trails Master Plan and [PRFP] depict a trail in this general location; however, LWVC contends that this trail is conceptual only and was adopted prior to adoption of the [Natural Features Inventory] NFI. As such, LWVC contends that the trail designation did not take into account the wetlands

identified on the Property in the NFI. City staff responded by testifying that another adopted plan, the West Corvallis/North Philomath Plan ('WCNPP') identifies the Trail location inside of the natural features, thus showing a clear intent to route the Trial there notwithstanding the existence of the resources. Further City staff cited to specific WCNPP policies that support the Trail location in stream corridors as follows:

"OS-I-1:

"Work with private landowners to obtain dedications of open space lands for trails and preservation of natural systems.

"OS-I-7

"Where feasible, incorporate trails as part of stream corridors *as identified on the Circulation Plan, Figure VI-1.*

"OS-I-9

"Locate Trails at the edge of riparian buffer zones to minimize impacts on the natural functioning of the stream corridor and to preserve stream capacity.

"The Council concurs with the LWVC that standing alone, the conceptual trails depicted in the Trails Master Plan and the [PRFP] may not justify this location for the trail. However, the Council finds that there is additional substantial evidence in the record that supports the proposed Trail location as set forth in the WCNPP.

"The Council concurs with City staff findings that the Trail is 'necessary' in this location to 'maintain a functional trail system' as depicted in the adopted WCNPP and as further conceptually depicted in the Trails Master Plan and the [PRFP]. The Council further finds that each of the cited plans was approved by the Council through a public process." Record 72-73 (Emphasis added.)

Petitioners attach to the petition for review a copy of Figure VI-1 from the Circulation Plan that is part of the West Corvallis/North Philomath Plan (WCNPP) and that is referenced in the findings quoted above. Petition for Review App. 90. Figure VI-1 is not part of the record. In its response brief, intervenor moves to strike App. 90 and the portions of the petition for review at pages 16-17 that discuss Figure VI-1 and other provisions of the WCNPP that are not a part of the record. After the response brief was filed, petitioners filed a motion for LUBA to take official notice under Oregon Evidence Code (OEC) 202(7) of

1 excerpts from the WCNPP that are attached to petitioners' motion, including Figure VI.[3]
2 Intervenor objects to the motion to take official notice to the extent that petitioners
3 improperly seek to use the attached excerpted provisions of the WCNPP to provide evidence
4 that rebuts the city engineer's conclusion that the path is "necessary to maintain a functional
5 system" under LDC 4.13.50.b.2.[4]

6 Petitioners respond, and we agree, that the WCNPP is a part of the Corvallis
7 Comprehensive Plan (CCP) and under OEC 202(7) is subject to official notice. We disagree
8 with intervenor that petitioners seek to use Figure VI-1 to provide evidence to rebut the city's
9 determination about the necessity of the path to maintain a functional system. As discussed
10 below, petitioners' argument based on Figure VI-1 is essentially a legal argument: in
11 determining whether a path must be located in a riparian corridor in order to maintain a
12 functional trail system, as "guided by" city plans presumably including the WCNPP, what
13 legal significance should be attached to the fact that the relevant plans depict a path in the
14 riparian corridor but describe the depicted path or its location as "conceptual." The answer
15 to that question depends on the city's interpretation of various provisions of the LDC and the
16 CCP, including the WCNPP. The WCNPP has been adopted as part of the CCP and we may
17 take official notice of it. Accordingly, petitioners' motion to take official notice is granted
18 and intervenor's motion to strike portions of the petition for review is denied.

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[3] OEC 202(7) provides that LUBA may take official notice of "[a]n ordinance, comprehensive plan or enactment of any county or incorporated city in this state[.]"

[4] LUBA's review is limited by ORS 197.835(2)(a) to the record of the proceeding below, except in instances where an evidentiary hearing is authorized by ORS 197.835(2)(b). Thus LUBA may not take official notice of facts within documents that are subject to official notice under OEC 202, if notice of those facts is requested for an adjudicative purpose (i.e., to provide evidentiary support or countervailing evidence with respect to an applicable approval criterion that is at issue in the challenged decision). *Friends of Deschutes County v. Deschutes County*, 49 Or LUBA 100, 103-04 (2005); *Tualatin Riverkeepers v. ODEQ*, 55 Or LUBA 688, 692 (2007).

1 **2. Necessary to Maintain a Functional System**

2 As explained above, the city found that the exception to the general prohibition on
3 development in protected areas was allowed because the path is "necessary to maintain a
4 functional system" under LDC4.13.50.b.2 and LDC 4.13.80.01.c.2. In a portion of their
5 second subassignment of error, we understand petitioners to argue that the city misconstrued
6 applicable law in relying on portions of the WCNPP to conclude that the path is "necessary
7 to maintain a functional system."[5] According to petitioners, Figure VI from the circulation
8 plan that is a part of Chapter 6 of the WCNPP states that the trail locations are "conceptual
9 and may vary as more detailed plans are drafted," suggesting that it may not be necessary to
10 locate the trail within the riparian area at all, and therefore it was error for the city to rely in
11 part on those conceptual trail locations to conclude that locating the path in the riparian area
12 is "necessary to maintain a functional system[.]"

13 Intervenor responds that the city's interpretation of its land use regulations, including
14 LDC 4.13.50.b.2 and the WCNPP is required to be affirmed under ORS 197.829(1) because
15 the city's interpretation of the relevant provisions is plausible. *Siporen v. City of Medford*,
16 349 Or 247, 259, 243 P3d 776 (2010). It is not entirely clear to us what the city council
17 understood the label "conceptual" to mean, but it apparently disagreed with petitioners that
18 the "conceptual" label means that the plan maps have no bearing on whether the plan
19 anticipates that the path will be located in the riparian area in order to provide a functional
20 trail system. The city clearly believes that plan maps depicting a path within the area of a
21 riparian corridor support a conclusion that a path must be located somewhere in the corridor
22 in order to provide a functional trail system. We cannot say that view is implausible or
23 inconsistent with any relevant plan or code text. The label "conceptual" could plausibly

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[5] The WCNPP has been adopted as a part of the city's comprehensive plan.

mean that the exact location *within* the riparian corridor has yet to be determined, not that the plans are indifferent as to whether the path is located inside or outside the riparian corridor.

D. Development Associated with MADA

LDC 4.13.50.b.6 provides that one of the seven enumerated purposes that the city may rely on to allow development in a protected area is for "[d]evelopment associated with [MADA] that would be allowed in accordance with [LDC Chapter 4.11] * * *." In a subassignment of error petitioners argue that the city erred in approving MADA credits for the path and for that reason, LDC 4.13.50.b.6 cannot provide a basis for allowing development in protected areas.

It is unclear from the city's decision whether the city relied on LDC 4.13.50.b.6 to allow development in the protected areas, but one of the incorporated findings at Record 756 suggest that the city relied at least in part on that subsection. If that is the case, then we agree with petitioners that without findings justifying the award of MADA credit under LDC 4.11.50.02(c), the city may not rely on LDC 4.13.80.02.b.6 to allow development in the protected areas.

The second assignment of error is sustained, in part.

THIRD ASSIGNMENT OF ERROR

LDC 4.13.80.01.e provides:

> "**Department of State Lands and US Army Corps of Engineers Notification Required** - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.
>
> "No application for development will be accepted as complete until documentation of such notification is provided. Additionally, no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits,

shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site." (Bold in original).

In their third assignment of error, petitioners point to the current DSL fill and removal permit for tax lot 500, which contains the following condition (condition 8):

> "**Deed Restriction Recording.** Before disturbance of any wetland areas, deed restrictions, for the avoided wetlands on tax lot 400 in its entirety * * * and the proposed avoided PFO wetlands on tax lot 500 (202,653 square feet) as shown on Sheet 1 of 1 dated November 16, 2004 shall be recorded with the County Assessor's office." Record 350-51 (bold in original.)

According to petitioners, LDC 4.13.80.01.e prohibits the city from approving MADA credits for the path and prohibits the city from approving the path until condition 8 has been satisfied.

Respondents respond, and we agree, that LDC 4.13.80.01.e merely requires intervenor to notify DSL of the development application in order for the city to deem the planned development application complete, but it does not prohibit the city from approving the application for a planned development on tax lot 500 or the location of the path within the wetlands prior to DSL approval of a new fill and removal permit that approves the path, as long as that approval is conditioned on receiving DSL permits prior to the issuance of any site development permits. Here, the city imposed a condition of approval requiring DSL approval of development activities on tax lot 500 prior to the issuance of site development permits.[6] That condition prevents the city from issuing site development permits for the

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[6] Condition 4 provides in relevant part:

> "Development of the proposed public multi-use path north of Dunawi Creek, the remainder of Phase 1 * * * and Phase 2 * * * is either not authorized under the scope of the active DSL fill permit or relies on MADA credits associated with DSL approved wetland mitigation that has not yet been authorized. No development permits shall be issued for work beyond the scope of the active DSL fill permit and/or after expiration of the active DSL fill permit, until supplemental documentation, as required in LDC 4.13.80.1.e has been provided to the City. Permits for development that is reliant on DSL-approved wetland mitigation associated with MADA credits under LDC 4.11.50.02.c.2 shall not be authorized until documentation of the approved mitigation has been provided to the City, consistent with LDC 4.11.50.02.c.2." Record 13.

path until DSL has issued a new wetland fill and removal permit for the area of the path and until DSL has approved the mitigation area, if any, that will be required for the path. Petitioners do not challenge condition 4 or otherwise explain why condition 4 is inadequate to ensure that no site development of the path will occur until DSL has approved the development.

The third assignment of error is denied.

FOURTH ASSIGNMENT OF ERROR

Intervenor proposes to locate above-ground stormwater detention facilities on a portion of tax lot 600 that is currently within the 100-year floodplain, and on a portion of tax lot 500 within the riparian easement area.[7] Supplemental Record 1378.

A. 10-Year Floodplain

LDC 4.0.130.b.1 requires in relevant part that stormwater "[d]etention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater." In their fourth assignment of error, petitioners argue that the city's findings fail to address petitioners' argument below that the 10-year floodplain has not been mapped, and without that mapping, the city could not determine whether the facilities will be located outside of the 10-year floodplain boundary.

Respondents point to the city's findings that "[t]he Application includes substantial evidence explaining how the proposed stormwater facilities are consistent with applicable provisions of the LDC, including LDC 4.0.130." Record 75. Respondents explain that the application includes an illustration showing that after development, the stormwater detention facility on tax lot 600 will be located outside the boundaries of the 100-year floodplain, and explain that the 100-year floodplain includes the 10-year floodplain. Supplemental Record

[7] LDC 4.13.70.02.d.2 Table 4.13-2 provides that the riparian easement area is 50 feet from the top of the bank of Dunawi Creek.

1378.[8] We agree with respondents that the city's findings are adequate to explain why the city concluded that the stormwater facilities comply with LDC 4.0.130 and that the evidence in the record supports that conclusion. Supplemental Record 1378 shows that the storm water facility to be located on tax lot 600 is entirely outside of the post-development 100-year floodplain, and is therefore necessarily outside of the 10-year floodplain.[9]

B. Riparian Easement Area Encroachment

LDC 4.13.70.02.d.2 Table 4.13-2 provides that the riparian easement area is 50 feet from the top of the bank of Dunawi Creek. LDC 4.13.70.02.d.4 provides:

> "If, through the provisions of Chapter 4.11 - Minimum Assured Development Area (MADA), it is determined that encroachment into a Riparian Corridor area is necessary to allow for utilization of the Minimum Assured Development Area, any associated easement requirement shall be relaxed to the extent necessary to allow for the minimum necessary encroachment into the resource area."

Thus LDC 4.13.70.02.d.4 allows encroachment of development into the 50-foot riparian easement area in order for development to meet allowed MADA.

Some of the incorporated findings suggest that the city may have allowed development of the stormwater detention facility within the riparian easement area on tax lot 500 under LDC 4.13.70.02.d.4. Record 680. In a portion of their fourth assignment of error, we understand petitioners to contend that if their first assignment of error is sustained, the city also erred in relying on LDC 4.13.70.02.d.4 to allow development within the riparian easement area where the total MADA has not yet been determined. We agree with petitioners that without knowing the MADA for the development, the city could not

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[8] According to the plan at Supplemental Record 1378, the detention pond on tax lot 600 will be located outside of the *post-development* 100-year floodplain, which is north of the pre-development 100-year floodplain due to construction of a new culvert.

[9] As the city explains "[a] 100-year Flood Plain indicates the maximum level of flooding expected to occur every hundred years; in other words, there is a 1% chance of maximum level flooding each year. In a 10-year Flood Plain there is a 10% chance every year of maximum level flooding." Response Brief of City 28, n 9.

1 determine under LDC 4.13.70.02.d.2 whether "encroachment into a Riparian Corridor area is
2 necessary to allow for utilization of" MADA.
3 The fourth assignment of error is sustained, in part.
4 The city's decision is remanded.

Memorandum

Date: **March 27, 2013**

To: **Mayor and City Council**

From: **Ken Gibb, Community Development Director**

Re: **Status of City Actions on Collaboration Corvallis Recommendations**

Council requested a status report on the Collaboration Corvallis recommendations for which the City is responsible. This report will review the status of recommendations accepted by the Collaboration Corvallis Steering Committee prior to the March 18, 2013 Steering Committee meeting. The Council previously received the full agenda packet for that meeting that included matrices summarizing the various recommendations (dated 1/18/13) and the status of implementation dated 3/1/13). These matrices are attached to this memorandum for reference.

There were several additional recommendations approved by the Steering Committee at the March 18 meeting. A process to address the City related implementation of these recommendations will also be previewed in this report.

Status of Collaboration Recommendations Made Prior to March 18

City implementation of some of the previously accepted recommendations is completed, e.g., parking requirements for 4/5 bedroom units, while others are in progress or have been scheduled for future consideration. The attached status review summary provides a snapshot of the actions that are either solely the City's responsibility or are joint efforts with OSU.

March 18 Collaboration Corvallis Recommendations

All of the 14 Work Group recommendations were accepted by the Steering Committee at the March 18 meeting. Many of these have City implementation actions required and include major items such as hiring additional police officers, expanding parking districts and implementation of a property maintenance code. A summary of these items will be presented to the Council in May.

In addition, it is anticipated that at least for some of these recommendations, preliminary direction from the Council will be requested at that time so that staff and community resources can then be invested in moving these projects forward. More information will be developed related to process, timelines, staffing and budget matters and provided to the Council as part of the presentation in May.

Review and Concur:

AIC

James A. Patterson, City Manager

Collaboration Corvallis
Brief Review-Status of City Implementation Actions

Item No.	Item/Work Group	Primary Responsibility	Timeline	Action/Progress	Resources Used / Needed
	Neighborhood Livability				
1.1	Off Campus Living Guide	City/OSU	2013	Guide Completed. Funding being sought by OSU for printing	Staff Time
1-2	CDP/State Police Coordination	City/OSU	Ongoing	Communication has been enhanced. More CPD officers needed to expand patrols	Additional Police Officers, Public Safety tax being considered
1-3	SRN warnings	City	Ongoing	Expanded use of SRNs within current staffing levels	Additional Police Officers, Public Safety tax being considered
1-6	ITGA participation	City/OSU	Spring 2013	City/OSU planning to join International Town/Gown Association	Travel/Training Budget
1-7	Safer Universities Project	City/OSU	Spring 2013	Secure national expert to visit on April 9th	Grant supported project
2-1	Increase alcohol fines	City	Spring 2013	Ordinance amendments being developed	Staff time
2-2	Social host ordinance	City	Spring 2013	Review related ordinances/policy	Staff time
2-3	Monitor SRN effectiveness	City	Late 2013/early 2014	Evaluate progress through survey	Staff time/small budget for survey ($5,000)
2-4	Gravel parking enforcement	City	Late 2013	Existing conditions survey to enhance enforcement	Staff time/small budget (&5,000)
2-5	Refuse disposal enforcement	City	Early fall 2013	Municipal Code to be amended	Staff time
	Neighborhood Planning				
2-1 through 2-3	LDC definitions	City	Late 2013	LDC changes	Staff time
2-4	Parking requirements	City	Completed Dec 2012	LDC change to address parking for 4/5 bedroom units	Staff time
	Parking and Traffic				
4-1	Expanded CTS service	City	September 2012	Implemented	Only needed if funded runs continue to future years --$30,000

Item No.	Item/Work Group	Primary Responsibility	Timeline	Action/Progress	Resources Used / Needed
4-5	CTS Vehicle Info Service	City	September 2013	RFP published in March 2013; responses due by April 19th.	$500,000 from federal grant plus staff time to implement.
4-6	CTS marketing plan	City	September 2014	City staff met with OSU on February 22, 2013. OSU to do some work and then set next meeting date	$20,000 from OSU and staff time to implement the plan that is developed
4-7	funding for Loop	City and OSU	With start of FY 13-14	Funding level has been established; beginning discussions with Albany and ODOT on how to move FTA grant funds between MPOs	$105,000 increase in funding from CTS to Loop to come from FTA grant funds; results in loss of those funds being used on CTS services
4-8	OSU commitment for CTS funding	OSU and City	No timeline	No progress beyond 2013 agreement	TBD
4-9	on-campus transit hub	City	July 2014	City has secured agreement from MPO to do study as part of their FY 13-14 work plan	$50,000 for the study to come from state planning dollars for transit
4-10	market alternative modes of safe travel	OSU/City	July 2014	City staff to support OSU marketing efforts	Staff time

Collaboration Corvallis Workgroup Recommendation Summary

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Neighborhood Livability	1. Create a sustainable program to mitigate issues associated with having a large student population within neighborhoods. a. Develop livability standards that can be used as a guide for municipal code enactment and OSU Student Conduct standards.	1. Production and distribution of an "Off-campus Living Guide" modeled after similar documents in use at Michigan State University, Colorado State University, the University of Florida, the University Colorado Boulder, and the University of California at Davis.	Increased awareness of information essential for OSU students to successfully transition to living off-campus.
		2. The Corvallis Police Department, Oregon State Police, and the Oregon State University Office of Public Safety should find new and improved ways to collaborate in order to decrease incident response times, and increase law enforcement presence in the neighborhoods near Oregon State University.	Increased efficiencies in providing consistent community policing and proactive education on local and state laws that address alcohol use, nuisances and disorderly conduct, and other factors affecting neighborhood livability.
		3. The Corvallis Police Department no longer issue warnings for Special Response Notices (SRN), but issue the citation upon the first response instance instead.	In comparison to 2011 totals, a substantial Increase in number of SRNs issued between September and June, resulting in fewer calls for service related to disruptive social gatherings, excessive noise, etc.
		4. Oregon State University should amend the Student Code of Conduct to clearly state that the Student Code of Conduct applies to behavior occurring off campus in the Corvallis community. The University should proactively notify students of the aforementioned change.	Increased awareness by OSU students that the Code of Conduct applies to behavior that occurs off-campus, and that the possible sanctions can be imposed in response to incidents that occur off-campus. This knowledge is anticipated to act as a deterrent of behaviors that impact neighborhood livability.
		5. Oregon State University should increase staffing in the Office of Student Conduct and Community Standards to allow for effective enforcement of the Student Code of Conduct against behavior occurring off-campus. It is estimated that it would require an additional two FTE's to accomplish effective off-campus enforcement.	More effective management of off-campus student conduct; including expanded education programs and more efficient implementation of corrective response.
		6. Oregon State University and the City of Corvallis should establish and maintain membership in the International Town Gown Association; and Oregon State University and the City of Corvallis should send delegates to the next annual International Town Gown Association conference.	Improved access to national research on policies and programs designed to improve the social relationships between a university and its host community.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Neighborhood Livability (cont.)	1. Create a sustainable program to mitigate issues associated with having a large student population within neighborhoods. a. Develop livability standards that can be used as a guide for municipal code enactment and OSU Student Conduct standards.(cont.)	7. Oregon State University and the City of Corvallis should commit resources necessary to fund Dr. Robert Saltz to provide Oregon State University and the City of Corvallis consultation on best practices for enforcement of underage drinking laws and nuisance statutes. Following the Safer California Universities Project guidelines developed by Dr. Saltz, the Neighborhood Livability Workgroup recommends that the Corvallis Police Department and the Oregon State Police perform targeted, publicized, enhanced enforcement weekends.	Through partnering with the Benton County Strategic Prevention Framework, development of strategies that would be applied community-wide to decrease existing rates of underage and high-risk drinking. This would include the creation of strategy effectiveness metrics that would be periodically measured.
	2. Prepare associated municipal code amendments and student conduct standards and move them through the enactment process.	1. The Neighborhood Livability Workgroup recommends that the City of Corvallis amend Municipal Code Section 5.03.040.010.02 as follows, which would impose minimum fines that are consistent with Oregon Revised Statue section 471.410.	Increasing the existing minimum monetary penalties for providing alcohol to a minor to be consistent with State law is expected to serve as a better deterrent of this behavior than existing minimum fines.
		2. The City of Corvallis should amend Corvallis Municipal Code section 5.03.040.010.10 to be consistent with the attached model Social Host ordinance (see Nov. 26, 2012, memo to Steering Committee). The provisions that impose an escalating fine schedule for repeat offenses, and that clearly state each person who contributes to a violation of the ordinance is subject to the associated penalties are critical for addressing neighborhood livability concerns. It is concurrently recommended that the Corvallis Police Department respond to calls for Social Host violations as a top priority call.	Revising the existing Corvallis Municipal Code Section 5.03.040.010.10, as described, is expected to serve as a better deterrent of this behavior than existing penalties. It should be noted, however, that consistent police response to suspected Social Host violations as a top priority call will likely require an increase in the number of sworn officers employed by the Corvallis Police Department.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Neighborhood Livability (cont.)	2. Prepare associated municipal code amendments and student conduct standards and move them through the enactment process. (cont.)	3. The City of Corvallis Police Department should continue to monitor the effectiveness of the Special Response Notice (SRN) ordinance and recent decisions to impose SRN cost recovery fees more frequently rather than informal "warnings", and continue to share citation reports with the Oregon State University Office of Student Conduct and Community Standards. It is further recommended that, before November 2013, the Corvallis Police Department assess whether the perception of improved neighborhood livability conditions exists in those areas of the city currently experiencing frequent disturbances from social gatherings, and consider the potential effectiveness of increasing the existing SRN 30-day probation period and increasing the fees and/or fines currently imposed through the ordinance.	By November 2013, a determination of whether modifications to the SRN ordinance are necessary to improve neighborhood livability. If modifications are required, it is anticipated that implementation would require up to six months.
		4. The Corvallis City Council should direct Community Development Department staff to devise a plan that facilitates effective and consistent enforcement of Corvallis Municipal Code Section 6.10.040.040(6).	Creation of an accurate physical survey of existing gravel parking areas that would be used to enforce against the creation of additional gravel parking areas, as prohibited by Corvallis Municipal Code Section 6.10.040.040(6).
		5. The City of Corvallis should amend Corvallis Municipal Code Section 4.01.070 by removing the words "promptly" and "before it becomes offensive", and revise the associated language so it is clear and objective.	Increased ease of enforcing Corvallis Municipal Code 4.01.070, making the regulation more effective at controlling the improper management of refuse on private property.
Neighborhood Planning	2. Review current development standards, and identify potential measures that would minimize potential impact from the creation of high density housing in or near lower density residential areas.	1. In order to encourage affordable housing built specifically for low-income residents, who typically have lesser needs for parking, the City Council should direct City Planning staff to develop Land Development Code language that would exempt multifamily affordable housing development, defined as units made available for rent or purchase by households at or below 60 percent of the Area Median Income, from the parking requirements for four- and five-bedroom units.	Removal of a potential disincentive for developing additional housing in Corvallis consistent with Federal regulations pertaining to affordable housing for low-income individuals and families.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Neighborhood Planning (cont.)	2. Review current development standards, and identify potential measures that would minimize potential impact from the creation of high density housing in or near lower density residential areas. (cont.)	2. The definition of "Family" contained in Chapter 1.6 of the Corvallis Land Development Code should be amended to include the term "domestic partnership", and be inserted after the word "marriage" as it appears in the current definition.	Clarification that the term "Family" includes domestic partnerships.
		3. A definition for the term "Residential Home" should be added to Land Development Code Chapter 1.6, and that the term be added to the existing list of residential use classifications contained in Chapter 3.0. The language for each should be consistent with the definition provided in Oregon Revised Statute Section 197.600(2).	Clarification that a "Residential Home", as defined in Oregon Revised Statute Section 197.600(2), is a permitted use.
		4. The off-street parking standards in Land Development Code Section 4.1.30 should be amended to address duplex, attached, and multi-family dwellings with more than three bedrooms. Units with four bedrooms should require the provision of 3.5 parking spaces, and units with five bedrooms should require 4.5 parking spaces. Similar adjustments to standards for on-site bicycle parking should also be made.	Revising the Land Development Code to include parking standards for multi-family units with four or five bedrooms is expected to reduce the potential for additional neighborhood parking impacts, as well as promote infill development that is more compatible with existing neighborhoods.
	3. Review opportunities to provide housing for OSU students that are compatible within the community. a. Evaluate ways to increase on-campus housing, such as on-campus living requirements, public-private partnerships, etc. b. Consider the merits and means to incentivize off-campus housing in preferred target areas such as downtown Corvallis, greenfield sites, etc.	1. OSU should strive to increase the percentage of undergraduate students living on campus through means such as entering into public-private partnerships to develop housing that is closer to market rates, and developing housing that is attractive to upper division students and allows more independence and autonomy for students. New housing should be designed so students don't have to bring cars to campus and reserves land for future housing demand. Based on a review of on-campus housing supply at comparator institutions identified by OSU in its Strategic Plan, as well as consideration of other factors, it is recommended that 28-30 percent of OSU undergraduate students are able to live on campus by 2019.	Provision of on-campus housing for up to an additional nine percent of the undergraduate student population. Based on data available in the 2011 Housing Study commissioned by University Housing & Dining Services and the number of new multi-family units permitted by the City of Corvallis as of June 2012, the rental housing vacancy rate is expected to increase to roughly 4-5 percent if 28 percent of the undergraduate student population lives on campus. This additional amount of housing on campus would minimize pressure on existing neighborhoods surrounding the OSU campus to accommodate increased student housing.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Neighborhood Planning (cont.)	3. Review opportunities to provide housing for OSU students that are compatible within the community. a. Evaluate ways to increase on-campus housing, such as on-campus living requirements, public-private partnerships, etc. b. Consider the merits and means to incentivize off-campus housing in preferred target areas such as downtown Corvallis, greenfield sites, etc. (cont.)	2. OSU should include in their Campus Master Plan a chapter on student housing that sets goals, objectives, and targets for the percentage of students living on campus, and incorporates the land use planning necessary to achieve those goals, objectives, and targets. Goals should include providing housing on campus for a minimum percentage of students physically enrolled at the Corvallis campus. A determination of the minimum percentage should consider the potential impacts of OSU's enrollment growth on neighborhoods surrounding the campus that could be mitigated through on-campus housing. To the extent practicable, the Campus Master Plan should designate preferred sites to accommodate housing for the minimum percentage of students, which will provide greater assurances to University Housing & Dining Services and prospective development partners that land is available for this purpose.	Greater focus through the Campus Master Plan on how and where additional on-campus student housing can be accommodated. The recommended range of 28-30 percent of undergraduate students being able to live on campus should be used as a benchmark for updates to the Campus Master Plan. Identification of specific sites for new housing is expected to facilitate University Housing & Dining Services' efforts to plan new housing facilities.
		3. OSU place a priority on exploring the use of Public/Private Partnerships and other options that would facilitate development of an innovative on-campus village-style housing project for students, faculty, and staff. Elements for OSU to consider as part of such a project include: (see Nov. 26, 2012, memo to Steering Committee).	Strategic consideration of the use of Public/Private Partnerships to deliver new housing on campus for students, faculty, and staff in combination with retail space and recreational facilities; similar to the West Village project in Davis, California.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Parking and Traffic	3. Find opportunities to better manage traffic volumes and parking impacts within study area.	1. Increased marketing and educational outreach for existing transportation demand management resources. • Increasing awareness of Corvallis Transit System (CTS) routes that directly serve the OSU campus and target areas of Corvallis with high OSU student, faculty, and staff residency. • OSU should develop and distribute educational literature to new and returning students about the trade-offs of bringing a car to Corvallis. OSU increase publicity of its existing rideshare program, which is implemented through the Office of Sustainability in partnership with Cascades West Rideshare and the "Drive Less. *Connect.*" program.	Within the OSU campus population, increased awareness of the availability and effectiveness of alternate transportation modes that could replace trips made via single occupancy vehicles. See the Aug. 8, 2012, memorandum to the Steering Committee for more information.
		2. Fully fund the on-campus bike-share program currently under development by the OSU Student Sustainability Initiative (SSI) and the Department of Recreational Sports (DRS) that would be available to OSU students, faculty, and staff. (See Aug. 8, 2012, memo to the Steering Committee for more details.)	Expansion of the existing bike rental fleet that is available to OSU students, faculty, and staff, which would increase options for traveling by bike to and from campus on a regular basis, or as needed.
		3. Install wayfinding signage at State Highway 34 bypass intersection to encourage parking at Reser Stadium and the 26th Street parking garage on campus.	Increased awareness by individuals who commute to the OSU campus on State HWY 34 of on-campus parking options. Redirection of trips to the south side of the OSU campus and away from residential neighborhoods along the north boundary that are currently experiencing parking impacts.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Parking and Traffic (cont.)	3. Find opportunities to better manage traffic volumes and parking impacts within study area (cont.)	4. In order to promote full utilization of available parking on the Oregon State University campus, including under-utilized parking facilities on the east side of campus, at Reser Stadium and in the Gill Coliseum Garage, OSU should undertake full consideration and the implementation in Fall 2013 of a variable pricing on-campus parking program that would create higher parking permit fees for parking in the campus core and in parking lots near the north campus border and lesser parking permit fees in lots at Reser Stadium, other identified lesser-used parking lots and the Gill Coliseum garage.	Increased utilization of on-campus parking facilities such as the parking lots near Reser Stadium and the parking garage near Gill Coliseum, which regularly have utilization rates of less than 25 percent. Decreasing the price for parking in areas further away from the core of campus is also intended to function in tandem with expanded neighborhood parking management off campus to further encourage increased utilization of on-campus parking facilities.
	4. Leverage transit system and OSU shuttle as much possible	1. Annual OSU contribution of an additional $30,000 to fund CTS service expansions for Routes 5, 6, and C1. (See Aug. 8, 2012, memo to the Steering Committee for more details).	Increased transit ridership on key routes that are heavily used by OSU students, faculty, and staff. Projected ridership increases for the identified service expansions totaled approximately 11,000 trips annually.
		2. Improved schedule and route coordination between CTS and OSU Shuttle.	Reduce the number of single occupant commuter trips to the OSU campus occurring at peak travel times, but also improve service levels for students, faculty, and staff who must travel to and from campus multiple times each day. It will be necessary for staff from the City of Corvallis and OSU's Transit and Parking Services to review the existing routes and schedules to identify opportunities for improving service coordination. Such discussions might also include the logistics of implementing a seamless GPS-based transit vehicle tracking system, which is a new management tool both entities are currently considering independently.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Parking and Traffic (cont.)	4. Leverage transit system and OSU shuttle as much possible (cont.)	3. The mission of the OSU Shuttle should be immediately redefined to emphasize transit services between on-campus parking facilities on the fringe of campus, future transit hubs serving CTS and the OSU Shuttle, and service to a handful of core campus destinations.	The OSU shuttle provides a critical service for transporting students, faculty, and staff between the campus core and outlying areas. Its ability to operate efficiently is anticipated to become even more important to facilitate changes in on-campus parking management. Reinforcing the mission of the shuttle to focus on these duties is expected to help minimize traffic and parking impacts in neighborhoods surrounding campus.
		4. The OSU-Shuttle should fully implement a GPS positioning system (VIS) for its buses and actively promote public use of mobile applications that provide shuttle users "real-time" information on the location and time at which the shuttle will arrive. It is strongly encouraged that the GPS tracking system compliment and be compatible with GPS tracking information generated by similar systems implemented in the future for the Corvallis Transit System.	Implementation of VIS is expected to improve shuttle ridership due to the ability for riders to more accurately plan trips by having access to real-time data on the shuttle's location and projected time of arrival at each stop. These benefits are expected to be even more significant if the system is coordinated with a VIS implemented for the Corvallis Transit System.
		5. The City of Corvallis should implement a fully operational GPS system for its buses by September 2013, and actively promote the use of mobile applications that provide CTS users "real-time" information on the location and time in which CTS service will arrive.	Implementation of VIS is expected to improve CTS ridership due to the ability for riders to more accurately plan trips by having access to real-time data on the shuttle's location and projected time of arrival at each stop. These benefits are expected to be even more significant if the system is coordinated with a VIS implemented for the OSU Shuttle.
		6. The city of Corvallis should adopt; fully fund; and implement a transit marketing and communications plan for CTS that targets at least a 20 percent increase in transit ridership and frequency among residents and employees working within two miles of the OSU campus. This program will be conducted to complement efforts to reduce the impacts of traffic and parking associated with the growth of OSU campus, LBCC Benton Center and employment in the downtown.	As articulated in the recommendation, the marketing and communications plan is expected to generate at least a 20 percent increase in transit ridership. The actual period of time over which this increase occurs was not specified, but should be set by City staff in order to compel adjustments to marketing strategies if ridership gains are not occurring at a significant rate.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Parking and Traffic (cont.)	4. Leverage transit system and OSU shuttle as much possible (cont.)	7. A funding agreement should be reached by April 30, 2013 between the cities of Corvallis and Albany, the counties of Linn and Benton, Oregon State University, LBCC and other partners to at least sustain, if not grow, current transit service levels provided by the Linn-Benton Loop.	Sustained service of the Linn-Benton Loop bus routes, which serve commuters who regularly travel between Albany, Corvallis, OSU, and LBCC is expected to help maintain, if not decrease, the number of single occupancy vehicle trips made daily between these destinations.
		8. A historical evaluation and full understanding should be provided related to the 2004 OSU Campus Master Plan commitment that calls upon Oregon State University to fully fund expansion of CTS service as necessitated by OSU growth. The city of Corvallis and OSU should undertake discussions to mutually agree on a defined process and outcomes by which any future transit funding commitments are made by -- or requested of -- the University.	A review of the commitment made in the OSU Campus Master Plan to fund OSU-related CTS service expansions is expected to give both organizations the opportunity to establish a specific and detailed agreement for how, to what extent, and when such funding contributions shall be made.
		9. The city of Corvallis, along with Oregon State University and other regional transit providers should undertake a study to consider the development of a transit hub/transit center located on or adjacent to the OSU Campus. The objectives of this study would be to determine: the cost of creating such a transit hub; whether such a hub would promote – and to what degree -- increased use of transit services provided by CTS and other regional providers; whether such a hub would more effectively connect and serve the OSU campus and LBCC's Benton Center by transit; whether such a hub would link well to OSU Shuttle service serving campus destinations; variable funding sources for such a hub; and what measurements for expanding transit service to the proposed hub would be utilized. This study would be completed by Aug. 1, 2013.	The expected recommendation outcomes are articulated in its language.

Workgroup	Scope of Work Objectives	Recommendations	Expected Outcomes
Parking and Traffic (cont.)	4. Leverage transit system and OSU shuttle as much possible (cont.)	10. The city of Corvallis and Oregon State University should undertake a communications, marketing and public engagement campaign to promote alternative modes of safe travel within targeted residential areas that are within two miles of the core of the University campus. The purpose of this campaign would be to promote the recommendations presented by the workgroup to the Steering Committee for consideration at the November 29, 2012, meeting, as well as any subsequent recommendations regarding alternate transportation modes.	The expected recommendation outcomes are articulated in its language.

Collaboration Corvallis Workgroup Recommendation Disposition

Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Livability	No. 1-1 Off-campus Living Guide	Oregon State University • Office of Student Conduct and Community Standards • Division of University Relations and Marketing City of Corvallis • City Manager's Office	6 to 12 months. OSU used existing staff to update guide. OSU's cost to print is $2,200. Distributed beginning spring term 2013.	2	Final guide is complete and ready for printing. OSU Division of University Relations and Marketing is coordinating with Benton County Strategic Prevention Framework staff to obtaining funding for production. (12-21-12)
	No. 1-2 Corvallis Police Dept./Oregon State Police coordination	Oregon State University • Oregon State Police • University Office of Public Safety City of Corvallis • Police Department	Ongoing; however, initiation of discussions to explore opportunities for enhanced patrols on weekends should occur as soon as possible. Enhanced communication with City and Sheriff's office using existing OSP staff. Additional staffing necessary (each Sworn Officer @ $100,000)	Enhanced Communication: 1 Funding additional Sworn Staffing: 5 OSU: 2	CPD has worked with OSP/OSU and OSU Office of Student Conduct enhancing sharing of information beyond existing Mutual Aid agreements. Existing legal limits regarding jurisdiction and enforcement authorization remain. Enhanced patrols require additional officers. CPD and OSP coordinate patrols as appropriate based on known activity.
	No. 1-3 Eliminate Special Response Notice (SRN) "warnings"	City of Corvallis • Police Department	Immediate. We've implemented strict enforcement of SRN's and CNP's. (in-kind staffing/ moderate effort) Additional Sworn Staff: (each Sworn Officer @ $100,000)	Strict Enforcement: 3 Funding additional Sworn Staff: 5	Police Department has begun issuing SRNs consistent with this recommendation. However, it is anticipated that additional staffing will be necessary to sustain this practice long term. (12-21-12)
	No. 1-4 Amend Student Code of Conduct	Oregon State University • Office of Student Conduct and Community Standards	6 to 12 months. Requires OAR amendment that should be in effect by fall of 2013.	1	

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[2] Scale of 1-5, with 1 being "easiest" and 5 being "hardest."

Collaboration Corvallis Workgroup Recommendation Disposition

Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Livability (cont.)	No. 1-5 Increase Student Conduct Staffing	Oregon State University • Office of Student Conduct and Community Standards	6 months. Anticipate 2.5 FTE at a cost of $220K.	3	Additional staffing has been authorized. Anticipate filling these new positions by summer 2013.
	No. 1-6 City/OSU ITGA Membership and Annual Conf.	Oregon State University • Office of the President City of Corvallis • City Manager's Office	3 to 6 months. Membership: $800 Annual Conf.: $2,000 per person; 1 staff member each from City and OSU	1	
	No. 1-7 Consult with Dr. Robert Saltz on California Safer Universities project	Oregon State University • Office of the President • Oregon State Police • University Office of Public Safety City of Corvallis • City Manager's Office • Police Department	3 to 6 months. Currently coordinating with Benton County Strategic Prevention Framework to pay costs for Dr. Saltz consultation. Dependent upon strategy development Recruitment to hire and realize effective tasks no less than 1 year. (In-kind staff/ Moderate effort) Additional Sworn Staff: (each Sworn Officer @ $100,000)	Consultation Planning and Coordination: 2 Recruitment & Hiring: 3 Funding additional Sworn Staff: 5	Staff from the Benton County Strategic Prevention Framework and Collaboration Corvallis have contacted Dr. Saltz to identify dates when he could attend meetings in Corvallis with relevant stakeholders, and begin an assessment of opportunities for implementing strategies utilized in the Safer California Universities project. It is currently anticipated that Dr. Saltz will visit Corvallis in April (3-1-13). Enhancing staffing to address underage drinking laws and nuisance statutes through a targeted and publicized campaign require additional staffing and/or officers on overtime.
	No. 2-1 Increase minimum fines for providing alcohol to minors	City of Corvallis • City Manager's Office • Police Department • City Attorney's Office	Spring 2013 (Target - end of March) (In-kind staff/ Moderate effort)	2	Staff is developing ordinance modification and reports for council consideration modifying fine amounts to be consistent with State Statute. (3-1-13)

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Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Livability (cont.)	No. 2-2 Adopt specific elements of a Social Host Ord.	City of Corvallis • City Manager's Office • Police Department • City Attorney's Office	Assessment, decisions and ordinance modifications completed by Sept. 2013. (In-kind staff/ Moderate effort) Additional staffing necessary (each Sworn Officer @ $100,000)	Evaluate/Modify Ordinances: 3 Funding additional Sworn Staff: 5	Social Host ordinance overlaps existing ordinances. A comparative analysis is being conducted to determine if existing ordinances should be modified or updated. Existing ordinances address Alcohol offenses, SRN, CNP, Disturbance and noise issues. Increased investigatory requirements are counter-productive to enforcement efficiencies. Additional staff are needed to enforce at levels desired by the Livability work group. CPD will continue to triage and prioritize calls for service based on nature of call and staffing levels.
	No. 2-3 Monitor effectiveness of SRN ordinance; report by Nov. 2013	Oregon State University • Office of Student Conduct and Community Standards City of Corvallis • City Manager's Office • Police Department	SRN Ordinance modifications for initial response cost recovery is anticipated to be completed by Sept. 2013. (In-Kind staffing/ Moderate effort) Livability Conditions Survey – November 2013. Complete by February 2014 Cost - $5,000 (In-kind staffing/Moderate effort)	Evaluate/Modify Ordinance: 3 Livability Report: 4	Staff will begin to explore enhancing the SRN ordinance to recover initial response costs. Sharing of information with OSP/OSU and Office of Student Conduct has been improved and occurring now. We recommend the Work Group conduct a survey to assess livability conditions in November 2013. Extending the SRN Ordinance probation period beyond 30 days must consider fairness for residents who didn't live at the location yet are subject to a second response penalty. Preliminarily this may have legal challenges.

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Collaboration Corvallis Workgroup Recommendation Disposition

Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Livability (cont.)	No. 2-4 Gravel parking area enforcement	City of Corvallis • Community Development Department	Completed by December 2013 $5,000 (In-kind staffing/Moderate effort)	3	Physical survey of existing gravel parking areas to create baseline.
	No. 2-5 Refuse disposal enforcement	City of Corvallis • Community Development Department	Completed by August 2013 (In-kind staffing/Moderate effort)	2	Change Municipal Code language to provide for easier enforcement.
Neighborhood Planning	No. 2-1 Affordable housing parking exemption	City of Corvallis • Community Development Department	December 2013 (In-kind staffing/Minimal effort)	2	Part of LDC Collaboration Package
	No. 2-2 Amend LDC def. of "family"	City of Corvallis • Community Development Department	December 2013 (In-kind staffing/Minimal effort)	2	Part of LDC Collaboration Package
	No. 2-3 Add LDC def. of "Residential Home"	City of Corvallis • Community Development Department	December 2013 (In-kind staffing/Minimal effort)	2	Part of LDC Collaboration Package
	No. 2-4 LDC parking standards for 4- and 5-bedroom units	City of Corvallis • Community Development Department	December 2012 (In-kind staffing/Major effort)	4	The City of Corvallis has completed the necessary public hearing process for the recommended Land Development Code amendments, and they were implemented as of December 2012. (12-21-12)

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Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Planning (cont.)	No. 3-1 On-campus housing for 28-30% of undergrad students by 2019	Oregon State University • University Housing & Dining Services	6 years Growing from current 18% to 30% would be an increase of 3,187 students based on 2019 projected enrollment. Our planned new residence hall costs approximately $90K/bed. This will leave 2,858 left to grow by 2019. Using this cost/bed, OSU would need to spend approximately $257M to house to a total of 30% of undergraduates in 2019, using traditional bond financing methods. In addition to additional residence halls, growing to 30% would require an additional dining facility, which would cost approximately $12M. OSU will be constructing a new 324 bed residence hall in April, opening fall of 2014 at a cost of $30 million. Hard cost $21 million, soft cost plus fees $9 million.	Currently planned residence hall: 3 Plan for future publicly funded residence halls: 5	On-going investments are being made in existing inventory to improve quality of life while minimizing costs to residents. The New Student Residence Hall will begin construction in April 2013. See No. 3-3 for update on PPP that may be able to help address the objective of housing 30% of undergrads.
	No. 3-2 Housing chapter in Campus Master Plan	Oregon State University • Campus Planning	18-24 months. Housing will be addressed more thoroughly in the CMP update. No cost, as staffing and funding are already anticipated.	1	

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Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Neighborhood Planning (cont.)	No. 3-3 Public/Private Student Housing	Oregon State University	Timeframe: If project is feasible – 2 years for project completion. Cost associated with project delivery will be based on partnership agreement. In-kind staff / Major effort	Requires legal counsel involvement, market analysis, financial agreements. Requires significant planning and review at each stage: 3	UHDS has completed the first phase - Exploration of Interest: UHDS has developed a first draft of a Request for Proposal (RFP) as the second phase.
Parking and Traffic	No. 3-1 Increased TDM marketing	Oregon State University • Division of University Relations and Marketing • Campus Operations City of Corvallis • Public Works Department – Transportation Division	6 to 12 months. Beginning March, 2013, the OSU Sustainability Office and URM will be working collaboratively to increase TDM marketing. Specific costs need to be confirmed with Steve, but it would be reasonable to invest at least $1000 winter quarter and $3000 spring quarter. If City's assumption that OSU takes the lead is correct, the cost for the City would be characterized as minimal. OSU anticipates increased TDM marketing as early as this fall if tiered parking is implemented. $20,000 for marketing materials.	Difficulty of effort to increase marketing (City): 2 OSU: 3	Programs included will be the bike rental program, Drive Less Connect (carpool system), use of CTS and OSU Shuttle, and bicycle and pedestrian options. Methods will begin with print and social media, continued events targeting bicycle and pedestrian commuters and incentive/awards for those using alternatives to the single occupancy vehicle. Recommendations are targeted to the OSU campus population so assume OSU will take the lead. City will provide support/ information to OSU for their efforts on campus.

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Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Parking and Traffic (cont.)	No. 3-2 Fund on-campus bike share program	Oregon State University • Student Sustainability Initiative • Department of Recreational Sports • Campus Operations – Sustainability Program	Implemented Jan.7, 2013. Estimated startup costs (Brandon to confirm) were $3,840 with $2,000 coming from the Student Sustainability Initiative and $1,840 (of $4,000 max allocated) coming from the Collaboration via Steve Clark and Brandon Trelstad. Ongoing O&M costs will be covered by rental fees ($35/term, $10/week, $3/day) and Rec Sports.	2	Operated by Recreational Sports, the bike loan program began operation Jan.7,2013. As of early February, two of the 14 bikes in the fleet were rented. Additional marketing and outreach will occur over Feb. and Mar.2013. Website: http://oregonstate.edu/ssi/feature/20130113-osu-bike-loan-program Contact Brandon Trelstad for more info.
	No. 3-3 Parking wayfinding signage	Oregon State University	OSU to lead. 6-9 months. In kind – Major $10,000 for signage	OSU: 4 ODOT follows strict guidelines for signage on highways and this may not be a permitted use: 4	Oregon Department of Transportation controls signage on the State highway.
	No. 3-4 On-campus variable parking permit pricing	Oregon State University • Campus Operations – Transit & Parking Services	12 months. Cost – TBD	3	OSU intends to develop variable parking permit pricing with possibly a phased implementation to coincide with the City's execution of parking districts around campus. The first phase could be implemented by Fall 2013 .

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Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Parking and Traffic (cont.)	No. 4-1 OSU funding for expanded CTS service	Oregon State University • Division of University Relations and Marketing City of Corvallis • Public Works Department – Transportation Division	Routes implemented September 2012 Cost: $22,880 No specific agreements in place for FY14.	Difficulty of effort to expand operations: 2	The service expansions have been operational since the end of September 2012. The recommendations and expected outcomes may need to be refined as a result of discussions between OSU and the City on this item. OSU has committed to fund additional runs on three CTS routes (5, 6, and C1) for one year only (i.e. FY 12-13). The funding amount is $22,880. OSU and the City of Corvallis are finalizing an intergovernmental agreement for one year of funding support for the additional runs. A commitment beyond that one year has not been determined. Based on the previous ridership of the affected routes, a more realistic target for the expected outcome is 8,500 trips (not 11,000)

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Parking and Traffic (cont.)	No. 4-2 Improved CTS/OSU Shuttle coordination	Oregon State University • Campus Operations City of Corvallis • Public Works Department – Transportation Division	3 to 6 months. (depending on when work completed to set shuttle purpose and schedule) For City, cost is mainly in staff time and is expected to be moderate. OSU – In-kind / Moderate effort	Provided coordination of systems will actually result in expected outcomes (i.e., shuttle is best suited for getting folks around campus from south and west parking areas; CTS is best suited for getting folks to the north and middle of campus. May not be much overlap of riders: 3	Potential for coordination will depend on whether there is overlapping purpose between the two transit systems, on what is the proposed shuttle schedule, and on the specific shuttle route times and stop locations. First meeting to took place in early February 2013. Follow-up work assigned and next meeting to be scheduled by OSU in early March. OSU has implemented GPS units on campus shuttles. City to implement GPS by fall of 2013.
	No. 4-3 OSU Shuttle emphasis as transport between campus fringe and core	Oregon State University • Campus Operations – Transit & Parking Services	OSU - This should be completed by a transit specialist at $10,000 - $15,000; 3-6 months. OSU will need one to two more shuttles that are ADA accessible at $100K each. OSU will need additional drivers from First Student at a cost of $X.	OSU: 3	

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Parking and Traffic (cont.)	No. 4-4 OSU Shuttle implement Vehicle Info Service	Oregon State University • Campus Operations – Transit & Parking Services	3 to 6 months. OSU has implemented a GPS shuttle tracking system the initial cost for the equipment was $900 and the recurring subscription costs are $85 per month per bus. To fully implement the system we will need to update signage at all of the shuttle stop locations. Estimated cost for signage updates is approximately $250 per sign location, anticipating 12 to 15 signs. This could be completed during the summer.	2	Transit & Parking Services staff initiated a VIS trial run in Nov. 2012 and intended to continue the test for several months to determine how to best configure the system. Final purchase and implementation is expected before the Fall 2013 term. (12-21-12)
	No. 4-5 CTS implement Vehicle Info Service	City of Corvallis • Public Works Department – Transportation Division	September 2013 Part of a $500,000 project	Significant workload to review proposals, secure vendor, configure and install product, and work through bugs: 4	Request for Proposals for VIS system to be published in February 2013. Expected Outcomes text "the shuttle's location" should be replaced with "bus locations".

NOTES: [1] Refer to accompanying recommendation summary for full text of each Scope of Work Objective and corresponding recommendations.
[2] Scale of 1-5, with 1 being "easiest" and 5 being "hardest."

Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Parking and Traffic (cont.)	No. 4-6 City implement CTS Marketing Plan	City of Corvallis • Public Works Department – Transportation Division • Oregon State University -- Division of University Relations and Marketing	12 to 18 months. September 2014 $20,000	No CTS staff capacity or expertise: 5	The recommendation would ideally reflect a joint effort between the City and OSU to develop a marketing plan. CTS does not have the staff capacity or expertise to do this work. City to work with OSU Marketing resources to develop a plan to make progress toward the objectives. OSU has initiated a first meeting. After discussion with staff, a more realistic percentage of increased ridership in both the Recommendations and Expected Outcomes section would be 10% (vs. current 20%)
	No. 4-7 City/OSU funding for Linn-Benton Loop	City of Corvallis City of Albany Oregon State University Linn-Benton Community College Benton County Linn County	May 2013 About $210,000 needed to make up lost revenue sources for the Loop Negotiations between City of Albany (who runs the Loop) and other partners is complete for FY14 funding amounts. OSU agreed to $102,000 for FY14, a significant increase above the current FY13 funding level of $81,900 Corvallis contribution proposed to increase from ~$20k to $125k, which means $100k reduction for CTS service	Difficulty to establish 'fair' funding model among partners and to reallocate scarce funds from each agency's current services to Loop (City): 3 OSU: 2	Historical ridership statistics show 70% associated with either OSU or LBCC. All partner organizations listed have been meeting throughout the winter to discuss possible funding models. A final proposal is being reviewed for approval. No additional support from OSU has been requested for the Loop for FY13. OSU has agreed to the increase noted to the left for FY14. Please contact Brandon Trelstad for more info.

NOTES: [1] Refer to accompanying recommendation summary for full text of each Scope of Work Objective and corresponding recommendations.
[2] Scale of 1-5, with 1 being "easiest" and 5 being "hardest."

Workgroup	Scope of Work Objective No. – Recommendation No. [1]	Organization(s) Responsible for Implementation	Anticipated Implementation Timeframe / Estimated Cost	Magnitude of Difficulty [2]	Implementation Status / Comments
Parking and Traffic (cont.)	No. 4-8 Evaluate OSU commitment for CTS funding	Oregon State University • Division of Finance and Administration City of Corvallis • City Manager's Office • Public Works Department – Transportation Division • Community Development Department	6 months. To be discussed.	OSU: 2	As noted above, there is an agreement nearly final for supplemental funding for additional runs during FY13, but no commitments have been made for FY14.
	No. 4-9 Evaluate need for on-campus transit hub	Oregon State University Linn-Benton Community College City of Corvallis Corvallis Area Metropolitan Planning Organization	Study completed by July 2014 Cost to support MPO planning effort is major.	Significant work to evaluate need, determine location(s) and perform cost/benefit analysis: 5	City met with OSU in early February 2013. City sought MPO planning support and project is included in MPO proposed work plan for FY 13-14. More realistic schedule is July 2014.
	No. 4-10 Marketing to promote alternate modes of safe travel	Oregon State University • Division of University Relations and Marketing • Campus Operations City of Corvallis • City Manager's Office • Police Department • Public Works Department	July 2014 Cost for City is moderate	Develop, implement, and manage a campaign with constrained staff resources: 4	Objective appears to be to market the changes made as a result of the Collaboration process; therefore timeframe moved to after an expected implementation of the feasible recommendations. City staff will provide support to OSU.

NOTES: [1] Refer to accompanying recommendation summary for full text of each Scope of Work Objective and corresponding recommendations.
[2] Scale of 1-5, with 1 being "easiest" and 5 being "hardest."

HUMAN SERVICES COMMITTEE
MINUTES
April 2, 2013

Present	Staff
Councilor Mike Beilstein, Chair	Jim Patterson, City Manager
Councilor Penny York	Karen Emery, Parks and Recreation Director
Councilor Bruce Sorte	Jude Geist, Parks Operations Supervisor
	Carrie Mullens, City Manager's Office

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Heritage Tree Program			Adopt the Heritage Tree Program as amended
II.	Other Business • Youth Mental Health		May 7	

Chair Beilstein called the meeting to order at 2:00 pm.

CONTENT OF DISCUSSION

I. Heritage Tree Program (Attachment)

Mr. Geist reported that development of a Heritage Tree Program (HTP) on public and private land was a Citizens Advisory Commission on Civic Beautification and Urban Forestry (CBUF) goal and priority project for Fiscal Year 2012-2013. Representatives from the City, Benton County, Oregon State University (OSU), and citizens formed a stakeholder committee under the guidance of CBUF. Three stakeholder meetings were held with opportunity for public comment at each meeting. The stakeholders discussed voluntary versus regulatory programs and ultimately decided on a voluntary program that will encourage education and allow citizens to choose to protect their trees.

Mr. Geist said the purpose of HTP is to protect and maintain a link to the past by recognizing significant trees that contribute to the distinct and unique character of the community. Adding a tree or collection of trees to the HTP requires a nomination form to be reviewed and considered by the Heritage Tree Review Committee (HTRC). Written notification is required to remove a tree or collection of trees from the HTP. Nominating trees on private property requires a signature or separate written consent from the property owner. Nominating trees on public land requires approval from the organization. Criteria categories include specimen,

historic, landmark, and collection. HTRC will meet once per year to review nominations and information submitted by an arborist. Designations will be announced during the Arbor Week Celebration and/or National Preservation Month.

Mr. Geist added that HTP is a County-wide program with a limited number of trees designated each year. Limiting the annual designation will keep HTP notable and ongoing. Public outreach and education is included in the program and may consist of a brochure identifying HTP trees, information on the City and County Web sites, and other educational programs. The OSU Director of Campus Operations has signed off on the program and the Benton County Commissioners are considering adoption of the HTP, following a positive recommendation from the Benton County Natural Areas and Parks Advisory Board.

Councilor Sorte cautioned staff that voluntary campaigns can result in regulatory measures following pressure from some citizens. He suggested a language change under "Removing Heritage Tree Designation":

> If ~~a~~ **the current** property owner ~~/~~ **or** managing agency chooses to have the Heritage Tree designation removed from a tree, written notification submitted to the Heritage Tree Review Committee is all that is required.

Councilors Sorte and York, respectively, <u>moved and seconded</u> to amend the Heritage Tree Program language under Removing Heritage Tree Designation to read: "If the current property owner or managing agency chooses...." The motion <u>passed unanimously</u>.

In response to Chair Beilstein's inquiry, Mr. Geist said 28 heritage tree programs in the mid-valley and Oregon were researched. Regulatory programs in other communities had very few designated trees.

Ms. Emery added that the State also has a voluntary program. She noted that a representative from the Albany HTP spoke to stakeholders about the pros and cons of their voluntary program.

Councilor Sorte said the Albany program is only voluntary for privately owned trees. The City can designate heritage trees which would require additional notice to citizens to remove a tree. Chair Beilstein responded that the Natural Features Chapter of the Land Development Code speaks to significant trees and the regulatory control of those trees. HTP designation is separate and different. Ms. Emery agreed with Chair Beilstein.

In response to Councilor York's inquiries, Mr. Geist said nomination forms would be collected by the Parks and Recreation Department until December 31 of each year.

An arborist will inspect nominated trees and the review committee will select trees to be designated as part of the HTP. The number of annually designated trees has been left vague so the committee can use its own judgement. For example, if the limit was eight trees and nine exceptional trees were nominated, the committee would have the flexibility to designate all nine trees. If 30 trees were nominated, the committee could choose the best nine or ten. Staff believes more nominations will be submitted during the first few years of the program. Limiting the number of designations honors the significance of a heritage tree and provides support for additional education and promotion of the program.

Chair Beilstein noted that the program has not yet been adopted which means the review committee will not consider any trees until 2014. He would prefer a more near-term impact.

Mr. Geist said HTRC intends to recognize a select few trees this fall to initiate the program. Staff has already received inquiries about nominating trees.

In response to Chair Beilstein's inquiries, Mr. Geist explained that the collection criteria is defined as notable grove, avenue, or other planting. The Elm trees on the lower OSU campus could be considered under this criteria.

In response to Councilor Sorte's suggestion, Mr. Geist said the stakeholder committee discussed expanding the language in the future to offer assistance for designated trees, such as pruning.

Ms. Emery confirmed for Councilor Sorte that the designated trees will become part of the tree walk.

In response to Chair Beilstein's inquiries, Ms. Emery said, as a CBUF goal, the HTP will be treated similar to CBUF's Corvallis Beauty Grows Here program. The HTRC includes representatives from CBUF and the Parks, Natural Areas, and Recreation Board. Mr. Geist added that designated trees will be identified on the City's Web site and in a brochure. Tree plaques are also being considered.

The Committee unanimously recommends Council adopt the Heritage Tree Program as amended.

IV. Other Business

Staff confirmed for Councilor York that the Healthy Eating Active Living (HEAL) Cities Campaign is on the Human Services Committee (HSC) pending list.

Councilor York commented about several items related to human services, health, and safety that were mentioned or discussed at the latest Council meeting:

- Gun violence intervention (proposal submitted by the Benton County District Attorney),
- Youth mental health,
- Gun safety,
- School safety,
- Tobacco issues, and
- Homelessness.

Councilor York announced that she will facilitate a discussion about youth mental health on April 24. The discussion, hosted by Corvallis School District 509J (509J), is in collaboration with local schools, governments, health care providers, and non-profits. Participants will share related issues and identify resources to form a coalition to address youth mental health issues.

Councilor York inquired whether any of the issues discussed at Council can be reviewed and discussed by HSC or if a referral from Council is required.

Councilor Beilstein said these types of issues eventually come to HSC if needed. Some issues can be handled immediately by Council, e.g., the District Attorney's proposal, and other items need a more thorough review by a standing committee before Council takes action. He is satisfied with the way items are currently brought forward.

Councilor Sorte said previous Mayors obtained Council consensus to refer items to standing committees. He noted that some issues mentioned by Councilor York are being dealt with, such as tobacco and homelessness. He recently encouraged One Million Moms to inquire whether the District Attorney's office was interested in being the focal point of a regional forum to discuss gun violence. Eventually, HSC may need to work on gun violence issues. He supports a conversation with Council and/or the Mayor about HSC's desire to discuss gun violence to identify steps that can be addressed in a reasonable amount of time.

Chair Beilstein said HSC can discuss an issue during a scheduled meeting. The difficulty is whether staff should be involved and if HSC can produce something useful without staff input. A free-flowing discussion could produce a series of actions to be considered by Council without staff support except for minute recording. He said he is not sure this is an efficient method, although he neither supports or opposes HSC generating its own work.

Councilor Sorte said identifying an important issue that HSC wants to discuss can be shared with Council during the HSC report. At the least, any discussion

anticipated by HSC should be placed on an agenda so it is noticed to the public. He does not believe Council needs to pre-approve every HSC discussion.

Councilor York said there are many issues in the community significant to the City. She believes the youth mental health discussion will result in a list of related issues/gaps and the resources organizations may have available to address the issues. She suggested giving a report from the meeting to HSC during the first meeting in May, or inviting 509J Board Chair Schuster to give the report. The item would be noted on the HSC agenda. HSC could review the lists and the discussion could include whether the issues impact City government, if the City has anything to contribute, and/or if HSC wants to schedule additional discussions.

Chair Beilstein added that HSC could also recommend appropriate action to be taken by the full Council.

Mr. Patterson inquired whether it would work as well to have Ms. Schuster present her report to the full Council. The HSC Chair could then solicit information from Council as to direction and referral of specific items to HSC. This would provide an opportunity for more people to hear the report and it may be more efficient than hearing a report at HSC, making a report to Council, and then asking Council for direction. The fact that HSC wants to be more proactive in terms of taking on issues as opposed to waiting for assignments should be communicated to the full Council. If the objective is to change the current process of how standing committees function, the discussion should include all three standing committees.

Chair Beilstein said he is interested in HSC taking a proactive role and not waiting for staff to draft an agenda. The Public Process and Participation (PPP) goal is related to communication and could include more fully utilizing Government Comment Corner by making it available in other public locations to increase communication between constituents, Council, and City staff. The goal could also include empowering neighborhood associations. He would support HSC dedicating time to acquire input about this goal, hold additional discussions, and draft recommendations for full Council consideration.

Councilor York opined that Council needs to discuss the PPP goal to determine next steps.

Councilor Sorte said he supports Council reviewing the goals to determine which standing committee will work on each goal. It is currently not clear who is tracking and providing regular reports back to Council. He believes the PPP goal, and perhaps the housing goal, should be assigned to HSC. Typically, HSC items are mushy and do not lend easily to initiatives. The homeless issue could be resolved if all community churches participated by providing homeless assistance on a

rotating basis for one full week each. He reiterated that some issues can be taken straight to Council without further work by staff or discussion by a standing committee. Some human service issues, such as gun violence, do not initially play well at a Council meeting and might be better dealt with in discussions at the standing committee level, which is more relaxed and does not include television broadcasting. He opined that it is appropriate to inform Council that HSC has placed an item on the HSC agenda.

Mr. Patterson said it would be helpful if Council had a discussion about standing committee expectations. It may be time to review current practice, especially with new Councilors and a new City Manager. Current and past structure includes a staff generated agenda, with Council referring items when necessary. He understands Councilor York's concern about moving important issues forward for further discussion and said it would be good for Council to have an agreement or understanding about how all of the standing committees function. Mr. Patterson added that the Council functions as a body of nine people and standing committees function as part of the body in an advisory role. Standing committees can operate in other ways, but it should be defined by the full Council. This will allow staff and Council to operate in a smooth and efficient manner.

Councilor York opined that this is an appropriate way to start thinking about the PPP goal. She supports including a review of the Council's boards, commissions, and committees within the PPP goal. She feels strongly that the City and Council should be operating strongly and efficiently before discussing how the community should be dealing with housing, homeless, and other issues. She supports a Council discussion about standing committee roles to gain a common understanding and/or identify other options.

Councilor Sorte said it was made clear during the Council work session [March 11] that standing committees do not discuss or deliberate items without first informing the public, and that topics could be introduced during a meeting, but additional work should wait until the full Council has an opportunity to consider the item.

Councilor York responded that she considered that discussion to be about permission rather than the role of standing committees in relation to Council's work.

Councilor Sorte said the ordinance is specific about standing committee topics and vague on process.

Councilor York stated preference to inviting Ms. Schuster to a HSC meeting to report on the youth mental health discussion. She opined that there is no need for Ms. Schuster to make a report to the full Council since she will only be reporting on a discussion held within the community.

Councilor Sorte agreed with Councilor York and said it may be more comfortable for Ms. Schuster to respond to inquiries with a smaller group of people and without television broadcasting.

Councilor York confirmed for Chair Beilstein that the report from Ms. Schuster would be included on the May 7 HSC agenda.

Councilor Sorte noted that this discussion will be reported on during the next Council meeting and Council will learn at that time that this has been added to the HSC agenda.

Mr. Patterson opined that once the youth mental health report is added to the HSC agenda, many citizens will plan to attend.

Councilor York confirmed that she has no issue with Ms. Schuster reporting to the full Council instead of HSC, if that is Council's preference.

Councilor Sorte clarified that the intention is for HSC to move forward unless Council wants the report and discussion at the Council level.

Mr. Patterson and HSC members agreed that violence and gun violence will be a part of the youth mental health discussion.

Mr. Patterson reiterated that HSC members are wanting to do something different than how items have previously come forward to standing committees and that conversation needs to be held with the full Council to provide clarity.

Chair Beilstein announced that the April 16 HSC meeting was canceled since no items will be ready for discussion.

The meeting adjourned at 3:10 pm.

The next Human Services Committee meeting is scheduled for 2:00 pm on Tuesday, May 7 in the Madison Avenue Meeting Room.

Respectfully submitted,

Mike Beilstein, Chair

MEMORANDUM

To: Human Services Committee
From: Karen Emery, Director
Jude Geist, Park Operations Supervisor
Date: March 25, 2013
Subject: Heritage Tree Program

CORVALLIS
ENHANCING COMMUNITY LIVABILITY
PARKS & RECREATION

Issue

Per Municipal Code, 1.16.320 (5) (c), the Civic Beautification and Urban Forestry Commission was to assistant in the development of a voluntary Heritage Tree Program (HTP) on public and private lands.

Background

The City Council adopted the Urban Forestry Management Plan (UFMP) in October, 2009. The plan provides a 20-year strategic framework to focus and enhance the City's Urban Forestry program to meet a range of policy, educational, sustainability and management goals. It offers a series of prioritized actions based on extensive stakeholder and community outreach, a number of which, along with the 5-year implementation plan, relate to code / policy revisions and an education outreach campaign.

The priorities in the UFMP for the first five years are:

- long-term tree care, which includes exploring solutions to street/sidewalk infrastructure damage caused by trees;
- performing routine pruning to reduce the blockage of street signs and obstructions to viewing traffic at intersections;
- an aggressive maintenance program for newly planted trees including structural pruning to prevent future hazards;
- City code and policy revisions to remove obstacles to proper tree care;
- GIS research to help establish a City-wide tree canopy goal and to quantify the benefits provided by community trees in the form of energy savings, air quality improvements, storm water control, and carbon sequestration;
- Additionally a near term action is recommended on the development of a heritage/ landmark/ notable tree program and the policy framework to support it.

Discussion

The following information describes the planning process utilized for the HTP.

In FY 12-13, The Citizens Advisory Commission on Civic Beautification and Urban Forestry (CBUF) identified the HTP as a priority project. The scope of this project is

focused on the following: Prepare a proposal to develop and promote a voluntary, non regulatory, nomination based HTP. In December 2012, with the guidance of CBUF, staff assembled a Stakeholder Committee of diverse community representatives to best identify goals for the program and to advise staff on the types of issues that should be evaluated as part of the HTP. This committee had staff representation from City, Benton County and Oregon State University; citizen representation included local historic preservationists, tree enthusiasts, volunteers from City and County Boards and Commissions. In a collaborative effort this group assisted staff in the development of an HTP.

The Stakeholder Committee held 3 meetings: January 28, 2009, February 20, 2013 and March 7, 2013. The Gazette Times were used to announce public meetings. Meeting notices were sent to an email list of interested parties. At each meeting, there was opportunity for visitor comment at the beginning and end of the agenda. Citizen comments were taken into consideration in the development of the program.

During this process Benton County and Oregon State University expressed interest in participating in this program and are discussing with their advisory boards and staff.

CBUF reviewed the draft HTP at their March 14, 2013 meeting, had representation on the Stakeholder Committee and moved that the plan be reviewed by the Human Services Committee.

The Parks, Natural Areas and Recreation Board (PNARB) endorsed the proposed Program at their March 21, 2013 meeting and moved that the HTP be forwarded to the Human Services Committee.

Upon adoption, staff will assemble a Heritage Tree Review Committee and begin promotion of the nomination process.

Recommendation

Staff recommends that the Human Services Committee recommend to City Council to adopt the Heritage Tree Program.

Review and Concur:

James A. Patterson, City Manager

Attachments: Heritage Tree Program Document
Heritage Tree Nomination Form

Heritage Tree Program

PURPOSE:
To encourage citizens to enjoy, protect and maintain our link to the past by recognizing significant trees that contribute to the distinct and unique character of our community.

GOALS:
Trees are part of our collective community memory. As living resources, they contribute to a sense of place and reveal what we value. The goal of the Heritage Tree Program is to recognize and celebrate designated trees or groves of trees that have significance to our community, to inspire and foster appreciation for the contribution that these trees make to the natural beauty and legacy of our community and to protect them for future generations.

BOUNDARIES:
County wide program - with a limited number of trees considered each year. The program is administered by Corvallis Parks and Recreation Department.

SELECTION CRITERIA
SPECIMEN:
- Exceptional size, form, beauty or rarity (relative to species)
- Has horticultural value

HISTORIC:
- Recognized by virtue of age
- Associated with or contributes to a historic structure or district
- Associated with a noted person or historical event

LANDMARK:
- Recognizable landmark in the community

COLLECTION:
- Notable grove, avenue or other planting

NOMINATION:
This program is voluntary and carries no regulatory component. Any person may nominate a tree or trees as a Heritage Tree using the nomination form.

If the nominated tree is located on private property, the nomination form shall be signed by the property owner or accompanied by the property owner's written consent.

If the proposed Heritage Tree is on public property, the nomination shall be forwarded to the public agency responsible for use and/or maintenance of the property for review and recommendation prior to consideration.
- Corvallis City Property – Corvallis City Manager or Designee
- OSU Property- Oregon State University President or Designee
- Benton County Property – Chief Operating Officer or Designee

REMOVING HERITAGE TREE DESIGNATION:
If a property owner / managing agency chooses to have the Heritage Tree designation removed from a tree, written notification submitted to the Heritage Tree Review Committee is all that is required.

HERITAGE TREE REVIEW COMMITTEE
The Heritage Tree Review Committee meets annually to review nominated trees. This committee is made up of nine voting representatives including one person from each of the following:

1. City of Corvallis Urban Forester
2. Benton County
3. OSU – Facilities Landscape Manager
4. Civic Beautification Urban Forestry Commission (1 year term)
5. Corvallis Parks Natural Areas Recreation Board (1 year term)
6. Benton County Parks Natural Areas Board (1 year term)
7. ISA Certified Arborist (3 year term)
8. At Large (3 year term)
9. At Large (3 year term)

Positions 7-9 of the committee shall represent a cross-section of the community, including considering the following interests:

- Historic preservation
- Landscape architect, Landscape Contractor, Nursery industry
- Corvallis Sustainability Coalition representative
- Garden Club, Plant Society, Horticultural/ Arboriculture interests
- Student (K-12 or undergrad or both)
- Timber industry
- General community
- Cultural resources/arts

PUBLIC OUTREACH AND EDUCATION
Heritage Trees will be listed in a brochure and identified on the City / County website and may be featured in other educational venues and programs.

ANNUAL TIME LINE

Completed nomination forms may be submitted any time during the year.

Completed nomination forms due to Corvallis Parks & Recreation Department by December 31

Arborist inspects nominated trees

Heritage Tree Review Committee reviews nominated trees annually and selects designated Heritage Trees.

Heritage Trees will be recognized to meet the purpose and goals of the Heritage Tree Program.

During but not limited to:

1. April - Arbor Week Celebration – Recognition at City Council and County Commission Meetings
2. May - National Preservation Month

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PARKS & RECREATION
City of Corvallis

BENTON COUNTY
OREGON
Benton County

Heritage Tree Nomination Form

Please supply as much information as possible

Date _____

Person nominating the tree:

Name _____

Address _____

_____

Property owner (if other than nominator)

Name _____

Address _____

_____

Preferred method of contact?

Phone (day) _____ (eve) _____

E-mail _____

Phone (day) _____ (eve) _____

E-mail _____

Signature of property owner is required

Signature *Of Property Owner Or Public Administrator* _____

Title of Public Administrator _____

TREE DESCRIPTION

1) Location *(street address)* _____

2) ☐ Private Property ☐ Public Property *(park, parking strip, median, etc.)* _____

3) ☐ Single Tree ☐ Grove of trees *(give number)* _____

4) Species or variety *(scientific and or common name)* _____

5) Historical Facts _____

7) Approximate Age _____ years *(cite how you estimate age)* _____

Noteworthy Features: Check all that apply

Beauty ☐ Shade ☐ Size ☐ Species ☐ History ☐

10) Please include a photo and narrative explaining why you feel the criteria for Heritage Trees has been met.

Thank you for your nomination!

Return Nomination Form to: Corvallis Parks & Recreation Department | 1310 SW Avery Park Dr. | Corvallis, OR 97330

URBAN SERVICES COMMITTEE
MINUTES
April 2, 2013

Present
Roen Hogg, Chair
Dan Brown
Richard Hervey

Staff
Jim Patterson, City Manager
Mary Steckel, Public Works Director
Tom Penpraze, Utilities Division Manager
Greg Gescher, City Engineer
Aaron Manley, Engineer/Project Manager
Emely Day, City Manager's Office

Visitors
Patricia Benner
Jerry Duerksen
Peter Harr
Griff Jay
Tom Jensen
Marilyn Koenitzer
Stephanie Mehlenbacher
Jim Mitchell
Dianne Roth
John Rawlinson
Tim Stewart
Brad Upton
Stewart Wershow

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. NW Tenth Street/NW Grant Avenue Traffic Circle Update			Substitute a four-way stop control, rather than re-construct the traffic circle, at the intersection of NW Tenth Street/NW Highland Drive and NW Grant Avenue
II. Total Maximum Daily Load (TMDL) Requirement Compliance	Yes		
II Other Business			

CONTENT OF DISCUSSION

Councilor Hogg called the meeting to order at 5:00 pm.

I. NW Tenth Street/NW Grant Avenue Traffic Circle Update (Attachment)

Staff Report

City Engineer Gescher reviewed that the City Council requested additional information from staff for review of the traffic circle, per the City's Neighborhood Traffic Calming Policy (NTCP). Staff sought a decision from the Council whether to re-build the traffic circle as part of the project to re-construct an adjacent portion of NW Tenth Street (Tenth).

The traffic circle and nearby traffic-calming devices were constructed in 1996, based upon a request from neighborhood residents for a means of reducing traffic volume and speed. The additional devices included three speed humps in the block immediately south of the traffic circle and some bulbed sidewalk corners at Tenth and NW Buchanan Avenue (Buchanan). A survey of the neighbors a few months after installation of the traffic circle indicated that residents were generally happy with the effects of the traffic-calming devices and supported them being retained permanently.

As required by the NTCP, staff produced data regarding traffic speeds, volumes, and accidents adjacent to the traffic-calming devices (staff report Attachment B). The data indicated that the devices reduced traffic speeds in the area and the number of accidents at the intersection of NW Grant Avenue (Grant) and Tenth/ NW Highland Drive (Highland) *[the street name changes at Grant].* Before the traffic circle was constructed, traffic at the intersection was controlled by a two-way stop with the stop signs on Tenth and Highland. Traffic volumes decreased after construction of the traffic circle.

The NTCP required that staff survey the owners of properties originally surveyed for the traffic-calming device installation. Staff mailed 58 survey cards and received 28 responses; in answer to the question whether the traffic circle should be re-constructed, 13 property owners said "yes," 14 said "no," and 1 was undecided.

Staff hosted a public meeting to share information with the general community and invite feedback. During the meeting, staff presented information about the review process and how a re-constructed traffic circle could be improved over the current design. Feedback from the event was captured in staff report Attachment D. Staff report Attachment E included numerous e-mails, letters to the *Corvallis Gazette-Times* editor, and newspaper articles. Mr. Gescher distributed additional letters, e-mails, and a diagram (minutes Attachment A). He noted that a majority of the general public communications supported not re-constructing the traffic circle.

After submitting the staff report, staff met with the Bicycle and Pedestrian Advisory Commission (BPAC) to review suggested changes to the traffic circle, should the Council decide to re-construct the circle. The BPAC endorsed some of the suggested changes and generally supported re-constructing the circle.

If the traffic circle was re-constructed, based upon information and citizens' comments, staff suggested design amendments to improve the functionality, safety, and ease of use of the circle. The amendments would affect vehicle drivers, pedestrians, and bicyclists. If the Council decided not to re-construct the circle, staff would like direction as to the type of traffic control measures that should be utilized at the intersection. The staff report compared a two-way stop control and a four-way stop control with the current traffic circle. Staff would not recommend returning to a two-way stop control at the intersection, as it did not offer advantages over a traffic circle or a four-way stop control.

Four-way stop controls and traffic circles were legitimate intersection treatments, and each had advantages. The traffic circle was installed to calm traffic; generally stop signs were not efficient at calming traffic. Drivers tended to accelerate rapidly from stops to compensate for the stopping actions, thereby negating traffic calming; mid-block speeds would probably increase with a stop control, versus a traffic circle. During peak-hours, both systems were similar in terms of efficiency; and time to travel through the intersection would be very similar. During non-peak hours, drivers and bicyclists could travel through a traffic circle-controlled intersection without stopping; however, they must stop at a stop-controlled intersection, regardless whether other traffic was present. Therefore, a stop-controlled intersection was less efficient during non-peak hours. Both control systems would be expected to function at a high level of service. Mr. Gescher said he expected some of the traffic volume at Tenth/Highland and Grant to rebound, if the traffic circle was not re-constructed.

Staff reviewed accident rates at the nearby four-way stop-controlled intersection of Highland and NW Garfield Avenue (Garfield). Traffic volumes at the two intersections were within ten percent of each other. On an averaged basis, fewer accidents occurred at the intersection of Highland and Garfield. The intersection of Tenth and Grant averaged 2.7 accidents per year; the intersection of Highland and Garfield averaged less than one accident per year.

Mr. Gescher noted that, while intersections controlled by stops had fewer accidents than intersections controlled by traffic circles, more of the accidents at stop-controlled intersections involved injuries. Accidents at stop-controlled intersections tended to involve vehicles at 90-degree angles; accidents at traffic circle-controlled intersections tended to be at angles of lesser degrees.

Public Testimony

John Rawlinson was accustomed to traffic circles in Western Europe and Australia. He opined that the suggested re-constructed circle was missing two elements. Australia used dazzle strips instead of pedestrian crosswalks. Dazzle strips were zig-zags painted on a street surface to alert drivers to slow for a pedestrian crosswalk. He suggested that dazzle strips be painted mid-block approaching the intersection.

Mr. Rawlinson asked why the City constructed the traffic circle. He noted that the City could have installed stop signs, speed humps, or rumble strips to slow traffic or closed the street to through traffic. The traffic circle did not provide opportunity for traffic to stop. He opined that the City expected the circle to perform a function it was not designed to perform; he elaborated that circles were not deterrents and should be acceptable.

Mr. Rawlinson questioned why the City did not install the international sign for a roundabout mid-block approaching the traffic circle. He opined that a combination of dazzle strips and international signs would get drivers' attention.

Mr. Rawlinson said he did not like the suggested crosswalks, as drivers might look at pedestrians, rather than paying attention to vehicle traffic. He considered it unsafe for pedestrians to be near traffic circles. He also considered the suggested circle design unsafe for bicyclists.

Mr. Rawlinson questioned why a tree was planted in the traffic circle. A vehicle with a long wheel base or a vehicle towing a trailer would not be able to navigate around the circle without the rear wheels hitting the base of the circle. He questioned how fire trucks, garbage trucks, and school buses could navigate around the circle.

Stephanie Mehlenbacher opined that the staff report data supported not re-constructing the traffic circle. She referenced the estimated $8,400 cost of a new circle, versus the $1,500 cost of a four-way stop control. In the current economic situation, she believed the savings should be a factor in the Council's decision. She said traffic volume through the intersection of Tenth/Highland and Grant either stabilized or decreased, possibly because people were avoiding the traffic circle. A traffic count on NW 11th Street (11th) would probably disclose that many drivers used 11th to avoid the circle. Many parents used 11th to transport their children to and from nearby Linus Pauling Middle School. She noted the increase in accidents involving bicyclists and pedestrians at the traffic circle. She did not bicycle or walk through the traffic circle intersection because of numerous near-misses of accidents. She considered the intersection dangerous for bicyclists and pedestrians, noting that a four-way stop control would clearly indicate that all traffic must stop and wait their turn to proceed.

Peter Harr considered the traffic circle a device that functioned well to calm traffic. Generally, traffic was able to navigate through the intersection without needing to stop. Some drivers hesitated, which was good. Driving slowly enabled safe navigation. He surmised that people opposed the circle because of its appearance in the intersection. He believed the circle achieved its intended objective of calming traffic. He considered replacing the circle with a four-way stop a waste of time and energy. He noted that people could abuse traffic circles and four-way stops. He supported re-constructing the traffic circle with staff's suggested design improvements. He considered a four-way stop control intersection inefficient and detrimental to the environment.

Jim Mitchell recently retired as the City's Public Works Department Transportation and Buildings Division Manager. He reviewed written testimony (Attachment B). He opined that staff's data supported re-constructing the traffic circle. Referencing Mr. Harr's statement regarding environmental impacts from four-way stop control intersections, he explained that stop controls increased fuel consumption, air pollution, and brake dust.

Mr. Mitchell acknowledged that the traffic circle was experimental when it was constructed; he noted that two more circles were constructed in residential neighborhoods with lower traffic volumes. He commented that the proposed re-designed circle would not provide the safest condition for pedestrians. He suggested that sidewalk corners be bulbed along the intersection approaches to create a sense of a narrowed street but not to inhibit right-hand

turns for large vehicles and to move the crosswalks closer to the intersection. Staff indicated that the intersecting streets would be re-constructed for a distance of approximately 50 feet from the traffic circle, allowing room for his suggested design modifications at no additional cost.

Mr. Mitchell said the Manual on Uniform Traffic Control Devices (MUTCD) specified that stop signs not be used for traffic speed control. People tended to approach stops too quickly and accelerated rapidly after stopping. He noted that T-bone and head-on accidents, which were typical for stop-controlled intersections, were more severe than accidents at traffic circles, which were more side-swiping in nature. Studies indicated that bicyclists were safer proceeding slowly through an intersection than stopping and re-starting. Four-way stop controls were often ignored by vehicle drivers and bicyclists.

Residents near the traffic circle stated at the recent public input meeting that, when the intersection of Tenth/Highland and Grant was controlled by two stop signs, they saw four or five vehicles stopped, waiting to proceed through the intersection. Mr. Mitchell said four-way stop-controlled intersections with similar traffic loads had significant traffic "stacking" during peak hours. If the intersection was converted to a four-way stop control, he expected that more traffic "stacking" would occur, with more stop-and-go activity and additional delay; he considered these conditions less efficient than the traffic circle. He urged the Committee to recommend that the Council re-construct the traffic circle.

Councilor Hervey said he observed the traffic circle intersection and noticed that drivers southbound on Highland turning westbound on Grant turned wider than the painted markings. Left-hand turns seemed to be troublesome.

Mr. Mitchell said, under his bulbed sidewalk proposal, right-hand turns should not be compromised, if drivers remained in the travel lane. The travel lane would not be narrowed. The bulb could be as narrow as the width of the bicycle lane or as wide as the parking lane. Vehicle drivers should not use bicycle lanes for turn maneuvers. He estimated that the vehicle travel lane was 12 feet wide approaching the intersection and 12 to 14 feet wide within the traffic circle. Oregon Department of Transportation used a 14-foot-wide travel lane at highway intersections with left-turn lanes. His design would align the vehicle travel lane exiting the traffic circle with the existing curb and not encroach into the travel lane.

In response to Councilor Hogg's inquiry Mr. Mitchell explained that roundabouts were designed for traffic control, but traffic circles were designed to calm traffic. Roundabouts were designed to move traffic through an area with slight slowing. Traffic circles were meant to be impediments to traffic. The City's NTCP was based upon similar programs in Portland, Oregon, and Seattle, Washington. Roundabouts such as those in North Albany and Bend, Oregon, and proposed for the intersection of SW 53rd Street and SW West Hills Road would be much larger. The designs and functions of roundabouts and traffic circles differed greatly.

In response to Councilor Brown's inquiry, Mr. Mitchell explained that turning at a traffic circle-controlled intersection was the most difficult action to make with a long vehicle or a vehicle towing a trailer. Corvallis Transit System busses navigated through the traffic circle intersection without problems, provided they proceeded slowly. The circle was intended to be a slow-speed impediment to traffic flow and would present a problem for a moving van. If the intersection was designed for a traffic circle that could accommodate larger vehicles, 90 percent of vehicles could pass through the intersection without slowing, negating the traffic-calming effect of the circle. He would prefer that a few drivers of long trucks disliked the intersection and avoided it.

Tom Jensen said traffic circles originated around fountains and wells of small towns and villages. More recently, circles were used as an homage to their initial iteration. He did not consider traffic circles beneficial, as they had odd contours, impacted adjacent property, were expensive to expand, and created "dead space" in the middle of unused land. He opined that using State or Federal funding to construct a traffic circle would exacerbate the current economic situation. He said a four-way stop control was the least-expensive option. Significant funds could be saved by not enlarging the intersection, re-locating power and telephone poles, re-striping, and re-constructing the traffic circle.

Regardless the design, Mr. Jensen expected that vehicle drivers would encroach into bicyclists' travel lanes. As a bicyclist, he would appreciate having full access to the four feet Mr. Mitchell suggested be used to create a sidewalk bulb at the intersection. Moving the crosswalks farther from the intersection would create safety issues for pedestrians, as vehicle drivers would not look for pedestrians outside the intersection.

Mr. Jensen opined that re-constructing the traffic circle and modifying the intersection as staff suggested would be very expensive. He observed that a four-way stop control or traffic signal would be much less expensive. He said people understood what they must do at stop signs.

Griff Jay said he liked traffic circles, but the circle at Tenth/Highland and Grant was unlike those he had used in Europe. He lived near the intersection for 20 years and observed many near-misses of accidents. He had not been involved in or witnessed an accident at Tenth and NW Beca Avenue (Beca) or at Highland and Garfield. He said eastbound traffic on Grant was not calmed by the traffic circle. He said drivers on Tenth and Highland approaching the traffic circle could accelerate for only one or two blocks from their last required stop (at Beca and Garfield, respectively), but eastbound drivers on Grant last stopped several blocks from the traffic circle. He suggested that rumble strips might slow eastbound traffic on Grant.

Mr. Jay considered the traffic speed data before and after construction of the traffic circle to be misleading. Previously, traffic on Grant proceeded through the intersection unimpeded; with the traffic circle, traffic slowed from 35 to 25 miles per hour. He considered the traffic circle too small. He referenced many statements that learning to navigate the circle was a matter of education. Noting that the circle was constructed 17

years ago and drivers apparently had not "learned" how to drive through it, he questioned how much more time was needed for them to learn the process. At a four-way stop control, any vehicle would be accelerating from a stop and not creating a dangerous, accident-prone situation. He mused that, if the circle was a valid solution, citizens would request similar circles at several intersections in Corvallis. He asked how Fire Chief Emery, Benton County Sheriff Simpson, and the manager of Allied Waste Services felt about the traffic circle and surmised that their vehicles were dispatched to routes around the circle.

Dianne Roth said she "avidly" supported the traffic circle and considered it elegant. As a pedestrian and a vehicle driver, she was almost hit by drivers who did not stop at the four-way stop-controlled intersection of NW 29th Street and Grant. She had not had similar incidents at the traffic circle. Regardless the time of day or night and presence or lack of other traffic, she would be required to stop at a four-way stop. She said traffic circles presented drivers with the freedom to use their judgment about proceeding, but stop-control devices required drivers to stop. She rarely stopped at the traffic circle. She urged the Committee to approve re-constructing the traffic circle. She questioned the cost difference between traffic circles and four-way stop controls.

Jerry Duerksen owned a property managment office one-half block from the traffic circle intersection and managed a duplex adjacent to the intersection. His office property was not included in the traffic-calming project survey. His contractors were concerned about the traffic circle. He noted that the vast majority of letters to the newspaper editor expressed opposition to the traffic circle, and he believed the greatest argument against the circle involved confusion about how to navigate the circle. He had not experienced a near-miss of an accident in the circle. He observed traffic at the intersection and noticed that most drivers proceeded through without problems, but a few entered the circle more aggressively. Many citizens who attended the recent staff-hosted public input meeting expressed confusion about the traffic circle. Those who supported the circle urged improving the design. He noted that conversations regarding design improvements could continue a long time. Overall, he considered the cost difference between re-constructing the traffic circle and installing a four-way stop control to be minor in relation to the City's overall budget. Most traffic moved through the intersection at 20 to 25 miles per hour, but bicycles were not likely to match that traffic speed. He inquired about the level of community support when the traffic circle was constructed in 1996. He recalled that public sentiment regarding the circle, as expressed in the newspaper, was negative in 1996. He noted extensive public sentiment against the traffic circle, but he acknowledged that technical arguments could be made for and against a circle and a four-way stop control.

Councilor Brown said he understood advantages of both a four-way stop control and a traffic circle. He referenced testimony that traffic circles effectively calmed traffic; however, he surmised that might be because drivers were confused about how to navigate through the circle, causing them to slow. He questioned whether it would be better to have a device that calmed traffic or one that confused drivers.

Mr. Duerksen responded by asking why the City would create an intersection that confused drivers. He suggested that the City install four stop signs and review the situation after a period of time, noting that stopping traffic would be more effective to slow traffic.

Patricia Benner said she supported the calming infrastructure of the traffic circle. She most appreciated the environmental affects of the circle in terms of reducing vehicle emissions, as well as reducing the severity of injury accidents. She surmised that the traffic circle made people think, and that action was good at intersections with increased risks.

Stewart Wershow noted that the City's Transportation Master Plan specified keeping traffic on collector and arterial streets and off local streets. Staff's data indicated that traffic volumes on Tenth, Highland, and Grant remained the same or decreased after the traffic circle was constructed. Increasing traffic volumes prompted construction of the traffic circle; traffic volumes then apparently diverted to nearby streets, impacting neighborhood livability. He referenced someone who was injured in an accident at the traffic circle and wanted it removed. He tended to avoid the circle because people drove through the circle faster than the posted speed, creating a dangerous situation. He had asked Police Chief Sassaman about the ease of enforcing traffic laws at the traffic circle intersection. Mr. Wershow opined that the 15-mile-per-hour speed limit for the traffic circle applied to a small area, making a radar gun ineffective for measuring speeds. At a four-way stop control, Police could enforce traffic laws in a clear manner. Many people avoided the traffic circle because they perceived it as unsafe.

Tim Stewart said he was involved in a T-bone accident at the intersection of Tenth/Highland and Grant in approximately 1980 and did not want the intersection to revert to a two-way stop control design. He did not object to the traffic circle and noted that people seemed to slow for the circle. He referenced speed humps on Tenth and questioned why there were no speed humps on Grant. He urged the City to investigate people using nearby residential streets to avoid the traffic circle. For the majority of the time when traffic volumes were low, people could travel through the traffic circle without needing to stop, which reduced pollution and noise. He requested a four-way stop control for the intersection near his house but then regreted that action, as drivers accelerated away from the stop, apparently to compensate for "lost time" stopping; this created noise. He urged that the traffic circle be re-constructed. He considered the proposed intersection design, with the re-constructed traffic circle and enlarged radius, confusing because of the additional lane lines. He suggested that intersection designs be intuitive for people to navigate. He also suggested more speed humps near the circle to slow traffic.

Brad Upton chaired the BPAC and confirmed that the Commission supported re-constructing the traffic circle with some design changes.

Mr. Upton, as a resident of the area near the traffic circle, concurred with Mr. Mitchell's comments regarding the technical aspects of traffic circles and stop controls. He noted that the visual appearance of a traffic circle functioned better than a four-way stop control for calming traffic. A concrete structure in an approaching intersection indicated that action

must be taken, prompting slowing. A four-way stop was typically marked only with signs on the corners; the pavement was clear. He expressed concerns regarding staff's proposed intersection design modifications, as described by Mr. Mitchell. The increased circle radius would position the vehicle travel lanes at the curb and in some cases would result in narrowed sidewalks; he objected to this proposal. He noted that traffic-calming devices were intended to reduce traffic volumes. The traffic circle may make NW Ninth Street more attractive for north-south travel.

Mr. Upton opined that all four-way stop intersections should be replaced with traffic circles, understanding that the City would incur additional costs for right-of-way land acquisitions.

In response to Councilor Hervey's inquiry, Mr. Upton opined that it would be safer to have a buffer between the vehicle travel lanes and the sidewalk within the traffic circle. He said it was important from a safety perspective for bicyclists to occupy main vehicle travel lanes when they proceeded through a traffic circle. Widening the vehicle travel lane within the traffic circle would not motivate a bicyclist to move into the travel lane; a bicyclist may tend to stay to the right, potentially creating conflict with a vehicle driver turning right.

Councilor Hervey said he observed that many bicyclists utilized Tenth, so the traffic circle was important to Tenth as a thoroughfare for bicyclists.

In response to Councilor Brown's inquiry, Mr. Upton said staff presented to the BPAC a proposal to widen the vehicle travel lane within the traffic circle by reducing the sidewalk corners. He believed that change would decrease the traffic-calming purpose of the circle and make the circle less safe for pedestrians and bicyclists.

Marilyn Koenitzer commented that staff's proposed re-design of the traffic circle included lower bushes, which would be an improvement over the current circle. She surmised that drivers of small, low vehicles probably could not see over the current circle's landscaping. She concurred with much of the other testimony.

Questions of Staff

In response to Councilor Hogg's inquiry, Mr. Gescher said staff had not calculated the maintenance costs for the modified traffic circle design, a traffic signal, and a four-way stop control; however, he believed the costs would be minimal.

Councilor Hogg inquired about the level of community support for the traffic circle when it was installed in 1996. Mr. Gescher said he was not involved in the process. The survey a few months following the installation indicated that the majority of neighbors supported its design. He acknowledged that the traffic circle was a contentious topic of newspaper editorials and letters to the editor, with most of the sentiment being negative.

In response to Councilor Brown's inquiry, Mr. Gescher explained that Grant was classified as a collector street; Tenth/Highland from Garfield south was classified as a neighborhood

collector street. Speed humps were installed on the neighborhood collection portion of Tenth. The Transportation Master Plan would permit speed humps on collector streets, although they were not typically installed on such streets. The NTCP did not allow speed humps on collector and arterial streets. He clarified for Councilor Hervey that the section of NW Circle Boulevard (west of NW 29th Street) where speed humps were installed was classified as a neighborhood collector street.

In response to Councilor Hervey's inquiry, Engineer Manley said re-constructing the traffic circle was estimated to cost $8,600. The current curb turning radius did not meet City minimum standards. Modifying the intersection by moving curbing to meet the minimum standards would be independent of re-constructing the traffic circle. Pacific Power would pay to relocate its power pole, as provided for in its franchise agreement with the City. Mr. Gescher said the $8,600 cost for the traffic circle re-construction was part of a larger project. If the circle was constructed as a separate project, the cost would be much higher.

Mr. Gescher confirmed for Councilor Hervey that creating a four-way stop and later re-constructing a traffic circle would likely cost much more than $8,600. Mr. Manley said postponing re-constructing the traffic circle would require finding another funding source. The proposed project would be funded by a grant, and those funds may not be eligible for carryover to another fiscal year.

In response to Councilor Hervey's inquiry, Mr. Gescher said staff was not aware whether the traffic circle intersection deteriorated more than other intersections.

Mr. Gescher said the City would tend to avoid using non-standard pavement markings, such as dazzle strips, which people would not be familiar with seeing elsewhere in the region or nation. The City relied on the MUTCD for the standard pavement markings and signage in America. He acknowledged that some people were confused by the traffic circle, which prompted staff to seek ways to resolve the problem. The traffic circle calmed traffic in a safer manner than the previous two-way stop control. Drivers knew their responsibilities at a four-way stop control; a traffic circle required more judgment than a four-way stop control.

Deliberations

Councilor Brown observed that the issue could be argued multiple ways, based upon the data provided. He heard a compelling argument that a four-way stop control would resolve the controversy regarding the intersection; he considered that important, as the issue divided the community and created stress. Those who criticized the circle blamed the City.

Councilor Hervey opined that the traffic circle was a better, safer traffic-calming device; created a safer intersection; and was more effective in meeting staff's intent. He observed that drivers disliked confusing traffic situations, and drivers could be intimidated by aggressive drivers in a confusing situation. He noted from the letters to the newspaper editor that those who supported the circle tended to express their views politely, while

those who opposed the circle spoke more aggressively. He concurred with Councilor Brown's concern that the City was faced with decisions based upon which advocates were most vocal, rather than making decisions on a technical basis. He noted that the Council must also be aware of how the City related to citizens.

Councilor Hogg reviewed the issues involved:

- Re-constructing the traffic circle would cost $8,600, while a four-way stop control would cost $1,500.
- Public demand for a traffic circle was weak. A recent survey of property owners was almost evenly divided, with 13 supporting the circle and 14 opposing it.
- Statistics indicated that four-way stop intersections typically had fewer accidents.
- It was unclear whether the re-constructed traffic circle with radius modifications would provide improved safety to bicyclists and pedestrians.
- It was difficult for drivers of long vehicles to turn at the traffic circle.
- The traffic circle caused confusion since its construction 17 years ago.
- Drivers were using nearby local streets to avoid the traffic circle.
- It was easier for Police officers to enforce traffic laws at four-way stop-controlled intersections. Instances of drivers disobeying stop signs should be reported to the Police Department for increased enforcement.

Councilor Hogg observed the numerous benefits of roundabouts; however, the intersection of Tenth/Highland and Grant was too small for the concept of a roundabout. A roundabout would be more effective in a larger space. The tight spacing at the intersection caused problems and community contention. Staff sought to develop an improved traffic circle in a small area, but the design did not appear to be successful. He said he would support a four-way stop control.

Councilor Hervey clarified that traffic circles were smaller than roundabouts because they were intended to slow drivers. Other than this clarification, he concurred with Councilor Hogg's statements.

Based upon a motion moved and seconded by Councilors Brown and Hervey, respectively, the Committee unanimously recommends that Council substitute a four-way stop control, rather than re-construct the traffic circle, at the intersection of NW Tenth Street/ NW Highland Drive and NW Grant Avenue.

Councilor Hogg recessed the meeting from 6:41 pm until 6:48 pm.

II. Total Maximum Daily Load (TMDL) Requirement Compliance (Attachment)

Written testimony provided by Patricia Benner (Attachment C) was distributed.

Councilor Hogg noted that tonight's discussion was a continuation from the previous Committee meeting. The Committee would not deliberate the TMDL compliance options; tonight's discussion would involve the process to develop a recommendation for the

Council. He noted that, at the end of the last meeting, the Committee discussed seeking additional expert opinions toward developing a recommendation and requested additional information.

Public Works Director Steckel presented four issues for tonight's discussion:

- Develop a mechanism to aid in processing the information gathered thus far.
- A Committee recommendation for staff's actions (e.g., wait for the Federal District Court lawsuit decision or proceed with specific tasks)
- Determine project funding needs for the Fiscal Year 2013-2014 budget.
- Identify the nature of expert input desired to augment the Committee.

Ms. Steckel distributed a matrix of the various aspects of the solution alternatives under consideration (Attachment D). The East Alternative would involve wetlands, hyporheic zones, and natural flow to the Willamette River. The North Alternative would only involve wetlands with a new discharge point or piping cooled wastewater back to the Wastewater Reclamation Plant (WWRP) to the existing discharge point. The riparian shading option was based upon the Freshwater Trust's proposal; local agencies could do some of the work but could not manage the scale of the project needed, if riparian shading was the only solution pursued to meet the TMDL requirements. Depending upon the ruling in the pending lawsuit she referenced, it may be necessary to re-consider a mechanical means of cooling treated wastewater before discharging it to the River. She noted that the matrix lacked information for many factors for the North Alternative because it had not been evaluated as a wetlands-only solution. Also, some aspects of the riparian shading option required additional investigation.

Committee members said the matrix was helpful. Councilor Hervey suggested that the Additional Value - Multi-Solution column would be more helpful if it indicated the percentage by which an alternative would achieve compliance with the City's discharge requirements. He also suggested an Additional Value column regarding environmental enhancement.

Councilor Hervey questioned the 50-year life cycle cost criteria. Utilities Division Manager Penpraze and Ms. Steckel clarified that municipal infrastructure was developed for 80- to 100-year life cycles, particularly pipelines.

Councilor Hogg asked whether columns for advantages and disadvantages would be helpful. Councilor Brown observed that the matrix conveyed that information in a different format and would enable him to evaluate the alternatives. Mr. Penpraze added that some of the footnotes may answer questions regarding advantages and disadvantages.

Ms. Steckel reviewed that $700,000 was allocated in the current budget to investigate the East Alternative to a point that staff could determine whether it was a viable option. Approximately two-thirds of the investigation work was completed; then the work was suspended while the option involving Trysting Tree Golf Course was investigated. Of the

budget allocation, approximately $200,000 of work remained for investigating the East Alternative.

Ms. Steckel said staff stopped investigating the North Alternative at an earlier stage because public input indicated more support for the East Alternative. If the Committee wanted a similar assessment of the North Alternative's viability, staff would expect to need a similar amount for investigation of flow studies, property acquisition, well impacts, etc. No funds were budgeted for Fiscal Year 2013-2014 for analysis work because staff believed the process would now be at the design stage. Staff would need to know soon what it should budget for additional work on the East or North Alternative.

Councilor Hogg inquired whether any of the data generated thus far for the North Alternative could be extrapolated to determine the data missing from the matrix. Ms. Steckel responded that staff did not have information to answer some of the questions regarding the North Alternative, such as whether developing the North Alternative would impact nearby drinking water wells.

Councilor Hervey expressed a preference for an equivalent evaluation of the North and East Alternatives. He opined that a hyporheic treatment at the North Alternative would be a forced, rather than natural, solution and that an intended East Alternative element was being imposed on the North Alternative. He would like the estimated cost of a wetlands-only facility, without staff spending extensive time determining the cost. He recalled that the North Alternative was estimated to cost approximately $25 million, based upon a 20-year life cycle. He asked whether a wetlands-only solution at the North Alternative would be less expensive.

Ms. Steckel responded that staff would need to determine the timeframe to develop an answer and be able to estimate a cost to provide the Committee the information needed to decide whether to proceed. This must be done soon to be ready for the Fiscal Year 2013-2014 budget. Once the Budget Commission recommended a budget to the Council, the Council could only make ten-percent adjustments within funds; and this project could exceed that adjustment allowance.

Councilor Hervey observed that the pending lawsuit may require expansion of the current East Alternative; however, the East Alternative could not be expanded. The North Alternative could not be ruled out of consideration until staff knew through the lawsuit results whether the East Alternative would provide sufficient capacity to comply with the discharge requirements.

Mr. Penpraze responded that staff attempted to provide a balanced comparison of the East and North Alternatives, understanding that the lawsuit ruling would be a factor in which alternative was selected. He expected to know the lawsuit ruling April 8 or later. The East and North Alternatives could not be exactly balanced because more investigation was done regarding the East Alternative, resulting in a better cost estimate.

In response to Councilor Hervey's inquiry, Mr. Penpraze confirmed that it could be difficult for the City to obtain a permit for a second wastewater discharge point. He elaborated that, over the past several years, the Oregon Environmental Quality Commission wanted to eliminate discharge points and evolve to centralized treatment and discharge. This related to river water monitoring and the belief that fewer discharge points would create a better environment. Ms. Steckel added that it was easier for that agency to regulate municipal governments than private industries, which had lobbyists to advocate on their behalf. Mr. Penpraze explained that the City would need to apply for another permit through the Department of Environmental Quality's (DEQ) public process. He said staff could provide a reasonable cost estimate for an outfall and a cost estimate for a pump station at the wetlands to pump the treated, cooled wastewater to the WWRP for discharge.

Councilor Brown said, in reviewing the costs of the various options and speculating into the future, the riparian shading option appeared affordable and would free funds to solve a problem learned through a lawsuit or future regulation. The East and North Alternatives would require immediate investment and commitment to a solution that may not be viable in the future. The riparian shading option was "low tech," but he was concerned about it being approved under existing or anticipated DEQ regulations.

Ms. Steckel explained that staff used the Additional Value - Multi-Solution column of the matrix to indicate that the alternative or option would address water quality regulations other than temperature.

Councilor Hogg suggested that the Additional Value - Multi-Solution column be re-labeled to read "Provides for treatment of future regulated pollutants."

Councilor Brown opined that spending more funds to investigate the East and North Alternatives would not persuade him to support them over the less-expensive riparian shading option.

Ms. Steckel noted that the riparian shading option would require finding sufficient property owners willing to lease riparian land for planting and maintaining stream shading.

Councilor Hogg suggested adding a matrix column to capture the risks of implementing the various options.

In response to Councilor Brown's inquiry, Ms. Steckel said riparian shading could only be done in the Willamette River upstream from Corvallis to the confluence with the Santiam River where there was evidence of Salmon spawning beds. The regulation was intended to improve the habitat of endangered species. Cutthroat Trout were found in Oak Creek and Marys River. Mr. Penpraze added that staff was advising DEQ of the connection between Oak Creek, Marys River, and the Marys River Watershed with Salmon spawning beds in the Willamette River; the DEQ was reviewing the issue. DEQ had specific riparian shading requirements for granting TMDL wastewater discharge temperature offset credits, and those conditions might not exist in enough places to satisfy the City's TMDL needs.

Ms. Steckel said staff would develop cost estimates for the North Alternative for the Committee's review in preparation for budget discussions. Budgeting for the projects would not commit the City to spend the funds; however, it would be better to budget and not use the funds than to cancel other projects later in order to fund the TMDL project.

Ms. Steckel said staff needed to know whether to await the ruling in the pending lawsuit or proceed. She noted that DEQ might need 12 months after the ruling to develop the regulations implementing the ruling. She asked how staff should proceed while waiting for the lawsuit ruling and DEQ decisions. Staff could continue to investigate the alternatives' viability to determine whether one of the TMDL requirement compliance options would meet the new DEQ requirements or stop the investigation work and wait for the lawsuit ruling, which would give a better indication of what DEQ would require.

Councilor Hogg expressed concern about the City spending significant funds and then learning, as a result of the lawsuit ruling and DEQ's subsequent rules, that the option being pursued would no longer meet the compliance requirements.

Ms. Steckel said staff would not proceed to the design phase of a project until it was more certain of the new regulations. Staff was uneasy about not being able to investigate options to determine which option to pursue. Investigating the North Alternative could require several months, placing the City almost 18 months behind schedule in meeting the requirements before the current wastewater discharge permit expired. Ideally, staff would continue to make as much progress as possible toward eliminating or confirming any of the options. When the new rules were known, design work could immediately begin.

Councilor Hogg inquired whether staff had enough knowledge regarding the riparian shading option to proceed when the Federal District Court lawsuit was resolved.

Ms. Steckel responded that Freshwater Trust would not seek willing property owners until the City authorized that action. The risk aspect of the riparian shading option would not be known until the City and the Trust signed a contract. The Marys River Watershed Council could provide an indication of potential shading opportunities within the Watershed, but that would not be enough to satisfy the City's TMDL need. As noted in Attachment D footnote k, Northwest Environmental Advocates (NWEA) wrote to the Environmental Protection Agency (EPA) questioning whether riparian shading elsewhere would cool river water enough that when it passed the City's outfall it would be significantly different.

Mr. Penpraze added that it could take 20 years for trees planted in riparian areas to grow enough to provide significant stream shading. Riparian shading far removed from the Corvallis area would not affect water temperature at the City's wastewater discharge point. Ms. Steckel noted that NWEA questioned whether riparian shading, which was approved in other communities, was an appropriate solution for the temperature TMDL at an outfall. Mr. Penpraze added that the benefit from shading ten miles of riverbank upstream from Corvallis would not be noticed in Corvallis; it would be evident closer to the actual shading

area. At some point, there would be a net environmental benefit, such as habitat investment in the immediate area of riparian shading.

Councilor Hervey surmised that riparian shading or the East Alternative with riparian shading would be most likely to be pursued. He expected that shading would be needed, regardless which option was pursued. He considered it appropriate to await the lawsuit ruling and DEQ rules before selecting an option and undertaking extensive work and expense. Councilor Brown concurred.

Councilor Hervey explained his reasoning for suggesting "expert input" to the Committee. He said substantial credit was given to the multi-solution aspect of the options under consideration, then the shading option was considered. He recalled that the City's consultant (Kennedy/Jenks Consultants) estimated 50 percent removal of treated wastewater components from the cooling ponds and hyporheic treatment. From his experience with DEQ requirements, removing 50 percent of the components would be far from complying with the new DEQ requirements, resulting in a need for more treatment. So far the options were evaluated based upon whether they would offer a multi-solution benefit. He considered it an issue whether the options provided enough benefit to make a substantial difference on the required treatment equipment. He previously suggested augmenting the Committee with some experts from the community to gauge the cost of possibly required equipment and what the regulations might be; this could help the Committee determine the future viability of a treatment option. The expert input might save the City from investing money and staff time in an option that was not suitable or only provided negligible multi-solution benefits. However, the City and staff may not want to make a decision based upon the input of a few citizens providing expert input. He would like the Committee to discuss the idea of seeking input from community experts.

Ms. Steckel noted that the community could question who was the expert, to what degree they were an expert, and whether the expert and staff agreed. She added that any expert review would involve a cost, so she did not anticipate being able to obtain an expert analysis without financial compensation. From this evening's discussion, she better understood the Committee's concerns and said staff could suggest some means of obtaining the information needed for the Committee to confidently develop a recommendation for the Council. She suggested the alternative of a third-party engineering consulting firm to offer advice and opinions, based upon the available data.

Councilor Hervey said he discussed with City Manager Patterson whether the City should have an owner's agent for situations similar to the TMDL requirement. The agent would review the record and advise the City.

Ms. Steckel noted that local experts could have more vested in a project they were reviewing – their utility fees would be spent on the project.

In response to Councilor Hogg's inquiry, Ms. Steckel suggested that, if the "multi-solution" aspect of the options was a difficult criterion, maybe it should not be included in the

evaluation process. Councilor Hogg concurred, noting that there were more unknown factors, including unknown future requirements. He suggested that the Additional Value - Multi-Solution column be deleted from the matrix.

Ms. Steckel noted that, regardless of the lawsuit ruling, more investigation was needed for the North Alternative, which would allow time for another consultant to review the record. Even under an ideal scenario, construction would not occur until 2014.

Councilor Hervey summarized that staff still needed to test ground water impacts for the North Alternative; whether DEQ would approve the Alternative; and where the treated, cooled wastewater would be discharged. Staff needed information regarding the likelihood of gaining enough riparian property easements for the riparian shading option. Mr. Penpraze and Ms. Steckel added that the riparian shading option was dependent upon the lawsuit ruling, DEQ follow-up rules, and the referenced letter from NWEA to EPA.

Councilor Hervey opined that not knowing the degree to which a solution option might impact the TMDL requirement made it more difficult to compare the options.

Councilor Brown suggested that the Additional Value - Multi-Solution column remain on the matrix to alert the Council that the Committee considered the factor but did not use it as an evaluation criterion.

Councilor Hervey expressed reluctance retaining the Additional Value - Multi-Solution column on the matrix because of the impact it might have on future decisions.

Mr. Penpraze said staff reviewed similar facilities throughout the United States and likely discharge requirements. He acknowledged the potential additional benefit of wetlands and sub-surface discharge; however, the percentage of benefit varied, depending upon the component examined. The additional benefits in a facility now could reduce future costs.

Ms. Steckel summarized that wetlands or wetlands with hyporheic treatment would get some benefit; riparian shading would not provide additional benefit because it did not affect wastewater. Mechanical cooling would only provide temperature benefits. The Additional Value - Multi-Solution column would probably not provide enough information to aid in deciding among options.

Councilor Hogg suggested that the Additional Value - Multi-Solution column be re-labeled to read "Provides some additional benefit," with "yes" and "no" responses. Committee members and staff concurred.

Next Steps

Regarding the decisions reached on the four issues presented at the beginning of the discussion, Ms. Steckel summarized:

- The matrix developed to aid in processing the information gathered thus far was acceptable, with noted modifications.
- Pre-design work would not be done until the Federal District Court lawsuit was resolved; however, staff may continue investigating the viability of the identified options while awaiting the Court ruling.
- Staff would provide project cost estimate information to the Committee for the North Alternative so the Committee could decide whether to proceed with a more-detailed viability investigation and projected budget needs for Fiscal Year 2013-2014.
- At this time, no additional expert input would be sought.

III. Other Business

A. The next regular Urban Services Committee meeting is scheduled for April 16, 2013, at 5:00 pm, in the Madison Avenue Meeting Room.

Councilor Hogg adjourned the meeting at 7:48 pm.

Respectfully submitted,

Roen Hogg, Chair

ATTACHMENT A

Gazette Times
3/29/2013

Enough student housing; how about some low-income housing?

There is so much student housing that it does seem like the neighborhoods around the new apartments are disappearing.

What bothers me is that so many people are in need of low-cost rentals, low-income people, poor people, single mothers, and retired seniors on Social Security, etc. The apartments around town have raised their rentals significantly, and it is impossible to meet these rents, plus food, medicine, utilities, etc. These people are the ones who live here, vote here, who give loyalty to Corvallis, and Corvallis should give loyalty to them. Times are really hard now, and we as a community should pull together for our citizens.

Regina Berman
Corvallis

Traffic circles aren't dangerous; other users can be dangers

By the way some people are talking about that poor little traffic circle at 10th Street and Grant Avenue, you'd think the thing was scrambling about with a gun. "It's dangerous!" "It's going to kill somebody!"

Folks, the circle is an inanimate object. It does nothing. The only things dangerous are the folks who propel their two-ton steel contraptions in its direction with little or no clue how to negotiate the thing.

Take some responsibility for a change, and stop blaming the circle. This location is just a reflection of the larger issue at hand — inexperienced or selfish drivers.

I've driven through it many times. Not once has that little circle threatened me.

Steve Dockins
Philomath

Here are some suggested solutions to gun violence

Since the tragedy at Newtown, I've listened to and read about the issues in the news and have read local opinion.

Generally, I feel there has been thoughtful discussion. Of course there has been disagreement. I believe we should:

1. Have universal background checks for gun purchases.

2. Make schools more secure.

a. Provide security with qualified armed personnel.

b. Keep school doors locked and control access.

c. Replace glass doors with metal doors. Replace glass windows with [illegible]

in the guise of civil liberties and the breakdown of the family.

Moral people everywhere need to work with religious and other worthy organizations to share their values and encourage others to join them to help strengthen families and, in turn, our country.

Van Hunsaker
Philomath

Bill would give youthful offenders a better chance at positive future

The Oregon Legislature is considering a number of reforms to our criminal justice system.

One of the most important is a provision that would allow judicial review for teenagers sentenced as adults. These young people could have done something extremely foolish at age 15, but under the care of the Oregon Youth Authority, they may be completely different people by the time they are 21.

There needs to be an opportunity to look at the progress the youth has made and determine if rehabilitation has taken hold.

If they have taken responsibility for their actions, completed their education, and are making constructive plans for the future, they should be released back to the community with the supervision and support necessary to be sure they stay on positive path.

Research by Dr. Donna Bishop of Northeastern University shows that when youth are sent to adult prisons, they are more likely to commit new crimes and are more violent. Oregon should save money and reduce recidivism by releasing young people to supervision in quality re-entry programs when they have shown that they are ready.

Urge your legislators to support HB. 3194.

Barbara Ross
Portland

Evidence of global warming's ending 16 years ago is available

James Emanuel (March 22) has asked that I supply references for my comment that global warming stopped 16 years ago.

If you Google the following phrase: global warming mail online, an article should appear that is headlined "Global warming stopped 16 years ago, reveals Met Office report quietly released ... and here is the chart to prove it."

The original article appeared, presumably, in the UK's Daily Mail, on Oct. 13, 2012 and was updated on Oct. 16, 2012. The article [illegible]

dioxide generator to increase its concentration in your greenhouse if you wish. The recommended concentration is about 1000 ppm.

Bill Brandt
Corvallis

Confusion over meaning of 'yield' makes 4-way stop a better option

The problem with the Grant Avenue traffic circle is not understanding the rules, it's understanding the other drivers' intentions (or lack thereof).

Because "yield" is in general a foreign concept in America, and driving while distracted, stoned, drunk, inflatated, hostile and unthinking are the norm, one must proceed with caution in situations where life and limb are involved.

One has the right of way, until someone else collides with your door. At that point, one has nothing but funeral or hospital expenses.

A traffic circle such as that at Grant Avenue begets collisions at a much higher rate of speed than would a four-way stop.

Yes, I, too have encountered vehicles much larger than mine travelling at high rates of speed, careening through this circle.

At a four-way stop, I would at least have the choice of waiting until above described citizens exercised their right of way, without fear of being tail-ended by another impatient citizen.

And as for calls for relinquishing licenses for not understanding the rules of the road, I totally agree. That would remove at least 75 percent of the current traffic from the road.

Richard Saylor
Alpine

CORRECTION

Wednesday's editorial in the Gazette-Times overstated recidivism rates in the Oregon state corrections system.

According to an official in the Oregon Department of Corrections, the current recidivism rate is 26.5 percent. In addition, the department defines recidivism as any new felony conviction within three years of release — and those convictions do not necessarily mean that the offender will end up back in prison.

ABOUT THIS PAGE

EDITORIALS represent the views of the Gazette-Times editorial board, and are written by its members.

LETTERS should be original and no longer than 350 words. They must include the author's name, a street address and a

Manley, Aaron

From: Steckel, Mary
Sent: Wednesday, March 27, 2013 2:36 PM
To: Manley, Aaron
Subject: FW: Grant Traffic Circle

For the record.

-----Original Message-----
From: Mayor
Sent: Wednesday, March 27, 2013 11:58 AM
To: fersu
Cc: Louie, Kathy; Steckel, Mary
Subject: Re: Grant Traffic Circle

Yes, we can forward to the Council and I am also including Mary Steckel, the city's Public Works Director.

Sincerely,

Julie Manning
Mayor
----- Original Message -----
From: "fersu"
To: mayor@council.corvallisoregon.gov
Sent: Wednesday, March 27, 2013 11:51:27 AM
Subject: FW: Grant Traffic Circle

Dear Mayor Manning

Would you please forward the email below to the council. It was returned to me as undeliverable.

Thank you.

From: fersu
Sent: Wednesday, March 27, 2013 11:39 AM
To: 'mayorandcitycouncil@corvallisoregon.gov.'
Subject: Grant Traffic Circle

We would like to voice our opposition to replacing the traffic circle at 10 th Street and Grant Avenue and respectfully request that you seriously consider a four way stop as an

alternative traffic calming method. Having the dubious honor of having to drive through the circle many time a week, we have experienced close calls and observed that traffic coming off the 9th Street often goes straight on through regardless of whether other cars are present.

Since the City is looking at cost cutting measures to balance the budget, it would seem the stop signs would be more cost effective and achieve the same purpose.

Sue Ferdig

Dave Russell

Manley, Aaron

From: krakauer-stewart
Sent: Wednesday, March 27, 2013 11:30 PM
To: Manley, Aaron
Subject: 10th Street Recon

I'm writing about the intersection at 10th & Grant for a couple of reasons. I was involved in an accident there in 1980. A car ran the stop sign heading South on Highland, and rearranged much of my VW Rabbit, as well as a few vertebrae in my back. I continue to drive through the intersection regularly as my residence is still at 12th & Taylor. I am not bothered by the current design, and I appreciate the chance to go through an intersection without the need to stop every time. Obviously, many people despise the circle, and it sounds as if there are some valid recurring concerns. Lack of clear understanding about traffic rules at the intersection, increased risks for bikes and pedestrians, the inadequate size of the circle, and the visibility hampering vegetation. My understanding from what I've read is that even the City's engineers admit the intersection is too small for a traffic circle, and that it will not be enlarged if it is replaced. I'm not sure what criteria are being used to make a decision about the future of the intersection, but it seems acrimonious to replace a device that is controversial, expensive relative to alternatives, and potentially hazardous to many users. The original goal for the circle was to calm automobile traffic, which appears to have been accomplished; the unintended consequences however seem severe. Given the original need to slow vehicles, the fuel savings gained by fewer cars needing to stop, and the aforementioned problems, I strongly urge those making the decision to consider the use of speed bumps as a simple and inexpensive solution to all the problems at 10th and Grant. They can be designed to slow the traffic to any desired speed, there are no added risks for bikes or pedestrians, no obstructions to visibility, and if used in conjunction with yield signs in all directions, there should be no confusion about the rules.

Sincerely, Tim Stewart

Manley, Aaron

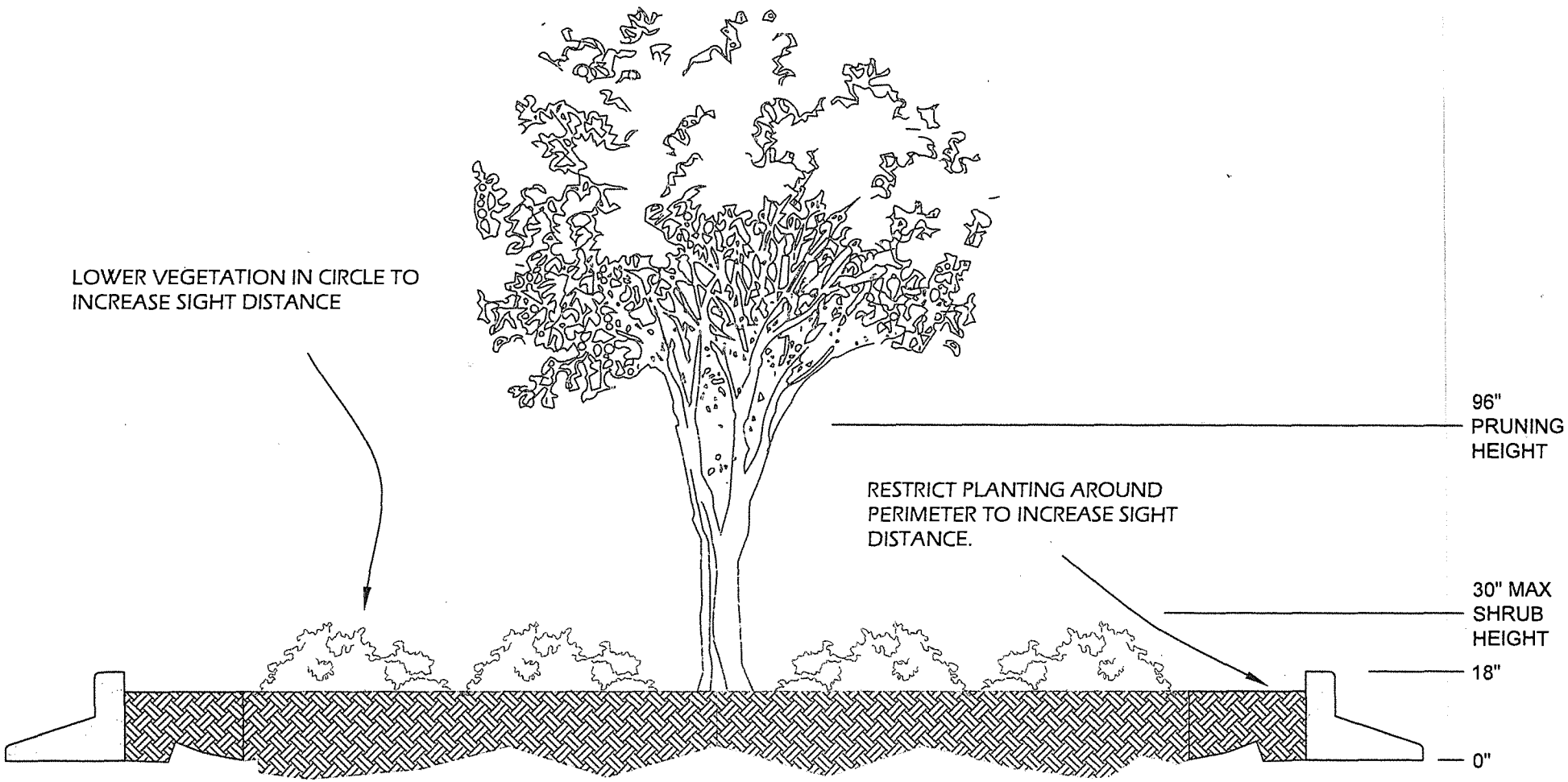
From: Dassow, Peter on behalf of Public Works
Sent: Friday, March 29, 2013 7:36 AM
To: Manley, Aaron
Subject: FW: Traffic Circle - vote against

FYI

Peter

-----Original Message-----
From: Rosemary Magee
Sent: Thursday, March 28, 2013 10:01 PM
To: Public Works
Subject: Traffic Circle - vote against

> My husband and I live on 12th Street, just north of Grant Avenue.
> No one has ever sent me a poll to respond to, but I want to register
> that I have never liked the traffic circle at Grant and Highland/
> 10th Street. I drive defensively and treat it like a stop sign.
> That way I am not risking life and vehicle by assuming other drivers
> know what to do when they approach.
>
> A recent GT article quoted a city employee as saying a how-to guide
> would be published. If that's what is needed, heaven help us. Not
> everyone who drives can read, or would want to read, directions on how
> to drive down a road. If it takes a how-to guide, it's too hard.
>
> I like the traffic circles in Bend and Sun River. But the
> intersection at Grant and 10th/Highland is not large enough for a
> traffic circle. Give us back the 4-way stop.
>
> One final thought, as a parent who has lived with two learning-to-
> drive teenagers at my current address: there seem to be a number of
> intersections that are confusing in this town. Several made me
> nervous as I tried to communicate the general principle behind them to
> my learners permit drivers. Besides the traffic circle, there is, for
> example, Garfield Ave at Highland, where, traveling west, you have to
> move over as you cross the intersection in order to stay in the
> correct lane. Also, turning left while westbound at the traffic light
> at Philomath Blvd and Technology Loop can be puzzling-- trying to
> figure out which light is meant for you.
>
> With the increased number of OSU students who arrive in town from
> near and far, let's try to keep things as simple as possible.
> Whether they are on bikes or driving a motor vehicle, new-to-
> Corvallis drivers require caution and care from residents who are
> familiar with the local quirks.
>
> Respectfully,
>
> Rosemary Magee



PROPOSED TRAFFIC CIRCLE CROSS SECTION

April 2, 2013

Urban Services Committee

Testimony on 10th/Grant traffic circle

Jim Mitchell

I recently retired from the City after 15 years as the Public Works Transportation and Buildings Division Manager.

I support retention and redesign of the traffic circle to improve its safety performance.

Corvallis is a Gold rated Bike Friendly and Gold rated Pedestrian Friendly Community, # 1 in the nation for bike commutes and # 2 pedestrian commutes and a community that values safety for its citizens and sustainability of our environment. The traffic circle at this intersection contributes to all of these values.

As the staff report states, and the data show, "the traffic circle has performed as expected" as a traffic calming device. The vehicle speeds and the accident injury rate have been reduced. Additionally, in my investigations of the crash data, as least as importantly, the severity of the injuries has been reduced.

I agree with the staff's recommendations for some improvements in the design however I have concerns over some of them:

1) Widening the intersection corners as much as proposed will result in increased speed through the intersection, especially as motor vehicles are exiting the circle. With the longer pedestrian crossings, the crossings displaced father from the intersection and the higher speeds, pedestrian safety will be compromised. Additionally, the width of the sidewalks, particularly on the north side of the intersection at the corners look to be reduced to less than the City standard of 5 feet, further compromising pedestrian safety.

2) Pulling the pedestrian crossings as far back from the intersection removes pedestrians too far. Turning vehicles are not as likely to see a crossing pedestrian and as stated above, the vehicles will be accelerating. Vehicle speed is the #1 risk factor to pedestrian safety.

3) Using striping to move bicyclists into the travel lane is a good idea, but not enough. I agree that the safest position for a bicyclist is in the travel lane in the circle and many of the proposed improvements will help with that.

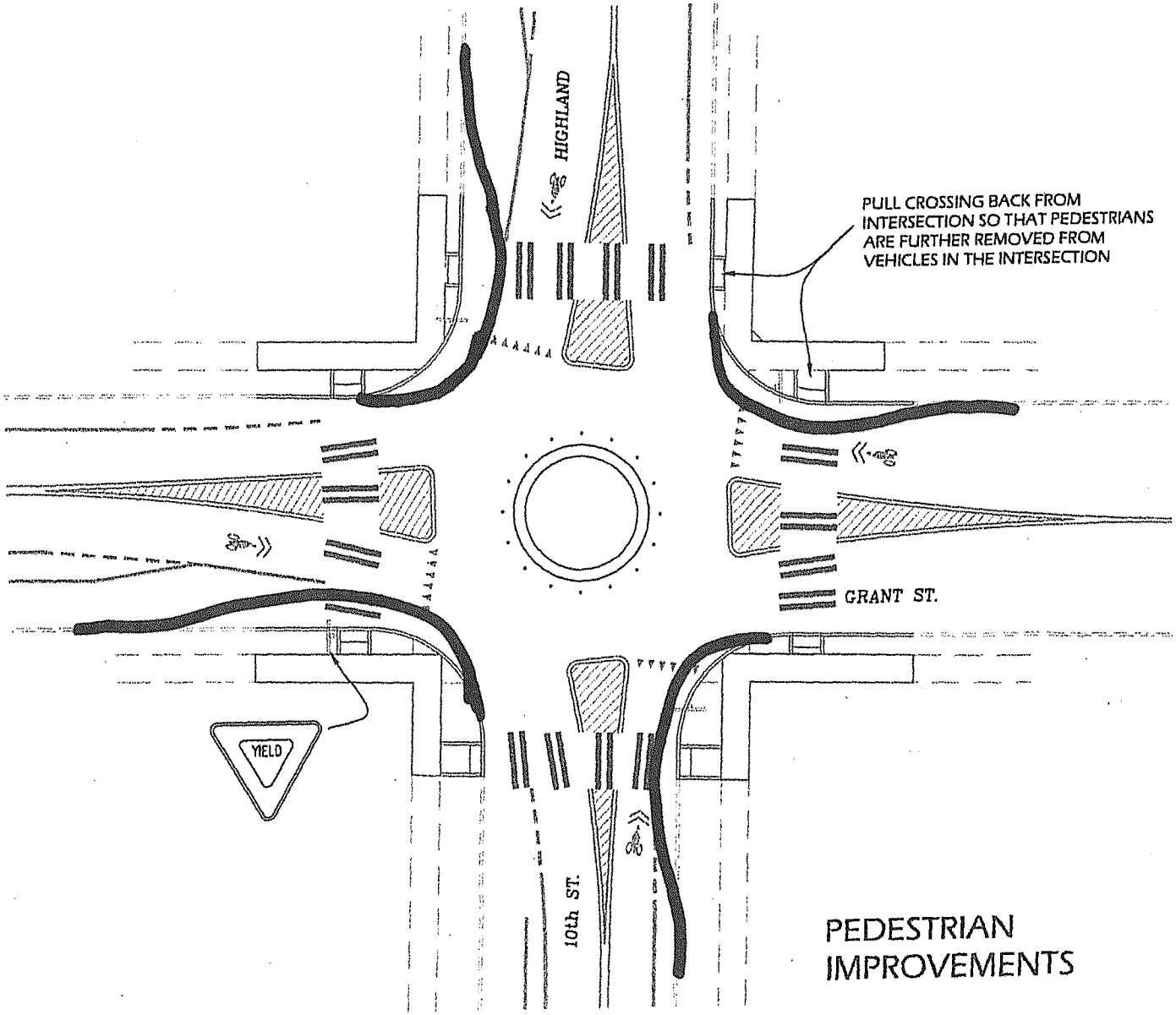
I propose the City bulb out all four approaches to the traffic circle (see attached drawing). The bulb outs will provide a positive means of moving a bicyclist into the travel lane as they approach the circle, provide space for standard sidewalk widths at the intersection and bring the crosswalks closer to the intersection while still keeping the crosswalks out of the travel lane. The bulb outs, while not reducing the vehicle travel lane width, will have a traffic calming effect by appearing to narrow the street. Building the bulb outs only on the approaches will not significantly compromise room for large vehicles making a turning movement.

Why not a 4-way stop?

As the staff report points out, a 4-way stop does not provide better traffic calming, increases the travel speed in the adjacent neighborhood and reduces safety by increasing the severity of injuries due to the types of crashes. The data on Attachment B shows the effect on speed in the before and after speed on 10th south of Grant which had a stop sign. Also, even though the staff report states that a significant backup of vehicles at the intersection is not expected during peak periods, testimony at the recent public meeting and evidence at other 4-way stop intersections would argue with that expectation. Even during off-peak periods I have observed multiple vehicles approach and go through the intersection which would otherwise be stopping and stacking. Last Thursday I observed vehicles on all four approaches, bicyclists southbound and pedestrians crossing on the west side all at the same time. They all moved smoothly and safely through the intersection. I also approached 29th and Grant near the 5 pm peak and northbound traffic was backed up south of Lincoln Ave. (over 500 feet).

In summary:

The traffic circle is performing as expected and is more efficient than a 4-way stop. I encourage the Council to reconstruct the traffic circle with some improvements in the design as proposed by staff with the addition of bulb outs on the approaches. With these adjustments in the design changes I believe the traffic circle will function better than it has and still provide effective traffic calming, reduce negative environmental impacts from stop and go traffic and be the safest alternative.



PEDESTRIAN IMPROVEMENTS

Jim Mitchell

April 2, 2013

Corvallis Urban Services Committee
City of Corvallis
501 Madison St.
Corvallis, OR 97333

Re: Maintenance cost thoughts for Corvallis TMDL for temperature project at the Orleans Natural Area site

Dear Committee Members:

There was discussion at the March 19, 2013 Urban Services Committee (USC) meeting about possible maintenance issues and costs for a temperature Total Maximum Daily Load TMDL) wastewater facility at the Orleans Natural Area.

Below is a list of maintenance- type costs that come to mind. There might be others.

1. Sediment removal from pedestrian walkways.
2.. Periodic sediment removal from wetlands and the infiltration ponds.
3. Disposal costs to a location that would take sediment that might have low or moderate levels of contaminants.
4. Repair of infrastructure at interfaces between hardened and soil surfaces, and/or drops in elevation, such as: the entry plaza, distribution center, lookout platform, and paved pathways.
5. Repair of scoured soft terrain.
6. Repair of fencing around infiltration ponds
   (please note that the City requires fencing around detention ponds owned by the City, for liability reasons - Source: conversation with staff in 2012.)
7. Removal of deposits of material originating from the bypass fill, when the bypass is damaged by a larger flood where the water flows over the bypass.

Staff has mentioned that a maintenance budget is included in the consideration of the Orleans Natural Area site. But, I am concerned that all of the maintenance issues have not been included in this estimate. This would also affect comparisons between sites.

Please also note that there is a naturally-formed berm (levee) within the existing mature woodland that currently delays the movement of water into the Orleans Natural Area. It is where the sediment being transported by the river drops out when flow velocity decreases adjacent to the channel. It appears from the recent schematic that this levee would be removed.

The exceptions are at the south end where there is a depression that is likely the remnant of a former channel, and at the north end. These are the two locations where surface water from the river enters the natural area first.

Sincerely,

Patricia Bonner

Corvallis, OR 97333

Is Trysting Tree Golf Course a Flood Damage Example for Orleans Wastewater Facility?

Peak Streamflow for Oregon

USGS 14174000 WILLAMETTE RIVER AT ALBANY, OR

Water Year	Date	Gage Height (feet)	Stream-flow (cfs)
1985	Nov. 30, 1984	19.46	59,500[6]
1986	Feb. 24, 1986	25.37	90,400[6]
1987	Nov. 29, 1986	20.06	62,300[6]
1988	Jan. 16, 1988	21.16	67,600[6]
1989	Jan. 11, 1989	20.28	63,300[6]
1990	Jan. 09, 1990	16.55	46,900[6]
1991	May 20, 1991	16.79	47,900[6]
1992	Dec. 08, 1991	16.19	45,500[6]
1993	Mar. 19, 1993	17.48	50,800[6]
1994	Jan. 06, 1994	12.02	29,300[6]
1995	Jan. 15, 1995	23.79	81,300[6]
1996	Feb. 09, 1996	30.05	125,000[6]
1997	Nov. 21, 1996	27.87	101,000[6]
1998	Jan. 15, 1998	18.52	52,800[6]
1999	Dec. 30, 1998	25.32	85,700[6]
2000	Jan. 15, 2000	20.22	60,300[6]
2001	Dec. 24, 2000	9.31	20,100[6]
2002	Jan. 27, 2002	18.78	53,900[6]
2003	Jan. 01, 2003	18.55	53,000[6]
2004	Dec. 15, 2003	20.21	60,200[6]
2005	Dec. 10, 2004	14.41	36,800[6]
2006	Jan. 19, 2006	25.50	86,600[6]
2007	Dec. 27, 2006	21.40	65,800[6]
2008	Jan. 13, 2008	17.38	48,700[6]
2009	Jan. 03, 2009	18.77	54,500[6]
2010	Jun. 06, 2010	18.59	53,700[6]
2011	Jan. 18, 2011	19.93	59,600[6]
2012	Jan. 21, 2012	24.57	81,800[6]

Table of the largest flow event each water year at Albany

← Trysting Tree Golf Course, opened in 1988

← 1996 flood, a 14-year event; (a100-year flood would be 200,000 cfs)

It was stated *at the March 19th, 2013, Urban Services Committee meeting that the Trysting Tree Golf Course has not been damaged by a flood, as evidence that a wastewater facilitiy at the Orleans site would be safe from flood damage.*

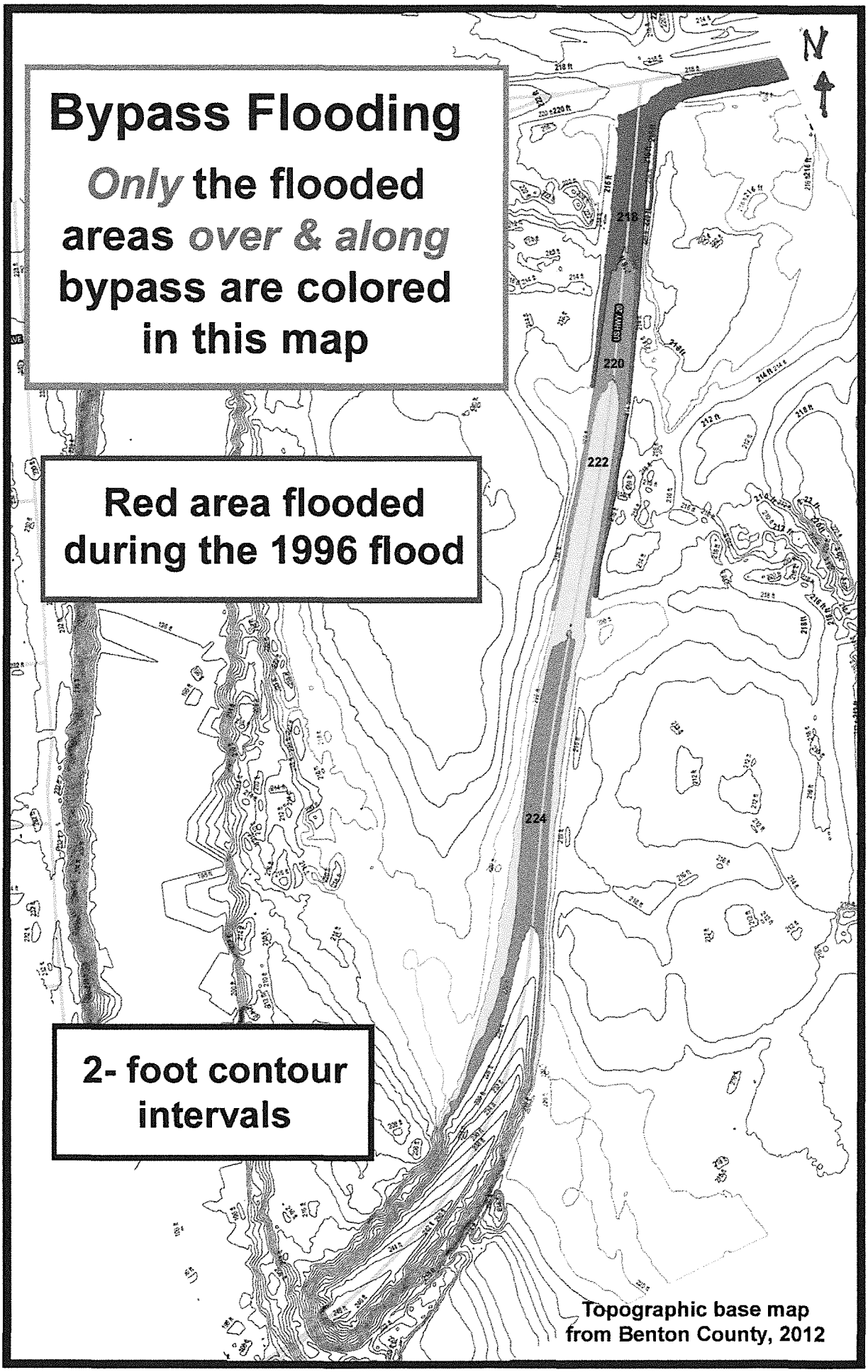
However, it can't be assumed that a facility at Orleans would be safe, because:

1. the golf course has experienced only one flood that was larger than a 5 to 6-year event since it was opened in 1988 (table). This was the 1996 flood, which was only a 14-year year event.

2. The golf course and features were specifically designed and contoured to handle floods.

data from: http://waterdata.usgs.gov/or/nwis/uv?14174000 and http://www.trystingtree.com/

Submitted by Patricia Benner to USC, April 2, 2013



Red = 14-yr flood

Blue + red = 20-yr flood

Yellow + blue + red = 50-yr flood

Green + yellow + blue + red = 100-yr flood

Benner

Matrix of TMDL Alternatives

	Costs[a]				Permitting and Land Use								Additional Value		
	Capital	20-yr Lifecycle	50-yr Lifecycle	Potential outside funding	Capacity (Meets target alternative discharge capacity of 7-10 MGD)	Permit Compliance	DEQ-Approvable Under Existing Regulations	DEQ-Approvable Under Anticipated New Regulations	Temperature Offsets (Allows thermal credits to offset thermal loads for river outfall)[d]	Land Use Approval (Allowed for site)	Requires Land Acquisition	Requires Easement Acquisition	Multi-solution (Meets current TMDL requirements and provides for treatment of future regulated pollutants)	Creates public amenity	Opportunity for Reuse
East Alternative	$13,600,000	$16,480,000	$18,120,000	Unknown	Yes[e]	Yes	Yes Indirect Discharge IMD (DEQ 2007)[f,g]	Yes	Yes Discharge of cooled water is upstream of river outfall	Yes[h]	No[i]	Yes[j]	Yes[m]	Yes Constructed wetland will be designed and managed for public access	1-2 MGD Irrigation of Trysting Tree Golf Course using recycled water would supplant current use of groundwater well.
North Alternative (Wetlands)				Unknown		Yes			Unknown Discharge of cooled water would be downstream of river outfall if discharged from Bean Field Property.		Yes	No	Yes[n]		
Riparian Shading (Standalone)	$4,269,069	$7,360,404	$21,245,976	Unknown[b]		Yes[k]					No	Yes[l]	No	No	No
Mechanical Cooling (Chiller)	$14,900,000[c]	$20,200,000	$35,100,000	Unknown	Yes	Yes	Yes	Yes	Yes Water would be cooled prior to discharge through river outfall	Yes	No Would be located on City of Corvallis WWRP property	No	No	No	No

Notes:

Costs

a Costs associated with the East Alternative are from the 2011 Due Diligence Evaluation (Kennedy/Jenks 2011) and are assumed to be accurate within -20% to +30%. Costs associated with the North Alternative cannot be estimated at this time, as they have not been adjusted to account for the deletion of hyporheic discharge as a component of the alternative (as described in the 2009 TMDL Alternatives Evaluation Project (Kennedy/Jenks 2009)), and the additional potential piping required for a direct river discharge. Mechanical Cooling costs are from the 2009 TMDL Alternatives Evaluation Project (Kennedy/Jenks 2009) and are assumed to be accurate within -30% to +50% . Costs associated with the Riparian Shading Alternative are from a proposal received from The Freshwater Trust

b Temperature credits sold or traded through an ecosystem marketplace may offset some project costs.

c Requires an additional capital investment of approximately $8,000,000, which is included in the 50-year lifecycle cost of $35,100,000 .

Permitting and Land Use

d U.S. Environmental Protection Agency's Final Water Quality Trading Policy states that water quality benefit must be shown at the outfall (EPA, 13 January 2003).

e Capacity of 7-10 MGD confirmed through 2012 Subsurface Investigation (Orleans Natural Area Subsurface Investigation Results, Kennedy/Jenks, 11 March 2013)

f Oregon Department of Environmental Quality. Disposal of Municipal Wastewater Treatment Plant Effluent by Indirect Discharge to Surface Water via Groundwater or Hyporheic Water. Internal Management Directive. September 2007.

g Oregon Department of Environmental Quality (DEQ) has already voiced their support for the East Alternative.

h Meetings with Linn County Planning Department and the Oregon Department of State Lands have indicated that the East Alternative would be an approved land use at the site. A variance may be required for the pipeline, but conversations with Linn County Planning Department have indicated that this will not be problematic. The constructed wetland at Orleans Natural Area would most likely be permitted as a utility.

i Proposed wetland location is already owned by City, and water reuse is approved on OSU's TTGC.

j Easement acquisition required only for the pipeline through Oregon State University property.

k Northwest Environmental Advocates has issued a letter to EPA Region 10 requested full review of the Oregon Trading Program and specifically the temperature trade included in the City of Medford NPDES Permit.

l Riparian Shading alternative would require long-term easements and/or long-term lease agreements for multiple riparian properties with various landowners.

Additional Value

m Wetland provides polishing treatment for nutrients, metals, contaminants of emerging concern (CECs). Hyporheic discharge provides additional treatment for contaminants and temperature.

n Wetland provides polishing treatment for nutrients, metals, CECs. Longer hydraulic retention time in wetland will be required than East Alternative without hyporheic discharge to achieve same water quality benefits.

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

URBAN SERVICES COMMITTEE

Agenda

Tuesday, April 2, 2013
5:00 pm

Madison Avenue Meeting Room
500 SW Madison

Discussion/**Possible Action**	I. NW Tenth Street/NW Grant Avenue Traffic Circle Update (Attachment)
Discussion/**Possible Action**	II. Total Maximum Daily Load (TMDL) Requirement Compliance *Links to previous materials:* March 19, 2013 USC Minutes March 19, 2013 USC Packet September 20, 2012 USC Minutes September 20, 2012 USC Packet
Information	III. Other Business

Next Scheduled Meeting
Tuesday, April 16, 2013 at 5:00 pm
Madison Avenue Meeting Room, 500 SW Madison Ave

Agenda
Council Policy Reviews and Recommendations:
- 91-9.05, "Street Naming and Addressing Policies and Procedures"
- 13-9.08, "Encroachment in the Public Right-of-Way"

Demolition Permit Requirement (Digital Images)

MEMORANDUM

TO: Urban Services Committee

FROM: Mary Steckel, Public Works Director

DATE: March 26, 2013

SUBJECT: City Council Initiated Review of Traffic Circle at 10th Street and Grant Avenue

I. Issue

This staff report provides information for use by City Council for review of the traffic circle at 10th Street and Grant Avenue under the provision of section 9.07.050 of the Council Policy CP 08-9.07, Traffic Calming Program (Attachment A).

II. Background

During the summer of 2013, 10th Street will be reconstructed between Buchanan and Grant Avenues. This segment of roadway contains traffic calming features that were installed in 1996 at the neighborhood's request. Those features are a curb bulb-out at Buchanan Avenue, 3 speed humps, and the traffic circle at Grant Avenue. The bulb-out will not be affected by the reconstruction project, and the speed humps will be replaced.

At their February 19, 2013 meeting, the City Council voted to initiate a review of the traffic circle at the intersection of 10th Street and Grant Avenue. The information gathered from this review will be used by the City Council to decide whether to replace the circle during the upcoming 10th Street Reconstruction project.

In 1996, the traffic calming measures on 10th Street were paid for with City Council Reserves, which was a sum of money appropriated each year for the City Council to use to support discretionary projects of its choosing. In accordance with the Neighborhood Traffic Calming guidelines in effect at the time, the project was evaluated six months after construction. In June 1997, staff presented to Urban Services Committee (USC) information on traffic speeds, volumes, and accidents, along with survey results from the neighborhood evaluating the performance of the traffic calming measures. That data showed speeds and volumes had reduced, and accident frequency over the previous nine months had not changed. A majority of the neighborhood residents surveyed believed that the traffic calming devices should remain in place, and that the safety and livability of the neighborhood had improved. Due to the publicity of the traffic circle installation and evaluation process, the general public at the time also submitted comments; the majority of which requested that the traffic circle be removed.

In 2008, the City Council adopted a Traffic Calming Program Council Policy (CP 08-9.07). Section 9.07.050 of this policy describes the process to be used for removal of a traffic calming device. The process requires staff to conduct a survey of the original neighborhood that voted to install traffic calming and to include the responses in a report to the USC. Additionally, current and historic traffic data (speeds, volume, and accidents) are to be provided for the Committee's review. The City Council will provide direction to staff at the conclusion of their review process to either remove or replace the traffic circle.

III. Discussion

Current and historic (pre-circle) vehicle speed, volume, and intersection accident data for the traffic circle, is included as Attachment B. In general, the data shows that the traffic circle has performed as expected with vehicle speeds reduced, and volumes and accident rates decreased since it was installed.

A survey of the original neighborhood that voted to install traffic calming, as directed by Council Policy, was completed and the results are summarized in Attachment C. A total of 58 surveys were sent out and 28 returned, for a response rate of 48%. In general, the survey response shows that the neighborhood is split in their opinion of the traffic circle, with 13 wanting it to remain, 14 wanting it to be removed, and 1 unsure. Because the traffic circle was installed as a result of a neighborhood request for assistance with traffic concerns, the expectation would be that the neighborhood opinion would carry more weight in the decision-making process than other public input. However, there is not overwhelming neighborhood support for either re-installing or removing the traffic circle, allowing a more general consideration of the situation to be the basis for decision-making.

A public meeting held on March 19, 2013 was attended by 27 people. At that meeting, staff presented proposals for altering the current traffic circle should it be reconstructed and then took questions and comments from the public. Comment cards were available for those wishing to provide their input in writing. A summary of the comments gathered at the public meeting are contained in Attachment D. In general, the audience was divided in their opinion of the traffic circle, with a slight majority favoring removal.

Public comment provided via e-mail and *Gazette-Times* Letters to the Editor are included in Attachment E. The majority of the comments describe the writer's experience of unsafe conditions at the traffic circle for vehicles, pedestrians, and bicyclists.

Traffic Circle Modifications

If the City Council decides to keep the traffic circle, staff would propose changes to the configuration of the intersection based on experience, and input received from the public. These include improvements for vehicle, pedestrian and bicycle movements through the circle. Proposed changes are described below and shown in Attachment F. The cost to re-construct the traffic circle with the improvements is estimated at $8,600.

<u>Vehicle Improvements</u>

- widen intersection corners to make turning movements easier.
- stripe the 'stop' location for vehicles wanting to enter the intersection.
- install warning buttons around the perimeter of the traffic circle to encourage the driver to make a wider turn, slowing the vehicle's approach and through speed.
- increase sight distance by lowering the vegetation in the traffic circle and restricting growth around its perimeter.

<u>Pedestrian Improvements</u>

- pull crossings back from the intersection so that pedestrians are out of the vehicle travel path.
- increase sight distance by lowering the vegetation in the traffic circle and restricting growth around its perimeter.

Bicycle Improvements

- change striping to direct bicycles into the travel lane when using the traffic circle.
- add signage to notify motorists and bicyclists of where bicycles should be.
- increase sight distance by lowering the vegetation in the traffic circle and restricting growth around its perimeter.

Traffic Circle Replacement

If the City Council decides to eliminate the traffic circle, intersection control would be provided by installing either a 2-way or 4-way stop. In general, staff conclude the following:

2-Way Stop - Prior to installing the traffic circle, this intersection was controlled by a 2-way stop. The accident rate at that time was a motivator for staff to replace this with the traffic circle and 4-way yield control. If a 2-way stop is reinstalled, staff anticipate the accident rate to return to pre-circle levels and for traffic speeds on Grant Avenue to increase to 1996 levels. Given that existing traffic volumes are similar to 1996 volumes, staff anticipate no significant backup of vehicles waiting to get through the intersection during the peak hour. The cost to install a 2-way stop is estimated at $1,000.

4-Way Stop - Staff used data from the Highland Drive and Garfield Avenue intersection, because of its proximity and similar traffic volumes, to predict accident rates at 10th Street and Grant Avenue if a 4-way stop was installed. There are less accidents overall at Highland Drive and Garfield Avenue, but the percentage of those accidents that result in an injury is higher. Accident rates for both intersections is shown in the following table.

	Average number of accidents per year	Average number of injury accidents per year	Percent of accidents with an injury
10th and Grant traffic circle	2.7	0.9	33%
Highland and Garfield 4-way stop	0.9	0.5	55%

Using existing traffic volumes at 10th Street and Grant Avenue, staff anticipate no significant backup of vehicles waiting to get through the intersection during the peak hour at a 4-way stop. However, this only considers, at most, traffic conditions during 10% of the day. The remaining 90% of the time, motorists would experience a delay because they would be required to stop, where now they have a more free-flow movement with the traffic circle. Staff has considered this additional delay and believes it to be minimal to drivers. The delay per vehicle during non-peak hours is estimated to be less than 2 seconds, well within the 0-10 second range for an intersection functioning at peak efficiency (level-of-service A). The cost to install a 4-way stop is estimated at $1,500.

One potential misconception is that a 4-way stop would provide even better traffic calming than the existing traffic circle. In essence, 'what is more calming than coming to a complete stop'. However, drivers who are required to stop are more likely to accelerate more heavily and reach a higher speed at mid-block than drivers who are not required to stop. Should the traffic circle be replaced with a 4-way stop, staff expect average mid-block speeds to increase.

IV. Summary

Based on staff's analysis of the data, the following summarizes the expected performance of each traffic control option for the listed criteria.

	Traffic Circle	**2-Way Stop**	**4-Way Stop**
Traffic speeds on 10th	lowest of three options	higher than TC; same as 4-way	higher than TC; same as 2-way
Traffic speeds on Grant	lowest of three options	highest of three options	middle of three options
Traffic volumes	lowest of three options	highest of three options	middle of three options
Number of accidents	middle of three options	highest of three options	lowest of three options
Number of injury accidents	middle of three options	highest of three options	lowest of three options
Percent of injury accidents	lowest of three options	middle of three options	highest of three options
Delay in traffic flow	similar to other options	similar to other options	similar to other options

Based on this analysis, the 2-way stop is the least desirable option and staff does not recommend it be considered further.

V. Requested Action

Staff request that the USC recommend to City Council a traffic control option for the intersection of 10th Street and Grant Avenue.

Review and concur:

03/27/13

James A. Patterson — Date
City Manager

AM/tf
Attachments:

A - Council Policy CP 08-9.07
B - Current and Historic Traffic Data
C - Neighborhood Survey Results
D - Public Meeting Comments
E - E-mails and Letters to the Editor
F - Proposed Traffic Circle Modifications

CITY OF CORVALLIS

COUNCIL POLICY MANUAL

POLICY AREA 9 - RIGHT-OF-WAY MATTERS

CP 08-9.07 **Traffic Calming Program**

Adopted January 22, 2008
Revised October 17, 2011

9.07.010 Purpose

The purpose of the Corvallis traffic calming program is twofold; reduce speeds on neighborhood streets, and reduce cut-through traffic on adjacent local neighborhood streets.

9.07.020 Program Objectives

The following objectives have been developed for the Corvallis Neighborhood Traffic Calming Program to help ensure that City resources are used appropriately, that there is true neighborhood support for the program, and that neighborhood traffic issues are effectively addressed.

a. Improve neighborhood livability by mitigating the negative impacts of vehicular traffic and excessive speeds in residential neighborhoods.
b. Encourage broad citizen involvement in all phases of traffic management activities.
c. Forge partnerships and empower neighborhoods to work together and solve issues within the context of a City-wide transportation system.
d. Make efficient use of City resources by assessing and prioritizing traffic calming proposals.
e. Handle through-traffic on arterial and collector streets as designated in the Corvallis Transportation Plan.
f. Minimize the potential to re-reroute traffic from one local street to another as a result of a traffic-calming proposal.
g. Do not compromise reasonable emergency vehicle access.
h. Encourage and enhance pedestrian, bicycle, and public transit opportunities and access to neighborhood destinations.
i. Allow traffic calming on residential streets with local street or neighborhood collector street designations as identified in the Corvallis Transportation Plan.
j. Continue to employ and emphasize public education and traffic enforcement programs.
k. Periodically assess the effectiveness of traffic calming initiatives.
l. Establish program guidelines and procedures for consistent application and project evaluation.
m. Design traffic calming solutions to maintain consistency with Transportation Plan objectives.

9.07.030 Program Costs

City staff will facilitate neighborhood traffic calming discussions and provide information and design expertise at no cost to the neighborhood. Traffic calming devices will be funded by neighborhoods and/or by a developer as the result of development-related decisions.

9.07.040 Program Guidelines and Procedures

The following guidelines and procedures apply to the Corvallis Neighborhood Traffic Calming Program (NTCP) and are intended to ensure consistent evaluation and decision-making regarding neighborhood proposals and project implementation.

NTCP proposals can be requested by individual citizens or by neighborhood associations at any time. Arterial and collector streets, as designated in the Transportation System Plan, and streets that are transit routes are not eligible for traffic calming.

Step 1 - Preliminary Actions

The first step in attempting to mitigate the negative effects of traffic is to contact the Corvallis Police Department (CPD) regarding the use of a speed reader board, neighborhood speed watch and directed traffic enforcement on the affected street(s). If these measures do not resolve the neighborhood's concerns, the process may continue to Step 2.

Step 2 - Petition-To-Study

A petition-to-study is circulated within a defined neighborhood project area, established by City staff, generally defined as those households fronting the project street. Staff will prepare a petition that describes the neighborhood traffic issue, the need for neighborhood agreement, the neighborhood funding requirement, and subsequent NTCP steps. The project requestor is responsible for circulating the petition for neighborhood consideration.

Signatures representing a majority of the households or business operators within the petition-to-study area are required to move the project to Step 3. Each single- or multi-family unit, vacant lot, and business is entitled to one signature. Signature by the property owner or tenant is acceptable.

Step 3 - Neighborhood Meeting

A neighborhood meeting will be scheduled by the neighborhood to inform residents to describe the NTCP process, and to gather additional information about the traffic issues. City staff will attend this meeting to provide program information and technical assistance.
Step 4 - Evaluation and Documentation of Existing Conditions

City staff will assist the neighborhood to assess traffic conditions including measurement of the 85th percentile speed and average daily traffic volume on the project street(s). To move to Step 5, 85th percentile speeds must exceed the posted speed limit by at least 5 MPH and traffic volume must exceed 300 vehicles per day for local streets or 1,200 vehicles per day for a neighborhood collector street. Exceptions to this requirement may be granted by the Public Works Director in special cases, including school zone speed/volume issues; sight distance issues; significant impacts from new development and unreasonably high traffic speeds.

Step 5 - Project Development

A Neighborhood Traffic Committee (NTC) is formed to work with City staff in developing a traffic calming mitigation plan, cost estimate, and project funding plan. City staff will assist the NTC with development of traffic calming proposals. Input from emergency service providers will be sought at this time. The NTC will develop baseline 85th percentile traffic speeds and volumes in the project area. The project area will typically be larger than the petition-to-study area and include all properties located on the project street and adjacent streets within approximately one block of the project street. The NTC may use equipment provided by City Public Works or Police Departments to gather this data. The speed and volume data gathered by the NTC must be developed in accordance with City traffic engineering standards. Staff and the NTC will then develop a traffic calming plan. The plan shall not use structures that reduce connectivity such as traffic diverters.

Step 6 - Test Installation and Evaluation

Following the traffic calming plan development, after notice to the City Council, a test installation will occur for the particular traffic calming device(s) for one month or longer as needed. Measurable traffic calming goals will be established by City staff and the NTC for the proposed devices. Goals will include 85th percentile speed reduction on the subject streets, volume reduction on local streets and minimal secondary traffic impacts. Progress toward these goals will be reviewed during the post-construction evaluation period.

Speed humps included in the traffic calming plan will not be tested since the cost to install and later remove them can not be minimized and data supports speed humps as effective speed control at 25 MPH. The proposed speed hump locations will be marked.

During the test period, the NTC will compile further traffic speed and volume surveys. The test period must provide an adequate time period to evaluate the effectiveness and safety of the traffic calming choices. The test-project evaluation will be completed by City staff and the NTC and will address impacts to the project and area streets, before-and-after speeds, before-and-after traffic volumes, impacts on emergency vehicles and

other large vehicles, and overall safety. The City of Portland Impact Threshold Curve will be used to evaluate any secondary or unintentional impacts of the traffic calming proposal.

If the NTC and/or City staff is not satisfied with the test results, the plan may be modified and additional testing conducted. Staff would then forward a project proposal to Step 7 if the test results show the proposal is safe and effective and does not violate City codes or policies.

Step 7 - Project Area Ballot

City staff will test support for the project proposal within the project area via a confidential mail ballot. The ballot will include an estimate of the cost to be allocated to the address for each single- or multi-family unit, business or vacant lot. Each single- or multi-family unit, business or vacant lot (property owner or tenant) is entitled to one ballot. To proceed to Step 8, City Council Action at least 60% of the ballots must be returned and at least 70% of the ballots returned must be in favor of the project.

Step 8 - City Council Action

City staff will prepare a report with recommendations for the Urban Services Committee and City Council consideration. The report will outline the process that was followed, the project findings, and the reasons for the traffic calming recommendations. City Council may accept the project, modify the project, reject the project, or request additional information or study.

Step 9 - Design and Construction

Once the City Council approves the project and neighborhood funding is secured, City staff will undertake the design and construction phase of the project. The design standards and typical drawings of the Portland Bureau of Traffic Management will be the guideline followed by staff. The project will typically be installed in one work effort including landscaping, pavement marking and signs as necessary, and the schedule may therefore be weather and workload dependant.

Step 10 - Six-month Evaluation

The project will be monitored for at least six months following construction. Monitoring conducted during that time will include periodic site evaluations by City staff and analysis of the "after" traffic impact data to be gathered by the NTC. The "after" traffic impact data will include traffic speed and volume, re-routed traffic creating secondary impacts on nearby streets, and emergency services vehicle or other large vehicle access. Consideration will also be given to pedestrian and bicycle user-friendliness.

Staff will prepare a report to the Urban Services Committee on the effectiveness of the project. The staff report will include the results of a second survey of the project area, with results for the residents fronting the project street tabulated separately from the other residents in the project area. The survey will be conducted by confidential City balloting as previously described to assess the neighborhood's satisfaction with the effectiveness of the traffic calming devices to mitigate the negative impacts of traffic. General citizen comments received by the City during the six-month evaluation period will also be included.

The Urban Services Committee will make a recommendation to the City Council to either formally approve permanent installation of the devices, extend of the post-construction evaluation period, modify or remove the devices.

9.07.050 Traffic Calming Device Removal

Traffic calming devices may be removed under the following procedures:

Step 1. Removal Process Initiation

a. By City Council - By motion, the City Council may initiate the traffic calming removal process.
b. By neighborhood petition - Signed by > 70% of the current owners of the original requesting neighborhood on the project street(s) with the concurrence of the City Council.

Step 2. Report to Urban Service Committee

The report will include current and historic traffic data (speeds, volume, accidents), a summary of a current survey of the original neighborhood requesting the traffic calming project, and an estimate of the cost to remove the traffic calming devices. The report will be furnished to the Urban Services Committee for consideration.

The survey will be conducted to assess the neighborhood's satisfaction with the effectiveness of the traffic calming devices to improve neighborhood livability, pedestrian and bicycle safety, and the problems that the neighborhood expects to occur, if any, if the traffic calming devices were to be removed. The survey will specifically ask if any modification to the devices, not just removal, would improve performance of the street.

Step 3. City Council Action

The City Council will approve, modify or deny removal of the traffic calming devices.

Step 4. Removal

If removal is approved, the devices will be removed. All costs will be borne by the City.

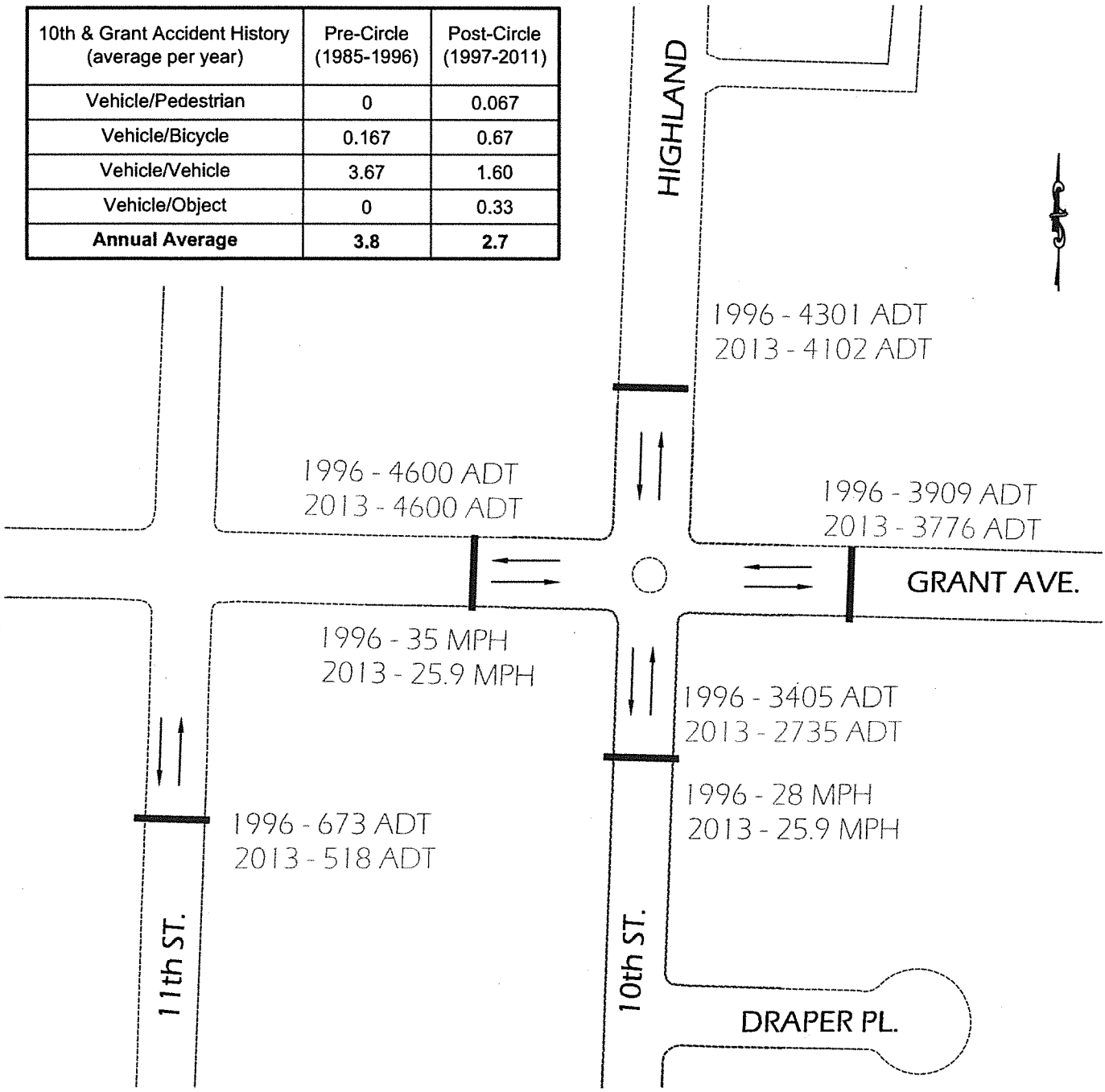
9.07.060 Review and Update

This Community Improvement Policy shall be reviewed by the Public Works Director every three years in October and updated as appropriate.

ATTACHMENT B

STREET	SECTION	1996-BEFORE	2013-AFTER
Traffic Speed Data*			
10th	Beca to Grant	28 mph	25.9 mph
Grant	10th to 11th	35 mph	25.9 mph
*85% of vehicles traveled at or below this speed			
Traffic Volume Data*			
10th	Beca to Grant	3405	2735
10th	North of Grant	4301	4102
Grant	9th to 10th	3909	3776
Grant	10th to 11th	4600	4600
11th	Beca to Grant	673	518
*Volume = vehicles per day			

10th & Grant Accident History (average per year)	Pre-Circle (1985-1996)	Post-Circle (1997-2011)
Vehicle/Pedestrian	0	0.067
Vehicle/Bicycle	0.167	0.67
Vehicle/Vehicle	3.67	1.60
Vehicle/Object	0	0.33
Annual Average	**3.8**	**2.7**



10th & Grant Traffic Circle Calming Effectiveness Survey Summary

Mailed: 58
Received: 28

Questions:	Yes	No	Unsure
Are you satisfied with the effectiveness of the traffic circle in improving: Neighborhood livability?	13	11	2
Bicycle safety?	6	20	1
Pedestrian safety?	8	18	1
Should the traffic circle remain?	13	14	1

Comments:

If reinstalled, what modifications to the traffic circle would you suggest?

1. Wider, include bike lane.
2. Add signs telling drivers to who they should yield.
3. Use center as rain garden for stormwater.
4. Visibility for cars to see pedestrians (walking children and dogs).
5. Angle off each corner to make wider lanes.
6. Smaller diameter - lower provide - no plants/trees.
7. Lower vegetation.
8. Pedestrian crossings set back.
9. Monitoring camera (w/signage).
10. Bicyclists: cannot be seen in the dark from the larger side. Could the City have a Bicycle Safety Campaign before there is a serious accident? Re: visible clothing, lights, front back & side.
    Peds: Some are tuned in only to ear music & cross sidewalks without looking.
11. Think about stormwater management and the potential to make it beautiful. Sunken design would catch water & keep visibility good even as plants add height to the design. Plant a tree?
12. Reconstruct corner curb lines and center island, as needed, for a well-designed traffic circle intersection.
13. Install irrigation devices, using the existing water meter for this purpose, which is located on the SW corner.
14. Modifications suggested/planned at the neighborhood meeting held by the City (at Osborne) seem reasonable and prudent.
15. Speed bumps on each approach to circle, 15 in front, Police presence, give out tickets for speed violations. Anything that will encourage the posted 15 mph limit.
16. Education on how to use a traffic circle.
17. Speed bumps at entrances to circle if enlarged. Enlarging it is likely to increase the speed at which cars fly through.
18. It needs to be much larger to work well & safely.
19. For the love of God, do not reinstall the traffic circle. Please use 4 way stop signs.

20. Replace the yield signs with stop signs. Note: Moving the pedestrian crossings will better protect pedestrians from traffic going straight, but will make them less visible to right-turning cars.
21. This circle is too small, the center is too high & children are invisible.
22. A 4 way stop would be as effective and cause less confusion. Also hard for emergency vehicles to pass (ambulances/fire trucks).
23. The traffic circle was well worth trying but is not working for the simple reason, in my view, that the intersection is much too small. A four-way stop like the one at 29th & Grant would seem to be most logical & least expensive.
24. Another possibility might be stop signs at 10th & Grant & Highland & Grant with speed bumps on Grant between 9th & 10th & 10th & 11th.
25. Reduce diameter of circle - more room needed for individual vehicles.
26. Visibility could be better (entering from 10th) RT turn from 10th - curb in the way. Better vision from Grant. There will always be confusion-most vehicles do ok-some speeding on Grant around circle.
27. Traffic circle, install a 4-way stop. Minimal cost, minimal maintenance, no confusion.
28. Install 4 way stop.
29. If a circle were installed to meet the best practices for safe design, perhaps I could accept a circle. Pedestrians and bicyclists need to be able to cross the intersection safety at the intersection. I would not, however, recommend re-installing a circle.
30.

What problems will occur if the traffic circle in removed?

1. My biggest concerns are about traffic volume & speed, which I expect to increase w/o a traffic circle.
2. I think speeds will increase by cars. More possibility of car crashes/speeding.
3. Back to accidents like pre-circle.
4. More auto accidents.
5. Possibility of higher impact crashes, increased fuel consumption & CO_2 emissions.
6. Speed will increase. Now most drivers slow down. Although some "fly through" dangerously.
7. I expect speed on Grant to pick up & more vehicle accidents to occur. I note that I don't live in the neighborhood, so my direct experience is fairly limited.
8. The severity of vehicle/vehicle collisions will increase, at the higher impact speeds. This may result in more driver injuries per year.
9. After the first accident at that intersection, people will want the circle back. Oops.
10. Increase in speed on Grant.
11. Traffic volume and speed would return to pre-circle days. It was awful then. Especially with the new shopping centers on 9th.
12. I've lived here for 13 years and have seen dozens of close calls and several accidents. My kid got hit at the traffic circle. Remove it forever!
13. There shouldn't be additional problems if the intersection is made a 4-way stop.
14. Driving over 25 mph on Grant Avenue.
15. Temporary learning curve/cost of sign.
16. Will have to see-most drivers will adapt.
17. None. Traffic flow will improve, confusion will be eliminated. Tax money can be used for something worthwhile.
18. None.
19. I see fewer problems from a driver confusion perspective if it is removed. A better

question is what problems will be removed if the circle is removed? Confused drivers, less refusal of right-of-way, better visibility across the intersection for bikes and children.

20. I suggest a 2 way stop

Public Forum on Traffic Circle
Corvallis Public Library
March 19, 2013

Summary of comments during open discussion

On the re-design of the circle as presented at the meeting:

1. Install bulb-outs on approach lanes going into circle on all four corners.
2. Speed reductions for Grant shown in data presented could come about with any traffic control device, because previously there was no stop for traffic on Grant.
3. If pedestrian crossing moved back from corner could be a problem, because cars only seem to look for pedestrians at corners, not back from corner.
4. Do not install bulb outs because it takes away 'safe' zone for bicyclists and that design doesn't stop a car from squeezing out a bike.
5. Bringing bike into travel lane makes him nervous.

On the traffic circle performance:

6. There is confusion about how to navigate the circle - yield right, left, stop, etc.
7. Wants something that's safer than what's there. If circle can do that, ok.
8. Accidents at circle due to going too fast and not yielding. Already have four way stop there - DMV manual explains "yield" as "slow and if necessary, stop".
9. Watched circle and watched three cars go thru with no problem. Education is needed for first month, then issue tickets.
10. Most frightening intersection in city; people shoot thru. Put in four way stop for one year and see what behavior results.
11. If traffic circles are such a good idea why not at 29th & Grant and others? Everyone knows how to use four-way stop.
12. If four-way stop, people will avoid intersection altogether.
13. Loves circle; 90% of time it's like a ballet; vehicles glide thru without stopping. At four way stop, like 29th & Grant, ends up behind multiple cars: long, slow trip thru intersection. Hope it's not taken out. Sharrows on street will be visible reminder for cars to look out for bikes.
14. Don't know who has the right of way until in the circle; this is part of the confusion problem.
15. Each driver approaches circle differently; some stop, some barrel through.
16. Lots of folks not in neighborhood don't like it, but program is for neighborhoods - to address their issue.
17. Thinks it works and works well.
18. Traffic circle is designed to put vehicles be in an uncomfortable situation so they slow down and safety increases.
19. Circle is too small and not enough time to react.
20. Sees as much confusion at four way stop.
21. Have seen near misses and seen ballets; need to make all drivers obey all rules all the time, then it works.

On additional data needed to make a decision:

22. Wants to see accident data for 10th & Beca and Garfield & Highland
23. People say circle is 'safer' but safer than what? Need to compare with other traffic control methods.
24. Hopes council doesn't vote based on letters to editor only.
25. What is more calming, circle or four way stop?
26. Need to ask large vehicle operators what their opinion of this is.

Input from comment cards distributed at the public forum

1. I use the current traffic circle daily and love it. It would actually be wonderful if you would add traffic circles at Beca and Garfield on 10th. I also suggest the intersection at 29th and Grant for a traffic circle.
2. The traffic circle on 10th & Grant should be retained & improved. (1) need more education for users (2) need police support w/education (1 month phase in-no tickets, month 2-enforcement). (3) The traffic circle is better for bicycles who tend to breeze through stop signs all over Corvallis. (4) Lower speeds make auto-pedestrian accidents survivable rather than fatal. (5) Sharrow needs to be painted well before one reaches the intersection.
3. I support the roundabout and would like to see it improved and more roundabouts built in town. Keep & improve!
4. Give it to a vote of the people. Think of a neighborhood "calming" - one way streets on Grant, Garfield, etc.
5. You're not thinking of keeping the cement what-ever-you-call-it in the middle of the road, are you?
6. A 4-way stop would be a better solution. At least the bike lanes would go straight ahead, rather than disappearing at the crucial street design as it is now.
7. So many people are against the traffic condition at 10th & Grant. Last time the cement barriers were ordered before the idea was even thrown out to the public.
8. NW Grant is too busy from Witham Drive to 9th Street. At times it is difficult to exit the drive-way. Maybe you should re-think the strategy. Forget the "circle" and make Grant one-way the entire length of the street.
9. Remove it.
10. Calling this a traffic circle is an insult to traffic circles around the world. Real roundabouts work. This just confuses people at best, and creates road rage at worst. And it harms the 53rd Street roundabout because people think this is what they'll get.
11. (Comments over several cards)
    a. What was there before? 4 way stop signs? Or 2 stop signs on 10th with Grant having the right of way? If Grant did have a stop, then I don't believe that people accelerated to 35 mph in just one block.
    b. What has been the cost of planning, redesign, and reconstruction? Compare that to the cost of 4 stop signs. I would guess that it is 25 to 1 or 50 to 1. It is a no-brainer which is the most cost effective and which is safer.
    c. Reduced average speed at 10th & Grant from 35 down to 26 is meaningless if the traffic on Grant treats it as a right of way, which is what it constantly does.
    d. If you think the problem is confusion by public on how to use it.....if the City hasn't learned how to use it in 15 years, what makes you think they will learn to use it in the next number of years?
    e. What is the Fire Chief's opinion? What is the Police Chief's position? What is the Bus Manager's preference? What is the Allied Waste Company choice?
    f. "Traffic calming" on Grant is a joke. How will the new design actually "calm" the Grant traffic?
    g. The accident statistics are misleading and self-serving. Provide us the statistics for 10th & Beca and for Garfield & Highland. In 20 years I have never once had or seen any incident at 10th & Beca. In 20 years I have never even one time experienced or observed an incident at Garfield and Highland. I observe numerous incidents and hear misses at 10th & Grant all the time.
    h. Gentleman's suggestion that there be a 1-year trial to use 4-way stop & compared statistics is the best idea to come out of the meeting.

ATTACHMENT E

E-Mails and Letters to the Editor

Sartnurak, Somkeart

From: Steckel, Mary
Sent: Thursday, January 31, 2013 3:56 PM
To: 'Stewart Wershow'
Subject: RE: Removal of traffic circle on Highland

Stewart,

I just want to make sure you and your neighborhood association have correct information.

The meeting on the 6th is geared to folks living along 10th Street, from Grant to Buchanan, so that we can talk with them about the upcoming street reconstruction project and how they will be affected (access to property, noise, duration, expectations, etc.). It is not a meeting on the traffic circle, and certainly not a meeting to debate whether or not it should remain. I worry that your association folks will be confused or disappointed when the bulk of the meeting is devoted to the street reconstruction work and related impacts.

At this point, a request to removal the traffic circle would follow the process outlined in the Neighborhood Traffic Calming Policy. Per that policy, the request would have to originate from one of the parcels that were a part of the original traffic calming study along that 10th Street corridor. A survey would follow, but it would only go to those properties that were included when the work was done to implement the traffic calming measures. It would not include the surrounding neighborhood. I would appreciate your help to inform folks about this, so they will not be assuming one thing from your email below and hearing another thing at the meeting, leading again to disappointment and dissatisfaction.

Of course, any citizen is free to voice their opinion about the circle at any time. However, it is important that a debate about the traffic circle does not overwhelm the larger purpose of the meeting on the 6th. More general outreach will be conducted for this project that will provide opportunities for anyone to comment about the traffic circle. I will ensure that you are put on the project's Interested Parties list so that you are notified of these opportunities.

Thanks for anything you can do to help in this matter,
Mary

From: Stewart Wershow [mailto:wershos@peak.org]
Sent: Thursday, January 31, 2013 10:57 AM
To: stewart01 wershow01
Cc: Steckel, Mary
Subject: Removal of traffic circle on Highland

Association members,
The city is removing the traffic circle at Highland and Grant. Unfortunately, the current plan is to replace it after the street is reconstructed. If you want to see the circle removed permanently, you need to attend a meeting at the Osborn Aquatic Center, February 6 at 6pm. The city is having an informational meeting about the project. We need to go there and tell them not to put the circle back. What we want is a four way stop as there is at Garfield and Highland. If you have any questions, feel free to email me about them.
Stewart Wershow
President

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Fwd: traffic circle

- *To*: Joel Hirsch <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Fwd: traffic circle
- *From*: Ed and Judy Brazee <brazee@xxxxxxxx>
- *Date*: Sun, 03 Feb 2013 08:16:25 -0800

I concur with Stewart and hope you will direct his comments and support them with the proper city officials, if not the Council. Judy Brazee

-------- Original Message --------

Subject: traffic circle

Date: Sat, 2 Feb 2013 13:31:36 -0800

From: Stewart Wershow <wershos@xxxxxxxx>

To: judy brazee <brazee@xxxxxxxx>

CC: laurie chaplen <chaplen1@xxxxxxxxxxx>, brenda langley <brenda.langley@xxxxxxxxxxxxxxx>, bibi momsen <be.momsen@xxxxxxxxx>, kathi tucker <kathi.tucker@xxxxxxxxx>, stephanie melenbacher <oneofthechix@xxxxxxxxx>, susan mc nutt <daisidel@xxxxxxxxxxx>

Below is the email I sent to Hirsch about the traffic circle.

Joel,

As you know the association voted at its last meeting to have the circle removed. I know that as far as crashes are concerned, the record shows they have decreased. However, the daughter of a couple who lives on 12th was in a crash there. That family wants the circle gone. The city keeps a record of crashes at that intersection but the number of crashes is only one way to measure the safety of an intersection. Unfortunately, the city does not have a webcam recording all the near misses. The Weirs who live on that corner have told me of many. The city does not know what effect the circle has had on traffic volume. I and many others have stopped using that intersection because of the circle. Instead traffic is leaking onto local streets and putting greater pressure on other collectors and arterials in the area. The traffic circle is degrading the transportation system in our neighborhood. Replacing the traffic circle

with a four way stop would change this pattern. Garfield and Highland is a safe intersection. Duplicate it at Highland and Grant. As I have told you in the past, in my six years as city councilor for ward 6 I have heard only four people say they liked the circle.
I want to say that I am not opposed to traffic circles as traffic calming device if located on local streets. The one on sw 10th works well and the neighborhood likes it. Grant is not a local street. It is a neighborhood collector as is Highland north of the circle. The circle is the wrong solution for traffic calming in this area and should be removed.
No virus found in this message.
Checked by AVG - www.avg.com
Version: 2013.0.2897 / Virus Database: 2639/6076 - Release Date: 02/02/13

- Prev by Date:**Re: Traffic Circle at Grant and 10th**
- Next by Date:**Absence at Monday's Chairs and Council**
- Previous by thread: **[SPAM] Northwest HUD Lines - February, 2013**
- Next by thread:**Absence at Monday's Chairs and Council**
- Index(es):
  - **Date**
  - **Thread**

Manley, Aaron

From: Steckel, Mary
Sent: Friday, February 08, 2013 2:30 PM
To: Manley, Aaron
Subject: FW: Removal of traffic circle on Highland

Please include this in the public input record.

From: kathy frieze [mailto:kathy[redacted]
Sent: Thursday, January 31, 2013 9:30 PM
To: 'Stewart Wershow'; 'stewart01 wershow01'
Cc: Steckel, Mary
Subject: RE: Removal of traffic circle on Highland

Thanks for the clarification. We (the Garfield neighborhood residents) should be able to tell the city how much we dislike the traffic circle. As walker, It's dangerous. And, as a major thorough fare through our neighborhood to 9th st and downtown it effects the livability of our neighborhood. I prefer a 4 way stop.

From: Stewart Wershow [mailto:wershos[redacted]
Sent: Thursday, January 31, 2013 9:08 PM
To: stewart01 wershow01
Cc: mary steckel
Subject: Fwd: Removal of traffic circle on Highland

---------- Forwarded message ----------
From: **Steckel, Mary** <Mary.Steckel[redacted]
Date: Thu, Jan 31, 2013 at 3:56 PM
Subject: RE: Removal of traffic circle on Highland
To: Stewart Wershow <[redacted]>

Stewart,

I just want to make sure you and your neighborhood association have correct information.

The meeting on the 6th is geared to folks living along 10th Street, from Grant to Buchanan, so that we can talk with them about the upcoming street reconstruction project and how they will be affected (access to property, noise, duration, expectations, etc.). It is not a meeting on the traffic circle, and certainly not a meeting to debate whether or not it should remain. I worry that your association folks will be confused or disappointed when the bulk of the meeting is devoted to the street reconstruction work and related impacts.

At this point, a request to removal the traffic circle would follow the process outlined in the Neighborhood Traffic Calming Policy. Per that policy, the request would have to originate from one of the parcels that were a part of the original traffic calming study along that 10th Street corridor. A survey would follow, but it would only go to those properties that were included when the work was done to implement the traffic calming measures. It would not include the surrounding neighborhood. I would appreciate your help to inform folks about this, so they will not be assuming one thing from your email below and hearing another thing at the meeting, leading again to disappointment and dissatisfaction.

Of course, any citizen is free to voice their opinion about the circle at any time. However, it is important that a debate about the traffic circle does not overwhelm the larger purpose of the meeting on the 6th. More general outreach will be conducted for this project that will provide opportunities for anyone to comment about the traffic circle. I will ensure that you are put on the project's Interested Parties list so that you are notified of these opportunities.

Thanks for anything you can do to help in this matter,

Mary

From: Stewart Wershow [mailto:[redacted]]
Sent: Thursday, January 31, 2013 10:57 AM
To: stewart01 wershow01
Cc: Steckel, Mary
Subject: Removal of traffic circle on Highland

Association members,

The city is removing the traffic circle at Highland and Grant. Unfortunately, the current plan is to replace it after the street is reconstructed. If you want to see the circle removed permanently, you need to attend a meeting at the Osborn Aquatic Center, February 6 at 6pm. The city is having an informational meeting about the project. We need to go there and tell them not to put the circle back. What we want is a four way stop as there is at Garfield and Highland. If you have any questions, feel free to email me about them.

Stewart Wershow

President

Garfield Park Neighborhood Association

Manley, Aaron

From: Steckel, Mary
Sent: Friday, February 08, 2013 2:27 PM
To: Manley, Aaron
Subject: FW: Traffic circle

Please include this email address on the interested parties list and include the input in the public record.

-----Original Message-----
From: karen lee-thompson [mailto:kaleth[redacted]]
Sent: Friday, February 01, 2013 11:14 AM
To: Steckel, Mary
Subject: Traffic circle

Hi Mary,
I was forwarded your email to the neighborhood association about the construction impacts and traffic circle. I live at 14th and Grant and am probably not considered as having a voice on the traffic circle, but, am very impacted by having to use it every day.
My concern is that the circle causes more of a danger than traffic calming. People have taken to treating it as a stop sign because one never knows when the other car, lots of high school and college students in the area, will being playing a game of chicken.
I think it's actually the opposite of traffic calming because not everyone knows how to navigate it. Many seem to see how fast they drive through it because its almost a straight shot and it becomes a trick to weave through. I have had one angry man I honked at follow me home in a rage.

I would love to be advised if there will meeting that locals who use the circle could attend. I think most of us would love a 4 way street sign. If it must be a circle, it really needs to be larger.

Sincerely,
Karen Lee-Thompson

Sent from my iPhone

Sent from my iPhone

Manley, Aaron

From: Steckel, Mary
Sent: Friday, February 08, 2013 2:29 PM
To: Manley, Aaron
Subject: FW: Traffic circle at Highland and Grant

Please include this in the public input record.

From: Bibi Momsen [mailto:be.momsen[redacted]
Sent: Friday, February 01, 2013 7:48 AM
To: Steckel, Mary
Cc: Stewart Wershow
Subject: Traffic circle at Highland and Grant

Your message to Stewart Wershow that the upcoming meeting will not address the idea of removal of the traffic circle and how such a process could be accomplished is, frankly, disappointing. That traffic circle affects ALL the neighborhood, not just those properties at the site. The police have stated that the 15 mph limit is so short a distance that they cannot enforce that speed limit. The traffic around the too tight circle is DANGEROUS. Cars especially coming along Grant feel it is their prerogative to speed through the circle, other traffic be damned. Those of us who live in the area avoid that intersection because of the danger. That is why there have not been more accidents. This is a situation that affects all the neighborhood, as many of us have to detour to avoid the circle. What can be done to convince the powers that be that a 4-way stop would be better?

Bibi Momsen
1817 NW Highland Dr
541-754-7366
be.momsen[redacted]

Manley, Aaron

From: Steckel, Mary
Sent: Friday, February 08, 2013 2:19 PM
To: Manley, Aaron
Subject: FW: Traffic circle on 10th

Please add this email address to the Interested Parties list and include the input in the public record.

-----Original Message-----
From: Steckel, Mary
Sent: Monday, February 04, 2013 4:39 PM
To: 'Loretta Brenner'
Cc: wershos[redacted]
Subject: RE: Traffic circle on 10th

Dear Loretta,

The City will provide opportunities for the general public to comment on the traffic circle in the next month. I will make sure your email is added to an Interested Parties list, so that you will be notified of future public input events. The input from these opportunities will be shared with the City Council. To the extent possible, I would like to focus the meeting on Wednesday on the logistical impacts from the reconstruction project along 10th on those folks whose property abuts 10th.

The City Council has a policy on neighborhood traffic calming devices, of which the traffic circle is one, along with the speed humps and bulbed curbs at 10th and Buchanan. The policy covers the process required to get Council approval to install a device and the process to get a device removed. It is important to remember that the process for installation starts because a neighborhood feels a need to control the traffic along their street. And the properties participating in any traffic calming process likely had to pay at least part of the installation costs, so they have a financial investment in the device installed. That the rationale for having, under the policy, only those properties that participated in the installation process able to initiate the process to have a device removed.

Outside the policy, any resident is free to express their opinion about any traffic calming device to the City Council.

I drive through the traffic circle an average of four times a week, including during the day, in the evening and on weekends. I understand this is not very often and it also occurs rarely during peak traffic times, but I have experience going through it when multiple other folks are also navigating the intersection.

As you note, even a four-way stop has it's challenges.

Again, let me assure you that you will included on the interested parties list for future notifications on this topic.

Thanks for emailing me,

Mary Steckel
Public Works Director

-----Original Message-----
From: Loretta Brenner [mailto:lkbrenner[redacted]]
Sent: Saturday, February 02, 2013 2:36 PM
To: Steckel, Mary
Cc: wershos[redacted]
Subject: Traffic circle on 10th

Dear Mary,
I'm so glad that you responded to Stewart's email because as residents in the traffic circle area we will show up to at least let the council know that neighbors do NOT want the traffic circle to come back. Please explain further the policy about requesting removal of the traffic circle . it sounds like only original residents who requested the traffic circle are allowed to oppose it. That doesn't sound right to me so perhaps I misunderstood. I would also like to know your opinion an research about the effectiveness of this particular traffic circle, and how many times per week you drive that route. For many of us who have been driving around the circle for nearly 10 years or more, I would say that at least once per week I see someone driving it incorrectly and being a hazard to other drivers. This I'd a GREAT opportunity to keep the circle out and go back to a 4 way stop which many would prefer. I also drive Garfield and 10th daily with its 4 way stop...no problem with that intersection for the most part.
Thank you for responding!
Loretta Brenner
Sent from my iPhone

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, February 07, 2013 2:54 PM
To: Manley, Aaron
Subject: FW: Traffic circle at 10th Street and Grant Avenue

For the file...

From: Max Jones [mailto:max_corvallis[redacted]
Sent: Tuesday, February 05, 2013 3:27 PM
To: Steckel, Mary
Subject: Traffic circle at 10th Street and Grant Avenue

Hello,

The GT says, "The reconstruction also will remove the controversial traffic circle at 10th Street and Grant Avenue — at least temporarily. Critics of the circle contend that it is too small and is dangerous to navigate."

I would like to add my voice to those saying that the traffic circle on Grant is a hazard and an embarrassment. If you've ever used a real traffic circle, you know how they work: the circle is big enough so that cars can't just swerve thru (the way they do on Grant), and each street accessing the circle ends in a Y so that a car entering can see whether there's a hole (because a car is leaving in other branch of the Y).

I like real traffic circles, but the one on Grant is terrible!

Max Jones

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, February 14, 2013 12:47 PM
To: Manley, Aaron
Subject: FW: Grant Traffic Circle input

For the public record...

From: Eric French [mailto:ericchris9[redacted]]
Sent: Thursday, February 14, 2013 7:21 AM
To: Steckel, Mary
Subject: Grant Traffic Circle input

Eric and Chris French
4140 NW Dale Dr.
Corvallis, OR 97330
Tel. 541-752-2322

Feb. 14th

Attn. Mary Steckel-Director Public Works:

We feel is it very important with regards to saftey to point out our experiences with regard to the circle renovation currently under way at the intersection of Grant and 10th st.
Having used the Grant St. route to go to and from work for the past 10 years and in addition, countless trips to 9th St. businesses, we have both exerienced the following saftey issues:

a. It is a game of chicken with regards to who arrives first and who has the right-a-way. We have both witnessed on scores of instances, drivers who totally ignore the right of way issue and just plain barrel on through, not slowing down and not looking over into our lane, regardless of who "got there first".
b. This circle is extremely dangerous for cyclist, and in several instances, serious injury has been averted with extra cautious driving.
c. Periods of the year and times of the day whereas the sun prohibits good enough vision to assure safety in passing through the circle. The sun is straight in the face for about three months at certain times in the morning commute, as proceeding east

We both feel that just because considerable time has already been spent in redesigning this intersection, this is not reason to continue, but time to structure the intersection with four way stops, just like 99.9% of the rest of similar intersections in this town. Folks are trained to expect stop signs and generally obey them. These intersections are far safer!

We expect wisdom to prevail here, not to mention the construction cost savings and the saving of personal injury law suites as the City has been advised by so many of the poor safety of this intersection.

Sincerely,

Eric French
Chris French

Manley, Aaron

From: Steckel, Mary
Sent: Tuesday, February 19, 2013 9:24 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

To add to the public input...

From: Branton, Dustie
Sent: Tuesday, February 19, 2013 9:21 AM
To: Steckel, Mary
Subject: Traffic Circle

Good Morning Mary,

We received this morning from a Citizen regarding the Traffic Circle at 10th. She is requesting that the circle stay removed after the repairs and that a 4 way stop at this intersection would be much safer. She explained that she has almost been hit several times trying to pass, and that the traffic traveling west and east never slows down to let others enter. She didn't want to give her name or additional information but just wanted to pass her thoughts along.

Thank you

Dustie Branton
Admin Spec
Public Works - City of Corvallis
541-766-6916

MAYOR & COUNCIL EMAIL

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[no subject]

- *To*: <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>
- *Subject*:
- *From*: Kelly <jscurly70@xxxxxxxx>
- *Date*: Wed, 20 Feb 2013 07:00:01 -0800

Good morning, I am writing to the mayor and the whole city counsel, rather than to my ward 5 councilor, Mike Beilstein, because in the past, my correspondence with Mr. Beilstein has proved to be contentious. I don't feel he listens to anyone who disagrees with him. His statement this morning in the G-T "I think the people want the circle, It's just a few outspoken people who don't.", just proves the fact that he is out of touch with his constituents. Like in the bag ban issue, Mr. Beilstein, really has no idea, nor does he care, what we, the people, want. He has an agenda and he is going to push it, no matter the cost. A stop light, or even stop signs, in place of the ridiculous traffic circle, would be so much easier to navigate and cause so much less contention and less expense.
Sally Kelly

- Prev by Date:**Memorial bench**
- Next by Date:**USCM/WDC National Summer Jobs Challenge**
- Previous by thread:**Re: Memorial bench**
- Next by thread:**USCM/WDC National Summer Jobs Challenge**
- Index(es):
  - **Date**
  - **Thread**

MAYOR & COUNCIL EMAIL

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Please remove the traffic circle permanently!

- *To*: "mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx" <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>
- *Subject*: Please remove the traffic circle permanently!
- *From*: Sandra Panshin <panshins@xxxxxxxxx>
- *Date*: Wed, 20 Feb 2013 08:58:09 -0800
- *Reply-to*: Sandra Panshin <panshins@xxxxxxxxx>

February 20, 2013
Dear Members of the Corvallis City Council,

I am writing to encourage you to remove the traffic circle at the intersection of Grant and 10th Streets, and replace it with a 4-way stop sign. I believe the current circle is dangerous, and should absolutely not be replaced with another circle. I live approximately one mile west of this intersection between Grant Street and Garfield Avenue, and travel frequently in the vicinity of the circle.

I read in this morning's Gazette-Times that the Council is planning to survey the residents who originally requested the traffic circle. Why stop there? What if the 50 people who originally wanted it believe that it should stay, but 5000 of their neighbors believe it should be removed? Why should the rest of us who frequently travel in this area not have a voice? Please listen to all the people, not just those who thought this was a good idea in the first place.

As a side note to Mr. Sorte, I live in your ward. I do not think this is similar to the recent ban on single-use plastic bags. The bag ban should have a positive impact on the environment; the traffic circle on Grant does no such thing. The only possible positive effect of the traffic circle for residents at that intersection is that it encourages people to drive on Garfield Avenue and avoid Grant. Increasing traffic on Garfield is not a positive result for residents of that street, or for students at Garfield Elementary School.

Sincerely,
Sandra Panshin

- Prev by Date:**Thursday night:The Effects of Lead on Bird Mortality with John Schulz**
- Next by Date:**Public Safety Tax**
- Previous by thread:**Thursday night:The Effects of Lead on Bird Mortality with John Schulz**
- Next by thread:**Re: Please remove the traffic circle permanently!**

MAYOR & COUNCIL EMAIL

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Lucky to be Alive - Grant Avenue Traffic Circle

- *To*: <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>, <theresa.novak@xxxxxxx>
- *Subject*: Lucky to be Alive - Grant Avenue Traffic Circle
- *From*: <taylor2944@xxxxxxxxxxx>
- *Date*: Wed, 20 Feb 2013 21:36:09 +0000

Lucky to be Alive - Grant Avenue Traffic Circle

10th Street is a designated bicycle street. A couple of years ago, I was riding my bicycle on 10th south toward Grant Avenue. I entered the traffic circle when it was clear from me to enter. I had passed almost half way into the circle when I saw a Jeep SUV approaching the circle at a high rate of speed. I quickly put the brakes on hard and jerked my bicycle hard to the left. The Jeep was driven by a young man traveling down Grant toward 9th Street. Once he hit his brakes, his vehicle did not get stopped until the driver side window was next to me. I can only imagine how many feet my bicycle and I would have traveled in the air before we hit ground.

I try to avoid this intersection, even in my car.

Please remove the circle and return the intersection to a 4-way stop.

Vickie Taylor

2944 NW Conifer Place

541.754.0779

- **Follow-Ups**:
  - **Re: Lucky to be Alive - Grant Avenue Traffic Circle**

MAYOR & COUNCIL EMAIL

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Traffic Circle 10th. and Grant

- *To*: ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Traffic Circle 10th. and Grant
- *From*: "William H. Jenkins" <jenkins.w@xxxxxxxxxxx>
- *Date*: Wed, 20 Feb 2013 07:54:37 -0800

Dear Mr. Sorte:

Having experienced at least three near misses due to people disregarding yie: signs at this traffic circle, I've made it a point to avoid this intersectio When the city contemplates expenditure of scarce city funds as well as traff: control, then the matter becomes more than just a neighborhood issue. Grant Avenue is, I believe, part of the boundary of three wards, 5, 6, and 7, whic does indeed make it more of a citywide issue. If Public Works is planning a survey, then the survey should be citywide rather than just the neighborhood, as it affects traffic and taxpayer dollars. I see no need to either rush the planning and subsequent construction process. As we have seen, the city has perhaps more urgent infrastructure problems to address.

Sincerely yours,

Bill Jenkins
2168 NW Maser Place
Corvallis, OR 97330
541-758-4390

- Prev by Date:**[no subject]**
- Next by Date:**You're Invited to the Portland Interface**
- Previous by thread:**[no subject]**
- Next by thread:**Please remove the traffic circle permanently!**
- Index(es):
  - **Date**

MAYOR & COUNCIL EMAIL

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Traffic Circle

- *To*: ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Traffic Circle
- *From*: Bob Schulz <rfschulz@xxxxxxxxxxxx>
- *Date*: Wed, 20 Feb 2013 17:10:20 +0000 (UTC)

Joel, I really don't have a problem with the current circle other than it is a little small. You just have to be extra cautious when other people are approaching. The positive of the circle is if there is no other traffic, you don't have to stop at all. The four way stop worked also but as with the circle, there are a lot of people who are unclear on 4 way stop rules and etiquette.

Bob

- Prev by Date:**Please remove the traffic circle permanently!**
- Next by Date:**Public Safety Tax**
- Previous by thread:**Fwd: traffic circle**
- Next by thread:**traffic circle**
- Index(es):
  - **Date**
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MAYOR & COUNCIL EMAIL

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traffic circle

- *To*: <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: traffic circle
- *From*: "Lillian" <smithla135@xxxxxxxxxxx>
- *Date*: Wed, 20 Feb 2013 10:14:14 -0800
- *Cc*: <ward5@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>

Joel,
I agree with you wholeheartedly. I NEVER go through the traffic circle. Going east I turn off on one of the residential side streets and go over to Garfield and home. I talking
to friends I find they do the same thing. I don't know anyone who likes it. In my opinion, is a waste of money and a hazard.
Thank you,
Lillian Smith on Conifer

- Prev by Date:**Re: Public Safety Tax**
- Next by Date:**Re:**
- Previous by thread:**Traffic Circle**
- Next by thread: **Absence at Monday's Chairs and Council**
- Index(es):
  - **Date**
  - **Thread**

Manley, Aaron

From: Steckel, Mary
Sent: Wednesday, February 20, 2013 1:11 PM
To: Manley, Aaron
Subject: FW: 10th ST circle

For the record.

From: Carol Mason [mailto:carol3568[redacted]]
Sent: Wednesday, February 20, 2013 11:24 AM
To: Steckel, Mary
Subject: FW: 10th ST circle

Sent to Mike Beilstein this morning.

From: Carol Mason [mailto:carol3568[redacted]]
Sent: Wednesday, February 20, 2013 11:17 AM
To: 'ward5@council.corvallisoregon.gov'
Subject: 10th ST circle

Please add my comments about the circle to your thinking about the replacement after the street's repaired. The circle is a disaster. I find it hard to believe that you haven't had more complaints, although I do admit thinking about contacting you and the rest of the council every time I drive through that intersection; I'm probably not alone on the procrastination.

It's not a visibility issue, except for bikes and pedestrians. It's easy to see the cars approaching. The problem stems from:

People not knowing the rules of access; this is a big one and apparently, from my experience driving around it, over time it hasn't changed

People are traveling too fast from the west – 10th is a long ways from Kings with no stop signs to slow them down; I admit to driving over the speed limit on Grant myself, without realizing it

The current design is too big for the space, making it difficult for large vehicles to get around, but I can't see a smaller one making a lot of difference

The curbs aren't helpful either – I often find myself going over it when I turn right to go east on Grant, even though I'm aware there's a problem

It's very dangerous for bikers and walkers – not only are they smaller than the cars, so less likely to be seen, they don't have any protection; at least when the cars hit each other, they have crumpled fenders not legs. And, if a driver is nervous about the circle, they're less likely to be looking for bikers/walkers and could easily miss seeing them.

Thanks for your service on the council. I know (from previous council members) that it's a HUGE job.

Carol Mason
627 NW 12th
541-758-6822

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, February 21, 2013 8:07 AM
To: Manley, Aaron
Subject: FW: Remove the dangerous traffic circle at 10th and Grant before a bike rider is hurt or worse!

For the record.

From: Mullens, Carrie **On Behalf Of** City Manager
Sent: Thursday, February 21, 2013 8:04 AM
To: Patterson, Jim; Steckel, Mary
Subject: FW: Remove the dangerous traffic circle at 10th and Grant before a bike rider is hurt or worse!

From: Patti Haggerty [mailto:pkhaggerty[redacted]
Sent: Wednesday, February 20, 2013 10:50 PM
To: City Manager
Subject: Remove the dangerous traffic circle at 10th and Grant before a bike rider is hurt or worse!

Mr Patterson,
I am writing in regards to the traffic circle at 10th and Grant Streets. I want to echo many other concerned residents in saying that this thing is dangerous, particularly to bike riders. I was concerned to read in the local newspaper that the city is considering a survey of the residents regarding the traffic circle and possible removal. It is important that more than the local residents be asked about this issue! This circle is on a busy bike route between north Corvallis and downtown/OSU. I ride into town from north Corvallis less often because of this dangerous circle. I have seen many near-miss bike accidents there and have had a few myself. I don't oppose all traffic circles but this one is a disaster and should not be replaced, or if it is replaced it should be radically enlarged so auto traffic does not blow through it at the current speeds. Please listen to the concerns of the community and not follow the 'fad' of traffic circles at all locations but particularly at that location
Patti Haggerty
phaggerty[redacted]

Manley, Aaron

From: Scherf, Lisa
Sent: Monday, March 11, 2013 3:49 PM
To: Manley, Aaron
Cc: Sartnurak, Somkeart; Gescher, Greg
Subject: FW: roundabout 10th & Grant

I also need to get you my notes from several phone calls I've taken, so the public record is complete about feedback we've received.

Lisa

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Wednesday, February 20, 2013 2:00 PM
To: Scherf, Lisa
Subject: FW: roundabout 10th & Grant

I believe these go to you.

From: lindaw [mailto:lindaw[redacted]
Sent: Wednesday, February 20, 2013 1:50 PM
To: Public Works
Subject: roundabout 10th & Grant

We are in favor of retaining a roundabout at 10th and Grant. That has become our route of choice because it is a streamlined option. At first we didn't like it and avoided using Grant (so our personal traffic was reduced in that area.) We now like it, but understand the problem of it being small, and probably difficult for long vehicles.

Would it be possible to revise (by removing) the 4 corners at that intersection, allowing the circle to include the removed portions? I know there currently are power poles on two corners that would have to be moved in for this option to work. We drive in Bend and in Sedona, AZ and find the traffic smoother than before the traffic circles were put in place. It takes some time to get used to them and courteousness in needed for smooth operation. I hope you will consider this option as decisions are made. Thank you

Linda Gelbrich

The more clearly we can focus our attention on the wonders and realities of the universe about us, the less taste we shall have for destruction. ~ Rachel Carson

Don't postpone joy!
Linda Gelbrich
lindaw[redacted]

P.O. Box 828 ~ Corvallis, Oregon 97339-0828

Manley, Aaron

From: Gescher, Greg
Sent: Friday, February 22, 2013 9:40 AM
To: Manley, Aaron
Subject: FW: Grant & 10th Intersection

A reply to my response for your 10th & Grant Records file.

From: Griff Jay [mailto:gjay[redacted]
Sent: Wednesday, February 20, 2013 3:35 PM
To: Gescher, Greg
Subject: Re: Grant & 10th Intersection

Thanks for the quick response.

I drive that route on average twice a day. At no other intersection anywhere in Corvallis have I personally been involved in so many near-misses and have observed dozens and dozens of near-misses.

It does not "calm" the Grant traffic. Drivers going east on Grant treat it as right-of-way, and they breeze through the intersection at 25-30 miles per hour. They barely have to turn their steering wheel to drive through what they perceive to be a continuous lane. If there are two or three cars headed east on Grant, you can be assured that the second car and third car will just follow the first car right though.

If you were to make the circle big enough for Grant traffic to actually have to slow down, you would have to take big chunks out of the yards of the corner houses.

I'm pretty sceptical of "20% reduction in accidents". I lived on Beca St. for 17 years, and I was never once in an near-miss nor did I ever see a accident at the intersection of 10th and Beca. As I said, I drive on 10th/Highland twice a day. At Garfield and 10th/Highland, I have never once been involved in a near-miss nor have I ever seen any accident at that intersection.

From a concern for pedestrian safety,the design of the intersection and the attitude of the drivers makes it almost impossible for a pedestrian to cross in any direction. I have no problem ever crossing at 10th and Beca, and I have no problem ever crossing at Garfield and 10th/Highland. I walk that route on average about once per month, and have done so for 20 years. Very dangerous. From a self-preservation strategy I'll go cross at 11th & Grant, which is safe and easy to do in spite of it not being a marked pedestrian crossing. Not so at 10th & Grant.

I respect that you have to echo the department standard acceptable response. However, I believe that whomever advocates for that intersection never uses that intersection.

Griff Jay

p.s. Just to establish that I am not an amateur at this....I have travelled to all 50 states and to eight countries overseas. I have driven in Seattle, Portland, San Francisco, Los Angeles, Atlanta, New York City, London, and in every metropolitan area in this country with the exceptions of Phoenix AZ and Cleveland OH.. 10th & Grant is a terrible intersection that is ill-designed.

On Wed, Feb 20, 2013 at 11:46 AM, Gescher, Greg <Greg.Gescher[redacted] wrote:

Thanks for providing your thoughts on the 10th and Grant traffic circle.

Along with speed humps and curb bulb-outs on 10th Street between Beca Ave. and Buchanan Ave., this facility was constructed as a means of traffic calming. Its primary purpose is to slow traffic, and do so in a safer, more efficient manner than a 4-way or 2-way stop. The traffic circle at 10th and Grant should not be confused with a roundabout which is a much larger facility intended to provide intersection control as an alternative to a traffic signal. I suspect that the facilities you encountered in Spain would be considered roundabouts.

Our experience with the 10th and Grant traffic circle is that it does effectively slow traffic, and has resulted in an estimated 20% decrease in accidents.

Only the City Council can cause these facilities to be removed. As you may have read in today's Gazette Times, the Council has initiated the process to review the traffic circle. I have attached a copy of the Council Policy dealing with the City's traffic calming program which describes the steps to be taken in greater detail. At the conclusion of this process, the City Council will decide to keep, remove, or modify the circle.

If you have any further questions, please let me know.

Greg Gescher

City Engineer

City of Corvallis, Public Works Dept.

PO Box 1083

1245 NE Third Street

Corvallis, OR 97339-1083

541-766-6731 ext. 5081

FAX: 541-766-6951

From: Griff Jay [mailto:gjay[redacted]
Sent: Tuesday, February 19, 2013 10:10 AM
To: Planning
Subject: Rework the intersection at Grant & 10th

To: Corvallis Transportation Planner

I am a huge advocate for traffic circles. I once spent two weeks driving in coastal Spain, and I never even one time was ever stopped at a traffic light. What efficiency! what effectiveness!

Having said that....

....the traffic circle at Grant & 10th is horrible. It is ill-designed, it is unworkable, and it is dangerous. Why that hasn't been obvious to city officials for over a decade is inexplicable.

Now that there is a chance to remove it, it is obvious that that intersection should revert to a 4 way stop, just as what works well at Garfield & 10th and at Beca & 10th.

Design for safety. Please have the Corvallis traffic engineer intelligently rework that intersection.

21 February 2013

UBLIC WORKS
Received
FEB 25 2013

Ms. Mary Steckel, Director
Corvallis Public Works
1245 NE 3rd St
Corvallis, OR 97330

Dear Ms. Steckel:

It might be a worthwhile to include residents of the 11th St. block between Grant and Garfield in your survey re the Buchanan/10th St. traffic circle. They likely will comment on the increased traffic flow on 11th following creation of the circle.

I'm suggesting that this is the case because it's unlikely that I'm the only driver who--in order to avoid hazards of that circle--preferred 11th to Highland for travelling that block these past 15 years. Traffic circles make no sense unless more than two streets intersect. Stop signs work just fine!

So too, a traffic circle/rotary/roundabout at 53rd and West Hills Rd. is a bad idea. Admittedly, an increase in traffic at that intersection some time in the future will render the stop signs inadequate. At that time, traffic lights--preferably, "smart lights"--will be the appropriate solution.

Yours truly,

Mike Wolf
654 NW Stewart Place
Corvallis, OR 97330
(541) 752-0228

RECEIVED

FEB 25 2013

CITY MANAGERS
OFFICE

City Council of Corvallis
City Manager's Office
P. O. Box 1083
Corvallis, Oregon 97339

To Whom It May Concern:

We do not want the traffic circle on Grant and 10th. It is a dreaded place to drive and is very dangerous. The city needs to listen to what people are saying about it. It definitely needs to be removed. We don't like it at all, in fact, we hate it!!

We do not want a traffic circle on 53rd Street for obvious reasons. It is a main street and a connecting street to Philomath Blvd., which we all use. It does not need to be blocked by a non-workable traffic circle and we don't want another disaster there. Do something that is normal and workable for the people who use the road, and stop dreaming up fancy ideas and spending so much tax-payer money on things that are not necessary and do not work.

Concerning a public safety tax: Corvallis needs to work within their allotted budget. Just because you have mismanaged and recklessly spent our tax money does not mean that you can just tax us randomly for anything you want, anyway you want. We are not happy that you are charging us fees for the city bus, etc., on our "utility bill", which is absolutely unfair! The city transit should be a self-sustaining business and those who ride it should pay their own fare. STOP NOW! We are burdened and unhappy about your taxing ideas and regulations and would never approve a "safety tax" on our utility bill! Remember you are there to serve the people!

Concerning the bag ban: We can't believe that you feel you need to regulate every little thing we do right down to the bag we use to carry groceries and other purchases. This is a free country and we are smart and responsible people. What right do you have to tell a business what kind of bag they can give a customer? It is not your job to regulate everything we do and you are "shooting way beyond the mark".

Concerning light fixtures: You have taken away our freedom by telling us exactly what light fixtures we can use in our homes. This is ridiculous!

Concerning the distilleries: Have we become a community of winebibbers? Why do we praise and approve so many distilleries, while discouraging other worthwhile businesses. Drinking is already a problem with the students and in this community, which is disappointing. We need to do things that will make this a better place for us and our children to live.

We shouldn't have to rush down to city meetings just to make our voices heard and we shouldn't be intimidated. We live busy lives. We elect people who we expect to use common sense and wisdom in representing us and making good decisions. The Corvallis City Government has a very bad reputation with all its ridiculous regulations—it is reprehensible! These are just a few reasons why Corvallis is becoming an unpleasant place to live.

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Current Traffic Circle a Hazard

- *To*: mayor@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Current Traffic Circle a Hazard
- *From*: "Bradford S. Whiting" <bwhiting@xxxxxxxxxxxxxxxxxxxxxx>
- *Date*: Thu, 21 Feb 2013 08:37:19 -0800
- *Cc*: ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Disposition-notification-to*: "Bradford S. Whiting" <bwhiting@xxxxxxxxxxxxxxxxxxxxxx>
- *Organization*: Mater Seed Equipment
- *Reply-to*: "Bradford S. Whiting" <bwhiting@xxxxxxxxxxxxxxxxxxxxxx>

Greeting Mayor Manning;

As a longtime Corvallis resident I want to be counted as one of those "outspoken people" opposed to the traffic circle at Northwest 10th Street and Grant Avenue. From an engineering perspective, the problem with this particular traffic circle is its small diameter. If you compare it with the effective traffic circles in other Oregon cities such as Bend, it is less than half the diameter.
It's small diameter enables aggressive drivers to pass nearly straight through it at speed, thereby negating any traffic calming effect. Further these fast driver endanger those of us do obey the yield signs.

02-20 Traffic Circle aerial.jpg

Picture above and quotation below from 21 Feb 2013 Corvallis Gazette Time

> "I think that there is enough interest that the city should start that process and find out what the people want," said Beilstein. "I think the people want the circle. It's just a few outspoken people who don't."

Please contrast the image above with this one from Wikipedia

https://en.wikipedia.org/wiki/Roundabout

In a court of law, the City of Corvallis and its liability insurer might well be risk of an adverse judgement. I believe that a case could be made that the traffic circle at Northwest 10th Street and Grant Avenue is a "known hazard", that city staff have been aware of this situation for years and the situation has not been corrected. Adding more signage to the existing traffic circle will not solve the problem.
Instead of a traffic circle, I would prefer a four way stop perhaps with speed bumps on both streets on the approaches.

Many thanks -- Brad Whiting

residing in Ward 7 at 3555 NW Polk Avenue

--
Bradford S. Whiting, PE
President and General Manager

Email: bwhiting@xxxxxxxxxxxxxxxxxxxxxx

OEM, Inc.

Scientific Instruments Builders since 1974

Manufacturers of Mater Seed Equipment

Web Site: www.materseedequipment.com

Manley, Aaron

From: Eric J. Gleske [egleske[redacted]
Sent: Monday, February 25, 2013 10:09 PM
To: Manley, Aaron; Mayor and City Council
Cc: Gescher, Greg; Steckel, Mary
Subject: Re: FW: Intersection at Grant and 10th/Highland

Aaron,

Thank you for the reply and the information. I also appreciate your taking the time with me on the phone at the end of January to answer my (many) questions.

I realize from our previous conversation and from reading the Traffic Calming Policy that the survey is limited to those addresses that were previously involved in the traffic calming question back in 1996. I also realize that the survey results will not be the final direction or criteria given to the designers. Yet I feel compelled to offer my opinion into the record that the decisions that will be made regarding the design of this intersection affect far more Corvallis citizens and travelers that those shaded properties on the map you provided me. I, for one, would prefer knowing that the Council would give more weight to best practices in safe design than the opinions of people who "like" - or dislike - a "circle" from a generally uniformed gut feeling.

(Hey - I'm no traffic planner, but I get to be surveyed about what should go in there. Almost makes one wonder.)

Nevertheless, as it appears I will be specifically asked to voice my opinion, I appreciate your taking the time to help me prepare so that I can - I hope - respond in a manner that would be somewhat informed.

Eric Gleske

On Mon, Feb 25, 2013 at 12:52 PM, Manley, Aaron <Aaron.Manley[redacted]> wrote:

Eric,

Attached are the location map for properties to be surveyed and the council policy regarding traffic calming. A couple of points on these documents: 1) City Council will make the final decision to remove/not remove the circle. The neighborhood survey is a part of that process. 2) the contact list shows the property locations, but, it is the owners of those properties who get to vote not necessarily the residents.

I hope this meets your request. Please let me know if you have further questions.

Thanks,

Aaron

From: Steckel, Mary
Sent: Friday, February 22, 2013 2:28 PM
To: Manley, Aaron; Gescher, Greg
Subject: FW: Intersection at Grant and 10th/Highland

Please email the property list to Mr. Gleske.

Thanks.

From: Eric J. Gleske [mailto:egleske[redacted]
Sent: Wednesday, February 20, 2013 10:30 PM
To: Steckel, Mary; Patterson, Jim
Cc: Ward 5; Mayor and City Council
Subject: Intersection at Grant and 10th/Highland

I read with interest in today's newspaper that the city is going to survey a group of "more than 50 properties" about the replacement or removal of the "traffic circle" that was installed in the Grant/10th/Highland intersection in 1996. I understand that this "traffic calming" device is to be removed during construction of road improvements scheduled for this summer, and that there is a question of whether or not to replace the "traffic circle" with a new, improved version, or remove it altogether.

I respectfully make a public records request for the addresses of the properties that will be surveyed for this project, as I would like to know who will be in the select few making the traffic safety decisions about a public works project that will affect every user of the intersection, not just the 50 or so properties located nearby.

With thanks in advance,

Eric Gleske
1327 NW Draper Place
Corvallis, OR 97330

--
Q: What changes would you make to the current game of baseball?

A: I'd turn off the television set in centerfield and disconnect the sound system -so fans can hear the crack of the bat during batting practice and talk to each other during the games. It's baseball, not a rock concert.
Jim Bouton[redacted]

Manley, Aaron

From: Steckel, Mary
Sent: Monday, February 25, 2013 10:39 AM
To: Manley, Aaron
Subject: FW: Traffic Circle input... I love the Grant & 10th Traffic Circle

For the record.

From: sue napier [mailto:sdnapier200[redacted]]
Sent: Monday, February 25, 2013 9:06 AM
To: Steckel, Mary
Subject: Traffic Circle input... I love the Grant & 10th Traffic Circle

I would like to give my input regarding the Grant and NW 10th Street traffic circle. I live at 17th and Grant and use the traffic circle many time a day and have really appreciated having it there. I walk, drive and bike through there on a regular basis and have felt that it has been so much safer having the circle instead of the stop sign that existed before. With the stop signs I had so many close calls for an accident and saw many accidents there over the years. For the last 10 years I've also enjoyed the visual appeal of having the landscaping. It feels like it slows the speed of drivers while helping drivers avoid using their breaks over and over to come to a complete stop. I know that with my frequent use it has saved me many thousands of complete stops, saving the breaks on my car.

PLEASE RE-INSTALL THE TRAFFIC CIRCLE after the pavement repairs are made. Also, please consider putting a traffic circle at 29th and Grant. That intersection would benefit from a circle.

Susan Napier
1306 NW 17th

Manley, Aaron

From: Steckel, Mary
Sent: Tuesday, February 26, 2013 12:52 PM
To: Manley, Aaron
Subject: FW: Traffic Circle

For the record.

From: Ward 8
Sent: Monday, February 25, 2013 6:00 PM
To: Steckel, Mary
Subject: Fwd: Traffic Circle

Mary
Some more input on the traffic circle.
Biff

----- Forwarded Message -----
From: "Dan Pinson" <dan[redacted]>
To: "Biff Traber" <ward8@[redacted]>
Sent: Thursday, February 21, 2013 10:26:03 AM
Subject: Traffic Circle

My input on any traffic circle in Corvallis

I like them. They make people think and cause a little anxiety. All good. I strongly feel that mistakes (do I yield or not?) would be made MUCH more clear if the signs said *Yield Left* and not *Yield All Ways*. I contacted the city about this when the circle on Grant was new. The response was weak: something about the default law at intersections being "yield right".

To perhaps alleviate some of the gut-feel rhetoric on the safety of circles, can't the city police provide some statistics on incidents at the circle and at other intersections?

Thanks & regards,
Dan

MAYOR & COUNCIL EMAIL

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Round-abouts in Corvallis

- *To*: ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Round-abouts in Corvallis
- *From*: Ray and Nancy William <williamr@xxxxxxxx>
- *Date*: Wed, 27 Feb 2013 10:17:42 -0800
- *Cc*: ward5@xxxxxxxxxxxxxxxxxxxxxxxxxxxx

Good morning Bruce,

First, our many thanks to the city for installing a drain on Elizabeth Drive. Workers were installing a similar drain on Merri so I informed them of a similar problem on Elizabeth Drive and today they are paving.

Second, I am concerned about the report of Mike Beilstein's comment in the G-T that only a few very noisy citizens are commenting. This implies that he may no longer represent these voices in our city. Perhaps listening and really asking them about traffic flow might be a better response.

So let's examine round-abouts in Corvallis. First and foremost, size matters!! Round-abouts must be large enough for traffic to merge and flow rather than cause confusion and paralysis. Second and nearly as important, educating the public about "yield to the right" is paramount.

While traveling through the Grant and 10th street round-about, I've noticed that some drivers sail through without looking, others stop when anyone is entering either left or right, and many do not really know what yield means. In my opinion, this round-about is too small for the amount of traffic and location. If constructed large enough for merging and traffic flow, the 53rd and Western intersection has merit.

Ray William

- **Follow-Ups**:
  - **Re: Round-abouts in Corvallis**
    - *From:* ward7

- Prev by Date:**CACOT Commission Vacancies**
- Next by Date:**Re: CACOT Commission Vacancies**
- Previous by thread:**Re: CACOT Commission Vacancies**
- Next by thread:**Re: Round-abouts in Corvallis**
- Index(es):
  - **Date**
  - **Thread**

MAYOR & COUNCIL EMAIL

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Re: Traffic Circle Editorial

- *To*: ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Re: Traffic Circle Editorial
- *From*: "Ronald W. Keil" <ronkeil@xxxxxxxxxxx>
- *Date*: Wed, 27 Feb 2013 11:24:26 -0800

Mr. Sorte,

I would be glad to meet you over coffee, that we might calmly discuss what options there are to the infamous traffic circle. My treat. Would you like to suggest a time and place? I do still teach classes -- help sessions, really -- currently from 3-5 Wednesday and Thursday afternoons and take a computer class (getting used to this Mac) Tuesdays from 1-3. I'm generally free mornings after about 9 AM and also evenings except Mondays, when I am taking a class in Italian. Retirement certainly is agreeing with me. Oh, and might we drop the formality? I spent 24 years in the egalitarian atmosphere of H-P and don't even club my students over the head with titles.

I did resist the temptation of a cheap shot regarding your typos; I certainly make enough of them myself.

I know not how to address *everyone's* concerns over any issue at all; were I that uniquely capable I'd have run for President and would clear up the current stalemate in Washington. But I can certainly try and will gladly discuss alternatives for our local issue.

Regards,

Ronald Keil

-------original message--------

On Feb 27, 2013, at 10:22 AM, ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxxx wrote:

Good morning Dr. Keil,

Thought you might be interested in my response to the editorial this morning. Also, you will note that I have spell checked my earlier note to you. I am having trouble with my home email so need to hurry responses. I am in a coffee shop right now and can be more deliberate. Again, if you have specific suggestions about how to address everyone's concerns, please let me know. Be happy to visit over coffee.

Thanks,
Bruce Sorte

- **References**:
  - **Traffic Circle Poll**
    - *From:* Ronald W. Keil
  - **Re: Traffic Circle Poll**
    - *From:* ward7
  - **Re: Traffic Circle Editorial**
    - *From:* ward7

- Prev by Date:**The Hanford Question**
- Next by Date:**SCI February Newsletter**
- Previous by thread:**Re: Traffic Circle Editorial**
- Next by thread:**BAGS !!!**
- Index(es):
  - **Date**
  - **Thread**

MAYOR & COUNCIL EMAIL

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Traffic calming on Northwest 10th St.

- *To*: <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>
- *Subject*: Traffic calming on Northwest 10th St.
- *From*: Nancy Robinson <robinson@xxxxxxxx>
- *Date*: Thu, 28 Feb 2013 16:00:59 -0800

From: Nancy Robinson
Sent: Thursday, February 28, 2013 12:31 PM
To: Nancy Robinson

Dear Mayor and City Council Members,

Thank you for working on the matter of traffic calming on Northwest 10th Street and studying the efficacy of the traffic circle at 10th and Grant. We also appreciate your involvement of property owners in the immidiate area.

We own a home at 1330 N.W. 10th where our son resides. It is three houses in distance from the intersection. Our son has a disability and we have been dissapointed to find that 10th street is becoming more and more busy and fast so we are especially pleased that you are considering calming devices for the area mentioned; these would effect him directly. We drive there often as well as many other care givers who are involved with him. When we bought the house it seemed like a central community area which would accommodate walking and would be a quiet safe neighborhood. Since he has been there cars seem to be moving faster, making it a challenge to back out of the driveway sometimes! There is more noise and as more family homes are made into rentals some of the caring, quality feeling of neighbors is waning. Slowing it all down a bit for safer walking, driving and noise level would be most welcome.

In regard to the traffic circle itself, it does feel like a thorn of an experiment in our midst. We hear quite a bit of honking from that direction, have seen numerous hours of police time and have heard the

occasional screeching brakes and accidents as well. I might ad that these things have all been especially upsetting to our son, who is on "high alert" a little more than the average person. We have seen other circles in other cities and countries that seem to work well. In our experience those other circles have been considerably larger and drivers were much more familiar. In the case of 10th St., drivers seem to rush and bully their way through, not understanding the idea of right of way. Not a pleasant thing so close to people's front yards. Personally I see it as a danger and try to avoid the intersection completely. I would greatly prefer two way or four way stop signs.

I do hope that these thoughts have been helpful in your efforts to help our town, and that others have tried in a helpful way as well. Thank you for all of your hard work. It is appreciated.

Sincerely,

Nancy Robinson

28979 Hurlburt Rd.

Corvallis, OR 97333

- Prev by Date:**Planar 84" UltraRes, Viewsonic ePoster, futuristic airports, Apple's new campus**
- Next by Date:**Update from CIS - Work with Claimants / Water line break**
- Previous by thread: **Planar 84" UltraRes, Viewsonic ePoster, futuristic airports, Apple's new campus**
- Next by thread: **Update from CIS - Work with Claimants / Water line break**
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  - **Date**
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MAYOR & COUNCIL EMAIL

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Finally joining the "few outspoken"

- *To*: <ward7@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Finally joining the "few outspoken"
- *From*: "mary stander" <marystander@xxxxxxxxxxx>
- *Date*: Fri, 8 Mar 2013 12:47:44 -0800

Hi Bruce,

It's getting to the point that I get mad nearly every day when I read the G-T. This started several weeks ago when Councilor Beilstein, in bold print, was quoted as saying "I think the people want the circle. It's just a few outspoken people who don't." What I read was -- "If you don't agree with me keep your mouth shut."

I drive home from Osborn Aquatic Center every week day morning sometime between 8 and 9. I turn west from 10th onto Grant. If people wonder why some folks stop -- I can tell them. It's because you can't trust people to wait their turn. To make matters worse, in my small daily survey, people going from east to west blow through the circle at high speeds. And that's the direction that actually has a 15 MPH sign.

I understand that the people being surveyed about the circle are those who were originally surveyed before the circle was installed, but most of us use that road at some time and we all get to pay for it. I would like to see a vote by everyone. Not that it matters. According to the G-T this morning the city is already moving forward with the project. Why spend money on a survey at all if the circle is a done deal?

Now moving on to the bag ban. I don't mind the ban so much, but really do resent that the ban was crammed down our throats by a whacko in a plastic bag dress. Again, EVERYONE SHOULD BE VOTING ON THESE ISSUES.

I've lived in Corvallis since I came here in 1964 to go to college (with a few years away living in Vancouver, BC). I've always loved Corvallis and felt comfortable and safe here. Maybe it's a matter of aging, but I'm becoming more and more uncomfortable here. The university has encroached into family areas, parking in some areas is next to impossible, tall pre-slum housing blocks the sky, and more crimes are slowly worming their way into all neighborhoods. I foresee a time when I'll be moving on because this city is not what it once was and is not becoming what it aspires to be.

Mary Alice Stander

MAYOR & COUNCIL EMAIL

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Traffic circle

- *To*: "ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx" <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Traffic circle
- *From*: Slong <oneofthechix@xxxxxxxxx>
- *Date*: Fri, 8 Mar 2013 06:45:52 -0800

Joel
Reading today's gt feels as though the city will go ahead with replacing the traffic circle in spite of what city residents have to say at the march 19 meeting. I would like to again voice my opinion of the circle as I will be (of town on march 19.
The traffic circle is an expensive, dangerous, and unnecessary object. To rebuild it defies logic! Reading the city"s own data in the article today proves my point. Volume of cars around the circle has either remained the sa or gone down since the circle was built. Why? Because people avoid it and instead travel on 11th. Since the circle was built, we have added a new larg middle school in the neighborhood as well as a new high school. That, alone, should increase the volume at 10th and grant. Also, the population has grown in corvallis. Why didn't the city count cars on 11th? They would have found large increase in number of cars heading north from beca to Cleveland.
The only city statistic that has dropped is the number of vehicle/vehicle accidents at the intersection. That is because the old intersection was a 2 way stop, not a 4 way stop. If this circle is put in again, I will never aga vote in favor of a city levy! Let's get practical, city staff. Let"s start listening.
Thank you.
Stephanie Mehlenbacher
1655 nw 11 th street

Sent from my iPad

- Prev by Date:**Downtown Updates - 8 March 2013**

Manley, Aaron

From: Steckel, Mary
Sent: Monday, March 11, 2013 8:23 AM
To: Manley, Aaron
Subject: FW: the circle

For the record...

-----Original Message-----
From: kirk nevin [mailto:corvallisgadfl[redacted]
Sent: Monday, March 11, 2013 7:23 AM
To: Steckel, Mary
Cc: Patterson, Jim; Ward 8
Subject: the circle

Hi Mary,

Reports in the GT make it sound as if you've made up your mind about the new 'redesigned' traffic circle at Grant and 10th. As you know, public opinion is very much against this action. Most drivers consider a circle at that location to be a hazard. At the very least, the circle makes drivers and pedestrians and bikers very nervous. A 'redesign' will not solve the issues. A new circle will be expensive, and since most drivers favor the simplicity and lower cost of stop signs to be sufficient at this location, I would hope you could relax your attitude that 'staff' knows what is good for the people. The people generally know what is good. If they err, that is their problem, but in this case I feel you should, at the very least, listen to the people who are expressing themselves on the issue.

Deaf government employees are a real pain. They have their minds made up, and many of us who are older are sick and tired of 'staff' who know what's best for us. In this case, it's pretty clear that government doesn't give a tinker's damn about what people want, and that is very sad. You can, and should, do better.

Namaste.

Kirk Nevin
Corvallis

PUBLIC WORKS
Received
MAR 11 2013

RECEIVED
MAR 11 2013
CITY MANAGERS
OFFICE

March 8, 2013

To: Corvallis City Council
Urban Services Committee
501 SW Madison Ave.
Corvallis, OR 97333

I recently corresponded with Greg Gescher (City Engineer, Public Works Dept.) about the horrendous design of the traffic circle at the intersection of 10th St & Grant Ave. In his response he carefully explained to me that it is not to be confused as a "traffic circle", rather it is a "calming device".

I drive that route on average twice a day. At NO other intersection ANYWHERE in Corvallis have I personally been involved in so many near-misses and have observed dozens and dozens of near-misses.

It does not "calm" the Grant traffic. Drivers going east on Grant treat it as right-of-way, and they breeze through the intersection at 25-30 miles per hour. They barely have to turn their steering wheel to drive through what they perceive to be a continuous lane. If there are two or three cars headed east on Grant, you can be assured that the second car and third car will just follow the first car right though.

I'm pretty skeptical of the claim of "20% reduction in accidents". I lived on Beca St. for 17 years, and I was never once in a near-miss nor did I ever see an accident at the intersection of 10th and Beca. At Garfield and 10th/Highland, I have never once been involved in a near-miss nor have I ever seen any accident at that intersection. As I said, I drive on 10th/Highland twice a day.

From a concern for pedestrian safety, the design of the intersection and the attitude of the drivers make it almost impossible for a pedestrian to cross in any direction. I have no problem ever crossing at 10th and Beca. I have no problem ever crossing at Garfield and 10th/Highland. I walk that route on average about once per month, and have done so for 20 years. Extremely dangerous! From a self-preservation strategy I'll go cross at 11th & Grant, which is safe and easy to do in spite of it not being a marked pedestrian crossing. Not so at 10th & Grant.

I respect that the City Engineer has to echo the department's standard acceptable response. However, I believe that whoever advocates for that intersection never uses that intersection.

Griff Jay
Corvallis, OR
(541) 758-8136
gjay[redacted]

p.s. Just to establish that I am not an amateur at this....I have travelled to all 50 states and to eight countries overseas. I have driven in Seattle, Portland, San Francisco, Los Angeles, Atlanta, Washington, D.C, New York City, London, and in every metropolitan area in this country with the exceptions of Phoenix AZ and Cleveland OH. I have driven traffic circles in Spain, in France, and in Indonesia – I am a huge fan of traffic circles. BTW, I also have a Masters Degree in City & Regional Planning from the University of North Carolina, Chapel Hill.

10th & Grant is a TERRIBLE intersection that is ILL-DESIGNED. I will go to the announced March 19 public outreach meeting at the Corvallis library, and I will do so with an open mind. I will be pleasantly surprised if I can conclude that the City Engineer's re-design will make that a safe, workable intersection. I admit to being skeptical, but I will await the department's explanation of the re-design before I form an opinion of the new design.

In a city facing such budget woes that there are constant service cutbacks, the cost of re-designing and rebuilding the "calming device" is a foolish expenditure. Four stop signs would cost about 1/1000th as much. That is the smartest, safest, most inexpensive solution. -gj

From: Biff Traber [mailto:biff.traber[redacted]
Sent: Tuesday, March 12, 2013 11:28 AM
To: Marshall Brooks
Cc: Steckel, Mary; Patterson, Jim
Subject: Re: Response to Your Question

Marshall
Thanks for the input. I do intend to read through parts of the document your reference for my own education. And to answer your question, as one councilor, I am treating the current council effort as a serious review. There is too much negative sentiment for this to be rubber stamped, even for a supporter of round-a-bouts that I am. I am looking forward to the staff report after they have polled, updated the design, collected citizen input and developed a recommendation. At that point, we get to serious council consideration.

Again, thanks for your interest.
Biff

On Tue, Mar 12, 2013 at 10:03 AM, Marshall Brooks <themarshman[redacted]> wrote:
Biff, I'm sending this email, below, to both your addresses since I'm not sure which one you would prefer. I wrote the *Texas Transportation Institute*, whose department not only instructs in highway design, driving and construction of same, but also provided me with a 407 page document on traffic circles (try taking this baby to bed at night-not recommended). You might glance at the report (page 9 is a start wherein it states the guide is not mandatory but is guidelines). There are many photos of existing circles and drawing from around the world. Some look like 10th/Grant.

This report should certainly be sent to our traffic engineers who seem to be forcing a traffic circle wherein other means of "traffic calming" could be used (the council could also use this information).

Maybe you've been reading the 'letters-to-the-editor' of the GT and while I have not kept actual count, it seems to me that of those who do have a definite opinion, the negative to rebuilding a circle runs about 10-1. Hopefully, the council is not seeking simply to rubber stamp this project but is looking for real input. Here it is.

Marshall Brooks

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, March 21, 2013 10:28 AM
To: Manley, Aaron
Subject: FW: Grant Traffic Circle Not Pedestrian Friendly

For the record...

----- Original Message -----
From: "Maria Gutoski" <mski[redacted]
To: mayorandcitycouncil[redacted]v
Sent: Sunday, March 17, 2013 8:50:20 PM
Subject: Grant Traffic Circle Not Pedestrian Friendly

Most of the letters and opinions regarding the Grant Avenue traffic circle have been from vehicle drivers' perspectives. As a pedestrian who crosses through the circle almost daily, as do my children on their way to elementary school and back, I find the circle hazardous and would welcome a four way stop rather than simply moving the crosswalks farther away from the circle.

Currently, the crosswalks are too close to the line of traffic. As vehicles enter the circle, they often enter the parallel path of the crosswalk, and as a pedestrian, it's a scary notion when you can't see what is behind you. It wouldn't take much for a texting, cell phone- talking, or book-reading driver (Believe me, I've seen it.) to side-swipe a pedestrian or a child walking through with her bike.
Pedestrians just waiting at the curb are out there--easily vulnerable to any quick moving, wayward vehicle.

Another hazard is the current corner curb placement, which creates a tight corner for particularly big vehicles to turn. One time, my daughter and I, while waiting to cross west on the north side of the circle, had to quickly jump out of the way when the rear dual tires of a large box truck hopped the curb as it turned right from Grant to Highland. It was very frightening as we were almost run over.

The city plans to address pedestrian safety by moving the crosswalks out, away from the circle. A four way stop, such as what is at Garfield and Highland would be a better choice. There, drivers are required to stop and look. Simply moving the crosswalks out from the circle would place the pedestrian in further jeopardy since the pedestrian would be less visible to a vehicle turning right.

Several years ago, during a community meeting held at the Osborn Aquatic Center, Mr. David Nelson addressed a request to move the crosswalks out from the circle. He noted he didn't think it was a good idea, since most pedestrian/vehicle collisions occur on right turns. Since cars will not have to halt unless for oncoming traffic to the left, I envision high rates of speed right-hand turns. And based on what I've seen in the past, it could be a texting, cell-phone talking, or even book-reading driver.

Please put safety first: remove the circle and install a four way stop.

Sincerely,

Maria Gutoski
1327 NW Draper Place
Corvallis, OR 97330

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Grant Street Traffic Circle

- *To*: Ward1@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Grant Street Traffic Circle
- *From*: Jay Gile <jaygile@xxxxxxxxx>
- *Date*: Mon, 18 Mar 2013 08:22:10 -0700

First, I am a big proponent of properly designed traffic circles. However, I agree completely with the letter in today's GT written by Karen Lee Thompson. I frequently use 10th street instead of 9th but traveling through this traffic circle whether by car or on my bike always causes me concern. The problem as Thompson correctly stated is the small size of the circle and the fact that it does not really force drivers to reduce their speed. Traffic circles of this size are common in both Portland and Seattle but only on quiet residential street which 10th street certainly is Not!

I request that you and the rest of the city council conduct a wider survey and work with the city to develop an appropriate solution which may in fact simply be a 4 way stop.

Thanks
--

Jay Gile

- Prev by Date:**Grant Traffic Circle Not Pedestrian Friendly**
- Next by Date:**What Do Spokane, Fort Lauderdale and Hudson, Ohio Have in Common?**
- Previous by thread:**Grant Traffic Circle Not Pedestrian Friendly**
- Next by thread:**What Do Spokane, Fort Lauderdale and Hudson, Ohio Have in Common?**

MAYOR & COUNCIL EMAIL

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the circle

- *To*: Biff traber <ward8@xxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: the circle
- *From*: kirk nevin <corvallisgadfly@xxxxxxxxx>
- *Date*: Mon, 18 Mar 2013 16:17:53 -0700
- *Cc*: "Patterson, Jim" <Jim.Patterson@xxxxxxxxxxxxxxxxxx>

Dear Mr. Traber,

The controversial circle at Grant and Tenth gets lots of attention. It seems, if the GT reporting is accurate, that the city has already decided to redesign and rebuild the circle. This is an opportunity, I believe, for the city staff to show some gumption: Reject the circle idea in favor of 4 stop signs and some alert cop attention. Almost nobody wants the circle replaced. I know this because I've discussed the issue with a fair number of people. The consensus: 4 stop signs. Cheap, fast, easy, and effective.
As a pedestrian, I know just how stupid the circle is. It is dangerous for bikers, too. My wife won't ride that way, ever. So let's do the common-sense thing and take out the circle and put in the stop signs.
If the circle is rebuilt, it will be just more proof of the dysfunctional nature of the Jim Patterson-led city government. And we hardly need more proof of that.
Namaste.

Kirk Nevin
Corvallis

- **Follow-Ups**:
  - **Re: the circle**
    - *From:* Biff traber

Manley, Aaron

From: Scherf, Lisa
Sent: Wednesday, March 20, 2013 12:19 PM
To: Manley, Aaron
Subject: FW: 10th & Grant traffic circle

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Wednesday, March 20, 2013 11:17 AM
To: Scherf, Lisa
Subject: FW: 10th & Grant traffic circle

Citizen comment regarding a traffic circle.

Peter

From: Nancy Jacobsen [mailto:njacobsen7[redacted]
Sent: Wednesday, March 20, 2013 11:13 AM
To: Public Works
Subject: 10th & Grant traffic circle

I drive north on 10th St. from downtown to NW Corvallis three or four times per week. I avoid 9th St. as much as possible, particularly the 9th and Circle intersection.
The "problem" with the traffic circle in it's current form is that the traffic on the two streets are not treated equally. There are speed bumps on 10th St. very close to the traffic circle. There are none on Grant. That creates a situation where 10th St. traffic is moving slower than Grant St. traffic. The drivers on Grant do not slow as they approach the Circle and fly straight through. The majority of Grant drivers do not turn in either direction on 10th.
When I use the circle approaching from south 10th, I just plan on yielding to everybody on Grant. It is simple survival.
If a traffic circle is put in place, then put speed bumps on Grant, also.
I really feel the best solution is removal of the traffic circle and stop signs only for 10th St. traffic. This is basically what is happening right now anyway.
Thank you,
Nancy Jacobsen
541-753-4192

Manley, Aaron

From: Scherf, Lisa
Sent: Wednesday, March 20, 2013 12:18 PM
To: Public Works
Cc: Manley, Aaron
Subject: RE: roundabout...

They should go to Aaron Manley.

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Wednesday, March 20, 2013 8:50 AM
To: Scherf, Lisa
Subject: FW: roundabout...

Lisa,
Are you taking public comment on roundabouts in general?
Peter

From: Raymond Tyson [mailto:papasem[redacted]
Sent: Wednesday, March 20, 2013 8:31 AM
To: Public Works
Subject: roundabout...

I personally would like to see the roundabout enlarged slightly to make it more recognizable as a roundabout. My only objection toward a roundabout is very minimal in as much as most of the time it allows the vehicle to more smoothly flow around with making a complete stop. As most people know, gas is extremely expensive in this day and age (may the good Lord Help our kids 20 years from now) and making a complete stop uses more gasoline to get started than it does if you have people willing to merge smoothly than it does to start a vehicle from a dead stop. I am more in favor of allowing a rolling stop at a stop sign but would gladly welcome more roundabouts as an alternative.

Raymond D. Tyson papasemi[redacted]

Manley, Aaron

From: Tatom, Simon on behalf of Public Works
Sent: Wednesday, March 20, 2013 10:31 AM
To: Manley, Aaron
Subject: FW: traffic circle

From: deMontigny, John & Sharron [mailto:demontigny[redacted]]
Sent: Wednesday, March 20, 2013 9:56 AM
To: Public Works
Subject: traffic circle

My husband and I were unable to make the public meeting last night, due to conflicting meetings. We have strong feelings about the circle and are happy that we have an opportunity to express our views.

Between us, we frequently pass through that circle 4 to 6 times a day. Thought we understand the principle of a traffic circle, we don't believe that it works in such a small place. Check out the size of the intersection on Gibson Hill!
I, like many who have commented, have visited Europe where circles are common. Again, most of those circles are larger, or are outside a residential neighborhood. Also, the smaller ones do not have vegetation so the view is unobstructed. One can see approaching turn signals.

Though many of us know how the circle is supposed to work, too many don't. Even worse, many don't really care. They just speed through it as if is every man for himself. I have had a few close calls from cars approaching at a high rate of speed when I am *already in the circle*. I usually comment out loud, "am I invisible, or what?"

Others are very tentative. They are afraid to do anything, so they just come to a stop. That leaves everyone else wondering what the tentative driver's next move will be. Four cars stopped at the circle is ridiculous. Just install stop signs and everyone will know what to do.

Like so many government entities, the city seems to be taking the approach that nothing will change until something happens....perhaps a fatality. I believe that being pro-active is the most sensible approach to a problem. Take care of it before it happens!

Sharron de Montigny

Manley, Aaron

From: Scherf, Lisa
Sent: Thursday, March 21, 2013 11:39 AM
To: Manley, Aaron
Subject: FW: Circles are for forward thinkers

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Thursday, March 21, 2013 7:44 AM
To: Scherf, Lisa
Subject: FW: Circles are for forward thinkers

FYI
Peter

From: waltonv [mailto:vaughnmwalto[redacted]
Sent: Wednesday, March 20, 2013 10:38 PM
To: Public Works
Subject: Circles are for forward thinkers

Hi
Circles are all over Bend, there they work. They have proven to be environmentally more friendly. They have been proven to be safer in many studies worldwide. I cycle through it twice a day and feel safer than at 4 pt stops.
Please keep it.
Vaughn
Mobile mail

waltonv@[redacted]
Tel. 541 740 4149

Manley, Aaron

From: Moreland, Julius on behalf of Corvallis Webmaster
Sent: Wednesday, March 20, 2013 4:23 PM
To: Manley, Aaron
Subject: FW: Feedback for City of Corvallis, OR

Hi Aaron,

Passing this along...

-----Original Message-----
From: Nelda Kingsbury [mailto:neldak1[redacted]]
Sent: Wednesday, March 20, 2013 4:11 PM
To: Notification Services
Subject: Feedback for City of Corvallis, OR

You have received this feedback from Nelda Kingsbury <neldak1[redacted] for the following page:

http://www.corvallisoregon.gov/index.aspx?page=32&recordid=570&returnURL=/index.aspx?page=59

I have lived in Corvallis since
Grant street was the City Limit. That street is not wide enough etc. to accept a traffic circle. I by pass it any time I can. . A 4 way stop is much better. If the streets were wider etc., than maybe a circle would be appropriate--but not the way they are now. Thank You. NK

Nelda Kingsbury

Manley, Aaron

From: Tatom, Simon on behalf of Public Works
Sent: Wednesday, March 20, 2013 3:27 PM
To: Manley, Aaron
Subject: FW: Input on traffic circle

-----Original Message-----
From: Slong [mailto:oneofthechix[redacted]]
Sent: Wednesday, March 20, 2013 1:59 PM
To: Public Works
Subject: Input on traffic circle

I was unable to attend the public meeting last night about the traffic circle at grant and highland. From the city's own numbers, reported in an earlier gt article, traffic volume at this major collector intersection has gone down since the installation of the traffic circle in 1996 . That is proof that many people avoid the intersection because of the circle. The city did not bother to count the cars on 11th and grant. If a count had been made in 1996 and if another count were done today, I am certain that you would see a marked increase in the number of cars which now use 11th to avoid the circle. 11th street is NOT a collector, meant to handle large amounts of traffic. Perhaps the circle should be moved to 11th and grant to lessen the traffic on our residential street.
The accident figures reported in the gt were interesting as well. The only accidents that went down were car versus car. Since there is less traffic than there was in 1996, this makes sense. But if the circle is so safe and wonderful, why have the other accident rates increased?

Since this intersection should be a major route to both Chs and Linus Pauling (but is not because parents use 11th or Garfield instead), it should be an easy to use 4 way stop. The 4 way stop at Garfield and highland operates very well. In this era of tight budgets, please do the expedient and budget friendly thing: 4 stop signs.

Thank you.
Stephanie Mehlenbacher
1655 nw 11 th street

Sent from my iPad

Manley, Aaron

From: Scherf, Lisa
Sent: Thursday, March 21, 2013 11:40 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Thursday, March 21, 2013 7:43 AM
To: Scherf, Lisa
Subject: FW: Traffic Circle

Another traffic circle email.

Peter

From: JnI [mailto:racerjay[redacted]
Sent: Wednesday, March 20, 2013 9:01 PM
To: Public Works
Subject: Traffic Circle

I am so glad to have a chance for input since we couldn't be at the open hearing last night. Thank you.

My husband and I have tried to determine for years how the case could ever have been made that justified the expense and turmoil caused by the current traffic circle (or any other traffic circle) at 10th and Grant.

The idea of stop signs is to have vehicles come to a complete stop, thus making any intersection safer than a vehicle moving through the intersection at any speed. The circle has never been right and never could be without taking a lot of private property.

Why would the City of Corvallis, strapped for cash, want to reconfigure something that never should have been there in the first place? How does allowing cars to move through without stopping slow traffic? Slow doesn't get any slower than a full stop!

Just the fact that this story made headlines in the GT pretty well tells the story. They weren't headlines of "Please, please, please, don't take it away!". They are headlines of people thoroughly disgusted with the waste of city time, taxpayers' money, and even accidents and near misses caused by an ill-thought-out plan to imitate the big city! We aren't Portland, or Eugene, and we don't want to be.

Take the easiest, most common sense, least expensive, safest option and tear it all out, put in four (4) STOP signs, and cross walks where they should be, and the whole problem will be solved. ...and everyone but the designer will be happy!

Thanks for listening,
Jay & Iva Wilson

PS If you really want an earful, talk to a Corvallis policeman or two about the effectiveness of the traffic circle! Or I should say complete and utter failure of the traffic circle concept!

Manley, Aaron

From: Scherf, Lisa
Sent: Thursday, March 21, 2013 11:41 AM
To: Manley, Aaron
Subject: FW: The 10th & Grant Traffic Circle

From: Dassow, Peter **On Behalf Of** Public Works
Sent: Thursday, March 21, 2013 7:43 AM
To: Scherf, Lisa
Subject: FW: The 10th & Grant Traffic Circle

For you, Lisa.

Peter

From: ray charlton [mailto:charlton_ray[redacted]
Sent: Wednesday, March 20, 2013 4:11 PM
To: Public Works
Subject: The 10th & Grant Traffic Circle

Dear Corvallis Public Works,

I am writing you to let you know what my feelings are concerning the infamous traffic circle.

I don't like the traffic circle, and I hope you will decide to just put in a four way stop in its place.

I walk thru the traffic circle 2-3 times a week. (have been doing this for the past 3 years.) Being a pedestrian in the traffic circle can be a very scary experience. So these days I just stand aside and wait until there are no cars coming in any direction before I attempt to cross the circle. Most of the drivers I have seen in the circle don't understand how it is supposed to work. And when a pedestrian is thrown into the mix, (ie me), the potential for chaos increases exponentially. So I just wait. I don't think that moving the crosswalks farther away from the circle will help. Then when you have people trying to cross the circle you will have cars stopping, and traffic backing up, and blocking the circle, and that will not be a good situation at all.

When I am driving I make a point of avoiding the traffic circle if it is at all possible. I drive down 9th, or turn on Beca, anything to avoid that darn circle. I was in my car in the traffic circle just a few days ago and I was almost in an accident. I could tell that the southbound car I was going to be sharing the circle with in the upcoming seconds was not slowing down at all. So I just stopped and let the other driver fly through as though the right of way was his and his alone. And the right of way was his because I gave it to him. Whatever it takes to not find myself in an accident.

I would hope that you would just set up a chair at the traffic circle sometime and just spend some time watching the traffic in the circle and see how messed up it really is. Maybe if we had more

Manley, Aaron

From: Tatom, Simon on behalf of Public Works
Sent: Thursday, March 21, 2013 1:37 PM
To: Manley, Aaron
Subject: FW: The "Traffic Calming" Device

From: Carol Alley [mailto:calley172[redacted]
Sent: Thursday, March 21, 2013 1:14 PM
To: Public Works
Cc: Carol Alley
Subject: The "Traffic Calming" Device

Thank you for taking continued comment on the Grant Avenue Traffic Circle.

My daughter, who is 18, and I both feel it is very dangerous. Several times cars have "raced" thru the intersection making all other directions yield to them. It is never predictable who is going to yield to whom. **Extreme** caution is required to make it thru the intersection safely. Many times the only safe thing to do is to stop, wait for whomever is navigating the circle to complete their traffic pattern, then continue. I have seen a number of cars do this.

PLEASE alleviate the confusion and remove the circle! Make it a 4-way stop like the other intersections on Highland.

Regarding the "how-to guide" that the G-T article said Mary Steckel will produce and distribute -- Only a very small percentage of the Corvallis population will have acces to, read, or care about this "how-to guide".

The only feasible, safe, and cost-efficient way to proceed is to turn that intersection into a 4-way stop. Please stop wasting time and money on this issue.

Carol Alley
785 NW Conifer Blvd.
Corvallis OR 97330

--
Men who know themselves are no longer fools. They stand on the threshold of the door of Wisdom.
Havelock Ellis

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Friday, March 22, 2013 8:00 AM
To: Manley, Aaron
Subject: FW: Traffic Circle comments for city council

Hi Aaron,

Please see email below...

Thx,
Kris

-----Original Message-----
From: Molly Hannah [mailto:mollysong[redacted]
Sent: Thursday, March 21, 2013 6:36 PM
To: Public Works
Subject: Traffic Circle comments for city council

I often drive through the traffic circle at 10th and Grant and always find it smooth and efficient. I have no trouble yielding to anyone who might be in it already, pausing briefly until the car moves by, then entering behind. I have been through numerous traffic circles in other places and have always found them to be an intelligent way to move traffic.

I hope you will replace the current circle with another one, as you plan to do. I also hope that you will put traffic circles at other intersections in Corvallis, such as 53rd and West Hills Road. More red and green lights are the last thing we need. They are very inefficient and I often sit waiting at a red light while no cars cross the other way. They require ongoing maintenance and electricity and are bad for the environment in several ways. Traffic circles are very efficient at safely moving traffic through intersections. Extensive studies have shown that many fewer accidents, especially fewer fatal accidents, occur at traffic circles than at red and green lights. Perhaps this is because when a driver sees a green light he just barrels on through the intersection, heedless of what else is going on, whereas with a traffic circle, one must slow down and pay attention.

Thank you for encouraging input from the residents of Corvallis.

Sincerely,

Molly M. Hannah
6940 NW Concord Drive
Corvallis, OR 97330
541-745-3080

MAYOR & COUNCIL EMAIL

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Please get rid of the 10th and Grant traffic circle

- *To*: <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>
- *Subject*: Please get rid of the 10th and Grant traffic circle
- *From*: Todd Jones <tjones@xxxxxxxxxxxx>
- *Date*: Thu, 21 Mar 2013 14:47:08 -0700

Dear Mayor Manning and Corvallis City Council,

Please do not reinstate the awful traffic circle at 10th and Grant. It is always a hazard to everyone who uses it. I have seen more close calls at this intersection than any other in my nearly 40 years of driving. I live on Grant Circle and use the traffic circle several times daily. The circle is poorly designed and much too small to be workable.

I lived in Europe for nearly 20 years and used many traffic circles--some daily--and found them to be quite easy to negotiate and good for traffic flow. But the traffic circle on 10th and Grant is another story. It is too small and leads many drivers to believe it isn't even there. I see drivers several times a week cruise through the intersection without even looking to either side or slowing down to ever consider yielding to those who have the right of way. It is dangerous to drivers, but even more dangerous to pedestrians and cyclists. It is a terrible tragedy waiting to happen.

The only arguments I have heard/read in defense of the circle are poor ones. One of the main arguments is that with time people will learn to use it. This is a ridiculous reason to keep something hazardous in place—especially after it has been in use for many years and this still hasn't proven to be true. There are constantly new drivers on the road, including many young ones going to and from both city high schools that use this road as their main thoroughfare to get to school. There are also thousands of non-resident students attending OSU each year that are unfamiliar with the circle. And even those who are familiar with it, still forget to slow down and cruise the intersection--including myself a few times. In fact, the first time I drove through it, I cruised through it and then realized after the fact that I had done so. Several of my out of town guests have done the same. And all of us have commented afterwards that it caught us by surprise and that it is poorly designed.

The only other argument in favor of the circle that I have heard is that it is better on the environment

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:01 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

From: Dianne Roth [mailto:dkay[redacted]
Sent: Friday, March 22, 2013 7:19 PM
To: Public Works
Subject: Traffic Circle

I am one of the enthusiastic supporters of the traffic circle at 10th and Grant. I have written a letter to the editor, but decided I needed to add a few more cents worth.

1. Aren't we lucky to live where we have nothing better to argue about than a traffic circle?
2. I loved the comment in a letter to the editor: "Traffic circles are flashing red lights for grownups.
3. My son said something you might enjoy hearing: A traffic circle is freedom. It is up to you to move through safely and with courtesy. Flashing red lights and stop signs are conformity, control by the government. At 2:00am, I have to come to a full stop at a stop sign or a flashing red light. At the traffic circle, still safely and with courtesy, I rarely have to come to a stop.
4. At Grant and 29th and Coolidge, controlled by stop signs and flashing red lights, I have nearly been hit three times. The first time, I was going north in my car and stopped at the flashing red light/stop sign. I waited my turn, looked again and started out. I did see the car coming from the east and noticed that he was coming rather fast. I slowed and stopped in the intersection just in time to avoid being hit at about 30 mph. He did not even slow for the stop.

The second time I was on foot, crossing from the NE corner to the NW corner of the intersection. I looked all five ways and stepped off the curb. A car coming from the east (again), slowed and turned without looking right. She was right that no cars were in that lane, but I was. I was just lucky I was not run over. This happened in the last year.

The third time, I was again on foot crossing from the SE corner to the NE corner. I waited my turn, looked again and started crossing. A car coming, again from the east, slowed but did not stop, and began a right turn. I was past the center line before he got to the intersection, but stepped back because he was coming so fast. My good sense again saved me. I yelled at him (he was smoking) that a stop sign means stop! He yelled something back that I won't repeat and sped north on 29th.

I suggested in my letter to the editor that a traffic circle be installed at the intersection of Grant/29th/Coolidge. I believe it would be much safer, much slower, and would move the traffic along more quickly. It is a big intersection and painted lines showing traffic flow would make it work quite smoothly.

Another letter to the editor made the comment, "You just have to be willing to learn something new." It is really pretty simple.

Please, reinstall the traffic circle at Grant and 10th. And, if you are courageous enough, build one on 29th.

Thank you,

Dianne Roth
541-740-9540

Manley, Aaron

From: Tatom, Simon on behalf of Public Works
Sent: Friday, March 22, 2013 9:35 AM
To: Manley, Aaron
Subject: FW: 10th & Grant traffic circle

-----Original Message-----
From: Duane Walrod [mailto:duanee[redacted]
Sent: Friday, March 22, 2013 9:17 AM
To: Public Works
Subject: 10th & Grant traffic circle

Dear City Council,

I am writing to express my support of, and to solicit your support for, the 10th and Grant traffic circle. I believe it works well, and is the direction Corvallis needs to be moving policy-wise to improve traffic flow-- more traffic circles are needed, and I am also very much in support of the planned circle at 53rd and West Hills Road. The only caveat is that more driver education is needed-- currently too many drivers are unfamiliar with traffic circles. Please support and vote for the 10th & Grant traffic circle re-installation.

Duane Walrod (Ward 1, Corvallis)

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:01 AM
To: Manley, Aaron
Subject: FW: 10th and Grant circle

Importance: High

From: Laurie & Frank Chaplen [mailto:chaplen1[redacted]
Sent: Friday, March 22, 2013 6:39 PM
To: Public Works
Subject: 10th and Grant circle
Importance: High

To whom it may concern
I travel daily on 10th via car and or bicycle and would like the circle removed and turned into a 4 way stop. I think this is the most cost saving move for the city and in addition I can't tell you how many time I've seen the speed limit exceeded, the lack of yielding to other cars, cyclists and pedestrians and the near misses I've had in the circle. Please remove it .
Kind regards
Laurie Chaplen

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:00 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

From: Keith & Joan Dunlap [mailto:dunlapk[redacted]
Sent: Saturday, March 23, 2013 9:29 PM
To: Public Works
Subject: Traffic Circle

Please remove the traffic circle at Grant and 10th St. I drive through that intersection once or twice weekly. I have nearly been hit by cars not knowing the rules a number of times. I have sat in the Elks dining room and watched the Corvallis police give tickets over and over again the same evening to people driving incorrectly through that intersection. A four way stop is far safer for all of the people using that intersection.

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:00 AM
To: Manley, Aaron
Subject: FW: traffic circle

From: Janice Scott [mailto:janalaoregon[redacted]
Sent: Saturday, March 23, 2013 2:42 PM
To: Public Works
Subject: traffic circle

I hope your invitation regarding input indicates you are truly open to hearing from the public, and not just a panacea to us, your minds already having been made up.

I now try to avoid that intersection whenever possible, unless it means I have to go clear our of my way to do so. I cannot tell you how many times I have driven south on Highland and have had to stop for a car going west on Grant Avenue, without their slowing down even to consider what the situation is. It appears that many people think Grant Avenue traffic has the right-of-way, in spite of the posted yield signs. The Garfield and Highland four-way stop works very well. First of all, the posted speed is 25 miles per hour, same as on Grant. The difference is that the traffic comes a lot closer to obeying the speed limit in that vicinity. That four-way stop has still allowed traffic to move smoothly without the ever-present danger of being hit by another car.

My vote, were I actually given one, would be to make that intersection a four-way stop, thus improving safety for all who travel it.

Janice Scott
2687 NW Garryanna Dr. #4
Corvallis, OR 97330

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:00 AM
To: Manley, Aaron
Subject: FW: traffic circle

From: Becky McKenzie [mailto:beckym[redacted]
Sent: Saturday, March 23, 2013 1:22 PM
To: Public Works
Subject: traffic circle

City Council Members:

I drive through the Grant and 10th traffic circle several times a week and find it awkward, poorly kept and confusing to a number of the folks who try to navigate it.

I also think the circle was way too expensive, not very safe and poorly located. Your published statistics showed that in 3 of the 4 categories cited the number of incidents had increased since the circle was installed (only car to car contacts showed an improvement). At this time when money is tight and the city seems to be having difficulty keeping up with street repairs.....I've never seen as many significant potholes as we have this year...it seems to me the money could be much better spent on other items.

It feels like the "higher powers" are not listening to the people on this issue....I only know of one supporter and many opponents.

Please do not replace this traffic circle...a 4-way stop would be a much better decision.

Thanks for listening (and I really hope you are!!!)

Becky McKenzie
Corvallis

Manley, Aaron

From: De Jong, Kris on behalf of Public Works
Sent: Monday, March 25, 2013 8:00 AM
To: Manley, Aaron
Subject: FW: traffic circle

Hi Aaron,

We received several emails on the traffic circle, I'm going to forward all of them to you for your records/response.

Thx,
Kris

From: tim taylor [mailto:bizztm2[redacted]
Sent: Sunday, March 24, 2013 8:10 PM
To: Public Works
Subject: traffic circle

To the Council:

After all the negative letters to the GT about the traffic circle on Grant and 10th, I thought I'd add my own 2 cents. I come down Grant pretty regularly and really like the circle. I can almost always just glide through it. All it takes is slowing down a bit and being a little polite about giving and taking the right of way. That's pretty much just what your advisory signs say: "15mi/hr" and "Yield". When I look at most of the objections to the circle, I find it interesting that they don't really object to the circle so much as other drivers not obeying the advisory signs. Perhaps some stronger advisory signs or a little bit of traffic enforcement could be of help.

Tim Taylor

4730 Sw 53rd St.
Corvallis, Or 97333
Ph: 541-752-0092

LETTERS TO THE EDITOR

Gazette Times
Wed. Feb. 13, 2013

Once the traffic circle is removed, don't put it back

As one who uses Grant Street frequently:

The traffic circle at Grant and Highland is a safety hazard at the least, and downright dangerous at its worst. I have seen many vehicles speed up Grant going west, after having conquered the traffic circle. Wouldn't it make more sense to have a four-way stop and speed bumps installed on Grant?

Grant is quite often policed for speeders. Perhaps our police officers could be better used elsewhere?

Please leave the traffic circle out permanently!

Mary K. Moran
Corvallis

Transparency in the higher education arena needed

I completely agree with Tony Van Vliet regarding his hidden agenda analysis (Letters, Feb. 1, "There's more behind the departure of higher ed head").

The "destruction" of the Oregon University System in general — and the Chancellor's Office in particular — is an agenda by a few that has been brewing for at least 25 years.

About 10 years ago, the first part of the plan was executed. In the name of cost-cutting, many of the Chancellor's Office services were moved away from the Chancellor's Office to the other shared services centers.

Thus, I have two questions: did the tax payers receive more services? And, did we save dollars? The answer to both the questions is no! This paradigm shift was led by none other than the infamous Gov. Neil Goldschmidt (self-admitted sexual predator).

I, too, ask the legislators: where is the fiscal and service analysis? Maybe it is time to do a fiscal and service audit between years of 2000 through 2012.

Max Ahmad
Corvallis

Plenty of early religious texts predate the Bible

In answer to Chuck Wenstrom's Feb 6 letter, "Published religious texts that are older than the Bible? Name them":

He might have made a mistake that is common to all of us at one time or another, that is making the assumption that what we do (write or say) is who we are.

For example, when I wrote that his statement was ludicrous, this does not mean that I think he is ludicrous.

Instead of choosing the proverb about the foolish and wise man, I think a more appropriate proverb would have been 27:17 minutes of research on the Internet shows that these are not the oldest sacred writings. The University of Minnesota's media history project (among others) states that the oldest known sacred text is the Pyramid Text of Egypt (3100 BCE). It also places the Sumerian epic of Gilgamesh (pre-Noah) at 2150 to 2000 BCE, and the Rig Veda of Hinduism at 1700 to 1100 BCE.

In fact the Rig Veda is considered to be the oldest continual sacred writings. These are just a couple of the many examples, (except the Rig Veda) from the fertile crescent, where there were many cultures older than the Jewish one.

Roger Paul
Corvallis

Corvallis is now stuck with its flawed plastic bag ban

The City Council is stuck with the bag ban ordinance. They thought they passed a majority-supported, environment-saving dream ordinance, only to learn that the reusable bags they demand we buy are not recyclable, deteriorate after 4-5 washings, (banned bags can be reused that many times), take up more space in the landfill and are a potential health hazard.

They defiantly refuse to discuss these issues in hopes that they will go away. They don't want to hear that it takes 70 percent less energy to make a thin plastic bag then a paper bag.

They don't seem to care that most of the tote bags they are forcing us to use are made and shipped from China, increasing carbon emissions, and that shipping is one of the major causes of plastic pollution that does harm wildlife.

Councilors Richard Hervey and Joel Hirsch moved and seconded to remove the sentence that required the fee to be listed on your sales receipt. So you may not know what you're charged unless you add the totals.

They set the minimum fee at five cents, but their motivation is that when the fees go higher, it will force people to change.

Some supporters of the fee would like the fee to be $1.25 or higher. Yes, even at 5 cents, you can already see it is forcing shoppers to buy carbon emissions bags made in China!

Yes, we are being mandated to pollute our environment. Ballot the ban!

Milt Weaver
Corvallis

Chinese ceremony, unified geese might hold message for U.S.

At OSU Chinese Association's recent China Night, every act was incredibly talented, artistically staged, colorful and harmonious, but the act that nearly brought the house down involved three black-T-shirted Chinese punk types doing muscular rap on the theme "yi jia yi," 'yi jia over and whispered, "it means one plus one."

If China takes over as No. 1 global superpower, it may be something as simple as that.

They are adding "one plus one" repeatedly, together, with great vigor, a coherent culture, united society, while Americans can't agree which ones are in charge, what's the problem, who gets the answer, how to add, and why we should cooperate in the first place.

I am extremely saddened. We have so much potential.

A massive flock of geese flew by for 12 minutes when Barack Obama got elected — myriad fluctuating 'V's: long ones, medium ones, short ones, articulating — all winging East of North.

Temporary (flock) leaders peeled off intelligently. A google of gaggles, like a natural air force, winged by in continuous waves, geese filling the sky — 100s of left-wing bands, centrally-placed mid-larger V's, loose squadrons on the right — all groups of geese flying at same speed, direction, and time toward the same place, probably for survival.

There's a message there.

Chris Foulke
Corvallis

Didn't the law mandate firearms use once upon a time?

Martin Mulford, in his Feb. 6 letter, "Recession appointments were blatant White House power grab," cites "one of God's most succinct and applicable laws, 'Thou shalt not kill,'" implying that Second Amendment supporters who oppose strict and stringent control of firearms have forgotten that law.

And while I consider Martin Mulford one of the most heed-able authors one is likely to find on the pages of this newspaper, I would like to offer some other thoughts:

First, it is quite possible for him and many other good folks to forget or to ignore the reality that even when such strict and stringent controls are supposedly in effect, there are those who will not only forget the law of God (that I wholeheartedly agree is the most succinct and applicable), they will ignore it, obtain weapons and kill.

Mr. Mulford's intended message awoke memories in me of instances when it became necessary to use a firearm to defend and protect one's life and his family.

I was also reminded ... weren't there other instances in the news when local ordinances and laws were put into effect requiring residents to own firearms for defensive purposes?

I would find it interesting if anyone reading this could get information on what

Gazette Times
2/14/2013

LETTERS TO THE EDITOR

Want public input on proposed public safety tax? Just stop it

In regard to the proposed public safety tax:

I am supposed to believe that the Corvallis City Council is just looking for information from staff to review at this time, and they want to hear from the public on this. Really?

Based on past experience, it appears to me that the majority of the City Council has the attitude that they know what is best for the citizens of Corvallis, and they really aren't interested in hearing from those who don't agree with them.

But if the council is really interested in listening, then don't try to ram this tax down our throats with a flat-rate increase via the city services bill. This type of arrogant thinking is unacceptable, unsustainable and can't continue. It seems to me that the citizens should be having a say in what monies they are willing to allocate to the city for services and that the council should do their part by managing those allocations in the form of a balanced budget. Is this too much to ask?

Tom Picht
Corvallis

Don't divulge details of your militia to the enemy

Those fond of quoting the Second Amendment to oppose current efforts to curb gun violence like the part about "the right of people to keep and bear arms," but conveniently ignore the opening words of the text, those being "well regulated."

If one wants to defend the notion of a personal "militia" to protect themselves from the government, they should replace the "Second Amendment says so" with a more-believable supporting argument.

Peter Rabenold
Corvallis

Was cartoon about the Boy Scouts an example of gay-bashing?

A story published on Jan. 31, with the headline "Suicide try leaves gay teen critical," tells of a gay Oregon teenager who tried to kill himself because of school bullying.

But also printed on the editorial page of the same Jan. 31 issue is a cartoon by Jimmy Margulies. In the cartoon, there's an elderly woman with her arm outreached to a young boy dressed as a Boy Scout. There's an arrow on the flag post overhead, pointing to the right, with the words "21st Century." On the sidewalk is a newspaper box with the headline, "Boy Scouts May Accept Gays." Above the woman is a word balloon, with her saying, "C'mon sonny, I'll help you across."

What is the message being communicated here?

Is the message, "'In the future, the admission of gay boys into the Boy Scouts will produce weak "sissy" scouts, no longer capable of escorting an elderly woman across a street"?

Am I missing something here?

This strikes me as cheap gay bashing, an effort by Margulies to get a cheap laugh at some one else's expense.

In this case, the cheap laugh was linked to social intolerance that caused the young boy to try hanging himself, and countless other gay people to suffer from discrimination and imbedded cultural fears.

Gazette-Times editors, this is Corvallis. In your selection and printing of political cartoons, the citizens of this community expect a more enlightened perspective toward racial, gender and sexual harassment and discrimination.

John Luna
Philomath

Editor's note: *Political cartoons are subject to interpretation. As we interpreted that cartoon, it meant that the elderly woman was the one guiding the Boy Scouts into the 21st century through the admission of gay scouts — a move that we support.*

Why replace unsafe traffic circle at Highland and Grant avenues?

I am amazed that the city intends to remove and then reinstall the traffic circle at Highland and Grant instead of making the intersection a four-way stop.

When our neighborhood association made a request to repaint the worn off crosswalks around area schools, we were told by our city councilman that the city doesn't have the money to do that.

No money for paint but money to put back a traffic circle which is incredibly unsafe, especially for bikes and pedestrians? I don't get it.

Stephanie Mehlenbacher
Corvallis

Gazette Times
2/19/13

LETTERS TO THE EDITOR

We must manage forests for the reality of global warming

The Feb. 12 editorial about looking for a working forest policy was very good but misses one point that should concern all of us — it is about the very real threat of global warming, which is increased by thousands of tons of soot and carbon dioxide emanating from fires in forest and range lands.

We should manage federal forests and range lands to reduce soot and carbon dioxide resulting from fires.

Thinning dense tree stands, leaving larger trees well enough spaced so that a fire between them would not "crown out," would reduce the danger.

Thinned trees could be piled in open areas until suitable use for them could be found.

Fire breaks, which would make isolation of fires easier, could be established in range lands. More adequate funding for rapid control of fires would also be needed.

These steps would benefit, not western lands alone, but the whole planet. It could be paid for by a special tax on extraction of fossil fuels.

There are many environmentally concerned organizations which would support this.

When my cousin in Maine got my petition about this, she signed it enthusiastically. Having recently visited on Mount Desert Island, Maine, I could see a need for forest thinning, especially around those multi-million dollar homes where big fires have occurred in the past.

Robert L. Stebbins
Corvallis

Yet again having to do battle with the traffic circle

It happened again this morning at that detestable traffic impediment.

After waiting my turn, I entered the circle from Grant Avenue. Partway around, I realized that a woman approaching on 10th Street had no intention of slowing or stopping and, in the interest of self-preservation, I stopped. But this time, I also laid on the horn. The woman stopped right in front of me and gave me a look calculated to be fatal.

A lot of people get angry when their misdeeds are pointed out to them; a lot of people have no idea of the rules and etiquette of traffic circles. Sometimes these groups coincide.

The joke — I mean, traffic circle — needs to be removed permanently.

Ronald Kell
Corvallis

The movie 'Lincoln' contained even more errors than noted

Interesting article on the editorial page about the "historical lapse" in the movie, "Lincoln" (Feb. 14 "Other views," Los Angeles Times, "Can you spot the historical lapse in 'Lincoln'?)

Unfortunately, what Hollywood made up about the Connecticut delegation's vote is far from the only revisionist history in the movie.

Mrs. Lincoln did not attend the House debates with her black servant. Blacks had been officially banned from the House chamber since 1827. Mrs. Lincoln came from a slave-holding family, and two of her half brothers died fighting for the Confederacy.

Robert Lincoln did not arrive at the White House in January 1865 to announce that he intended to drop out of college and enlist, nor did his father try to dissuade him. Actually, there had been a bit of a furor prior to the 1864 election that the President's son was at school while others' sons were being drafted.

Lincoln asked his son to enlist in October, 1864, which he did. (He was commissioned a captain and placed out of harm's way on Grant's staff.)

Finally, I don't know this for fact, but it is almost inconceivable that Thaddeus Stevens' black housekeeper was in reality his common-law wife. If any story would be able to stand on its own merits, surely this would be one. Hollywood is no respecter of truth.

The actual vote in the House, by the way, was 119 — 56, with 109 Republicans and 10 Democrats voting aye.

John Brennan
Corvallis

Gazette Times
2/20/13

LETTERS TO THE EDITOR

Enforcement of traffic laws keeps Corvallis residents, everyone safe

I can understand Robert Forbes being upset about getting a traffic ticket (Letters, Feb. 18, "Traffic stop soured this visitor from Wisconsin on Corvallis").

However, strict enforcement of our traffic laws keeps us safe. As a city councilor, I have promoted and encouraged such enforcement of the law.

City staff are only enforcing what City Council has approved. My experience with city police has been positive. The intersection of Harrison Boulevard and Third Street is one of the most dangerous ones in the city. Strict enforcement of traffic laws is required to keep people safe.

Stewart Wershow
Corvallis

An unequivocal 'no' to taxes on utility bill

No, no, a thousand times no to City Council's plan to impose significant new taxes — without voter approval — via the city water and sewer bill. The council's camel got its nose under the tent a couple of years ago, when taxes for sidewalks, trees and transit were slipped into the utility bill; now it appears the whole tent is going over.

City staff predict a "public safety tax" could raise nearly $4 million a year (and hey, that's just for starters). Why run it through the utility bill? Answer: It "... gives the city (i.e., City Council, *not* voters!) more local control over resources and can provide a permanent funding source for services as opposed to a local option levy that would have to be renewed by voters every three to five years."

What is to stop council from doing this again and again, avoiding troublesome votes forever? Apparently, nothing.

If you think the utility bill approach would snare tax-exempts like OSU into paying public safety costs, think again. Staff notes they "would likely" assert their tax exempt status though it's possible they "may choose" to pay the charge. A rosy, and I believe unwarranted, view.

Council and staff should immediately drop this proposal and go on the up and up, with a proposal for a local option levy or other legitimate way to tax for public safety needs. We voters should object with our last breath to being forced to sacrifice our right to vote on taxes we pay.

Andrea Dailey
Corvallis

OSU's new experimental nuclear facility should give us pause

Our family survived the Three Mile Island nuclear catastrophe. We kept our farm. No animals died. Our kids weren't incinerated.

Still, when I see that Oregon State has chosen our campus, and our sweet little city, to build a new test facility, I wonder: What are these people thinking? Do they really think Corvallis is an appropriate venue for pure nuclear research? Do they think of the kids of Corvallis as disposable in the event of a catastrophic accident like the one at Three Mile Island?

It makes sense to do this research, I guess (even though there is no future for nuclear energy in America). But I do wonder about the idea of doing nuclear research in Corvallis. And I have to wonder: What kind of permitting process allows this activity in our city? Does the city have standards for ensuring the safety of all its citizens? Did the university even apply for permits?

After our TMI experience, this project raises too many questions.

Questions for our mayor, our city manager, our university officials.

I hope to hear some answers.

Kirk Nevin
Corvallis

Rework intersection at Grant Avenue and 10th Street for safety

I am a huge advocate for traffic circles. I once spent two weeks driving in coastal Spain, and I never even one time was ever stopped at a traffic light. What efficiency! What effectiveness!

Having said that:

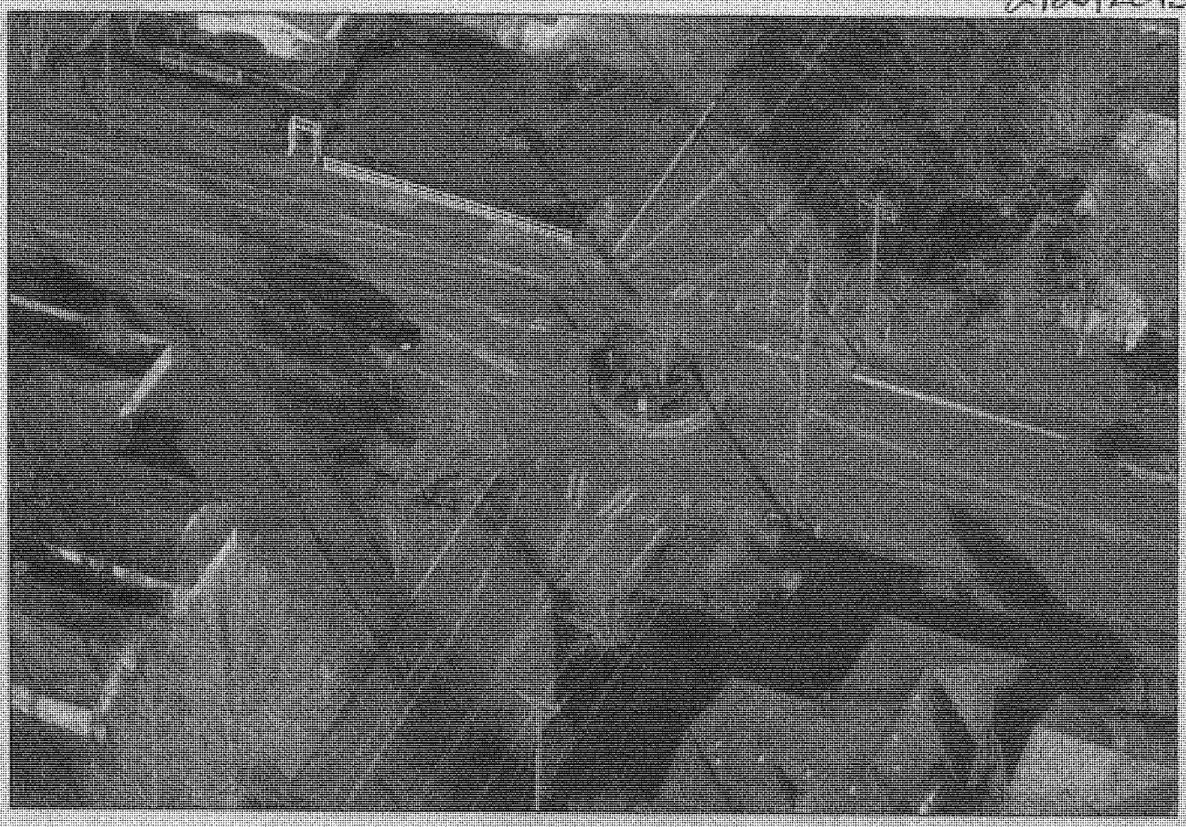
The traffic circle at Grant Avenue and 10th Street is horrible. It is ill-designed, it is unworkable, and it is dangerous. Why that hasn't been obvious to city officials for over a decade is inexplicable.

Now that there is a chance to remove it, it is obvious that that intersection should revert to a four-way stop, just as what works well at Garfield Avenue and 10th Street and at Beca Avenue and 10th Street.

Design for safety. The Corvallis traffic engineers now have the chance to intelligently rework that intersection.

Griff Jay
Corvallis

Gazette Times
2/20/2013



This aerial photo taken last year shows the traffic circle at 10th Street and Grant Avenue in Corvallis.

ANDY CRIPE
CORVALLIS GAZETTE-TIMES

Traffic circle faces test

City Council orders survey on removing controversial spot

By JAMES DAY
CORVALLIS GAZETTE-TIMES

Residents opposed to the the controversial traffic circle at Northwest 10th Street and Grant Avenue in Corvallis got a huge boost Tuesday night from the City Council.

The council voted unanimously to direct the city to survey neighborhood residents about removing the circle permanently.

The circle, which was installed in 1996, will be demolished this summer as part of a 10th Street reconstruction project, with a replacement circle planned for the spot.

However, Tuesday's council action puts that plan on hold.

"It is good news at a minimum," said Stewart Wershow, president of the Garfield Park Neighborhood Association and a vocal opponent of the circle. "It's going to give city staff information so that they can put the project together, and the people will decide whether they want it or not."

The council action was initiated by Ward 5 councilor Mike Beilstein, who is a backer of the traffic circle.

"I think that there is enough interest that the city should start that process and find out what the people want," said Beilstein. "I think the people want the circle. It's just a few outspoken people who don't.

"It's safer. The Police Department thinks it works. I think it works."

Public Works Director Mary Steckel said her department would develop the survey, distribute it to the more than 50 properties whose owners originally petitioned the city to install it, and report back to the council with the findings.

Steckel said she thought that the current timelines for the reconstruction project, with bids due to go out by May and construction to begin in the summer, will not be affected.

'I think the people want the circle. It's just a few outspoken people who don't.'

MIKE BEILSTEIN
WARD 5 COUNCILOR

'There are only two people who I have ever met who have had anything good to say about the traffic circle ....'

JOEL HIRSCH
WARD 6 COUNCILOR

Steckel also said that the city is ready to install an improved circle if that is the eventual decision.

"We've heard people complain about the circle since it went in," Steckel said. "We're hoping to improve visibility with a new design. The goal is to make it a better circle."

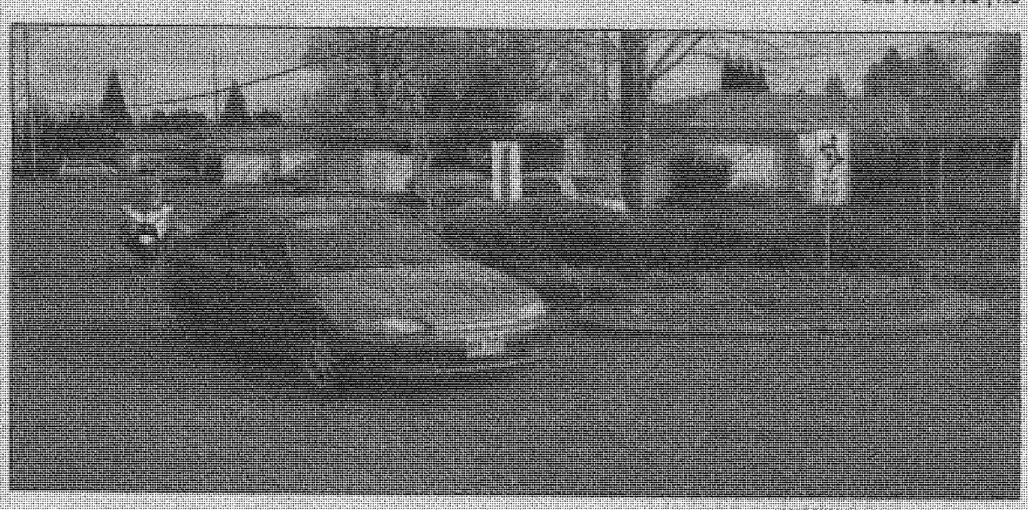
There are two ways for the traffic circle

SEE TRAFFIC | A6

ABOUT THE PROCESS

The city plans to reconstruct N.W. 10th Street from Buchanan Avenue to just north of Grant Avenue this summer. The traffic circle at 10th and Grant will be removed during the work, and the city plans to replace it with another traffic circle.

Before replacing it the city will survey the neighbors who originally petitioned for its installation and use the survey data to help make a final decision on the traffic circle.



JESSE STOUDER | CORVALLIS GAZETTE-TIMES

Vehicles turn around the oft-contested traffic circle at 10th Street and Grant Avenue on Monday afternoon.

Bowles, Simpson offer plan to cut debt by $2.4 trillion

By JIM PUZZANGHERA
LOS ANGELES TIMES

WASHINGTON – Erskine Bowles and Alan Simpson, who have been pushing for a major deficit reduction plan since co-chairing a bipartisan commission on fiscal reform, released a new proposal Tuesday to cut the nation's debt by $2.4 trillion over the next decade.

Called "A Bipartisan Path Forward to Securing America's Future," the plan attempts to avoid the large automatic spending cuts set to hit March 1 while also dealing with long-term debt drivers such as Medicare.

"The problem is real, the solutions are painful, and there is no easy way out," the two said. "What we are calling for is by no means perfect, but it could serve as a mark for real bipartisan negotiations on a plan to reduce the deficit and grow the economy."

Bowles, a Democrat and former White House chief of staff under President Bill Clinton, and Simpson, a former Republican senator from Wyoming, headed the National Commission on Fiscal Responsibility and Reform.

Bowles and Simpson proposed a wide-ranging deficit reduction plan, but the commission did not agree to adopt it in 2011.

The first two steps of their four-step approach have already taken place. First there were spending cuts enacted as part of the 2011 deal to increase the debt limit.

Then there was increased revenue from an agreement enacted Jan. 2 to allow a temporary payroll tax cut to expire and to increase tax rates on annual household income of more than $450,000.

Bowles and Simpson said the next step is to enact serious entitlement and tax reform to produce about $2.4 trillion in deficit reduction and replace the $1.2 trillion in automatic spending cuts.

The plan calls for reducing Medicare and Medicaid spending by about $600 billion by, among other things, raising premiums on high earners. Bowles and Simpson also want to overhaul the tax code by eliminating or scaling back most deductions, using some of the savings – about $600 billion – to reduce the deficit and some to lower tax rates.

Also, the plan would reduce spending by another $1.2 trillion over the next decade through a combination of mandatory spending cuts and other changes, such as altering the way annual Social Security cost-of-living increases are calculated

The fourth step is to take action to make Social Security and highway funding solvent and Medicare sustainable.

Majestic: Director

Continued from front page

is owned by the city of Corvallis, but the city contracts with a nonprofit organization, Majestic Theatre Management, to oversee opera-

position with Yale University earlier this month, a factor that Rayfield said is one of Pearlstein's reasons for resigning.

Rayfield said there was

Traffic: Circle

Continued from front page

to go away. One, is by a vote of the City Council. The other is via a petition from 70 percent of neighborhood residents who originally requested it.

Steckel said Tuesday that she has received an inquiry about the petition process but that no petition has been submitted.

Residents, however, have been making their views known regularly in letters to the Gazette-Times, where sentiment is running 4-1 against the traffic circle since the reconstruction project was announced. The one letter-writer defending the tool, though, took issue with the design of the current model.

Many residents, both in and outside the neighborhood, don't want traffic circle No. 2. They prefer a two-way stop sign or a four-way stop.

"When I was councilor for Ward 6 I found four people who liked it and everybody else was against it," said Wershow.

"I've always pushed to get rid of it. I prefer a four-way stop. That's a more appropriate solution. I'm not against traffic circles as long as they are used right," said Wershow, who identified one on Southwest 10th Street in the Avery Addition Neighborhood that he thinks works well.

Wershow also spoke against the traffic circle at the Feb. 4 City Council meeting, where he received support from the current Ward 6 councilor, Joel Hirsch. Beilstein also spoke out at that meeting, issuing his first call for resident input.

"There are only two people who I have ever met who have had anything good to say about the traffic circle and that's Mike Beilstein and Mary Steckel," Hirsch said.

Ward 7 councilor Bruce Sorte, who in an earlier stint on the council participated in the original debate on the traffic circle, offered words of caution.

"The traffic circle was our bag ban," said Sorte, referring to the controversial single-use plastic bag ordinance that Corvallis began enforcing Jan. 1. "We need to be sure to look at the history of the project before jerking it out of there."

Contact reporter James Day at jim.day@gazettetimes.com or 541-758-9542. Follow at Twitter.com/jameshday or gazettetimes.com/blogs/jim-day

Rail line: County

Continued from front page

the heading of transportation for several years.

The motion passed 2 to 1, with Dixon voting against it. That decision was ratified by the same margin at Tuesday's Board of Commissioners meeting.

Once again, Dixon voiced his disagreement.

"I voted against it before, and I'm voting against it again, for several reasons," he said at Tuesday's meeting.

Reading excerpts from a written statement, Dixon

"It is a long-term investment," she said, "and it is an investment in the future of transportation, both of people and of freight."

After the meeting, Jaramillo and Aloia noted that the vote was a green light to negotiate only. Even if the Union Pacific agrees to sell the line for the approved amount of $500,000, the commissioners would have to hold a formal vote to OK the purchase.

"If she's

e payoff — specifically
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* * *

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MARGULIES

LETTERS TO THE EDITOR

How Corvallis can avoid paying more in fees to city

There are three ways to stop the City Council from adding the most regressive taxes to utility bills:

First: Vote out the councilmen who impose such taxes!

Second: Utilities are necessary appurtenances to all real property use in the city and fees (taxes) assessed against a utility bill, for non related purposes, are really poorly disguised ad valorem taxes and are illegal. File litigation! Hire a specialized *trial* lawyer for that litigation.

Third: The easiest and surest! Use the initiative and amend the city charter to prohibit such practices. Depending on the wording of the initiative that could have the additional benefit of repealing the existing tax for free buses. Hire a specialized municipal lawyer to prepare and activate that initiative process.

PERS is the real problem. When PERS funds are invested and win big, PERS keeps the money. When PERS investments lose, the taxpayer makes up the losses and pays enough to guarantee an unreasonable return to PERS. Ask how much extra tax money PERS demanded this year!

If there is political will, the taxpayer can control this situation. If not, suck it up and pay!

Most people watch and opine but don't act. At my age I don't have enough dog in the fight to act.

To many it is not the additional tax, it is right or wrong.

LaVerne M. Johnson
Corvallis

Not everyone is opposed to the traffic circle

OK, I will be the lone voice in the wilderness and write a letter of support for the traffic circle.

Since the idea first became public, I was thrilled. To this day, I look forward to my drives down Grant Avenue. I know it is small, but it is also elegant.

Rarely do I have to come to a full stop as with a flashing red light or a stop sign. More often than not, I slow and cruise on through.

To be sure, I always approach the intersection at 10th Street alert and cautious. There are those who see the traffic circle as another way to express their belligerent natures. Their bullying from behind the wheel makes it dangerous, not the design.

Most of us being our best selves to the circle, showing courtesy, patience and a willingness to learn something new.

Might I suggest another traffic circle on Grant? How about at the five-way Street and Coolidge Avenue, 29th be big enough and it might just reduce the long lines waiting to get through the flashing red light. Who knows, maybe courtesy will catch on.

Dianne Roth
Corvallis

Some letter writers are being careless with the facts

Do people do research anymore?

I read with dismay the letters and articles from several people in the Gazette-Times these past few days.

The first regarding the city's review of the traffic circle. In it, Ward 5 Councilor Mike Beilstein claims "I think the people want the circle. It's just a few outspoken people who don't."

I officially challenge Mr. Beilstein to prove his statement, to take it from "thinking" to "knowing." I'd like to know where our city official has gotten his information.

I've lived in Corvallis for almost 30 years. In the time since the inception of the traffic circle in question, I have never heard anyone speak positively of it. Traffic circles can be a good thing, but only when done properly. Those in Corvallis are poorly designed and implemented.

The second was a letter from Kirk Nevin, who bemoans OSU's decision to build a new nuclear test reactor.

dress this because I wond
knows that there is alread
test reactor at OSU; it's be
some time.

Mr. Nevin also claims t
energy has no future in Am
der if he bases this stateme
empirical evidence or if thi
own personal opinion.

It seems facts and resear
en a back seat to claims and
a poor state of affairs if ever
one.

Old religious texts and e ones, and why they don't

In his Feb. 13 letter to the e
"Plenty of early religious text
the Bible," Roger Paul wrote t
"final text" of the Pentateuch
dated to about 450 B.C. Then
claimed that the Rig Veda is ol
ing that its contents are dated
hundreds of years earlier.

The problem is one of apple
anges.

If one dated the content of t
tateuch, then by definition it w
the oldest religious text becaus
scribes creation. So let's compa
uscripts (texts) of each. Let's ac
Paul's rather late date of 450 B.C
Pentateuch.

How old is the oldest manusc
the Rig Veda? Easy answer have
1500 A.D. give or take a few years
Which manuscript (text) is older
is no question, nor has there ever
any question, among scholars.

Michael Ma

Something to ponder about what's illegal

Illegal aliens drive cars illegally,
criminals possess firearms illegally
sensible depends on your view of t
sue, and Dads love guns.

Monday 2-25

ganized an online
or the Trevor Pro-
nal LGBT suicide
he goal of raising
minutes. Within
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oing to hell. As family
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e spoken out, deeming
ul for their taste.
larity is all but unheard of
inate. And perhaps that's
by Westboro, despite be-
ringe groups, stays so reli-
sion, garnering press and
ids from their studies.
d vileness, it's actually
t role in the culture. It
ly polarized society some-
can agree on.
d, so poised for a fight over
that only an enemy as
ble as Westboro can get us
nd hate as one. Meanwhile,
, the cameras keep rolling,
, the money keeps pouring

Biggest problem with city's traffic circle: It's just too small

The problem with the obstruction in the middle of the intersection at Grant Avenue and 10th Street is that it is not a traffic circle (ODOT calls them roundabouts). The Oregon Driver Manual requirements include, "... yield to traffic inside the roundabout ..."; "Wait for a gap and merge into traffic" and "Once inside the roundabout, move around the circle ...".

All of these make sense and are easily applied when the center island has a very large diameter. At Grant and 10th, it is impossible to apply any of these requirements because the center island is just a few feet in diameter. That leads to great confusion and a dangerous situation.

If the houses on the four corners were removed a large, proper circle could be constructed and driver confusion would be greatly reduced.

What traffic safety problem was this tiny circle built to correct? In the entire city, why was this residential intersection selected?

This is the only intersection in the city where I feel endangered each trip through, and I blow my horn each time for added safety.

With money hard to come by and stop signs so much less expensive why would money be spent to rebuild this dangerous nuisance?

Michael Brantley
Corvallis

Reflecting on what you can buy for a nickel or dime

All of this fussing and moaning over paying a nickel for a paper bag got me thinking about the times when my mother would take me shopping in the large department stores in downtown St. Louis, Mo.

In those days the stores were equipped with pay toilets, and you had to insert a dime in a slot to gain entrance to a stall in the restroom.

At least now, we have a good quality paper sack to show for our nickel.

In the old days, all we got for 10 cents was clean underwear, and we already had that when we entered the store.

Of course, they say it costs a dime to make a nickel these days, so maybe we are paying more for those paper bags than we think we are.

Dave McIntire
Corvallis

Cruiseliner's woes stirred memories of troop transport ship

In 1965, about 3,700 U.S. Army soldiers left Oakland, Calif., aboard a troop ship named the *General LeRoy Eltinge*.

Destination: Vietnam.

Almost as soon as it left port, it developed all kinds of mechanical problems. Drinking water was limited; no water for showers; the toilets were overflowing and the engines were not running properly. Soldiers were stacked three bunks high, with all their gear stuffed in around them. Many were seasick, and all were starting to smell. And I'm sure most were getting very concerned.

Somewhere in the middle of the Pacific, this troop ship quit running, tilted to one side and bobbed around for a couple of days until a U.S. Navy ship came to the rescue and towed it to Midway Island.

These soldiers had little choice in making that trip, as many were drafted into the services.

Many would never make it hom
The hardships those soldiers endu
that trip were beyond belief.

Recently the cruise ship *Trium*
her passengers had a similar (but
opinion, less horrifying) experier

For several weeks, the media c
story, and now we see signs of lav
pending.

I don't doubt that these passe
a bad experience on the *Triumpl*

I do wonder why so much has
since 1965, if things have change
we value 3,700 soldiers less than
as many civilians?

When I listen to coverage of t
umph and think back to that 196
ture aboard the *General LeRoy E*
find myself using a modern expr
used by my grandkids: "Serious

John W

Is it time to simply repeal the Bottle Bill?

The other day, I was reflecti
fact that returning bottles and
much nuisance for so little retu
given up and have just started
them in the recycle bin.

I realized that the world has
lot since the Bottle Bill was int
Back then, recycling was a nov
Now it's expected, and the pro
Bottle Bill was introduced to s
longer the problem it was.

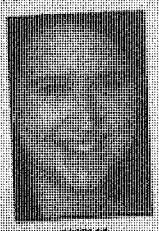
It's a nuisance for everyone
consumers and businesses al
time to repeal it entirely.

What tuition equity means to OSU stude

AS I SEE IT

By AMELIA HARRIS

My fellow students and I, both documented and undocumented, have been through the entire K-12 education system on common ground together. We all have all graduated from an Oregon high school, and we all deserve a right to continue our educations at an affordable price in our home state. HB 2787 will make



AMELIA HARRIS

ition to public universities here, and the state is pricing these Oregon students out of an equitable cost of education in their own home state.

Tuition equity will allow more students the opportunity to attend a public university, and will help the state's economy. With a bachelor's degree, undocumented and documented students will all give back to our beloved state by increasing the education level and poten-

three years, have graduated from an Oregon high school, have been admitted to a public university in Oregon, and are working toward residency.

Tuition equity will not take away any out-of-state tuition money from public higher education, and it will not hurt U.S. citizens applying to Oregon schools. Tuition equity is legal, and passing it is the right thing to do.

As we were taught in high school, higher education is the key to our future. Our economy needs us to be educated and to be part of a highly skilled work-

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2787 to make t

Gazette Times
2/24/2013

LETTERS TO THE EDITOR

County would do well to buy unused railroad track

Benton County Commissioner Linda Modrell, in pushing the county to buy 18 miles of presently unused track south of Corvallis, has made a wise and economically sound assessment.

Her point is that these tracks will most certainly add to future development of the county.

As fuel becomes more expensive, producers and farmers look for more energy-efficient means of transporting goods. A railroad can ship a ton of freight 400 miles on one gallon of fuel.

An immediate use of this railway would be to pave a multi use trail alongside the tracks, like the one planned for the Corvallis to Albany trail.

This and other bike friendly trails, along with our existing rural roads, will attract cyclists from other areas, adding to our tourist appeal, especially during summer months when student population is down. I envision a Corvallis to Eugene off-road trail.

Commissioner Modrell's proposal could be a huge step in that direction.

Jerry Rooney
Corvallis

Lots of questions about roundabout have gone unasked

Re "Design moves ahead," G-T, Feb. 21: Here is a novel suggestion for the Gazette-Times editors when reporting the news from the county commissioners: Ask questions!

Why do the county engineer and Benton County's commissioners need the advice of 13 "stakeholders" for the West Hills Road roundabout design?

Didn't they get $23,000 of taxpayers' dollars worth of advice already from the consultants, Kittelson and Associates? Are they admitting they don't know what they are doing?

What is the commissioners' precise Benton County definition of "stakeholder," with a complete list of qualifications?

Are the 13 stakeholders the only and continuing stakeholders in all of Benton County?

Are they addressed as "Mister Stakeholder" (85 percent male)? If not, then exactly who chose the 13? How were their qualifications for "stakeholder" superior to those of the remaining 85,979 citizens of Benton County?

Is using the word "stakeholder" a deliberate scheme by the commissioners to deceive the remaining 52,030 Benton County voters that their opinions on the roundabout vs. traffic signals are somehow represented?

Previous roundabout budget: $680,000. Current budget: $648,000.

Where did the $32,000 disappear to? (Benton County estimates traffic signals would cost only $200,000, and signals would be safer.)

Follow the money?

If the 13 stakeholders truly believe in democracy (and they are mostly, if not all, registered Democrats) they should present the commissioners with this ultimatum: Put the roundabout-traffic signal choice on the next election ballot as a referendum for all voters or the stakeholders will resign.

Leo Quirk
Corvallis

Once and for all, get rid of Grant Avenue traffic circle

Do our City Council and county commissioners enjoy being on this never-ending merry-go-round ride? Or in this case the traffic circle ride? When will you listen?

We don't like the traffic circle on Grant Avenue. It was a bad idea then and a bad idea now! 53rd Street is a convoluted mess now with lights at either end and one in the middle at the fairgrounds, railroad and too many driveways. This is a major arterial for vehicles, not for feel-good pipe dreams!

Spend some money where it's needed: Widen 53rd Street to three or four lanes. Widen Harrison all the way to Kings Boulevard and expand that intersection. Put pedestrian lights on Harrison.

Don't buy a defunct railroad! Monroe will never re-open the brick factory. Don't saddle our city dwellers to more nonvoted fees on their water bills; that's just wrong and future budgets will suffer.

A major renter at the airport is now leaving because of lack of space. We have a two-lane 99W to access the airport; it will never be viable without highway upgrades.

I hesitate to even mention the antiquated one-lane bridge out of town. The need list goes on and on ...

Roger Sheldrake
Corvallis

Send letters to the editor:
By mail to the Corvallis Gazette-Times, 600 S.W. Jefferson Ave., Corvallis OR 97333
By email to opinion@gtconnect.com
By fax to 541-758-9505

www.gazettetimes.com

General manager/Editor, Mid-Valley News papers: Mike Mcnally, 541-758-9502
City editor/Opinion page editor: Theresa Nowak, 541-758-9527

Opinion

City traffic circle makes little sense

EDITORIAL

Indulge us, if you will, in some quick thoughts about the city's traffic-calming circle at the intersection of Northwest 10th Street and Grant Avenue.

The big issue, it seems to us, isn't so much that it's hard to navigate or annoying — although it is a little annoying, it's not particularly hard to navigate: You just yield until you can enter the circle safely. The principle essentially is the same as a four-way stop sign, which Corvallis motorists seem able to figure out most of the time. And besides, Corvallis already has so many crooked intersections that we should have plenty of practice at safely navigating through the odd ones.

No, the big issue is that the circle is completely out of context with anything else in the neighborhood, so it stands out as a random oddity.

These traffic circles work best as part of a coordinated series of similar structures placed strategically throughout neighborhoods where the goal is to calm traffic, which is code for "make everyone drive more slowly."

In this regard, the traffic circle at 10th and Grant is more effective than, say, those speed bumps which the city has installed at seemingly random locations such as along Brooklane Drive (completely inexplicable, in our view) and Garfield Avenue (a little more explainable, but still, we suspect, fairly ineffective).

But the traffic circle at 10th and Grant always seems like the first piece of a puzzle that never was completed.

The circle, built in 1996, is scheduled to be demolished this summer as part of a reconstruction project.

The plan is to replace it with another circle. But we don't see how that would fix the big issue, unless the plan is to install additional circles in the neighborhood. (It's not.)

The City Council decided at a recent meeting to survey residents of the neighborhood – especially those who lobbied for the circle in 1996 – to see if attitudes have changed. Maybe they have, but the council should remember that the intersection is used by residents of other neighborhoods as well.

So the survey, although it will provide a piece of the puzzle, won't give councilors the entire picture.

In the end, the council will have to balance the opinions of the experts in its Public Works Department with its best sense of what the city's residents want. We elect the council to make these kinds of decisions on our behalf. If we think councilors are missing too many of those calls, we can vote to toss the rascals out.

Our sense is that the council is moving gingerly on this, and we can't blame it – especially after Ward 7 Councilor Bruce Sorte, who served on the council when the circle first was approved, said that the uproar over the circle then reminded him of the uproar over the bag ban now.

Great. It's only a matter of time before the "Circle Monster" takes a seat next to the "Bag Monster" at council meetings.

LETTERS TO THE EDITOR

GAZETTE TIMES 2-28-2013

Bailey Branch rail line buy is a bad deal for county, taxpayers

It's good that at least one of the county commissioners has come to the right decision concerning the Bailey Branch rail line. I figured when the levy passed, the commissioners would feel they had some extra money to try and buy the rail line.

There was a meeting in Monroe late last summer between the commissioners and several of the south Benton County landowners concerning the Bailey Branch. The meeting ended with the commissioners saying they needed to communicate better with the south Benton County residents and that they would have another meeting to keep us informed.

It's hard to understand why commissioner Modrell thinks a new operator would want to reopen the line. When two experienced railroad operators couldn't make it pay, why does she think somebody else could?

I can guarantee that there are more problems with the rail line now than there were in 2007.

Commissioner Modrell has grander ideas in that she thinks there needs to be a railroad along the west side of the valley, clear to Eugene. That might be fine if there was an unlimited money supply, but this country is slowly going broke, day by day.

Commissioner Dixon is right when he says there are better places to invest half a million dollars.

Connect Oregon must have thought that buying the Bailey Branch was a poor use of funds, as they rejected the county's application for money. I urge the county to give up on the Bailey Branch.

John Benninghoven
Monroe

Single-payer health care would solve many problems

While health care isn't on the forefront right now, I thought I'd write an opinion about how a single-payer system can reduce health care costs for employers.

Fundamentally I support single-payer because it would ensure everyone has access to health care; it would allow government to negotiate prices with private care providers, and reduce the cost burden on employers.

Vermont is the first state to implement single-payer (takes effect in 2014), and I believe Oregon could not go wrong following in Vermont's footsteps. I personally would prefer a state level program rather than a federal program.

Let's examine a very simplified situation in which a local small business has 40 single full-time employees and currently pays 100 percent of the monthly health care premiums, which is $385. Forty employees multiplied by $385 equals $15,400 a month in health care costs.

What I envision is that a single-payer system would levy a 6 percent tax on the employer, a 6 percent tax on the employee (based on wages) and a 1 percent wealth tax on $1 million-plus for a total of 13 percent funding.

By distributing health care costs evenly among everyone, we've reduced the employer's costs and the employee's costs. I believe the economic benefit of single-payer is immeasurable: An employee's health care would no longer be tied to employment; it would provide economic relief to small businesses; it would control costs of health care so it doesn't bankrupt us, and (it would) largely eliminate the pointless middleman called our for-profit private health care insurance industry.

Alex Brandt
Corvallis

Spending $500K on defunct railway a waste of money

Why is it that elected officials who are long-time incumbents seem to lose sense of what the value of a dollar is?

Linda Modrell, who has been in office for over a dozen years, recently spearheaded an effort to purchase an abandoned railroad track for $500,000.

What the hey ... !

Our economy is still hurting, and we have millions of dollars in maintenance and repairs pending in the county — and this is her priority?! It seems like wasting a half-million dollars is just no big deal to her.

If the commissioners go through with this railroad track boondoggle, it will be time to start looking for replacements that are more in touch with our financial realities and willing to set priorities and fund them accordingly.

Steve Redman
Corvallis

Confusion at roundabouts, intersections is dangerous for all

How can anyone in their right mind think that another roundabout is a good investment?

Look at the shape of the one at 10th Street and Grant Avenue. The pavement is cracked and pitted, the lines are not painted, and we still can't figure out who has the right-of-way.

The thing has to be removed to repair it or even to repave the street. How many other intersections are in such bad repair, and need so much money to up-keep?

Being a bicyclist, roller-blade enthusiast and walker, I wait, wait, and wait, until there are no cars when at either intersection under consideration. I don't ever assume I have the right-of-way, having been on the-short-end of that stick twice before.

The 53rd and West Hills intersection is a nice place to rest my limbs as I wait for my turn. Most are courteous. A walk signal would be good there, with crosswalks for all directions as I notice more car and foot traffic along West Hills Road.

One of the problems I see (and I hate to say it) is with young or foreign drivers who don't understand who has the right-of-way. I see women drivers in head scarves who don't drive very confidently at that intersection, waiting too long when they should have gone. Unnerving when I don't know when they will go and I am on blades. Visible signage and a signal would solve the problem.

Linda Easter
Corvallis

President should not be using executive orders to make law

Edmund Burke (1729-97), a British statesmen, observed: "All that is required for evil to succeed is for good men to do nothing." I am amazed how the truth of some statements live to be just as pertinent today as they were when they were coined.

I mention this because I believe that Linn County Sheriff Tim Mueller is one of those "good men" who decided to do what was right as opposed to "just following orders," or the recent derivation; "I wasn't elected to interpret the law; I was elected to enforce the law."

Even if that law came into being by a non-legislative process like "executive order"? Really? The process by which something is done is not separable from the results of that which is done.

It is not legal, it is not right — neither in spirit of the law or letter of the law — for the President of the United States to establish, interpret or manipulate constitutional rights by decree without legislative or judicial review and process. I don't care how critical, necessary or needful it is for a law to be established for the satisfaction of a moment in time.

Let's remember that Hitler, Stalin and all tyrants needed the crushing fist of law enforcement for "just enforce the law" to be successful.

It is not the law that makes us free; it is the process by which laws are made. And anyone who would circumvent that process deserves to have resistance from those whose job it is to enforce those laws.

Ron Garnett
Corvallis

LETTERS

LETTERS should be original and no longer than 250 words.

Letters must include the author's name, a street address, and a contact number.

Writers are limited to two published letters a month.

Most letters are published unless they are obscene, promotional, libelous or attack others personally.

Gazette Times
3/1/2013

LETTERS TO THE EDITOR

Renters already have resources to deal with landlord disputes

The City Council is considering requiring annual inspections of all rentals in Corvallis. Accomplishing this task will require collecting a fee of around $60 per unit. Here are my concerns:

The state has landlord-tenant laws, Oregon State University has student housing staff, the city has a housing code to deal with complaints and has the authority to demand corrections. Legal aid is available to low-income renters.

If I was a renter, I would find this proposal insulting. Does the city have so little regard for a renter's intellect that they think they are incapable of using the resources at hand to help themselves with rental issues?

Does the city think that renters are going to welcome a $60-a-year rent increase? You can bet this fee will increase over time.

Who is going to grant access to these properties? Will the tenant be expected to schedule time off work or school for the inspection, or will that be the owner's responsibility? What if the tenant refuses access? Will the landlord be required to take the legal steps necessary to gain entry?

The market determines the quantity and quality of rental housing in Corvallis.

Sure, there are some substandard rentals in Corvallis, and I'd bet that in most cases the tenants are not complaining because the amount of rent they pay is a reflection of the quality of the dwelling. If the city requires upgrading these rentals, the result may be that some of these folks can no longer afford the rent.

Ken Donaldson
Corvallis

Plenty of people who don't live near it still don't like traffic circle

If (Councilor) Mike Beilstein thinks that it's just a few outspoken people who don't want the traffic circle, he is sadly mistaken.

The vast majority of Corvallis residents opposed it in 1996 and they still oppose it today.

My office, Duerksen & Associates, Inc., is located a half block from this intersection. I go through it twice a day or more. All of my staff and contractors go through it more than I do. None of us think it is a good idea.

If Corvallis is on such a tight budget, that alone should dictate four pieces of pipe and some sheet metal versus many thousands of dollars for an ugly, high-maintenance traffic circle that seemingly does nothing to enhance safety.

How do you get more safety than having virtually 100 percent of all traffic come to a complete stop? As far as saving energy by not having stopped cars burning gas, there probably is an argument for that but one intersection out of several hundred city wide is hardly significant.

Jerry L. Duerksen
Corvallis

Small increase in response time doesn't justify reopening station 5

As I have said many times, there will never be enough money to fund everything. Therefore, we need to set priorities and make choices. Moreover, we need to support those choices with appropriate analytical work.

The City Council is considering reopening fire station five. Yet the Corvallis Fire Department's response time simulation study, dated April 25, 2012, tells us that we gained an average 10 seconds in EMS response time and lost 11 seconds in average fire initial response time when we closed station five — a trivial amount of time. Are we conveniently ignoring this study now?

The Police Department is still trying to justify more officers by saying comparable cities have so many sworn officers per population, therefore Corvallis should have the same number. The underlying assumption being that the demand for service in the comparable cities is equal to that in Corvallis. Nothing is being said about the demand for service in Corvallis that Matrix Consulting Group quantified in 2008. Considering the growth in demand for service because of the Oregon State University expansion, that quantification needs to be updated.

Moreover, we need to establish the current relationship between the response time and the number of officers we deploy, as I did in 2009 with the Matrix data (see www.peak.org/~detweil).

Any reduction in, or failure to increase, services will have adverse effects on public safety. But, since we can't afford everything, risk needs to be balanced against costs. That is what good governing is all about.

John H. Detweiler
Corvallis

Biggest problem with city's traffic circle is that it's confusing

We are not one of the 70 residents who will be questioned about the traffic circle.

I would like to weigh in, since I go through or around it almost daily. A couple of years ago, I approached it from the east, intending to turn right from Grant Avenue onto 10th Street. I was at the circle when another vehicle approached from the south on 10th Street.

Since I was already there, I proceeded to make the turn. A police officer pulled me over and said I should have waited. I did not get a ticket but he did say to me, "treat it like a stop sign."

Now I ask, why isn't it a stop sign?

Cars race through the circle without stopping. Others come to a complete stop and just sit there. Often, four vehicles come to a complete stop and no one knows who should go first. Some just don't know that they have the right of way.

My opinion? Remove the annoying circle and put up stop signs. They would be safer and easy to understand.

John deMontigny
Corvallis

LETTERS TO THE EDITOR

Gazette Times 3/5/2013

Don't spend county money on a 'dilapidated' rail line

So the paper says Benton County has half a million dollars uncommitted cash sloshing around in the county coffers. Neat! was my first thought.

But wait — that means we have paid half a million more in taxes than needed to operate the county! Not so neat!

What is even less neat is that a couple commissioners are pushing to gamble the half a million on real estate, namely the 18-mile branch line south of Corvallis. The paper describes it as "dilapidated." Just what we need!

Oh, yes, and if the county purchases this property, that means it will not get the property tax revenue it currently generates.

Does that mean the rest of us will have to cover that loss?

The Gazette-Times also says that the money "has been set aside in the county budget under the heading of transportation."

So the transportation budget, usually spent on county roads, is to be gambled on a dilapidated stretch of railway? I hope not.

Cliff Heselton
Philomath

Traffic circles have their place, and it isn't in a small space

It might be well to remind city planners and local drivers that roundabouts or traffic circles have been designed to handle large volumes of traffic, something like cloverleaf exchanges.

A cloverleaf, such as the one on Highway 34 and Interstate 5, allows high-volume traffic to continue unimpeded, but cross traffic and exiting traffic requires a caution or stop.

Circles, as used in most places in Europe, allow all traffic to continue unimpeded if some caution is used.

This requires more space and good visibility — factors not available on Grant Avenue. One big circle in the heart of Paris has 13 exit-entries!

It is the writer's opinion that traffic circles are not the best solution for city streets in Corvallis as has been pointed out by a number of writers.

David Church
Corvallis

A close encounter with the Tenth Street/Grant Avenue traffic circle

Tenth Street is a designated bicycle street. A couple of years ago, I was riding my bicycle on 10th south toward Grant Avenue. I entered the traffic circle when it was clear for me to enter.

I had passed almost half way into the circle when I saw a teen SUV approaching put the brakes on hard and jerked my bicycle hard to the left.

The Jeep was driven by a young man traveling down Grant toward Ninth Street.

Once he hit his brakes, his vehicle did not get stopped until the driver side window was next to me.

I can only imagine how many feet my bicycle and I would have traveled in the air before we hit ground.

I try to avoid this intersection, even in my car.

Please remove the circle and return the intersection to a four-way stop.

Vickie Taylor
Corvallis

The entire city should have a say in the future of the traffic circle

It seems Ward 5 councilor Mike Beilstein has just put me (and just about anyone else I've talked to or read about) into the "few outspoken people ... " who do not like the existing traffic circle (or maybe it should be called a "wanna-be" circle).

When Mike says he wants to hear from people in the surrounding area, that should read "the whole stinking city," right?

I live in Timberhill but go through this toy of a circle a few times weekly. My opinion should count, too.

A fellow reader in Wednesday's edition, Griff Jay, gave the account that I, too, would have made.

I, like Griff, have driven in Europe and Mexico with circles handling thousands of cars daily and few problems.

Unfortunately for a high-efficiency circle, Corvallis is a farm town better suited for low-speed Sunday drivers.

Although we residents deserve better, I've found that any city's engineer planners seem to "know more" than we do regardless of the common sense solution.

I shudder to think that if they can't get this circle right, what happens at 53rd/West Hills with a $500,000 project?

Marshall Brooks
Corvallis

Traffic circle survey needs to be citywide

The survey that Corvallis Public Works Director Mary Steckel is proposing to send out for the City Council's fact-finding has got to be a joke.

Who is she and the City Council trying to fool?

If the council wants a real public survey, it needs to be sent to everyone in a 10-block radius of that dreaded intersection, not to just a select few property owners who may have wanted it 17 years ago.

There are a large amount of rental should have input also, not just an owner that may not even live near by.

People need to remember that when the circle was proposed in 1995, there was overwhelming opinion from local residents who did not want it put in, but according to an article in the Gazette-Times, the city had already purchased the concrete barriers and decided to use them anyway.

If the general public really wants to see the problems and the dangers from this "traffic calming device," they need to visit the existing one and view the damage and count how many times it has been collided with.

This survey, like others that city officials have instructed to have done, targets a select group of people, people who will agree with what the city is trying to accomplish, not necessarily what is in the best interest of the general public.

Warren Eaton
Corvallis

Social Security is more like an annuity than a Ponzi scheme

After reading the responses to my letter on Social Security by Jonathan A. Hayes and Ning West Zhang, I began to doubt my understanding of IOUs.

IOUs are informal acknowledgements of a debt. They contain the letters I, O and U, a dollar amount and a signature.

They are not a device any responsible individual would include in a portfolio of investments.

Referring to the Treasury bills held in the Social Security trust fund as IOUs falsely suggests these holdings really are not worth much.

These letter-writers are correct that at some point in the future, the trustees may need to begin redeeming the Treasury bills held by the trust to meet their obligations to retirees.

If that is a problem, it is not with the lenders (i.e. Social Security), but with the borrowers (i.e. Congress).

Social Security operates much like any retirement annuity. Participants and their employers pay into the fund during the participant's working life. The monies are used to pay benefits to current retirees, and the surplus is invested to grow the assets of the fund.

The Social Security program may occasionally need minor adjustments similar to what President Reagan did in the 1980s to account for changing demographics like increased life expectancy.

Ponzi schemes do not have hundreds of billions of dollars in high-quality investments to back up their obligations. Calling Social Security a Ponzi scheme is beyond ridiculous.

Nelson A. Mills

Gazette Times
3/6/2013

LETTERS TO THE EDITOR

Council, give us back our plastic bags and quit trying to save world

Each time I shop at a grocery and retail stores in Corvallis, I get hit with the mandate of the Corvallis City Council bag ban law.

A WinCo store manager thinks it is a good laugh to watch customers attempt to get food for their family to their car. (Baskets bandits story, Feb. 18). Maybe the City Council thinks it is a good chuckle, too. Not me. I find a ban on plastic bags a serious mistake.

The best thing the council could do is give full attention to government issues and stop the experiment with laws to make it difficult for anyone to shop locally. All I want to do is be able to carry out my purchases, keep them dry on rainy days and free of contamination. Not save the world.

Paul and Patty Lorenz
Corvallis

Traffic circle is increasing traffic on adjacent streets; take it out

A recent front-page article stated that Corvallis Public Works will develop a survey and distribute it to the 50 (residents) who originally petitioned the city to install the traffic circle and then report the findings to the City Council.

That sounds like they want to interview only those who favor it, which makes little sense.

How about surveying everybody that lives on 11th Street between Beca and Garfield Avenues?

Traffic — including speeders — has increased since the circle was installed. Those that wish to avoid 10th Street and Grant Avenue are using 11th Street and Beca and Garfield Avenues to get around it, as do I.

I'm especially in fear of riding my bicycle near this thing.

Take it out, leave it out.

The Public Works Department should send a survey to me. How about they determine which street has the least traffic and put major stops on that street with rumble strips or warnings? Come up with something. A traffic circle in such a small space without proper design is not the answer.

Mike Ryan
Corvallis

Traffic circle's critics are not just 'a few outspoken people'

I suggest that Councilman Mike Beilstein spend half a day observing traffic at Northwest Grant Avenue and 10th Street. He might conclude that objections to that traffic circle represent more than a "few outspoken people."

Over the years I have driven through traffic circles and roundabouts in several European countries, but the traffic circle at 10th and Grant is probably the most difficult and dangerous one I have encountered.

Like another recent letter writer, just last week I witnessed a driver pass through that infamous intersection, neither slowing down nor looking left or right. Scary experience. If one drives straight ahead, the traffic circle generally serves its purpose. But if one makes a left turn, it is dangerous because the turning radius is very short, and oncoming traffic might not see one's turn signal.

Apart from enlarging the intersection, and bringing traffic closer to those homes located there, I think a four-way stop trumps the no-way stop we currently have at Northwest Grant and 10th.

Art Bervin
Philomath

Facts about Abraham Lincoln were not accurate in recent letter

In response to John Brenan's letter of Feb. 19 concerning the movie "Lincoln," I must agree with Daniel Patrick Moynihan's quote: "He is entitled to his own opinion, but not his own facts."

Robert Lincoln was eager to enlist during the Civil War, but was prevented by his mother who had already buried two sons. When Mary relented, Mr. Lincoln did not have to ask Robert to enlist, as Mr. Brenan asserts.

In February 1865 (not 1864, as Brenan states), Robert was commissioned a captain, and appointed assistant to Grant. The young Lincoln served only in the last weeks of the war, was present when Lee surrendered at Appomattox, and resigned his commission June 1865.

As far as Thaddeus Stevens' intimate relationship with his housekeeper, Lillian Hamilton Smith, there is no definitive documentation. Smith was the daughter of a free African-American woman and an Irish father. She served Stevens for over 20 years, and helped him raise his nephews, whom he had adopted.

The neighbors who knew them well considered her Steven's common-law wife, and they referred to Smith as Mrs. Stevens.

Mr. Brenan finds their relationship, as depicted, hard to believe, but it was Washington's worst-kept secret.

By giving the vote count for the 13th Amendment in the House, Mr. Brenan has accurately represented Republicans as the liberals of Lincoln's day, but they are hardly the same party today.

My quibbles with his comments are small, but I often wish Mr. Brenan would cite sources in his letters.

Sharon Nixon
Corvallis

Old texts weren't authoritative; science is more trustworthy

Circular reasoning is a logical fallacy, and I quote Michael Markowski: "If one dated the content of the Pentateuch, then by definition it would be the oldest religious text because it describes creation."

Another example: I read a short story by Arthur C. Clarke, "The Nine Billion Names of God," in which the world ends, therefore this is that last story of mankind. Both statements are ridiculous! It is also a logical fallacy to argue that the older a writing, the more weight it has over younger writings.

People believe what they want to believe (I include myself). That said, I will take science's understanding of the beginning of the universe, Earth, evolution, physics, chemistry, biology and other discoveries, over any ancient (or for that matter modern) myth any day.

Ancient writings are nothing more than the people in those times trying to explain their world with the tools and knowledge they had at the time.

Two thousand years from now, people will in all probability look at our explanations as naive. Science progresses; religion doesn't. Science asks questions; religion asks for belief and never questions authority.

There will always be scholarly debates pertaining to ancient religious writings; of course all religions want their sacred scriptures to be the oldest.

Again, the oldest-known religious texts are the Pyramid texts of Ancient Egypt (2400-2300 BCE).

The New World Encyclopedia states: "Historical evidence suggests that the Rig Veda was composed roughly between 1500-800 BCE, other scholars date it even earlier."

Roger Paul
Corvallis

LETTERS

LETTERS should be original and no longer than 250 words. Letters must include the author's name, a street address, and a daytime telephone number.

Most letters are published as long as they are concerns, ideas, copied from Web sites or attack other writers personally. All letters are subject to editing.

Delay in publication and letters usually educate a backlog.

Barring legal or publication guidelines, are brought to the writer's attention for remedy.

Writers are limited to two published letters a month.

AS I SEE IT columns must be no longer than 600 words. Local, cross-addressing local issues are preferred. Publication but the Gazette Times retains discretion.

Gazette Times
3/7/2013

A short history of Corvallis' controversial traffic circle

During the mid- to late-1990s, speeding was out of control along 10th Street between Buchanan Avenue and somewhere south of Grant Avenue. 10th Street safety was compromised. Residents contacted the City of Corvallis.

The city initiated a study that included polling of relevant residents and determined that "traffic calming devices" were justified.

The city chose stop signs at Buchanan, the 10th Street speed bumps and the famous 10th and Grant traffic circle.

I live on 10th Street but wasn't among the polled. The Buchanan stop signs were no big deal. Initially, I didn't like the speed bumps, but after observing dramatic speeding, I understood their relevance. I thought the traffic circle was illogical. Why couldn't they just use a four-way stop?

I learned that the city had determined that a four-way stop would create unacceptable levels of exhaust gasses at that point. My tendency is to think that's a good reason.

Even so, I think, for all the reasons stated in letters to the editor and more besides, the traffic circle remains illogical.

The city people who determine these policies are good people who work hard to do the best they can to make streets and sidewalks as safe and convenient as possible. They're pleasant, congenial and happy to explain and to hear anyone's input.

While the deteriorated layers of 10th Street are being fixed this summer, they're taking another look at the traffic calming devices. This time around, they're redesigning the traffic circle. Hmm.

Kathy Merrifield
Corvallis

Confusion is the biggest drawback to traffic circles

I would propose that if you really want to know why the vast majority of motorists do not like traffic circles, stop by the DMV office or go online and look up the 2012-13 Oregon Driver Manual.

On page 16, it takes 109 words and one picture to explain a stop sign.

On page 41 thru 43, it takes 481 words and six pictures to do the same job.

If you read the text and view the graphics, you will fully understand the complexity and associated costs.

When entering an intersection with a four-way stop, the manual basically says stop, look both directions and proceed.

When entering and exiting a roundabout, the manual goes to great lengths to describe the various entry and exit procedures as well as watching out for bicyclists, pedestrians, other vehicles, trucks and emergency vehicles.

You are asked to do all this while trying to negotiate a quarter or three-quarters turn in a circular motion while looking for your exit destination.

Read it for yourself and you will see what I mean. On top of that, if the city is so proud of their circle, why is it so poorly maintained — broken and misaligned concrete, dead shrubs and crosswalk markings that are completely worn out and almost invisible.

In addition to that, John deMontigny's letter of March 1 stated that a policeman stopped him and said all parties must come to a complete stop.

What?!

Jerry L. Duerksen
Corvallis

Bag ban is a forward-thinking change that's worth the effort

I am really surprised at the hubbub about plastic and paper bags. At the First Alternative Co-op, we had a vote of the owners several years ago, and they voted to charge for paper bags at the register by an overwhelming majority. We charge a nickel for a paper bag, but many voters thought we should charge more.

We don't sell many bags anymore, and people don't often complain about paying if they need a paper bag. We tried plastic carry-out bags once long ago and got lots of complaints from customers about them so stopped offering them with no negative impact or complaints.

I think it is a good thing, and support it 100 percent.

Thanks to the City Council for being forward-thinking and protecting our city from unnecessary plastic bag waste.

It certainly makes people think about their actions by charging this minimal amount.

Other countries have been charging for years, so it is about time we stepped up, too.

Michele Adams
Corvallis

Another benefit of roundabouts is less air pollution from idling

I am writing to add to the argument in support of the traffic circle at 10th Street and Grant Avenue that was expressed in Dianne Roth's letter of Feb. 22, "Not everyone is opposed to the traffic circle."

I am concerned about reducing the carbon footprint of our community. As an energy advocate and master recycler, I have learned there are many ways to live lighter on the Earth.

We can do more than the obvious weatherizing of homes, reducing trips in cars and eating local organic food.

There is the tactic of designing infrastructure that helps us default to behaviors that have less impact on the environment.

One of these Earth-friendly designs is the traffic circle, or roundabout.

The fuel savings from roundabouts is estimated between 30 to 40 percent over traffic lights or stop signs.

In addition to Ms. Roth's suggestion of adding a traffic circle to the intersection at Grant and Coolidge Avenues and 20th Street, it might be a great benefit to switch many more intersections in Corvallis to roundabouts.

Readers of the Gazette-Times could probably suggest many locations that would be suitable, so that the Public Works Department could work these into future street improvement plans.

Marjorie Stevens
Corvallis

Investing in 18 miles of railroad track is just sound planning

Benton County Commissioner Linda Modrell, in pushing for the county to buy 18 miles of unused railroad track, is wise and economically sound.

She defends her stance by advising us that these tracks will most certainly add to the economic development of the county.

As fuel becomes more and more expensive, producers and farmers look for more energy-efficient means of transporting goods.

Research tells us that a railroad can ship a ton of anything 400 miles on one gallon of fuel.

On the other hand, a truck cannot touch this efficiency.

Moreover, another use of this railway would be to pave a multi-use path alongside the tracks, as is planned for the Corvallis to Albany multi-use trail north of us.

This and other bike-friendly trails and existing rural roads will attract cyclists from many outlying areas, will more favorably appeal to cycle commuters and recreational riders and add another link to a Corvallis-to-Eugene multi-use trail which inevitably come with intelligent planning and risk-free investment.

Gerald Rooney
Corvallis

LETTERS TO THE EDITOR

Gazette Times 3/8/2013

Watch what happens to higher ed board in Salem

This is an analogy:

An outstanding hospital has its chief of staff fired for malpractice 24 years ago by the Board of Medical Examiners. Then in 2011 it happens again to their chief of staff, who is fired.

The hospital foundation is so outraged that they pressure the governor to dismantle the Board of Medical Examiners and hire a new board favorable to their hospital.

Well, that's what is happening to the State Board of Higher Education with the blessing of Dr./Gov. John Kitzhaber and the UO Foundation! The army of well-paid lobbyists are about to descend upon the Legislature and we will see which wins — justice or power!

Tony Van Vliet
Corvallis

Editor's note: *Tony Van Vliet is a former member of the State Board of Higher Education and a former state representative from Corvallis.*

Nuclear energy has no future, and here are the reasons why

In his Feb. 22 letter, Noel Caddy asked for "facts and research" to back up Kirk Nevin's claim that nuclear energy has no future in America.

Fact 1: There exists no long-term storage for nuclear waste. "Over a half-century since the birth of the commercial nuclear power industry, there are some 440 nuclear power plants in 31 countries. Yet, no country on Earth has an operating high-level waste disposal facility." (From the book, Too Hot To Touch by William and Rosemarie Alley, 2013).

Fact 2: "The deadly radiation from nuclear wastes cannot be successfully sequestered for the 250,000 years it will remain dangerous to all life."

Fact 3: Nuclear accidents can make large regions uninhabitable (i.e. Chernobyl, Fukushima, both of which are not yet under control). Hot particles released at Chernobyl are still being detected on radiation monitors around the world.

Fact 4: "Nuclear energy requires about as much energy input as the output it may ultimately provide."

This is understood through calculating its full life cycle — mining, processing, delivering uranium, operation and decommissioning.

Facts 2 to 4 are from the book: "Nuclear Roulette: The Truth About The Most Dangerous Energy Source On Earth," by Gar Smith (2012).

Both books are at the library and are filled with the facts and research that Caddy is seeking. Neither OSU's nuclear test reactor nor NuScale's modular designs are exempt from the above facts. Sustainable alternatives — including wind, solar, hydro and geothermal — have far better net energy ratios.

Debra Higbee-Sudyka
Corvallis

Size matters when we're talking traffic circles

The problem with the traffic circle at 10th Street and Grant Avenue is that it is a traffic dot.

Dustin Kassman
Corvallis

Possibility that traffic circle might be gone is great news

When I read that the traffic circle will be removed and it might not be replaced, I was elated. I have lived in the area between Beca and Garfield avenues, west of 10th Street and Highland Avenue, for 13 years, and I cross through the 10th and Grant intersection almost daily.

Like most everyone in the neighborhood, I find the traffic circle to be a constant annoyance and poorly designed. In my years of experience, crossing this intersection by car, bike and on foot, I have consistently observed the following:

Drivers pass through the intersection unpredictably, sometimes stopping unnecessarily when they have the right of way and at other times speeding through out of turn. Especially at night, due to the height of the concrete, plantings and the tree in the center, pedestrians are hard to see by car, and as a pedestrian it is difficult to make eye contact with drivers to read their intentions.

By bicycle, both during the day and at night, 10th/Highland is a safer alternate route to riding on Ninth Street, with the exception of this intersection. Bicyclists have to be very cautious because in addition to the visibility issues, the bike lane disappears around the circle, and the road is cracked and uneven. A standard four-way stop would provide much better visibility between bikes, pedestrians and cars, and would be a welcome change.

Beth Barnett
Corvallis

The cautionary pollution legacy of continued coal dependence

I was lucky enough to have spent my summers on a lake in New Hampshire, fishing, swimming, catching frogs and turtles and snakes. In those days, children developed an abiding sense of all the natural world provided — animal, vegetable, mineral — because it did. We caught, and released, all the fish, frogs, turtles and snakes we wanted.

That was before coal-fired power plants in the U.S. Midwest, upwind of New England, changed all that. Before people understood the connection, coal-fired power plants spewed enough poisonous chemicals into the atmosphere to permanently affect the health of all the people, plants, animals and environment downwind. Everything — people, other animals, water, land, plants — downwind of those coal-fired power plants has been poisoned, irrevocably and forever.

Will we Oregonians allow that to happen to us?

Last July, you couldn't see Marys Peak from the Iron Mountain lookout (east of Sweet Home). Why? Dust from storms in Mongolia was so thick — falling on us and our lakes, rivers and mountains, that it looked like forest fires!

Those same winds carry, and will continue to carry, increasing amounts of poisonous emissions from coal-fired power plants in China. Companies want to ship coal to those plants in China through Oregon ports.

If you don't want you and your family, and the lakes and rivers and forests of Oregon to be poisoned by coal shipped through Oregon ports, let your governor and legislators know.

Implore them: "No Coal to Asia."

Stewart Holmes
Corvallis

Gazette Times
3/9/2013

Golf Club while taking advantage of the spring-like weather Thursday morning. Ayotte, who is a member of the golf club's Players Club, said he enjoys the sport all year long.

Whatever the forecast, spring arrives days, on March 20.

City works on design for traffic circle

By JAMES DAY
CORVALLIS GAZETTE-TIMES

The city of Corvallis is moving forward with its design plan for a new traffic circle at Northwest 10th Street and Grant Avenue.

Although the plan is not complete, several key elements already have been established:

- The circle will be the same size, but there will be more room for vehicles to maneuver because of modifications to the curbs on all four corners.
- The circle still will contain vegetation, but it will be at a maximum height of 30 inches, thus increasing the field of view.
- New pedestrian crossings will be established farther away from the circle in an effort to make the area safer for pedestrians.
- New signs will be added and bike lanes will be restriped to make it clearer that cyclists

SEE TRAFFIC CIRCLE | A5

ANDY CROSS | CORVALLIS GAZETTE-T

This aerial photo of the traffic circle at 10th Street and Grant Avenue was tak in February 2012. City data on traffic counts, speed and accidents is on page

TRAFFIC CIRCLE UPDATE

SURVEYS: The city has sent out surveys on the traffic circle to 58 property owners in the neighborhood. The deadline to return the surveys is March 19.

PUBLIC MEETING: The city will host a public outreach meeting at 7 p.m. March 19 at the Corvallis-Benton County Public Library. City officials will shar information on what a new traffic circle will look like and take public commen

COMMITTEE: The Corvallis Urban Services Committee is scheduled to look a this issue at its April 2 meeting.

75 cents

INSIDE

151st year, No. 67
2 sections, 20 pages
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Traffic circle: Design changes

Continued from front page

are about to enter the traffic lanes.

"The three things that we have heard the most," said Public Works Director Mary Steckel, is that there is not enough room, that there are safety problems for pedestrians and that there are basic navigation concerns.

"We believe the new design addresses these issues."

The city is reconstructing 10th Street from Buchanan Avenue to Grant this summer as part of routine maintenance, and the traffic circle will be removed during that project.

The Corvallis City Council on Feb. 19 directed city staff to survey residents in the neighborhood as part of a process to determine whether the circle goes away permanently.

The city has mailed surveys to property owners and plans a March 19 meeting to share information on the project and hear from the community.

The Urban Services Committee will discuss the circle and the survey results at its April 2 meeting. The full City Council will have the final say on the circle.

Along with the surveys, Public Works officials included data on incidents, traffic speed and traffic volume (see info box).

The numbers show that traffic volume is down, motorists are driving more slowly through the circle area and incidents have been reduced.

"The data seem to show the positive impact of the circle," said Steckel. "Traffic calming has worked."

But the traffic circle remains controversial. Letters to the editor of the Gazette-Times on the subject generally have been running against the circle, and residents continue to raise the issue before the City Council.

At Monday's meeting Eric Gleske, who lives in the neighborhood on Northwest Draper Place, expressed his concerns.

"The intersection is not conducive to a traffic circle," Gleske said. "The city should replace it with a four-way stop. It would be less confusing and safer for pedestrians.

"How is it that motorists going 15 to 20 mph is more calming than coming to a complete stop?"

Contact reporter James Day at jim.day@gazettetimes.com or 541-758-9542. Follow at Twitter.com/jameshday or gazettetimes.com/blogs/jim-day.

ACCIDENT DATA

	PRE-CIRCLE	POST-CIRCLE
Vehicle-ped	0	0.67
Vehicle-bike	0.167	0.67
Vehicle-vehicle	3.67	1.6
Vehicle-object	0	0.33

Note: Numbers are the average per year

SPEED DATA

STREET	SECTION	1996	2013
10th	Beca-Grant	28 mph	25.9 mph
Grant	10th-11th	35 mph	25.9 mph

Note: 85 percent of vehicles traveled at or below the listed speed

VOLUME DATA

STREET	SECTION	1996	2013
10th	Beca-Grant	3,405	2,735
10th	north of Grant	4,301	4,102
Grant	9th-10th	3,909	3,776
Grant	10th-11th	4,600	4,600

Note: volume is in vehicles per day

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(Cut Free)

Gazette Times
3/11/2013

Some things about politics and football just don't add up

The newspapers and the TV news have been full of the impending (and now real) sequester. Millions of people will be affected negatively in the pocketbook.

On page B4 of the Gazette-Times (Friday, March 1) is a small, quiet article about the NFL salary cap rising to $123 million.

What is wrong with this picture?

Marian Ely
Corvallis

News of Jesse Jackson Jr.'s bipolar disorder raises many questions

I just learned that Jesse Jackson Jr. has bipolar disorder.

Perhaps I should have heard/read that before, but I have been away since early January, tending to a family emergency, and have not heard/read the news consistently.

I just now read your Feb. 21 story online and, although Jackson's bipolar disorder is mentioned, the connection is not explored. One of the most common features of bipolar disorder in the manic stage is reckless spending. (Another is constant talking, but that might not be noticed in a politician.)

I see that Mayo Clinic reported on Aug. 13 that it was treating Jackson for bipolar disorder. Why have we not seen more discussion of this connection? Why is Jesse Jackson Jr. simply pleading guilty rather than something like Oregon's "Guilty Except for Insanity"?

This should be an occasion to educate the public. We do not need more people in prison because of mental illness, as about a third of prison inmates (in Oregon) now are. With medication, we bipolar people remain quite normal.

Dianne Farrell
Corvallis

Negotiating traffic circle just a matter of knowing left from right

There seems to be a lot of unnecessary controversy about the mini traffic circle at 30th Street and Grant Avenue.

When you approach an ordinary intersection with no traffic light or stop sign, if there is a car approaching from your right which would conflict with your travel, that car has the right of way. Otherwise you do.

At the traffic circle, if a car is approaching from your left, that car has the right of way, otherwise you do. That's the entire difference in how the traffic circle works. Try looking at it that way.

David Rabinowitz
Corvallis

Buying the Bailey Branch is a 'horse and buggy' era idea

About that foolish, projected choo-choo line purchase:

Did you notice the closing lines of the Feb. 21 editorial?

"If the county were flush with cash, the Bailey Branch bet might be worth taking now. But is this a bet that you'd make? After all, it's your money."

There's a disconnect here. The county commissioners, with the possible exception of one member, do not consider these funds our money. The moment the monies arrive within the county coffers, two of those three people consider those funds theirs, to do with as they wish, both now and in the future. Never mind what the dumb chucks who once worked to earn that money think.

By the time need arises for a choo-choo line heading south, we'll need a lot more than 17 miles and what is now sitting on that land will be useless. The time is past for diesel and diesel-electrics. What will be needed in the future is high-speed Maglev technology, not a horse and buggy solution.

Beverly Caron
Corvallis

Confusing instruction at traffic circle the source of irritation

Again, the issue of traffic circles is the subject of many letters. These letters are precipitated by the city's decision to remove the 30th Street traffic circle — at least temporarily — this summer as part of a reconstruction project on 30th Street.

However, the City Council also directed the city to survey the neighborhood residents about removing the circle permanently.

As readers of letters to the Gazette-Times will recall, one of the reasons frequently mentioned in letters opposing the circles is that they are dangerous. I find this charge very puzzling, as my family twice has lived the year in England and also has driven all over western and central Europe, and we never witnessed a traffic accident in any of the numerous traffic circles we traversed.

Also, if traffic circles are dangerous traffic hazards, why are they still everywhere in Europe as well as now in the United States? As to the latter, for example, members of our family live on two streets with traffic circles in residential neighborhoods, one in Seattle and one in Portland.

And why, then, is the 30th Street circle in Corvallis so unpopular?

One reason that has been suggested in letters is that it is so poorly designed. Certainly its instructions to drivers make no sense: "YIELD ALL WAYS."

Rather, in countries that drive on the right, one must yield to the left in traffic circles, and in countries that drive on the left, such as England, one must yield to the right.

Tom McClintock
Corvallis

Some thoughts on gun control from a lifetime gun owner

I believe the government only wants to keep its citizens safe. I used to be an NRA member.

I wrote to the NRA suggesting some of their rhetoric had continued to get more discordant, and we all needed to work together for gun owners and society's safety. The NRA's response (form letter from Wayne LaPierre himself) was that the NRA was a one-issue organization protecting gun owners' rights, which had nothing to do with the letter I sent.

Following the murders in Newtown, I have decided to speak to this: the USA has too many guns that have fallen into hands that we do not want having access to triggers.

So, let's admit a few things: 1. Guns don't kill people, idiots and criminals using guns do. 2. There are idiots and criminals with guns. 3. Perhaps locking away those who use guns (versus drugs) might be a good place to start. 4. Sen. Dianne Feinstein doesn't want your gun; she and others put forward gun control legislation that exempts a ga-zillion guns, and the NRA never tells you that.

Lastly, (yes, I know) I cried listening to and thinking about little children's bodies being torn up. If you did not cry, go ahead and complain about gun safety efforts and this letter.

And you can sign me as: Proud Happy Husband of Martha, Lifetime Gun Owner, Vietnam Veteran, U.S. Navy Hospital Corpsman and Ret., Retired Social Service Program Supervisor, Lifetime Progressive Democrat, Proud Father and Uncle and Proud Citizen of the USA!

George St. George
Corvallis

Kitzhaber's PERS reform plan 'dishonest, illegal'

Governor John Kitzhaber's proposed reform of PERS-COLA demonstrates a broad lack of legal understanding and integrity.

These reforms are analogous to walking out on a restaurant bill after eating. If the food was ordered, the bill must be paid; this holds true whether you are at Taco Bell and pay before you eat or Big River and pay after you eat.

We Oregonians need to pay for the public services the state of Oregon already has commissioned and consumed, whether or not we would prefer to spend our money elsewhere.

If we cannot afford the same amount or same quality of services in the future as we have in the past, then we should certainly modify our spending accordingly. What we cannot do legally and morally is follow Gov. Kitzhaber in his plan to finance overspending through walking out on bills owed. His plan is dishonest and illegal.

Eleanor Chamoud
Corvallis

Taxation equity also should be a matter of fairness

House Bill 2787 will require hard-working Oregon taxpayers to subsidize college education for illegal aliens on a mandatory basis.

In an effort to promote the propositions of fairness, subsidizing illegal aliens' education should to be done on a voluntary basis.

Proponents of this practice should establish foundations where they can make fair and voluntary donations to fund this process.

Raymond Newby
Corvallis

Gazette Times
3-12-2013

Consider some cost breakdowns for purchase of the Bailey line

Although I'm in favor of converting the old Bailey Line to a multipath pedestrian experience, and because I do estimating for this sort of thing as a living, I'd like to offer some insight as to what the actual costs might be.

Using general principles of unknown actual future inflation rates, a rough 15 percent contingency, etc., here is just a quick breakdown:

An 8-foot-wide path (minimal for multi-use) 17.9 miles long and at 4 inches thick, would cost roughly $1.610 million in asphalt alone ($90/ton in-place). Rock placement and grading and tie removal to prep the base approximately $310,000. Significantly more, if the ballast is widened.

Temporary accesses for trucks to facilitate the paving operation, perhaps $150,000. (The existing rail cross-section is too narrow for normal linear dump truck ingress and egress.) Environmental investigations for construction, conservatively, $200,000.

Upgrading city treadle crossing to include redecking and pedestrian rail, $200 to $300 per lineal foot. At-grade roadway crossing signage and safety features, $1,500 per crossing. Periodic kiosks, $2,500 each. Water run-off treatment facilities, $500,000 (these also may require additional right of way purchases for the filtration ponds). Then there's the often-costly issue public involvement regarding private property mitigation, let's say another $250,000. With design and contracting overhead, total cost will likely be in the $3.5 million to $5 million range (or more).

I don't want to convince or dissuade anyone, but I hope that those who choose to purchase with an eye to the future should consider looking with both eyes open. One eye to the immediate, and the other to potential total build-out costs.

Steve Dockins
Philomath

Commissioners aren't hearing, heeding opponents of roundabout

Well, the roundabout at 53rd Street and Southwest West Hills Road appears again on track and rolling to its inevitable confirmation by the Benton County commissioners, unless those opposed make their voices clearly heard.

Following the last public meeting on May 30, 2012, the commissioners and city officials decided to pull back before continuing because the plans "... hadn't been fleshed out enough" (Gazette-Times, June 1, 2012).

Now the commissioners have appointed a stakeholder group to "... address safety and operational concerns raised during a series of public meetings ..." Unfortunately, the stated task of the committee has nothing to do with addressing the advantages of the alternative — the installation of traffic signals at the intersection — and this was certainly what the majority of those opposed want.

Again, it is the way that the county officials have approached this whole mess that has angered residents, not the roundabout itself.

The official statement for the last public meeting (G-T May 23, 2012) proclaimed, "Please come participate in a discussion . . ." However, the meeting format was clearly set to be a sales job for the roundabout, and hearing disagreement was not a planned part of the meeting.

It is no wonder many of the residents were angry from feeling their voices weren't being heard. If the role of the stakeholder committee does not include examining the alternative traffic signals (and I can't see it does), we are back to — as the Feb. 23 G-T editorial feared — another de facto rubber stamp to the roundabout.

John Wood
Philomath

Former student shares memories of 'inspiring' fourth-grade teacher

I saw the obituary for Wayne Parker in your paper this week (Feb. 26) and wanted to write in and say a few words about this wonderful teacher.

I grew up in Corvallis during the 1970s and 1980s and attended the 509J school district for my entire K-12 education. Mr. Parker, whom I was lucky enough to have as my fourth-grade teacher, was truly an amazing educator. He found ways to inspire and empower us as students, to make us accountable and responsible for our own learning, and to create a sense of community and caring in the classroom.

If students showed they could be responsible and get their work done, he gave them extra freedoms (like getting to hang out and read in the two-story "tree-house"). He made sure students knew how special they were by having a "student of the week" each week; he was careful to make sure everyone got a turn, and during your week, there were many special honors and privileges. He also took the time to have each student to his house for dinner — in groups of three or four students — at some point during the school year.

I am not at all surprised to learn that he continued to give back to children, even in his retirement, through his involvement with various community organizations. I will always remember his amazing classroom and be grateful that I got to spend a year with this inspiring educator.

Natalie Paneiva
Canton, N.Y.

Editor's note: *Wayne Edward Parker died Feb. 22 in Corvallis. He was 88.*

Some timely perspectives on traffic circle's history

Having driven through the Grant Avenue and 10th Street intersection for 40 years, I can offer a seasoned perspective on that much maligned roundabout.

Over time, that location has been controlled by stop signs, flashing red lights and, as I recollect, flashing red lights in one direction and flashing yellow lights in the other. That history and the accompanying confusion led the city to try something new, namely a four-way yield roundabout.

Since 1996, it has controlled traffic quite well, with fewer accidents, but not without controversy. Recent negative letters seem based on single bad experiences (observing someone driving through at excessive speed of more than 15 mph or disregarding the yield sign).

If traffic is present, yield signs are equivalent to stop signs and the following, in order, have the right of way: vehicle(s) already in the roundabout, the vehicle first to arrive and, with two vehicles arriving simultaneously, the one to your right.

Like Mama taught you, "First come, first serve," "Be courteous," and "If in doubt, let the other person go first." In short, this intersection is a "Four-way stop sign for grown-ups." Gas and time are saved, and traffic moves smoothly. I have witnessed two, three, and even four cars approach this intersection and pass smoothly through without confusion — and without stopping.

Finally, I was disappointed to see that Councilmen Joel Hirsch and Stewart Wershaw did not take the lead in promoting this concept. The current roundabout should be improved when repaving is scheduled. All the education and some low enforcement at the present site is suggested.

Louis Nagy
Corvallis

Set priorities and manage city's budget more frugally

In Mayor Julie Manning's "As I see it" of Feb. 26, the two houses selling for the same price and paying different amounts of property tax could just be showing us that our tax bills are being kept under control with the current property tax system. Without having the details, the reader really can't tell.

The current system does provide us with predictable tax bills that do not radically increase from year to year, forcing people on fixed incomes out of their homes. But those on fixed incomes appreciate this situation and hope the Legislature keeps things the way they are.

If the mayor and City Council are looking for something to refer to the Legislature, may I suggest that they ask the Legislature to repeal enrolled HB 2867, passed during the 2009 regular session? That law makes it very difficult, if not impossible, for local government to contract out services when it is cheaper to let private industry do the work.

If that law is repealed and Corvallis puts services up for bid — services such as library and pool management, which can be furnished by private industry — we might be better able to live within our means.

As I say all too often, there will never be enough money to fund everything. Therefore, we need to set priorities, make choices, and manage our money more frugally than we do now. That is what intelligent governing is all about.

John H. Detweiler
Corvallis

Gazette-Times
3/13/2013

Sometimes laws are needed to address dangers, bad behavior

The March 4 editorial declaring that certain bills being considered in Salem "lack real justification" is naive and misleading.

On one hand, the number of accidents involving cellphones peaked in 2009; on the other, the numbers have been creeping up since then. Huh? I'm pretty sure that whoever wrote this editorial doesn't drive much, or they would see that a lot of accidents are avoided by the driver not on the phone, who has to swerve, pull to the side to let an idiot who is texting pass by (the alternative being having your car rammed from behind by someone who is not looking). Obviously, the fines, as they are, mean nothing to these nitwits.

As for the bill requiring headlights to be on when windshield wipers are used: Have you ever wanted to pass and noticed that someone was coming the other way at the last second? It would be easier for all involved to see an approaching car if the headlights are on, easier to pull onto a road from a side road. I want people to know I'm on the road so they can drive accordingly, so I always use headlights when on highways, rain or shine. I also want to know who else is on the road, and if making it a law is the way to get it done, then do it!

Since common sense and courteous behavior are in alarmingly short supply, as the editorial states, are the rest of us supposed to just wish that these people would behave better? Naive. Make it the law, and then maybe they will pay attention.

Rebecca Stillwell
Albany

LETTERS

LETTERS should be original and no longer than 250 words. Letters must include the author's name, a street address, and a daytime telephone number.

Most letters are published unless they are obscene, libelous, copied from Web sites or attack other writers personally. All letters are subject to editing.

Delays in publication of letters usually indicate a backlog. Other issues generally are brought to the writer's attention for remedy.

Writers are limited to two published letters a month.

AS I SEE IT columns must be no longer than 600 words. Local authors addressing local issues are preferred. Publication is at the Gazette-Times' sole discretion.

Some simple adjustments should calm circle confusion

I am an admirer of roundabouts and am disturbed that the one at the intersection of 10th and Grant is causing so much confusion. A few simple adjustments are in order.

* Remove the structure in the center of the circle and replace it with something the size and shape of a Frisbee. All it needs to do is identify the center of the circle.
* Since all vehicles entering any roundabout do so by starting with a right turn, a broad solid white center stripe that guides them in that direction should be painted on each street approaching the roundabout.
* Some of the corners of each intersecting roads may need to be shaved off a bit.
* Painting pedestrian crosswalks on roads approaching the roundabout may help to alert drivers.
* Keep in mind the pavement contained within the traffic circle is neither a part of 10th nor Grant Street but is a street that is separate unto itself and happens to be circular. Therefore any vehicle already in the circle has the right of way in relation to those entering the circle.
* It helps if you use your turning lights when entering a roundabout to tell other vehicles which direction you plan to go when leaving the circle.
* Removing the roundabout and reverting to what was before should not be an option. Recently someone pointed out to me that Lincoln's Gettysburg Address was less than 250 words. The irony of this is not lost to me, especially since Grant is named after one of Lincoln's generals. Lincoln also said, "I may walk slowly, but I never walk back."

John Rawlinson
Corvallis

Legislature's tuition equity bill has no hidden political motivation

House Bill 2787 allows for undocumented immigrant students to pay the lower in-state tuition rate at an Oregon public university. Gabriella Morrongiello ("As I see it," March 1, "Tuition equity has a political agenda") believes that the bill gives away political "goodies" in the form of in-state tuition in order to secure "left-winged" Hispanic votes in the future. Moreover, she claims that "law-abiding" American taxpayers are penalized through "confiscation and redistribution" of public monies that go toward tuition equity.

Acceptance at a public Oregon university is not even close to being a "goodie." There are standard academic admissions criteria for all applicants. The burden of proof for establishing in-state tuition rates for the undocumented is essentially a specified number of years in attendance at a school in Oregon and graduating from an accredited Oregon high school.

Morrongiello asserts that immigrant parents are part of the "underground economy," where taxes that underpin the higher education system are not withheld. HB 2787 is about residency, not fiscal policy, and to the extent that the undocumented workers earn wages and buy goods and services in Oregon, they are integral to Oregon's economy as functional residents.

House Bill 2787 is about higher education policy that serves all the residential contributors to Oregon's economy, not the micromanagement of federal immigration status.

John Lopez Jr.
Corvallis

Gazette Times - 3/14/13

LETTERS TO THE EDITOR

Don't like the traffic circle? Try it in a wheelchair

I am an able-bodied person. I have a friend who is in a wheelchair. She lives one block north of the traffic circle at 10th Street and Grant Avenue. Crossing in that area is not only dangerous for cars, but think of the pedestrians, bicyclists and disabled who must navigate this intersection without the casing of steel all around them. Perhaps those who think this traffic circle is a positive and safe addition to Corvallis should try to navigate it in a wheelchair. Those who survive should be able to vote on the matter.

Diana Thompson
Corvallis

Here's the documentation for recent statements

Sharon Nixon requests (Letters, March 6) that I document my sources. I will gladly oblige.

See the article on Robert Lincoln on page 1,197 of "The Encyclopedia of the American Civil War," David and Jeanne Heidler, editors. It states: "After graduating from Harvard in 1864, he entered Harvard Law School, but after only a few months he left school to enter the U.S. Army at his father's request. Abraham Lincoln, who was running for reelection as president, had been sharply criticized in northern newspapers because his son, while a draft was in effect throughout the Union, had avoided doing any military service."

The vote tally appears on page 186 of "The House," by Robert Remini, and the statement that blacks had been banned from the House chamber since 1827 is on that same page.

On page 195 of "The House," you will learn that 100 percent of Republicans voted for the Civil Rights Act of 1866.

Page 379 instructs us that 89.8 percent of Republicans and but 51.1 percent of Democrats voted for the Civil Rights Act of 1957, and on page 402 we see that 80.2 percent of Republicans and 61.3 percent of Democrats cast an aye vote for the Civil Rights Act of 1964. Nineteenth Amendment giving women the vote? Page 284 — Republicans, 91.3 percent aye, Democrats 59.3 percent.

What I present as fact I can always document, but the G-T's 250 word limit frequently precludes listing it. Perhaps Ms. Nixon encountered that same hurdle, and therefore didn't supply any backup.

John Brenan
Corvallis

A few more thoughts on parking and plastic bags

We are going about university parking backward. Students park in residential areas only because it is cheaper or more convenient. Require the university to provide free, on-campus, convenient parking for all students, faculty and staff. The university continues to build buildings where parking lots used to exist. That should not make university parking a community problem. Let the university, not the community, solve the university's problem.

No plastic bags at the register — OK, maybe (but I still don't know what to do with those sticky items found in the meat and produce departments). Charging an additional 5 cents for a paper bag when the merchant already built the cost into the pricing of the goods — *not OK*. Giving people a discount for each reusable bag they bring in and use — *great*; reward the behavior you want to see repeated. This law needs to be repealed and a better law written.

I don't know anyone who likes those smelly, dirty, noisy beverage container recycling machines the grocers have to provide. Even worse, they jam or reject containers on a regular basis and it takes a long time to recycle just a few containers. Since containers cannot be crushed before recycling just a few containers takes a lot of space. Some states which charge a deposit allow containers to be crushed at home and weighed at the recycling center so the containers do not have to be handled again at the recycling center. This is faster, cleaner and easier and would work for us, too.

Michael Brantley
Corvallis

It is a pity that the Gazette-Times is moving from its building

It is with some sadness that I read about the Gazette Times' pending sale of their longtime home.

Many years ago in the late 1970s when the G-T was an afternoon paper, I had a paper route like many kids of that time — something that is rare these days as morning delivery and the economy make it an adult job.

After school, I would walk a few blocks to the loading dock out back near the presses, find my bundle of papers, fold them and deliver my route. On several occasions, I could finagle a tour of the press room where the huge web of presses would turn out not just the G-T, but several other publications as well.

What a fantastic experience, which I think provided something special, that kids are not getting today. If today's teenagers have a part time job at all, it's usually pushing fat burgers at a fast-food chain restaurant to overweight Americans.

On the occasions that I visit Corvallis, I will certainly miss walking by a thriving newspaper at the Sixth Street and Jefferson Avenue building, but I suppose this is progress.

Jake Bottero
Lakewood, Wash.

Editor's note: *While we view our home of more than four decades with affection, we are looking forward to moving into a more efficient building for our operation. We will invite Corvallis to an open house at the Gazette-Times' new location as soon as we are settled.*

Do citizens of Corvallis need to rein in power of City Council?

Fools rush in where wise men fear to tread, and fools' names and fools' faces often found in public places are two old sayings that keep coming back to haunt me since I jumped into the issue with the City Council's bag ban ordinance.

Politics, yuck! I had been warned by friends that it would be frustrating and not logical, and issues are based on emotion not common sense. I'm a believer now! I somehow have become an opponent of the City Council.

I now get complaints/requests for a petition to limit the council's spending due to the free bus, and public safety fee.

After hearing the complaints, I can see the pattern that voters are feeling. The City Council seems to have no concept that people have only so much money; that there is a need for a budget that covers future costs before impulsive spending.

Giving free bus service, increasing costs at the store by assessing a tax on paper bags that gives over $300,000 to corporate profits, and then feeling the need to slip a tax/ fee under utilities shows poor planning, limited foresight and creates mistrust.

The City Council is losing the voters' confidence to lead. Does the City Council need limits placed on them? Does the City Council need to review their decisions and repeal some poor choices to regain public trust?

The voters of Corvallis seem to be intelligent enough to recognize budgets and the need for priorities. Do our representatives?

Milt Weaver
Corvallis

Gazette Times 3/15/13

LETTERS TO THE EDITOR

The new pope's past is a troubling indicator of his views

Soon when all the cheering and rejoicing over the election of a pope from the new world has subsided, we may well get a closer look at the "fresh" face in the Vatican.

Billed as a humble Jesuit who cares for the downtrodden and often takes the bus in his native town of Buenos Aires, he also is a man who comes with some baggage.

Are we to forget that as the head of the Jesuit order in Argentina during the murderous 1976-83 dictatorship, he failed to confront the ruling elite responsible for the killing of thousands of his fellow countrymen?

His church's silence has contributed to a major decline in attendance and the rising popularity of evangelical churches.

Francis, in this respect, is much like the pope named Pius XII who sought to accommodate the Nazis, claiming it was done to protect the church in Germany. Francis may enjoy the spotlight as a novelty, but he is far from the man with a vision the church needs.

Leo de Vogel
Corvallis

OSU should honor its tradition and support the OSU Dairy Club

Cutting funds to the Oregon State University Dairy Club is misguided. OSU will no longer sponsor dairy judging trips for the OSU Dairy Club. They cost OSU $15,000 a year — and OSU cannot afford that? How insignificant is $15,000 when compared to the athletics budget?

We can live without collegiate athletics, engineering and technology. We cannot live without nutrition.

OSU is a land grant college. Yet, the university cuts basic agricultural programs and continues to spend how much on programs not necessary to human survival? Don't athletes rely on dairy products to keep themselves healthy for their sports?

Support for the OSU Dairy Club and other agricultural programs is vital to Oregon farmers and ranchers and for our long-term well-being. We need to support local farmers rather than corporate farms.

The OSU dairy is a unique part of Oregon and Corvallis culture. It is one place we always take guests.

(P.S. We also support banning plastic bags and removing the traffic circle.)

Dennis and Louise Marquering
Corvallis

Corvallis issues tame compared with cruelty of large cities

Have you ever seen the lifeless body of a child after being struck by a car? Have you ever stood at the base of a landfill and looked at the mountain of plastic that will never go away? It seems to me that if you had, you wouldn't be dragging your feet and whining about the inconvenience of changes happening in our city.

I was born and raised here and recently moved back after living in several larger cities. So I can tell you that the growing pains diagnosed and mediated daily in this column pale by comparison to what's going on elsewhere.

History speaks to those who choose to listen. It tells us that to ensure our safety and survival as a species, we must change our behavior.

So keep some grocery bags in the car and eventually you will get used to bringing your own bag.

And if navigating a traffic circle is too complicated for you, go turn in your keys and driver's license because you shouldn't be driving.

Change is inconvenient at first, but to not change as a community and a society dooms us to end up as a plot for a Stephen King novel.

Some journeys must be taken and every journey starts with a single step. The city has moved your foot for you because you refused to start.

You can continue on or bury your head and end up wondering why "it's so dark in here."

Thomas Bunker
Corvallis

It would be cheap in the long run to buy the Bailey Branch

Several people have lamented the idea of spending $500,000 to save railroad right-of-way, showing lamentable short-sighted "penny-wise, pound-foolish" thinking. For less than $6 per person, right-of-way that would be extremely hard and far more expensive to re-create can be preserved, and it's the right thing to do.

Alan Batie
Corvallis

The circle calms traffic, but Witham Hill is another matter

Two things I value in transportation systems are convenience and safety. I prefer driving on Grant Avenue from our neighborhood because I find the traffic circle to be both convenient and smooth. It was a bit confusing at first, but it is a good practice in both patience and courtesy. It calms traffic at that point and that increases safety (if motorists are patient and courteous).

Witham Hill Drive, however, is a problem.

At one time the speed limit was posted at 25 mph. It was increased to 30 mph a few years ago. Don't we know that if it is posted 25, people often drive 30 mph? If it is posted at 30 mph, many will drive 35 and above.

Between Circle Boulevard and 36th Streets, visibility is hampered by the hill. Pulling out from any of the four side streets (or walking across) is a gamble because of the speed some drive up or down the hill (not to mention the stop signs at 36th and at Grant Avenue that are often ignored). Safety is compromised.

Why not have two or three gentle speed humps on Witham Hill Drive between Circle and 36th? There are three on Circle at the base of Woodland Meadow Park, and the road through the park is posted at 25 mph, even though there are no houses or side streets. If the humps are gentle, convenience is not hampered, and traffic would slow down.

Linda Gelbrich
Corvallis

LETTERS TO THE EDITOR

Gazette Times 3/18/13

Carbon footprint not always smaller for raising organic foods

In her March 7 letter, Majorie Stevens recommends that we eat only local and organic foods to reduce our carbon footprint.

In fact, organic agriculture has the same — or in some cases, a higher — carbon footprint than conventional agriculture. Both methods rely on CO_2-spewing machinery to bring their produce to market, and since organic agriculture is less productive per acre than conventional agriculture, the rewards are less per gallon of fuel consumed.

Purchasing only locally produced food can also produce more carbon emissions.

Consider this: The Saturday Farmer's Market has perhaps 50 vendors, all of whom drive a considerable distance to bring their goods to the market, each of them driving an inefficient, old, gasoline engine van or box truck. They sell their goods to perhaps a thousandth of the city's population and then pack up and drive back home.

Compare this fuel-intensive delivery system to a modern day supermarket that sources its goods from a central delivery warehouse. Instead of many trips being made to deliver individual products, many types of goods are delivered at once by a large, many-times-more-fuel-efficient, 18-wheel diesel truck.

Supermarkets have adopted this hub-and-spoke delivery system to cut costs and waste, bringing us the lowest-priced food in the world.

Shop local and organic if it makes you feel good or if you enjoy the festive ambiance of the Saturday Market, but don't believe you are somehow lowering your carbon footprint.

Bruce Martin
Corvallis

No support here for circle at Grant Avenue, but will city listen?

I would vote against the traffic circle at Grant Avenue and 10th Street.

According to a recent article, it appears that a redesign has already occurred and the meetings are a formality to let us know what they've done rather than to hear the concerns of the larger neighborhood.

I read — with great frustration — that the circle will remain the same size. I am assuming this is because of the limitation of the four houses bordering the circle. That means the driving behavior I observe to be the biggest problem — drivers rushing through at fast speeds — will remain the same.

The circle is just the right size so that it becomes a game to swerve through it at high speeds. It's almost a straight shot. The traffic speed checking devices were placed too far away from the circle to check how fast traffic was going while in the circle.

Unless those four properties want to generously donate land for a larger circle, I strongly believe the circle is the wrong traffic device in the wrong spot.

I was really hoping for a wider survey and more serious inquiry into the nature of the circle. A couple of short visits and speed check devices don't give an adequate record of the neighborhood's experience of interactions while using the circle.

I vote for a 4-way stop!

Karen Lee Thompson
Corvallis

As with a dead horse, there's no sense in reviving nuclear power

Following the excellent March 8 letter by Debra Higbee-Sudyka about no future for nuclear power plants, I would like to add my two cents:

Years ago I was a part of the Bechtel engineering group that built (the nuclear power plant at) San Onofre. For 12 years I was involved with the engineering design, construction and start-up phase of these two units, so I am well aware of the enormous, sophisticated equipment requirements, site preparation and equally huge costs involved with nuclear plant construction.

Complexity and large cost overruns essentially ended nuclear power projects in this country after the 1980s, and given the simplicity of other forms of power generation, I see no future in trying to revive a dead horse.

I enjoyed my work because I like to build things. Certainly nuclear power represents the ultimate job creator, but radioactive waste processing is also an expensive undertaking. Not least of all, events such as the Fukushima melt downs are potential problems not worth trying to design your way around.

Years in our future, presently unknown sources of power will meet the requirements of civilization. For the present, let's use more simple approaches to keep the lights on.

Bob Whiteside
Corvallis

Coal trains in PNW would benefit China but devastate our livability

In 2010 China became the world's leading manufacturing nation, ending a 110-year period of U.S. leadership and closing a 500-year cycle of economic history.

China has twice the Internet users as the U.S. and graduates more engineers than the U.S. graduates from all colleges. Before our eyes, the power shifts from West to East.

Thousands of diesel train engines could soon move coal from Wyoming through the Willamette Valley to the Coos Bay Port under construction. Thousands of coal trains' black diesel exhaust fumes and toxic coal dust will devastate our air quality (see shocking coal train dust plume. Watch two-minute You Tube; search "crazy coal train at Cassandra bridge").

Projections are for 75 million tons of coal per year by 2017, increasing to 170 million tons by 2022. This equates to 27, increasing to 63 loaded and empty coal trains per day in the Pacific Northwest.

Goodbye Cascade mountain views; hello asthma and lung disease. The U.S. will become a major vital energy source for China. Do they care about our views and air quality? Not so much. They want cheap, vassal-state U.S. coal energy resources. The tables are turning, and not in our favor.

Reed Behrens
Corvallis

U.S. lags behind the British in its adoption of roundabouts

A few years ago, while visiting a friend in England, I was admiring the efficiency of traffic flow on a roundabout when he said, "Americans must love stop signs and traffic lights." When asked what he meant he replied, "You have so many of them," then added, "I thought you were on to something when you came up with freeways, which in reality are roundabouts that have been straightened out, but then changed my mind when I saw massive traffic snarls on American TV. Why is that?"

I told him, "It's because soon after exiting the freeway, we come across traffic lights and stop signs which cause backups that flow back onto the freeways. You're right; where else can we take a pull on our favorite beverage, text someone (we're not moving are we?), reapply lipstick, brush our teeth or slap the kid in the back seat? Removing stop signs or traffic lights would be like trying to take candy from a baby."

He admitted he knew what I meant, but added, "England is about 15 years ahead of the U.S. in traffic control. Someday you will catch up."

John Rawlinson
Corvallis

Questions linger about proposed housing inspection program

Something the OSU-city group considering rental issues (GT, March 8, 2013) needs to clarify is the impact of a staff-proposed Property Maintenance Code (PMC). If adopted, the PMC applies to all properties, i.e. rental units, owner-occupied and as yet undefined "other structures." PMC goes beyond current city codes, including interior and exterior maintenance.

When coupled with a proposed inspection program, there are important questions for homeowners to ask. How often (quarterly, once a year, every three years) will my home be inspected, and will I have to bring everything such as electrical, plumbing, etc., up to the proposed new code standards at that time?

What is the cost to update to new code standards in an older structure? Is the inspection mandatory or at the homeowner's invitation? Will the city hire more inspectors; how much will it cost?

Currently, when a property owner applies for a permit to do certain work, it is usually only that item that may be required to update to current code.

What other structures will the new Property Maintenance Code apply to?

Deborah Weaver
Corvallis

LETTERS TO THE EDITOR

Gazette Times 3/19/2013

History shows that Pope Pius XII acted bravely to thwart the Nazis

It is no surprise that, within a few days of being elected, Pope Francis has been attacked by those who claim that he has acted much like Pius the XII, who is alleged to have aided and abetted the Nazis.

A limit of 250 words will not allow sufficient room to actually tell all that Pius did to protect Jews, Catholics and others who were persecuted by the Nazis.

Pius XII did not condone the actions of the Nazis. In fact:

- Pius XII told the world again and again that Nazi ideology was diametrically opposed to natural morality and Christianity.
- His condemnations were published over and over in newspapers around the world including, the New York Times.
- He exhausted his personal fortune in rescue efforts.
- The Vatican and other properties sheltered thousands of Jews throughout the war.

He was the subject of multiple Nazi death threats and assassination plots.

- More than 3,000 Catholic priests alone were murdered by the Nazis.
- (Pope Pius XII) was honored by Israel after the war for his efforts. Moshe Sharret, former Prime Minister of Israel, said on April 22, 1945: "I told him that my first duty was to thank him (Pius XII) and through him, the Catholic Church, on behalf of the Jewish public, for all they had done in the various countries to rescue Jews".

For factual information, read "The Myth of Hitler's Pope" by Dalin, and "The Defamation of Pius XII" by McInerny.

Glenn Huerta-Enochian
Corvallis

The writings of the Bible represents the word of God

In his March 6 letter, "Old texts weren't authoritative; science is more trustworthy," Roger Paul wrote:

"Ancient writings are nothing more than people in those times trying to explain their world with the tools and knowledge that they had at the time."

What ancient writing has Roger Paul read that would lead him to that kind of the-comment-fits-all-ancient-writings conclusion?

Does he think that the ancient writings of the Bible are "nothing more" than what described in the statement that I have quoted? Apparently, he does.

The biblical writers all recognize and emphasize that the one God who created and sustains them is a God who speaks, and God has spoken through divine revelation in their writings.

David R. Prichard
Corvallis

LWV supports changes to nation's laws on gun access and control

Since 1990 the League of Women Voters of the United States has had a position, reached by consensus of our members, in support of common-sense regulations of guns. This position has been used to lobby in support of the assault weapons ban, legislation requiring all dealers to run criminal background checks at gun shows and in opposition to laws that grant special protection for the gun industry.

The position states: "The League of Women Voters of the United States believes that the proliferation of handguns and semi-automatic assault weapons in the United States is a major health and safety threat to its citizens. The League supports strong federal measures to limit the accessibility and regulate the ownership of these weapons by private citizens. The League supports regulating firearms for consumer safety.

The League supports licensing procedures for gun ownership by private citizens to include a waiting period for background checks, personal identity verification, gun safety education and annual license renewal. The license fee should be adequate to bear the cost of education and verification."

It is time to advocate for measures that will ban assault weapons, place limits on magazine size, close the gun show loophole and mandate annual reporting on gun violence in America. These measures will not affect responsible gun owners and in no way will take guns away from them, but help make our communities safer.

Kate Mathews, President
League of Women Voters of Corvallis

Too many major players remain silent about the traffic circle

I understand it is the responsibility of owners to pay for streets and those streets must be open to facilitate traffic.

My question pertains to some affected folks who seem strangely quiet. Are they afraid to speak up?

Are any fire trucks able to use this portion of Grant Avenue, and what does our fire chief think about the circle?

Are any city busses able to use this portion of Grant Avenue, and what does management think about the circle?

Are any school busses able to use this portion of Grant Avenue, and what does management think about the circle?

Are the large garbage disposal trucks able to use this portion of Grant Avenue, and what does management think about the circle?

There are many other business in Corvallis who have large delivery trucks. Examples are lumber yards, furniture dealers, moving companies, etc. Are they happy with the circle?

We have a very quiet city manager. Is he willing to be interviewed?

Earle L. Greig
Corvallis

Don't even think about adding 13 police to city's payroll just now

The March 13 headline is clear: "OSU-city workgroup calls for 13 more police officers." In the middle of the article, we see that there is "... no mention of a funding mechanism" for the additional cops. What would they cost us? Maybe $125,000 each per year? It's no wonder the workgroup didn't mention funding, is it?

It sure looks as if the Corvallis city government is spiraling down into total dysfunction mode. The city claims we're already saddled with $77 million in unfunded liabilities (virtually all owed to former and present city employees) and our fiscal "negative outlook" is still alive and well.

And they want to add more (very expensive) city employees? And they want to add to the $77 million debt our kids and grandkids will be stuck with?

It's a fairly simple ethical issue:

Because a balanced city budget is required by law, it would be both immoral and unethical (and probably illegal), to add more city employees before the "unfunded liabilities" are fully funded.

Who says we need more cops? Is there a crime wave in town that I haven't heard about? And so who cares that the cops are acting reactively?

We absolutely do not need more cops until the ones we have now are funded.

Kirk Nevin
Corvallis

Coal ships a bigger environmental menace than proposed coal trains

The exporting of coal to Asia from western ports has been in the news, with the emphasis on dust from coal trains as a health menace.

Absent from the discussion is the effect on ecosystems by the coal-carrying ships. These will be vessels nearing the end of their useful lives, as coal would not be a high value cargo compared to other high cost consumer goods.

To make a profit these shippers will cut operating costs to the bone. Maintenance and crew training will be minimal. Because there is not a large amount of bulk cargo coming from Asia, they will be coming back empty.

Because they will be light, it will be necessary to take on ballast water to stabilize them for the eastward trip. A light ship is difficult to maneuver in tight quarters, so the ballast would be dumped at the last moment before loading the coal.

Consider the concern about alien species on flotsam from the Japanese tsunami, this will be an ecological disaster of mega proportions.

Loading of bulk cargo is essentially a dirty business and is performed by automated machinery that requires few operators.

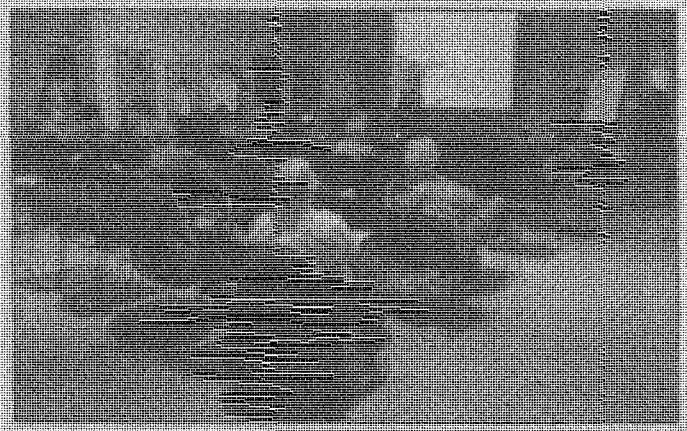
Those who see coal exports as job creators are going to be disappointed.

The result will be to trade a long-term renewable fishing industry for an invasion of alien species — and a harbor full of coal dust.

George and Kay Novak
Corvallis

75 cents

March 20, 2013



More than 20 people attended a meeting Tuesday night at the Corvallis-Benton County Public Library to discuss the traffic circle at the intersection of 10th Street and Grant Avenue.

Traffic circle 2.0 unveiled

Residents speak out on 10th and Grant traffic circle

By JAMES DAY
CORVALLIS GAZETTE-TIMES

The traffic circle at Northwest 10th Street and Grant Avenue in Corvallis is one of those eye of the beholder things: It all depends on how you look at it.

To some residents it's a daily nightmare, with constant near-misses and bumper-car-like mayhem seemingly just around the bend.

To others it's a free-flowing ballet, with vehicles purring seamlessly around the concrete abutment in the middle.

Ultimately it will be up to the City Council to decide what happens to the civic icon that has been a hot topic since it was unveiled in 1996.

The Public Works Department held a traffic circle outreach meeting Tuesday night at the Corvallis-Benton County Public Library, and more than 20 people turned out to hear about the city's plans for the circle, ask questions and offer their opinions in a civil 100-minute session.

The meeting was part of the information-gathering process the city is conducting at the direction of the City Council. The Urban Services Committee will review the matter April 2, with the full council taking it up at a date to be determined.

Tenth Street will be reconstructed this summer, and the current traffic circle will be removed. The city has a

SEE TRAFFIC CIRCLE | A8

Traffic circle

Continued from front page

replacement plan ready to go, but the council could opt to install a four-way stop sign.

Replacing the "traffic calming" device was the dominant thread among the participants at Tuesday's meeting.

"What is more calming than a stop sign?" asked property manager Jerry Duerksen, whose office on Grant Avenue is just a down-shift east of the circle.

Other participants expressed safety concerns, brought up bicycle issues, challenged some of the traffic data the city has released and noted that if traffic circles are the answer why aren't they all over town?

Susan Napier, meanwhile, said she uses the intersection sometimes as many as five times a day. She has gone through it on a bicycle as well as in large vehicles and RVs and said she appreciates being able to "glide through" without having to stop.

Project manager Aaron Manley started the meeting with a visual presentation on the circle and explained the differences between traffic circle 1.0 and 2.0. The new model will have more room for vehicles, lower vegetation (for higher visibility), additional striping to make merging easier for cyclists, and crosswalks farther from the circle.

MEETINGS TODAY

Public Safety and the Transportation Services Committee will discuss the proposed public safety bond at 5:30 p.m. in the Madison Avenue Meeting Room, 500 SW Madison Ave.

[illegible]

Several people at the meeting expressed concerns that either a) they did not know how to correctly navigate the circle; or b) that other drivers don't know how to manage it.

Public Works Director Mary Steckel said that city staff will produce a how-to guide and distribute it should the circle be replaced.

Steckel also emphasized that anyone interested in offering written comments for the City Council to review can do so by emailing publicworks@corvallisoregon.gov.

Contact reporter James Day at jim.day@gazettetimes.com or 541-758-9542. Follow at Twitter.com/jamesnday or gazettetimes.com/blogs/jim-day.

LETTERS TO THE EDITOR

Gazette Times 3/21/2013

Traversing Grant traffic circle makes idea of another one scary

This is such an important issue, I am compelled to share my views on the roundabout on Grant Avenue and 10th Street.

I have had some scary moments going through that intersection. I always go slow and look in three directions. The reason: people don't obey the law! People go through it like it's their own street.

I live in the city, but I travel a lot on 53rd Street. Can you imagine cars going 45 mph — the current speed — going through that intersection with a roundabout?

Please just put in the four-way stop on Grant and leave 53rd alone.

Nedra E. Putman
Corvallis

Any new traffic circle needs to be larger than one at Grant and 10th

To see examples of traffic circles that work, look no farther than Bend. The northwest part of Bend has a lot of traffic circles, with lots of cars and other vehicles passing through safely. I think the difference between those circles and the one here at 10th Street and Grant Avenue has to do with size:

In Bend, the circles are large enough to make it clear which vehicles you have to yield to, and which have to yield to you.

In contrast, with the circle on Grant, I am never sure whether oncoming cars are going to recognize the circle for what it is and yield (or proceed) correctly. It just doesn't feel safe.

If we build another traffic circle at 53rd Street and Southwest West Hills Road, it needs to be at least as large as those ones in Bend.

Dave Mellinger
Corvallis

Children thrive when they grow up in a 'microcosm of humankind'

Traditional marriage. It's not just so that (hopefully caring) parents will protect and instill values in their slow-maturing offspring. Marriage is also the setting where children get up-close, intimate, long-term, realistic acquaintance with both vital, complementary halves of the human race, their similarities and differences, fundamental reality. Alternate rearing is typically due to misfortune.

Marriage also assures that both parental sexes will similarly have adequate, close, illuminating contact with that opposite "half." Marriage is where we truly learn to live with and model this lifelong reality, and even to greatly appreciate it.

Two-sex marriage is a valid microcosm of humankind.

Marriage is also sufficiently demanding that society's blessing helps. Worldwide, formalized marriage between the two sexes is how society honors reality, and fosters the stability that assures its own vigorous survival. Other sexual activity exists largely for its own ends; it needs no formal social support.

Jane Newton
Philomath

Where is citation for report that global warming has stopped?

On March 7, Bill Brandt of Corvallis wrote "The U.K.'s Met Office reported in October 2012 that global warming stopped 16 years ago." Unfortunately Mr. Brandt does not give the title of the report, the authors, the exact date of publication or other information that would enable any interested readers to read the report for themselves.

A quick search of the Met Offices's extensive website did not turn up any reports that would support Mr. Brandt's statement. It did turn up the following article, "Global-average temperature records" by Dr. Peter Stott, Head Climate Monitoring and Attribution at the Met Office.

A brief quote from Dr Stott's article, "The three independent global-average temperature records show that there has been warming in the Earth's climate since pre-industrial times. The warming has been particularly rapid since the 1970s. The records also clearly show each decade since the 1970s has been successively warmer than the last, including the decade since 2000."

The article can be found at http://tinyurl.com/7mthe3o. Would Mr. Brandt please furnish his references?

James Emanuel
Corvallis

Change in personal situation can reverse anti-gay political stance

The former Oregon State University Professor W. Dorr Legg (1904-1994) was a Christian Republican and academic researcher of homosexuality.

In 1953, Legg's research journal published an essay discussing his conservative's case for "homosexual marriage."

Conservative GOP Sen. Rob Portman recently made Legg's case for gay marriage after finding out his son is gay.

Carly Fiorina, former Hewlett-Packard CEO and Republican Party star, reacted by repeating the Republican platitude of "let voters decide," not the courts, if marriage equality is a constitutional right.

Would Fiorina in the 1950s have similarly wanted voters to decide women's equal rights, which have facilitated her success?

To encourage more research in these areas, I founded the multi-million dollar charitable OSU Foundation Magnus Hirschfeld Fund to honor the gay German doctor whose research books were literally burned by the Nazis.

Thomas Kraemer
Corvallis

Gazette Times
3/21/2013

LETTERS TO THE EDITOR

Some thoughts on a few topics that are generating letters

Regarding recent letters:

- Traffic circles: A properly designed and implemented traffic circle is a no-brainer and easy to use. But that thing at on 10th Street (and Grant Avenue) is none of the above, and calling it a traffic circle is an insult to real traffic circles. Therefore, it should be called what it actually is — a large, round, horizontal speed bump.
- Traffic tickets: Not all traffic tickets are issued for safety reasons. Many times in Corvallis (and Philomath, too) I have seen sneaky little speed traps using radar where the road is straight, not busy, good weather, the speed limit well below a safe speed plus the speed limit would definitely fail a speed survey test (that's where the speed limit is within 90 percent of what 90 percent of drivers naturally drive). Unfortunately these tickets have the odor of revenue.
- Plastic bags: I can mostly understand the need to ban plastic bags because, sadly, a depressingly large percentage of our population is either too lazy or too stupid (among other possibilities) to deal with their own garbage. However, also requiring a nickel be charged for a paper bag just reeks of behavior modification, which will always be annoying.
- PERS: There's an agreement regarding spending my tax dollars between two tax-supported groups that contains unachievable goals. Also, this system has inherently obvious and egregious major conflict of interest issues (neither group truly has any "skin in the game"). Gee, what could possible go wrong here?

Grant Roberts
Corvallis

How about making traffic circle into a four-way stop?

I believe I have a solution to the controversy over the traffic circle at 10th and Grant.

The city is dead set on piling concrete in the middle of the road and spending precious civic resources on cutting back curbings to accommodate the concrete.

There appears to be no avoiding this, so let's stop struggling over that. Now, many drivers appear to think that "Yield" signs mean that all other traffic will yield to them. All other drivers virtually come to a complete stop before entering this intersection because of their fear of the misinterpreters. Therefore, a "Stop" sign should be placed on all four corners. Would this not satisfy those in favor of the safety of a four-way stop and the city that thinks Corvallis must have a traffic circle?

Ross Hall
Corvallis

Many riders simply avoid the menace that is the traffic circle

While staying in Bend for several days, I had an opportunity to inspect their many traffic circles. All ranged in diameter from 80 to more than 150 feet. The Bend circles had a posted speed limit of 15 mph on approaching and traveling through the circle.

Many had lane separators in advance of the circle. It was noticeable that the pavement was very broken up in all the circles, more so than the usual bad Bend road surface, tortured by studded tires. The traffic circle at Grant and 10th Street is about 25 feet in diameter and apparently the speed at the intersection, even with the circle, exceeds 25 mph according to the recent table of data listed in the Gazette-Times.

Bike-vehicle accidents had increased during the post-circle period. How can the city public works director possibly call this a success? Apparently the city of Corvallis refuses to install a properly sized traffic circle that is safe on a main bicycle thoroughfare across the city, therefore it should be removed entirely and replaced with an all-way stop. The current size is not safe. I know some riders who deilberately go west one block to cross at 11th Street rather than risk the circle.

Patti Haggerty
Corvallis

The public can do much to help end sexual assaults

Much attention has been focused on Steubenville, Ohio, where two high school football players were recently convicted of raping a 16-year-old girl.

While this may seem like an isolated incident, sexual assault occurs with alarming frequency in communities everywhere, including Linn and Benton Counties. According to the 2010 National Intimate Partner and Sexual Violence Survey, 1 in 5 women and 1 in 71 men will be raped at some point in their lives.

The Steubenville case reminds us that there are many things individuals and communities can do to support survivors and encourage the prevention of sexual assault. We can model respectful behavior, in person and online, for our youth and for one another. We can refuse to tolerate illegal, sexist or demeaning behavior from anyone.

It is up to each of us to choose to believe survivors, reserving judgment and blame, and support them in accessing the services they need to obtain justice and healing. Our words, actions and support can have a tremendous impact on them.

We all can play a part in creating a safer community, so let's take this opportunity to do something that makes a difference.

Mary Zelinka
Center Against Rape and Domestic Violence

Roundabouts might be OK for vehicles, but not for human traffic

I live close to the roundabout at 53rd Street and Southwest West Hills Road. I have written two letters to the editor; my husband has attended two tragic county-inspired meetings, and I have called a county commissioner to discuss the logic behind the push for a roundabout.

My concern is a safety issue. It is not property devaluation, as I was told by the county commissioner. There are a lot of pedestrians, track teams, joggers, bicycles and even skateboarders who attempt to traverse this crazy intersection.

The roundabout is all about cars. They are not constructed for safe access of human-powered transportation means. I keep hearing that it may be larger, but bigger is better for cars but not human access. The small circle is unsafe at 10th Street and Grant Avenue for people. I've attempted to cross the "bigger is better" roundabouts in Europe by foot and had to take another route.

Remember, the name of the task force has the term "roundabout" in it. It is not about looking at solutions that are alternatives to a roundabout. It has been specifically staged to proceed with the roundabout design.

Pam Serra-Wenz
Corvallis

Don't overturn voters' will on hound-hunting with cougars

In 1994, Oregon voters approved Measure 18, which prohibited the sport hunting of bears and cougars with hounds.

A subsequent combination of unfounded fear and intense political pressure resulted in the liberalization of cougar hunting regulations which more than doubled the cougar mortality rate in the span of 17 years.

The state's Cougar Management Plan, adopted in 2006, has been heavily criticized by independent scientists for its reliance on incomplete/inaccurate data and use of flawed population models.

It is founded on the unproven perception that Oregon's cougar populations have increased dramatically and that additional "management," involving the lethal removal of healthy animals by "agents" using traps and/or hounds, is required to keep populations under control.

Voters should be aware that the proponents of sport hunting for cougars and bears with hounds are at it again in the form of SB 428, HB 2390, HB 2624, and HB3395.

These bills would effectively overturn Measure 18 and clearly violate the will of Oregon voters

Their adoption would also add insult to the existing injury posed by the flawed 2006 Cougar Management Plan.

Please contact your legislators and urge them to reject these bills as well as press for greater accountability from those entities charged with the management of Oregon's important cougar resources.

Joy and Steve Mamoyac
Corvallis

Next thing that OSU needs to build: another parking garage

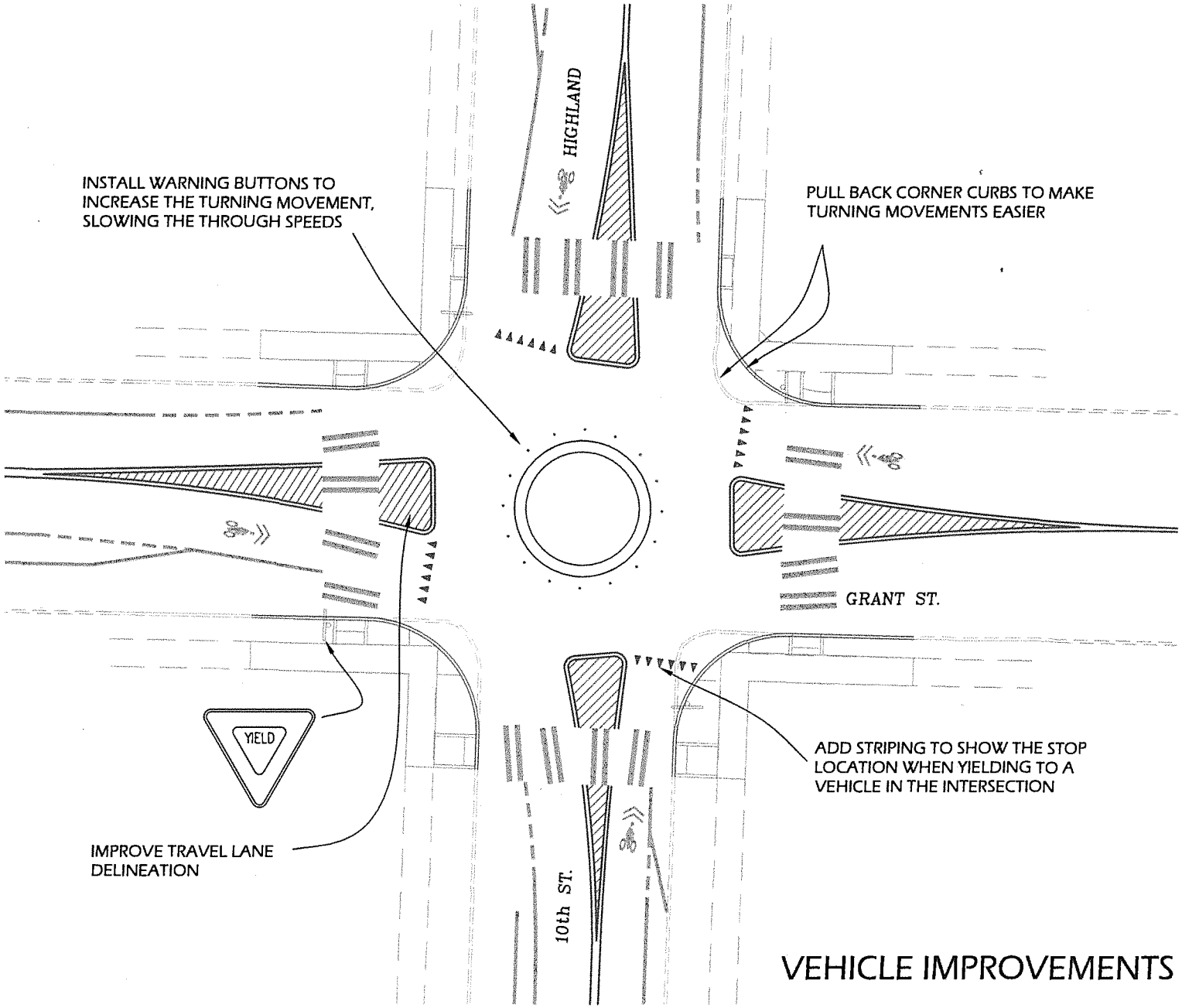
Anyone who has to park at Oregon State University — except for the privileged few with reserved spaces — know that parking there has been difficult for quite some time and is worsening as parking lots continue to be eliminated for new construction.

The difficult on-campus parking situation causes parking on nearby streets to be difficult as well, making it also a concern of the city. Before erecting any additional buildings and/or eliminating more on-campus parking lots, I suggest that OSU should construct at least one parking garage on the north end of campus, similar to the one across from Gill Coliseum. It/they could be located perhaps just north of the Kelley Engineering Building, west of Cordley Hall, and/or slightly farther west on Campus Way.

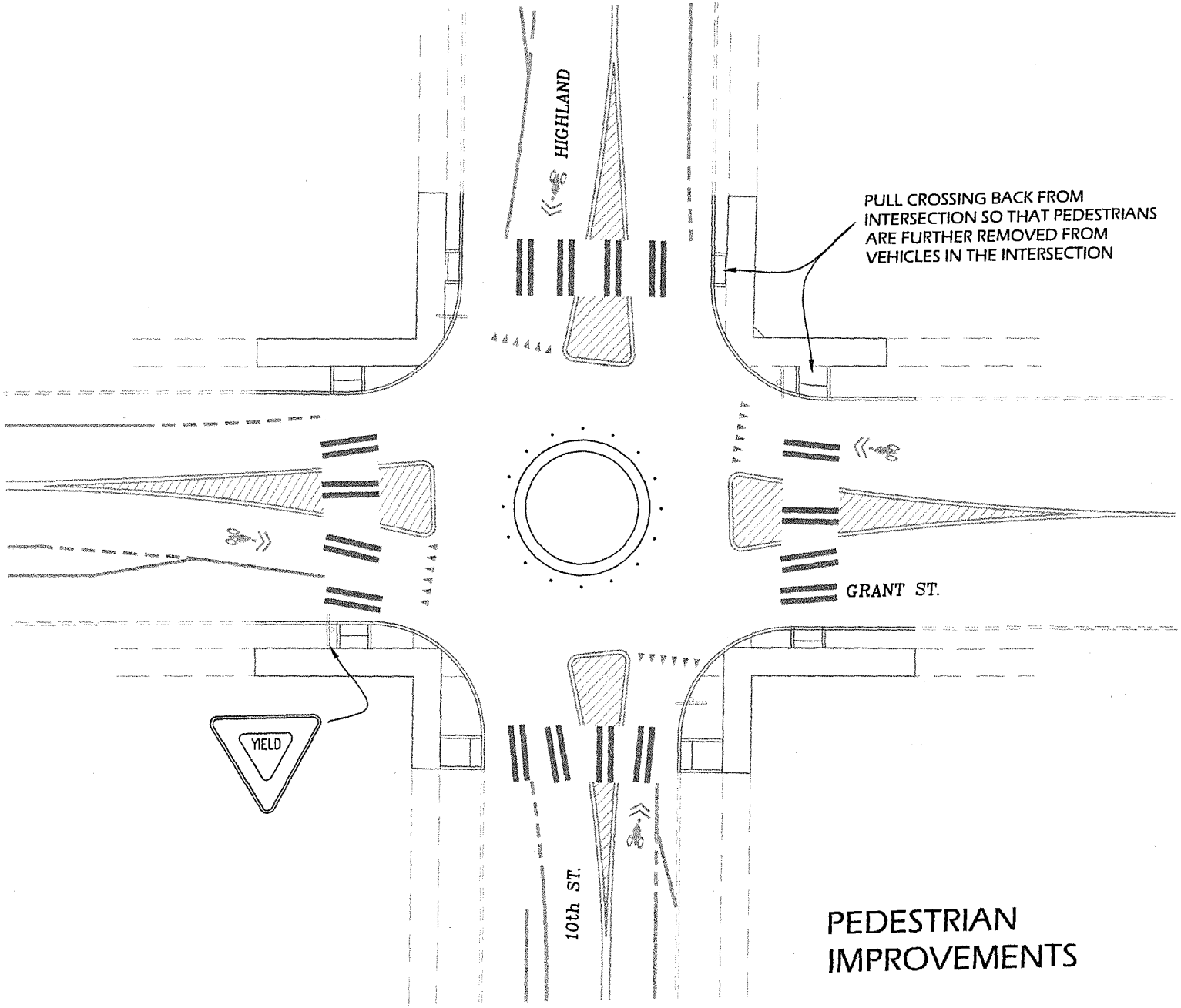
Roger Ely
Corvallis

ATTACHMENT F

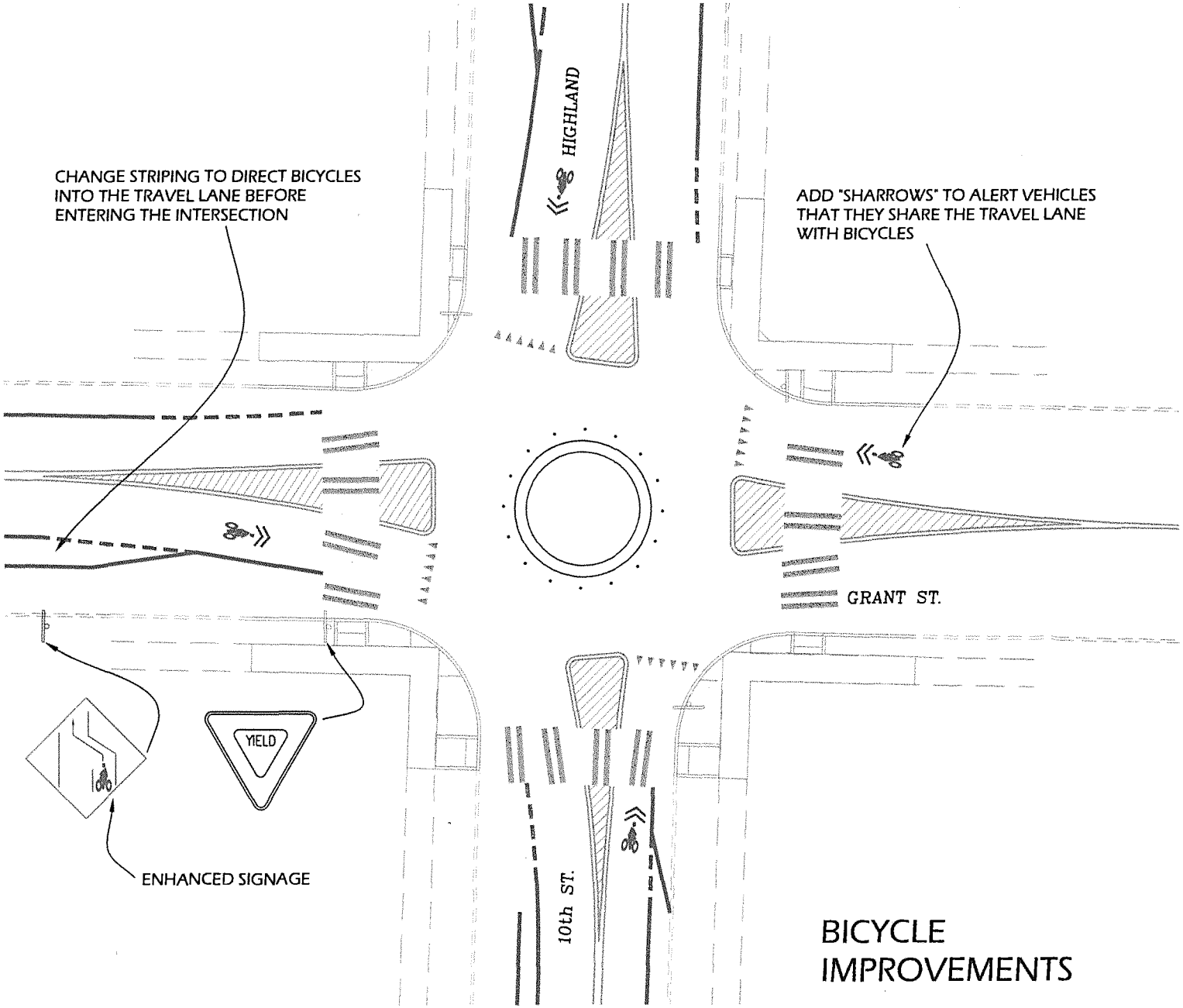
Proposed Traffic Circle Modifications



VEHICLE IMPROVEMENTS



PEDESTRIAN IMPROVEMENTS



BICYCLE IMPROVEMENTS

ADMINISTRATIVE SERVICES COMMITTEE
MINUTES
APRIL 3, 2013

Present
Councilor Biff Traber, Chair
Councilor Joel Hirsch
Councilor Hal Brauner

Staff
Jim Patterson, City Manager
Nancy Brewer, Finance Director
Jon Sassaman, Police Chief
Roy Emery, Fire Chief
Carla Holzworth, City Manager's Office

Visitors
John Wydronek, Corvallis citizen

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Public Safety Tax			Do not pursue a tax on the City services bill at this time and look at developing a property tax levy proposal.
II. Other Business			

Chair Traber called the meeting to order at 3:31 pm.

CONTENT OF DISCUSSION

I. Public Safety Tax (Attachment)

The Committee received copies of written input from Marge Stevens (Attachment 1), James Waller (Attachment 2), and Mark O'Brien (Attachment 3).

In response to Mr. John Whydronek's inquiry, Chair Traber said there will be additional opportunities for public input. The Committee is working through Public Safety Tax (PST) details and will make a recommendation to the full City Council. Mr. Whydronek said he prefers that the PST is based on property values rather than meters/units. He is a rental property owner, tenants already pay numerous fees, and adding a PST to City services bills would further increase their costs. He supports having larger, more valuable properties contribute more. Councilor Hirsch thanked Mr. Whydronek for his input. In response to Chair Traber's inquiry, Mr. Whydronek said he owns four different properties with a total of 51 units.

Chair Traber noted there were three options to consider from the last meeting: By Meter/Account, By Account/Multi-Family Unit, and Special Levy. In addition, at Monday's Council meeting, the Committee was also asked to look at water volume as an alternative method.

Councilor Brauner said he considered the data presented by staff and what the Council is trying to accomplish. He understands the need for restoring police and fire staff and reopening Fire Station 5. He cited Corvallis' current 0.9 per thousand police officers per thousand population, noting that adding back the proposed additional officers would only bring the City to 1.2, which is still below the state average of 1.7. He said property taxes have been the traditional way to fund public safety, but placing the tax on City services bills is being considered as one alternative to capture revenue from non-profits. Council Brauner said a special levy has its limitations, such as compression. He considered where taxes are being shifted and concluded the tax on City services bills would result in the same expense to everyone, regardless of their income. The largest share from Oregon State University (OSU) would come from residence halls, which impacts student housing costs. He opined that such a charge seems counterproductive to the Collaboration goal and Council's Housing goal. Councilor Brauner said given those goals, he is leaning toward supporting a levy on the November ballot, perhaps combining it with the upcoming renewal of the existing local option levy for the Library/Senior Center/Aquatic Center/Social Services. Doing so would give the City a five-year window to consider longer-term solutions. If the levy fails in November, the City could still come back in May to request renewal of the existing levy. Councilor Brauner added that as part of Collaboration, he supports asking OSU to voluntarily pay their share or to pick up some services directly. He thanked staff for their work on the options, noting the data provided was necessary for him to reach his conclusion.

In response to Councilor Hirsch's inquiry, Councilor Brauner said determining the size of the levy is a different conversation. Chair Traber agreed.

Councilor Hirsch said he understands Councilor Brauner's reasoning and the Council has the authority to assess a tax as a last resort in an emergency situation.

Chair Traber said he first considered a levy, but then thought charging on meters might be the best approach given the objective of capturing revenue from those who do not currently pay. In addition, having the tax on City services bill is using an existing collection mechanism. He said he appreciated Councilor Brauner's point about considering where tax burdens would be shifted. Chair Traber noted that part of restoring police officers is to get above 1992 staffing levels and the need to address slower response rates in other parts of town. Further, the quality of life in neighborhoods around campus is lower, especially on weekends, due to student parties. The idea is to restore resources so the City can address those issues.

Councilor Brauner agreed with Chair Traber's observations about the impact to neighborhoods. He wants the Police Department to move from a reactive approach to a proactive one where officers are working with the community to avoid problems. Placing the tax on City services bills would impact not only OSU, but others like the

School District, who also have financial challenges. Councilor Brauner said the City already assesses franchise fees on itself, similar to what the power and phone companies must pay. In response to his inquiry, Ms. Brewer said she believes the City's contribution to the General Fund for franchise fees is about $750,000 per year.

Chair Traber noted Council's request to also consider water volume as an alternative basis for the PST. Councilor Brauner said previous discussions about water usage revealed a lack of correlation between water use and fire risk, as many who use higher volumes of water also have sprinklers. Chair Traber said the method was proving to be complicated and the Committee wanted to keep it simple. Councilor Brauner said unless the meter method is pursued, revisiting water volumes is not necessary. Chair Traber said placing a PST levy on the ballot still leaves the ongoing problem of major service users not paying for what they receive.

In response to Councilor Hirsch's inquiry, Mr. Patterson said in order to have further conversations with OSU and other non-profits about payment in lieu of taxes, clarity and certainty about the method and potential cost is needed. Mr. Patterson said while contributions would be voluntary, he believes OSU and other non-profits will recognize their role in helping the community.

Councilor Brauner said it is not clear whether OSU would be obligated to pay the PST if it was assessed through the City services bill. Unless the University chose to voluntarily pay, a legal challenge could ensue. Such action would be counter-productive to the City's efforts to work with OSU.

Chair Traber said citizens have voiced their preference for voting on a PST rather than having it imposed by Council. Placing it on the ballot means Council will have to make the case the PST is worthy. In addition, if meters/units are used as the taxing method, voters would also need to be convinced that is the best mechanism to collect the revenue. Chair Traber said given the reasoning discussed today, he supports the levy option.

Mr. Patterson noted legal action would be costly to the City and it would not be good for the City to bring such expenses upon itself.

Councilor Brauner said if the Committee recommends a levy, and the Council supports the recommendation, additional discussion will be needed about whether to include renewal of the existing levy, and whether such discussion should take place at an Administrative Services Committee (ASC) meeting or at a Council work session.

In response to Chair Traber's inquiry, Ms. Brewer said she does not have the November election time line with her, but she believes Council has some time to decide on the size and structure of a levy.

In response to Chair Traber's inquiry, the Committee agreed they still support pursuing the $2.5 million package that was originally proposed.

In response to Councilor Hirsch's inquiry, Councilor Brauner said before discussing whether something beyond the $2.5 million should be included, Council must first decide if they even support pursuing a levy or if the PST should be on the City services bill.

The Committee unanimously recommends Council not pursue a tax on the City services bill at this time and look at developing a property tax levy proposal.

The Committee thanked staff for their work on the options and agreed the information was necessary to reach their conclusion. Mr. Patterson said it is staff's job to provide that information and it is a good opportunity to get public input and thoroughly consider about what is best for the City.

II. Other Business

Councilor Brauner said he would be absent from the next ASC meeting.

The next Administrative Services Committee meeting is scheduled for 3:30 pm, Wednesday, April 17, 2013 in the Madison Avenue Meeting Room.

The meeting adjourned at 4:25 pm.

Respectfully submitted,

Biff Traber, Chair

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

ADMINISTRATIVE SERVICES COMMITTEE

Agenda

Wednesday, April 3, 2013
3:30 pm

Madison Avenue Meeting Room
500 SW Madison

Discussion/**Possible Action**	I. Public Safety Tax *Links to previous materials:* March 20, 2013 ASC Minutes March 20, 2013 ASC Packet February 20, 2013 ASC Minutes February 20, 2013 ASC Packet January 23, 2013 ASC Minutes January 23, 2013 ASC Packet October 17, 2012 ASC Minutes October 17, 2012 ASC Packet
Information	II. Other Business

Next Scheduled Meeting
Wednesday, April 17, 2013 at 3:30 pm
Madison Avenue Meeting Room, 500 SW Madison Ave

Agenda
Municipal Code Chapter 8.14, "Single-Use Plastic Carryout Bags" Update

Attachment 1

City Council Budgeting Goal, Public Safety Tax, and need for further revenue March 22, 2013

To the Members of the Administrative Services Committee – Joel Hirsch, Biff Traber, and Hal Brauner; also City Manager Jim Patterson

I appreciate the opportunity to attend the public meetings of City Council standing committees, to learn more about the workings of the city, and to be able to provide my ideas.

After attending the Administrative Services Committee meeting of March 20, 2013 I have had some further thoughts about the Public Safety Tax proposal which I am presenting in this document.

As you may recall in my comments at the meeting, I support the utility bill per unit calculation for assessment of fees for the public safety tax, and I support the direct imposition of these fees by the council without a vote by exercising the representative authority given to city councilors by the voters. You may recall that my third comment was the need to find revenues to restore city services in addition to public safety budgets like more library hours and the Sustainability Supervisor.

Given: The non-property tax paying members of the community (OSU, Good Samaritan, other non-profits) benefit from all the services provided by the city in the areas of fire and police protection.

Given: The current proposal for a public safety tax would only collect revenues sufficient to pay for a small portion of the costs of fire and police, an amount that would restore those services which have been cut over the past several years

I Propose that the Administrative Services Committee adopt a Public Safety Fee in an amount sufficient to pay for all city police and fire services. This fee would be collected on a per unit basis from the utility bill (or other receivable billing) and it would be enacted by the city council.

I further propose that the resulting revenue gain to the general fund provided by the removal of costs for police and fire protection be distributed as follows:

1) Use a portion of the revenue to restore library hours, the sustainability supervisor, pay for homeless cold weather shelters and other needs that are identified by city staff, counselors, and citizens
2) Use the remaining portion of the revenue to reduce the ad valorem property tax rate charged to property owners (count this as an economic development incentive to businesses)
3) Reduce the regressivity of the public service fee by providing relief for low income citizens (exclusive of OSU housing residents) through a grant awards program to qualifying individuals, and build this into the budget

Thank you for considering this proposal.
Sincerely,
Marge Stevens
[illegible]; Corvallis OR 97330
[illegible]om
5[illegible]

Sustainable Budget: Council will achieve a sustainable budget where recurring revenues equal or exceed recurring expenditures in all City funds by continuing to seek expenditure efficiencies and by exploring and implementing a broad range of revenue sources.

Homeless Cold Weather Shelter: Participate in the development of a plan to find a permanent solution by December 2014 for a cold weather shelter and daytime drop-in center.

Holzworth, Carla

From: Louie, Kathy
Sent: Wednesday, April 03, 2013 10:47 AM
To: Ward 8
Cc: Patterson, Jim; Brewer, Nancy; Holzworth, Carla
Subject: RE: public safety tax - ASC testimony

Attachment 2

Thanks, Biff. Copies will be available at this afternoon's meeting and included in the record. k

---

From: Ward 8
Sent: Wednesday, April 03, 2013 10:44 AM
To: Ward 6; Hal Brauner; Louie, Kathy
Subject: Fwd: public safety tax - ASC testimony

FYI

----- Forwarded Message -----
From: ___
To: ward8@council.corvallisoregon.gov
Sent: Tuesday, April 2, 2013 11:58:31 AM
Subject: public safety tax - ASC testimony

04/02/2013

Councilor Traber ASC member,

RE: Public Safety Tax (PST) – 4/03/2013 Administrative Service Committee (ASC) written testimony:

I believe the ASC should recommend to the council "Do nothing. Do not add services and do not pursue a new revenue source" until the Corvallis City Council can present the Corvallis citizens a balance budget where current spending/expenditures align with existing revenues this year and foreseeable future. The above option was ruled out at the 03/20/2013 ASC meeting therefore I will support, with my vote, the following ASC recommendation to the Corvallis City council:

1. That the Public Safety Tax revenue scenarios recommended by the ASC and Corvallis City Council's final decision to implement require a city wide election of the legal voters of Corvallis for approval.
2. ASC recommend to the Corvallis City Council a new scenario using the revenue by account + MF unit proposal and acquire the new revenue from the tax exempt, non-profit entities, other governments and school properties that are not required to pay for existing public safety expenditures within the city. Exclude existing, future property taxation and new fees upon their utility bill from paying for these proposed new public safety service expenditures.
3. Align the proposed new public safety service expenditures to the above #2 revenue scenario.

Thanks,
Jim Waller - ward 8 resident

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Attachment 3

To: Administrative Services Committee

From: Mark O'Brien

April 3, 2013

Gentlemen,

The citizens of Corvallis value police and fire services more highly than any other and I agree that the City Council should prioritize the funding of public safety services at the level recommended by staff. However, I believe that setting the City's financial house in order demands that we achieve this goal within existing revenues.

New taxes, whether voted upon or not, will not create a more fiscally sustainable City budget. If fact they may have quite the opposite effect. This ever increasing taxation, at every level, is not enhancing the economic vitality of the community; only the government's. Those of us in the private sector, the poor and folks living on a fixed income are really hurting. Business is flat, incomes are shrinking (including mine) and yet we are asked to pay even more to support services provided to other government and non-profit entities. I say enough is enough.

The Council must prioritize the funding of an appropriate level of public safety services within existing revenue. I plead that you be willing to cut non-essential services if that is what is required to meet your desired priorities. I know it going to be difficult, I know, but we are relying on you to make the difficult choices. If you feel you must have new revenue than I respectfully submit that you request it directly from those entities that are receiving services without making a direct financial contribution to pay for them. It really is as simple as that.

Thanks for your service. Thanks for considering my opinion and I apologize for the terse wording but I am nearly late for another meeting and am typing quickly. You can call me if you want to chat more about any of this.

RECEIVED
APR 05 2013
CITY MANAGERS OFFICE

JOHN A. KITZHABER, MD
Governor

April 4, 2013

The Honorable Julie Manning
Mayor, City of Corvallis
P.O. Box 1083
Corvallis, OR 97339-1083

The Honorable Kitty Piercy
Mayor, City of Eugene
777 Pearl St., Room 105
Eugene, OR 97401

Dear Mayor Manning and Mayor Piercy:

I am pleased to designate the Regional Accelerator Innovation Network (RAIN) as an Oregon Solutions project and to appoint you both as co-conveners. This Oregon Solutions project will be managed by Jamie Damon, the South Willamette Valley Regional Solutions Team Coordinator. A host of community partners have already demonstrated their commitment to advancing new technologies. Combining university resources with their host communities will accelerate the translation of ideas and research into enterprises that benefit local economies and institutions. The project will develop a permanent governing structure built on public-private partnerships with a business plan to enable the alignment of university resources with their host communities to advance research and transform concepts into commercialization. This is to be done with the aim of retaining these new businesses and jobs within Oregon.

This collaborative effort among local governments and the two major research universities in the South Willamette Valley (UO and OSU), Oregon Nanoscience and Microtechnologies Institute (ONAMI), Oregon Built Environment and Sustainable Technologies (BEST) and the other regional stakeholders should provide sufficient accelerator resources to meet the burgeoning technology business development needs of the South Willamette Valley. I am enthusiastic about how the project addresses the triple bottom line of the Sustainable Community Objectives and advances the regional priorities adopted by the Regional Solutions Advisory Committee.

I am pleased that you have agreed to take a leadership role in this collaborative project for the South Willamette Valley. Please keep my office updated on this effort and thank you for the preliminary work and accomplishments demonstrated thus far. Your efforts will support Oregonians living in the region and throughout the state.

Sincerely,

John A. Kitzhaber, M.D.
Governor

JAK:gw/lh

cc: Greg Wolf
Beverly Stein

254 STATE CAPITOL, SALEM OR 97301-4047 (503) 373-3111 FAX (503) 378-4863
WWW.OREGON.GOV

City Manager Monthly
April 2013

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Difficult conversations are never easy – A message from City Manager Jim Patterson

Last month I provided the City Council, Budget Commission, and City staff with written communication about the FY 13-14 budget development. In that memo, I made it clear I was initiating one of many conversation starters associated with the FY 13-14 budget and that we need to "at least explore whether or not services can be provided at a lower cost." I strongly believe we have an obligation to taxpayers to do so. Since the March 4 memo, I've received a wide variety of feedback on the issue of considering privatization ranging from "it is about time the City looked at other options" to "contracting out is often times only brought up during labor negotiations." One thing I think we can all agree on is these are difficult conversations to have and they are never easy.

It has been my experience that people underestimate their capacity for change. It is hard to stop doing what you've grown comfortable doing and how you've been doing it. There is never a right time to do a difficult thing. Yet, these difficult conversations should not come as a surprise to any of us. Back in May of 2011, prior to my arrival as City Manager, our City Council said they knew they would have to make hard decisions to bring city expenditures in line with revenues, and they committed to "practice strict fiscal responsibility" with the passage of Local Option Levy 02-74. They acknowledged understanding the problems created when expenses exceed revenue and said they understood that many reasons, not all, for the structural problems in our budget were within Council control, and they would do everything they could to address those issues. To that end, they adopted a specific goal to create a fiscally sustainable budget. Additionally, the Council recognized the goal would only be achieved with a comprehensive approach that would include review of employee compensation policy, fee structures, service restructuring, service reductions, and new revenue opportunities. They concluded in writing they were serious about their responsibility to citizens and that the local option levy was only a partial solution to a longer term problem. That was May 2011.

Two years later, the City Council has reaffirmed their commitment to a financially sustainable budget by again including it as a Council goal for this next two year term. In doing so, the City Council has made a clear statement that getting "our financial house in order" is still one of the important priorities. This also guarantees as a community we can't avoid having difficult conversations because we're afraid of the change it may bring. Most people convince themselves that it is safer to avoid a hard conversation by ignoring the issues and doing nothing, creating distractions or diversions in communication, or simply kicking the can down the road and forgetting about it. The problem with this approach related to the City's financial condition is that taxpayers expect results and they don't forget.

In the near future, you'll hear conversations about the renewal of Levy 02-74, restoration of public safety services and how to fund them, and Council adopting a budget for FY 13-14. For the long term the City will begin work on gathering information and data to consider new ways of delivering programs and services through privatization at reduced cost while also addressing the issue of unfunded liabilities and our bond rating. Now that some of these conversations have started, it is important that we are a community of people who approach every difficult conversation with an expectation that we can make it work or make it better.

The Corvallis Budget Commission will meet April 23, 2013 at the Downtown Fire Station beginning at 7 pm to hear the Budget Message. The Public Hearing on the budget is April 30, 2013 again at the Downtown Fire Station, beginning at 7 pm. Written testimony can be filed before 5 pm on April 30 at Finance@corvallisoregon.gov. A third meeting will be held if necessary on May 2 at the Downtown Fire Station. I encourage you to attend one or more of the budget meetings.

Enjoy your Spring!

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

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CITY MANAGER'S REPORT

APRIL 11, 2013

****

2013-03

REPORTING PERIOD: MARCH 2013

I. ORGANIZATIONAL HIGHLIGHTS

- The City Council adopted goals for the 2013-2014 Council term.
- The Corvallis City Hall Ambassador Program won the 2013 International Institute of Municipal Clerks (IIMC) Program Excellence in Governance Award. Congratulations to the community volunteers who serve as Ambassadors in City Hall.

II. MAYOR'S DIARY

I have engaged in the following activities, in addition to meeting and corresponding with constituents and presiding at the twice-monthly City Council meetings and meetings with Council leadership:

Speaking engagements

- Testimony to Senate Business and Transportation Committee concerning the Regional Accelerator Innovation Network (RAIN) project
- Corvallis Sustainability Coalition's Town Hall meeting
- Corvallis Lions Club
- Rotary Club of Greater Corvallis (State of the City address)
- Political Science majors' club, Oregon State University (OSU)

Special meetings

- Attended Benton County-hosted Legislative Breakfast with local state legislators
- Met with Jamie Damon of Governor's Regional Solutions Team staff to discuss RAIN project
- Met with Independence Mayor John McArdle to discuss planning for Oregon Mayors Association conference in Corvallis in July
- Met with JoAnn Ghelfi from the Oregon Mayors Association to discuss planning and visit venues for the conference in Corvallis

- Attended land use planning workshop sponsored by the League of Oregon Cities
- Co-chaired OSU/City Collaboration Project Steering Committee meeting
- Read with students at Hoover Elementary School as part of a literacy event
- Attended Cascades West Council of Governments Board of Directors meeting
- Chaired oversight committee meeting of Benton County's 10-Year-Plan to End Homelessness
- Participated in conference call to help plan League of Oregon Cities' annual conference
- Met with Commissioner Jay Dixon to discuss topics of mutual interest
- Met with Crescent Valley High School student for job shadow experience
- Attended ribbon-cutting event for new WalMart Neighborhood Grocery Store
- Attended Corvallis City Club meeting concerning the City's budget
- Attended Chocolate Fantasy fund-raiser benefitting the Corvallis Arts Center
- Attended Pink Ribbon Team fund-raiser benefitting the Women's Cancer Coalition in Benton and Linn Counties

Proclamations
- Multiple Sclerosis Awareness Week

Appointments
- Watershed Management Advisory Commission

III. COMMUNITY DEVELOPMENT

A. Department Highlights

- Development Services Division staff processed 33 residential and 25 non-residential plan reviews for proposed construction projects and conducted 874 construction inspections.
- Created 43 new Code Enforcement Program cases as a result of citizen complaints received.
- Of the 171 plumbing, mechanical. and electrical permits issued during March, 71 (or 44 percent) were issued on-line.
- Development Services Division staff arranged for demonstration of e-Plan software for conducting electronic plan review. The demonstration was favorably seen by both staff and the Development Services Division stakeholder group. Software will likely be purchased and deployed in Fiscal Year 2013-2014.
- Development Services Division staff held a quarterly meeting with stakeholders to discuss implementation of the three-year Development Services Division service enhancement package. Main topics included e-

Plans review, Development Services Division re-organization, demolition permit photographs, and process overhaul.

- Planning Division staff received six land use applications, including five Historic Preservation Permit applications and a Minor Replat application.
- Planning Division staff issued decisions on four land use applications, including the City Council's decision on an appeal of the Historic Resources Commission's denial of the OSU Asian and Pacific Cultural Center Historic Preservation Permit.
- On March 6, the Planning Commission finalized their recommendation for the 2013-2014 Planning Division Work Program. It is anticipated that the City Council will review the recommendation and make a decision on the work program April 1.
- Housing Division staff received 29 Rental Housing Program-related contacts outlining 48 separate issues, with 7 issues related to habitability and 41 of a non-habitability nature. Two of the habitability issues reported are or may be subject to the Rental Housing Code, so Housing Division staff is working with complainants to confirm violations and then, as applicable, achieve resolution or move to enforcement.
- United States Department of Housing and Urban Development provided guidance suggesting that allocations from the Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME) will be reduced five percent for Fiscal Year 2013-2014 relative to Fiscal Year 2012-2013 levels, due to sequestration. If this reduction holds, the City will receive approximately $437,000 in CDBG funding and $283,000 in HOME funding.
- Rehabilitation of the 50-unit Lancaster Bridge affordable apartment complex in northeast Corvallis was initiated by Willamette Neighborhood Housing Services utilizing City HOME and CDBG funding.
- The OSU/City Collaboration Project Work Groups met several times during March to prepare their third round of recommendations that were presented to the Steering Committee March 18. Two matrices were included that summarized the recommendations accepted by the Steering Committee thus far.

IV. FINANCE

A. Department Highlights

- Financial planning staff provided additional information as requested on a proposed Public Safety Tax to the Administrative Services Committee and worked on costing and information provisions to management team for union negotiations.

- Budget staff continued work on balancing the Proposed Fiscal Year 2012-2013 Budget with input from senior staff.
- Utility Billing staff participated in a demonstration of Checkmation, an automated remittance processing solution.
- Administrative staff worked with Public Works Department Transportation and Buildings Division staff to complete installation of a rotating, ceiling-mounted projector in the Madison Avenue Meeting Room.
- Accounting staff is continuing with the Financial System implementation and training with OneSolution.
- MIS staff entered into contract for professional services for City Intranet upgrade.
- MIS staff identified and implemented a solution to mitigate data loss that occurs from hardware failure.
- Municipal Judge Donahue and Court Supervisor Young attended a Court conference in Newport, Oregon.

V. FIRE

A. Department Highlights

Operational

Response Activity - March 2013	City	Non-City	Total
Fires	6	1	7
Overpressure/Rupture	0	0	0
Requests for Ambulance	282	86	368
Rescue (Quick Response Team)	111	24	135
Hazardous Condition	8	0	8
Service Requests	53	10	63
Good Intent	31	11	42
False Calls	11	3	14
Other	0	0	0
TOTAL RESPONSES OVERALL	**502**	**135**	**637**

- Staff began re-labeling all containers of hazardous materials kept in the stations (cleaning products, etc.) to comply with the new Occupational and Safety Health Administration (OSHA) enforced International Material Safety Data Sheet code. This process must be completed by December 2013.
- Division Chief Baily continued working toward a beta test of MobileTrak's interface with Logisys CAD.
- Staff began recruiting for an entry-level Fire Prevention Officer to fill the vacancy created by Carla Pusateri's retirement.

VI. LIBRARY

A. Department Highlights

- During March, 53,827 patrons visited the Corvallis Library – an average of 2,070 per open day. Another 79,740 users accessed Library services from their computers. System-wide 146,215 items were checked out, including 23,809 held items that were picked up.
- System-wide, 110 programs were held during March, with 3,862 attendees of all ages.
- Another successful E-book Clinic was held. Patrons learned about Library2Go, our downloadable program, and received hands-on instruction in using their own devices. The Library's Gadget Lab was available for Library users to try out a variety of devices.
- Two Library Safety Committee members attended the annual Oregon Governor's Occupational Safety and Health (GOSH) Conference in Portland, Oregon.
- Planning and brainstorming for the Monroe Community Library move continued through the month.
- The last Game Night in the old Monroe Library building brought a huge attendance.
- The Monroe Library's Facebook page was extremely busy and is now up to 239 "likes."
- The biggest Lego Day yet happened at the Philomath Community Library in March, with 113 participants – some from as far away as Newport, Oregon.
- The Philomath Library Book Club will launch April 1, with the title *Gone Girl* by Gillian Flynn.
- Philomath Librarian Ashley Hall and Youth Services Manager Curtis Kiefer conducted storytimes at the Benton County Historical Museum during Spring Break. This was part of the Museum's programs for youth tied to the current exhibit, *Oregon by Nature.*
- Book-a-librarian sessions continue to be a success at the Philomath Community Library. One particular success story is a long-time participant who recently landed a job with the Philomath School District. Another long-term participant recently sold her first piece of art via her online Etsy shop.
- The two-day Maker Festival at the Corvallis Public Library was a huge success. More than 1,000 people of all ages participated.

B. Other

- The Friends of the Library are exploring a new on-line communications tool, Wiggio, that they hope will help them manage their many activities more easily.

VII. PARKS AND RECREATION

A. Department Highlights

Administration/Planning

- Prepared grant application for Arnold Park Improvements.
- Presentation to the State Recreational Trails Program Committee on Marys River Natural Area boardwalk project.
- Started work on the Rotary Picnic Shelter.
- Continued work on updating facility rental rates to include new areas and facilities.

Aquatic Center

- Completed highly successful maintenance week, which included installation of handicap-accessible door openers, repair of the therapy pool, and installation of piping in preparation for ultra-violet supplemental sanitizing system for the 50-meter pool.
- 887 children participated in Swimming and Water Safety classes.
- 1,027 adults and seniors participated in Therapy and Aquatic Fitness classes.
- 32 total rentals, with an estimated 1,440 participants.
- 18 programmed class sessions in the community rooms, with an estimated 450 participants.
- Family Movie Swim, featuring "Monsters, Inc.," attracted approximately 80 participants.
- Corvallis Aquatic Team Spring Invitations Swim Meet March 9 and 10 drew 373 athletes and more than 500 spectators.
- Held expanded Spring Break open recreation swims March 25 through 29.

Parks and Natural Areas

- Completed development of the Heritage Tree Program.
- Prepared sports fields for the upcoming Adult Softball season, with more than 2,100 registrations.
- Parks Division staff cleaned up numerous homeless camps at Orleans Natural Area and Alan B. Berg Parks, generating over 2,600 pounds of debris.
- All park restrooms are open, and drinking fountains are on for the summer season.
- Parks Operations Seasonal employees started working March 1.
- Pioneer Park gravel parking lot was improved to eliminate muddy conditions for softball and OSU game day parking

Recreation

- Activity Guide was published and mailed to the community. An on-line version is available for paperless households.
- Youth Volunteer Corp continued with Disaster Preparedness presentations throughout the community.
- Continued work on collaborations with Corvallis School District 509J, Boys and Girls Club of Corvallis, and Benton County Health Department on grant application to increase physical activity for elementary school students.
- Continued work with Majestic Theatre on a transition plan, in response to the vacant executive director position.
- Continued work with Benton County Foundation on the potential for a youth employment program funded by the Foundation.

Senior Center

- Corvallis Kiwanis Foundation continued their grant funding support for a second consecutive year of the monthly Movie program by funding the cost of the annual motion picture license required to show movies to the public.
- The Senior Center completed much-needed annual maintenance of the building with the Public Works Department Transportation and Buildings Division maintenance staff during our Spring Break closure.
- Mini-Spa Day fund-raising event for the Senior Center was held on March 3. This was the second annual event, and planning is underway to make it bigger and better next year!

VIII. POLICE

A. Department Highlights

Officers investigated 2,281 incidents this month. Following are the highlights:

- Detectives arrested a woman on two counts of Negotiating a Bad Check, two counts of Theft II, two counts of Forgery II, and Identity Theft. Total value of the forged checks was over $1,200.
- Street Crimes detectives investigated a suspicious man and contacted his probation officer in Lane County, Oregon. The probation officer advised the detective to take the man into custody on a probation violation. The man was also charged with Possession of Heroin and Possession of Less Than an Ounce of Marijuana.
- Street Crimes detectives worked with a confidential informant to purchase drugs from the suspect on three occasions. Following execution of a search warrant, they located methamphetamine, almost $5,000 in cash, packaging materials, weapons, and drug records. They also located two bikes which had been reported stolen. The man was charged with Theft I, Unlawful

Delivery of Methamphetamine, Unlawful Possession of Methamphetamine, and Unlawful Possession of a Firearm.

- Street Crimes detectives followed up on a suspect who passed a counterfeit $20 bill at a local convenience store. Working with Albany Police Department, they were able to identify a possible suspect. He was charged with two counts of Forgery in the First Degree.
- Detectives investigated an incident reported to a school counselor by a 12-year-old girl that her father had offered her marijuana brownies on several occasions. Detectives interviewed the girl and other family members and then the father, who was later arrested and taken to jail and charged with Attempted Distribution of a Controlled Substance to a Minor, Resisting Arrest, Disorderly Conduct II, and Escape II.
- Officers responded to a report of a domestic disturbance involving a firearm. A husband and wife were involved in a domestic argument when their adult son intervened. The step-father pointed a firearm it at his wife and step-son stating he was going to pull the trigger. He was arrested and transported to jail.
- Records staff processed 989 police reports, entered 470 traffic citations, and performed 201 background checks. Staff generated 83 incident reports, 14 percent of the total reports taken during this reporting period.
- Evidence staff received 521 items during March. An additional 392 items were either returned, purged, or permanently transferred.
- Received 50 reports via the Coplogic on-line reporting system.

9-1-1 Center Calls for Service

- The Corvallis Regional Communications Center dispatched 3,312 calls for police, fire, and medical assistance this month as follows:

POLICE		FIRE AND MEDICAL	
Corvallis Police	2,281	Corvallis Fire/Ambulance	497
Benton County Sheriff	427	Other Fire/Medical	20
Philomath Police	87		
TOTAL	2,795	**TOTAL**	517

B. Other

- Lieutenant Wood returned from the ten-week Federal Bureau of Investigation National Academy in Quantico, Virginia.
- Staff applied for and received a $142,212 grant from Oregon Department of Transportation (ODOT) for implementation of e-citation and e-crash programs.
- Detective Rehnberg attended the Department of Justice Organized Crime Conference.

- Lieutenant Zessin attended Oregon Executive Development Institute (OEDI).
- Sergeant Goodwin conducted a personal safety/good neighbor presentation for residents of Seventh Street Station.
- Officer Kantola presented at the Driving Under the Influence of Intoxicants Victim Impact Panel.
- Officer Hinckley gave a presentation to an OSU Greek house as part of the Greek Liaison Program.
- Officer MacLean gave a presentation at Stoneybrook Assisted Living on elder fraud.
- Sergeant Jason Harvey attended the Northwest Leadership Seminar in Portland, Oregon.
- Captain Henslee participated in a work group at the Department of Public Safety Standards and Training (DPSST) to update and restructure the DPSST Field Training and Evaluation Program Manual.

IX. PUBLIC WORKS

A. Department Highlights

Administration Division

- In conjunction with Utilities Division, identified a solution to improve the accuracy of bulk water dispensing and associated administrative billing processes for customers.
- Staff met with Republic Services (formerly Allied Waste Services) to finalize proposed recommendations for a ten-year franchise agreement which incorporates a change of Republic Service's fleet from diesel to compressed natural gas and simplifies the way annual rate increases are reviewed by City Council.
- Staff attended OneSolution training provided by Finance Department staff and gave input on future accounts payable processes.

Engineering Division

- Design is in progress for the 36th/Grant Water Pump Station, 2013-2014 Street Reconstruction, 2013-2014 Water System Rehabilitation, and Storm Drain-Highway 99/Phase I.
- Construction is in progress for the Taylor Water Treatment Plant Improvements project.
- Held a public meeting March 19 to discuss the Street Reconstruction-Arterial/Collector NW Tenth Street project. Held a meeting March 29 with the Bicycle and Pedestrian Advisory Commission to provide information on the traffic circle review process.

Transportation Division

- Street Maintenance crews completed multiple repairs in the off-campus neighborhoods during OSU's Spring Break. This approach minimizes the construction impacts to the condensed housing area and improves repair efficiency. Crews also took advantage of the reduced amount of parking to do a curb to curb street sweeping in these areas.
- Removed 36,000 pounds of old railroad rails found under blackberries in the Airport Industrial Park. The rails were part of the rail spur serving Brand S Plywood when it burned down 25 years ago. The material was sold to a metal recycler for almost $4,900.
- Staff was notified that ODOT is awarding the City Bike/Ped grant funding to design and construct three mid-block crossing improvements with raised medians and pedestrian activated signals. Two of the crossings are planned for NW Ninth Street and one for NW Walnut Boulevard near NW 13th Street. There were 155 applications submitted statewide and eleven projects that received funding.
- Published a request for proposals to replace the transit Vehicle Information System. This will include automated passenger counting, stop announcements, and vehicle location and have a real-time "where's my bus?" feature for users. The system will collect important data used for system design and management, as well as required Federal Transit Administration (FTA) reporting. A FTA grant will fund 80 percent of the project.

Utilities Division

- The Watershed Management Advisory Commission and staff completed upgrades to the Corvallis Forest Stewardship Plan and anticipate bringing a final draft of the plan to the City Council during May.
- Submitted a grant application to the Oregon Department of Energy to assist in funding final installation of a hydroelectric power plant on Rock Creek in the Corvallis Forest.
- Repaired a broken water main in Benton Place and four sewer lines on NW 19th Street and NW Garfield, Grant, and Hayes Avenues.

X. CITY MANAGER'S OFFICE

A. Department Highlights

- Received two Notices of Tort Claims; information is available for review in the Assistant to City Manager/City Recorder's office.
- Began planning for Mayor Manning's annual recognition of City volunteers in conjunction with National Volunteer Week in April.

- Developed informational Web site to solicit entries for the 2013 "If I Were Mayor" contest.
- Met with League of Oregon Cities' staff and Mayor and visited venues for the 2013 Oregon Mayors Association conference to be held in Corvallis.
- Economic Development Office staff responded to three national recruitment leads.
- Economic Development Office staff is coordinating logistics for the following events:
  - May 9 – Willamette Angel Conference
  - May 10-12 – Start-up Weekend
  - July 19 – Oregon Economic Development Association Summer Conference
  - Monthly Pub-Talks for the Willamette Innovators Network

XI. MISCELLANEOUS

- Attached is the City Attorney's Office Report to the City Council for March.

James A. Patterson
City Manager

CORVALLIS CITY ATTORNEY
456 SW Monroe, #101
Corvallis, OR 97333
Telephone: (541) 766-6906
Fax: (541) 752-7532

CITY ATTORNEY'S OFFICE
REPORT TO CITY COUNCIL: HIGHLIGHTS

March 2013

The following are highlights of the City Attorney's Office activities during March 2013:

1. Assistance to City Manager's office regarding water main break legal issues.
2. Meetings with Planning Department regarding remand issues.
3. Administrative review regarding internal investigations.
4. Preparation and filing of a Motion/Order to Quash subpoena.
5. Preparation of supplemental questions for Judicial Officer employment process.

Ongoing/Future Matters:

1. Representation of the City before the Benton County Circuit Court in *Corvallis v. Crescent Valley Company (*contempt of court - code violations).
2. Preparation for CRCCA binding arbitration.
3. Enforcement actions re: code violations (building, rental housing, land development code).
4. Continued work on public records requests.
5. Continued assistance on internal investigations, employee grievances and other employment matters.
6. Assistance in preparing findings for land use decisions.
7. Enforcement of City ordinances and prosecution of offenses in Corvallis Municipal Court.

Corvallis / Benton County Economic Development Office
Report to Corvallis City Council
April 15, 2013

The following addresses the goals and activities of the Economic Development Office for the first seven months of operation. The Goals, Big Ideas and Smaller Steps are taken from the adopted Economic Development Strategy.

The Big Ideas and Smaller Steps address these 3 goals:

1. **INNOVATION/STARTUPS** – Provide a local business environment that supports a successful, diverse traded-sector entrepreneurial community.
   METRIC: for each year, 5-10 new seed stage (startup) companies, 3-5 A-round (emerging) companies raising approximately $10M/yr, 1-3 B-round (growth) companies raising approximately $20M/yr.

2. **ORGANIC GROWTH** – Identify opportunities and support the retention and growth of companies that are currently located in Benton County.
   a. Seek out the most promising Stage 2 companies in Benton County as determined by local employment growth and capital investment and provide services that will support these companies' continuing local presence and enhance revenue and employment growth opportunities.
      METRIC: Corvallis "Top 20" employment and payroll.
   b. Develop a major account manager program that will proactively address the needs and growth opportunities of the largest Benton County employers.
      METRIC: Major Account Managers assigned and frequency of contact/reporting

3. **LEVERAGE LOCAL ASSETS**—Develop a program that will focus on increased tenancy in existing vacant buildings and Enterprise Zone locations by business and industry types that are consistent with the *Prosperity That Fits Plan*

METRIC: Tenants identified, permitted, moved in, and employing local citizens. (Benchmark evidence to show Corvallis has best-in-class site readiness and business expansion support processes.)

Big Ideas:

1. Provide critical financial assistance to growing businesses through tools such as (a) Urban Renewal Districts and (b) a local economic development loan program. Supports goals 1, 2a, and 3 (if URD covers one or more EZ locations).

- Developed a Business Financing portal on the website
- Have met with six businesses to discuss financing alternatives
- Contracted with Urban Renewal Consultant, Elaine Howard to provide an Urban Renewal 101 at the March 11, 2013 EDC meeting.

2. Leverage the OSU-Corvallis relationship and Memorandum of Understanding to provide unprecedented advantages to Corvallis-based startups, including research infrastructure access, incubator/accelerator resources, HR and purchasing infrastructure, and innovative community networking. Supports goals 1 and 2a.

- Coordinated 2/13/13 EDC meeting on OSU campus with Ron Adams
- On-going meetings with Ron Adams, John Turner, Dan Whitaker, Brian Wall and Ilene Kleinsorge for the Venture Accelerator and RAIN
- Developed IGA with Oregon Solutions to organize and promote RAIN

3. Support business growth by providing properly zoned and serviced land and maintaining a timely and predictable development review process. Verify via benchmarking that Corvallis is best-in-class regarding comparable university towns across the U.S. Supports goals 2a, 2b, 3.

   a. In particular, pursue opportunities to develop a research park for science intensive companies, ideally ones that have strong synergy with OSU research strengths. Consider public investment opportunities for such a park, ranging from public ownership to infrastructure development and business financing tools.

- Significant properties have been identified to address this idea
- Properties are being added and updated in Expand In Oregon database
- Business financing tools are available and posted on the website

   b. An opportunistic, but nevertheless valuable, strategy is to recruit new tenants for vacant space in Enterprise Zone areas (HP campus, Sunset Research Park, Airport Industrial Park) as well as to invest in additional land and building resources designed to meet the needs of scientific- and technology-oriented business and industry.

- Working with Council of Governments to certify additional sites
- Toured the HP site with Tim Weber
- On-going referral to businesses shopping for space
- Responded to seven state leads and one direct lead looking for a site
- A recruitment packet was developed for site visits

4. Recognize that economic development must be a core/organic local government service as opposed to an entirely outsourced effort. Accordingly, create and staff a permanent city/county Economic Development Office, reporting to the city manager, to implement the above actions, manage business outreach and assistance; coordinate business lead responses and community and business asset promotion; and propose and implement new efforts to ensure Corvallis's competitiveness for business investment. Supports ALL goals.

- Economic Development Manager was hired on September 17, 2012
- Hired Accounts Manager / Economic Development Officer on March 1, 2013

Smaller Steps:

1. Develop a best-in-class information gateway portal that will provide resources to support business development with information about demographics and economics, technical and financial assistance programs, available land and building resources (Goals1, 2a, 2b, and 3).

- The Website continues to be updated with current demographic information, links for assistance, and upcoming events
- The EDO is gathering information from local marketing professionals with the goal of developing a branding and a marketing strategy

2. Support programs sponsored by local and regional partners to facilitate innovation, entrepreneurship, and business investment. Examples include the Willamette Angel Conference and Willamette Innovators Network (Goals1and 2a).

- The EDO continues to coordinate WiN/TAO activities
- Assisting in forming a 501.c.6 for WiN
- Helped coordinate and sponsor 2 Start-up weekends
- Coordinated March 14th "Pitch Fest"
- Participating in planning for WAC

3. Build a strong relationship with the local business community through the account manager concept, and an ongoing Business Visitation program involving government and community leaders (Goals 2a and 2b).

- Continue to develop relationships with local Chambers of Commerce and the business community
- Ex-officio board member for BEC, Visit Corvallis, and DCA

- Contracted with COG to update the Expand In Oregon database
- Hired Accounts Manager / Economic Development Officer on March 1, 2013

4. Ensure that City has an effective and productive relationship with Business Oregon, the State's economic development agency, for access and response to business development leads (Goal 3).

- Coordinated a visit with Jill Miles, Business Oregon National Recruitment Specialist
- Regular visits with Business Development Officer, Sean Stevens
- Developing a lead processing plan with Team Oregon – Food Processing
- Participated in Oregon Economic Development Association day at the Capitol
- On the conference planning committee for OEDA
- Regular communication with Art Fish, Business Oregon Incentive Programs
- Regular communication with Terry Hegle, Business Oregon Finance Officer

4. Pursue outside resources to fund expanded business development programs in Benton County (Goals 1, 2a, 2b and 3).

- Financing sources have been identified at Cascades West and Business Oregon

6. Provide a business-oriented welcoming program for key recruits of local employers (Goals 2a, 2b, and 3).

- Partnering with Civic Outreach to provide this service

Metrics for the seven month period:

Start-ups – Consulted with 22 interested in starting a business in the area

Expansions – Consulted with 25 interested in expanding an existing business in the area.

Retention – Consulted with 3 needing help with retention

Recruitment – Responded to 8 recruitment leads

Jobs (Annual):
- Enterprise Zone: 92 net new jobs
- General: 380 net new jobs

CORVALLIS CITY COUNCIL GOALS 2013-2014

PREFACE:
This is an update on work accomplished on Council Goals during the last quarter, with a summary of expected work to be accomplished in the future. The City Council goals continue to reflect an ongoing commitment to the overarching goals of:

♦Diversity ♦Citizen Involvement ♦Sustainability ♦Cost Efficiency

Council goals are also connected to both the Vision 2020 Statement Categories and the City Manager's Core Responsibilities:

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
CITY/OSU COLLABORATION **The Collaboration Corvallis project will be completed by the end of 2014 with Council approved recommendations implemented or planned, including a collaboration framework for the future.** Accomplished through March 31, 2013: • Alcohol and Special Response Notice Ordinance updates have been drafted and reviewed by the City Attorney. These are anticipated to be presented to the Human Services Committee in May. • All three project work groups have been meeting twice monthly with an additional set of 3rd recommendations presented and accepted by the Collaboration Steering Committee on March 18th. A set of matrices were prepared for Steering Committee and community review. These materials identified implementation responsibilities, projected time tables, and other parameters. • Consistent with a Collaboration Process recommendation, the City has an RFP published to replace the Vehicle Information System on all CTS buses; implementation of the system is scheduled for September 2013. • Working with OSU, Transportation staff have begun addressing other transit recommendations including the potential to coordinate with the campus shuttle; enhanced marketing to increase ridership; and the feasibility for a satellite transit hub near or on campus. Next Steps: • Collaboration work groups will continue to address the project scope of work. • The livability work group is expected to be completed and a housing work group to be formed. • The next Steering Committee meeting is scheduled for early June.	Central City Economic Vitality Education/Human Services Governing and Civic Involvement Where we Live	Resident Well Being Public Safety Livability Infrastructure Economic Vitality

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
SUSTAINABLE BUDGET **Council will achieve a sustainable budget where recurring revenues equal or exceed recurring expenditures in all City funds by continuing to seek expenditure efficiencies and by exploring and implementing a broad range of revenue sources.** Accomplished through March 31, 2013: • Administrative Services Committee reviewed staff data and analysis around the methodology and enhancements to be supported by a potential Public Safety Tax. • Department Directors have worked with the City Manager to get the General Fund budget balanced for FY 13-14. Next Steps: • Work on the City's Sustainable Budget initiative will continue with the presentation of the City Manager's Proposed Budget for FY 13-14. • The City Council will continue to work on funding alternatives for public safety and whether or not to renew the current local option property tax levy. • After the budget is adopted, staff will initiate work to determine if costs would be lower for certain service areas if the work was completed by a private contractor instead of City staff.	Culture/Recreation Central City Economic Vitality Education/Human Services Governing and Civic Involvement Protecting the Environment Where we Live	Resident Well Being Public Safety Livability Infrastructure Economic Vitality

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
ECONOMIC DEVELOPMENT ▪ **Economic Development Commission will review and possibly supplement the current economic development strategy incorporating aspects of agriculture-related businesses, local investment, arts and culture, as well as the City's overarching goals.** ▪ **The Economic Development Commission will provide recommendations to the Council by the end of 2013.** ▪ **Council takes action by mid-2014.** Accomplished through March 31, 2013: • The Economic Development Officer position was filled. • The Economic Development Office has responded to six national recruitment leads. • The Economic Development Office is coordinating logistics for upcoming events for Willamette Innovators Network, Willamette Angel Conference, Start-up Weekend, and Oregon Economic Development Association Summer Conference. Next Steps: • The Economic Development Commission will address the 2013/14 Council Goals • The Economic Development Commission will explore the use of Urban Renewal as a development tool, and subsequently make a recommendation to the City Council • Business Retention and Expansion software will be purchased, installed, and populated with a current list of businesses. • The Expand In Oregon database will be updated with a current list of available properties.	Culture/Recreation Central City Economic Vitality	Resident Well Being Public Safety Livability Infrastructure Economic Vitality
HOUSING **By the end of 2013, the Council will have access to comprehensive and objective information about the demands for housing in the Corvallis Urban Growth Boundary and the causes of the current housing mix. By the end of 2014, the Council will create policies, regulations, and strategies to help meet the housing needs of those who live here or wish to live here.** Accomplished through March 31, 2013: • Staff submitted a pre-application to the Oregon Transportation and Growth Management (TGM) Program to help fund activities associated with this Council goal. Next Steps: • Full TGM application to be submitted.	Central City Economic Vitality Protecting the Environment Where we Live	Resident Well Being Livability Infrastructure Economic Vitality

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
HOMELESS COLD WEATHER SHELTER **Participate in the development of a plan to find a permanent solution by December 2014 for a cold weather shelter and daytime drop-in center.** Accomplished through March 31, 2013: • Housing staff met with and has provided technical assistance for the Corvallis Homeless Shelter Coalition (CHSC) regarding regulatory issues and implications of planning for the use of Community Development Block Grant funding. Next Steps: • Housing will continue to provide technical assistance and advise the CHSC with regard to acquisition considerations and requirements for specific properties in which they have interest.	Central City Education/Human Services Governing/Civic Involvement Where we Live	Resident Well Being Public Safety Livability Infrastructure
PUBLIC PROCESS AND PARTICIPATION **By December 2014, the Council will revise its processes and structures into a more effective and efficient citizen engagement program to develop diverse future leaders, enhance communication between citizens and the Council, help connect citizens to each other to strengthen community and neighborhoods, and utilize the expertise of citizen-volunteers in solving community problems.** Accomplished through March 31, 2013: • At the March 11 work session, Council agreed to schedule a future work session to further define the scope and process for this goal. • The Human Services Committee discussed adding this goal to their work plan at the March 5 HSC Committee meeting. Next Steps: • This will be discussed at a future Council work session.	Culture/Recreation Central City Economic Vitality Education/Human Services Governing and Civic Involvement Protecting the Environment Where we Live	Resident Well Being

Accomplishments toward the Overarching Goals and Values (Diversity, Citizen Involvement, Sustainability and Cost Efficiency):

- **CITIZEN INVOLVEMENT**:
  - Parks and Recreation held three public stakeholders meetings regarding the Heritage Tree Program and two public stakeholder meetings regarding the Trails Plan Update.
  - City Hall Ambassadors provided 471 hours of customer service at the City Hall front desk during the third quarter.

- Results from the 2012 Citizen Survey were presented to Council and the public in January. The response rate was an impressive 68.6%.
- Police Department staff met with 509J School District leadership, discussing law enforcement response at Corvallis schools.
- The Collaboration Workgroups held numerous public meetings as they developed their 3rd round of recommendations that were presented to the Steering Committee in March.
- A neighborhood meeting was held February 6 to discuss the Street Reconstruction-Arterial/Collector 10th Street project. Additional meetings to provide information on the traffic circle review process with the Bicycle and Pedestrian Advisory Commission and community occurred in March.
- Staff assisted a subcommittee of the Bicycle and Pedestrian Advisory Committee (BPAC) on an analysis of pavement markings and signage for bike lane transitions through intersections.
- Public Works staff completed public outreach on the draft Council Policy for Building Encroachments in the Public Right-of-way.
- Library staff continue outreach to the business community through the Chamber; better connections with local schools, especially in Monroe, and engaging at-risk families in early literacy training and activities.
- Library staff surveyed users about their technology needs from the public library and received over 500 responses.

- **SUSTAINABILITY**:
  - The ultraviolet sanitation system to be installed at the aquatic center will require less chlorine usage.
  - Public Works staff met with Republic Services (formerly Allied Waste) to finalize proposed recommendations for a ten-year franchise agreement which incorporates a change of Republic Service's fleet from diesel to compressed natural gas, and simplifies the way in which annual rate increases are reviewed by City Council.
  - Public Works recycled 36,000 pounds of old railroad rails found under a blackberry patch in the Airport Industrial Park.
  - The City of Corvallis was awarded Gold recognition from the State Electronics Challenge (SEC) —a national environmental stewardship program— for its achievements in decreasing the environmental footprint of its computer equipment. Public Works submitted the application.
  - Public Works collected data and completed a review of the first quarter implementation of the Single-use Plastic Bag ordinance.
  - Library replaced only portions of worn carpet, using carpet squares.
  - Library is re-using furniture and shelving from other entities for many of the furnishings for the new Monroe Community Library.
  - Friends of the Library Annual Big Book sale provided the community an opportunity to re-use thousands of books and raise money for the library as well. Over $25,000 was raised this year. Staff anticipates the Friends will donate over $80,000 to the Library this year.
  - The Friends of the Library participated in the Annual Sustainability Town Hall and Fair.

- **DIVERSITY**:
  - Parks and Recreation is a primary partner on the leadership team to implement the Raising Education Achievement and Competence in the Humanities (REACH) grant in Benton County. This project will promote racial/ethnic health equity among the Hispanic/Latino population in our community through Parks and Recreation programs.
  - The Commission for Martin Luther King Jr. held its annual celebration of Dr. King's life on January 16, 2013.
  - The Corvallis Housing and Community Development Commission met in two three-hour sessions to hear agency requests and then develop a set of recommendations for FY 13-14 Community Development Block Grant and HOME Investment Partnerships program funding allocations to facilitate the creation of affordable and habitable housing opportunities for lower-income and/or housing disadvantaged Corvallis residents.

- **COST EFFICIENCY**:
  - Parks and Recreation received $55,000 in donations to install an ultraviolet sanitation system for the aquatic center.
  - The Police Department applied for and received a $142,212 grant from Oregon Department of Transportation for implementation of an eCitation/eCrash program.
  - Public Works Utilities Division identified a solution to improve the accuracy of bulk water dispensing and associated administrative billing processes for customers.
  - Wastewater Reclamation Plant staff are collaborating with OSU's School of Chemical, Biological and Environmental Engineering senior project program to develop projects that will provide real-world value for the students and will accomplish efforts for the City that otherwise could not be accomplished due to lack of resources.
  - The Library Foundation accomplished their goal of raising $525,000 to purchase an adjoining property for future library expansion.

DEPARTMENT ACCOMPLISHMENTS

CITY MANAGER'S OFFICE

- The City received the prestigious Excellence in Governance award from the International Institute of Municipal Clerks for the City Hall Ambassador program.
- Orientation and goal setting was completed for the new 2013-2014 City Council.
- The City Manager's Office front lobby was re-configured to accommodate changes in Human Resources staff office locations and the addition of the new Economic Development Officer.

COMMUNITY DEVELOPMENT DEPARTMENT

- An ePlan software demonstration was presented to staff and the stakeholder group. This software is for conducting electronic plan review and will likely be purchased and deployed in FY 13/14.
- A quarterly stakeholders meeting was held to discuss implementation of the 3-year Development Services enhancement package. Main topics included ePlans review, Development Services reorganization, demolition permit photos, and process overhaul.
- The Planning Commission finalized their recommendation for the 2013 - 2014 Planning Division Work Program. Staff anticipates that the City Council will review the recommendation and make a decision on the work program in April.
- Rehabilitation of the 50-unit Lancaster Bridge affordable apartment complex in northeast Corvallis was initiated by Willamette Neighborhood Housing Services utilizing City HOME and CDBG funding.
- The City/OSU Collaboration Project Work Groups met several times in March to prepare their third round of recommendations that were presented to the Steering Committee on March 18th. Two matrices were included that summarized the recommendations that have been accepted by the Steering Committee to date

FINANCE DEPARTMENT

- Staff facilitated a Budget Commission orientation session to kick off the FY 13-14 Budget cycle and held two Council work sessions with eight departmental presentations to provide Councilors with an overview of City services and current budget challenges.
- Payroll issued 896 W2's for all of the full and part-time employees who worked for the City during 2012.
- Utility Billing staff attended a demonstration of an automated remittance software solution

FIRE DEPARTMENT

- Personnel from Operations, Management, and Administration attended training on the use of Code3Sim software. This software simulates likely effects of multi-variable scenarios on response times. Code3Sim was developed by Carl Niedner, a CFD Volunteer who also owns and operates a software design company.
- By December of this year, the Department will have to complete conversion to a new OSHA-enforced Material Safety Data Sheet Code format and ensure that the labeling of all hazmat containers (cleaning supplies, etc.) complies.
- Security questions related to MobileTrak's connectivity to the City network have been addressed, and the project is moving forward.
- Staff developed electronic forms on Cityshare to track public education events and report accidents/near miss situations.

LIBRARY

- The Library held very successful Maker Fair during spring break, attracting hundreds of participants and fostering new partnerships.
- Construction on the new Monroe Community Library continued, with an anticipated opening date in May.
- The Annual Gearing Up for Gardening program, done in conjunction with Benton County Master Gardeners, continued to attract standing room only crowds.
- E-book clinics continue to attract large crowds interested in learning how to make best use of their reading devices.
- Friends of the Library held the most successful Pastathon ever at Pastini's and raised hundreds of dollars for the Library.

PARKS & RECREATION DEPARTMENT

- Steve Deghetto, Assistant Director, was nominated for the Sheldon Wagner Award for his outstanding contributions to the health of people in Benton County in the spirit of compassion.
- Developed and distributed the Spring/Summer Activity Guide to all households in Corvallis.
- The Senior Center and Aquatic Center completed extensive facility maintenance over a one week closure.
- Staff completed rehabilitation of the Pioneer Park parking lot.
- Goal setting was completed for the Parks, Natural Area and Recreation Board.
- Two projects this quarter have seen great support by the community to raise in excess of $200,000 toward the new Willamette Park Shelter and an ultraviolet water conditioning system for the 50 meter pool at the Aquatic Center.

POLICE DEPARTMENT

- Lt Cord Wood attended the 10-week FBI National Academy in Quantico, VA.
- Police Department staff organized and participated in the fourth annual Polar Plunge event for Special Olympics Oregon. Over 375 people participated in the event, raising over $40,000 for Special Olympics.
- Department staff applied for, and received an Oregon Department of Transportation $142,212 grant to implement eCitation and eCrash programs.
- 9-1-1 Supervisor Pam Brost was elected to serve a two-year term as Secretary for the Oregon Association of Public Communications Officials (APCO).
- Five officers met with, and made presentations to, Greek houses as part of the Greek Liaison Program.

PUBLIC WORKS DEPARTMENT

- Staff and the consultant made progress on the utility rate structure project with refinement of the data quality and development of new financial planning documents to provide improved information for future utility rate review processes.
- Construction was completed for the Traffic Signal at 26th Street and Western Boulevard.
- A large water main break at 35th Street and Tyler Avenue on January 18 was reported and contained swiftly with minimal service outage to citizens.
- The City will receive an ODOT Bicycle/Pedestrian grant to design and construct three mid-block crossing improvements with raised medians and pedestrian activated signals. Two of the crossings are planned for 9th Street and one for Walnut Boulevard near 13th Street. There were 155 applications submitted statewide and eleven projects that received funding.
- Published an RFP to replace the transit Vehicle Information System. This will include automated passenger counting, stop announcements, and vehicle location and have a real-time "where's my bus?" feature for users. The system will collect important data used for system design and management, as well as required Federal Transit Administration (FTA) reporting. An FTA grant will fund 80% of the project.

MEMORANDUM

TO: Mayor and City Council

FROM: Mary Steckel, Public Works Director

DATE: April 4, 2013

SUBJECT: Status of Corvallis to Albany Trail, Project No. 650391

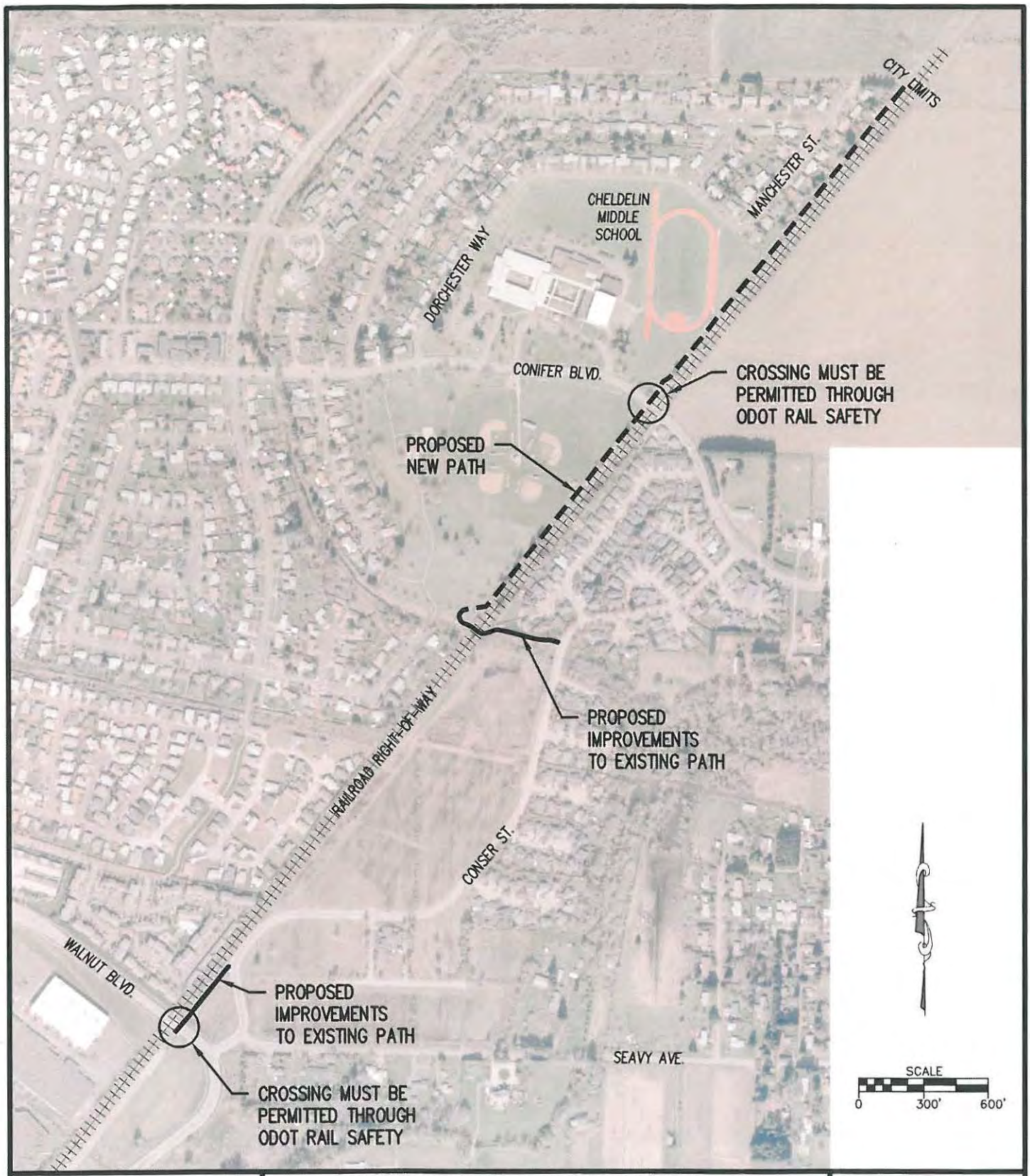
This memo is provided to inform the City Council of a potential hearing in association with the Corvallis to Albany Trail project scheduled for construction this summer (see attached graphic).

As originally planned, this project includes bicycle/pedestrian crossings of Walnut and Conifer Boulevards parallel and adjacent to railroad right-of-way. Due to this proximity, these crossings must be permitted through the Oregon Department of Transportation (ODOT) Rail Safety Division. The terms of the permit include specific crossing treatments (e.g. signage, striping and signals) that would need to be constructed with the crossing. The specific treatments are based on ODOT, Union Pacific Railroad (railway owner), Portland and Western Railroad (railway operator), and City consensus. Negotiations on the permit terms for this project have been ongoing over the past several months, but no consensus has been reached. From City staff's perspective, the terms of the permit, as proposed by Union Pacific Railroad and ODOT, are neither reasonable nor consistent with recommended treatments for such crossings in federal government publications. City staff believe these federal guidelines address public safety concerns at a reasonable cost.

Oregon Revised Statutes include provisions for an administrative hearing before a judge appointed by the Department of Justice when consensus cannot be reached. The administrative hearing provides ODOT, the railroads, and the City an opportunity to make a case for appropriate crossing permit conditions. The result of the hearing is a decision that all parties must comply with if the proposed crossings are to be constructed.

Staff has developed a contingency plan in the event that a hearing cannot be conducted in time for this summer's construction season, or in the event that an unfavorable ruling comes from the hearing. Under either of these two scenarios, staff will defer establishing a physical crossing of Walnut or Conifer Boulevards until some future date. The new path would simply be terminated at the back of the sidewalk at these two locations. This approach will meet the needs of the neighborhood and other local users until such time as the connection to Albany is made and the path becomes a regional facility. This strategy is supported by both the Corvallis Bicycle and Pedestrian Advisory Committee and the ODOT Active Transportation Division, who administers the federal grant funding of this project. Construction of these crossings, if not included in this summer's project, would be undertaken with future phases of the path, which will include a number of similar crossings on the route between Corvallis and Albany for which a strategy will need to be developed.

Unless otherwise directed by City Council, staff will proceed with the administrative hearing process.



DESIGNED	
DRAWN	M. LOUIE
CHECKED	G. GESCHER
DATE	03-29-2013
SCALE:	AS SHOWN

CITY OF CORVALLIS
Public Works Department

CORVALLIS–ALBANY TRAIL
STREET CROSSINGS TO BE PERMITTED THROUGH ODOT RAIL SAFETY

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

ADMINISTRATIVE SERVICES COMMITTEE
SCHEDULED ITEMS

April 11, 2013

MEETING DATE	AGENDA ITEM
April 17	• Municipal Code Chapter 8.14, "Single-Use Plastic Carryout Bags" Update
May 8	
May 22	• Visit Corvallis Third Quarter Report • Downtown Corvallis Association Third Quarter Report -- Economic Improvement District
June 5	• Third Quarter Operating Report
June 19	• Allied Waste Services Annual Report
July 3	
July 17	
August 7	• Council Policy Review and Recommendation: • CP 91-3.02, "City Compensation Policy"
August 21	
September 4	• Visit Corvallis Fourth Quarter Report • Downtown Corvallis Association Fourth Quarter Report -- Economic Improvement District
September 18	

October 9	• Fourth Quarter Operating Report
	• Council Policy Reviews and Recommendations:
	  • CP 92-1.05, "Miscellaneous Property Ownership"
	  • CP 94-2.09, "Council Orientation"

October 23	• Utility Rate Annual Review
	• Council Policy Reviews and Recommendations:
	  • CP 04-1.09, "Public Access Television"
	  • CP 91-3.04, "Separation Policy"

November 6	
November 20	
December 4	• Visit Corvallis First Quarter Report • Downtown Corvallis Association First Quarter Report -- Economic Improvement District • Comprehensive Annual Financial Report • First Quarter Operating Report
December 18	

ASC PENDING ITEMS

- Comcast Franchise Renewal Update — Public Works
- Council Policy Review and Recommendation:
  - CP 96-6.03, "Economic Development Policies" — CMO
- Economic Development Policy on Tourism — Community Development
- Municipal Code Review: Chapter 4.01, "Solid Waste Regulations" — Public Works

Regular Meeting Date and Location:

Wednesday of Council week, 3:30 pm – Madison Avenue Meeting Room

HUMAN SERVICES COMMITTEE
SCHEDULED ITEMS

April 11, 2013

MEETING DATE	AGENDA ITEM
April 16	No meeting
May 7	• Liquor License Annual Renewals • Majestic Theatre Annual Report • Youth Mental Health Issues
May 21	• Healthy Eating Active Living (HEAL) Cities Campaign • Municipal Code Review: Chapter 5.03, "Offenses" (Alcohol Minimum Fines/Social Host/Special Response Notice) • Transit Mall and Bus Shelters Non-Smoking Regulations

June 4	• Social Services Allocations – Fiscal Year 2013-2014
	• Boards and Commissions Sunset Reviews:
	  • Corvallis-Benton County Public Library Board
	  • Commission for Martin Luther King, Jr.

June 18	
July 2	• Corvallis Farmers' Market Annual Report

July 16	• Council Policy Reviews and Recommendations:
	  • CP 98-4.12, "Guidelines for Public Art Selection"
	  • CP 07-4.15, "Use of Computer Lab Equipment and Public Internet Access at Senior Center"

August 6	• Parks and Recreation Annual Fee Review
August 20	• Social Services Semi-Annual Report
September 3	
September 17	• Rental Housing Program Annual Report
October 8	• Council Policy Reviews and Recommendations: • CP 92-4.05, "Library Meeting Rooms Policy"
October 22	
November 5	
November 19	

December 3	• 2013-2014 Social Services Allocation Process and Calendar
	• Council Policy Reviews and Recommendations:
	  • CP 07-4.16, "Code of Conduct for Patrons at Parks and Recreation Facilities, Events, and Programs"
	  • CP 92-5.04, "Hate/Bias Violence"

December 17	

HSC PENDING ITEMS

- Municipal Code Review: Chapter 5.01, "City Park Regulations" (Alcoholic Beverages in Parks) — Parks & Recreation
- Municipal Code Review: Chapter 5.03, "Offenses" (Smoking Enforcement Hiatus); Chapter 8.10, "Tobacco Retail Licenses" — Police/City Attorney's Office
- Municipal Code Review: Chapter 9.02, "Rental Housing Code" — Community Development

Regular Meeting Date and Location:
Tuesday of Council week, 2:00 pm – Madison Avenue Meeting Room

URBAN SERVICES COMMITTEE
SCHEDULED ITEMS

April 11, 2013

MEETING DATE	AGENDA ITEM

April 16	• Demolition Permit Requirement (Digital Images)
	• Council Policy Reviews and Recommendations:
	  • CP 91-9.05, "Street Naming and Addressing Policies and Procedures"
	  • CP 13-9.08, "Building Encroachments in the Public Right-of-Way"
	• Airport Lease Extension - Ferrellgas, L.P.

May 7	• Total Maximum Daily Load (TMDL) Update • Municipal Code Review: Chapter 6.10, "General Traffic Code" (Weight Restrictions)
May 21	
June 4	• Board and Commission Sunset Review: • Capital Improvement Program Commission
June 18	
July 2	• 49th Street Annexation Explanatory Statement and Display Advertisement
July 16	
August 6	
August 20	
September 3	No meeting
September 17	

October 8	• Council Policy Reviews and Recommendations:
	  • CP 04-1.08, "Organizational Sustainability"
	  • CP 91-7.07, "Sanitary Sewers; Responsibility for"
	  • CP 05-7.17, "Utility/Transportation Facility Extensions Through Public Areas"
	  • CP 91-9.03, "Parking Permit Fees"

October 22	
November 5	
November 19	
December 3	
December 17	

USC PENDING ITEMS

- Airport Master Plan — Public Works
- Corvallis Forest Stewardship Plan Review and Recommendation — Public Works
- Municipal Code Review: Chapter 8.13, "Mobile Food Units" — Community Development
- NW Cleveland Avenue Traffic Update (February 2014) — Public Works

Regular Meeting Date and Location:
Tuesday of Council week, 5:00 pm – Madison Avenue Meeting Room

UPCOMING MEETINGS OF INTEREST

City of Corvallis

APRIL - JUNE 2013
(Updated April 11, 2013)

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

APRIL 2013

Date	Time	Group	Location	Subject/Note
11	5:30 pm	OSU/City Collaboration Project Parking and Traffic Work Group	Madison Avenue Mtg Rm	
~~13~~	~~10:00 am~~	~~Government Comment Corner~~	~~Library Lobby - TBD~~	
15	**6:00 pm**	**City Council**	**Downtown Fire Station**	
16		No Human Services Committee		
16	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
16	5:30 pm	OSU/City Collaboration Project Neighborhood Planning Work Grp	Osborn Aquatic Center Conference Room	
~~17~~	~~12:00 pm~~	~~Housing and Comm Dev Cmsn~~	~~Madison Avenue Mtg Rm~~	
17	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
17	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room	
~~17~~	~~7:00 pm~~	~~Planning Commission~~	~~Downtown Fire Station~~	
18	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station	
20	10:00 am	Government Comment Corner	Library Lobby - Penny York	
22	**5:00 pm**	**City Council Executive Session**	**Madison Avenue Mtg Rm**	**Judge interviews**
23	7:30 am	City Legislative Committee	City Hall Meeting Room A	tentative
23	5:00 pm	Cmsn for Martin Luther King, Jr.	Madison Avenue Mtg Rm	
23	5:30 pm	OSU/City Collaboration Project Neighborhood Livability Work Group	Osborn Aquatic Center Conference Room	
23	7:00 pm	Budget Commission	Downtown Fire Station	
24	5:00 pm	Watershed Mgmt Advisory Cmsn	Madison Avenue Mtg Rm	
24	5:30 pm	OSU/City Collaboration Project Parking and Traffic Work Group	Osborn Aquatic Center Activity Room	
25	5:30 pm	Public Art Selection Commission	Parks and Rec Conf Room	
27	10:00 am	Government Comment Corner	Library Lobby – TBD	
30	5:30 pm	OSU/City Collaboration Project Neighborhood Planning Work Grp	Madison Avenue Mtg Rm	
30	7:00 pm	Budget Commission	Downtown Fire Station	

MAY 2013

Date	Time	Group	Location	Subject/Note
1	6:00 pm	Library Board	Library Board Room	Board goals dicussion/retreat
~~1~~	~~7:00 pm~~	~~Planning Commission~~	~~Downtown Fire Station~~	
2	7:00 pm	Budget Commission	Downtown Fire Station	
3	7:00 am	Bicycle and Pedestrian Adv Cmsn	Madison Avenue Mtg Rm	
4	10:00 am	Government Comment Corner	Library Lobby - Julie Manning	
6	**5:30 pm**	**City Council Executive Session**	**Downtown Fire Station**	
6	**6:00 pm**	**City Council**	**Downtown Fire Station**	
7	7:00 am	Airport Commission	Madison Avenue Mtg Rm	
7	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
7	4:00 pm	Downtown Parking Committee	Downtown Fire Station	

7	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
8	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
8	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
8	5:30 pm	Downtown Commission	Madison Avenue Mtg Rm	
9	7:30 am	Investment Council	Madison Avenue Mtg Rm	
9	8:30 am	Citizens Advisory Cmsn on Civic Beautification and Urban Forestry	Parks and Rec Conf Room	
11	10:00 am	Government Comment Corner	Library Lobby - Richard Hervey	
13	3:00 pm	Economic Development Cmsn	Madison Avenue Mtg Rm	
14	7:30 am	City Legislative Committee	City Hall Meeting Room A	tentative
14	6:00 pm	Historic Resources Commission	Downtown Fire Station	
14	7:00 pm	Ward 8 meeting (Traber)	Walnut Community Room	City sponsored
15	12:00 pm	Housing and Comm Dev Cmsn	Madison Avenue Mtg Rm	
15	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room	
15	7:00 pm	Planning Commission	Downtown Fire Station	
16	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station	
18	10:00 am	Government Comment Corner	Library Lobby - Mike Beilstein	
20	**6:00 pm**	**City Council**	**Downtown Fire Station**	
21	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
21	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
22	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
25		No Government Comment Corner		
27		City Holiday – all offices closed		
28	5:00 pm	Cmsn for Martin Luther King, Jr.	Madison Avenue Mtg Rm	

JUNE 2013

Date	Time	Group	Location	Subject/Note
1	10:00 am	Government Comment Corner	Library Lobby - Bruce Sorte	
3	**6:00 pm**	**City Council**	**Downtown Fire Station**	
4	7:00 am	Airport Commission	Madison Avenue Mtg Rm	
4	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
4	4:00 pm	Downtown Parking Committee	Downtown Fire Station	
4	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
5	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
5	7:00 pm	Planning Commission	Downtown Fire Station	
5	7:30 pm	Library Board	Library Board Room	
7	7:00 am	Bicycle and Pedestrian Adv Cmsn	Madison Avenue Mtg Rm	
8	10:00 am	Government Comment Corner	Library Lobby - Biff Traber	
10	3:00 pm	Economic Development Cmsn	Madison Avenue Mtg Rm	
10	7:00 pm	Mayor/City Council/City Manager Quarterly Work Session	Madison Avenue Mtg Rm	tentative
11	7:30 am	City Legislative Committee	City Hall Meeting Room A	tentative
11	5:00 pm	City Council Work Session	Madison Avenue Mtg Rm	HRC/PC interviews -- tentative
11	6:00 pm	Historic Resources Commission	Downtown Fire Station	
12	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
12	5:30 pm	Downtown Commission	Madison Avenue Mtg Rm	
13	8:30 am	Citizens Advisory Cmsn on Civic Beautification and Urban Forestry	Parks and Rec Conf Room	
13	5:00 pm	City Council Work Session	Madison Avenue Mtg Rm	HRC/PC interviews -- tentative
15	10:00 am	Government Comment Corner	Library Lobby - TBD	

17	**6:00 pm**	**City Council**	**Downtown Fire Station**
18	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm
18	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm
19	12:00 pm	Housing and Comm Dev Cmsn	Madison Avenue Mtg Rm
19	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm
19	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room
19	7:00 pm	Planning Commission	Downtown Fire Station
20	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station
22	10:00 am	Government Comment Corner	Library Lobby - TBD
25	5:00 pm	Cmsn for Martin Luther King, Jr.	Madison Avenue Mtg Rm
26	5:00 pm	Watershed Management Adv Cmsn	Madison Avenue Mtg Rm
29	10:00 am	Government Comment Corner	Library Lobby - Penny York

JULY 2013

Date	Time	Group	Location	Subject/Note
1	**6:00 pm**	**City Council**	**Downtown Fire Station**	
2	7:00 am	Airport Commission	Madison Avenue Mtg Rm	
2	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
2	4:00 pm	Downtown Parking Committee	Downtown Fire Station	
2	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
3	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
3	7:30 pm	Library Board	Library Board Room	
4		City Holiday – all offices closed		
5	7:00 am	Bicycle and Pedestrian Adv Cmsn	Madison Avenue Mtg Rm	
6	10:00 am	Government Comment Corner	Library Lobby - TBD	
10	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
11	8:30 am	Citizens Advisory Cmsn on Civic Beautification and Urban Forestry	Parks and Rec Conf Room	
13	10:00 am	Government Comment Corner	Library Lobby - TBD	
15	**6:00 pm**	**City Council**	**Downtown Fire Station**	
16	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
16	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
17	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
17	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room	
18	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station	
20	10:00 am	Government Comment Corner	Library Lobby - Biff Traber	
23	5:00 pm	Cmsn for Martin Luther King, Jr.	Madison Avenue Mtg Rm	
24	5:00 pm	Watershed Management Adv Cmsn	Madison Avenue Mtg Rm	
27	10:00 am	Government Comment Corner	Library Lobby -	

Bold type – involves the Council

~~Strikeout~~ type – meeting canceled

Italics type – new meeting

TBD – To be Determined

PC – Planning Commission

HRC –Historic Resources Commission

MEMORANDUM

CORVALLIS
ENHANCING COMMUNITY LIVABILITY
PARKS & RECREATION

To: Mayor and City Council
From: Karen Emery, Director
Jackie Rochefort, Park Planner
Date: April 2, 2013
Subject: South Riverfront Play Area Naming

Issue:
For several past years, the Capital Improvement Plan (CIP) has included a proposal for a children's playground in the vicinity of the Riverfront Commemorative Park. This project was proposed by a local citizen and veteran of the Viet Nam War. Staff received a request from a citizen group to name this play area after Ron Naasko.

Background:
Ron Naasko, a Corvallis citizen who died in September, 2011, was a strong advocate for a children's play area in the vicinity of the Riverfront Commemorative Park. Mr. Naasko lived on First Street and spent a great deal of time along the Riverfront Park. While he loved the Riverfront, he always thought there should be a children's playground within or near the park. "He cared deeply for children and was particularly sensitive to children who seemed to need extra time and caring from someone," said Cindy Bond, co-manager of The Old Mill relief nursery in a *Gazette-Times* article dated October 17, 2011. He was a fierce advocate for this cause, visiting the Park, Natural Areas, and Recreation Board (PNARB) and the Capital Improvement Commission on several occasions to champion his cause. His request for a playground in the riverfront area was approved and placed in the CIP document in 2009, but has remained unfunded.

Discussion:
Over the past few years, it has become increasingly apparent that a children's playground in the area of the skate park would be a great asset to the community. Citizens have often requested additional play options in that area. Although the park is not yet designed and constructed, staff has had requests that we name the park for Veteran Ron Naasko, to serve the dual purpose of honoring his memory and wishes, and to assist in fund-raising for the playground.

Staff began the formal naming process for the future playground, brought to the PNARB at their March 21, 2013 meeting.

Based on Council Policy 91-1.03, *The naming of public facilities* can be based on the following criteria:

* A noteworthy public figure or official;
* A person, place, or event of historical or cultural significance;
* Special benefactor(s) [living or dead]

* A person, group, place, or feature, particularly identified with the public land or facility
* Exceptions to the naming criteria can be approved by City Council if an occasion to recognize the outstanding contributions of a living person is determined.

Please note that CP 91-1.03 on naming facilities requires that a person be deceased for a minimum of two years prior to naming. However, since the playground is not yet constructed, the name will not be posted prior to September 2013, the two year anniversary of his passing.

After advertising the Gazette Times and through PNARB the only name that has been proposed for consideration is **Ron Naasko Playground**.

Recommendation:
PNARB recommended that City Council name the playground after Ron Naasko. City Council may:

1) Formally name a public land or facility, or

2) Formally reject a naming proposal, or

3) Hold a public hearing.

Review and Concur:

James A. Patterson, City Manager

Attachments:

ABC letter of support
Old Mill School letter of support
Veterans for Peace, Bart Bolger, President Chapter 132
Unitarian Universalist Fellowship of Corvallis, Rev. Joel Miller
Gazette-Times article, October 17, 2011
Council Policy 91-1.03

Access Benton County
PO Box 1502
Corvallis, OR 97339

October 8, 2012

To: Corvallis Mayor, Julie Manning
City Manager, Jim Patterson
Corvallis City Council

Access Benton County submits a proposal for an accessible children's playground to be developed in the Riverfront Park area. We ask that Mr. Ronald Naasko be remembered there for his advocacy and dreams for such a public enrichment.

Copies of letters of support from other organizations for a fitting memorial for Mr. Naasko are attached.

We look forward to hearing the Council's discussion of this proposal and ideas of how a project of this nature could be further considered.

Respectfully Submitted,

Access Benton County
Jim Smith, Secretary

Letters of Support Attached:

1. Old Mill Center, Cindy Bond, MS, Relief Nursery Co-Manager.
2. Veterans for Peace, Bart Bolger, President Chapter 132.
3. Unitarian Universalist Fellowship of Corvallis, Rev. Joel Miller.

OLD MILL CENTER
For Children and Families
RELIEF NURSERY

March 8, 2012

To Whom It May Concern:

Ron Naasko was an amazing man. He was a hero to the many children and families with whom he had contact over the years. His quiet, unassuming manner made him approachable. His openness and honesty about his disability encouraged children to ask questions and be fearless when encountering those who appeared to be different.

Over the more than 15 years that Ron volunteered in the extended day program at Old Mill Center, he touched the lives of countless children and families. The most challenging children seemed to be his favorites. He provided them with that special attention that the regular classroom teachers could not. He honestly answered all their questions, such as "What happened to your legs" and "How do you go to bed?" He gave children rides on his lap in his wheel chair and he told groups of children his "story" of "how my legs got broken off during the war when I was an army man." He sat beside them at circle and rubbed their backs at rest time. His patience and compassion was unmeasured.

Many of these families connected with Ron outside of Old Mill Center. On Saturday mornings they would find him down at the Farmer's Market There he'd talk to not only the children but the parents, making those special connections and telling them all the wonderful things about their children that he especially appreciated.

I strongly encourage special consideration by the city of Corvallis in honoring Ron Naasko. His contributions to our community will be sorely missed.

Sincerely,

Cindy Bond, MS
Relief Nursery Co-Manager

1650 SW 45th Pl.
Corvallis, OR 97333
Phone: 541-757-8068 Fax: 541-758-1030

VETERANS FOR PEACE

LINUS PAULING CHAPTER 132, CORVALLIS, OREGON

March 23, 2012

Subject: City of Corvallis Memorial to Ronald Naasko

Veterans For Peace, Linus Pauling Chapter 132 heartily endorses proposed memorials to our former VFP member, the late, Ronald Naasko.

Ron joined our VFP chapter soon after we were chartered in 2006. He dedicated much of his life to honor veterans' sacrifices and ensure young people understood what service men and women had done on their behalf. Each Memorial Day, Ron could be found participating in graveside memorial services and at local ceremonies. He also worked extremely hard to ensure adequate access to public places for our disabled citizens, many of whom are veterans such as himself.

Ron's legacy is apparent nearly everywhere one looks around Corvallis. In short, Corvallis would not be the same without the benefit of Ron Naasko's contributions. For this reason, we feel it only proper that a prominent feature, such as a courtyard or plaza, bear his name. We also strongly endorse designating one day per year as "Ronald Naasko Day," with appropriate ceremonies to honor his memory.

Thank you for considering these recommendations.

Sincerely,

Bart Bolger
President, Veterans For Peace, Linus Pauling Chapter 132, Corvallis
3740 SW Western Blvd.
Corvallis, Oregon 97333
541-207-7762
ripken3@comcast.net

Unitarian Universalist Fellowship of Corvallis

2945 NW Circle Boulevard, Corvallis OR 97330 Phone: 541 752-5218
E-mail: office@uucorvallis.org Web: www.uucorvallis.org Email list: aboutuufc@googlegroups.com

April 26, 2012

Dear Corvallis Neighbors and Friends:

I am writing on behalf of this congregation in support of a memorial recognition of Ron Naasko's contributions to our Corvallis community.

Ron Naasko was beloved member of this spiritual community, always a compassionate presence among us, yet always expecting the best from us and gently insisting that our efforts be for justice and the common good. Ron's presence was the same in the larger community, and we know this because he expected the people of this congregation to do their part to make the larger world a better place.

Ron Naasko loved his country and he was deeply dedicated to our country's future generations. He was beloved by children for his compassion and his high expectations of them. He was beloved by elders, who understand better than the rest of us how profoundly the world is changed by the daily care and attention of a man like Ron Naasko.

Corvallis is an even better community because of Ron's life among us. On behalf of this congregation, I feel that a memorial recognition of Ron's citizenship in Corvallis would remind us of the example he set for us all.

Sincerely,

Rev. Joel Miller

Rev. Joel Miller, Interim Minister | Rev. Dr. Gretchen Woods, Minister Emerita | Rev. Art Wilmot, Minister Emeritus
Judy Malouf, Board President

Corvallis Gazette-Times

Friday flag ceremony to honor Ron Naasko

OCTOBER 17, 2011 2:00 PM • CORVALLIS GAZETTE-TIMES

The Old Mill Center for Children and Families will honor the memory of longtime volunteer Ron Naasko with a flag dedication ceremony Friday.

The ceremony will take place at 3 p.m. at the center, 1650 S.W. 45th Place.

Naasko, who died Sept. 15, worked in the center's integrated preschool classroom and volunteered with other local kids'programs, including SMART and Mari's Place.

"He cared deeply for children and was particularly sensitive to children who seemed to need extra time and caring from someone,"said Cindy Bond, co-manager of the Old Mill relief nursery.

A full color guard will perform the flag ceremony. There will also be a short program, and refreshments will be served.

CITY OF CORVALLIS

COUNCIL POLICY MANUAL

POLICY AREA 1 - GENERAL

CP 91-1.03 Naming of Public Facilities and Lands

Adopted October 7, 1991
Revised June 21, 1993
Revised October 21, 1996
Revised October 18, 1999
Revised October 21, 2002
Revised November 7, 2005
Revised December 1, 2008
Affirmed December 19, 2011

1.03.010 Purpose

To provide procedures and guidelines whereby City of Corvallis public lands and facilities may be officially named by the City Council.

1.03.020 Policy

There are occasions when interested parties have proposed to name or rename City of Corvallis public lands and facilities. It is the policy of City Council to consider naming proposals, seek citizen input, and formally decide on proposed names or renaming of City of Corvallis public lands or facilities within established criteria.

1.03.030 Definitions

Public Land - Lands which are owned or controlled in use by the City of Corvallis for the long-term benefit of the community. These lands may be within or outside of the corporate limits. Examples include, but are not limited to, parks, sports fields, beautification areas, natural areas, and plazas.

Public Facilities - Physical facilities owned or controlled in use by the City of Corvallis for the long-term benefit of the community. Examples include buildings, bridges, rooms, and ballfields. Street-naming procedures are covered by a separate City Council policy, Street-Naming and Addressing.

1.03.040 Naming Criteria

City of Corvallis public lands and facilities may be named after persons or after a place or location, or after an event that has created an important legacy or achievement. A person's name is eligible for consideration after two years after his/her death, with special benefactors excepted. The following criteria may be used by the City Council in determining the appropriateness of the naming designation:

* A noteworthy public figure or official;
* A person, place, or event of historical or cultural significance;
* Special benefactor(s) [living or dead]
* A person, group, place, or feature, particularly identified with the public land or facility;
* Exceptions to the naming criteria can be approved by City Council if an occasion to recognize the outstanding contributions of a living person is determined.

1.03.050 Procedures

1.03.051 Initiation of Proposed Name

a. Preliminary consideration of naming proposals by City Council may be initiated by any citizen, Council Advisory Committee, Council or City Task Force, or elected or appointed official. Naming proposals for public facilities which have not originated from an advisory committee or task force shall be given directly to the City Council through a Department Director. The City Council will then direct the request to the appropriate advisory committee or task force for the public notification and review.

b. Prior to naming proposals being forwarded to City Council for preliminary review, naming proposals shall be formally reviewed by the appropriate advisory committee(s) or task force(s), as determined by the City Council, in public meetings with opportunity provided for citizen input requested through advanced meeting advertisement. The City Council, through the associated department, will solicit public input prior to making a decision

on a naming request not assigned to a committee or task force for preliminary review.

c. Meeting minutes, or department staff reports shall be prepared that fully document input received from citizens, committee or task force discussions, and a specific naming recommendation(s) for preliminary review of City Council.

1.03.052 Preliminary City Council Review and Formal Decision

a. The item will be placed on the City Council meeting agenda for discussion and action. Minutes from committee or task force meetings which include a naming recommendation, or a department staff report, will be transmitted to the City Council for review.

b. City Council, after consideration, by motion and majority vote may:

1) Formally name a public land or facility, or

2) Formally reject a naming proposal, or

3) Hold a public hearing.

c. The decision of City Council to name or reject a recommendation to name, public lands or facilities at preliminary review is subject to review by appeal.

1.03.053 Additional Public Input and Public Hearing

a. If additional public input is needed, the City Council, prior to making a formal decision on a naming proposal, will hold a public hearing no sooner than 30 days following the Council meeting at which recommendations were received by the Council. That public hearing will be announced at least 10 days in advance by a block advertisement in a local newspaper.

b. The purpose of the public hearing is to provide opportunity for additional public input.

c. City Council will do one of two things at this time:

1) Formally name a public land or facility, or

2) Formally reject a naming proposal.

1.03.054 Formal City Council Decision

A formal decision of a naming recommendation may be made at the time of:

a. Preliminary review or following;

b. Additional public input and public hearing.

c. Any decision to name a public land or facility or reject a recommendation to name a public land or facility, is subject to review by appeal.

d. A flow chart depicting this process is attached.

1.03.060 Appeal Procedure

a. Any decision to name or reject a recommendation to name a public land or facility is subject to review by City Council through appeal. Appeals must be filed in writing with the Assistant to City Manager/City Recorder within 30 days of the formal Council decision.

b. Written appeals shall include:

* Name and address of persons requesting reconsideration,
* A statement of specific grounds for appeal,
* A specific naming recommendation for the subject public land or facility.

c. If written appeal is filed in the appropriate time period, the public land or facility-naming decision at issue will be suspended until that name is reaffirmed, modified or deleted by City Council.

d. Properly filed appeals shall be forwarded to City Council. In considering appeals, the Council, by motion and majority vote may:

1) Dismiss the appeal with no further review,

2) Act on the appeal upon review without further input, or

3) Set a public hearing date for additional citizen input regarding the appeal, and then modify, reaffirm or delete the public land or facility name.

e. Once formal action on an appeal has been completed by City Council, the public land or facility name shall become effective immediately, as applicable and as determined upon City Council decision. The City Manager shall determine the appropriate City Department to inform affected governmental agencies, community organizations, and individuals of the official naming decision.

f. There is no fee associated with an appeal. All citizens are considered to have a standing in public land and facility naming matters, regardless of residency.

1.03.070 Public Notifications

a. The City Council finds widespread public involvement essential in considering naming of public lands and facilities. It is the intent of this policy that committee or task force meetings and individual citizen recommendations are adequately advertised and opportunity exists for citizen input prior to developing recommendations for preliminary Council review. Advertisements shall specify the public land or facility being discussed and any proposed recommendations which may exist.

b. If additional input is desired by Council, advance notice will be provided for City Council public hearings.

c. Chairs of the advisory committees, task forces, and Department Directors, on behalf of the City Council, are charged with the responsibility of ensuring adequate opportunity is provided for citizen input throughout the process.

d. The City Council may amend the naming procedures at any time to facilitate appropriate levels of citizen involvement.

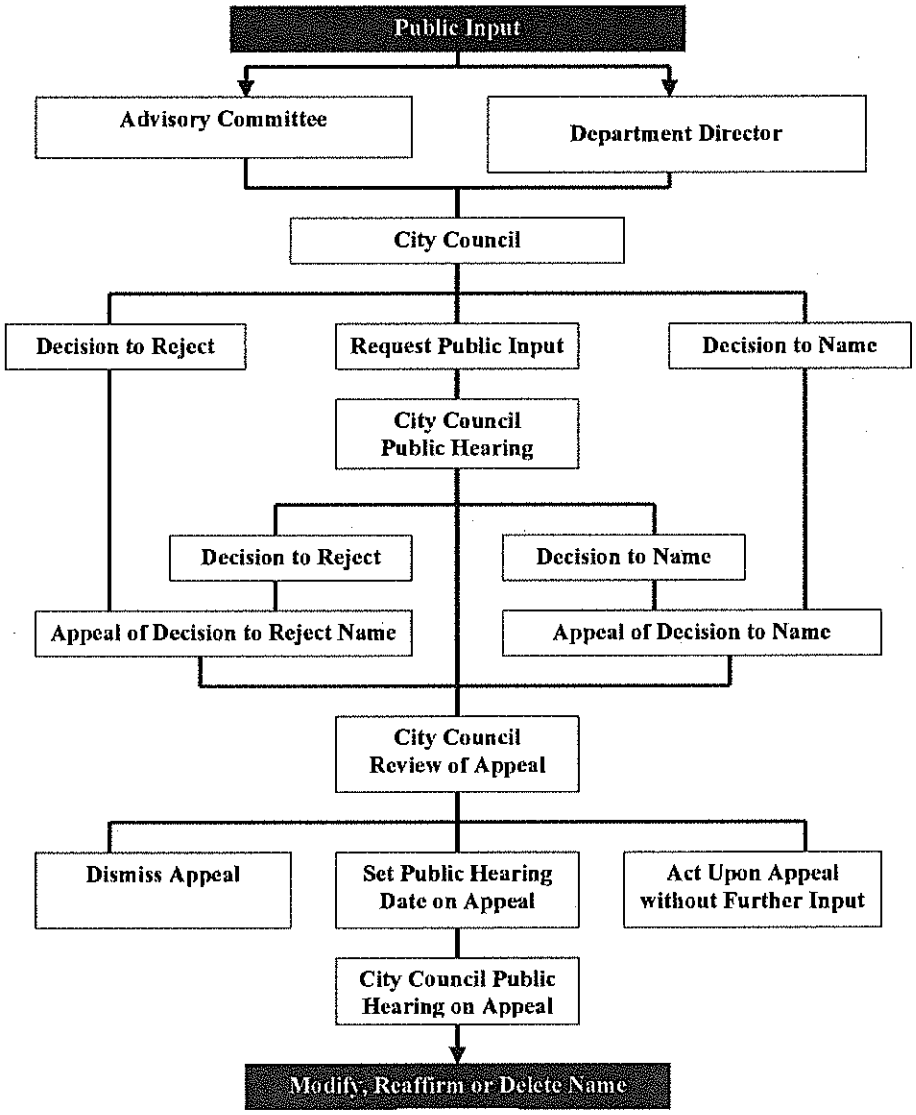
1.03.080 Policy Review and Update

This policy shall be reviewed every three years by Department Directors.

Attachment (*I\cmo\citywide\city council policies\ccpol1.03 attachment*)

Council Policy 91-1.03

Naming of Public Facilities and Lands



Gazette Times 3/26/2013

LETTERS TO THE EDITOR

Some day, cars might play 'chicken' at roundabout

Re: "U.S. lags behind the British in its adoption of roundabouts," Letters, March 18: Just when we thought that "stop signs and traffic lights" served the general safety and health of everyone encountering those installations, John Rawlinson is setting us straight with his little-known facts.

He points out that infantile ("candy from a baby") American motorists "love" stopping at traffic lights because they can then satisfy their prodigious appetites for engaging in ingestion, texting, cosmetology, oral health and domestic violence. He gets to "slap" his kid in his back seat!

And his Brit friend offered the amazing insight that freeways in the U.S. are actually "roundabouts that have been straightened out." E.g., imagine the future done-deal roundabout on Southwest West Hills Road. If the Brit straightened it out, he would have a one-lane, one-way freeway! Lots of those in the U.S.A.!

Like most roundabout enthusiasts, Mr. Rawlinson is silent about safety at West Hills Road and 53rd Street. I hope that someday he and his Brit friend drive on West Hills Road to the roundabout. There they can attempt to merge with two bunches (or columns) of tailgating vehicles moving north and south on 53rd at 25 to 30 mph in the roundabout.

Is playing "chicken" with cars popular in England? I hope it is, because experience with vehicular "chicken" will be invaluable in the roundabout! If they drive on 53rd and try a left turn in the roundabout, they will get to play "chicken" then, too.

Leo Quirk
Corvallis

The 'E' section is light on news of local arts scene

I've sadly and mostly silently watched your arts+entertainment section slide into irrelevancy in recent years, but after this week's "E" (March 21) I can no longer hold my nose or bite my tongue.

Where's the local news? Of the 10 actual stories, seven are about out-of-town subjects, two are syndicated movie reviews, and one is a half-page interview with a visiting Portland hip-hopper.

In the meantime, all the local A&E news from your entire two-county circulation area is crammed into a list of 8- or 9-point type less than a page long.

The staff's disinterest in local arts news is further demonstrated by the insertion — in the tiny type of the "Hot Picks" list — of the names of five local arts supporters honored recently for their contributions to local culture. Also listed there are four local students who won national art and writing awards. But nothing more, nothing but the names, incomprehensibly shoehorned into a weekend events list with Decibel and Crimson Guardian.

This kind of editorial decision-making tells me that the "E" is written more to satisfy those writing it rather than those reading it. Do you really think the few readers you haven't already turned off are more interested in out-of-town club musicians than local artists, performers and our own students who've just been nationally recognized?

Please, consider what the people who actually read your paper would be interested in. They, and the local arts community, deserve better local coverage than we're getting.

Rich Bergeman
Corvallis

U.S. must offer publicly funded, privately delivered health care

I appreciated Dr. Mike Huntington's letter showing how the recent cuts in programs at Linn-Benton Community College would not be necessary if our Legislature would enact the proposed Health Care For All bill.

As an LBCC employee, I have been very concerned, not just for the financial health of our institution, but how the cost of health care is hurting all employers across the state and, therefore, employment opportunities of all Oregonians.

Ours may be the only country on Earth that ties health and employment, bringing great financial strain on businesses and public institutions, alike. Most large employers, public and private, have been regularly reducing positions of full-time employment in order to avoid paying for health insurance, the rates for which take sharp rises every year.

But without full employment, many lose their health, their homes, and, sadly, some lose their lives while insurance executives and drug companies make millions of dollars. Indeed, the highest-paid professionals in health care provide no health care and work for no health care organization. They are CEOs of drug and insurance companies, sucking millions of dollars away from health care for our citizens

What's needed is a publicly funded, privately delivered system of health care. Over 20 countries now use this kind of system and their health care costs average about half of those in the United States, and all of their health outcomes are stronger than ours.

Let's tell our Legislature and governor that it's time for this kind of change.

Mark J. Weiss
Corvallis

City should just abandon its tiny, troublesome traffic circle

I am dismayed by the city's persistence in viewing tiny traffic circles as a way to provide safe, efficient traffic flow.

I live close to the 10th Street and Grant Avenue circle. Like other letter writers, I have had a number of near misses. Regardless of the reasons — a different definition of "yield," impatience, or an inclination to play chicken — our munchkin circle seems to require something that some drivers lack.

The city apparently has its own doubts. There are 16 traffic signs that explain how to travel through.

When I'm walking, I avoid the intersection altogether, having closely escaped being side-swiped. If I need to cross 10th, I jaywalk a half block away.

In contrast, the four-way stops to the north and south are safe and effective.

I grew up and learned to drive within a mile of two large traffic circles in Philadelphia.

Traffic safely goes around these circles, and right-of-way is obvious. Both have pedestrian/bicycle overpasses. That's in contrast to our pseudo circle, where cars slalom through, and pedestrians and bicycles proceed at their own risk.

In these financially challenging times, it seems foolish to spend more money for a traffic device that is of questionable benefit and is considered treacherous by so many.

Anna Ellendman
Corvallis

LETTERS

LETTERS should be limited to 400 words or less. Letters must include the author's name, address and daytime contact number. Writers are limited to two published letters a month.

Gazette Times
3/28/2013

LETTERS TO THE EDITOR

ticle about band director's ndiscretions' was unnecessary

It must have been a slow news day for e Gazette-Times on Saturday, March .

The prominent feature article about arshall Price's indiscretions was unecessary, and the color picture was uch larger than the ones usually posted for accused murderers and thieves.

Angela Carlson
Corvallis

/hy stop at just making it a crime o smoke in a car with minors?

I was just reading an article today bout a study done in Europe that conluded that 14 percent of childhood sthma cases were caused by near road ir pollution (European Respiratory ournal, 22 March).

The World Health Organization estinates the asthma rate for children living n smoking households to be between 4 ercent and 18 percent. I was just hopng our state legislators have time to uplate their new bill (making it a crime to moke in a car with minors) in order to nake it illegal to use a stroller on a sidewalk that's next to traffic.

Come to think of it, perhaps we should ticket anyone with a minor in the car.

Alicia Allen
Corvallis

Don't give up on roundabouts because of the traffic circle

After doing a half-hour informal survey of the roundabout at 10th Street and Grant Avenue, I found roughly equal cars from Grant (52.5 percent) and 10th (47.5 percent), more than 200 cars, nine cyclists and one pedestrian.

There was a wide variety of reactions and approaches to this circular intersection. Most people slowed down significantly and went through smoothly and properly. Two did not.

One driver nearly hit a cyclist who was halfway through the roundabout, a near miss. The cyclist, coming from Grant on the left, clearly had the right of way. The driver in a black pickup came roaring from out of sight and nearly clipped the cyclist, who braked quickly, rode up on his handlebars and came off his bicycle seat onto the top tube.

The issue now is not this roundabout think a 3- to 10- year learning period with extra signs would be prudent, until people can properly negotiate these intersections safely and effectively.

People in Bend apparently have little problem with their well-designed rounds, driving regularly and safely through them. It's quite possible. Let's not give up because of bad experiences based on one admittedly poorly designed roundabout.

Chris C. Foulke
Corvallis

Renting jail beds might indeed be cheaper than building a new jail

It's sobering, if not downright depressing, to consider how much of our public-sector treasure is spent on interest. We pay interest on bonds issued by city, county, state and federal agencies. It adds up to a big pile of money, no matter who you are and virtually all of those expenses are tax-exempt to the rich people who own the bonds.

So I would judge the March 26 editorial, "A new jail is essential for Benton County" to be irresponsible.

Yes, it's painful to spend a million dollars a year to send inmates to other facilities. But has anyone bothered to figure the cost, in tax-exempt interest, of building a new jail with borrowed money? I think not. My guess is that the interest would far exceed the current costs associated with a full jail.

I could present a fairly long list of essential government services we lack. How about building a decent home for our homeless population, most of whom have issues (mental or drugs) that need immediate attention? What about feeding all the at-risk kids in our community who regularly go without three healthy meals a day? The list could be very long indeed.

The solution, I believe, is to end the tax-exempt status of certain local enterprises that, despite their exemptions, use city, county and state services. But that change will take political will which is in short supply today. Until the exemptions are ended, we'll go without essential services.

Kirk Nevin
Corvallis

Delaying decision on wastewater discharge is costing us money

As many readers of these letters are

municipal bonds started going up last December. (You can find graphs of interest rates trends on the Internet.) If we continue to dawdle, the ratepayers will end up paying more to complete this project than necessary.

In my opinion the city should go with the "east" alternative and go with it now to get the lowest interest rate from lenders that we can get in the not-to-distant future. At any reasonable interest rate the east alternative is the best choice. In January I did a sensitivity analysis of alternative versus interest rate which can be found on my website: www.peak.org/~detweij.

As of March 25, I estimated that the cost of our dawdling — assuming we go with the east alternative — to be an effective increase of $12,500 (in upfront costs) per day due to the increasing municipal bond interest rates. The mechanics of this computation can also be found on my website.

John H. Detweiler
Corvallis

Remember that humans passed along the words in the Bible

In a recent letter, Roger Paul says that "Ancient writings are nothing more than people in those times trying to explain their world with the tools and knowledge that they had at the time."

In a subsequent letter, David R. Prichard says that Mr. Paul's statement belittles the Bible.

Says Prichard, "The biblical writers all recognize and emphasize that the one God who created and sustains them is a God who speaks, and God has spoken through divine revelation in their writings."

Mr. Paul makes a good point (though the rest of his letter pushed it too far).

No doubt many of the writers involved in producing the Bible as it exists today were divinely inspired, but they were human beings and, therefore, fallible.

If God spoke to them, they might not have always heard correctly, or they might have misunderstood the message.

Today's Bible is a very special book, but it comes down to us after various translations, which always involve (possibly erroneous) human judgments about how to say the same thing in a different language. Its earliest stories rest on history passed along — not always precisely — as oral tradition for many

Gazette Times
4/2/13

Don't like Walmart? State your objections with more specifics

My wife and I enjoyed going to Walmart's party last Saturday. We found the employees to be quite busy and enjoying what they were doing in this very big, busy store.

We tried to check out prices with other stores we shop at: Trader Joe's are higher; Safeway a bit higher, WinCo and Grocery Outlet lower and Market of Choice and Fred Meyer about the same.

So what's the beef?

The positive side is Walmart employed a lot of new people who might otherwise go jobless.

Fess up, liberal letter writers. Where did that $8,000 go that helped put on the Walmart bash?

Tell more on "terrible on labor" statement. Do they water-board or otherwise persecute their employees?

By "terrible on health care," do I assume they ignore employees illnesses or forbid them medical care? Be more specific!

For heaven's sake, what is wrong with an entrepreneur being successful in a flourishing business that employs thousands of people? Why shouldn't they make money — a lot of it? It seems only the government can make a lot of money and give it away, as long as it lasts.

Sorry; I'm a simple man, and don't understand the figures Greg Kise added to his letter. I need it explained to me.

The letter sounded to me like disseminations of organized labor.

Is this the problem: Walmart is an equal opportunity employer; a non-union shop?

Chuck Wenström
Corvallis

Supporters of traffic circle have yet to offer a truly simple fix

It continues to amaze me that when 10th Street and Grant Avenue traffic circle supporters do respond, they invariably start their letter with a "simple" fix and then launch into a detailed, complex and costly opinion.

Case in point: A recent letter starts out with "A few simple adjustments are in order" and then launches into a seven-point dissertation on how to "simplify" things:

- Replace the structure with a Frisbee
- New center stripes.
- Shave off intersection corners
- Paint pedestrian crosswalks. (That is not new.)
- Create a whole new circular street unrelated to 10th Street or Grant Avenue
- Turn on your turn signals. (We already do that.)
- We should use Lincoln's Gettysburg Address as our guide, since Grant Avenue is named after one of Lincoln's generals. (Really? Wouldn't "President" Grant carry more weight?)

Another writer took a half hour out of his schedule to actually view first-hand what is going on. He witnessed two close calls, but even then was supportive if the circle had bright fluorescent warning lights and eight to 10 years of public indoctrination.

I am at a total loss as to why this is still being discussed. Anything this controversial and confusing that can be fixed so easily is beyond my comprehension.

Please try to attend the next public meeting at 5 p.m. today, 500 S.W. Madison Ave. Your input is always valued.

Jerry Duerksen
Corvallis

Lots of people knew retired band director as a good guy

I was appalled by the giant splashy story about a well-loved band director in Corvallis. Yes, it must indeed have been a slow news day.

Let's *not* mention the fact that band and choir directors have more contact with students since they typically know each other over years rather than semesters.

Let's *not* mention the fact that arts programs in schools often keep kids in school who might otherwise drop out.

Let's *not* mention that it was, in part, this band teacher who supported and encouraged my son to pursue a DMA in music.

Let's *not* mention all the people who know him as a good guy and a good teacher.

Stephanie Mehlenbacher
Corvallis

Legalize drugs, and you won't need a new Benton County jail

No, Benton County does not need a new jail. Health care for all, better funding for the library and for schools, more food security, yes, but a new jail, no.

The majority of people incarcerated by Benton County are there for drug crimes, so the answer is to legalize drugs. Prohibition did not work for alcohol, and it does not work for drugs.

During Prohibition, crime surrounding alcohol sales was rampant as the price of alcohol rose, and only criminals would dare sell it.

The war on drugs has similarly created rampant crime by making the profit for drug sales so very great. Legalize drugs, and the incentive to crime drops dramatically.

The regulated sale of drugs in a legal, ordinary store at reasonable prices would take away the need for addicts to steal and burglarize to support their habit, and take away the incentive for disadvantaged young men to enter a life of crime via selling drugs.

The money saved by ending the war on drugs by cities, counties, states and the federal government would be great enough to provide drug treatment centers, education and disincentives and have plenty left over to fund the programs that really benefit society.

No, we don't need a new jail; we need to legalize drugs.

Molly Hannah
Corvallis

Who is paying op-ed writers is none of anybody's business

Ed Wasserman asks a good question: "Who pays the bills of 'unpaid' writers?" But he generalizes too much in discussing it.

For example he complains about how newspaper op-ed "articles written by outsiders for little or no pay offered policy perspectives under the guise of expert analysis, when they actually were sponsored by clients and paymasters who were rarely identified ..."

Some op-eds by "outsiders" (people not employed by the newspaper) are clearly ax-grinding for some interest group, but others are not.

I have written many op-eds which have appeared not only in Corvallis but in Portland, Detroit, and elsewhere. I do not write on behalf of any "paymaster." My articles try to help people understand issues and are based on my education and experience as a political scientist.

Wasserman also complains that "outside" writers "are being denied a fair wage for their work." And he asks, "who's paying their rent?"

Again, I can speak from personal experience. The Detroit Free Press used to pay $100 for every op-ed and the Oregonian paid me $85 for my first article used about 12 years ago.

The Free Press and the Oregonian then stopped paying. Nobody else has paid me a dime, which is understandable given the economic pressures now afflicting newspapers.

So how do I eat? I have income from other sources, including my pension and Social Security.

If people like me chose to use free time to write op-eds pro bono publico, it is none of Wasserman's business.

Paul deLespinasse
Corvallis

Gazette Times 4/3/2013

LETTERS TO THE EDITOR

A 4-way stop the better alternative to a traffic circle

I attended the city's recent Grant Avenue and 10th Street traffic circle meeting.

The circle was installed to calm (slow) traffic. The city has traffic data on this location both before and with the circle but no comparable data on what a four way stop sign would do to calm traffic.

A number of people spoke of many near misses at this intersection.

Attendees advised; yield to vehicles on the right, a four way yield must be treated as a four-way stop sign, yield to vehicles in the circle (DMV manual), yield to vehicles on the street to your left even though they are not yet in the circle (city staff), or just take turns and be courteous.

Letters to the editor also reflect much confusion as to right of way at this intersection.

City staff advise the exact same paving and curb rounding will be done at this intersection whether a traffic circle or stop signs are installed.

The traffic circle and related striping will be installed after all paving and curb work is finished.

People understand stop signs, and stopped traffic is as calm as you can get.

Before the city spends $8,600 to reinstall the circle, I suggest a four-way stop (also a traffic calming device) be installed for a year or two so data can be collected for this option.

The $8,600 expense may not be needed.

Michael Brantley
Corvallis

'Cool kids' on Corvallis council pushed through the bag ban

Do you remember back in school when the popular, cool group of kids ruled over every one?

What they thought was cool everyone else followed because, it had to be! You had to agree or you would be rejected — an outcast, labeled stupid or a nerd.

They would use these unspoken fears to get what they wanted.

supports the ban!

But remember when the old establishment refused to discuss new ideas, review evidence and explore new ways of thinking, like equal rights?

How we swore that would not happen to our generation. We felt that if an issue had merits, we'd keep an open mind, promote communication and discussion. So why is the City Council refusing to look at their misleading information, at evidence challenging majority support, and the major problems with the bag ban. What have the councilors become?

Milt Weaver
Corvallis

It's worth considering more effective alternatives to prison

Thank you for your excellent March 13 editorial "Reforms could lessen need for prisons."

As our state legislators grapple with the challenge of providing adequate services while cutting costs, they would do well to heed the recommendations of the state's Commission on Public Safety.

These reforms would reduce prison growth and reinvest the savings into other parts of the public safety system.

Too many people currently in our prisons are individuals who could be safely and more cost-effectively supervised in our communities.

For example, youth who are being tried as adults would be better served if judges were involved in determining their appropriate placement.

Another example of effective reform, highlighted in your editorial, is strengthening the re-entry services and programs for the 4,500 prisoners who are released annually and are trying to re-enter society. Such programs would decrease the chances of their return to prison.

With prison the most costly option in our state's correctional system, it makes good sense for us to focus on cost-cutting reforms that will also improve the system.

John Swanson
Corvallis

And the "E" lead feature on the young artists who make up the Temporary Artists Guild showed just how widespread and integral the visual arts are so many people's lives.

It's this kind of local coverage I was begging for in my previous letter to the editor. Keep up the good work "E."

Now, if you could only grow a couple more pages.

Rich Bergeman
Corvallis

Repeating false info doesn't validate global warming denial

Bill Brandt keeps repeating the same nonsense about climate change ("Evidence of global warming's ending 16 years ago is available", Letters, March 29).

This time, he cites his source as the Daily Mail, a British newspaper.

First, his claim is not true; see the UK Met Office's own site at metofficenews.wordpress.com/2012/10/14/. Global surface temperature indices show warming during that period: the original UK Met Office statement concerned "statistically significant" warming. There is a difference.

Second, it is well-known that El Nino and La Nina affect global surface temperature. El Nino years are warmer than average, and La Nina years are cooler. (See http://tinyurl.com/cw9qgcc.)

The 16 years leading up to 2012 started with one of the largest El Nino (warm) events on record; the last half of the record is dominated by La Nina (cool) events.

When scientists correct for these short-term effects, the apparent slowdown in surface warming goes away.

When we get the next El Nino, it's going to be hot. CO2 effects keep ticking along.

Third, most of the excess heat trapped by increasing greenhouse gases ("global warming") goes into the ocean, not the atmosphere. Scientists use thermometers on drifting floats to measure contin-

Gazette Times
4/8/2013

LETTERS TO THE EDITOR

Get with it, drivers; traffic circles aren't that confusing

Good grief! I think that many Corvallis drivers operate in a state of confusion. I've noted that "right turn on red after stop" confuses drivers, the blinking yellow left turn signal at Kings/Buchanan confuses drivers.

Yield signs invariably confuse drivers when several arrive at the same time. I suspect that some are confused by stop signs — intersection accidents do occur at four-way stops.

As Corvallis contemplates more signs and stops, some cities in Europe (e.g., Portishead, England; Drachen, Holland from "The City Fix," Oct. 18, 2010, and many others) have found that the removal of *all* signs and signals have drastically reduced intersection accidents and facilitate traffic flow because people pay increased attention to what's happening.

The DMV Handbook clearly states that traffic *entering* traffic circles yield to autos *in* the circle.

What could be simpler? Traffic circles are widely used in the rest of the world without confusion.

Get with it! Read your drivers handbook and perform — or surrender your keys.

Samuel H. Clarke
Corvallis

Public has a right to know about conduct of school employees

It appears that Michael Coolan (Letters, April 4, "Price article indicative of an overall decline in newspaper's quality"), wasn't impressed by the article printed by the Gazette-Times (March 23, "Retired band teacher loses license," page A3) concerning Corvallis High School former band director Marshall Price.

Mr. Coolan proceeded to bash the paper for its content, citing heavy reliance on national and world affairs via news services.

One could assume that he would prefer more local news but evidently if that news spotlights the bad behavior of a (former) local employee of the school district, he doesn't like that, either.

Sorry, but the police logs that he mentioned are there to alert the public to unlawful acts which might involve any one of us.

Local, area and state news is adequately covered in the G-T.

I vehemently disagree with writers who have had letters published praising Price.

I do not care whether people employed by our local schools are full-blown sexual predators, gropers or fanny patters; the people have every right to know about it.

Far too often, in the past, such people were not disciplined in any way but were simply allowed to relocate to a school elsewhere in the area or within the state to continue their offensive behavior.

Beverly Caron
Corvallis

Obesity is unhealthy — and a threat to national security

The recent article "County slips in health rankings" that ran on March 21, 2013, highlighted where counties ranked in comparison to their neighbors and the rest of the state in terms of health.

Amid all of the numbers, I was struck most by the high obesity rates.

As a retired general and member of "Mission: Readiness," I'm concerned about obesity for national security reasons. It's the leading medical disqualifier for military service, with 1 in 4 young Americans — almost 6 million 17- to 24-year-olds — too overweight to join the military.

Our nation's security relies on having military members who are fit to serve.

Fortunately, there is something we can do.

The U.S. Department of Agriculture is in the process of updating guidelines for what types of foods are sold in schools' vending machines and a la carte lines. Updated guidelines that reflect the latest nutrition science will ensure that children have access to healthier foods.

Unfortunately, previous efforts to update standards for healthier foods were compromised by food industry lobbyists. As a result, schools around the nation can now count the tomato sauce on a slice of pizza as a serving of vegetables.

Strong science-based guidelines would be a big step toward reducing the 400 billion calories that students consume in junk food every year in school. With 33 percent of U.S. children already at risk to become overweight or obese and 25 percent of children ages five to 10 already exhibiting early warning signs for heart disease, we need to keep these guidelines free of food industry interference.

If nothing else, the food and beverage industry needs to join parents and their children, schools and government in the war on obesity.

Our children deserve nothing less.

Norman R. Seip
Lt. Gen. (retired), U.S. Air Force
Alexandria, Va.

LETTERS TO THE EDITOR

Gazette Times 4/12/21

Adjustments needed to data for careful monitoring of climate

Bill Brandt takes climate scientist Laurence Padman to task for "adjusting" the data (Letters, April 9, "Adjustments to short-term data don't add up to global warming").

Suppose tomorrow morning you checked your thermometer and found that the temperature was rising. Would you conclude that the climate was warming? And if you checked again in the evening and the temperature was falling, would you decide that it was all a hoax?

Of course not.

We know about the daily cycle of warming and cooling, and the cycle of the seasons, and many other natural cycles, and we adjust for these before drawing any conclusions about long term trends. We would be poor scientists if we did not.

The "adjustments" that Dr. Padman describes and Mr. Brandt derides are exactly the right thing to do if one wants the most accurate possible assessment of long-term climate change.

Bill Smyth
Corvallis

Let's consider the weighty issue of airline costs, capacity

Let me weigh in on this issue of the airlines considering charging their customers by the pound.

The scales appear to have tipped in favor of this approach. After all, is not the carrying capacity of the plane referred to as a "payload"? And why should passengers be treated any different from the rest of the cargo?

No doubt there will be more than a few who will throw their weight around to make sure this idea will not get off the ground.

However, for those of us of average weight, it will equalize the field with those who carry excess "baggage."

On the other hand, cramming more seats in coach will not gain the airlines too many friends.

Leo deVogel
Corvallis

Stay with the traffic circle; people are used to it by now

Concerning the controversial mini-circle at 10th Street and Grant Avenue in Corvallis:

I did not like it when it was first installed, and tried to avoid it. But now I have gotten used to it and navigate it very cautiously.

I don't think the city should spend another large amount of money to remove it. Most people have learned to navigate through it. Just leave it as it is; perhaps trim some of the vegetation in the center to increase visibility. Don't spend any more money; you cannot improve that intersection.

Al Haunold
Corvallis

Checks shouldn't always exclude felons from gun ownership

It's common sense that the purchase — or transfer of ownership — of a firearm from one person to another should require a background check.

To me, it is also common sense that a felon convicted of a nonviolent crime — and who has done his time — should be able to own a firearm for legal hunting, after having completed an appropriate waiting period without another conviction. Such folks should also be allowed to vote.

Jepson Lonnquist
Corvallis

Article on license revocation of retired teacher was 'sensational'

As a subscriber to your newspaper, I am looking for material which is more relevant, less trivial and certainly less sensational than the article you shamefully published on a fine teacher who made many contributions in this community. You owe Mr. (Marshall) Price an apology and the rest of us something with a lot more class.

Marybetts Sinclair
Corvallis

LETTERS

LETTERS should be original and no longer than 250 words. Letters under include the author's complete street address and a daytime telephone number.

Most letters are published unless they are obscene, libelous, copied from Web sites or attacks other writers personally. All letters are subject to editing.

Writers are limited to two published letters a month.

AS I SEE IT columns must be no longer than 600 words. Local authors addressing local topics are preferred.

Publication is at the Gazette-Times's sole discretion.

Dear Councilor Sorte: 3/27/13

I have been monitoring the ongoing discussion about the traffic circle at the intersection of Grant
and 10th. Up till now I have successfully kept my opinions to myself. Alas no more.

I personally use the circle about 6 times a week, Grant being one of only 3 east-west arterial streets in northwest Corvallis - Harrison and Circle being the other two. My wife will not drive through it using adjacent streets instead. This, by the way, is a very common approach which explains why use of the intersection is down based on the Study by 25 to 30 per cent. I consider it to be, in its design, the most dangerous intersection in Corvallis. It is especially dangerous for pedestrians and cyclists as the Study also shows. One of the points that advocates seem to miss is that, while it is simple in concept, in fact very few drivers know what to do when they use it. Forget the yield to the right rule. On the ground the real method is to look all 4 ways as you approach, assess which drivers are most aggressive and/or confused and act accordingly. As often as not everybody will stop and then go one at a time - just like a 4 way stop.

Having said all this my biggest concern is that, if the we insist on spending on a reconstruction of the circle in the face of so much opposition, we are using up valuable voter good will at a time when we desperately need all the good will we can get.

As a Library Board member and Vice President of the Corvallis-Benton County Public Library Foundation I am very worried about the long term fiscal health of our excellent Library. I will soon be working to be sure that the 3 year Levy is renewed in for 2014. As you know, we will be cutting the Library budget for a 4th year in a row even with the passage of the Levy in 2011. Hours of service are, if memory serves, less than they were when I moved to Covallis 41 years ago!

I understand that the money that would be used for circle reconstruction is not available for Library use. My concern is a political one. The traffic circle is at best a weak and expensive solution to a simple problem. Others may disagree. Whatever the merits, however, the circle is strongly opposed by many. Many will believe, rightly or wrongly, if the circle is reinstalled it will be "just another example" of the Council "not listening to the people" and wasting money.

Pave it. Put up 4 stop signs. Save some money. Create some yes votes for other more vital community needs.

Thank you for your patience and concern.

Martin "Steve" Stephenson

)peak.org

MAYOR & COUNCIL EMAIL

Re: Traffic circle removal

- *To*: "Ward 6 Joel Hirsch" <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Re: Traffic circle removal
- *From*: "Bibi Momsen" <be.momsen@xxxxxxxxx>
- *Date*: Tue, 2 Apr 2013 23:20:17 -0700

I understand that the Urban Services Committee for the city of Corvallis voted to recommend that the city council replace the traffic circle at 10th and Grant with a four way stop, the recommendation to be voted on at the next city council meeting on April 15. As I will be unable to attend the meeting, I want to write that I hope you will agreed that a 4-way stop is the best way to go!

Thanks!

:-)
Bibi Momsen

be.momsen@xxxxxxxxx

- Prev by Date:**Traffic circle at 10th and Grant**
- Next by Date:**all taxes should be put to a vote of the people**
- Previous by thread:**Traffic circle at 10th and Grant**
- Next by thread:**all taxes should be put to a vote of the people**
- Index(es):
  - **Date**
  - **Thread**

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Traffic circle at 10th and Grant

- *To*: "mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx" <mayorandcitycouncil@xxxxxxxxxxxxxxxxxxx>
- *Subject*: Traffic circle at 10th and Grant
- *From*: Slong <oneofthechix@xxxxxxxxx>
- *Date*: Tue, 2 Apr 2013 20:07:47 -0700

Dear Mayor Manning and City Councilors:
This evening I attended the Urban Services Committee meeting and was glad to hear the Councilors on the committee vote unanimously to recommend putting a way stop instead of reinstalling the traffic circle to the entire council.

I strongly encourage all city Councilors to follow this recommendation and v to permanently remove the circle. It is evident from city staff's report on the circle that the circle should not be replaced due to higher accident rat vs a 4 way stop, cost, bicycle and pedestrian safety concerns, and flat or declining traffic volumes. Since corvallis has grown since 1996 , this indicates that traffic is bleeding onto residential streets as drivers avoid the circle. This is in direct violation of the City'sTransportation Plan wh states that collector streets such as Grant and Highland should have higher volumes to draw traffic away from residential streets. The circle is having the opposite effect on 11th street. If the city had counted cars on the wes side of 11th street on Grant, I believe data would show that cars are turnin north or south on 11 th to avoid the circle.

Regarding the cost of the project: the staff report states that the cost for replacing the traffic circle is $8400. However, when questioned, city staff admitted that since this is part of a larger project that has not been put o for bid, they don't really know the cost of the complete revamp of the intersection. I think this is a serious problem in these days of tight budg

Thank you for your service to the community.
Stephanie Mehlenbacher

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Grant St. traffic circle

- *To*: ward8@xxxxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: Grant St. traffic circle
- *From*: Ann Kimerling <ann.kimerling@xxxxxxxxx>
- *Date*: Wed, 3 Apr 2013 09:01:25 -0700
- *Cc*: "A. Jon Kimerling" <kimerlia@xxxxxxxxxxxxxxxxxxx>

Biff - I'd like to add my experience to the ongoing Corvallis traffic circle debate. Having a Sunriver house, Jon and I are experienced drivers of the large Sunriver and Bend, OR traffic circles. We visit family in Las Vegas several times a year and are competent users of those multi-lane traffic circles. However, the Grant Ave./10th St. (Highland) traffic circle is so small and the other drivers so unpredictable, that I mostly avoid using those streets around that intersection. When approaching that circle, I come to a full stop if there are any other drivers in sight. I only drive through slowly without stopping if there area is empty-- which was not the idea of the traffic-calming circle. I recommend that the City of Corvallis replace this intersection with a 4-way stop.

And, on the discussion of a traffic circle on 53rd St., please have the City measure the diameter of the Bend and Sunriver traffic circles. If the City wishes to install a circle of such size with bike lanes, I would support that. My guess is that the property owners of the 4 corners would be horrified at the loss of that much of their land. Even the Sunriver traffic circles confuse visitors who make illegal left turns, as noted each month in the Sunriver Scene newspaper.

Lastly, I'm pleased that we live in such a pleasant town that one of the ongoing public debates is over a traffic circle, not like Las Vegas where we spent winter of 2012 (crime, foreclosures, unemployment) or Los Osos, CA where we spent this winter ($$$$ installation of the city sewer system after a 45 year fight with the state goverment).

Thank you for your service to Ward 8,

Ann Kimerling

- Prev by Date:**Improve the Current State of Your Print Environment with Adobe LeanPrint**

Louie, Kathy

Subject: RE: FW: Traffic circle removal

From: joelhirsch
Sent: Wednesday, April 03, 2013 11:48 PM
To: Louie, Kathy
Subject: Fwd: FW: Traffic circle removal

Hi.
--
Sent from my Android phone with GMX Mail. Please excuse my brevity.

Laurie & Frank Chaplen wrote:
Joel
Hi, Both Frank and I would like you to vote for the removal of the traffic circle on 10th and Grant as we use this route daily. I can't tell you how many near misses I've had as a pedestrian, cyclist and driver going through the intersection. I see people daily just flying through the circle, turn the wrong way, failure to yield right away. We also think it is a better cost savings for the city in the long run esp. during these tight fiscal times. Neither of us can make it to the council meeting as one is out of town and I have child care and work commitments . Please don't hesitate to share with the rest of the council.
Best Regards
Laurie & Frank Chaplen

From: Stewart Wershow
Sent: Tuesday, April 02, 2013 10:07 PM
To: stewart01 wershow01
Subject: Traffic circle removal

Association members,
Today the Urban Services Com mittee for the city of Corvallis voted to recommend that the city council replace the traffic circle at 10th and Grant with a four way stop. The recommendation will be voted on at the next city council meeting. That meeting will be on April 15 at 6pm. The council meets at the downtown fire station. Any comments you have can be sent to your city councilor, Joel Hirsch. If you wish to address the council in person, you will have to do that at visitor's propositions. It starts at a little after 6pm.
Stewart Wershow
President
Garfield Park Neighborhood Association

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Roundabout

- *To*: "ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx" <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Roundabout
- *From*: Gordon <gsteffensmeier@xxxxxxxxxxx>
- *Date*: Mon, 8 Apr 2013 14:36:37 -0700

Sent from my iPad. Please vote to retain the roundabout. I find it easy to
and not at all dangerous. I do not want to have to come to a complete stop
every time I go through that intersection. Thank you, Gordon Steffensmeier

- Prev by Date:**FW: Proposed Change to OSU Master Plan Adjustment**
- Next by Date:**Re: Pancake flipper**
- Previous by thread:**FW: Proposed Change to OSU Master Plan Adjustment**
- Next by thread:**Monthly CUSCA Board Meeting April 11, 2013 at the Korvis Building**
- Index(es):
  - **Date**
  - **Thread**

PUBLIC WORKS
Received
APR 09 2013

John C. Rawlinson

Corvallis, OR 97333
541-
gmail.com

Dear Sir(s),

I attended the 5 P. M. meeting on 4/2/13. There was no opportunity to discuss any comments and I'm sorry your decision had to be made so abruptly. I'm still hoping a thread is out there to grab onto.

What would happen if the emphasis could be shifted from a roundabout for cars shared by bicyclists to a roundabout for bicyclists shared by cars? I recall a person at the meeting mentioned Corvallis is well known as a bicycle friendly community and thought of how Portland, by its encouragement of bicycle use in the downtown area, has special lanes for them in the middle of some streets. I won't go into the specifics as you probably know about this already.

I'm not proposing their idea should be used, just that a whole new strategy with a different slant could be taken.

A carefully thought out step by step plan might work with the proper signage in place. I know a way you might get signs free of cost if that is a limiting factor. If you think there is a remote possibility, I'd be willing to help in any way I can.

Thank you.

John Rawlinson

Manley, Aaron

From: Steckel, Mary
Sent: Wednesday, April 10, 2013 8:14 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

For the record.

From: Susan Wheeler McNutt
Sent: Wednesday, April 10, 2013 6:43 AM
To: Steckel, Mary
Cc: Stewart Wershow
Subject: Traffic Circle

For the record, I have lived on Highland Drive almost 35 years. My vote would be to remove the dangerous traffic circle on Highland and replace it with either stop signs or stop signs and a flashing light. People do NOT know how to yield right of way and flow smoothly through.
I nearly got hit by a driver in a pick up truck last night moving rapidly without stopping to look for anyone else who might be coming to the circle.
I was moving West to turn onto Highland, he was coming from the South traveling North on Highland and another car was approaching the circle from the West headed East. We all converged and since he was in a big red pick up - he bullied his way through leaving us to be careful not to be hit.

This behavior happens a lot and I try to avoid that intersection, but it is on my way home.
Thanks for listening,
Susan McNutt

Manley, Aaron

From: Steckel, Mary
Sent: Wednesday, April 10, 2013 8:15 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

For the record.

From: McCaffery, Loretta
Sent: Wednesday, April 10, 2013 7:52 AM
To: Steckel, Mary
Cc: Stewart Wershow
Subject: Traffic Circle

When the original survey was done, and I said "No.", the person taking the survey did not include any of my comments in the survey . I remember thinking at the time, that is pretty one-sided. I still say "No traffic circle." I ,for one, as do others I know, would rather use another street to avoid the traffic circle even though I live just off Highland a few blocks away.
The intersection was wired with lights. The problem was two of them were red going one way and the two going the other way were yellow. The vehicles at the red light didn't know the other way was yellow. The solution at the time would have been to make all of the lights red or to have made them regular traffic lights.
Now, with the traffic circle there are still **many, many** 'near misses', most officially unreported. There are other problems as other people have mentioned – cars not paying attention to pedestrians, inability to see clearly, etc. Even a four-way stop would be a better solution for now. I suspect traffic will increase on Highland with all the newer shopping centers nearby....
Loretta McCaffery

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, April 11, 2013 8:27 AM
To: Manley, Aaron
Subject: FW: Traffic Circle

For the record.

From: Steve Lindsey
Sent: Wednesday, April 10, 2013 5:05 PM
To: Steckel, Mary
Subject: Traffic Circle

I use this intersection daily and support the traffic circle, especially if the other option is a 4 way stop or signal.

I support this on principle but I recognize I am not aware of all the facts that may suggest there are problems with this particular instillation. (I have seen problems: 1) uneducated citizens have zoomed unsafely through this circle or they stop when there is no need. 2) Twice on dark, rainy nights I've had difficulties seeing pedestrians).

My thought would be to add more circles so people learn how to use them and to have better night lighting when these are used on busy streets. Also, I really value the green area instead of all hard surface. Therefore, I'd keep the tree (its great) and use just ground-cover plantings (typically 12" high or less) so visibility over the vegetation is good.

I've been in Europe and other US communities where circles work better than 4 way stops and signals. As you probably know, Springfield put a nice one in out by their new hospital.

MY OTHER MAJOR CONCERN: If we remove this one, I'd worry that the populous would generalize and conclude this approach is bad and we'd have difficulties establishing circles elsewhere. Also, since it could require more dedicated land to implement correctly, developers might resist this approach and use this case to influence future City Council's. What if the timing of removal (if needed) were concurrent with the correct establishment of a few others within the City and/or concurrent with regulations requiring new developments to provide them.

Sincerely,
Steve Lindsey,

Manley, Aaron

From: Steckel, Mary
Sent: Thursday, April 11, 2013 8:33 AM
To: Manley, Aaron
Subject: FW: Grant & 10th traffic circle

For the record.

From: Bibi Momsen
Sent: Wednesday, April 10, 2013 9:29 PM
To: Steckel, Mary
Subject: Grant & 10th traffic circle

Subject: Grant & 10th traffic circle

I live several blocks north of this circle, and try to avoid it at all times because it is unsafe. The Grant traffic barrels through regardless of where Highland/10th traffic may be in the circle. I do not feel that making that circle bigger or more attractive in any way will be of help. A 4-way stop sign would be much better; if not, then stop signs on Highland/10th, thereby allowing Grant traffic to flow through without stopping might be a second option. What is there now is by no means safe, and the only reason there are no accidents can be laid at the realization of drivers having to use that traffic circle that Highland/10th has to think in terms of never having the right of way. Please go back to two-way or four-way stop signs. Thank you.

Bibi Momsen

MAYOR & COUNCIL EMAIL

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

Re: Traffic circle removal

- *To*: <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
- *Subject*: Re: Traffic circle removal
- *From*: "Bibi Momsen" <be.momsen@xxxxxxxxx>
- *Date*: Thu, 11 Apr 2013 12:23:36 -0700

I am glad most people want it out - except, perhaps, for those coming down Grant and not yielding!
Thanks for your help!

:-)
Bibi Momsen

----- Original Message ----- From: <ward6@xxxxxxxxxxxxxxxxxxxxxxxxxxxx>
To: "Bibi Momsen" <be.momsen@xxxxxxxxx>
Sent: Thursday, April 11, 2013 9:15 AM
Subject: Re: Traffic circle removal

> THANK YOU!
> Bibi,
> You are in the majority by a very large margin. It is quite remarkable to me how seriously so many citizens take the traffic circle. Although it is on the Ward 6/Ward 5 border it seems that we are getting input from everywhere - and almost everyone wants it out. I will forward your email to staff so it is part of the record for when we vote.
> Thanks for weighing in. Citizen participation is such a necessary, even vital component of the decision making process in our community.
> Sincerely,
> Joel

Manley, Aaron

From: Steckel, Mary
Sent: Friday, April 12, 2013 10:31 AM
To: Manley, Aaron
Subject: FW: Traffic circle

For the record.

From: ___
Sent: Friday, April 12, 2013 6:34 AM
To: Steckel, Mary
Subject: Traffic circle

To whom it may concern,

We would like to go on record as being against the 10th and Grant circle. I wish we had kept track of the near misses we have encountered at that crossing. I, personally, avoid it if at all possible. When I do go that way, I treat it as almost a 4 way stop. I've witnessed too many close calls. We request that you just save the ppl of Corvallis money and when removing the circle, put in four way stop signs.

Joe and Connie West

To: City Council

Copy: Julie Manning, Mayor
Jim Patterson, City Manager

From: Betty Griffiths Betty Griffiths

Re: Local Option Levy and Public Safety Tax

Date: April 15, 2013

I urge you to begin preparation now for the renewal of the current local option levy for parks and library services. This levy expires June 2014 and would best be placed on the November 2013 ballot so that the results can be included in the budget process and these services continued. The levy was highly successful with the electorate and should be renewed for five years for the existing amounts. There are a large and diverse group of residents prepared to work on a successful renewal of this levy

I believe that the public safety tax idea needs more investigation and information given to the people of Corvallis before it moves forward. In addition to more work on the idea, there needs to be positive indicators from the public that they would support this tax and at what amount. Therefore, I do not support linking the public safety tax to the local option levy renewal.

I have previously expressed my concerns about the actual increase in staffing proposed both by the Fire Department and the Police Department detailed again below:

- What is the demonstrated need for reopening Fire Station Five?
- When Fire Station Five was closed the full 9 FTE for staffing that station <u>were not eliminated.</u> Only three FTE were eliminated with the remaining 6 FTE simply moved o another station in another capacity. So now the proposal to reopen Fire Station Five means adding 9 FTE plus keeping the 6 FTE originally from Fire Station Five and transferred. So the net impact is an additional 15 staff; plus 2 additional FTE for a <u>total increase of 17 FTE over previous years</u>. This is a huge increase and is not sustainable.
- If police are to be added to alleviate the problems in the neighborhoods, they need to be specialized with targeted duties like our traffic control officers. Just adding officers without having a strategy in place to target the officers for the police to work the days and places that they are need does not help. They will just get absorbed in to the general police duties. They are needed Thursdays to Sundays for ten hours each day. With 2 per shift, plus 2-3 backup officers, this would require only 4-5 new officers.

<u>Please move forward now to recommend a renewal of the existing levy for parks and library services for a full five years and spend more time determining the services that are needed for the police and fire along with the dollar amount and the timing of a separate Public Safety Levy.</u>

Thank you for your service and consideration of my input on this issue.

4-15-2013

Most of the letters and opinions regarding the Grant Avenue traffic circle have been from vehicle drivers' perspectives. As a pedestrian who crosses through the circle almost daily, as do my children on their way to elementary school and back, I find the circle hazardous and would welcome a four way stop rather than simply moving the crosswalks farther away from the circle.

Currently, the crosswalks are too close to the line of traffic. As vehicles enter the circle, they often enter the parallel path of the crosswalk, and as a pedestrian, it's a scary notion when you can't see what is behind you. It wouldn't take much for a texting, cell phone-talking, or book-reading driver (Believe me, I've seen it.) to side-swipe a pedestrian or a child walking through with her bike. Pedestrians just waiting at the curb are out there--easily vulnerable to any quick moving, wayward vehicle.

Another hazard is the current corner curb placement, which creates a tight corner for particularly big vehicles to turn. One time, my daughter and I, while waiting to cross west on the north side of the circle, had to quickly jump out of the way when the rear dual tires of a large box truck hopped the curb as it turned right from Grant to Highland. It was very frightening as we were almost run over.

The city plans to address pedestrian safety by moving the crosswalks out, away from the circle. A four way stop, such as what is at Garfield and Highland would be a better choice. There, drivers are required to stop and look. Simply moving the crosswalks out from the circle would place the pedestrian in further jeopardy since the pedestrian would be less visible to a vehicle turning right.

Several years ago, during a community meeting held at the Osborn Aquatic Center, Mr. David Nelson addressed a request to move the crosswalks out from the circle. He noted he didn't think it was a good idea, since most pedestrian/vehicle collisions occur on right turns. Since cars will not have to halt unless for oncoming traffic to the left, I envision high rates of speed right-hand turns. And based on what I've seen in the past, it could be a texting, cell-phone talking, or even book-reading driver.

Please put safety first: remove the circle and install a four way stop.

Sincerely,

Maria D. Gutoski

Maria Gutoski

Corvallis, OR 97330

541-

MEMORANDUM

From: Brian Latta, Associate Planner

To: Mayor and City Council

Date: April 15, 2013

Re: Public Testimony for 49th Street Annexation

Attached to this memorandum are three pieces of public testimony for the 49th Street Annexation. The testimony was received after the staff report was completed, but prior to the public hearing.

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 2 Planning
3700 SW Philomath Boulevard
Corvallis, OR 97333
541.757.4197

Submitted via email only

April 10, 2013

Brian Latta, Associate Planner
Corvallis Community Development
Corvallis City Hall
P.O. Box 1083
Corvallis, OR 97339 – 1083

ODOT File #4080

RE: Annexation and Rezone (revised application) for the 49th Street Annexation (ANN10-00002; ZDC10-00002).

Dear Mr. Latta:

Thank you for providing ODOT with notice regarding this proposed land-use actions and the revised application materials. We would like to make the following comments:

(1.) The current Transportation Planning Rule (TPR) requires consideration of development impacts on transportation facilities for this proposed annexation and rezoning action.

The Transportation Planning Rule (OAR 660-012-0060) was amended in January 2012. Section 9 reads as follows (*emphasis added*):

> **660-012-0060: Plan And Land-Use Regulation Amendments - Section (9):**
>
> **Notwithstanding section 1 of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facilities *if all of the following requirements are met:***
>
> **(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;**
>
> **(b) The local government has an acknowledged TSP *and the proposed zoning is consistent with the TSP*; and**
>
> **(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660–024–0020 (1)(d) , or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.**

The application states that the "the subject property and the city of Corvallis meet all of the above requirements" and is therefore exempt from compliance with the TPR. ODOT is unable to concur with this conclusion because the application has not demonstrated that the proposed zoning is consistent with the acknowledged City of Corvallis TSP. At this time, the CAMPO Regional Transportation Plan has not been acknowledged, so the only TSP that can be relied upon is the City's 1997 TSP.

ODOT finds that there is no information in the application to demonstrate that the 1997 Corvallis TSP assumed the property would be zoned as the City's Comprehensive Plan now calls for it to be zoned. So how is the "proposed zoning consistent with the TSP" as required to Section 9 (b)? If this information can be provided, then the zoning application would be consistent with Section (9) of the TPR. Otherwise, the application must address 0060 Sections (1), (2) or (3) with regard to mitigation of the impacts on transportation facilities.

(2.) There are no "reasonably likely" or other planned highway improvements that will address the degraded Highway conditions on US 20/34.

ODOT has reviewed the current provisions of the TPR and concludes that there are no provisions which would exempt the proposed development from addressing mitigation of impacts.

OAR 660-012-0060 (4) establishes which facilities can be relied upon to determine whether a significant effect would result from a change in land use regulations. State transportation facilities, improvements or services funded for construction in the Statewide Transportation Improvement Program (STIP) can be relied upon in determining whether there is a significant effect, but there is no project in the current 2012-2015 STIP or in the draft 2015-2018 STIP that would add capacity needed to accommodate this proposed zoning change. Funding collected by a local government to improve the transportation system could be used to provide the needed capacity, but it has not been demonstrated to ODOT that funding collected by the City of Corvallis would be sufficient to build the needed improvements to the state highway system within the planning horizon. The Corvallis Area Metropolitan Planning Organization (CAMPO)'s financially constrained regional transportation plan also includes transportation facilities that can be considered as "planned" within the MPO, but there is no projects within the CAMPO Destination 2035 plan that that would address these impacts and have been determined to be "reasonably likely" within the 20 year planning horizon.

Therefore ODOT cannot conclude that the intersection improvements needed to accommodate the zoning changes are reasonably likely to be provided within the planning horizon. Given this circumstance, the City must determine whether the applicant is able to demonstrate how the impact to transportations facilities will be mitigated.

It should be noted that the Corvallis TSP was adopted 10 years before the completion of the CAMPO long-range plan in 2006. OAR 660-012-0015(3) requires local transportation plans to be consistent with regional transportation plans developed by an MPO, but Corvallis has not yet updated the 1996 City TSP as required.

(3.) Development Impacts and Traffic Conditions on Highway US 20/OR34

As noted above, there are no projects that can currently be relied upon to provide relief of worsening traffic conditions at the intersection of 53rd St. and Highway US 20/Oregon 34 within the foreseeable future. The Oregon Highway Plan provides mobility targets for each highway within the state system. The current volume to capacity ratio target for a freight route on a Statewide Highway within an MPO is 0.85. The Transportation Impact Analysis (TIA) which accompanies this application shows that the peak hour traffic conditions at this intersection reached a volume to capacity ratio of 0.94 at 2009. The TIA indicates that the volume to capacity ratio in 2030 would be 1.30 without this development and 1.33 if the site is developed:

	PM Peak Hour		
	LOS	Delay	V/C
*SW Philomath Boulevard & SW 53rd Street**			
Existing Conditions	E	57	0.94
2030 Background Conditions	F	167	1.30
2030 Background + Site Trips	F	175	1.33
2030 Background Conditions[1]	F	174	1.32
2030 Background + Site Trips[1]	F	183	1.35
2030 Background + Site Trips[2]	F	164	1.21
2030 Background + Site Trips[3]	D	43	0.85

This demonstrates that further degradation of the transportation facility will result from this development. Subsection (3)(a) of the TPR requires that if a facility is projected to fail to meet the performance standards at the planning horizon, and if there are no funded improvements that would fix this, then a proposed rezoning must avoid further degradation at the time of development.

A 2012 crash analysis of US 20/Oregon 34 provides additional information regarding current highway conditions. Recent crash trends in the US20/OR34 study corridor on Philomath Boulevard (from Newton Creek in Philomath to 35th Street in Corvallis) were analyzed using data for the years 2006 through 2010. Crash rates east of 53rd Street crash rates ranged from 1.48 to as high as 3.96, essentially matching the statewide average rate for two out of five years and significantly exceeding it in the most recent year of 2010 (see Table 6). The 53rd Street intersection had the highest crash rate of the intersections in this highway segment. The study indicates that the higher crash rate in the segment east of 53rd Street likely is related to the concentration of higher volume intersections where vehicle conflicts regularly occur.

Table 6: US20/OR34 Crash Rates between 53rd Street and 35th Street

Year	2006	2007	2008	2009	2010
Statewide Average Crash Rate (MVM)	2.39	2.49	2.37	2.36	2.49
US20/OR34 Crash Rate (MVM)	**2.40**	2.24	1.48	**2.37**	**3.96**

MVM = crash rate per million vehicle miles traveled
Bold text indicates crash rate is above the statewide average for similar facilities

The study concludes that crash trends from the last five years for the Philomath Boulevard corridor show that crashes are most prevalent between 53rd Street and 35th Street. It also found that 69% of the crashes in the entire corridor were rear-end type collisions and resulted in injuries. When this project was initially proposed, the City of Corvallis supported traffic mitigation in the form of a northbound right turn lane at 53rd Street. Provision of a right turn lane would not only aid in relieving future congestion but could significantly reduce rear end collisions at the intersection.

Please contact me if you have any questions about this letter. If the available funding for mitigation changes, please notify ODOT. We request that you enter this letter into the public hearing record for this land use action.

As a party to the proceedings, ODOT should receive notification of any changes in the public hearing schedule and be provided with a notice of the final land use decision. ODOT prefers such notices to be sent electronically to ODOTR2PLANMGR@ODOT.STATE.OR.US. If necessary to meet your notice requirements, a paper notice may be mailed to me at the address provided above. If questions arise regarding this matter, you may contact me at the phone number above or via my email address, Valerie.GriggDevis@odot.state.or.us.

Thank you for your consideration.

Valerie Grigg Devis
Senior Region Planner
Oregon Department of Transportation

Courtesy copies provided electronically to:

Jim Boeder, applicant
Ali Bonakdar, CAMPO
Duane James Liner, ODOT
Jeff McConnell, Corvallis Public Works
Ed Moore, DLCD
Roger Irvin, Benton County Public Works

Latta, Brian

From: GRIGG DEVIS Valerie [Valerie.GRIGGDEVIS@odot.state.or.us]
Sent: Friday, April 12, 2013 2:04 PM
To: Latta, Brian
Subject: RE: 49th Street Annexation Partners - Zoning Appeal & Final Annexation Action

Hello Brian -

It would not be correct to say that our "concerns have been addressed" with regard to this development. Our position remains that there IS a significant impact to the highway facility. Both the Traffic Impact Analysis and our letter substantiate this position. The TPR reads as follows:

".... A local government MAY find that an amendment to zoning map does not significantly affect an existing or planned transportation facility..."

So the TPR provides the City Council with the opportunity to consider the impact of this project on US 20 / OR 34 and they MAY determine that the project DOES in fact have a significant impact. Please be advised that public funding for highway improvements continues to decline every year. This was not the case the City's TSP was adopted in 1996. The Council can choose to consider the realities of our transportation system as it exists today. If the City Council is concerned about the future function of highway - including the conditions outlined in my letter - they have the opportunity to act accordingly and can determine that mitigation measures are appropriate. If so, the TIA identifies the construction of a north-bound right turn lane to relieve intersection congestion as an appropriate solution. We certainly hope this is something they are willing consider.

Please include both this email and ODOT's comment letter in the public record.

Thank you for your consideration.

Valerie Grigg Devis
Senior Region Planner
Oregon Department of Transportation
541-757-4197

-----Original Message-----
From: Latta, Brian [mailto:Brian.Latta@corvallisoregon.gov]
Sent: Thursday, April 11, 2013 3:32 PM
To: GRIGG DEVIS Valerie
Subject: RE: 49th Street Annexation Partners - Zoning Appeal & Final Annexation Action

Valerie,

Thanks again for speaking with me today about the 49th Street Annexation project and compliance with the TPR. In reading through your letter again, I noticed one thing for which I want to follow up with you. In the letter you state that the letter should be included in the public record for the hearing. Is that still the case, given now that your concerns have been addressed? Please let me know if you'd still like me to include your letter in the public record for the hearing. I don't need you to write a supplemental letter, but I would like you to give me something in writing, an e-mail is great. If you'd like me to still

include the original letter, then I would like a letter/e-mail that says the issues identified in the letter have been resolved.

Thanks,

Brian Latta
Associate Planner
City of Corvallis
541-766-6576

-----Original Message-----
From: GRIGG DEVIS Valerie [mailto:Valerie.GRIGGDEVIS@odot.state.or.us]
Sent: Wednesday, April 10, 2013 12:53 PM
To: Latta, Brian
Cc: 'Jim Boeder'; 'Ali Bonakdar'; LINER Duane J; Benton County--Roger Irvin; MOORE Ed W; McConnell, Jeff
Subject: 49th Street Annexation Partners - Zoning Appeal & Final Annexation Action

Hello Brian -

Here is our comment letter regarding the proposed rezoning and annexation. Thank you for your consideration.

With Best Regards,

Valerie Grigg Devis
Senior Region Planner
Oregon Department of Transportation
3700 SW Philomath Boulevard, Corvallis, OR 97333
Office: 541-757-4197 Fax: 541-757-4290

Valerie's Regular Office Hours:
Monday to Thursday: 7:30 a.m. to 5 p.m. & Friday: 7:30 a.m. to 11:30 a.m.

John W. Foster

Corvallis, OR, 97330

15 April, 2013

Testimony on the 49th St Annexation

The staff reports seems to suggest that you should make your decision without regard to some issues.

"Consequently, the lack of detail provided on the Co[n]ceptual and Detailed Development Plan, as cited by the Planning Commission, is no longer an issue."

"Because Annexation and Zone change applications cannot be conditioned, the typical mechanism for satisfying the need for traffic mitigation is not feasible."

These are, if fact, issues that you must consider. In determining whether an annexation should be put on the ballot, you need to consider everything. There are no limits on what you can consider. If the developer has given you too little information, or you cannot ensure that harmful effects will be mitigated, you should reject this annexation.

For example, this annexation is being sold to you on the basis of lower cost housing, with six houses per acre, a total of 61 houses. At one point (page 6) the developer argues that he is building duplexes and triplexes. You should remember that the minimum density for this zone is two houses per acre—the same as the old 3.5 zone. You may get only about 20 houses on good sized lots. You need only to look back as far as the treatment of the wetlands in the Sather annexation to see that what you think you are approving is not necessarily what you will get.[1]

Some of the need arguments of the developer seems to be very selective with his figures. He has a chart showing 222 vacant lots approved for low density development, which he believes is insufficient. Some of these lots were approved years ago because of a claimed pressing need for housing, but have not been developed. The developer also ignores property currently zoned for low density. For example, the city approved 221 lots on Witham Oaks, and

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[1] As everyone discovered several years ago after the city approved a zone change for 7th Street Station, the developer can jettison any development plan whenever he wants. Nevertheless, if a developer goes to the expense and effort of producing a detailed development plan he has made some sort of commitment to that plan. The general land use plan presented with this application represents almost no expense or effort and hence no commitment to anything.

discounting Witham Oaks assumes Council approval of a zone change application still under staff review.

He also brings up the well rehearsed arguments about how Corvallis has higher housing prices than Albany. Developers limit what they put on the market to make the greatest profit,so more lots won't solve this problem. The same argument was made for each of the vacant lots he cites in his table. The difference in price is due solely to Corvallis being a more attractive place to live than Albany. The way to remedy this difference is to make Corvallis a less attractive place to live, something many developers are working at.

This particular property also fails the Comprehensive Plan in being too far from a neighborhood center. The comprehensive plan makes half a mile the outer range from shopping with a quarter mile closer to the ideal. The developer finds the development is .68 miles away-- for him "close enough." Staff more realistically calculates the distance as .81 miles. Some lots, of course, would be even farther and much shopping in the neighborhood center would also be farther. If you think of this is terms of traffic speeds, 50 mph is the speed limit, 68 mph is close enough, and 81 isn't enough to do anything about it.

In a larger context, I question whether you should ever rezone or annex a tract as large as this as a single zone. The Comprehensive plan makes it very clear that the city's goal is to form comprehensive neighborhoods that include a variety of housing densities as well as commercial activity. Making a 10 acre block a single zone moves us away from our goal. Probably the best general rule to get to our goal would be the rezone or annex only with mixed use zoning or multiple zones for a property.

Louise Marquering

Corvallis OR 97330

April 15, 2013
To the Corvallis City Council

Re: 49th Street annexation

I am opposed to bringing this annexation to the voters at this time.

- **Reviewing the 2013 - 2014 Council Goal for housing**

"By the end of 2013, the Council will have access to comprehensive and objective information about the demands for housing in the Corvallis Urban Growth Boundary and the causes of the current housing mix. By the end of 2014, the Council will create policies, regulations, and strategies to help meet the housing needs of those who live here or wish to live here."

The current housing and buildable lands information is 15 years old. Until we have current information, it is difficult to evaluate new development proposals. Without a current Buildable Lands Inventory this becomes just a piecemeal annexation.

- **From the Land Development Code Table 2.6-1, Livability Indicators**

Adjacency to the city. "It is an advantage if more than 50% of the perimeter of an annexation site is enclosed within the city limits."

Less than 15% of this property is adjacent to the city. This property is adjacent to the city on only one narrow edge. Annexing this property would create a huge piece of county land surrounded on three sides by city. The county land would be a peninsula. At the same time it would create a finger of the city jutting into the county.

- **From the Comprehensive Plan:**

10.2.b Public utilities, facilities and services, plans and programs need to be developed for the maintenance and expansion of urban services in a logical and orderly manner.

This is not a logical and orderly manner in which to annex land to the city. It is referred to as leap-frogging. I repeat the statements I made in the previous paragraph about peninsulas of property.

- **Recommending this property for annexation would set a precedent.**

If you recommend this annexation proposal be brought to the voters, what happens when another property owner want to annex a piece of property that is only minimally contiguous to the city? Will you recommend that annexation be brought to the voters? How could you justify one and then start denying others?

Annexing peninsulas of property to the city is not a logical and orderly manner in which to extend city services. Recommending this annexation go forward could lead to creation of an island of city surrounded by county or an island of county surrounded by city.

Recommending this piece of property for annexation would set a bad precedent.

I ask that you deny the requested 49th Street Annexation.

49th Street Annexation

An Application for Annexation and Zone Change

Appeal of Planning Commission denial of Zone Change and recommendation against Annexation.

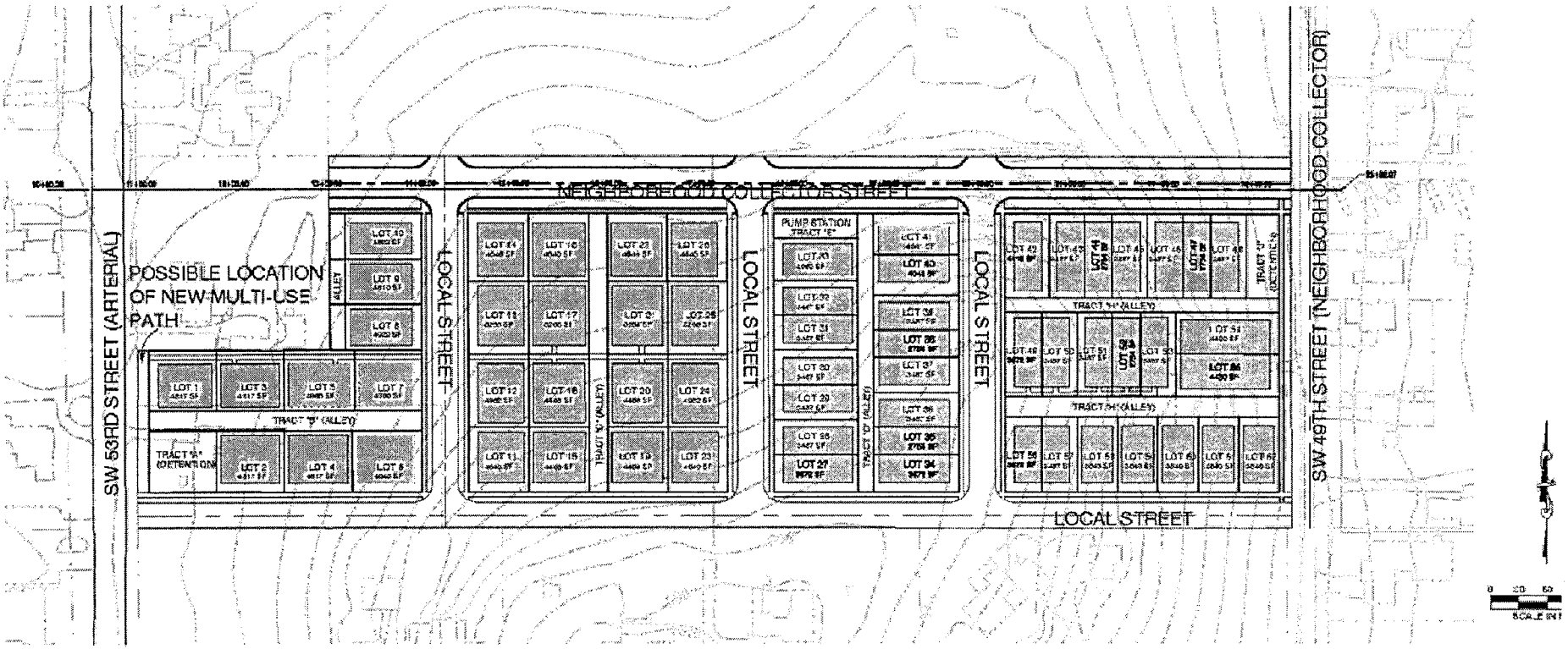
2650 SW 49th Street

Corvallis, Oregon

49th Street Annexation Site

City Recorder

General Land Use Plan



62 UNITS = 5.9 du/acre DENSITY
SINGLE FAMILY DETACHED = 33 (53.3%)
DUPLEX = 14 (22.5%)
TRIPLEX = 15 (24.2%)
2500-3500 SF LOT = 24 (38.7%)

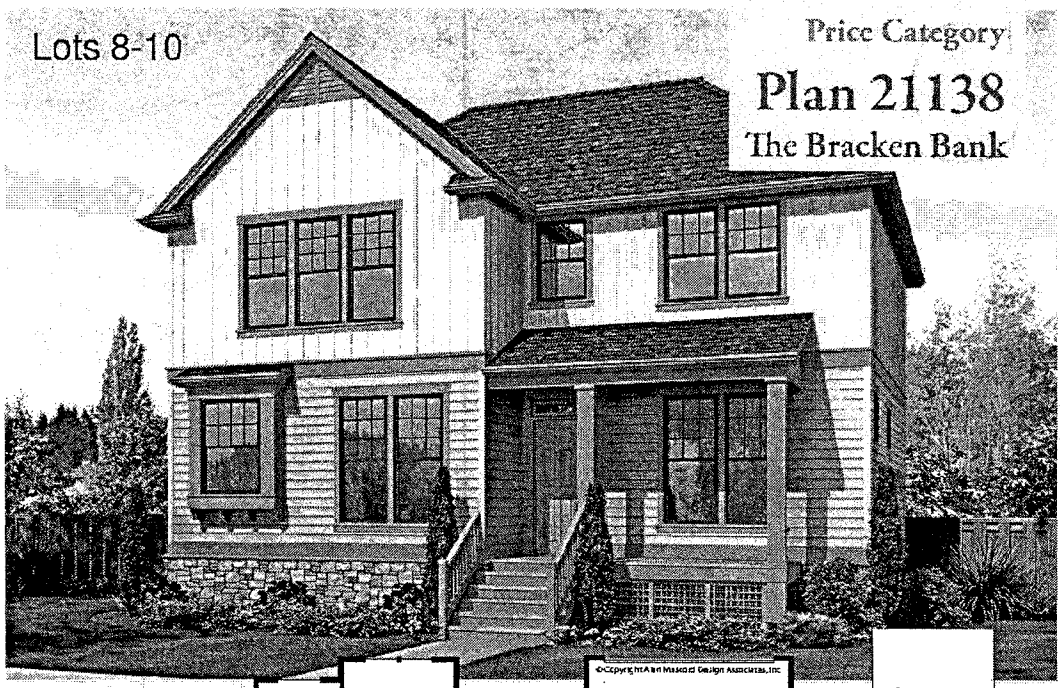
BUILDING ENVELOPES BASED ON SETBACKS;
ACTUAL BUILDING DIMENSIONS TO COMPLY WITH
LOT COVERAGE & GREEN AREA REQUIREMENTS

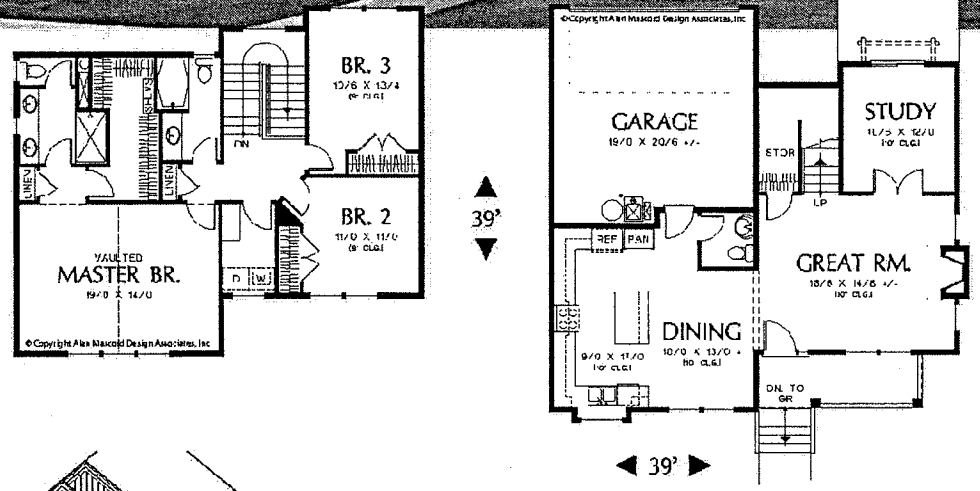
Lots 8-10

Price Category

Plan 21138

The Bracken Bank





Upper Floor	1017 Sq. Ft.
Main Floor	903 Sq. Ft.
Total Area	1920 Sq. Ft.
Width 39'	Depth 39'
Height: 30'-8"	Crawlspace

Alan Mascord Design Associates Inc.
1305 NW 18th Ave., Portland, OR 97209 · 503.225.9161 · Fax 503.225.0933
www.mascord.com

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State Transportation Planning Rule (TPR) (pre-2012) OAR 660-012-0060

- Amendments to land use regulations that would reduce the performance standards of an existing transportation facility below the minimum acceptable level identified in the transportation system plan (TSP) shall address that affect.

- Compliance shall be accomplished by amending the TSP to provide transportation facilities adequate to support the proposed land uses consistent with the requirements of this division.

- Local governments shall consider improvements to regional and local roads that are included as planned in a regional or local TSP where the affected local government(s) agree that the improvements are reasonably likely to be provided within the planning period.

Annexation => Zone Change from UR-5 to PD(RS-6)

Zone Change Increases Traffic + Intersection @ 53rd & Philomath Blvd. operates at less than an acceptable level of service = ⇨ ODOT requires mitigation of the impact on intersection with zone change per TPR

Annexation + Zone Change = ⇨ No "Condition of Approval" to require mitigation of intersection; ODOT not satisfied

Annexation + Zone Change with PD Overlay and CDDP

= Imposed Condition of Approval #2 Requiring Intersection Mitigation with Future Development Phase(s) + Developer financially secures and/or constructs Phase 1 improvements which fixes the CDDP and PD (Overlay) to the property = ⇨ **ODOT SATISFIED**

State TPR, post-2012

- In January, 2012, the TPR was amended to no longer require a local government to address impacts of development on a State transportation facility, as long as it meets all of the following requirements:

  (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

  (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

  (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

Corvallis Transportation System Plan (TSP) and Comprehensive Plan acknowledged by State of Oregon

- The Corvallis Transportation System Plan (TSP) was approved and adopted by the Corvallis City Council on August 5, 1996 and incorporated into the Corvallis Comprehensive Plan by Ord. 96-26 on August 15, 1996. The Comprehensive Plan zoning for all of the 49th Street Annexation tax lots was designated Low Density Residential (LDR) in both 1978 (adopted 1980) and 1998.

- The Corvallis Comprehensive Plan, including the TSP, was subsequently acknowledged on June 6, 2000 by the Oregon Land Conservation and Development Commission (LCDC). The Comprehensive Plan zoning designation for the site was LDR at the time of review and adoption of the TSP.

- Therefore, the subject property and the City of Corvallis meet the requirements of the amended TPR.

Background

- June 2, 2010: Planning Commission hearing
  - Annexation
  - Zone Change
  - Planned Development: Conceptual/Detailed Development Plan (CDDP)
    - To satisfy ODOT/address TPR for 53rd & Highway 20/34 impacts
      - Mechanism for condition of approval that assured ODOT that TPR provisions would be addressed
      - CDDP: Public improvement that would satisfy ODOT = storm drain extension & new street approach @ $135K financial security to complete

Background

- June 2, 2010: Planning Commission results
  - Annexation
    - Recommended not placing on the ballot
      - Public need not sufficiently demonstrated
      - Not a strong case for additional land for development
      - Low market demand
  - Zone Change
    - Denied
      - Given the recommendation to deny the annexation
  - Planned Development: Conceptual/Detailed Development Plan
    - Denied
      - Does not meet the application requirements

Public Need

- Schools

  "The best way to address the [school] district's budget woes...means addressing Corvallis' housing issues. We do not have affordable housing for our young families"
  Erin Prince, PhD, Corvallis Schools Superintendent

  "We are working with city leaders on ways to address this [lack of affordable housing]. They know it would help our enrollment."
  Kevin Bogatin, Corvallis Schools Assistant Superintendent

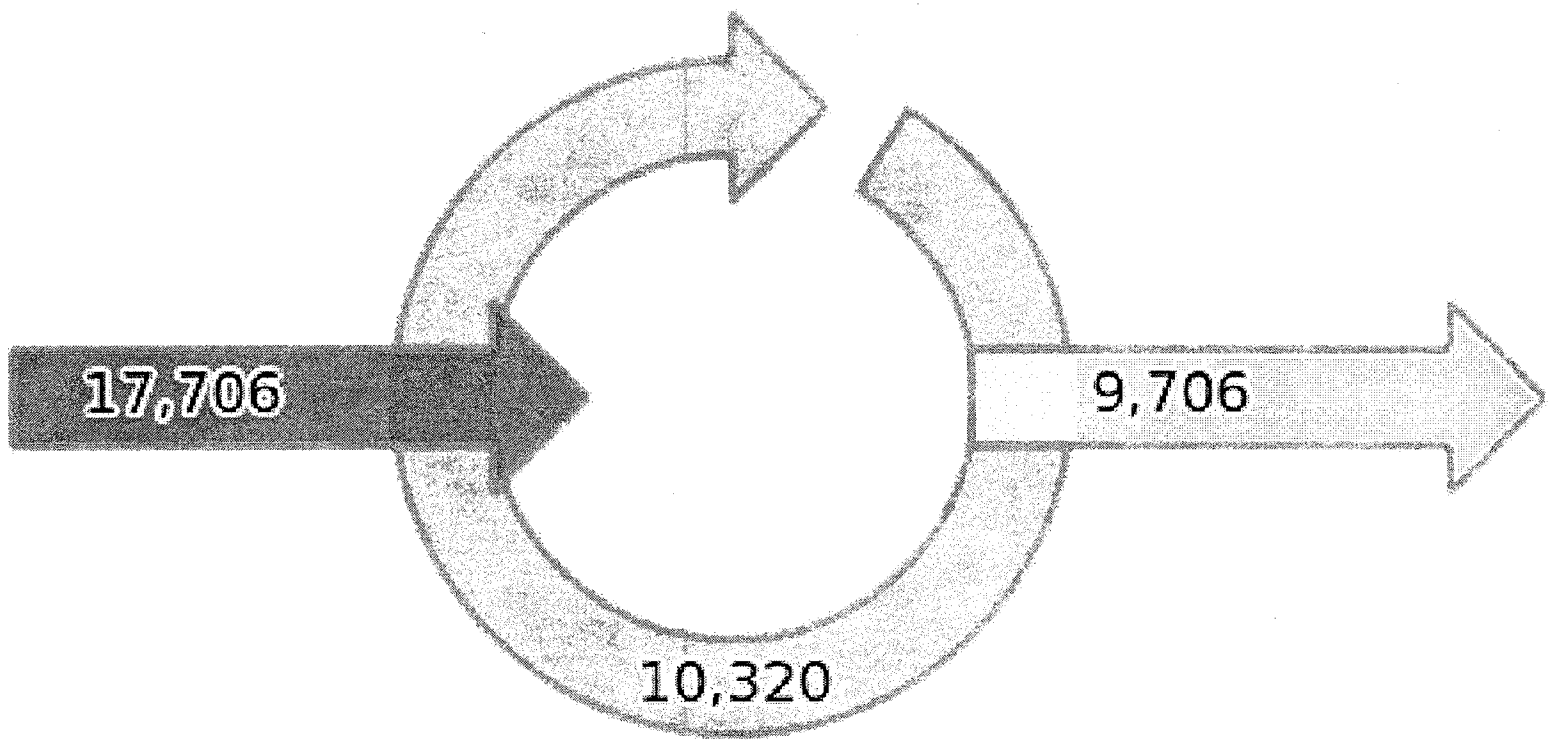
  "Enrollment numbers that came in under projections this school year alone will cost the district $2.1 million."
  GT Editorial

Public Need

- Corvallis homeowner vacancy rate: 1.6%*
  - National average, 2.1%
- Vacancy rate: 2.3%*
  - National average, 8.6%*
  - Renters competing for single family homes

*U.S. Census Bureau, second quarter, 2012
* Willamette Neighborhood Housing, 2012 Corvallis Area Rental Market Analysis. US Census Bureau reports 3.9% in 2010
*U.S. Census Bureau, second quarter, 2012

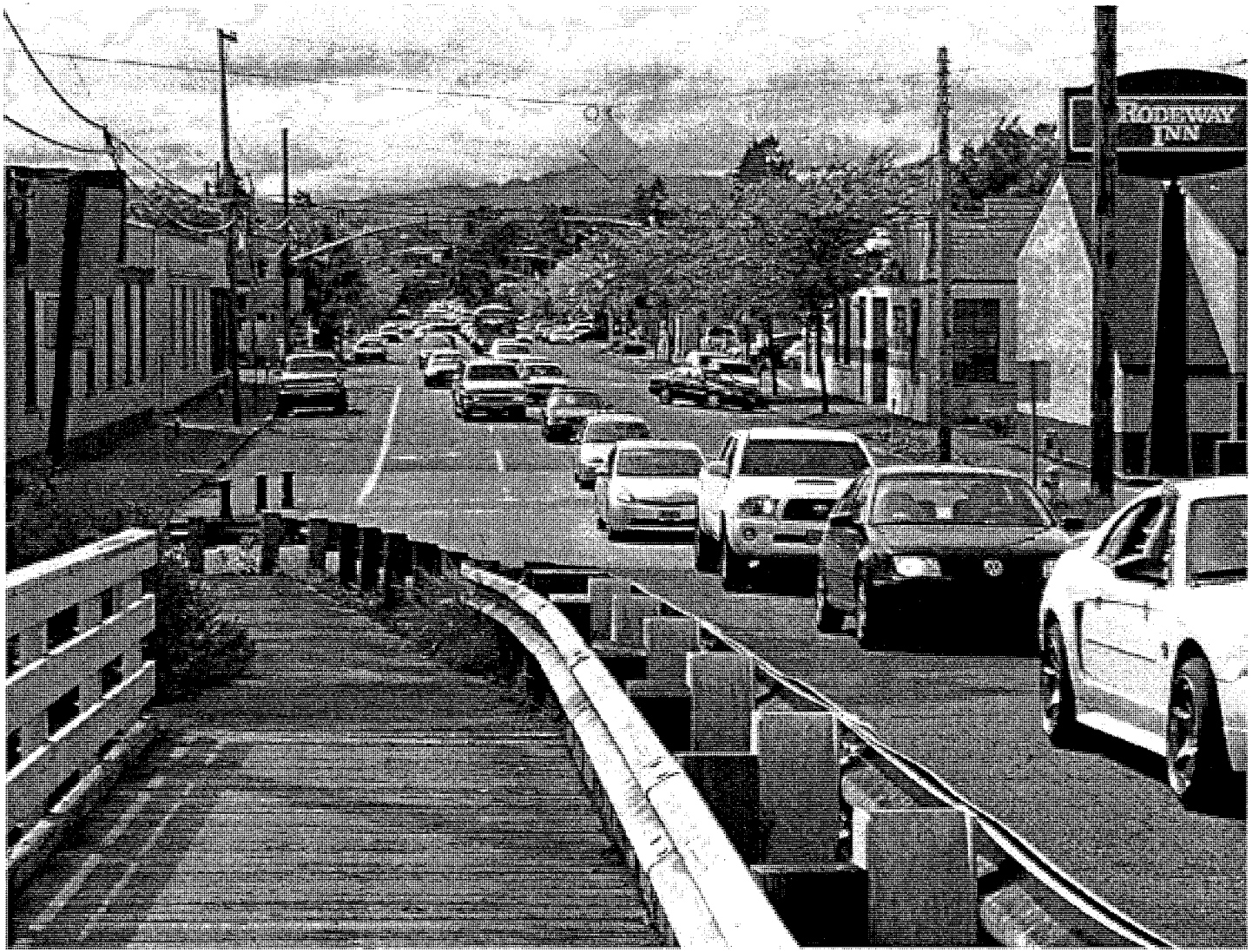
Market Demand



Market Demand

- 17,706—**63%**—of Corvallis' 28,026 workers live outside the City*. Net inflow = 8,000.
- Corvallis ranked as 2nd most expensive housing market in Oregon by Coldwell Banker.*
- "Bedroom communities" Albany & Lebanon $100K less asking price for comparable house.*

* U.S. Census Bureau, 2013
*Coldwell Banker, Real Estate Home Listing Report, based on average home listing price for 4BR, 2BA home on coldwellbanker.com, January to June 2012.
•WVMLS, 11/1/2012 – 1/1/2013



PM Rush Hour Traffic Waiting to Leave Corvallis

16

Available Land

2011 Land Development Information Report, Corvallis Vacant Lands

- Percent of vacant land in the City is at its lowest point—**14.9%**—in recent history (since 1977).
- Mean for 1977-2011: **20.5%**

Available Land

2011 Land Development Information Report, Corvallis Vacant Lands

	Minimum	Maximum	% TOTAL AREA PER ZONE/TOTAL AREA IN CITY
RS-3.5	81	101	30.0%
RS-5	157	227	8.7%
RS-6	**157**	**195**	**5.7%**
Total	395	523	

Available Land

2011 Land Development Information Report, Approved Vacant Lots, Low Density Residential

Subdivision	Remaining lots	Zoning	Typical lot, sf
Brooklane Heights	42	RS-3.5	13,000
Oakmont Addition	24	RS-3.5	13,000
Meadowridge	16	RS-3.5, 5	12,500
Cascade Crest	10	RS-3.5	11,500
Coronado	46	RS-3.5, 5, 12	8,000
Sparrow Hill	11	RS-6	8,500
Suncrest I & II	42	RS-6	5,300
Megan's Addition	13	RS-6	5,200
Ashwood Preserve	28	RS-6	2,800
Total	222		8,000

49th St. (GLUP)	61	RS-6	4,000

Available Land

2011 Land Development Information Report, Approved Vacant Lots, RS-6

Subdivision	Remaining lots	Zoning	Typical lot, sf
Brooklane Heights	42	RS-3.5	13,000
Oakmont Addition	24	RS-3.5	13,000
Meadowridge	16	RS-3.5, 5	12,500
Cascade Crest	10	RS-3.5	11,500
Coronado	46	RS-3.5, 5, 12	8,000
Sparrow Hill	11	RS-6	8,500
Suncrest I & II	42	RS-6	5,300
Megan's Addition	13	RS-6	5,200
Ashwood Preserve	28	RS-6	2,800
Total	94		4,900

49th St. (GLUP)	61	RS-6	4,000

SITE IS READILY SERVED BY ALL REQUIRED INFRASTRUCTURE

- Water, Sanitary Sewer, Storm Drain
- Franchise Utilities
- Transportation System, including Streets, Bicycle, Pedestrian, and Transit
- Schools

NEED FOR ANNEXATION IS AMPLY DEMONSTRATED

- Existing supply of buildable land not either serviceable or not made available for development, as indicated by current market
- RS-6 vacant lands in very short supply, yet in high demand
- RS-6 land good candidate for entry-level housing & mixed housing types
- More jobs in Corvallis than dwelling units
- Median house price—$253K—requires $30/hour income to be affordable
- Homeowner vacancy rate at 1.6%
- Renters occupying single family homes
- Cost of medium-sized home in Corvallis is approximately $100K greater than comparable home in Albany or Lebanon
- 17,706—**63%**—of Corvallis' 28,026 workers live outside the City

Annexation Criteria

Compliance with Livability Benchmarks = 57%*

- **Fully Complies with 10 Livability Benchmarks**
  - Annexation Density, Rural Development Potential, Development Plans, Public transit Improvements, Balance of Jobs & Housing, Natural Features, Distance to Transit, Distance to Sewer & Water, Planned Public Utilities, Distance to Downtown

- **Partially Complies with 5 Livability Benchmarks**
  - Distance to Bicycle & Pedestrian Access, Connectivity & Extension of Bicycle & Pedestrian Facilities, Distance to Major Street, Intersection, Local School Capacity/Travel Distance

- **Does Not Comply with 7 Livability Benchmarks**
  - Adjacent to City, Distance to Shopping, Affordable Housing, Police Response Time, Distance from Fire Station, Public Improvements, Distance to Parks

* Weighing Partially Compliant Benchmarks at ½ Positive and ½ Negative

Approved, Vacant Lots, Low-Density Residential[5]

Subdivision	Remaining lots[6]	Zoning	Typical lot, sf
Brooklane Heights	42	RS-3.5	13,000
Oakmont Addition	24	RS-3.5	13,000
Meadowridge	16	RS-3.5, 5	12,500
Cascade Crest	10	RS-3.5	11,500
Coronado	~~48~~ 9	RS-3.5, 5, 12	8,000
Sparrow Hill	~~11~~ 0	RS-6	8,500
Suncrest I & II	~~42~~ 4	RS-6	5,300[7]
Megan's Addition	~~18~~ 1	RS-6	5,200
Ashwood Preserve	28	RS-6[8]	2,800
Total	222		8,000[9]

49th St, General Land Use Plan, Proposed Lots (for comparison)

49th St. (GLUP)	61	RS-6	4,000[10]

[5] "*2011 Corvallis Land Development Information Report*", *op. cit.*, 25
[6] *Ibid*, 26
[7] ~2/3 of lots >5,200 sf
[8] RS-9 building types and density, due to wetlands/open space density transfer
[9] Mean lot size, rounded off to nearest 100 sf
[10] " "

Coronado Lots Available/Under Contract									
Stat	MLS #	Price	Address	City	Acres	Days On MLS	LotSqft	Zoning	Closing Date
ACT	630827	$90,000	3545 NW Veracruz Pl	Corvallis	0.2	987	8,712	RES	
ACT	630845	$105,000	696 NW Aztec Av	Corvallis	0.18	987	7,841	RES	
ACT	630847	$110,000	682 NW Aztec Av	Corvallis	0.19	987	8,275	RES	
ACT	630839	$115,000	3509 NW Veracruz Pl	Corvallis	0.19	987	8,276	RES	
ACT	630834	$125,000	579 NW Mirador Pl	Corvallis	0.19	987	8,276	RES	
ACT	632117	$135,000	644 NW Mirador Pl	Corvallis	0.18	962	7,841	RES	
ACT	632116	$135,000	638 NW Mirador Pl	Corvallis	0.19	962	8,276	RES	
ACT	632114	$135,000	626 NW Mirador Pl	Corvallis	0.19	962	8,276	RES	
ACT	632113	$135,000	614 NW Mirador Pl	Corvallis	0.19	962	8,276	RES	
PND	632124	$95,000	3460 NW Coronado St	Corvallis	0.18	587	7,841	RES	4/5/2013
Average		$118,000							

Suncrest SFD Available/Under Contract											
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Price per SqFt
ACT	$389,900	2868 NW Margarita Pl	Corvallis	648154	3	2	0.13	1823	2012	460	$213.88
ACT	$557,000	2747 NW Romancier Dr	Corvallis	661089	4	2.5	0.13	2763	0	52	$201.59
ACT	$599,900	4736 NW Veronica Pl	Corvallis	644738	5	3.5	0.14	4016	2011	590	$149.38
ACT	$610,000	4788 NW Veronica Pl	Corvallis	656314	6+	3.5	0.16	4212	2004	231	$144.82
ACTUC	$369,350	4862 NW Lavender Cl	Corvallis	662431	3	2.5	0.11	2421	2000	14	$152.56
ACTUC	$395,000	4938 NW Lavender Cl	Corvallis	662362	3	2.5	0.09	2334	2002	17	$169.24
ACTUC	$330,000	4903 NW Zinnia Pl	Corvallis	661480	4	2.5	0.09	2182	2004	41	$151.24
Average	$464,450										

Megan's Addition SFD Available/Under Contract												
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Price per SqFt	
ACT	$264,900	2011 SW Kendra St	Corvallis	662234	4	3	0.12	2082	2013	20	$127.23	
ACTUC	$253,900	2042 SW Kendra St	Corvallis	657307	4	3	0	2097	2012	200	$121.08	
Average	$259,400											

Coronado Lots Sold										
Stat	MLS #	Price	Address	City	Acres	Days On MLS	LotSqft	Zoning	Closing Date	Sold Price per Acre
SLD	632121	$80,000	688 NW Mirador Pl	Corvallis	0.18	915	7,841	RES	2/27/2013	$444,444.44
SLD	652101	$119,000	590 NW Mirador Place	Corvallis	0.19	268	8,276	RS	1/31/2013	$626,315.79
SLD	630833	$95,000	593 NW Mirador Pl	Corvallis	0.19	819	8,276	RES	10/29/2012	$500,000.00
SLD	630840	$85,000	3521 NW Veracruz Pl	Corvallis	0.2	707	8,712	RES	7/9/2012	$425,000.00
SLD	659555	$89,000	534 NW Mirador Pl (Lot 23)	Corvallis	0.21	0	9,082	-	4/12/2012	$423,809.52
SLD	632120	$186,031	670 NW Mirador Pl	Corvallis	0.18	560	11,761	RES	3/9/2012	$1,033,505.56
SLD	630835	$186,000	565 NW Mirador Pl	Corvallis	0.19	585	8,276	RES	3/9/2012	$978,947.37
SLD	630826	$90,000	607 NW Mirador Pl	Corvallis	0.19	564	8,276	RES	2/17/2012	$473,684.21
SLD	635160	$75,000	3516 NW Coronado	Corvallis	0.19	204	8,276	RES	6/22/2011	$394,736.84
SLD	632110	$75,000	3504 NW Coronado St	Corvallis	0.19	299	8,276	RES	6/22/2011	$394,736.84
SLD	632105	$80,000	3546 NW Veracruz Pl	Corvallis	0.27	166	11,761	RES	2/9/2011	$296,296.30
Average		$105,457								

Coronado SFD Sold												
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Closing Date	Price per SqFt
SLD	$360,000	3522 NW Veracruz Pl	Corvallis	655883	4	2.5	0.19	2017	2012	220	3/21/2013	$184.68
SLD	$336,500	694 NW Gonzalez Av	Corvallis	655739	3	2	0.25	1801	2012	219	3/15/2013	$188.51
SLD	$366,000	3394 NW Coronado St	Corvallis	646842	3	2.5	0.19	2100	2011	281	8/24/2012	$180.90
SLD	$432,500	3517 NW Coronado St	Corvallis	645250	3	2.5	0.3	2941	2011	282	6/29/2012	$152.67
SLD	$432,941	3493 NW Coronado St	Corvallis	648780	3	2.5	0.3	1468	2012	76	4/16/2012	$312.67
SLD	$416,000	548 NW Mirador Pl	Corvallis	641833	4	2.5	0.19	2732	2011	188	12/19/2011	$153.37
SLD	$429,000	602 NW Mirador Pl	Corvallis	641835	4	2.5	0.19	2625	2011	169	11/30/2011	$163.43
SLD	$458,561	562 NW Mirador Pl	Corvallis	635500	4	2.5	0.19	2619	2011	195	6/23/2011	$175.26
Average	$403,938											

Suncrest SFD Sold												
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Closing Date	Price per SqFt
SLD	$520,000	4988 NW Lavender Cl	Corvallis	644739	4	3.5	0.12	3237	2007	290	6/19/2012	$169.88
SLD	$359,000	4762 NW Veronica Pl	Corvallis	641599	3	2	0.16	2441	1999	55	8/1/2011	$147.07
SLD	$295,000	4915 NW Lavender Cl	Corvallis	634066	3	2.5	0.08	2020	2003	199	5/13/2011	$148.47
SLD	$415,000	4956 NW Lavender Cl	Corvallis	632733	3	2.5	0.09	2949	2003	184	3/18/2011	$144.12
Average	$397,250											

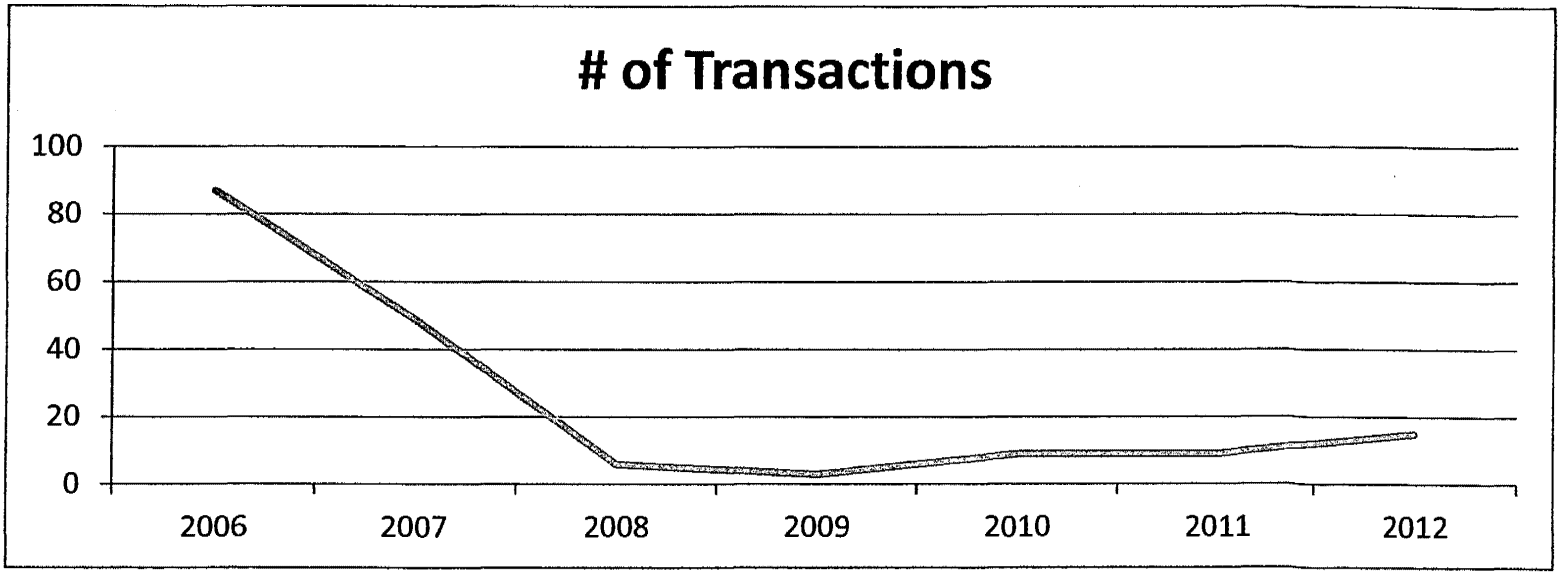
Megan's Addition SFD Sold												
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Closing Date	Price per SqFt
SLD	$244,000	2060 SW Kendra St	Corvallis	647286	4	3	0.12	2097	2010	153	5/7/2012	$112.02
SLD	$225,000	2078 SW Kendra St	Corvallis	633463	4	3	0.12	2011	2010	265	6/29/2011	$116.81
SLD	$250,000	2043 SW Kendra	Corvallis	603965	3	2	0.12	2184	2008	394	11/20/2009	$120.19
Average	$239,667											

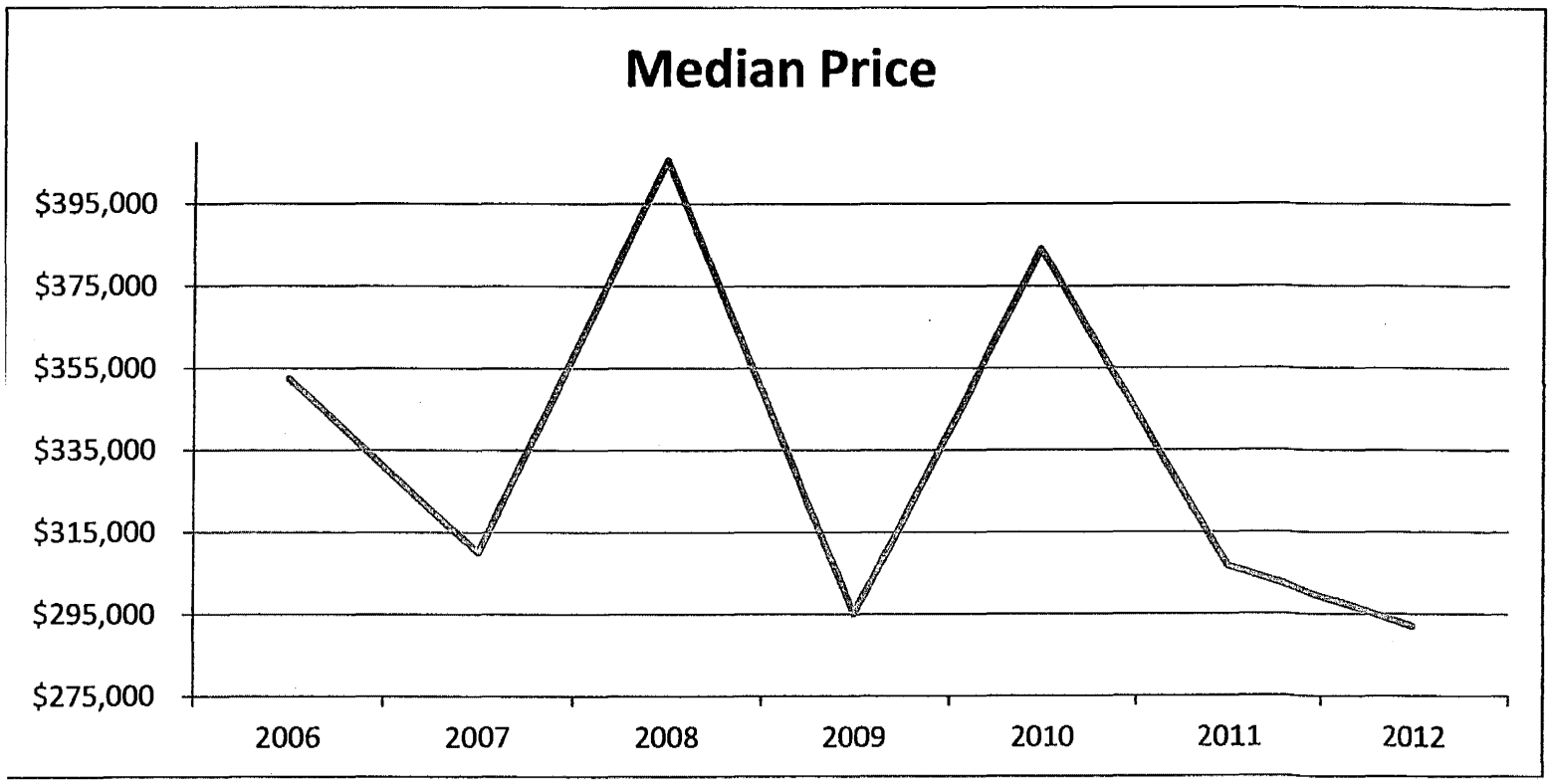
Megan's Addition Lots Sold										
Stat	MLS #	Price	Address	City	Acres	Days On MLS	LotSqft	Zoning	Closing Date	Sold Price per Acre
SLD	645625	$40,000	2061 SW Kendra St	Corvallis	0.12	443	5,227	RS6	12/21/2012	$333,333.33
SLD	645622	$40,000	2011 SW Kendra St	Corvallis	0.12	443	5,227	RS6	12/21/2012	$333,333.33
SLD	645624	$42,500	2024 SW Kendra St	Corvallis	0.15	359	6,534	RS6	9/28/2012	$283,333.33
SLD	645623	$42,500	2042 SW Kendra St	Corvallis	0.12	345	5,227	RS6	9/14/2012	$354,166.67
SLD	645626	$44,900	2037 SW Kendra St	Corvallis	0.12	196	5,227	RS6	4/18/2012	$374,166.67
Average		$41,980								

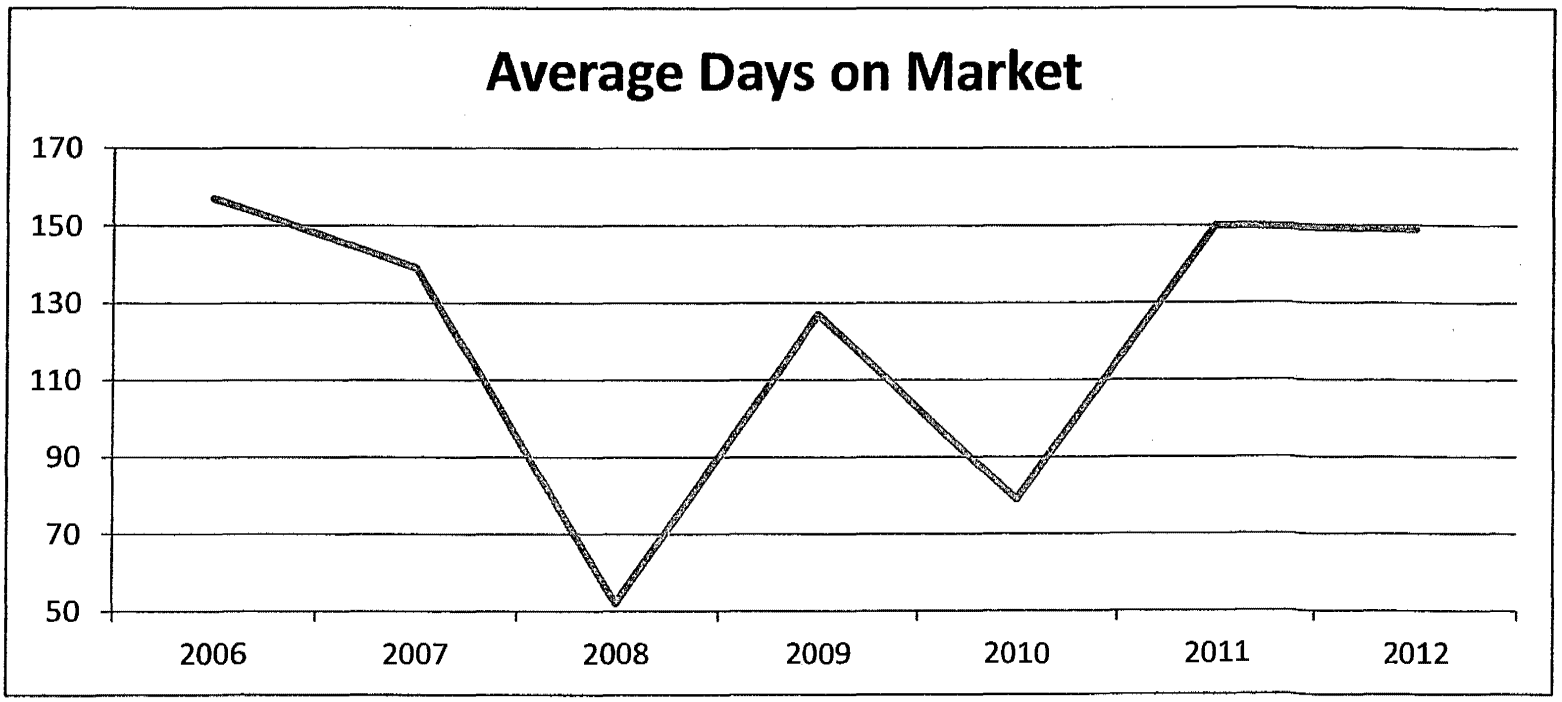
Sparrow Hill SFD Sold												
Stat	MLS #	Price	Address	City	Bd	Ba	SqFt	$/SqFt	Yr Blt	Acres	DOM	Closing Date
SLD	652354	$292,000	737 SW 57th St	Corvallis	3	2	1811	$162.84	2012	0.14	220	12/21/2012
SLD	654354	$427,500	5809 SW Englewood Av	Corvallis	5	3.5	3086	$140.93	2008	0.32	69	9/10/2012
SLD	651773	$379,500	5703 SW Englewood Av	Corvallis	4	2.5	2680	$141.60	2006	0.11	57	6/26/2012
SLD	637817	$300,000	773 SW 57th St	Corvallis	3	2	1810	$173.98	2011	0.14	307	12/27/2011
SLD	629972	$344,500	5793 SW Englewood Av	Corvallis	4	2.5	2944	$124.93	2007	0.32	202	1/31/2011
Average		$348,700										

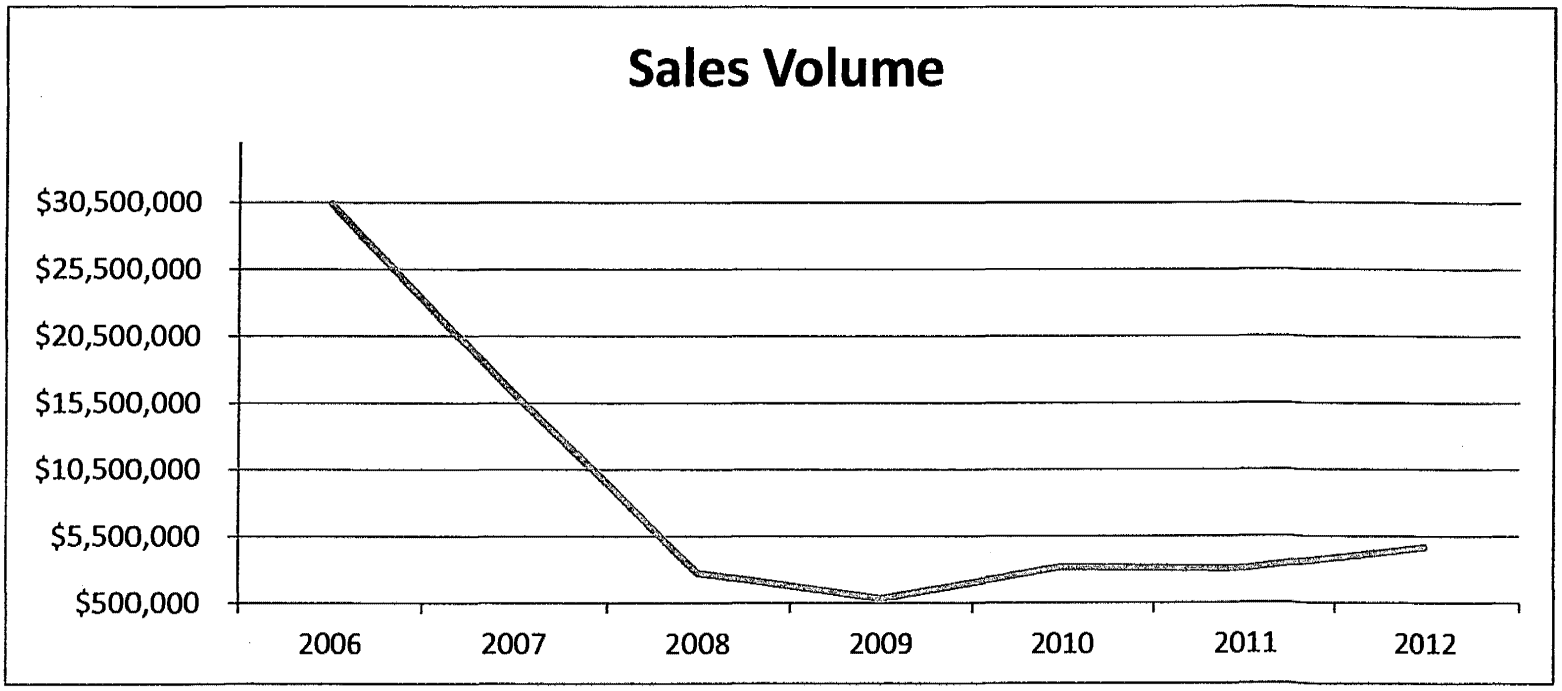
Corvallis 2012 (min.) New Construction Available											
Stat	Price	Address	City	MLS #	Bd	Ba	Acres	SqFt	Year Built	Days On MLS	Price per SqFt
ACT	$234,494	3061 SE Everglade St	Corvallis	656987	3	2.5	0.06	1405	2012	210	$166.90
ACT	$237,130	3084 SE Everglade St	Corvallis	660229	2	2.5	0.07	1405	2013	80	$168.78
ACT	$247,500	3045 SE Everglade St	Corvallis	661755	2	2.5	0.06	1570	2013	33	$157.64
ACT	$248,309	3085 SE Everglade St	Corvallis	655255	3	2.5	0.06	1570	2012	262	$158.16
ACT	$251,395	3060 SE Everglade St	Corvallis	658079	3	2.5	0.07	1570	2013	173	$160.12
ACT	$252,500	3053 SE Everglade St	Corvallis	661765	3	2.5	0.06	1646	2013	33	$153.40
ACT	$254,038	3092 SE Everglade St	Corvallis	660226	3	2.5	0.06	1646	2013	80	$154.34
ACT	$254,289	3052 SE Everglade St	Corvallis	658081	2	2.5	0.06	1646	2013	173	$154.49
ACT	$264,900	2011 SW Kendra St	Corvallis	662234	4	3	0.12	2082	2013	20	$127.23
ACT	$293,801	972 SE Bayshore Cl	Corvallis	661083	3	2.5	0.11	1942	2013	52	$151.29
ACT	$324,910	3631 SE Dockside Dr	Corvallis	656988	3	2.5	0.1	2284	2012	210	$142.25
ACT	$389,900	2868 NW Margarita Pl	Corvallis	648154	3	2	0.13	1823	2012	460	$213.88
ACT	$399,900	3716 SW Deon Dr	Corvallis	662089	5	3	0.12	2187	2013	25	$182.85
ACT	$414,524	3643 SE Shoreline Dr	Corvallis	656989	4	3	0.13	2903	2012	210	$142.79
ACT	$458,978	3667 SE Shoreline Dr	Corvallis	661084	5	3	0.15	3287	2013	52	$139.63
Average	$301,771								Average	138	

Corvallis New Construction Real Estate Statistics by Year				
Year	*# Trans*	*Median Price*	*Average DOM*	*Sales Volume*
2006	87	$ 352,400	157	$ 30,405,817
2007	49	$ 310,000	139	$ 16,221,256
2008	6	$ 405,475	52	$ 2,747,325
2009	3	$ 295,000	127	$ 828,900
2010	9	$ 383,957	79	$ 3,178,088
2011	9	$ 306,582	150	$ 3,068,143
2012	15	$ 292,000	149	$ 4,669,069


# of Transactions
100
80
60
40
20
0
2006
2007
2008
2009
2010
2011
2012


Median Price
$395,000
$375,000
$355,000
$335,000
$315,000
$295,000
$275,000
2006
2007
2008
2009
2010
2011
2012


Average Days on Market
170
150
130
110
90
70
50
2006
2007
2008
2009
2010
2011
2012


Sales Volume
$30,500,000
$25,500,000
$20,500,000
$15,500,000
$10,500,000
$5,500,000
$500,000
2006
2007
2008
2009
2010
2011
2012