



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

Approved as submitted, March 31, 2015

CITY OF CORVALLIS
OSU-RELATED PLAN REVIEW TASK FORCE MINUTES
February 26, 2015

Present

Planning Commissioners:

Jennifer Gervais, *Chair*

Jasmin Woodside

Paul Woods

City Councilors:

Barbara Bull

Frank Hann

Roan Hogg

Staff

Ken Gibb, *Comm. Dev. Director*

Kevin Young, *Planning Division Manager*

Claire Pate, *Recorder*

Visitors

Charlyn Ellis

David Bella

David Dodson

Excused Absence

Ronald Sessions

Attachments to the February 26, 2015 minutes:

- A. *Think Systemically and Long Term: Two Paths to the Future*, submitted by Dave Bella.
- B. Results of Task Force's review.

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.

Charlyn Ellis, a resident at 519 NW 21st, said she had looked through the packet and commended Dan Brown for the excellent work he did on the analysis of parking issues. She wanted to get it into the record that parking was not the only way the university has impacted the neighborhoods around it. They have been hugely impacted by the lack of housing on campus. There has been a lot of demolition of small, affordable family houses, and squishing a lot of student housing on those lots. This has led to the destruction of the neighborhood fabric, with large deposits of trash, loud parties, etc. She hopes that the Task Force will look at these impacts. The cars actually go away in the evening, but the impacts she is more concerned about stay with them. She suggested some sort of metric for providing affordable housing on campus or mandates for sophomores living on campus.

David Bella said he was representing a team that has been studying global climate change since 2013. Other team members include Charlie Vars, an economist and former mayor; and Court Smith, anthropologist. He distributed copies of their proposal (**Attachment A**). They believe that the Task Force's work is really important because the OSU District Plan will be the beginning of a whole lot of

planning efforts that will follow. They have found that the problem gets framed in the beginning. The course gets set, and once it gets set the planning inertia itself makes it difficult to raise creative ideas. Their message is to keep discourse and options open. Their intent is to help do this: to keep the creative imagination open right from the start.

A key factor is infrastructure: the way the streets, roads and parking lots, etc. are laid down. Once they are in place, it is very hard to change them, and they have consequences. The planning has to deal with two different tasks: what to do with the existing infrastructure, which is car dependent; and how to implement a car-free alternative for future growth. This is where creative imagination is needed, because the future cannot be seen. To clarify matters, they have provided two scenarios for consideration: the Base-Line scenario and an Alternative scenario. He then described both scenarios as depicted in their handout. The Base-Line scenario depicts the expansion of car-dependent infrastructure for future growth. The Alternative scenario presents one take on a car-free alternative for future growth. They have provided both local and global outcomes for each scenario, emphasizing that OSU has students from all over the world and Corvallis could be an exemplar of how to reduce the negative impacts of car-dependent infrastructure. Their alternative scenario - which includes a clustered, car-free community, car-free OSU campus, and the existing downtown area linked with a new streetcar line - is only one example. They would welcome other suggestions for accomplishing the same thing: developmental growth with lower carbon emissions.

In response to a question from Hann, Bella said that the clustered community was inclusive of all, not just students. The intent is to cluster housing, stores and services together with the intent of being car free.

Woods thanked them for their work, and said that it was the right time to bring it up. He agreed that this could be an opportunity for students to learn how to design cities that are less car-dependent. Bella said there might be an opportunity to design a course and get students involved for credit, but the university would have to be pushed towards this effort to overcome institutional inertia. Existing zoning is also a barrier.

Bull suggested to Bella and his team that they also get involved with the efforts to revise the Corvallis Transportation System Plan, and that they continue to be involved with the Task Force's efforts.

Bella said that they usually meet weekly at Imagine Coffee house and would welcome any questions that people might have.

III. REVIEW AND DISCUSSION OF BACKGROUND INFORMATION.

Young reviewed the background materials that were available in the repository accessed by the link <http://archive.corvallisoregon.gov/Browse.aspx?dbid=0&startid=532258>. There are four folders containing materials: general, housing, parking and traffic. In addition, they had distributed information relating to the OSU monitoring reports, which included parking utilization, base transportation model analysis, TDM measures and some other items.

In response to a question from Hann, Gibb said that staff had finished their review of the parking utilization data and had sent it to the Council's Urban Services Committee. Young said that this was the first year that the university had used tier pricing and had incentivized, generally, parking on the lots around the south side of campus with the higher priced parking on the north side of campus. This pricing has had a significant impact in that the Reser Stadium lot is now used a lot more. The utilization rate has dropped slightly from last year. As explanation, under the current OSU Master Plan if the general use of spaces in the on-campus lots is less than 90%, then the University does not

have to construct more parking. Last year, the level of use was 73-74%, so they are below the 90% threshold. There has been a lot of discussion about whether this is an appropriate mechanism or metric to be using, but it reflects the rules in place at this time. In terms of the parking garage, he is not sure what the utilization rates are, or how they have changed.

Woods noted on page 2 in the Staff Report the statement: *“In 2013, City staff and OSU agreed that traffic count data for a number of identified intersections would be provided in lieu of an update to the BTM.”* He asked if the City Council had signed off on what amounted to a change to Land Development Code section 3.36 requirements. Young said that the decision to use traffic counts instead was made at the staff level, because the Base Transportation Model, which is a computer model that is designed to anticipate and predict traffic behaviors based on certain inputs, increasingly produced outputs that were out of sync with reality. The utility of continuing to go through that exercise seemed limited. In 2013, during the Collaboration process, they knew the OSU District Plan would be forthcoming. There was a lot of discussion about traffic and vehicular impacts around the university. The data needed to aid in those efforts were actual traffic counts, especially for certain designated intersections around the University. Gibb added that in their work which is to interpret and administer the Land Development Code, Public Works and Planning staff felt that this would be a better means of accomplishing that end.

Woods then asked about the monitoring reports, stating that he had had a hard time finding them. He found a few years of reports in the City archives, but in the end there were no reports for the Collaboration effort years. He expressed concern about this oversight and the fact that the City had not required that the reports be filed. Gibb said that they had focused their work on what was most important for regulating development on the OSU campus. It is fair to say that not all the reports were submitted, though there is a lot of information available. Staff is in the process of putting together a history of the monitoring that has occurred. Young said that the key thresholds that OSU is most accountable for are the building allocation square footage and parking utilization. The City has consistent data on those items. The former is tracked with each building permit application. There are other monitoring reports like TDM measures some of which have not been received.

Woodside suggested that a lot of the monitoring information had been imbedded in the applications submitted by OSU for the large amount of new development that took place during the Collaboration years. Gibb said that that was the case for open space and building square footage tracking.

Bull said she would be interested in getting something from staff about what the City had hoped to get from the Base Transportation Model data. She suggested that staff might want to put together an analysis of the strengths and weaknesses of the BTM versus traffic counts or other metrics that might be used. She would like to get a clearer picture around the issue of what measures other than parking utilization might be needed.

Gibb said that the process of updating the OSU District Plan would be an excellent time to get specific about metrics and a monitoring system that is useful, efficient and able to be adjusted over time without having to go through a Land Development Code text amendment which can take up to six months to happen. Woods stated that he had missed the first meeting and the City Attorney's discussion around legislative and quasi-legislative processes. In response to Woods' questions in this regard and comments about revising Land Development Code language, Gervais said that the Task Force's intent was to start with a broad view and legislative process that looked at Comprehensive Plan policies and findings first, then make recommendation to City Council for a next step which might likely include the need for some Land Development Code revisions. Gibb reiterated that in

terms of the need to look at the monitoring requirements for OSU, the intent would be that the new District Plan would yield different and more appropriate metrics for evaluation. At that time, the City might want to consider building in some flexibility to adjust those standards when necessary without a full code change process. Woodside suggested that the Task Force might want to come up with a finding addressing the need to build in some flexibility around the OSU monitoring metrics and requirements. Hann suggested that they might want a change in the Comprehensive Plan to add a requirement for a periodic review of the efficacy of monitoring measures used to establish the various strains on the community.

IV. IDENTIFY TASK FORCE ISSUES OF CONCERN RELATED TO COMPREHENSIVE PLAN AND OSU GROWTH AND DEVELOPMENT.

After some discussion Task Force members agreed to go through the Comprehensive Plan Policies and Findings starting with Article 1 and make a list of those which the Task Force members wanted to look at for possible revision or addition. They would also look at the staff list included as Attachment E (*OSU-Related Comprehensive Plan Findings and Policies*) which was a part of the February 9 meeting packet, and include those which they felt appropriate. It was noted that not all of the members had looked at Attachment F (*Community-wide Comprehensive Plan Policies*), therefore the list being generated at this meeting would be supplemented after they had had a chance to review it and make brief comments at the beginning of the next meeting. Young suggested that as they look at the list of the City-wide policies they should keep in mind that staff was trying to frame the policy context for some of the issues that have surfaced with OSU growth. They are not all necessarily going to need to be revised; however, most will be brought to bear on the review of the OSU District Plan application, when it comes in.

The results of the Task Force's review to date are included in the attached table (**Attachment B**)

Bull brought up the issue of public utilities on campus and asked staff if they needed to look at any policy or findings related to the older water/wastewater infrastructure on campus in light of possible replacement. Staff will follow up on this, and add it to the laundry list if necessary.

Discussion ensued about Bella's testimony. It was agreed that the elements in his proposal would inform various policy considerations, such as in transportation and housing, etc. Woods opined that the most important part of the proposal is that it is a fusion of elements unique to Corvallis. It has the University and a lot of people who are concerned about climate change. There are specialists with creative ideas and Corvallis has available land, and even has a rail line, though it is unknown if it would be usable.

Hann suggested that Bella's concept might be able to go in Article 14 under other urbanization issues, as a separate item. Gervais thought it could be the base foundation for a number of findings they might come up with, given a vision statement of where they would like to go in the future.

Gibb said that the land west of 35th Street right now is contemplated for agricultural purposes, as noted in the policies just reviewed. Bella's proposal could be viewed as a proposal to use some of this land differently. Woods suggested that the proposal and discussion would hopefully inform OSU's work on its District Plan.

Gibb said that staff would be putting the list together and gathering information that has been requested where feasible. They would also give some thought to an incremental approach to getting the work done, if necessary. Gervais said that members should email staff with requests for any

additional information the group might need, and staff would provide what they could given resource and time limitations.

There was a discussion about how to proceed before and at the next meeting. It was agreed that it would be better to look at the list together as a group and prioritize the list of policies and findings needing to be addressed, instead of dividing up the work. Staff said that they would put together a master list based on the discussions, knowing that there may be additions to it when Attachment F and Dan Brown's suggestions are reviewed, and the discussions evolve. They would send a listing out prior to the next meeting so members could have an opportunity to review it and make notations.

Woodside suggested that there be a way of bookmarking suggestions for new policies and identifying where they might belong.

Gervais then invited additional public comment.

V. PUBLIC INPUT OPPORTUNITY.

David Bella said he did not want the alternative scenario they presented being reduced to a consideration of how to develop the property west of campus; in fact, they are trying to protect open space. His observation, after listening to the discussions, is that the alternative scenario would fit as least as well as the one the City seems to be heading towards. The question is: will the policies actually shift the course of direction? If the examination goes code by code, and decisions are made one at a time, the City will likely end up with the baseline scenario. If the world were linear, one could add up the pieces and get a good whole. If the world were linear, he could be a great musician because he can play great notes. But when he plays a lot of those notes together, it makes terrible music. The whole is different than the sum of its parts. Once the car-dependent infrastructure is laid, it is hard to reverse it. It is important to look at the whole to make a better viable option, and this approach would seem to meet the Task Force's intentions. Their suggestion is to think creatively about new infrastructure, but not necessarily to rip out the old.

David Dodson commended the Task Force members for taking on the task which will require a lot of their time. Sixteen years ago was the last time the Comprehensive Plan was updated. He was working with the City at that time and was the project manager. The intent of his comments is to give them some insight based on that process sixteen years ago.

He suggested that when they look at updating a policy they ensure that there is a corresponding finding as well. Sometimes there is a single finding that can result in multiple policies, but typically there is usually some sort of finding of fact that helps to provide guidance for whatever policy is developed. On another note, with today's technology staff should look into tracking changes and making edits while projecting onto a screen so everyone can view the changes being recommended. That way, it can be an ongoing working document.

Policies are typically reflective of the sign of the times, which should be kept in mind while reviewing policies for which there is no clear understanding. Also, do not look at the policies as just solving a particular problem. He encouraged them to stand back and look at what it is they are trying to achieve. What is the big picture? What are the long-term aspirations? This will provide broader guidance for an update of the Land Development Code when that takes place, in that it provides context.

Lastly, policies are aspirational – they typically deal with the “who” (who is responsible) and the “what” (what one is trying to achieve). They are not intended to deal with the “how” it is being done. That is the piece that ends up being codified in the Land Development Code, ordinances or somewhere else. The tendency is to want to be problem solvers to figure out how something will be done, but the Comprehensive Plan is not the place for that.

Bull asked Dodson if he had any comments on the content of the Task Force’s discussions related to OSU. Dodson said that one of OSU’s primary missions as a land-grant institution is land-based. Interestingly enough, if one looks at the programs where there has been the most substantial growth in the last few years, one of them is agricultural and land resources. For years, there had been a decline but now there is an increase. Also, they are looking more towards sustainability. He used the example of the OSU dairy barns. Historically, the cows could not be put out in the fields during the winter months because the fields were wet. They are now looking at different practices. The cows are smaller so they can be put out on the fields even when the ground is wet. Additionally, they are growing some of their own food and fodder on site, instead of having to bring it in from other sources.

There was a question about the trails going through public lands. Using MacDonald Forest as an example, it is his sense that there is a movement away from only forestry and tree production with the recognition that these resources can be used for multiple purposes. Campus Way is designated as a multi-use path that goes right through the agricultural lands. There has been some recent development west of 35th on Campus Way, with a planned road, streets and sidewalks, but the plan is to put in a multi-use path on the south side of that road when uses go in on the south side. There will likely be enough traffic to discourage people from using that roadway with the cars and trucks, etc. There is also a need to tie in the trail from Witham Hill with campus.

In response to a question from Bull, Gibb said that “Sector J” - located on the south side of Philomath Boulevard - was added to the OSU Master Plan in 2004 and was envisioned for future use as a research park. Dodson said that it never came to fruition, and that OSU was now looking at it for uses such as possible sports fields. There is now a graveled parking area for RV’s for the six home games only. About 1/3 of the property is within the flood plain or contains natural features. That area will need to remain fairly open without buildings.

Gervais said that if the members have additional questions of Dodson, they could write them down and channel them through staff.

VI. ADJOURNMENT.

The meeting was adjourned at 8:50 p.m.

Think Systemically and Long Term: Two Paths to the Future

Dave Bella, Engineer

Court Smith, Anthropologist

Charlie Vars, Economist and
Former Mayor of Corvallis

February 26, 2015

A walkable campus, open to all, is a worthy goal of the OSU District Plan. But, the future can be more car-free.

Keep Discourse and Options Open

BACKGROUND

This report arose within a continuing study of global climate change by the authors. Begun in the summer of 2013, this study examined how the US climate change strategy was framed and why this frame has not led to more effective actions. Over this time, we have followed an expanding body of evidence that the risks of irreversible and catastrophic outcomes are growing. The lack of more effective actions has been distressing.

The volume of reports on climate change is enormous, many thousand of pages with dire warnings. In contrast, this report is four pages long and it addresses what might actually be done.

At the time of this writing, a national debate is occurring on the proposed construction of the Keystone Pipeline. This project involves infrastructure: structures and facilities for the operation of society. Our report also addresses infrastructure but of a very different kind. The Keystone Pipeline is an example of "production infrastructure", facilities that promote the production of oil. Our report addresses "demand infrastructure", facilities that promote the demand for oil. We propose a shift away from car-dependent infrastructure that sustains demand for oil. This approach requires a different way of thinking. We encourage keeping your mind open to the possibilities presented herein.

The OSU District Plan is taking steps toward a car-free campus.

But, beyond the campus, OSU growth has caused negative consequences of community concern (e.g. neighborhood livability, traffic, parking).

These negative consequences will grow as if the established patterns of growth follow the usual (established, institutionalized, common) course.

In more general terms, the usual approaches to managing growth will lead to negative outcomes at both local and global levels.

But, OSU and the Corvallis Community have a unique opportunity to set a different course for future growth.

A key factor is **infrastructure**: the built environment that we all depend upon in our day-to-day lives. Infrastructure includes the streets, roads, and parking lots along with the buildings and services that depend upon them.

Corvallis now has a **car-dependent infrastructure**. This means that for most trips (for shopping, work, coffee, etc.) people find that driving a car is "normal" and alternatives, particularly walking, biking, and bus riding, are "unrealistic".

Without a clear **alternative for future growth**, car-dependent infrastructure will expand. This expansion will emerge as the cumulative outcome of many localized actions.

Once car-dependent infrastructure is established, it is extremely difficult to reverse.

To address the problems arising from car-dependent infrastructure, planning must face **two different tasks**:

1. **Make adjustments within the existing infrastructure**
(we cannot tear it up and start over).
2. **Implement a car-free alternative for future growth**
(we do not need to continue the same course).

Without an alternative for future growth (task 2 above) car-dependent infrastructure is likely to expand to accommodate future growth.

To clarify such matters, two scenarios are have been developed, each on a single page.

Base-Line Scenario describes a common path of development that emerges as the cumulative outcome of many localized decisions (widening an intersection. expanding a parking lot, etc.). The cumulative result is the expansion of car-dependent infrastructure.

Alternative Scenario describes how three different walkable areas in the Corvallis area could become mutually supportive to create a car-free alternative for future growth.

Single page scenarios can clarify different courses and outcomes early in the planning process. Without such clarity from the start, the busyness of the planning process and the inertia of institutionalized practices are likely to take over. Then, the base-line scenario in some form is likely to emerge.

The OSU District Plan could contribute to a walkable and more car-free campus while contributing to the expansion of car-dependent infrastructure in the Corvallis area
(**Base-line Scenario**).

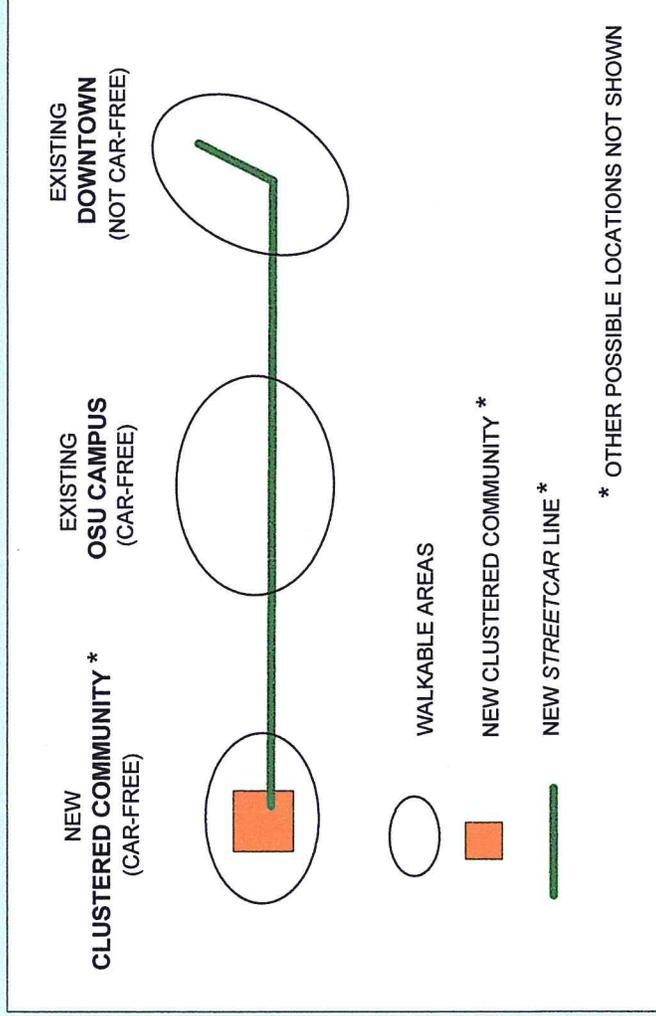
The **Alternative Scenario** includes a walkable campus without expanding the car-dependent infrastructure beyond the campus.

These issues are important in the review of the OSU District Plan for the following reasons.

1. The OSU District Plan is occurring early in the larger planning process that includes OSU and the Corvallis Community. Thus, it could frame (set the course for) the planning that follows. The two scenarios serve to keep options open.
2. OSU will be central in the future of the Corvallis Community. This is shown in both scenarios.
3. As an international leader in Higher Education, OSU has a particular responsibility to provide an exemplar for addressing global problems such as climate change. The outcomes described in the attached scenarios clarify OSU's practical and educational responsibility.

Alternative Scenario

Car-Free Alternative for Future Growth



Develop a Community That is:

Walkable, Car-Free, Human Scale Clustered with Open Space

Viable (Walkable access to Daily Services)

Interesting, Vibrant, Exciting (Public Plazas, Coffee Shops, Dining, etc.)

Connected to Walkable Destinations (OSU Campus, Downtown)

Accessible to All, Multigenerational

An Educational Exemplar

Develop a Streetcar Line That:

Provides a Car-Free Connection between Three Different Walkable Areas:

- OSU Campus: existing and car-free
- Corvallis Downtown: existing but not car-free
- New Cluster Community: proposed and car-free

Enables All Three Walkable Areas (above) to Become More Viable

Can be Expanded

Note: The three walkable areas (above) open up transportation options (such as Streetcars) with fewer emissions, more appeal, and greater use than possible within car-dominated sprawl.

Outcomes

Local

Reduces Negative Outcomes of Car-Dependent Infrastructure (see Base-Line Scenario)

Opens Up Positive Opportunities Not Found through the Expansion of Car-Dependent Infrastructure Including:

- Easy access for OSU Students and Staff to Downtown Services
- Expanded Customer Base for Downtown Without Added Cars
- Viability of a Car-Free Living Alternative
- Enhanced Campus Without More Impact on Adjacent Neighborhoods

Creative, Collaborative, and Learning Experience between OSU and Community

Global

An **Alternative Exemplar** that OSU Graduates could Draw Upon Throughout the World

This **Alternative Exemplar** Would Reduce Negative Impacts of Car-Dependent Infrastructure (see Base-Line Scenario)

This **Alternative Exemplar** Would Educate to:

- Open Up Imagination to More Hopeful Actions
- Open Up more Positive Opportunities at Local Levels
- Enable Positive Contributions to Reducing Global Risks of Catastrophic Outcomes

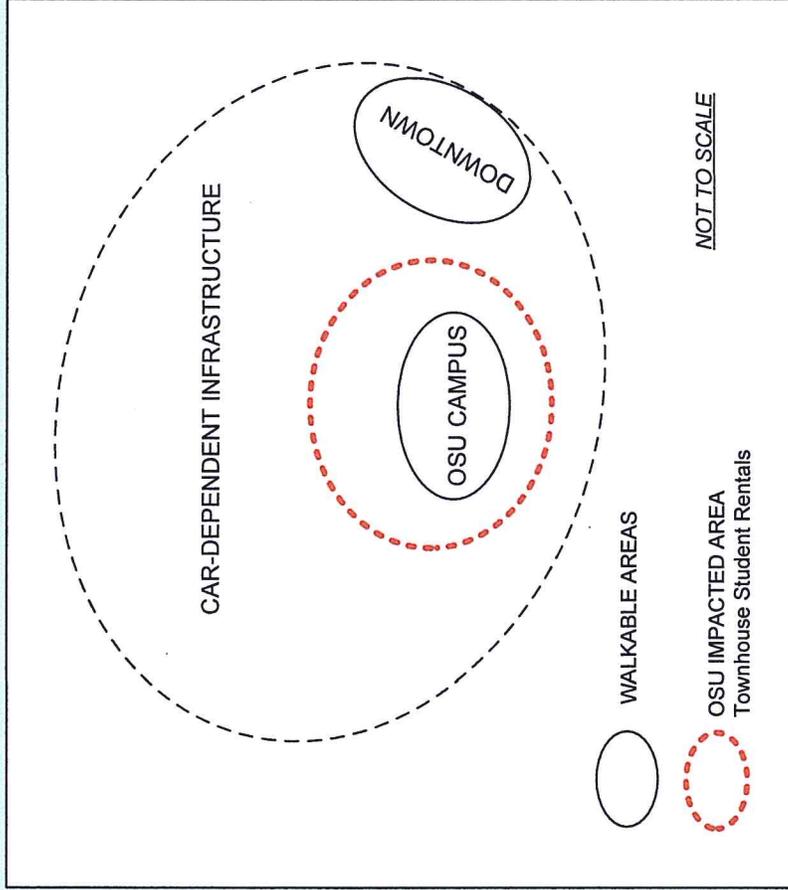
Reduce Cumulative and Irreversible Emissions that Lead to Climate Change and Ocean Acidification

Note: An **Alternative Exemplar** is an outstanding example that clearly demonstrates a departure from car-dependent infrastructure ("base-line scenario"). Because exemplars teach, OSU has a paramount responsibility to contribute to an alternative.

Base-Line Scenario

Feb. 24, 2015

Expansion of Car-Dependent Infrastructure for Future Growth



Car-Dependent Infrastructure Adjustments are Made That

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

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" for

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: 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.

OSU-RELATED PLAN REVIEW TASK FORCE
 WORKLIST OF COMPREHENSIVE PLAN POLICIES AND FINDINGS FOR ADDITIONAL EXAMINATION

(Last Updated 3/5/2015)

CP ARTICLE	CP POLICY/ <i>FINDING</i> TASK FORCE REVIEW	CP POLICY/ <i>FINDING</i> STAFF REVIEW ONLY	COMMENTS
3 – LAND USE	3.2. i		Woods would like to add/revise text to allow some general temporary use of these parcels
	3.2.2		Bull: need to look at compatibility of uses in the OSU district Gervais: look at compatibility issues
	3.2.3		As related to UNO area, OSU Zone, or broader.
	New policy		Possibly look at new policy to address the University Neighborhood Overlay District
5 – COMMUNITY CHARACTER	5.2. c		Woodside: might need some additional findings related to this for OSU. Gibb: Natural Features Inventory further defines what community believes is high priority. Gervais: give us link for NFI Bull: might need instruction for OSU as to how District Plan might address natural features
	5.4. a		Gervais: has OSU created this inventory?
		5.4. g	
	5.4.8		Gervais: wants to know if this has actually happened Staff has info out of Collaboration project; will put into folder marked 5.4.8 Hann: might need to tighten up intent of keeping OSU Historical review under City
	5.6.6		Woodside/Gervais want to look closer at this
8 – ECONOMY	8.2. d		Hann: need the discussion about relationship between EDAB and OSU, etc. and value placed on that relationship
	8.2.2		Peruse any new data, and might be some findings around this
	8.2.4		Gibb: we have some recent Housing Study findings that will be put into the repository. Staff will look at some findings for this.
	8.4. b		Needs updating, but may also need policies and findings associated with this.
	8.4. d		Hann: this might be a good place for a finding of impact – opportunity vs cost.
	8.6. a		Staff will look for quantifiable info for this to update
	8.6. d		
		8.6. h	Is data current?
		8.6. i	Update to reflect Hilton Garden
		8.9. k	Staff to look at economic development strategies

CP ARTICLE	CP POLICY/ <i>FINDING</i> TASK FORCE REVIEW	CP POLICY/ <i>FINDING</i> STAFF REVIEW ONLY	COMMENTS
			updates
9 – HOUSING	9.2.1		Gervais: would like to review whether this has actually been done adequately
	9.2.5		Gervais: examine this to see if we have gotten there.
	9.3.2		Gervais: student housing is changing the housing mix
	9.4.a		Gibb: staff can provide data/information about the different types of housing that have been developed in the last 5 years.
	9.4.b		Woods: buildable lands inventory might need updating?
	<i>9.4.in general</i>		Gervais: the findings need updating because of the major changes in neighborhoods around OSU. Gibb: OSU is such a big share of the housing market; makes sense to update these findings
	9.4.1		Gervais: she would like information on this. Woodside: maybe need findings on how the City could encourage OSU to meet housing needs Gibb: findings could reply to what was recommended by Collaboration project – a target percentage of housing on campus
	9.4.3		Revisit findings associated with this to reflect having Historic Districts and the latest changes in LDC re demolition permits, etc.
	9.5 findings		Gervais: info is out of date. Needs to look at impact of OSU growth on general housing stock in Corvallis, and availability of housing for other segments of population. Gibb: Planning will work with Housing staff on this.
	9.5.2		Gervais: there seems to have been an opposite trend. Need some findings to help evaluate whether policy has been successful or needs reconsideration.
	9.7.a-g		All need updating
	9.7.1		Hann: this might be expanded to reflect adaptive reuse.
	9.7.2		Woods: might need findings related to closing of the student Co-ops
	9.7.3		Woods: the huge influx of students and this policy seem to collide.
	9.7.4		Gervais: might need some refining of findings related to this

CP ARTICLE	CP POLICY/ <i>FINDING</i> TASK FORCE REVIEW	CP POLICY/ <i>FINDING</i> STAFF REVIEW ONLY	COMMENTS
	9.7.5		Hann: change policy to include statement about what happens if it is financially unreasonable
11 – TRANSPORTATION			
	11.6.d		Gervais: need a new finding with the new Census data
	11.6 findings & policies		Hann: would like to look at findings in terms of new pedestrian flow as impacted by The Retreat, other changes on or near campus, etc.
	11.12.a		Young: This finding could be supplemented with OSU's choices about locating parking facilities, etc. ; i.e. might need a new finding.
	11.12.c		Woodside: need to look at this. Staff to provide any information they might have on bus line impact with student riders, university-oriented routes, etc.
	11.12.1		
	11.12.2		
	11.12.3		
	11.12.4		
	11.12.5		
13 – SPECIAL AREAS		13.2.f	Update references
	13.2.2		
	13.2.3		Woods: Need to work on processes for doing this.
	13.2.4		
	13.2.5		Bull: might be part of discussion of relationship between LDC and master plan; monitoring and enforcement
	13.4.a		Woodside: discussion of gateway status, etc. and Gervais: and community open space considerations
	13.4.b		Young: They do not have any Open-space – Conservation land Bull: treatment of open space on campus
	13.4.g		Gervais: might need updating
		13.4.h	Update name to Dunawi
	13.4.i		Woodside: Need statement/info from OSU about recreational use of lands and impact on mission Woods: any impact on siting new paths?
	13.4.j		
	13.4.2		Woods: would like to discuss this one
	13.4.3		Gervais: is there a plan?
	13.4.4		
		13.4.6	Update name to Dunawi

CP ARTICLE	CP POLICY/ <i>FINDING</i> TASK FORCE REVIEW	CP POLICY/ <i>FINDING</i> STAFF REVIEW ONLY	COMMENTS
	New Policy		Need policy for pedestrian and bicycle access through open space and resource lands.
	13.4.7		Hann: might need a stronger statement apropos to encouraging trails to OSU student population areas, such as Campus Crest.
	13.6.1		Gibb: Policy is likely okay, but findings might need to be updated.
	New Policy		Is combined sewer/stormwater system an issue on campus?
	New Policy		Desire to incorporate the carless community idea on west campus agricultural lands, with access to rail line?