



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

**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.

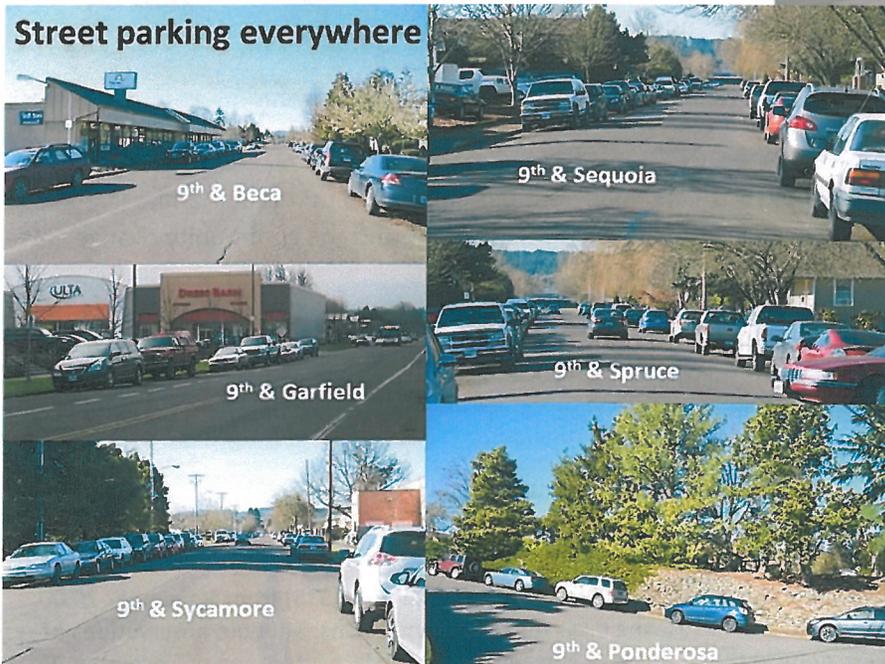
Observations¹

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
----------	-------------	-------------	-------------	----------

<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**