



**CORVALLIS  
CITY COUNCIL WORK SESSION**

**April 21, 2014  
Immediately following 6:30 pm  
regular City Council meeting**

**Downtown Fire Station  
400 NW Harrison Blvd.**

**COUNCIL ACTION**

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**I. ROLL CALL**

**II. UNFINISHED BUSINESS**

A. Oregon State University Campus Master Plan Update

**III. 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*

**To: City Council**  
**From: Dan Brown, Ward 4**

**April 17, 2014**

**Subject: OSU Campus Master Plan Work Session**

I requested a work session to discuss the *Campus Master Plan* (CMP). The purpose is to review the City's experience with the CMP in anticipation of the creation of the next one. Hopefully, this review can help the City define expectations about the new CMP when the old one expires. I have extracted relevant parts of the CMP which are italicized; most of the references are included in the appendices [a lengthy, separate document].

*An update of the CMP shall be reviewed as described in Section 3.36.30.02.b 1 through Sections 3.36.30.02.b 3. The review shall comprehensively evaluate the need to update or otherwise modify the Campus Master Plan, its policies and related traffic and parking studies, and this Chapter. A CMP update will be required under the following conditions:  
... The CMP planning period has expired. LDC 3.36.30.05.d*

One might think about the CMP as merely an institutional document for OSU. But since it was adopted by the Corvallis City Council, it was more than that. It includes an agreement between the University and the City about how to mitigate the impacts of campus development on the surrounding Corvallis community. Ten years ago, the CMP negotiated the new OSU District with great effort and created a "contract". The University got a promise of special treatment from the Community Planning Department and from citizens, while the Corvallis community and City government got assurances about how mitigation would be accomplished.

*The purpose of the OSU District is to: expedite the development review process. LDC 3.36.10*

*Develop a procedure for proceeding with new construction projects that are not consistent with the approved CMP and/or for addressing deficiencies in the parking supply; [p.7-1].*

*The CMP's parking plan was developed to address OSU's future parking needs. The purpose of the parking plan is as follows: Fulfill the city's requirements related to parking impacts from campus development, thereby eliminating the need for individual public hearing reviews for those projects consistent with the approved CMP;*

*These conditions were identified as requiring solution if the OSU Campus Master Plan were to receive support from the nearby neighborhoods. [p.C-1]*

## A TASK FOR THE 4-21-2014 WORK SESSION

Earlier this year, the City Council evaluated various elements of *Vision 2020* in order to assess the progress of Corvallis toward its desired state after 13 years. Similarly the Council can assess the progress of OSU toward achieving shared goals through the *Campus Master Plan*, a document approved by both bodies.

This assessment can help improve the future CMP, what worked and what didn't - from City's point of view.

Issue	Amount of Progress
<p>I. Overall Mitigation Process</p> <p>II. Mitigation Goals:</p> <ul style="list-style-type: none"> <li>• Parking Impacts</li> <li>• Traffic Impacts</li> <li>• Other</li> </ul> <p>III. Mitigation Plans</p> <ul style="list-style-type: none"> <li>• Parking Plan</li> <li>• Campus Parking Utilization Standard</li> <li>• Parking Permits Pricing Plan</li> <li>• Transportation Plan</li> <li>• Shuttle Plan</li> <li>• Alternative Transportation Modes</li> <li>• Enrollment Plan</li> <li>• Land Acquisition Plan</li> </ul> <p>IV. Monitoring</p> <ul style="list-style-type: none"> <li>• Fall Neighborhood parking Study</li> <li>• Annual CMP Monitoring Report</li> <li>• CMP Monitoring in the LDC</li> </ul> <p>V. Communicating</p> <ul style="list-style-type: none"> <li>• Annual Meetings</li> <li>• Traffic and Parking Task Force</li> <li>• Campus Planning Committee</li> <li>• Campus Parking Committee</li> </ul>	

## MITIGATION

The CMP set up a process to mitigate the impact of campus development on the surrounding community.

*OSU agrees to safeguard needs of resident homeowners; the neighbors desire to have privacy, minimal impact from development that might lower the value of their property, change the character of their neighborhood, or decrease the livability of their community. [p.D-3]*

*During the completion of the 2004-2015 CMP, both OSU and the neighbors focused on **building a system and process** for effective and long lasting communication, trust and equity. Both sides recognized that if a strong planning system and structure is in place that incorporates the needs of each party, then the desired product will be achieved. [p. D-4]*

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

- a. Annual meetings;*
- b. Neighborhood task forces;*
- c. Review of final documents;*
- d. Campus committees;*
- e. Informal comments*

*Simple problems can be dealt with quickly as they arise. Larger problems will be directed toward the annual meeting, campus committee, and task force venues. [p.D-2]*

*In the past, some neighborhoods have perceived the University to be an “800-pound gorilla.” To a greater extent than ever before, OSU envisions a process involving full partners. The expected benefits include: saving time and resources, more supportive joint efforts, and better planning outcomes. [p.D-4]*

*The best way to solve problems is to take a systems approach, which would meld University and neighborhood interfaces to common purposes. Systems thinking also requires that traffic and parking issues are interrelated and must be evaluated together. [p.D-6]*

We can assess whether the CMP kept on top of emerging problems or whether things got out of control. Overall questions for the Council include:

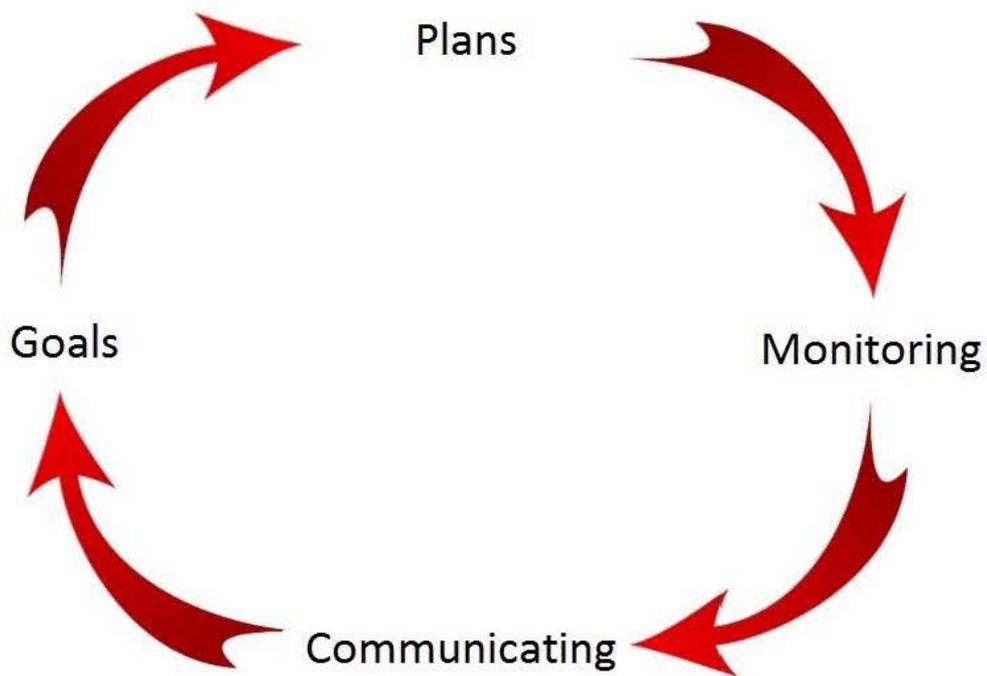
**How well did the mitigation process work for the past decade?**

**How can improve the mitigation process for the future?**

The process has four steps which are to be repeated on annual, biennial, etc. schedules. These include: goals, plans, monitoring, and communicating. All four steps are necessary.

Then the cycle starts again. Repeat, repeat, repeat . . .

## CMP Mitigation Process



## Mitigation Goals

From the beginning, mitigation is the overriding CMP goal, to reduce the impact of campus development on the surrounding community. This goal is clear in the CMP document. Mitigation is cited many times in the CMP, as shown in **APPENDIX I**. Here are a couple of examples:

*The purpose of the OSU District is to: ensure compatibility of University development with the surrounding areas [p. 8-2] and LDC 3.36.10*

*Policy 2.1.2 Develop an understanding of issues that arise from OSU growth and development. Where negative impacts are anticipated or experienced, develop and implement **mitigation** plans to minimize impacts on the surrounding community.*

Overall questions for the Council include:

**How well were the CMP mitigation goals achieved?**

**What changes need to be made for next time?**

Although other concerns, such as excess demand for off-campus student housing, may be important to the City Council today, The emphasis in the CMP is on campus-bound parking and traffic.

### Parking

*OSU-bound vehicles often park on neighborhood streets near campus. This is most common on the north side of campus where many classroom buildings but few parking lots exist. The neighborhoods northwest, east, and southeast of campus are also impacted by OSU bound vehicles parking in the neighborhood.*

*If the driving habits and trends of the OSU population continue at their current rate, the **parking demand** will require construction of new parking facilities. It is OSU's desire, as well as a local zoning requirement, to provide adequate on-site parking. To the extent possible, OSU seeks to encourage those who bring their vehicles to campus to park in OSU-provided facilities and not park in the surrounding neighborhoods. To the extent that students, faculty, and staff create parking problems in the surrounding neighborhoods, strategies may be needed to **mitigate** off campus impacts. [p.1-8]*

### Traffic

*The Transportation Improvement Plan includes transportation projects to address existing deficiencies and **mitigate** anticipated impacts from future OSU development. The Transportation Improvement Plan will be updated as part of the CMP annual monitoring report. This will ensure a yearly review and updating of the improvement projects is completed so necessary **mitigation** is completed in accordance with the CMP policies 4.1.14, 4.1.15, and 4.1.16. [p.6-24]*

## Plans for Mitigation

The Campus Master Plan can be considered a long-range plan because it covers a decade. It is also a contingency plan in that it intends to deal with an uncertain future with alternative solutions. Overall questions for the Council include:

**How well did the CMP mitigation plan(s) contribute to overall goal achievement?**

**What can be done to improve mitigation planning?**

Most of the relevant quotations from the CMP are included in **APPENDIX II**.

### Parking Plan

The following sample includes plans which have been discussed at recent City Council meetings.

**Policy 7.2.1** *Provide parking facilities to meet the needs of the campus community. Where possible, provide adequate parking convenient to the area or site it serves or develop satellite or **remote parking facilities** with adequate shuttle service.*

**Policy 7.2.11** *Manage parking impacts in the neighborhoods surrounding the university through a neighborhood parking program administered by the City of Corvallis with **possible funding assistance from OSU**.*

*OSU is willing to work with the city and surrounding neighborhoods to address off-campus parking concerns, as follows: **participate financially** in the implementation of the neighborhood parking districts based on a pre-determined and agreed upon level of support. OSU will work with the city to determine the most effective manner in which OSU can support the neighborhood parking districts. This could include **financial support to reduce the city** cost for administering the residential parking program. Other possible alternatives include OSU **subsidizing residential permits** up to a certain dollar amount or using OSU's Parking Services division to distribute residential parking permits. [p.7-14]*

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

It is difficult to read Figure 7.3 to understand how it aligns with the 2014 development of parking facilities.

**Policy 7.2.8** *Locate parking improvements in accordance with the general locations identified on the Future Parking Facilities map (Figure 7.3). Parking improvements associated with a particular development project, however, may be provided in the vicinity of that project.*

## **Campus Parking Utilization Standards**

Percentage utilization rates constitute a central part of the CMP plan. Community members have criticized this criterion as a measure of demand for parking. When cheaper (free) and closer parking is available in the neighborhoods, this approach merely externalizes the parking problem rather than correcting it. Perhaps the Council should consider a replacement.

*Parking shall be managed on a campus-wide basis to ensure that overall utilization remains at 95 percent or less. [p.4-17]*

**Policy 7.2.6** Develop future parking facilities based on usage of existing parking facilities:

- a) If the usage of existing parking facilities is less than 90 percent as per the most recent parking inventory, vehicular parking improvements may be postponed until occupancy rates are 90 percent or greater; or
- b) If the usage of existing parking facilities is 90 percent or greater, parking improvements may be constructed independent of new construction projects, or if a new construction project exceeds 5,000 square feet, it shall provide additional parking improvements in accordance with the Corvallis Land Development Code.

**Policy 7.2.7** *If the usage of existing parking facilities is 85 percent or greater, planning for parking improvements shall be initiated so that a parking improvement project is ready for construction if parking usage will exceed 90 percent or when a new construction project is proposed.*

## **Parking Permits Pricing Plan**

OSU parking permit prices seem to focus less on mitigating community concerns than on OSU's revenue. Community members have expressed the opinion that if OSU provided lower parking permit prices, that action would increase on-campus parking utilization. "Cheaper" could include a return to free parking at Reser.

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

*Permit pricing is a sensitive issue and requires a balancing of objectives. Fees must be high enough to pay for improvements (shuttle, pavement, lights, landscaping, maintenance, structures, etc.) and serve as an incentive to encourage people to use alternative modes of travel, if available. Fees must also be low enough to be regarded as a reasonable value for the service. Overtime fees may periodically be adjusted. [p.7-8]*

## **Transportation Plan - Chapter 6**

One test of the transportation plan is the extent to which it mitigates campus-bound traffic circulating in the neighborhoods in search of parking. This local traffic is not monitored.

*Because transportation improvements can negatively impact the campus environment and surrounding land uses, careful and coordinated planning efforts are required. To this end, OSU will make improvements to limit transportation impacts through the campus and to surrounding residential neighborhoods. At the same time, improvements need to provide a convenient, multi-modal, campus-wide transportation network. [p6-1]*

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

*The TIP includes projects for all modes of travel. Mitigation may include functional improvements such as intersection signalization, street and intersection reconfiguration, restriping, bike lanes, multi use paths, sidewalks and standardization of street improvements in accordance with a street's classification, as well as transportation demand management scenarios as outlined herein. [p. 6-24]*

### **Shuttle Plan**

The true test of the campus shuttle is the extent to which it mitigates the problem of campus-bound parking in the neighborhoods.

**Table 6.2:** shows that in 2003, the campus shuttle accounted for a fraction of one percent (.20%) of intra-campus travel. This number should be updated.

*As Table 6.1 indicates, the largest mode share is car drive alone, followed by walking and bicycling. The lowest mode shares are carpool, bus, and OSU shuttle. [p.6.9]*

*To meet this parking demand and mitigate the impact on local residents, a campus shuttle service was implemented in January 2000, thus allowing improved accessibility to peripheral parking facilities such as those at Reser Stadium. [p.1-8]*

### **Alternative Transportation Modes Plan**

The true test of this plan is the extent to which it mitigates parking and auto traffic problems.

*In addition, the parking plan seeks to measure and manage OSU's parking supply to maintain an adequate and available supply of parking facilities to meet campus needs. The intent is to first promote alternative modes of transportation, thereby eliminating or reducing the need to construct additional parking facilities. [p.7-17]*

## Enrollment Plan

Enrollment and employment measures are fundamental to good university planning. Projected student enrollment on a year-by-year basis was included in the CMP as well as total faculty/staff employment for 2015. Although various OSU sources show different numbers, those in the following table are representative. [The "Student Actual" numbers come from the latest Parking Study.]

These numbers show that the current faculty/staff number exceed expectations by about 673 and student number exceeds expectations by about 2530. That includes lots of new parkers.

The deviation of student enrollment from projections started about the time that the last *CMP Monitoring Report* and the last *Neighborhood Parking Survey* were completed. This may have been the exact time enrollment growth analysis became very important.

	Students Projected CMP]	Students Actual [OSU]	Faculty/Staff Projected CMP]	Faculty/Staff Actual [OSU]
2006-7	19798	19362		4658
2007-8	20300	19753		4671
2008-9	20750	20320		4710
2009-10	21043	21969		4640
2010-11	21095	23761		4830
2011-12	21156	22335		5512
2012-13	21296	23218		5652
2013-14	21628	24158		5773
2014-15			5100	

## Land Acquisition Plan

OSU campus development has grown extensively over the past 10 years. In addition, OSU has been attempting to acquire facilities outside the OSU District. Perhaps the most notable is the Nypro building, in the Sunset Research Park, which was purchased in 2012 and valued at over \$6 million. OSU also opened an office on Madison Avenue.

*No major land acquisitions are anticipated in the near future. Growth can be accommodated through the focused development and redevelopment of existing land within the campus boundary. As opportunities arise, however, OSU may acquire small, individual parcels on campus (there are currently 7 privately held properties within the campus boundary). [p. 3-3]*

What are the implications of this change for the OSU District City property tax revenue?

## Charter Statement

**2.1.13** *OSU and the neighbors shall prepare a Charter Statement that outlines a purpose statement, planning assumptions for future CMP updates, the tenets of the OSU and neighbors relationship, common concerns for consideration for future CMP updates, and future planning goals for future CMP updates.*

## **Monitoring**

Monitoring means checking the quantity or quality of a trends over time to measure progress toward goals. **Appendix III** includes many CMP references to monitoring activities. Not all of the work identified in the CMP was completed. Overall questions for the Council include:

**How much did the CMP monitoring contribute to mitigation?**

**How much of the planned monitoring actually happened?**

**What can be done to improve monitoring?**

### **Fall Neighborhood Parking Studies**

*OSU will also complete a neighborhood parking utilization study each fall. The results will shape recommendations to reduce utilization in areas that exceed acceptable levels. OSU will submit the results of the study and its recommendations to the neighborhood task force and the City for review and consideration. [p. 2-8]*

*Historically, parking facility usage has been higher in fall term than in spring term. [p.7-5]*

These studies were conducted in 2006, 2007, and 2010 for Districts 'A' and 'B'. They confirmed earlier similar studies that parking utilization in these areas was problematic, especially in hot spots where utilization exceeded 100% of capacity.

As OSU enrollment and employment grew, parking was not monitored in District 'C' or other areas around campus where increasing concern was voiced among residents. One could question the value of the chosen CMP methodology.

### **Annual CMP Monitoring Report**

**LDC 3.36.70** requires OSU to complete an annual report detailing how new development on campus is consistent with the Campus Master Plan.

*a. As a means of monitoring the implementation of the Campus Master Plan, the University shall provide the following information to the City **on a yearly basis** . . .*  
**LDC 3.36.70.a**

It appears that the last report was completed for 2010.

## **CMP Monitoring in the Land Development Code**

According to City staff, in response to my Council request, not all of this work required by **LDC 3.36.70 Annual Updates** was completed.

**a.1.a** *gross square footage of development by type that occurred in each sector*

**a.2.c** *updated parking utilization reports . . . campus . . . and RPD . . . **the number of residential permits funded by the university** . . . details of other efforts undertaken by the University to address neighborhood parking issues;*

**a.3.c** *TDM report that identifies efforts and effectiveness of those efforts undertaken by the University over the previous 12 months to reduce reliance on the single-occupant vehicles; c) tabulation of the number of single-occupancy vehicles reduced;*

**a.4.d** *Within one year of adoption of the CMP, and on a recurrent 2-year schedule, OSU shall complete in coordination with City Staff a baseline traffic count for Jackson Avenue between Arnold Way and 35<sup>th</sup> Street. City staff shall provide OSU and the neighborhood association with the most recent baseline traffic volume measurements made within the last five years.*

**b.1** *Within one year of adoption of the CMP, OSU should work with the City to perform a baseline traffic count of local streets identified by neighborhood associations as problems in the areas bordering Sectors A, B, and C, and south of Harrison Boulevard;*

## **Communicating and Reporting**

For monitoring to be useful, the results, related to goals and plans, must be communicated to decision makers.

**Policy 7.2.10** *Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.*

As a means of monitoring the implementation of the Campus Master Plan, the University shall provide the following information to the City on a yearly basis . . . LDC 3.36.70.a

In Corvallis, the public also wants to receive such information.

*The CMP has three purposes: Clarify and enhance the relationship and connectivity with the surrounding community. [p.1-1]*

The CMP provided several mechanisms, but the City's experience with them is sketchy. Many references are included in **APPENDIX IV**.

Overall questions for the Council include:

**How well were CMP monitoring data communicated to the City and the public?**

**What can be done to improve CMP communication?**

### **Annual Meetings**

To the best of my recollection, these have not been annual events.

*One venue for participation will be annual meetings hosted by the University. At these meetings the University will 1) discuss campus plans for the next year, other plans that are in various stages of development at the time, and all proposed CMP updates, 2) share data which the University has gathered over the past year with regard to such topics as traffic, parking, green space, etc., and 3) solicit, compile, and report feedback about neighborhood/campus concerns. These meetings will help to encourage system-wide solutions, which incorporate the needs of all adjacent neighborhoods, and at the same time, to take the surprise element out of the campus planning process. Meetings will be open to the public. They will be announced in local media, and invitations will be sent to all the adjacent neighborhood associations. [p. D-2]*

## Parking and Traffic Task Force

This Task Force was approved by the Council and appointed by Mayor Berg. I do not recall that the Council ever disbanded this group.

*OSU met with the neighborhood following this decision, and through a collaborative process, a revised proposal regarding monitoring efforts and the task force was presented to the City Council as a joint recommendation. To address these issues, OSU supported the creation of the Neighborhood Traffic and Parking Task Force as described below. With the adoption of the OSU CMP and a revised Land Development Code Chapter 3.36-OSU(Oregon State University)District, the City Council responded to this proposal by incorporating its elements into both the CMP and the Land Development Code text, as appropriate. [p.C-1]*

## Campus Planning Committee

A lot of major construction projects have been completed over the past 10 years. It would be interesting to see the history of this committee, to see meeting minutes, to see the identities and terms of the Corvallis residents, and to see the notices over the years.

*The Campus Planning Committee (CPC) will review all proposals for new construction, significant remodeling, and renovation projects that visually alter the exterior appearance of the campus. The CPC shall be a body comprised of members from OSU, the City of Corvallis and the Corvallis community. To this end, the CPC shall have, at a minimum, the representation from academic and research faculty, academic affairs, faculty senate, Associated Students of Oregon State University, Athletics, University Housing and Dining Services, Memorial Union, Corvallis resident (i.e., community-at-large), City staff, City of Corvallis Historic Preservation Advisory Board, Oregon University System, OSU Foundation, Alumni Relations, the Director of Facilities Services, the Campus Planning Manager, and Deans and Provosts. [p.5-2]*

*OSU shall **notice** the meeting time and date by, at a minimum, sending an **email alert to interested Neighborhood Associations**, posting electronic notices on either the OSU webpage, through OSU Today electronic bulletins, or by some other means that reaches faculty and staff. The notice will be released two weeks before the scheduled date. [p. 5-2]*

## Campus Parking Committee

It would also be interesting to know the identities of the neighborhood residents who have been members of this committee and to see the notices sent to neighbors.

*Representatives of adjacent neighborhoods will be allowed to join on the Campus Planning Committee and the Campus Parking Committee. Committee meetings will be open to the public for observation purposes. Neighbors will be notified about the times and locations of meetings. [p.D-2]*

This document accompanies a shorter and more readable document, but this one contains more detail. Italics are quoted material from the Campus Master Plan. I apologize for the haste and mistakes that went into both documents. The time horizon was very short.

## APPENDIX I - Mitigation Goals

### General

*The purpose of the OSU District is to: ensure compatibility of University development with surrounding areas [p.8-2] and LDC 3.36.10*

*The CMP focuses on campus resources including buildings, transport systems, and parking facilities. These are designed to serve the needs of students, faculty, other employees, and university visitors. However, the campus is located in Corvallis where campus land use decisions impact the adjacent neighbors and neighborhoods – in both positive and potentially negative ways. [p. D-1]*

*OSU and the neighbors used the final stages of the CMP development process as a new beginning in their relationship. Neighbors participated in the 2004-2015 Campus Master Plan to a much greater level than in previous planning documents. Their efforts and commitment have provided OSU with a deeper understanding about their concerns over potential OSU development and its impact on: existing neighborhood character, land use equity, traffic and parking, solar access, building scale, mass and height, historic preservation, etc. CMP updates shall, at a minimum, review these concerns with the community to determine if additional **mitigation** measures are necessary. If OSU and the neighbors determine additional measures are required to ensure OSU development meets the spirit of the 2004-2015 CMP and this Charter, then such measures shall be included. [p.D-2]*

*OSU agrees to safeguard needs of resident homeowners; the neighbors desire to have privacy, minimal impact from development that might lower the value of their property, change the character of their neighborhood, or decrease the livability of their community. [p.D-3]*

*To guide future development and expansion of the campus, the CMP: Proposes a review framework that allows for city administrative approval if development is consistent with the development allocation, sector standards, and **mitigation strategies** [p.1-2]*

**Policy 2.1.2** *Develop an understanding of issues that arise from OSU growth and development. Where negative impacts are anticipated or experienced, develop and implement **mitigation** plans to minimize impacts on the surrounding community.*

**Policy 2.1.7** *OSU shall participate as a full partner and in good faith in a community task force with City and community representatives to measure, assess, and monitor traffic and parking conditions within areas adjacent to OSU's north campus boundary. OSU shall assist with **mitigation** efforts for existing and future negative impacts. If other task forces are formed and approved by the City to review traffic and parking conditions within other geographical areas adjacent to the OSU District Boundary, then OSU shall participate in those task forces as well.*

*OSU shall participate as a full partner in a task force initiated by the City with City, University, neighborhood association and neighborhood business representation, to review and evaluate existing baseline traffic measurements, parking studies, and other relevant information and develop strategies to **mitigate** problem areas. [p.8-26]*

## **Mitigation of Parking Demand**

*OSU-bound vehicles often park on neighborhood streets near campus. This is most common on the north side of campus where many classroom buildings but few parking lots exist. The neighborhoods northwest, east, and southeast of campus are also impacted by OSU bound vehicles parking in the neighborhood,*

*If the driving habits and trends of the OSU population continue at their current rate, the **parking demand** will require construction of new parking facilities. It is OSU's desire, as well as a local zoning requirement, to provide adequate on-site parking. To the extent possible, OSU seeks to encourage those who bring their vehicles to campus to park in OSU-provided facilities and not park in the surrounding neighborhoods. To the extent that students, faculty, and staff create parking problems in the surrounding neighborhoods, strategies may be needed to **mitigate** off campus impacts. [p.1-8]*

*Recently, rising enrollment and the increasing propensity of students to drive their cars to campus have increased the **parking demand** on campus. To meet this parking demand and **mitigate** the impact on local residents, a campus shuttle service was implemented in January 2000, thus allowing improved accessibility to peripheral parking facilities such as those at Reser Stadium. [p.1-8]*

## **Mitigation of Traffic Impacts**

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

**Policy 4.1.14** *OSU shall ensure that adequate mitigation of the identified intersections within the Base Transportation Model (BTM), or its update, that drop below an acceptable level of service as described in the City of Corvallis' Transportation System Plan (TSP) are mitigated in accordance with the mitigation measures outlined in the most recent CMP annual monitoring report or the CMP's Transportation Improvement Plan.*

**Policy 4.1.15** *OSU shall complete the mitigation described in Policy 4.1.14 within one year of when said mitigation measures are identified or in accordance with the development proposal that is projected to impact the intersection beyond an acceptable level.*

**Policy 4.1.16** *If mitigation from projected development is not completed in accordance with said development, then the project will either be delayed until such a time that mitigation can occur in accordance with the most recent CMP annual monitoring report or CMP's Transportation Improvement Plan, or the project will be redesigned in a manner that does not impact the transportation system beyond acceptable levels.*

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

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

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

[p. 6-24]

## APPENDIX II - Plans for Mitigation

### **Parking Plan - Chapter 7**

*A parking management program consists of strategies to make the best use of parking resources. These strategies typically include adjustments to **parking locations, costs, and supply and demand.** [p.7-7]*

*The CMP projects a population of 22,500 students and 5,100 faculty and staff by the year 2015. Based on an averaged projection of demand, approximately 1,212 to 1,536 additional spaces will be needed by then. The spaces would be distributed approximately equally between students and faculty/staff. [p.7-14]*

*Table 7.13 lists the number of needed spaces adjusted for 90 percent occupancy. Long-term, an anticipated 1,212 to 1,536 additional parking spaces are needed. [p.7-16]*

**Policy 7.2.1** *Provide parking facilities to meet the needs of the campus community. Where possible, provide adequate parking convenient to the area or site it serves or develop satellite or remote parking facilities with adequate shuttle service.*

*Individual projects that displace parking through development shall replace any displaced parking. In Sector C, this shall be provided as near as possible to the location of the displaced parking. Displaced parking shall be replaced at a one-to-one ratio, to the maximum extent practicable. This may entail providing underground parking and/or parking within a portion of the building. [p. 5-6]*

*To the extent that new development projects remove existing parking stalls or lots, the project sponsors will be required Campus Development to provide a commensurate amount of parking. This most likely will include underground parking, parking within structures, or parking in areas outside of Sector [p. 4-17 to 18].*

**Policy 7.2.11** *Manage parking impacts in the neighborhoods surrounding the university through a neighborhood parking program administered by the City of Corvallis with possible funding assistance from OSU.*

**Policy 7.2.12** *Continue to work with the surrounding neighborhoods to identify potential changes to residential parking districts to more effectively discourage students, faculty, and staff from parking in the surrounding community.*

*The parking plan's purpose and policies were stated earlier in sections 7.1 and 7.2, respectively. In addition, the parking plan seeks to measure and manage OSU's parking supply to maintain an adequate and available supply of parking facilities to meet campus needs. [p.7-17]*

*Sector C, the core campus area, maintains the highest number of parking spaces and has a 92 percent to 94 percent usage rate. Sectors D and G also have high usage rates at 91 percent and 93 percent, respectively. Sector D parking areas are close to the campus core and thus desirable for parking. [p.7-6]*

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

*Permit pricing is a sensitive issue and requires a balancing of objectives. Fees must be high enough to pay for improvements (shuttle, pavement, lights, landscaping, maintenance, structures, etc.) and serve as an incentive to encourage people to use alternative modes of travel, if available. Fees must also be low enough to be regarded as a reasonable value for the service. Overtime fees may periodically be adjusted. [p.7-8]*

*However, one consistent theme was identified during the outreach effort: residents in the parking districts felt that it was unfair that they had to pay to park in their own neighborhoods (unlike any other residential area in the city). Residents also spoke of the inconvenience in obtaining a residential parking permit (e.g., going to City Hall, filling out paperwork, etc). [p.7-13]*

*OSU is willing to work with the city and surrounding neighborhoods to address off-campus parking concerns, as follows: participate financially in the implementation of the neighborhood parking districts based on a pre-determined and agreed upon level of support.*

*OSU will work with the city to determine the most effective manner in which OSU can support the neighborhood parking districts. This could include financial support to reduce the city cost for administering the residential parking program. Other possible alternatives include OSU subsidizing residential permits up to a certain dollar amount or using OSU's Parking Services division to distribute residential parking permits. [p.7-14]*

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

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

*After the parking structure at 26<sup>th</sup> Street and Washington Way is constructed, future parking improvements will be provided as needed, based on usage inventories. If TDM strategies are implemented, single-occupant vehicle usage on campus would be reduced, which would in turn reduce parking lot usage rates. TDM measures could therefore help forestall or reduce the need for additional parking improvements [p.7-16]*

### **Campus Parking Utilization Standards**

*Parking shall be managed on a campus-wide basis to ensure that overall utilization remains at 95 percent or less. [p.4-17]*

*OSU understands the importance of maintaining the neighborhood character in those neighborhoods adjacent to OSU. Therefore, adequate parking shall be provided in the future to ensure that the overall campus parking utilization rate of 85 percent is not exceeded. If it is exceeded, OSU will begin planning parking areas that are consistent with the CMP and directed toward locations that maintain a direct and functional travel pattern into and across campus. [p.3-9]*

**Policy 7.2.6** *Develop future parking facilities based on usage of existing parking facilities:*

*a) If the usage of existing parking facilities is less than 90 percent as per the most recent parking inventory, vehicular parking improvements may be postponed until occupancy rates are 90 percent or greater; or*

*b) If the usage of existing parking facilities is 90 percent or greater, parking improvements may be constructed independent of new construction projects, or if a new construction project exceeds 5,000 square feet, it shall provide additional parking improvements in accordance with the Corvallis Land Development Code.*

**Policy 7.2.7** *If the usage of existing parking facilities is 85 percent or greater, planning for parking improvements shall be initiated so that a parking improvement project is ready for construction if parking usage will exceed 90 percent or when a new construction project is proposed.*

**Policy 7.2.8** *Locate parking improvements in accordance with the general locations identified on the Future Parking Facilities map (Figure 7.3). Parking improvements associated with a particular development project, however, may be provided in the vicinity of that project.*

**Policy 7.2.9** *Manage parking such so that all parking improvements on campus are used. This will require the use of a shuttle to transport people from more distant parking areas into the core of campus.*

**Policy 7.2.10** *Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.*

**Policy 7.2.11** *Manage parking impacts in the neighborhoods surrounding the university through a neighborhood parking program administered by the City of Corvallis with possible funding assistance from OSU.*

### **Parking Permit Pricing Plan**

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

*Permit pricing is a sensitive issue and requires a balancing of objectives. Fees must be high enough to pay for improvements (shuttle, pavement, lights, landscaping, maintenance, structures, etc.) and serve as an incentive to encourage people to use alternative modes of travel, if available. Fees must also be low enough to be regarded as a reasonable value for the service. Overtime fees may periodically be adjusted. [p.7-8]*

## **Transportation Plan - Chapter 6**

*Because transportation improvements can negatively impact the campus environment and surrounding land uses, careful and coordinated planning efforts are required. To this end, OSU will make improvements to limit transportation impacts through the campus and to surrounding residential neighborhoods. At the same time, improvements need to provide a convenient, multi-modal, campus-wide transportation network. [p. 6-1]*

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

*The TIP includes projects for all modes of travel. Mitigation may include functional improvements such as intersection signalization, street and intersection reconfiguration, restriping, bike lanes, multi use paths, sidewalks and standardization of street improvements in accordance with a street's classification, as well as transportation demand management scenarios as outlined herein. [p. 6-24]*

### **Shuttle Plan**

**Policy 6.1.15** *Continue to support the campus shuttle service.*

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

*Continuation of the shuttle system is one of the key elements in the OSU parking plan. The shuttle provides reasonable access to all parking areas. This accessibility is the reason that parking is managed as a campus-wide resource and not just as a sector resource. If the shuttle system were discontinued for any reason, management of parking as a campus-wide resource would need to be revised. This revision would require that future development provide parking within a reasonable distance (same sector or adjacent sector if within a 10-minute walk) of the new development. [p.7-9]*

**Policy 7.2.9** *Manage parking such so that all parking improvements on campus are used. This will require the use of a shuttle to transport people from more distant parking areas into the core of campus.*

**Policy 7.2.1** *Provide parking facilities to meet the needs of the campus community. Where possible, provide adequate parking convenient to the area or site it serves or develop satellite or remote parking facilities with adequate shuttle service.*

*To meet this parking demand and mitigate the impact on local residents, a campus shuttle service was implemented in January 2000, thus allowing improved accessibility to peripheral parking facilities such as those at Reser Stadium. [p.1-8]*

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

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

### **Alternative Transportation Modes Plan**

*As Table 6.1 indicates, the largest mode share is car drive alone, followed by walking and bicycling. The lowest mode shares are carpool, bus, and OSU shuttle. [p.6-9]*

*In addition, the parking plan seeks to measure and manage OSU's parking supply to maintain an adequate and available supply of parking facilities to meet campus needs. The intent is to first promote alternative modes of transportation, thereby eliminating or reducing the need to construct additional parking facilities. [p.7-17]*

**Policy 6.1.9** *Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).*

*OSU will periodically complete a mode share survey using the methodology developed by ITC. This will ensure consistency in data collection. Future mode share surveys will assist in identifying changing travel trends at OSU. [p.6-11]*

*The intent is to first promote alternative modes of transportation, thereby eliminating or reducing the need to construct additional parking facilities. OSU encourages the use of mass transit service. [p.7-17]*

*Over the last decade OSU and the city have encouraged the use of alternative modes of transportation, particularly bicycle travel. Approximately 5,800 bicycle parking spaces are available on campus, one-third of which are covered. The spaces are distributed throughout the campus near all major destinations. Recently, some construction projects have included shower and locker facilities to further promote bicycle travel. [p.1-8]*

*Additionally, OSU is working with local transit authorities to institute a Transportation Demand Management strategy to encourage alternative methods of commuting. This includes promoting carpools and vanpools, bicycling, walking, telecommuting, and alternative work hours, among other strategies. [p.1-8]*

**6.1.9** *Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).*

**7.2.4** *Participate in existing rideshare programs and implement other incentives to encourage and support carpooling and vanpooling.*

*In addition, parking supply and location are set up to encourage alternative modes of transportation. [p.7-7]*

**Policy 7.2.4** *Participate in existing rideshare programs and implement other incentives to encourage and support carpooling and vanpooling*

*OSU's Bicycle Advisory Committee promotes bicycle travel and improvements to bicycle facilities. [p.7-17]*

### **Enrollment Plan**

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

### **Land Acquisition Plan**

*No major land acquisitions are anticipated in the near future. Growth can be accommodated through the focused development and redevelopment of existing land within the campus boundary. As opportunities arise, however, OSU may acquire small, individual parcels on campus (there are currently 7 privately held properties within the campus boundary). [p. 3-3]*

*Major land acquisitions are not anticipated within the planning period of the CMP. However, if land is acquired during the planning period and it is intended for University use, then said property will be included within the CMP plan boundary within a one-year period of time after the acquisition date. [p. 3-10]*

**4.1.12** *Property acquired and intended for University use shall be incorporated into the CMP boundary within one year after the acquisition date of said property.*

### **Charter Statement -**

**2.1.13** *OSU and the neighbors shall prepare a Charter Statement that outlines a purpose statement, planning assumptions for future CMP updates, the tenets of the OSU and neighbors relationship, common concerns for consideration for future CMP updates, and future planning goals for future CMP updates.*

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

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

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

## **1. PURPOSE**

*The purpose of the Oregon State University Neighborhood Charter Statement (Charter) is to encourage productive interactions between OSU and its adjacent neighbors when the CMP is updated. The hope is that mutually-beneficial outcomes can be maximized and undesirable outcomes can be minimized. OSU would like to establish continuing relationships with all of the neighborhoods that border the campus. The goals would be to achieve dialogue about each neighborhood's concerns, to address common interests, and to reduce conflicts.*

## **2. NEIGHBORHOOD PARTICIPATION**

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

### *a. Annual meetings*

*One venue for participation will be annual meetings hosted by the University. At these meetings the University will 1) discuss campus plans for the next year, other plans that are in various stages of development at the time, and all proposed CMP updates, 2) share data which the University has gathered over the past year with regard to such topics as traffic, parking, green space, etc., and 3) solicit, compile, and report feedback about neighborhood/campus concerns. These meetings will help to encourage system-wide solutions, which incorporate the needs of all adjacent neighborhoods, and at the same time, to take the surprise element out of the campus planning process. Meetings will be open to the public. They will be announced in local media, and invitations will be sent to all the adjacent neighborhood associations.*

### *b. Neighborhood task forces*

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

### *c. Review of final documents*

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

### *d. Campus committees*

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

*e. Informal comments*

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

### **3. RELATIONSHIP BETWEEN OSU AND ITS NEIGHBORS**

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

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

*a. Respect*

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

*b. Communication*

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

*c. Trust*

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

*d. Equity*

*For the purposes of this Charter, equity is defined as a high standard or value of property beyond that of ownership. Each party will respect one another’s property and the need to safeguard its function, value, and livability as if it were their own. No need of one will automatically cancel the other without a fair and just (i.e., balanced, honest, open-minded, and straightforward) discussion of impact. If future impact of development, preservation, or protection of certain*

*tangible and intangible uses or functions of one's property is determined to occur then each party will agree to review options that either minimize or remove such impact.*

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

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

*e. Cooperation*

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

*f. Partnership*

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

*g. Representative neighborhood inputs*

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

#### **4. COMMON CONCERNS WHEN THE CMP IS UPDATED**

*a. Character of adjacent neighborhoods:*

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

*b. Traffic and parking*

*Traffic and parking are interrelated in land use planning and design. The integrity and character of land uses are often impacted by traffic conditions, street design, parking utilization, and traffic management. All of these facets of traffic and parking will be reviewed and discussed with adjacent neighbors during the preparation of CMP updates. Aspects appropriate to review may include, but not be limited to, traffic flow across neighborhoods, parking utilization rates within neighborhoods, and impacts on existing neighborhood character, especially for those neighborhoods designated as historic districts, such as the College Hill West Historic District. This Charter recognizes the importance of the Neighborhood Traffic and Parking Task Force. OSU and the neighbors will seek its input (as well as other City approved traffic and parking task forces) when preparing future updates to the CMP.*

*c. Historic resources*

*Both the neighbors and OSU recognize the importance of the historic resources on campus and*

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

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

*d. Natural Resources*

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

## **5. ASSUMPTIONS FOR FUTURE CMP UPDATES**

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

*a. OSU will have an on-going relationship with the adjacent neighborhoods.*

*b. OSU will seek the participation of its neighbors.*

*c. OSU has an important role as an institution of higher education within the State of Oregon with the primary need to support academic, research and service initiatives.*

*d. OSU will change and grow to fulfill its mission to the State of Oregon.*

*e. The best way to solve problems is to take a systems approach, which would meld University and neighborhood interfaces to common purposes.*

*f. Systems thinking also requires that traffic and parking issues are interrelated and must be evaluated together.*

*g. Requirements for the "graceful edge," or transition area between campus and surrounding neighborhoods, will be reviewed whenever the CMP is updated.*

*h. In the planning process, benchmark data from other communities similar to OSU/Corvallis will be sought when resolution of opposing positions is in need of an objective standard.*

*i. The input of the Neighborhood Traffic and Parking Task Force, and other City-approved agencies will be recognized.*

*j. The whole point of the new process identified in this Charter is to prevent disagreement between OSU and its neighbors; however, disagreements can still be appealed through University and City of Corvallis processes.*

## APPENDIX III - Monitoring

### General

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

*These conditions were identified as requiring solution if the OSU Campus Master Plan were to receive support from the nearby neighborhoods. The Planning Commission decision responded to these neighborhoods’ concerns regarding the impacts of OSU-related development over the last several years by recommending to the City Council additional monitoring of effects and the creation of a task force to identify appropriate responses to such effects. [p.C-1]*

*2.1.7 OSU shall participate as a full partner and in good faith in a community task force with City and community representatives to measure, assess, and **monitor** traffic and parking conditions within areas adjacent to OSU’s north campus boundary.*

*OSU will periodically complete a mode share survey using the methodology developed by ITC. This will ensure consistency in data collection. Future mode share surveys will assist in identifying changing travel trends at OSU. [p.6-11]*

### Fall Neighborhood Parking Studies

*Historically, parking facility usage has been higher in fall term than in spring term. [p.7-5]*

*2.1.11 Each fall OSU shall conduct an annual parking utilization study of the existing neighborhood parking districts. OSU will also encourage the involvement of adjacent property owners and members of the Neighborhood Traffic and Parking Task Force when completing the parking utilization studies of the neighborhood districts.*

*OSU will also complete a neighborhood parking utilization study each fall. The results will shape recommendations to reduce utilization in areas that exceed acceptable levels. OSU will submit the results of the study and its recommendations to the neighborhood task force and the City for review and consideration. [p. 2-8]*

*OSU will complete a survey of the existing neighborhoods districts each fall to assist efforts to measure and monitor impact of parking on the neighborhoods. [p.7-10]*

*OSU is willing to work with the city and surrounding neighborhoods to address off-campus*

*parking concerns, as follows: Conduct annual parking usage inventories in the neighborhood parking districts, in conjunction with OSU inventory efforts, to monitor parking trends. [p.7-13]*

**Policy 7.2.10** *Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.*

### **Annual CMP Monitoring Report**

*To this end, OSU will hold an annual Town Hall meeting with neighbors to discuss the annual CMP monitoring report and other matters that pertain to maintaining good community relations. [p.2-1]*

*The Transportation Improvement Plan will be updated as part of the CMP annual monitoring report. This will ensure a yearly review and updating of the improvement projects is completed so necessary mitigation is completed in accordance with the CMP policies 4.1.14, 4.1.15, and 4.1.16. [p.6-24]*

**4.1.14** *OSU shall ensure that adequate mitigation of the identified intersections within the Base Transportation Model (BTM), or its update, that drop below an acceptable level of service as described in the City of Corvallis' Transportation System Plan (TSP) are mitigated in accordance with the mitigation measures outlined in the most recent CMP annual monitoring report or the CMP's Transportation Improvement Plan.*

**4.1.16** *If mitigation from projected development is not completed in accordance with said development, then the project will either be delayed until such a time that mitigation can occur in accordance with the most recent CMP annual monitoring report or CMP's Transportation Improvement Plan, or the project will be redesigned in a manner that does not impact the transportation system beyond acceptable levels.*

**Policy 7.2.10** *Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.*

*Sector F usage is remarkably higher than in past studies. Most of Sector F had free parking (around Reser Stadium). The introduction of the shuttle service increased usage of the lot. Due to a rate structure change, in fall 2003 the lot was changed to permit required. Another lot, located south of Western Boulevard, was made available for free parking. OSU will monitor the impact of the change and consider adjustments as needed. [p.7-6]*

### **CMP Monitoring in the Land Development Code - LDC 3.36.70**

*a. As a means of monitoring the implementation of the Campus Master Plan, the University shall provide the following information to the City on a yearly basis.*

- 1. Updated tabulations of development and open space for the planning area, including:
  - a) Gross square footage of development by type that occurred in each sector over the previous 12 month period;*
  - b) Remaining available development allocation for each sector; and*
  - c) Remaining open space areas and percentages for each sector.**

2. Updated parking utilization reports, including :

- a) Identification of new parking space creation and the total number of spaces provided within the CMP boundary and a breakdown by sector and lot type (student, staff, visitor, free, etc.);
- b) Percentage of parking space utilization campus-wide; and
- c) Identification of available parking spaces (using City standard parking configurations) and usage within each residential parking district bordering OSU and of the number of residential permits funded by the University. In addition, provide details of other efforts undertaken by the University to address neighborhood parking issues;

3. TDM Report that identifies efforts and the effectiveness of those efforts undertaken by the University over the previous 12 months to reduce reliance on the single-occupant vehicle. Such efforts shall include, but not be limited to:

- a) Shuttle routes and usage;
- b) Other efforts in support of transit, car-pool, or van-pool usage;
- c) Tabulation of the number of single-occupancy vehicles reduced;
- d) Location and number of bicycle parking spaces, including the number of covered spaces and any additions to the inventory; and
- e) Identification of campus pedestrian routes and system improvements.

4) Base Transportation Model update that includes the following components over the previous 12 month period:

- a) Traffic counts to be updated on a 5-year cycle;
- b) New development, and if known, future development square footage and use type (based on the existing model's categories) to be included in the model assumptions on a per sector basis ;
- c) New parking areas or roadways that may have an effect on traffic volumes or patterns; and
- d) Within one year of adoption of the CMP, and on a recurrent 2-year schedule, OSU shall complete in coordination with City Staff a baseline traffic count for Jackson Avenue between Arnold Way and 35<sup>th</sup> Street. City staff shall provide OSU and the neighborhood association with the most recent baseline traffic volume measurements made within the last five years.

b. Additional monitoring efforts include:

1. Within one year of adoption of the CMP, OSU should work with the City to perform a baseline traffic count of local streets identified by neighborhood associations as problems in the areas bordering Sectors A, B, and C, and south of Harrison Boulevard;
2. OSU shall participate as a full partner in a task force initiated by the City with City, University, neighborhood association and neighborhood business representation, to review and evaluate existing baseline traffic measurements, parking studies, and other relevant information and develop strategies to mitigate problem areas.

## APPENDIX IV - Communicating

### General

*The CMP has three purposes: Clarify and enhance the relationship and connectivity with the surrounding community. [p. 1-1]*

*To improve opportunities for students and the area's citizens, OSU seeks to foster positive relations with surrounding communities and with local and state agencies. OSU will work with neighbors and the neighborhood associations adjacent to OSU's boundaries so proactive and cooperative strategies are planned and implemented to minimize impact from development on the character of those adjacent neighborhoods*

*During the completion of the 2004-2015 CMP, both OSU and the neighbors focused on building a system and process for effective and long lasting communication, trust and equity. [p.D-4]*

**Policy 7.2.10** *Manage parking as a unit by monitoring parking usage rates at least once per year and by providing monitoring results to the city.*

### Annual Meetings

*One venue for participation will be annual meetings hosted by the University. At these meetings the University will 1) discuss campus plans for the next year, other plans that are in various stages of development at the time, and all proposed CMP updates, 2) share data which the University has gathered over the past year with regard to such topics as traffic, parking, green space, etc., and 3) solicit, compile, and report feedback about neighborhood/campus concerns. These meetings will help to encourage system-wide solutions, which incorporate the needs of all adjacent neighborhoods, and at the same time, to take the surprise element out of the campus planning process. Meetings will be open to the public. They will be announced in local media, and invitations will be sent to all the adjacent neighborhood associations. [p. D-2]*

*To this end, OSU will hold an **annual Town Hall meeting** with neighbors to discuss the annual CMP monitoring report and other matters that pertain to maintaining good community relations. [p.2-1]*

**2.1.8** *OSU shall conduct an **annual Town Hall meeting** to present and discuss the results of the annual CMP monitoring report with neighbors.*

### Traffic and Parking Task Force

*OSU met with the neighborhood following this decision, and through a collaborative process, a revised proposal regarding monitoring efforts and the task force was presented to the City Council as a joint recommendation. To address these issues, OSU supported the creation of the Neighborhood Traffic and Parking Task Force as described below. With the adoption of the OSU CMP and a revised Land Development Code Chapter 3.36- OSU(Oregon State University) District, the City Council responded to this proposal by incorporating its elements into both the CMP and the Land Development Code text, as appropriate. [p.C-1]*

*OSU recognizes the importance of a well-organized campus transportation system that integrates with the city's system. OSU also recognizes its role in contributing to the traffic and parking impact within the neighborhoods adjacent to its boundaries. [p.C-1]*

*To promote the same standards of traffic safety and direct and functional travel patterns within adjacent neighborhoods, OSU shall participate in a **neighborhood task force** in accordance with Appendix C of the CMP. OSU will also complete a neighborhood parking utilization study **each fall**. The results will shape recommendations to reduce utilization in areas that exceed acceptable levels. OSU will submit the results of the study and its recommendations to the neighborhood task force and the City for review and consideration. [p. 2-8]*

**7.2.13** *OSU shall participate in a neighborhood task force in accordance with Appendix C of the CMP.*

*OSU will participate in a neighborhood task force in accordance with Appendix C of the CMP. The study area for the task force will be an area encompassing the western boundary of the Cedarhurst Neighborhood Association to the eastern boundary of the North College Hill Neighborhood Association between Harrison Boulevard to the north and Oregon State University District boundary to the south. This includes the College Hill Neighborhood Association. OSU will also participate in other City-approved neighborhood task forces in other defined geographical areas/neighborhoods as necessary. [p. 6-1]*

## ***Neighborhood Traffic and Parking Task Force***

### ***Background***

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

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

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

### ***Purpose Statement***

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

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

### ***This task force is formed with the following assumptions:***

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

### ***Task Force Goals***

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

### ***Issues for review***

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

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

*the past five years.*

*c. The Task Force shall use the City of Corvallis Street classification system and definitions outlined in the City of Corvallis Transportation System Plan to determine if current operating volume levels are consistent with said street classification system.*

*d. The Task Force may consider alternatives to current travel patterns for possible redirection of “cut-through” traffic.*

## *2. Traffic Calming Measures*

*a. The Task Force shall review a series of traffic calming measures to reduce the speed and volume of traffic.*

*b. The Task Force shall review the potential impact of such traffic calming measures with a qualified consultant prior to acting on any recommendation or initiating any implementation of said measures.*

*c. The Task Force shall measure and monitor the impact of the implemented measures and make additional adjustments as necessary, if the desired effect is not achieved.*

## *3. Parking*

*a. OSU will continue to complete its annual utilization study of the neighborhood parking districts.*

*b. Current methodology may be refined based on findings of the Task Force.*

*c. All applicable policies and practices that may have an influence on the parking utilization rates within the neighborhoods will be reviewed.*

## ***Initiation of Task Force***

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

*1. The Mayor shall solicit appropriate representatives from City Staff, OSU, Monroe Avenue businesses, and the affected Neighborhood Associations.*

*2. The task force shall follow a standard protocol, similar to that used by the recent Harrison Corridor Task Force.*

*3. The Task Force shall be initiated no later than six months following the approval of the OSU Campus Master Plan by the City Council.*

*4. Once the Task Force has made its recommendations and they have been implemented, the City, in conjunction with OSU and the neighborhoods, shall measure and monitor the impact of the implementation at least on an annual basis. If the mitigation efforts are unsuccessful, then the City shall reconvene the Task Force to review the ongoing issues and make additional recommendations to address them.*

*5. The City and OSU agree that the Task Force support and the Task Force recommended implementation and/or mitigation measures not identified in the OSU Transportation Improvement Plan (TIP) shall be a shared responsibility between the City and OSU.*

## Campus Planning Committee

*The Campus Planning Committee (CPC) will review all proposals for new construction, significant remodeling, and renovation projects that visually alter the exterior appearance of the campus. The CPC shall be a body comprised of members from OSU, the City of Corvallis and the Corvallis community. To this end, the CPC shall have, at a minimum, the representation from academic and research faculty, academic affairs, faculty senate, Associated Students of Oregon State University, Athletics, University Housing and Dining Services, Memorial Union, Corvallis resident (i.e., community-at-large), City staff, City of Corvallis Historic Preservation Advisory Board, Oregon University System, OSU Foundation, Alumni Relations, the Director of Facilities Services, the Campus Planning Manager, and Deans and Provosts.[p.5-2]*

*The CPC meetings shall be open to the public, but shall not be considered a public hearing where testimony is provided by the public. OSU shall **notice** the meeting time and date by, at a minimum, sending an **email alert to interested Neighborhood Associations**, posting electronic notices on either the OSU webpage, through OSU Today electronic bulletins, or by some other means that reaches faculty and staff. The notice will be released two weeks before the scheduled date. [p. 5-2]*

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

## Campus Parking Committee

*Representatives of adjacent neighborhoods will be allowed to join on the Campus Planning Committee and the Campus Parking Committee. Committee meetings will be open to the public for observation purposes. Neighbors will be notified about the times and locations of meetings. [p.D-2]*

## 2015 OSU District Plan Schedule

Updated April 18, 2014

DATE	TASK OR ACTION ITEM
Apr 2014	City Council work session with Planning Commission and OSU
May 2014	Transportation workshop
May 2014	Campus outreach and engagement meetings
Aug 2014	Check in with Planning Commission and City Council
Oct 2014	Campus & community workshop/open house
Oct 2014	Work session update with Planning Commission and City Council
Feb 2015	Public outreach meeting #1 with campus & community to solicit feedback on first half of District Plan
Feb 2015	Hold joint work session #1 with Planning Commission and City Council
Mar 2015	Public outreach meeting #2 with campus & community to solicit feedback on second half of District Plan
Mar 2015	Hold Joint work session #2 with Planning Commission and City Council
Apr 2015	Submit land use application(s) to City
June 2015	Submit final edits to application
Aug 2015	Planning Commission hearing #1
Sept 2015	Planning Commission hearing #2
Oct 2015	City Council hearing #1
Nov 2015	City Council hearing #2
Dec 2015	District Plan adopted by City Council

Outreach & Engagement

Application Submittal & Public Hearings

# OSU District Plan Decision Tree

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