To: OSU-Related Plan Review Task Force **February 24, 2015**
From: Dan Brown

SUBJECT: SUGGESTED COMPREHENSIVE PLAN "FINDINGS"

The *Comprehensive Plan* consists mostly of lists of "policies" and lists of "findings." The findings are little factoids which express assumptions or justifications for the policies. For years, the public has expressed concerns about the inadequacy of the existing findings, e.g. they are obsolete or incomplete. Based on a decade of observation, a number of possible findings and changes are suggested below. You may contact me if you have questions about any of them.

GENERAL

Finding X: Transportation, parking and housing problems are interrelated.

Finding X: Most OSU employees commute to campus. In 2003 OSU employed 4,159 persons, and by 2014 this increased to 5,934. This is a net gain of 1,775 employees and a 43% increase.

Finding X: OSU enrollment increased from 14,127 in 1997 to 24,383 in 2014. This is an increase of 10,256 students and a 72.5% increase.

Finding X: As Chapter 3.36 of the *LDC* reaches the end of its planning period, it is clear that it did not achieve all the purposes of the *Comprehensive Plan*.

Section 11.4: AUTO PARKING

Finding 11.4.x: In spite of the unexpected growth in employee and student populations, from 2001 to 2014, the number of parking spaces in the OSU Zone decreased from 7,996 to 6,840 [19% decrease]. In Sector C (the campus core) the count was reduced from 2,928 in 2002 to 1,587 [46% decrease] in 2014.

Finding 11.4.x: Lack of desirable (affordable and convenient), on-campus parking does not eliminate demand for commuter parking; instead, it externalizes OSU commuter parking to residential neighborhoods surrounding campus.

Finding 11.4.x: University bound commuters and visitors park in surrounding neighborhoods. During weekdays there is insufficient on-street parking for residents.

Finding 11.4.x: OSU neighborhood parking studies show that Residential Parking Districts have "red zones" where parking utilization actually exceeds capacity.

Finding 11.4.x: Since 2004, the University's Transportation Demand Management (TDM) efforts have not reduced the number of commuters and visitors driving cars and trucks to the University.

Finding 11.4.x: Parking facilities can be converted easily into other uses after demand for parking is reduced by TDM measures.

Finding 11.4.x: The utilization rate (90%) in campus parking lots are not a valid measure of demand for commuter and visitor parking because this measure also depends on University decisions concerning location, permit prices, use designation, allocation priorities, and shuttle service levels.

Finding 11.4.x: Parking utilization measurements (on-campus and off-campus) are greatly affected by the time of year. OSU enrollment is highest Fall term and lowest Spring term, and demand for parking reaches seasonal peaks and troughs accordingly. Studies should be conducted in the Fall.

Finding 11.x: In 2014, Corvallis voters soundly rejected the planned expansion of residential parking districts through the referendum process. Many voters believe that the University should mitigate the parking problems in neighborhoods surrounding campus.

Finding 11.x: Property owners in the areas surrounding campus do not want to have to pay for on-street parking in front of their homes.

Finding 11.x: OSU has not complied with all the provisions in the LDC, especially with regard to monitoring.

Finding 11.x: There is little evidence of progress on *Comprehensive Plan* policies 11.12.1 to 11.12.5.

Article 11: TRANSPORTATION

Finding 11.x: Over 60 percent of people who work in Corvallis commute from origins outside the city limits. For the majority of commuters, walking, biking, and transit are not satisfactory alternatives to automobile transportation.

Finding 11.x: Most OSU commuter traffic comes from the north and the parking lots are located on the south side of campus. Lots on the north have been eliminated.

Finding 11.x: Currently, several intersections around campus do not meet Level-of Service (LOS) standards.

> **Policy 11.x:** Lowering expectations shall not be used to cover up LOS problems.

Finding 11.x: University-related, cut-through drivers cause excessive trips on local streets. This improves LOS performance but decreases livability.

Finding 11.x: Transportation Demand Management (TDM) measures are effective only if they actually decrease the use of single-occupancy vehicles. Effectiveness must be demonstrated rather than assumed.

Finding 11.x: Impacts on neighborhood streets surrounding campus are not considered in the OSU Base Transportation Model (BTM) .

Finding 11.x: Corvallis Transportation studies are out-of-date. The MPO is based on the 1996 Transportation Study, and the OSU BTM is based on the MPO study.

Finding 11.x: There is no perimeter arterial between 30th Street and Arnold Way. Excessive cut through traffic uses local streets and decreases livability.

Finding 11.x: Unregulated pedestrian traffic crossing Monroe Avenue is intense at class break times.

Finding 11.x: Traffic is interrupted on the Harrison Avenue arterial by intense pedestrian and bicycle crossings.

Finding 9.7.f *[*OLD*] A 1993 OSU survey found that 17% of OSU students commute to campus in single occupancy vehicles. Fifty-six percent of faculty and staff commute to campus in single occupancy vehicles. [*REVISED*]* ***A 2003 OSU survey found that 56% of those interviewed commute to campus in single occupancy vehicles.***

Article 9: HOUSING

Finding 9.x: Federal Censuses report a decrease of non-student residents in Corvallis.

Finding 9.x: Many single family homes surrounding campus have been redeveloped into student rentals. This means a reduction in housing for workers.

Finding 9.x: OSU enrollment increased well beyond what was predicted in the 2004 CMP, and more rapidly than OSU and private housing developers could accommodate, leading to inflated rental rates, single-family homes being converted to student rentals, families moving out of town for lack of affordable housing, and an increase in commuter traffic.

Finding 9.x: Coop housing was a popular, low-cost alternative to dormitories. By eliminating coops, the University reduced the supply of as well as options for on-campus living.

Finding 9.x: New development in residential neighborhoods surrounding the OSU Zone lacks sufficient off-street parking for residents.

Finding 9.7.a *Oregon State University enrolled* ***14,127*** *students for the 1997 fall term. The number of students living within a 1/2 mile of the main campus area was approximately 7,000, while roughly 25% of the students live on campus.* **Ridiculous number!**

Finding 9.7.d *The student population is not expected to increase significantly during the planning period. The percentage of the total population who are students will decrease as the non-student population increases.* **Ha, ha!**

MUNICIPAL CODE "FINDINGS" FROM 1982

The following language is "on the books" and is quoted from the *Corvallis Municipal Code*. These findings have already been approved by the City Council.

Section 6.15.010 - Legislative findings.

1) There exists within the areas described in Section 6.15.030, heavy concentration of vehicles which are parked all day by nonresidents.

2) The presence of these vehicles causes vehicular congestion, impedes the movement of traffic, and unduly restricts entry of residents to their homes.

3) Such vehicular congestion creates polluted air, excessive noise, and litter.

4) The conditions and evils mentioned above in subsections 1), 2), and 3) create blighted or deteriorated residential areas.