

Article 5 Urban Amenities

University students, although migratory by nature, are an important part of the Corvallis community. They utilize resources provided by the City, specifically resources provided and maintained by City of Corvallis Parks and Recreation. The City shall consider the University population when planning for future Parks amenities. The OSU campus is plush with recreational opportunities. The City shall work closely with OSU to develop on campus recreational opportunities for the City of Corvallis citizens. These opportunities shall be advertised to Corvallis citizens.

In an attempt to keep University students close to the campus, the surrounding neighborhoods have received an underlying zoning that is denser than the existing neighborhoods. With a larger enrollment numbers at the University, the surrounding neighborhoods have begun realizing the underlying zoning. The surrounding neighborhoods have viewed this as significantly changing the character of their neighborhood. The City shall look at zoning patterns as related to OSU and the surrounding neighborhoods as an attempt to preserve the existing character.

OSU shall create and maintain an inventory of historical resources on campus for the review and use of the City of Corvallis and the Historic Resources Board.

OSU historical areas shall be reviewed by the City of Corvallis before significant changes are made.

Article 7 Environmental Quality

OSU shall actively promote the use of modes of transportation that minimize impact on air quality. They should develop and implement opportunities for University students to use modes of transportation other than single occupancy vehicles (SOV). The City shall encourage OSU to develop these policies and find a way to market them to students.

Corvallis is a car dependent community. Car dependence increases pollution, reduces air and water quality, causes public health problems, raises safety issues, and adds to global climate change.

The State of Oregon has a greenhouse gas goal of a 75% reduction from 1990 levels by 2050.

Car dependence takes land for infrastructure. On average, 20% of the land in cities is in streets, not including land in parking lots, driveways and garages.

With future development, the City of Corvallis shall emphasize clustering new growth and development in car free communities with services, business, open space and the elements of a complete community. 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.

OSU and the downtown area shall be recognized as car free or walkable communities. The City and OSU shall work together to develop a streetcar line between the two car free/walkable communities.

The City shall encourage OSU to emphasize the car free aspect of the campus encouraging students to not bring their cars to campus. OSU shall provide shuttle transportation for students that go from known student housing communities and align more appropriately with class times.

The street car can be expanded to connect to future car free communities as they are developed.

As an international leader in Higher Education, OSU has a particular responsibility to provide an exemplar for addressing global problems such as climate change.

Article 11 Transportation

OSU has taken the lead with OSU Transportations Options Program and annual marketing program commitment.*add more information on what OSU's commitment is*

Transportation Demand Management (TDM) shall be implemented and programs shall be targeted to OSU students and employees.

The Council planned expansion of residential parking districts through the referendum process did not gain widespread support from voters in 2014.

New developments marketing specifically to house students shall address and provide a multi modal plan that provides direct access for students to OSU that reduces the use of single occupancy vehicles.

New developments marketing specifically to house students shall develop programs that encourage students to not bring a car and use multi modal forms of transportation.

The community shall give special consideration to providing access for students to OSU.

The CTS is now free to all users. The increase in use of the CTS by students has significantly affected certain CTS routes, causing overcrowding.

A study on student use of the CTS shall be performed to assess the need for additional routes to serve students and residents. OSU shall partner with the City for his analysis.

OSU has enhanced campus lighting and developed a safety campaign regarding bike and pedestrian safety. Safety assessments shall be developed by OSU and monitored by the City of Corvallis.

Remote parking lot options shall be assessed for the OSU campus. A feasibility study provided by OSU in 2015 shall provide recommendations.

The City and OSU shall partner in providing remote parking lot options. OSU shall provide a means of transportation from the remote parking to campus.

The City shall develop a data driven proposal for OSU to fund the Corvallis Transportation System. This funding shall include monies to be set aside to help develop a street car option for Corvallis.

OSU implemented a bike loan program in January of 2013. The bike fleet includes 16 bikes. The number of bikes should be expanded significantly to help serve the existing student population. The bike loan program should be advertised to students.

Delete 11.6.d

Direct student access shall be addressed from student housing to OSU.

City streets surrounding OSU campus, like Monroe Ave and 15th/14th Street and Harrison Ave, see an influx of students during certain times of the day.

Driving west on Monroe Avenue and Harrison Ave during sun setting hours provides limited visibility for drivers.

Safe pedestrian crossings that are highly visible shall be developed on City streets surrounding OSU.

OSU limiting circulation through campus has had an effect on traffic patterns. When OSU decides to limit or cut off access to campus, a plan shall be developed to assess the existing traffic patterns and how they will be affected. A mitigation plan shall be developed and approved by the City to attempt to limit negative impacts to the surrounding neighborhoods.

Add to 11.6.6. downtown and OSU

Delete 11.7.6

Alternate modes of transportation such as street car and light rail shall be investigated by the City and OSU as an alternative solution to parking and congestion problems.

Parking demand seeks free parking on City streets.

Students seeking parking around campus are not the only contributors to parking. Apartments, townhouses, Greek houses, businesses and public schools create on street parking pressures.

Parking management is complex and evolving. The City should be flexible with management and strategies as technology and the community change.

A pay for parking plan should be evaluated. If assessments show that a pay for parking plan should be implemented, it shall be implemented City wide, not just in dense areas.

Off street parking requirements recognize garage spaces as parking spaces. A lot of residents do not use garages for parking.