



Community Development Planning Division
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AGENDA

OSU-Related Plan Review Task Force
6:00 pm, Monday, April 13, 2015
Madison Avenue Meeting Room, 500 SW Madison Avenue

I. Welcome and Introductions

II. Public Input Opportunity

III. Review of Minutes (attached)
March 31, 2015

IV. Review of Draft Comprehensive Plan Findings and Policies

Packet materials contain proposed revisions and new Comprehensive Plan Findings and Policies prepared by Task Force members, as well as proposed changes to Findings and Policies submitted as public testimony since the last meeting.

V. Conclusions Regarding Task Force Recommendations

The Task Force may wish to come to agreement on some of the proposed revisions and new Findings and Policies, to be presented for public review and comment at the first Task Force meeting in May.

VI. Public Input Opportunity

VII. Adjournment

Attachments:

- A. Draft March 31, 2015, Minutes
- B. Proposed Findings and Policies prepared by Task Force members
- C. Public Testimony received since the March 31, 2015, meeting

For the hearing impaired, an interpreter can be provided with 48 hours notice.

For the visually impaired, an agenda in larger print is available.



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

DRAFT
CITY OF CORVALLIS
OSU-RELATED PLAN REVIEW TASK FORCE MINUTES
March 31, 2015

Present

Planning Commissioners:

Jennifer Gervais, *Chair*

Jasmin Woodside

Paul Woods

Ron Sessions

City Councilors:

Barbara Bull (6:15)

Frank Hann (at 6:30)

Staff

Ken Gibb, *Comm. Dev. Director*

Kevin Young, *Planning Division Manager*

Claire Pate, *Recorder*

Visitors:

Court Smith

Dave Bella

Dave Dodson

Excused Absence

Roan Hogg

I. WELCOME AND INTRODUCTIONS.

The OSU-Related Plan Review Task Force was called to order by Chair Jennifer Gervais at 6:05 p.m. in the Madison Avenue Meeting Room. Introductions were made.

II. PUBLIC INPUT OPPORTUNITY.

Court Smith said he was concerned about the framing of the issues at hand and shared his insights about what he sees as he walks, bikes and sometimes drives from his northwest home to campus. He handed out a two-page summary of his remarks (**Attachment A**) with pictures to illustrate his concerns, and recommendations for Task Force (TF) consideration. In summary, he believes that the parking issue is a citywide problem with many entities – LBCC, Corvallis High School, apartment buildings, businesses - contributing to the demand; not just OSU.

Dave Bella said that his group was working on a report to give to the TF which might open up one's imagination to the possibilities, but it was still in draft form. He shared his appreciation for the discussion the TF had at its last meeting relating to synergies and tradeoffs. He expressed his amazement that the staff report for the Hub application was over 1300 pages long, and said that his objective was to write a report that was short and succinct. Gervais suggested that when he has a final draft he should send it to staff for dissemination to the TF.

III. REVIEW OF MINUTES

February 9, 2015

Motion by Woodside, seconded by Sessions to approve the minutes as drafted. Motion passed with Woods abstaining.

February 26, 2015

Motion by Woodside, seconded by Sessions to approve the minutes as drafted. Motion passed unanimously.

March 12, 2015

Motion by Woodside, seconded by Woods to approve the minutes as drafted. Motion passed unanimously.

IV. CHECK-IN/DISCUSSION OF WORK IN PROGRESS ON COMPREHENSIVE PLAN FINDINGS AND POLICIES

Gibb gave an update on the work of a group including City Council leadership, City Attorney's Office and the City Manager meeting with OSU regarding interim measures to fill the gap between now and when there might be an updated set of Comprehensive Plan policies and an OSU District Plan approved by the City. There is a proposal that will be considered by City Council at its next meeting. Also scheduled for that meeting will be a possible public hearing regarding potential Council interpretation of the Campus Master Plan and whether it is still in effect. The Council packet to be distributed on Thursday will have more detail.

Gervais said that this might give the TF more time to get its work done, and allow it to do its job well. They would talk about scheduling after the other TF members get to the meeting.

V. REVIEW OF PROPOSED COMPREHENSIVE PLAN REVISIONS PROVIDED IN PUBLIC TESTIMONY

Gervais suggested that they review some of the testimony received relating to findings, and have a discussion about what they should be aiming for in terms of inclusivity, tone, etc. as they draft new findings/policies for the Comprehensive Plan articles for which the TF members have signed up. As time permitted, they could review in more detail the testimony and findings proposed by both Dan Brown and Rollie Baxter. She asked staff to provide some insight for their work on those findings.

Gibb said he had done some work on a few of Brown's findings, and he distributed a copy of Brown's March 12, 2015 memo regarding "Suggested Comprehensive Plan 'Findings'", with staff annotations bolded and in italics (**Attachment B**). Young offered some prefacing remarks by saying that the Comprehensive Plan is the guiding document to provide lasting direction to the community. The last update was done almost 20 years ago, in 1996. It is important to look at and then explain the problems faced today in a way that the community will understand down the road when circumstances might change. In "Planning" school, he was taught that findings should be fact-based. One makes observations, but it is appropriate to have data backing up those observations where possible and to cite those data sources. To the extent possible, the TF should focus on findings that are fact and not arguable. Based on those facts, conclusions then can be drawn and policies written. In response to a request by Bull, staff said they would see if there was a summary "cheat sheet" relating to how to formulate findings.

The TF then began a point-by-point review of Dan Brown's findings included in the March 12, 2015 memo, as annotated by staff, but did not get through the whole document due to the shortness of time. The highlights of those discussions are as follow:

Page B-1 (General)

1st Finding X:

- This might be redundant and could be in many different articles; staff can help with placement. (*various*).
- Take out the word "problem" and make the statement that these are all components of a well-developed plan. This gives a more positive statement. (*Hann*)

2nd Finding X:

- Staff has provided some data from a 2014 OSU Campus-wide Parking Survey, but it does not include data about employees who live in Corvallis and how they get to campus. (*Gibb*)
- This finding could be wordsmithed to be an amalgamation of both Brown's and staff's statements. (*various*)
- The 4,159 OSU employees figure does not include employed grad students, TA's, and RA's, which might need to be reflected somewhere in a finding. (*Gibb, various*)

3rd Finding X:

- This finding needs to have the data/source indicated for the information. (*Woodside*)
- Staff can help with this type of information after the TF comes up with its findings. (*Gibb*)
- We should be cautious about concentrating too much on facts and figures from a short window of time; we need to go beyond this and ensure that the Comprehensive Plan deals with the larger issues at hand like how to make it more attractive to leave one's car at home, etc. (*Sessions*)

4th Finding X:

- The Campus Master Plan has a planning period, but Chapter 3.36 does not, which might need to be clarified. (*Young*)
- Like the first finding, this is a framing finding. One would need to explore further what it achieved and what it did not achieve. There is a need for some specificity. (*Bull and Young*)
- This finding does not really seem to inform policy. (*Gervais and Sessions*)
- It seems like it would be useful, provided it points out specific failures. (*Woods*)
- Perhaps this finding needs to be framed in a way, or a policy needs to be developed, that would require review by the City at certain intervals. (*Woodside*).
- All entities similar to OSU - but not just OSU - that have impacts on surrounding neighborhoods should have adequate mechanisms to monitor and correct for changes in use.
- This finding could have specific bullet points of what led to inability to achieve, such as the allowance of non-educational uses, increase in enrolment, etc. (*Woods and Hann*)
- It might be appropriate to cite examples and say, for instance, that the threshold of 90% parking utilization on campus has not been an effective means of addressing off-campus parking impacts. (*Young*)
- We could have a finding under the General category, and then get more specific in other Articles (*Bull*).
- The Comprehensive Plan really does not have a General category, but staff can help to find appropriate places for whatever findings the TF comes up with. (*Young*)

5th Finding X:

- The creation of the University Neighborhood Overlay District was not really driven by parking and traffic issues, but was initiated more to deal with design and in-fill compatibility issues. A correction should be made to this, if used. *(Young)*
- This needs a context of what it is based on. It needs reference points. *(Gervais)*
- It should be reworded to say something like “traffic and parking which impact livability...” *(staff)*.
- There is no definition of livability. It tends to be in the eye of the beholder. *(Young)*
- Staff will check to see if there is any data that might support this finding. If not, the TF will need to decide if they want to keep it. It could simply be based on testimony – such as the testimony heard by the Collaboration project - with “community concern” being cited. *(Gibb)*

6th Finding X:

- Development processes for the OSU zone include more than minor adjustments. The minor adjustments follow the Plan Compatibility Review process, which is a staff-level decision that is appealable. This finding might not be considered fact-based. *(Young)*
- It is possible that Brown is referring to a concern related to the criteria that distinguishes a minor from a major adjustment. *(Bull)*
- One of the reasons for having a less rigorous standard is that OSU is a frequent user of City planning services, and the system in place provides somewhat of an “express lane” for consideration of certain applications. Both sides benefit in that it requires less time of Planning staff and the Planning Commission. However, the “express lane” approach might not be doing what the public wants it to do, i.e. it might be limiting public input. *(Woods)*
- As a framework for understanding, prior to the Campus Master Plan being adopted, every new building was going through a public hearing process, which took up a lot of time both of the OSU staff and Planning Commissioners. Ultimately, decision makers came to an agreement that it was not the best framework and developed the Master Plan concept to streamline the process. In hindsight, one could say that there were successes and failures with the system. There will need to be a critical evaluation of how to move forward in the future. *(Young)*
- It is not necessarily a bad approach, but since LDC Chapter 3.36 is the law, it needs to carefully implement the Campus Master Plan and the Comprehensive Plan. This does not seem to be the case. *(Woods)*
- It might be that there needs to be a finding about the master plan concept in general, with possible policies related to it. *(Bull)*
- Staff has had discussions with OSU about the need for the District Plan to provide a more direct linkage to land use and the implementing code, versus having it serve OSU’s other needs and functions. The TF might come up with a policy to this effect: that any future campus master plans have a more narrow focus on implementing zoning for the district. *(Gibb)*
- The university has a host of its own needs, many of which do not impact the community but many of which do. The desire is to boil it down to where OSU interfaces with the community, and what are the critical issues we care about as a community. Then we need to make sure that the regulations address those issues effectively. Flexibility then needs to be built in so that adjustments can be made if the issues are not being adequately addressed. *(Young)*
- However, the Campus Master Plan is for OSU’S in-house use to manage their infrastructure. It is really not for our benefit, and the City needs to focus on its own regulatory needs. *(Sessions)*
- If this is the case, the City needs to be cautious about adopting it as part of its Code. *(Bull)*

There was a brief discussion about the last four “Finding 11.x’s” in the 11.4 Auto Parking section of Brown’s testimony. Hann suggested one approach would be to boil this down to a finding worded

something like “a proposed solution that involved the creation of parking districts did not gain widespread support.” There was general agreement that this was a good approach.

In response to a question from Woods about the relevancy of Comprehensive Plan policy 13.2.4, Gervais said that there were likely several policies that were identified in the “wide sweep” that were not relevant to this task. Staff had done a search for findings/policies related to OSU and several might not be appropriate for consideration as part of the TF’s efforts. The focus should be on those issues that are of high priority and need immediate addressing. Staff and commissioners will need to keep in mind that when the Comprehensive Plan is updated at a later date, many of the findings/policies were not reviewed by the TF and will need additional review at that time.

The TF then did a cursory review of Baxter’s submittal which included 21 suggested findings. Gervais referred to item 5 and asked if there was data to support this. Gibb said that there was data available to support that parking off campus is “intense” as opposed to “has intensified” since it might be difficult to get prior comparator data.

VI. DISCUSSION OF HOW TO PROCEED AND MEETING DATES.

Gervais checked in on how to use the rest of the limited time. A discussion ensued and the group agreed that the TF members would work on prioritizing and revising findings/policies for the Comprehensive Plan articles they had signed up for, incorporating suggestions from testimony received as deemed appropriate. Staff would be a resource for additional needed information and data. TF members should email Young with those requests. It was agreed that the goal was to draft a “triaged” list of specific findings and policies to share with the others prior to the April 13, 2015, meeting. In order to accomplish this, the deadline is to have the drafts turned in to Young by 5pm on April 10. He will consolidate the information and distribute it to the TF members so they will have the weekend to review all of the drafts. Since the task is a large one, the emphasis was placed on identifying findings/policies of priority and placing the rest in a “reserve bucket” for future consideration.

Assignments for reviewing findings/policies sections are as follows:

- Article 3: *Gervais/Bull*
- Article 5: *Gervais/Woodside*
- Article 7: *Woodside*
- Article 8: *Woods/Hann*
- Article 9: *Gervais/Sessions/Hann*
- Article 11: *Woodside/Bull/Sessions*
- Article 13: *Woods/Gervais*
- Attach.F: *(Preliminary review has been done by Woodside)*

The meeting schedule has been extended to include two meetings in May. This allows the TF to use the April 27 meeting date to finish a review of the work and prepare a draft for public consideration prior to the public hearing which will be scheduled at the beginning of May. The second meeting in May will be used to finalize the document which will then be forwarded to City Council. Staff will send out a “doodle” poll to determine the dates for the May meetings, likely in the 2nd and 4th weeks.

A discussion ensued about public meeting rules. As long as no more than three TF members are meeting at a time the meeting does not have to be noticed. However, it would be helpful to copy Young on emails that are sent out to schedule meetings. Any substantive emails should definitely be

sent to Young as well. Emails that contain information that should be kept in the repository should have “*to be archived*” as part of the subject line.

VI. PUBLIC INPUT OPPORTUNITY.

Court Smith asked that the TF members be cautious about citing OSU as the only cause for certain issues such as parking. In his view, for instance, about 60% of the parking on 23rd Street – which he has observed carefully – comes from the neighborhood itself. Are the townhouses OSU’s fault, or the fault of planning regulations? He also cautioned against using general statements such as “property owners in areas surrounding campus do not want to have to pay for on-street parking for their homes.” This is probably true for 100% of all residents in Corvallis. However, the streets in Corvallis do not belong to the people who have houses next to those streets; they belong to everybody and should be used for community purpose. One approach would be to charge everyone for parking on the street and use the money to improve the streets and the transit system. He urged care with general statements and causation statements.

Dave Bella shared his insight and understanding about findings. He urged that the TF consider strategic findings. The baseline scenario presented by his group would be a strategic finding. It is a fact. The findings he has heard the TF discuss are more like tactical findings. They are all a piece of the whole, but they might not add up to make any sense. An example of this is ecology. Ecology looks at whole systems. If you break it down to the parts, they are no longer systems and are dead. His group is planning to submit as part of its report a strategic finding, which is a baseline finding with the list of consequences. In response to his query about how best to submit this thought, Gervais suggested that he submit what he has written up to Young so he could send it out to the TF members. Additionally, it was suggested that he address City Council with the suggestion since they would be looking at the big picture.

Dave Dodson said he simply wanted to answer the question that came up at the last meeting about monitoring pedestrian traffic and travel modes on Monroe Avenue. He provided an exhibit (**Attachment B**) from the previous year’s Base Transportation Model study showing the intersections that were evaluated. Five intersections along Monroe were part of the evaluation, and the BTM was done for peak hours, though they have video for a 24-hour period. They have vehicle as well as pedestrian counts. Because they have video, if an intersection fails, the video can be viewed to determine whether the number of pedestrians present might have led to the failure. The evaluation was done in either October or November 2014. It is done annually, and was done in lieu of the BTM update. Some traffic counts are available from the past decade, but this data has been consistently collected for the last three years.

VII. ADJOURNMENT.

The meeting was adjourned at 8:07 p.m.

Getting the picture on Corvallis' car-dependency.

Problem: Why does Corvallis have so many cars parking on city streets? The factors are many—growth, increasing density of housing, lack of adequate policy to control car-clutter, a car-dependent culture, limited transit options. Corvallis is very difficult to get to and from without a car. As a result, Corvallis streets increasingly serve parking demand created by residential living, City and County government, OSU and LBCC, schools, businesses, and churches. Parked cars create safety problems, reduced neighborhood livability, increased pollution and greenhouse gasses, and degrading local aesthetics. November 4, 2014, Corvallis residents rejected a joint City-University parking district plan. While the city relation with OSU is important, on-street parking demand is widespread, growing, unhealthy, unaesthetic, unsafe, costly, polluting, and a problem that needs a broader, more comprehensive, systems perspective. Yet the most convenient, flexible, and many times faster mode of travel is the single occupancy vehicle.



Parking demand highly variable depending on school schedule.

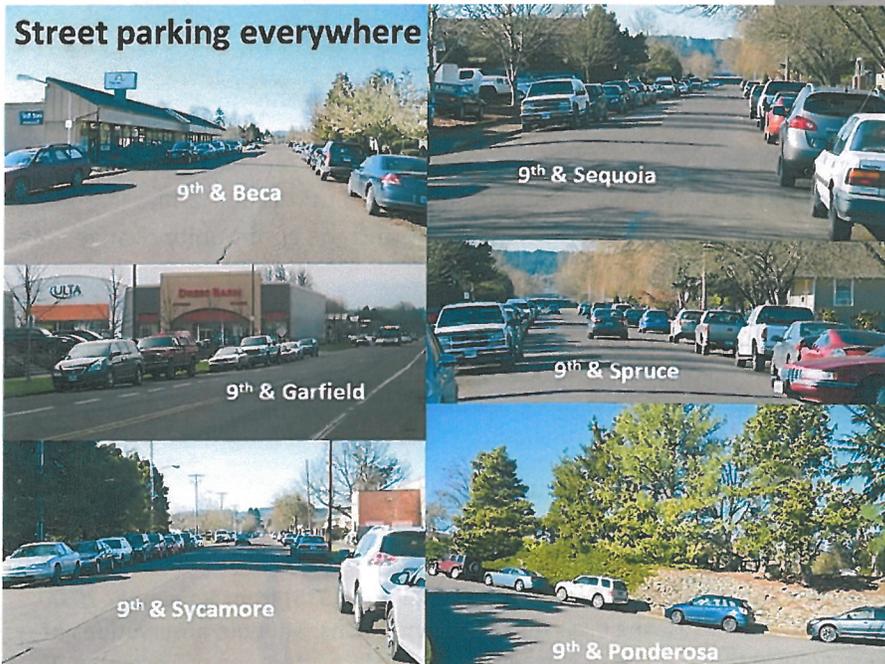
Observations¹

Apartments, townhouses, residences, and Greek houses take up more parking north, south, east, and west of the OSU campus than students seeking a place to park in getting to campus. On this section of 23rd Street, two thirds of the on-street parking spaces are taken by adjacent residences.

Parking demand seeks free parking on city streets. From NW Taylor south, on-street parking is as close to classrooms along Campus way as is Reser Stadium parking.



Street parking everywhere



Businesses and apartments add parking demand to feeder streets to NW 9th Street

Corvallis High School pushes a quarter of its parking to surrounding streets.





Garages are not very effective in meeting parking demand. Most Corvallis garages do not house cars.



On 8th Street north of Harrison apartments, businesses, and LBCC add to on-street parking demand.



Fee

At 6th & Monroe, free parking to the south attracts parked cars in contrast to fee parking to the north.



Free

Recommendations:

- Acknowledge that parking demand is a City-wide problem and many entities contribute to this demand.
- Recognize parking management is complex and evolving. Be flexible as technology and the community change.
- Create equitable parking rules that apply everywhere to everyone.
- Consider a parking plan whose revenues exceed the costs.
- Allow for parking rules that meet variable neighborhood conditions.
- Revise planning and zoning to get ahead of parking problems.
- Create transit options and incentives that out-compete the car.
- Recognize that a garage is not equal to a parking space.
- Improve transit connectivity between Corvallis and surrounding communities.
- Monitor effectiveness.

¹ Data documenting these observations were gathered by Court Smith (471 NW Hemlock Ave, 541.753.3335) from November 2014 to February 2015 for selected areas of Corvallis. A quantitative database is the basis for these conclusions. Multiple observations of the same sites were recorded. Holiday observations were done in the morning of November 27, and late afternoon of December 24, 2014. For more background see ParkingStudy.xlsx, ParkingStudy.docx, ParkingStudy.pptx,.

RECEIVED

MAR 12 2015

To: OSU-Related Plan Review Task Force
From: Dan Brown

Community Development
Planning Division

March 12, 2015

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. Each finding suggests corresponding policies.

GENERAL

- 1 **Finding X:** Transportation, parking, housing, and employment problems are interrelated.
- 2 **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.
2014 OSU Campus-wide Parking Survey indicated that 43% of faculty/staff commute to campus from outside of Corvallis. Additionally, OSU employees who live in Corvallis drive or take another transportation mode to travel to campus
- 3 **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.
- 4 **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*.
- 5 **Finding X:** Over the last ten years, livability problems (parking and traffic) caused by OSU commuter parking have expanded much farther to the north (to Grant and Buchanan), to the east, to the south, and to the west. These problems led to the creation of the University Neighborhood Overlay District.
- 6 **Finding X:** Development processes (minor adjustments) for the OSU Zone are more lax than in other areas of the City of Corvallis and do not require as much transparent public process.

Section 11.4: AUTO PARKING

- 7 **Finding X:** Land Development Code regulations do not adequately address livability problems (parking and traffic) in residential areas surrounding the OSU campus.

A neighborhood parking survey conducted by the Parking and Traffic Work Group of the Collaboration Project indicate that 65% of residents within the Collaboration Project area have difficulty finding parking when they need it and 50% of residents find it difficult for their guest to find parking. Respondents closer to campus were less satisfied with parking than those further from campus or those who resided in a parking district.

- 8 **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.
- 9 **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.

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

The 2014 OSU campus-wide parking survey indicated that:

- *43% of faculty and staff indicated that they commute to campus from outside of Corvallis*
- *30% of these faculty/staff respondents indicate that they do not have a campus parking permit.*
- *For those commuter faculty/staff without a campus permits, 71% say that they park on a neighborhood street near campus*
- *25% of students indicated that they commute to campus from outside of Corvallis*
- *63% of these student respondents do not have a campus parking permit*
- *For those commuter students without permits, 77% indicate that they park on a neighborhood street near campus*

- 11 **Finding 11.4.x:** OSU neighborhood parking studies *conducted by the Collaboration project in 2012* show that Residential Parking Districts have "red zones" where parking utilization actually exceeds capacity.

- 12 **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.

Comment: Would suggest rewording to say something like: "TDM efforts have not reduced the impact of OSU commuter parking in the neighborhoods" as it is possible that TDM measures have made a difference but not enough to make an overall positive impact on the growing amount of commuter traffic.

- 13 **Finding 11.4.x:** Parking facilities can be converted easily into other uses after demand for parking is reduced by TOM measures.
- 14 **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.
- 15 **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.
- 16 **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.
- 17 **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.

The Collaboration survey conducted in 2012 indicated that 44% of respondents opposed increased on-street parking regulations while 36% supported more regulations.

- 18 **Finding 11.x:** OSU has not complied with all the provisions in the LDC, especially with regard to monitoring.
Suggest changing to: OSU has not complied with all the monitoring provisions in the LDC, especially with regard to monitoring of neighborhood parking impact
- 19 **Finding 11.x:** There is little evidence of progress on *Comprehensive Plan* policies 11.12.1 to 11.12.5.

Article 11: TRANSPORTATION

- 20 **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.
The 2014 City of Corvallis Housing Survey indicated that 63% of Corvallis workers commute form outside the City.
- 21 **Finding 11.x:** Most OSU commuter traffic originates from the north and the parking lots are located on the south side of campus. The University has eliminated a substantial portion of total parking spaces in the north side of campus.
The 2014 OSU Campus-wide Parking Survey indicates that 44% of faculty/staff travel to campus from NW or NE Corvallis or from north of Corvallis. In the same survey, 37% of students travel to campus from these same directions.
- 22 **Finding 11.x:** Currently, several intersections around campus fail to meet Level-of Service (LOS) standards.

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

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

24 **Finding II.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.

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

26 **Finding II.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.

27 **Finding II.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 not safe 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.

OSU's 2014 Campus Parking Survey indicated that 53% of student responded that a personal vehicle was their primary mode of transportation to campus.

Article 9: HOUSING

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

Comment: We will work on getting data related to this finding.

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

Suggest changing from workers to "other community members" as a substantial number of students work.

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 112 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!

OSU enrollment projection from OSU's Office of Enrollment Management has developed the following projections.

OSU Corvallis Campus Enrollment Projections

Academic	Main Campus	Main Campus	Main Campus	% Change
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<i>Year</i>	<i>Undergrads</i>	<i>Graduate/ Professional Students</i>	<i>Total Enrollment</i>	<i>(Annual)</i>
Fall 2014	20,312	4,071	24,383	~
Fall 2015	21,193	4,354	25,548	5%
Fall 2016	21,504	4,414	25,917	1%
Fall 2017	21,674	4,450	26,124	1%
Fall 2018	21,761	4,479	26,240	0%
Fall 2019	21,787	4,495	26,282	0%
Fall 2020	21,673	4,481	26,154	0%
Fall 2021	21,690	4,503	26,193	0%
Fall 2022	21,742	4,522	26,264	0%
Fall 2023	21,780	4,533	26,313	0%
Fall 2024	22,296	4,660	26,956	2%
Fall 2025	22,768	4,748	27,516	2%

Article 13: SPECIAL AREAS OF CONCERN

Finding 13.2.x Almost all types of development (residential, commercial, industrial, agriculture, etc.) are permitted outright anywhere on campus. This is inconsistent with existing Section 2.13.10 tells us that *"Each zone is intended for a predominant type of land use."*

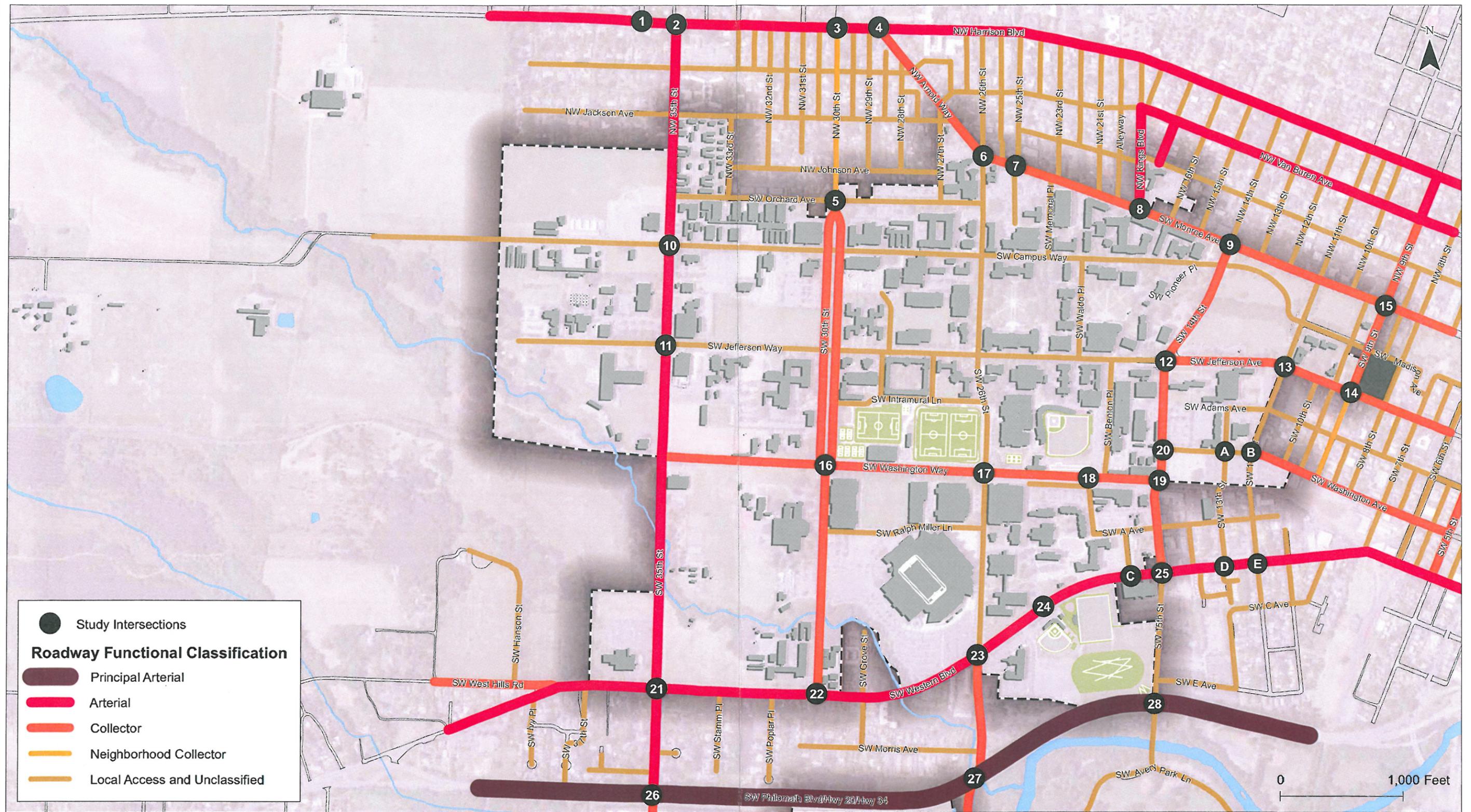
Finding 13.2.x Since 2000, we have seen an increasing number of independent operators who lease land from OSU, build their buildings, and provide goods and services to their customers, many of whom are not OSU students or faculty. These businesses avoid the usual land use process for development because they are on campus.

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 ~~VI 116: 1,000~~, 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.



**Roadway Functional Classification and Vehicle Operations Study Intersections
Oregon State University Vehicle Operations Update
Corvallis, Oregon**

**Figure
1**

Laurent, Marcia

From: hannarm@comcast.net
Sent: Friday, April 10, 2015 6:48 AM
To: Young, Kevin
Subject: Task Force Review of Comp Plan relative to Housing and Economic Sections
Attachments: Work Group Project II.docx

Hi Kevin,

I have attached my notes to date on the housing and economic aspects of CMP review related to OSU. I'm working from my Mac at home so I hope saving it in word allows it to transfer correctly. I made notations where I felt info was outdated and provided updated info based on EDAB Strategy Report and Housing Study as well as some other sources. I tried to use caps to indicate new findings at the end of sections. I certainly hope it is of some value to you, as this task was not completely clear in my mind and my schedule with council and related meetings and my own work has been full. I am available by email or phone if there is more I can do, please let me know. I will be at the Health Expo on Saturday and working on my "Encore" paperwork sunday but please feel free to call me today or throughout the weekend if you need more clarity than I was able to provide.

Kind regards,

Frank
541-753-4476

Article 8. Economy

8.2 Employment and Economic Development Findings

Comprehensive Plan Findings and Policies Identified for Further Examination Page 2

8.2.d The stability of Corvallis and Benton County's economy is dependent on a few major employers in a few economic sectors, i.e., Oregon State University and Hewlett - Packard; other local, State, and Federal government employers; firms engaged in electronics, forest and agricultural products; consulting and medical services; and retail businesses. In 1996, the twelve largest employers in Benton County were located in Corvallis, representing nearly half of the total employment in the County.

Comment [1]:
CHANGE TO NOT EXCLUDE HP BUT PUT FURTHER DOWN LIST AND ELEVATE EMPHASIS ON CHM2HILL AND GSRMC.

Policies

8.2.2 The City shall monitor changes in demographic information to assure that the type, quantity, and location of services, facilities, and housing remain adequate to meet changing needs.

8.2.4 The City shall monitor the jobs / housing balance and develop strategies in response to that information to retain a balance over time.

8.4 Education

Findings

8.4.b Oregon State University is consistently rated among the top Universities in the nation in the areas of forestry, agriculture, computer science, engineering and pharmacy. A significant portion of the nation's research in the fields of forestry, agriculture, engineering, education, and the sciences takes place at Oregon State University. Changes in Oregon State University employment will be affected mainly by research activities.

8.4.d Oregon State University undergraduate students are attracted to the university for its programs and its location. Support for students' convenient retail shopping and entertainment needs will be one key to improving on OSU's attractiveness to new undergraduate students. Undergraduate students, per person, contribute as much as \$11,000 each year to the local economy through the employment of University faculty and staff who live in the local area and the purchase of goods, food, and services from local businesses.

NEW FINDINGS

ONGOING AND EMERGING DEVELOPMENT OF EDUCATIONAL PROGRAMS IMPACT AND PROVIDE OPPORTUNITIES FOR ECONOMIC GROWTH. EXPANSION OF THE VETERINARY PROGRAM AND WAVE RESEARCH CENTER ARE RECENT EXAMPLES.

OSU ADVANTAGE ACCELERATOR (OSUAA) DEVELOPED AS A IMPORTANT COMPONENT OF LOCAL STRATEGY FOR ECONOMIC DEVELOPMENT ACTIVITY.

Regional Accelerator Innovation Network (RAIN) in conjunction with U of O & OSU a State Funded efforts to support economic development.
Manufacturing employment has declined from 7000 in 2000 to approximately 1500 in 2014. (From EDAB Strategy Report)

8.6 Visitor and Conference Activities

Findings

8.6.a In 1996, there were an estimated 200,000 overnight visitors to Corvallis, representing the following market segments: business travel and Oregon State University (approximately 54%); visiting friends and relatives (35%); conference and sports (8%); fairs and festivals (2%); and leisure vacationers (1%). The fastest growing visitor market segment is conferences and sports.

Comment [2]:
GIVEN THE INCREASE IN HOTEL ROOMS SINCE 1996, I AM SURE THESE DATA POINTS HAVE CHANGED AND THE IMPACT IS MUCH GREATER. I DONT HAVE THAT DATA READILY AVAILABLE.

Comprehensive Plan Findings and Policies Identified for Further Examination Page 3

8.6.d Most of the conference activity attracted to Corvallis is generated by local groups, most notably Oregon State University, and to a lesser degree by local governments and businesses. The University's activities are capitalized on to support the Corvallis motel, restaurant, and retail businesses.

8.6.h The Oregon State University LaSells Stewart Center has a theater-type auditorium seating 1,200, a 200-seat lecture room, and seven conference areas ranging in size from 375 to 1,800 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University conferences; 2) the Oregon State University Office of Continuing Education; and 3) the general Corvallis community.

8.6.i The Oregon State University Alumni Center was completed in 1997 and has a ballroom which can accommodate 700 people, and eight conference rooms ranging in size from 254 to 1,600 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University alumni to come home to and host events; 2) Oregon State University meetings and conferences; and 3) the local and regional community. Oregon State University is currently interested in having a 150+ room hotel constructed near these conference facilities.

Comment [3]:
UPDATE, THIS HOTEL EXISTS AND THE DEVELOPMENT OF THE NEW BUSINESS SCHOOL AND MAJOR RENOVATION OF WEATHERFORD HALL WHICH WAS VACANT AT THE TIME OF THE OLD COMP PLAN.

8.9 Industrial Land Development and Land Use

Findings

8.9.k The Linn - Benton Regional Economic Development Strategy states that technology transfer, primarily from Oregon State University, will be a major factor in starting or expanding businesses that bring new products and processes into the marketplace. (See Section 8.4 - Education.)

Comment [4]:
MANY CHANGES HAVE EVOLVED INCLUDING THE DEVELOPMENT OF FERMENTATION SCIENCES LEADING TO NEW DISTILLERIES, CIDER HOUSES AND MICROBREWERIES AND RESULTING RETAIL/SERVICE DEVELOPMENT.

Article 9.

Housing 9.2 Neighborhood-Oriented Development

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are Comprehensive Plan Findings and Policies Identified for Further Examination Page 4 determined by proximity to major streets, transit corridors, and higher density housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On- street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.3 Residential Land Development and Land Use

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.4 Housing Needs Findings

9.4.a The need for new housing is influenced by job generation and in-migration, the availability and cost of transportation, and seasonal factors in such areas as employment and student enrollment at Oregon State University.

9.4.b Statewide Planning Goal 10 requires that buildable lands for residential use shall be inventoried, and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and shall allow for flexibility of housing location, type and density.

9.4.c The largest single group of citizens in the nation's history, both in absolute terms and as a proportion of total population, will reach the age of 60 between the years 2005 and 2020. Savings rates for this group of citizens have been very low and their financial options for retirement are uncertain. Demographers are suggesting that this age group will, as they age, need to share resources and residences. This will create severe challenges to provide a continuum of housing types and associated services for senior citizens within Corvallis.

9.4.d According to the 1996 Benton County Needs Assessment, and in light of recent reductions in State and Federal assistance and resources, housing requirements of special needs populations (the homeless, physically disabled, mentally disabled, and individuals in work release programs, etc.) are a concern for the community.

9.4.e The City's Housing and Community Development Commission oversees housing and community development programs, including the use of the City's Community Development Revolving Loan Fund.

Comprehensive Plan Findings and Policies Identified for Further Examination Page 6

9.4.f Oregon Revised Statutes (ORS 197.296) requires that the City ensure that residential development occurs at the densities and mix needed to meet the community's housing needs over the next 20 years, and that there is enough buildable land to accommodate the 20-year housing need inside the Urban Growth Boundary.

9.4.g The housing stock of Corvallis is relatively new, with nearly 80% of the existing units having been built since 1950. Many of the approximately 12,350 residential units built prior to 1975 are of an age such that major structural elements (e.g., roofs, electrical / plumbing systems, foundations) are or will be in need of repair or replacement.

9.4.h The composition of the Corvallis housing supply has been changing. In 1960, the supply consisted of 74% single family, 25% multi-family, and 1% manufactured homes. In 1980, the supply consisted of 50% single family, 46% multi-family, and 4% manufactured homes. The Buildable Land Inventory and Land Need Analysis for Corvallis (1998) indicates that in 1996, the Corvallis housing supply was composed of 53% single family, 43% multi-family, and 4% manufactured housing. OUTDATED INFO DEPENDENT ON BLI. HOUSING STUDY INDICATES 55% SFH vs 76% in OREGON STATEWIDE

Comment [5]:
I don't have the updated statistics for this element but should be fact checked.

9.4.i In 1960, 54% of the Corvallis housing stock was owner-occupied and 46% was renter-occupied. In 1980, 45% was owner-occupied and 55% was renter-occupied. Data from the 1990 U.S. Census indicated that 44% of Corvallis housing units were owner-occupied and 56% were renter-occupied. HOUSING STUDY ASSERTS THIS IS STILL 56 PERCENT RENTAL OCCUPIED

9.4.j Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.3 pph in 1997.

9.4.k Historically, the Corvallis owner- and renter-occupied housing markets have been characterized by low vacancy rates.

9.4.l Housing price is affected by a number of factors, including: the system of taxation, demand for land and housing, the availability of land, the size of available lots, the amenities and sizes of constructed homes, local policies for annexation, land speculation, inflation, the cost of material and labor, governmental regulations and charges, sale turnover rates, real estate transaction fees, mortgage interest rates, location, site conditions, costs of public facilities and streets, and the rate of population growth.

9.4.m Parks and open space that are in close proximity to residential areas provide opportunities for recreational and social activities that may not be available on residential development sites, particularly within multi-family developments occupied by families with children. The presence of parks and open space supports more dense development by fostering neighborhoods, by maintaining quality of life, and by improving community appearance.

9.4.n Additional mechanisms are needed to encourage the use of energy efficient building materials and construction techniques.

Comprehensive Plan Findings and Policies Identified for Further Examination Page 7

9.4.o The Benton County Labor Housing Needs Assessment (December 1993) prepared by Oregon Housing and Associated Services, Inc., determined that there were 338 farm worker families in Benton County (representing approximately 1,297 individuals) who are full-time residents of the County, are low-income, and are reliant upon seasonal income from farm labor employment. The same study determined that an additional 288 units of housing was needed to serve this population. In 1997, the Corvallis-based Multicultural Assistance Program served 436 farm worker households (representing 1,028 individuals).

Policies

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

9.4.3 The City shall investigate mechanisms to assure the vitality and preservation of Corvallis' residential areas.

Comment [6]: DO WE NEED A STATEMENT HERE THAT IS VALUE LADEN REGARDING LOSS OF SEVERAL NEIGHBORHOODS IN TERMS OF STABILITY AND VITALITY?

9.5 Housing Affordability Findings

9.5.a Between 1990 and 1996, real housing costs increased more rapidly than real incomes. In Benton County, over this time, median four-person household income rose 35% from \$34,500 to \$43,600 per year, while the median sales price of a Benton County home rose 109% from \$72,900 to \$152,600. During the same period, the median sales price of a Corvallis home rose 114% from \$71,000 to \$152,000. HOUSING STUDY INDICATES MEDIAN CORVALLIS PRICE OF \$ 263,000

Comment [7]: OUTDATED DATA.

9.5.b The price of new homes has increased steadily since the early 1900's; both average square footage and the number and quality of amenities that are "standard" in new homes have also increased significantly during this period.

9.5.c State and Federal guidelines define "affordable" housing as that which requires no more than 30% of the monthly income of a household that has income at or below 80% of the area median. As of November 1997, U.S. Department of Housing and Urban Development (HUD) data indicates that 87% of Benton County households earning 50% or less of the County's median income live in housing that is not affordable. (Source: Oregon Coalition to Fund Affordable Housing, based on data supplied by the Portland Area HUD Office.)

Comment [8]: Need updated data.

9.5.d Federal guidelines indicate that households earning 80% or less of the area's median income are considered to be low- and very low-income and are likely to have housing assistance needs. According to the 1980 Census, approximately 3,285 households were determined to be low or very low-income. In 1990, approximately 6,800 households were low- or very low-income.

Comprehensive Plan Findings and Policies Identified for Further Examination Page 8

9.5.e There is an increasing need for housing types which offer lower-cost ownership possibilities than the traditional single family home.

Comment [9]: Implication is for town homes and condos but reality has been rental units of multi family dwellings that are not owner occupied.

9.5.f According to the 1990 Census for Corvallis, the average size of an owner-occupant household was 2.58, and the average size of a renter-occupant household was 2.09.

Comment [10]: I don't have this data but suspect that 5 BR Units have skewed this data on household size.

9.5.g In 1997 the Corvallis Housing and Community Development Commission developed a benchmark to measure the affordability of owner- and renter-occupied housing in Corvallis.

9.5.h In 1997, 10% of all housing units sold in Corvallis were affordable to three-person households with incomes at or below \$35,950 per year, or 80% of the Benton County median for a household of this size.

Comment [11]: Outdated Data

9.5.i In a survey conducted at the end of 1997 by the Corvallis Housing Programs Office, it was found that 58% of all available rental housing units in Corvallis were affordable to three-person households with incomes at or below \$35,950 per year, or 80% of the Benton County median

for a household of this size. The same survey found that 9% of all available rental housing units in Corvallis were affordable to two-person households with incomes at or below \$19,950 per year, or 50% of the Benton County median for a household of this size.

Comment [12]:
Outdated Data

9.5.j Housing affordability may be enhanced through the implementation of legislative or programmatic tools focused on the development and continued availability of affordable units. Such tools include, but are not limited to: inclusionary housing programs; systems development charge offset programs; Bancroft bonding for infrastructure development; facilitation of, or incentives for, accessory dwelling unit development; minimum lot and/or building size restrictions; reduced development requirements (e.g., on-site parking reductions); density bonuses; a property tax exemption program; creation of a community land trust; loan programs for the creation of new affordable housing; and other forms of direct assistance to developers of affordable housing.

9.5.k Through the administration of housing assistance and rehabilitation programs, the City has an impact on the retention and provision of housing opportunities that are affordable to low- and very low-income residents. A cooperative effort involving the public and private sectors, as well as the current and prospective occupants of such units, will be needed if such housing opportunities are to be expanded.

Comment [13]:
Housing study suggests that impact is marginal and not fully effective tool to change affordability.

9.5.l The City's Housing and Community Development Commission oversees housing and community development programs, including the use of the City's Community Development Revolving Loan Fund.

9.5.m Manufactured homes are a viable housing option for a wide range of income levels. Comprehensive Plan Findings and Policies Identified for Further Examination Page 9

9.5.n Benton County has an Affordable Housing Development Loan Fund that was created to provide a local source of short-term loans for affordable housing projects throughout Benton County, including projects within the City of Corvallis.

9.5.o In fiscal year 1999-2000 or fiscal year 2000-2001, the City of Corvallis will likely become a Federal entitlement community under the Community Development Block Grant (CDBG) Program. This designation will allow the City to receive CDBG funds on a formula basis in order to address the community development needs of low-income citizens, including the need for affordable housing.

9.5.p The U.S. Department of Housing and Urban Development (HUD) has provided financing to a number of local housing projects in return for those projects' limiting rental charges to an affordable level. At the time that these loans are paid off, the restrictions on rental charges expire. As of November 1997, such HUD-assisted "expiring use" projects provided 207 units of affordable housing in Corvallis.

Policies

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.

9.7 Oregon State University Housing Findings

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.

9.7.b According to information collected by OSU University Housing and Dining Services, during the 1997 fall term, student occupancy in residence halls, cooperative houses, student family housing, the College Inn, fraternities and sororities totaled 4,430. Total housing capacity in these units was just over 6,100, and thus exceeded occupancy by over 1,600 units.

9.7.c If the percentage of OSU students who live within 1/2-mile of the main campus could be increased from the current estimated 50% to 60%, there is a potential savings of at least 5,000 vehicle trips per day in a very congested part of the City.

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.

Comprehensive Plan Findings and Policies Identified for Further Examination Page 10

9.7.e There are approximately 140 acres of land zoned medium density residential and 85 acres of land zoned medium-high residential within a 1/2 mile of the main OSU campus, all of which has some potential for rezoning to a higher density.

9.7.f 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.

9.7.g Some of the Oregon State University residence halls are not protected with built-in fire sprinkler systems, which creates risk for the residents and a higher reliance on the fire department for rescue services using aerial apparatus.

Comment [14]:

Outdated Current estimates are approximately 26,000 students with 4% per year growth from 2000-2013. Statements recently indicate slowing to 1% Growth. Non OSU Student Population Growth during same period only 6,000 or a .9% rate. Housing increased by only 1% during this period and was fairly evenly split between SFH vs. MFH.

Comment [15]:

Recent Data in Paper indicates Capacity at over 5,000 on campus.

Comment [16]:

Needs new statement. What do we really think will happen in the short vs. long term. Given rising economy and demographics of population?

Comment [17]:

Do we have any data here?

NEW FINDINGS

HIGHER DENSITY ZONING NEAR UNIVERSITY HAS DISPROPORTIONATELY BEEN DEVELOPED FOR STUDENT VS. FAMILY OR EMPLOYEE HOUSING TYPES AND HAS LED TO DEGRADATION OF SOME NEIGHBORHOODS.

RAPID CHANGES IN STUDENT POPULATION HAVE NOT BEEN ADEQUATELY MANAGED BY EXISTING COMPREHENSIVE PLAN OR LDC POLICYS.

TRADITIONAL LOWER COST STUDENT HOUSING OPTIONS INCLUDING CO-OPS HAVE BEEN DECREASED FOR A VARIETY OF REASONS INCLUDING COST OF SEISMIC UPGRADES.

INCREASES IN STUDENT POPULATION HAVE DECREASED THE AVERAGE AGE OF CORVALLIS RESIDENTS TO 27 VS. STATEWIDE AVERAGE OF 39 AND HAVE IMPACTED THE MARKET DEMAND FOR MULTI FAMILY VS. SINGLE FAMILY HOMES.

Policies

9.7.1 The City shall encourage the rehabilitation of old fraternity, sorority, and other group buildings near OSU for continued residential uses.

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

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

9.7.4 The City shall evaluate cooperative programs and investments with OSU to provide alternative transportation services specifically targeted towards students, faculty, and staff.

9.7.5 The City shall encourage Oregon State University and its fraternities, sororities, and cooperative housing owners to pursue opportunities for retrofitting residential units with fire sprinkler systems, and to provide fire sprinkler systems for all new residential units.

Laurent, Marcia

From: jen [jen@oregonwildlife.org]
Sent: Thursday, April 09, 2015 3:40 PM
To: Young, Kevin
Subject: task force
Attachments: GERVAIS OSU-related task force 040915.docx

Hi Kevin,

Here's a crack at the sections of Comprehensive Plan I reviewed, plus Attachment F.

I tried to keep a broad focus, and I didn't worry about hard-core fact-finding at the moment. I figured we can do that if the rest of the task force and staff feel the proposed findings and policies are on the right track.

Jen

Jennifer Gervais, Ph.D.
Wildlife Ecologist
Oregon Wildlife Institute
Corvallis, Oregon

(541)-757-9041

jen@oregonwildlife.org

GERVAIS

Strategy:

Guide community growth so it increases core density where appropriate, emphasizes mixed uses and multimodal transportation, and housing types are mixed whenever appropriate.

Tactics:

- Prevent unilateral decisions regarding growth (how, where, who bears impacts) by OSU in the future.
- Create and maintain cohesive policies with OSU to guide and manage impacts from growth.
- Guide future development such that densification and diverse uses are strongly encouraged.
- Create mechanisms that mandate review if certain triggers are exceeded, with periodic review to ensure that monitoring data adequately reflects metrics of concern and that trigger points are appropriate.
- Maintain a community-wide perspective for planning.

Bucket list of policies and findings identified in table that in my opinion can be dealt with when the entire Comprehensive Plan is updated:

Attachment F

Article 4: all seem fine for now

Article 7: all seem fine for now

Article 9: all seem fine, but mechanisms need examining because the target goals identified do not appear to have been met.

Article 11: All fine except for 11.3.9

Article 3, Land Use

New findings and policies suggested, otherwise existing language seems to be fine and can wait until complete CP overhaul. Existing policies seem good, but LDC may be inadequate.

Article 5, Community Character: Generally ok, however new findings and policies suggested.

Article 9, Housing

9.4 needs updating, but probably not immediately (?)

9.5 also needs updating, but again not immediately (?)

9.7 a-g needs updating but not critical (?)

9.7.4 probably best addressed during entire Comprehensive Plan overhaul

Article 13, Special areas: No suggested immediate changes... (?)

New Material and Edits to Existing Comprehensive Plan Policies and Findings

Article 3, Land Use

Under Findings: Revise 3.2.c by adding text at end: "In particular, cooperation is necessary to prevent simply shifting land-use conflicts from one entity to another."

Finding 3.x1: Unexpected growth in OSU enrollment and employment has led to increased congestion in key intersections, lack of on-street parking in neighborhoods adjacent to the university, loss of single-family houses to redevelopment as student-oriented housing, and concerns about declining neighborhood livability.

Finding 3.x2: Enrollment projections under the 2005 Campus Master Plan were exceeded, while the square footage of new buildings was less than 1/3 than that projected in the 2005 Campus Master Plan.

Finding 3.x3: Oregon State University added roughly 10,000 students and 5,000 faculty and staff since 2005. OSU's impact on the community with respect to the percentage of the overall community dwarfs any other entity.

Finding 3.x4: The disproportionate contribution made by OSU to the community's resident and employee composition results in a disproportionate impact by land-use decisions made by OSU relative to any other entity.

Finding 3.x5: Because of the disproportionate impact OSU has on the community because of its relative size and economic impact, land-use decisions made by the university require a great degree of ongoing communication and coordination with the city.

Finding 3.x6: Oregon State University students currently make up roughly 1/3 of the people living in Corvallis.

Finding 3.x6: Decisions regarding enrollment and development on campus, particularly with respect to the degree to which OSU provides housing and parking for employees and students, can greatly impact surrounding neighborhoods.

Policy 3.2.x : The city and OSU shall closely coordinate land-use actions that have the potential to impact either the university or the surrounding community. Monitoring programs shall be established to determine whether conditions and assumptions underlying the Campus Master Plan are valid on an annual basis. These conditions and assumptions shall include at a minimum student enrollment, on-campus student population, on-campus housing as a ratio of beds to on-campus student population, and metrics of parking demand versus availability. If conditions exceed pre-determined thresholds or evidence suggests that metrics are not tracking conditions of interest, a review of the Campus Master Plan shall be implemented even if the planning period has not expired.

Article 5, Community Character

Finding 5.x1: Recent growth by Oregon State University resulted in the loss of ____ single-family houses to redevelopment into student-oriented complexes. Many of the structures in the immediate vicinity of the university were built prior to 19___. (I'm guessing 1940?)

Finding 5.x2: Downtown neighborhoods have characteristics that include large street trees, wide planting strips, and a large proportion of buildings dating from the 1940s and earlier. (shore up figures)

Finding 5.x3: The lack of progress on Policy 5.4.8 has failed to protect older neighborhoods in the vicinity of Oregon State University and downtown.

Policy 5.y.1: Specific codes may be adopted and applied to discrete areas of the city in order to preserve desired historic neighborhood characteristics. This may require rezoning or identification of historic resources not yet formally identified as Historic Structures.

Article 9, Housing

Finding 9.x1: OSU's growth from 2005 to 2015 was not matched by construction of housing for students on campus. Housing built in the community for students resulted in the demolition of ____ single-family houses.

Policy 9.y1: Housing types that can serve multiple segments of the population with minimal remodeling shall be strongly encouraged to reduce the need for future redevelopment as demographics shift.

Finding 9.x2: Characteristics of student-oriented housing have included a preponderance of five-bedroom units, one bath per bedroom, and multiple floors within units. (shore up figures!)

Policy 9.y2: Student-oriented housing shall be considered as a separate category from multi-family housing when characteristics of that housing do not easily serve other segments of the community.

Article 11, Transportation (and Parking)

Finding 11.x1: Parking needs may reasonably be expected to fluctuate through time. There are demands created by large employers such as Oregon State University that have changed dramatically in the past and may do so again in the future.

Finding 11.x2: Parking lots cannot easily be converted back to less-intensive uses if they are paved and developed to existing city standards.

Policy 11.x.y Temporary lots that can more easily be converted to lower-intensity uses shall be explored as a means of reducing costs and environmental impacts associated with parking when demand is expected to fluctuate. Such lots may play a major role in designing and testing multimodal transit connections such as park-and-ride facilities.

Policy 11.x : Park and ride lots and alternative transportation linkages shall be explored cooperatively with major employers if adequate on-site parking does not exist for employees, clients, or students.

Laurent, Marcia

From: Paul Woods [paul_woods@ieee.org]
Sent: Friday, April 10, 2015 11:33 AM
To: Young, Kevin
Subject: CP review for Economy and Special Areas of Concern
Attachments: osu-rel-cp-rev-art-8-13.pdf

Hi Kevin,

I've attached my review document. I've commented on each finding or policy that I was to review, but have not written in the formal language of a finding or policy, except in a couple of cases. I hope that this is still useful. I realize that eventually any proposed finding or policy will need to be written that way, but I'm not a professional planner....

Thanks,
Paul

OSU-related Task Force Comprehensive Plan Review

Paul Woods

April 10, 2015

My assignment was to review OSU-related comprehensive plan (CP) findings and policies dealing with Article 8–Economy and Article 13–Special Areas of Concern. I’ve included the original text then a comment following each.

1 CP Findings and Policies Regarding Economy

8.2.d The stability of Corvallis and Benton County’s economy is dependent on a few major employers in a few economic sectors, i.e., Oregon State University and Hewlett-Packard; other local, State, and Federal government employers; firms engaged in electronics, forest and agricultural products; consulting and medical services; and retail businesses. In 1996, the twelve largest employers in Benton County were located in Corvallis, representing nearly half of the total employment in the County.

Comment: This finding should be updated. I believe Samaritan Health Services has taken over from HP as second largest employer in Corvallis. Also of note, perhaps in another finding, now the largest employers are not-for-profit and therefore do not pay property tax. I believe most property tax comes from rental properties.

8.2.2 The City shall monitor changes in demographic information to assure that the type, quantity, and location of services, facilities, and housing remain adequate to meet changing needs.

Comment: No change needed to this policy. But how is it being accomplished?

8.2.4 The City shall monitor the jobs / housing balance and develop strategies in response to that information to retain a balance over time.

Comment: No change needed to this policy. But how is it being accomplished? A follow-on policy may be desired, to emphasize the desire to promote start-ups based on OSU research, particularly in engineering and agriculture.

8.4.b Oregon State University is consistently rated among the top Universities in the nation in the areas of forestry, agriculture, computer science, engineering and pharmacy. A significant portion of the nations research in the fields of forestry, agriculture, engineering, education, and the sciences takes place at Oregon State University. Changes in Oregon State University employment will be affected mainly by research activities.

Comment: No change needed to this finding, if still true.

8.4.d Oregon State University undergraduate students are attracted to the university for its programs and its location. Support for students convenient retail shopping and entertainment needs will be one key to improving on OSUs attractiveness to new undergraduate students. Undergraduate students, per person, contribute as much as \$11,000 each year to the local economy through the employment of University faculty and staff who live in the local area and the purchase of goods, food, and services from local businesses.

Comment: This finding should be updated with more recent figures.

8.6.a In 1996, there were an estimated 200,000 overnight visitors to Corvallis, representing the following market segments: business travel and Oregon State University (approximately 54%); visiting friends and relatives (35%); conference and sports (8%); fairs and festivals (2%); and leisure vacationers (1%). The fastest growing visitor market segment is conferences and sports.

Comment: This finding should be updated with more recent figures.

8.6.d Most of the conference activity attracted to Corvallis is generated by local groups, most notably Oregon State University, and to a lesser degree by local governments and businesses. The University's activities are capitalized on to support the Corvallis motel, restaurant, and retail businesses.

Comment: No change needed to this finding.

2 Special Areas of Concern

13.2.2 The City and the University shall continue to work together to assure compatibility between land uses on private and public lands surrounding and within the main campus.

Comment: What are the parameters of *compatibility*? Overuse of neighborhood parking related to OSU should be considered a facet of compatibility. Also, what constitutes *working together*? Would this be made specific in the LDC?

13.2.3 The City shall continue to work with Oregon State University on future updates of and amendments to the 1986 Oregon State University Plan. Coordination shall continue between the City and Oregon State University on land use policies and decisions.

Comment: Is the 1986 plan still the right thing to reference, or should it be the 2004 CMP? What are the mechanisms for coordinating?

13.2.4 The City and Oregon State University shall jointly participate in activities to *market* Oregon State University as a resource for members of the community and to draw people to the community.

Comment: Is there City money for this anymore? Do more people need to be drawn to the community at this time, or is the current rate of OSU growth already meeting this goal?

13.2.5 Development on the Oregon State University main campus shall be consistent with the 1986 Oregon State University Plan, its City-approved successor, or approved modifications to the Plan. This plan includes the Physical Development Plan Map that specifies land use at Oregon State University.

Comment: Is this policy still needed? If so, should it be updated to name the 2004 CMP as the successor plan?

13.4.a Oregon State University open space lands are a valuable asset to the community as they: 1) provide a good transitional zone between intensive agricultural uses at the University and community land uses; 2) contribute to community open space; and 3) provide gateways to the community.

Comment: Is there a map showing the open space lands referenced?

13.4.b Oregon State University has four types of open space: 1) unbuilt areas on the main campus; 2) Comprehensive Plan designated Open Space - Agriculture; 3) Comprehensive Plan designated Open Space - Conservation; and 4) Oregon State University forest resource land.

Comment: No change needed to this finding.

13.4.g There is no jointly-adopted plan between the City and Oregon State University for University agricultural and forest uses. The lack of alternate plans requires land use decisions to assume that agricultural land uses will continue in place into the future without change. This intent has been substantiated with confirming letters from OSU.

Comment: I don't understand this finding. What are the letters about? Seems to contradict later findings and policies, such as 13.4.j. Do we need to specify cases for pedestrian and bicycle access through open space and resource lands?

13.4.i Citizen use of agricultural, conservation and forest open space can impact the operation of those areas and the ability of the University in providing its State mission.

Comment: I don't understand this finding. Are there examples of such interference?

13.4.j Due to proximity to urban development, some OSU resource lands could be easily served by City services and are capable of accommodating urban development. At the same time, some lands within the Urban Growth Boundary could provide for the agricultural land needs of OSU.

Comment: No change needed to this finding.

13.4.2 Designated open space in the OSU Physical Development Plan and Oregon State University agricultural, conservation, and forest resource lands make a significant contribution to community open space and their loss should be minimized.

Comment: Is the word *should* proper here, or is *shall* better?

13.4.3 The University should develop and maintain a plan for its open space, agricultural, conservation, and forest lands within the Urban Growth Boundary.

Comment: Is the word *should* proper here, or is *shall* better?

13.4.4 The City and the University shall work together to ensure plans for the University lands are consistent with the City's Comprehensive Plan.

Comment: Are on-campus developments such as the Samaritan Health Services center in-line with the CP? They do not provide the same parking as required in the CP, for example. A new policy might be: "Independent operators hosted on OSU property shall develop under LDC guidelines not to include chapter 3.36."

13.4.7 The City shall recognize the ability of resource land exchanges between OSU and public and private land owners to provide enhanced agricultural opportunities and urban development or demonstrated public benefit to the community by the exchange.

Comment: OSU could lease land (long-term) to private housing developers in order to provide needed housing for students, staff, and faculty very close to where it is needed in order to reduce parking and traffic impacts. A new policy might be: "OSU shall provide long-term leases of appropriate properties to private housing developers in order to meet the goal of CP policy 9.7.3¹."

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

13.6.1 Madison Avenue shall continue to be developed as a pedestrian link between Oregon State University and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for this area's continued use for cultural and civic purposes.

Comment: No change needed to this policy.

A potential new finding: "OSU growth has led to the acquisition of formerly private properties (Nypro building, others?) that have caused these to be removed from the property tax roll."

3 Housing

Although housing was not one of my assignments, I'd like to see findings and policies that support the ideas of Dave Bella, et al, regarding experimental development of carless communities. OSU and the City seem uniquely positioned to make this happen. OSU could use the opportunity to teach about new forms of city planning and design while providing housing that it needs in a way that reduces traffic and parking impacts. OSU could use its resource property for the development site. The City could create a new zone for experimental development, and adopt novel practices that come to light through this effort, for use in other parts of the city.

Also under Housing, a finding might be appropriate that notes how OSU-provided on-campus housing does not produce property tax revenue, while private housing does. Then the question arises about whether a private housing provider that is hosted on OSU property would pay property tax.

Laurent, Marcia

From: barbara.m.bull@gmail.com on behalf of Barb Bull [barb4corvallis@gmail.com]
Sent: Friday, April 10, 2015 4:18 PM
To: Young, Kevin; jen@oregonwildlife.org; Frank Hann
Subject: Transportation
Attachments: Transportation_BB.docx; Transportation_BB.pdf

Hi Kevin,

I apologize for the lateness and draftiness of this work.

After reviewing the existing transportation article I find that most of what is needed exists. I provide a paragraph that frames the way that I approach this topic, and some example very drafty findings and some policies.

I see this is informing where we need to end up, there are still corrections and updates that need to be made. Perhaps I can send those in advance of the meeting. I would be interested in a discussion about what would minimally be needed for this section as well as what an ideal section might look like, and which is appropriate for now.

Thanks,

Barbara

Land use development and transportation behavior are related. Demand for transportation is “derived”. The need for transportation comes from the need or desire to perform an activity such as “go to work” or “shop” “watch a game” “dine”. The time and place and nature of the transportation activity depends on the location of the development associated with the desired activity and the transportation system options available to meet that transportation need. The transportation decision (whether to travel, how, when, how often) will vary according to distance, modes available, price, convenience, safety, and desirability.

Findings

Transportation decisions depend on desired activity and options available. Choice of mode depends on price (money and time), distance, convenience, reliability, safety, comfort.

The proximity of related developments will affect the number of trips made on the system which affects the performance of the system.

Use of parking depends on accessibility of the parking, convenience to the final destination, and price.

Use of transit depends on convenience and desirability. Convenience includes proximity to origin and destination, frequency, speed compared to other modes, and reliability. Desirability is affected by comfort, appearance, crowdedness.

Policies addressing transportation must address price and convenience and desirability in order to be effective in addressing behavior, system needs, overall goals.

Transportation requirements associated with development have a significant impact on the built environment, on the transportation system, and on the cost of development. These in turn affect livability and the ability to do business in a timely way.

Policy: Transportation requirements associated with development must be clear, measurable, and carefully monitored for effectiveness.

Policy: Zoning for OSU-related development will take into account the associated transportation demand created (trip generation), proximity to associated activities, convenience to existing transportation systems (transit, pedestrian, bike, parking), and measurable impacts to the transportation system.

Article 11. Transportation

11.6 Pedestrian

Findings

11.6.a Pedestrian movement has not been adequately planned in the past.

11.6.b Pedestrian crossings on many major streets are unsafe.

11.6.c Architectural barriers restrict access for handicapped persons.

Policies

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.

11.6.2 The community shall give special consideration to providing access for handicapped people.

11.6.3 Pedestrian access shall be addressed in the review of proposed cul-de-sac developments. The City shall require pedestrian rights-of-way interconnecting the ends of such streets where feasible .

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.6.5 All arterial and collector streets shall have sidewalks constructed at the time of initial street improvement to encourage pedestrian use.

11.6.6 Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

11.6.7 Where minimizing travel distance has the potential for increasing pedestrian use, direct and dedicated pedestrian paths shall be provided by new development.

11.6.8 The Oregon Department of Transportation shall construct sidewalks at the time of highway improvements as an integral part of the improvement and pay the sidewalk improvement costs with ODOT project funds.

11.6.9 Maintenance policy decisions shall consider and encourage pedestrian facility use.

11.6.10 Flexibility in pedestrian facility standards may be allowed for retrofitting of local streets in substandard locations when the deviation from standards can be shown to better pedestrian accessibility.

11.6.11 The City shall encourage timely installation of pedestrian facilities to ensure continuity and reduce hazards to pedestrians throughout the community.

11.6.12 New commercial development shall be oriented toward adjacent existing and planned sidewalk facilities to encourage pedestrian, bike, and transit activity.

11.6.13 New commercial and residential development shall generally provide for a maximum block perimeter of 1,500 feet, except where it would negatively impact significant natural features.

11.12 Oregon State University Transportation Issues

Findings

11.12.a The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.

11.12.c Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.

Policies

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

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

11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.

11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.

11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

Laurent, Marcia

From: Smith, Court [REDACTED]
Sent: Tuesday, April 07, 2015 10:14 PM
To: Young, Kevin
Subject: auto parking
Attachments: TaskForce_AutoParking_Art11.4.docx

Kevin, at the March 31 Task Force meeting, I made some comments about parking findings and policies. The attached file offers some suggestions to implement these comments. I realize that these are different from current thinking. I have found, however, two books that give examples lending support to these ideas. Thus, I am offering suggestions for revisions to Section 11.4, Auto Parking, of Article 11, Transportation in the Comprehensive Plan. These suggestions are my own and not associated with the proposals that Dave Bella, Charlie Vars, and I have jointly made to the Task Force. If there are questions, I can be reached by email or phone (541.753.3335). Thank you for attending to this request.

Court Smith, Emeritus Professor, School of Language, Culture, and Society
Oregon State University, Corvallis 97331, USA, 541.737.4515
<http://oregonstate.edu/instruct/anth/smith/>

▣

Article 11. Transportation

Section 11.4 AUTO PARKING

Findings

11.4.e (Revised) All traffic generators should coordinate with the City on approaches to assuring adequate access to their operations. Very few traffic generators in Corvallis meet this requirement. Most multi-household dwellings and many single residences generate neighborhood parking demand.

11.4.h Most people believe that the street adjacent to their residence is open for their own parking. Many residences lack adequate off-street parking and place parking demand on adjacent streets. While many major traffic generators provide off-street parking, they also create on-street parking demand. The generators include OSU, LBCC, District 509J, City and County government, multi-household dwellings, businesses, offices, churches.

11.4.i City of Corvallis codes do not give parking preference to any single use or residence location. The streets of Corvallis are created for all residents to move to and from their residences, businesses, places of work, and houses of worship easily, safely, and with minimum pollution generated.

11.4.j People have various needs for parking on streets to reach a job, obtain services, purchase goods, visit or provide services to businesses and residences, get to places for recreation, attend events. Thus, parking rules must accommodate a variety of needs of Corvallis residents, businesses, and transients to the community.

11.4.k Parking fees can benefit communities when used to develop transit and transportation options (Shoup 2011, Speck 2013).

Policies

Replace 11.4.3 All parkers and residents should be treated equitably.

Add 11.4.8 The streets of Corvallis belong to the community.

Add 11.4.9 All cars parking on City streets should be willing to pay for the privilege.

Add 11.4.9 The parking fee system should be self-supporting and provide resources for transit and transportation.

References

Shoup, Donald C. 2011. The High Cost of Free Parking. Updated Edition. National Book Network.

Speck, Jeff. 2013. Walkable city: how downtown can save America, one step at a time. Farrar Straus Giroux.

Laurent, Marcia

From: Smith, Court [csmith@oregonstate.edu]
Sent: Tuesday, April 07, 2015 10:16 PM
To: Young, Kevin
Subject: Findings and Policies Related to Density
Attachments: TaskForce_UrbanGrowth_Art3&13&14.docx

Kevin, the attached file contains findings and policies related to the future vision of density and urban growth that we presented to the Task Force. We were encouraged at the last meeting to offer finding and policy suggestions. Given the limited time, I was the one who was asked to prepare these findings and policies based on our presentation. I have tried to find articles and sections in the Comprehensive Plan that would be appropriate for looking at larger, car-free, and walkable communities and their connections with the District Plan. Please contact me if there are questions. Email or phone (541.753.3335) are fine. Thank you for your help.

Court Smith, Emeritus Professor, School of Language, Culture, and Society
Oregon State University, Corvallis 97331, USA, 541.737.4515
<http://oregonstate.edu/instruct/anth/smith/>

Article 3. Land Use Guidelines

Section 3.2 General Land Use

Add Findings

3.2.n Car-dependence takes land for Infrastructure. On average 20% of the land in cities is in streets. This does not include land in parking lots, driveways, and garages. These car-dependent areas could be used for activities that are more valuable to the community as a whole (Global Commission on Climate Change 2015).

3.2.o Car-free communities need connectivity and design in a holistic manner to create synergies with other concentrations of activity. Each car-free community should have functions that more completely meet resident needs both within the community and between communities (ODOT 2014).

3.2.p Greenhouse gases from transportation are one of the greatest drivers of human-induced climate change and air pollution (IPCC 2014).

3.2.q Examples of communities that have solved problems of car-dependence by modification and expansion of infrastructure do not exist. The long-term result of infrastructure modification and expansion is more congestion, slower travel times, greater pollution, and increasing and unsustainable long-term expense (Global Commission on Climate Change 2015; Wikipedia 2015).

Add Policy

3.2.9 For future large developments that have as a purpose providing housing for OSU students and staff, emphasize the clustering new growth and development in car-free communities with services, business, open space, and the usual services of a complete community.

Article 13.2 Special Areas of Concern

Section 13.2 Oregon State University

Replace Finding

13.2.g with Oregon State University has a lower percentage of students living on campus than other comparable Universities (Kittelson & Assoc; OSU Capital Planning and Development). This creates greater pressure on housing development and upgrading within the community.

Add Policy

13.2.6 For large developments within the Urban Growth Boundary that have the purpose of providing housing for OSU students and staff, encourage concentration of buildings so as to preserve open space that is at least 3 times the built footprint. In creating open space, assure that the built area can be accessed by transit services that connect the built portion to the walkable areas of the OSU campus and downtown.

Article 14. Urbanization / Annexation

Section 14.2 Growth Management

Add Findings

14.2.g Corvallis is facing growth from the expansion of educational institutions, medical facilities, businesses, retirees, and potentially, refugees from global climate change. To retain the attributes that make our community livable and desirable, future growth has to be higher density and well-planned (ODOT 2014; Global Commission on Climate Change 2015)

14.2.h Oregon has a greenhouse gas goal of a 75% reduction from 1990 levels by 2050 (ODOT 2014).

14.2.i Car traffic is one of the largest generators of greenhouse gasses (IPCC 2014).

Add Policy

14.2.6 For large developments within the Urban Growth Boundary, encourage concentration of buildings so as to preserve open space and assure that the built area can be accessed by transit services connecting the built portion of the development to nodes in the city that the development are designed to serve. In designing large new developments, include services that will reduce short car trips.

References

Bella, Dave, Court Smith, Charlie Vars. 2015. Think Systemically and Long Term: Two Paths to the Future. Presented February 26, 2015.

Global Commission on Economy and Climate. 2015. Better Growth, Better Climate: The New Climate Economy Report. http://newclimateeconomy.report/wp-content/uploads/2014/08/NCE_GlobalReport.pdf

Howe, Joshua P. 2014. Behind the Curve: Science and the Politics of Global Warming. University of Washington Press.

IPCC, Working Group II. 2014. Climate Change 2014: Impacts, Adaptation, and Vulnerability. <https://www.ipcc.ch/report/ar5/wg2/>.

ODOT. 2014. Statewide Transportation Strategy. <http://www.oregon.gov/odot/td/osti/pages/sts.aspx>

Smith, Court, Charlie Vars, and Dave Bella. 2015. Think Systemically and Long Term: An Alternative Path to the Future. Presented March 12, 2014.

Wikipedia. 2015. http://en.wikipedia.org/wiki/List_of_car-free_places [accessed April 4, 2015]

Laurent, Marcia

From: Smith, Court [csmith@oregonstate.edu]
Sent: Tuesday, April 07, 2015 10:16 PM
To: Young, Kevin
Subject: Strategic Comprehensive Plan Perspective
Attachments: TaskForce_Strategic_Art1.docx

Kevin, you and the Task Force members suggested that we should try to develop findings and policies that would be appropriate for the proposals we have been making. Attached are a set of policies and findings for a strategic and holistic look at the planning process associated with the District Plan review. Due to the limited time between meetings, I was tasked with developing findings and policies for the Task Force's consideration. The attached is being sent now in an effort to get them in the next packet that is sent to the Task Force. If you have questions, please feel free to contact me by email or phone 541.753.3335. Thank you for considering this request.

Court Smith, Emeritus Professor, School of Language, Culture, and Society
Oregon State University, Corvallis 97331, USA, 541.737.4515
<http://oregonstate.edu/instruct/anth/smith/>

Article 1. Introduction and General Policies

Insert before existing **1.0 Background – State Planning Context**, which would be renumbered 1.1 and subsequent sections likewise renumbered.

Section 1.0 The Strategic Planning Context

Findings

1.0.1 As review of the Corvallis Comprehensive Plan takes place, Corvallis is letting large private and public developers create the design of our future community on a substantially incremental basis. Each new development defines the community in a step-by-step process that projects current trends and existing old and out-of-date policies forward. The result of this process will be a growing car-dependent community (Global Commission on Climate Change 2015). To take control of the future of our community requires redirecting the incremental approach that develops the community based on short-term and continually crisis-driven decisionmaking (See community discussions on OSU District Plan, City Parking District Proposal, OSU parking, and the Sather development, Campus Crest, The Hub proposals).

1.0.2 To move Corvallis forward and improve its livability, environment, and economic circumstances, a more holistic approach is required. This path takes advantage of an expanding body of evidence that the risks of irreversible and catastrophic outcomes are growing (Baseline Scenario, Bella et al. 2015), and uses emerging concepts of community design to create an urban community that is flexible and adaptive (Howe 2014; ODOT 2014; IPCC 2013-14; Speck2013; Shoop 2010).

1.0.3 If those of us living in Corvallis do not take a more holistic approach to development in our local community (Alternative Scenario, Bella et al. 2015), then appeals to developing countries and other regions to avoid higher levels of carbon emissions will sound patronizing and arrogant. We must show not tell the future path.

Policies

1.0.1 View the social and physical infrastructure holistically and make them more flexible. Rather than looking at individual proposals, e.g., The OSU District Plan, student housing developments, health care expansions, housing developments as individual projects, these should be evaluated in terms of how they fit within a holistic vision for our community.

1.0.2 Use the 15 goals prescribed in Oregon Land Use planning to build a holistic vision in which each land use goal is considered, but all become integrated with the overall vision.

1.0.3 Planning is an iterative process that requires creating a vision, trying actions, monitoring results, and adjusting based on what is learned. The past should not dictate the future. Instead, the present should build on its past to create a better and more holistic future vision.

References

Bella, Dave, Court Smith, Charlie Vars. 2015. Think Systemically and Long Term: Two Paths to the Future. Presented February 26, 2015.

Global Commission on Economy and Climate. 2015. Better Growth, Better Climate: The New Climate Economy Report. http://newclimateeconomy.report/wp-content/uploads/2014/08/NCE_GlobalReport.pdf

Howe, Joshua P. 2014. Behind the Curve: Science and the Politics of Global Warming. University of Washington Press.

IPCC. 2013-14. Fifth Assessment Reports, Physical Science (Group I), Impacts (Group II), Mitigation (Group III), Synthesis. https://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml

ODOT. 2014. Statewide Transportation Strategy. <http://www.oregon.gov/odot/td/osti/pages/sts.aspx>

Shoup, Donald C. 2011. The High Cost of Free Parking. Updated Edition. National Book Network.

Speck, Jeff. 2013. Walkable city: how downtown can save America, one step at a time. Farrar Straus Giroux.

Laurent, Marcia

From: Cammie Bella [bellacd@peak.org]
Sent: Wednesday, April 08, 2015 11:33 AM
To: Young, Kevin
Subject: My ideas on strategic findings
Attachments: Findings and Policies.pdf; Base-Line.pdf; Comments.pdf

Kevin: The attachments are responses to the request for my ideas on “findings”. The first two go together (page 1 and page 2). The third attachment provides some comments on strategies that might help explain my approach.

Thanks

Dave Bella

Strategic Findings and Policies

Draft for discussion

by

David A Bella

April 8, 2015

Strategic Findings

Across a wide spectrum of communities throughout Oregon, The United States, and, increasingly, the World, development has been dominated by expanding car-dependent infrastructure. The common consequences of such development are shown in the Base-Line Scenario (page 2).

Car-dependent infrastructure emerges from many focused (tactical) decisions made to "solve" particular problems (parking, traffic, etc.) that arise within car-dependent infrastructure. However, such "solutions" expand the infrastructure itself; the problems continue which, in turn, leads to more "solutions". In other words, car-dependent infrastructure becomes self generating. The cumulative outcomes of many such "solutions" are described in the Base-Line Scenario.

The expansion of car-dependent infrastructure has become embedded in codes, regulations, planning processes, and institutionalized practices. Alternatives to the Base-Line Scenario are difficult to even imagine.

Unless an alternative to expanding car-dependency is taken, future development of the Corvallis area will likely follow the path shown in the Base-Line Scenario.

Strategic Policies

The process of planning should be expanded to address these Strategic Findings. This will require a shift of imagination and departures from institutionalized practices.

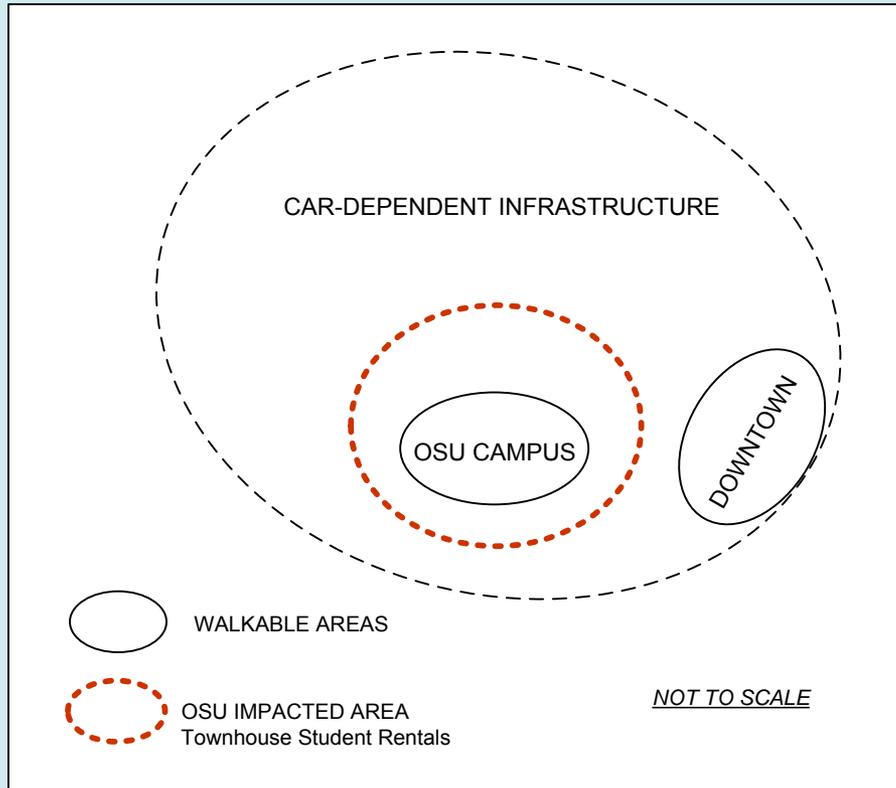
The cooperative (OSU-Corvallis Community) planning process should consider actions that would shift development toward pathways different than expanding car-dependent infrastructure (Base-Line Scenario).

"Findings" that direct policy should be expanded to include possibilities that could shift development in directions more desirable and responsible than shown in the Base-Line Scenario.

Note: These "Strategic Findings and Policies" are based upon "Background Comments on Strategies and Strategic Thinking".

Base-Line Scenario

Expansion of Car-Dependent Infrastructure for Future Growth



Car-Dependent Infrastructure

Emerges Over Time through Many Individual Actions
 Continues to Expand to Accommodate Growth
 Expands through Established Institutionalized Practices
 Follows a Common Path Despite Different Details

Adjustments are Made That

Address Many Particular Problems Over Time
 Expand Parking, Widen Streets, Change Bus Routes, Add Bike Lanes
 Tweak Codes, Regulations, Procedures, Models, etc.

Outcomes

Local

Without an Alternative, We Should Expect Outcomes that Have Occurred in Nearly All Growing Communities in the US.

Once Car-Dependent Infrastructure is Established:

- Most People, find Alternatives to Driving Cars (Walking, Biking, Transit) to be "unrealistic"
- Poor Health Practices (Less Walking, Poor Air Quality) Continue
- Problems of Traffic and Parking Increase
- Strip-Malls Expand, Downtowns Loose Viability
- Human Scale Community Declines
- Open Space is Lost
- Demand for Fossil Fuels is "Built in"
- Higher Emissions are "Locked in"
- Maintenance Costs Continue to Rise
- Pressures to Expand the Infrastructure Continue
- All of the Above (and more) are Nearly Impossible to Reverse

Global

Car-Dependent Infrastructure: Has Become a Widespread **Exemplar** of Progress
 Is Spreading with Common Adverse Outcomes Throughout the World
 Becomes Self Generating

The Global Expansion of Car-Dependent Infrastructure:

- Will Increase Risks of Irreversible and Catastrophic Outcomes
- Continues Land Loss, Climate Change, Ocean Acidification, and Loss of Human Scale Communities
- Will Sustain Continuing Demand for Fossil Fuels
- Locks in Carbon Dioxide Emissions for Many Decades to Come
- Is Nearly impossible to Reverse Once Established

Note: Each new "resident car" requires three to nine new parking spaces in a community. Thus, the parking problem would not be solved even if OSU provided a space for each new student car. Strip-mall expansion is a "normal solution".

Note: An **Exemplar** is an outstanding example of what could and should be done. For better or worse, **an Exemplar Teaches**. Without an alternative, car-dependent infrastructure will continue as an **Exemplar of "Progress"**; The base-line scenario will continue to emerge.

Background Comments on Strategies and Strategic Thinking

Draft for discussion

by

David A Bella

April 8, 2015

The words "strategy" and "strategic" refer to long term and overall aims and purposes and the means to achieve them.

The words "tactics" and "tactical" refer to limited and immediate aims and purposes and the means to achieve them.

Strategies are concerned with the whole (cumulative, overall) outcomes of many tactical (limited, immediate) decisions.

Tactical decisions may each make sense; nevertheless, they can lead to strategic disasters. That is, the character of the whole (strategic outcome) cannot be reduced to the character of the parts (tactical decisions).

Common examples of wholes that cannot be reduced to parts include the following. The character (quality) of great music cannot be reduced to the quality of notes. The humor of jokes cannot be reduced to "funny" words.

Undesirable and even catastrophic outcomes can emerge from a history of well intended tactical decisions that each made sense at the time. A strategic perspective seeks to identify the paths toward such undesirable outcomes and provide a strategic framework to avoid them by directing tactical decisions along some paths and not others.

A strategic perspective requires looking at wholes (synergies, interactions, cumulative outcomes). This requires a shift in thinking that is difficult to imagine.

With these background comments in mind, I have submitted "Strategic Findings and Policies" that apply to the current OSU-Corvallis Community planning process.