



Community Development Planning Division
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AGENDA

OSU-Related Plan Review Task Force
6:00 pm, Thursday, May 14, 2015
Madison Avenue Meeting Room, 500 SW Madison Avenue

- I. Welcome and Introductions
- II. Public Input Opportunity
- III. Review of Version 2.0 Draft Comprehensive Plan Findings and Policies

Packet materials contain Version 2.0 of the draft revisions to findings and policies based on the Task Force's direction from the April 13, 2015, and April 27, 2015, meetings.

- The Task Force is asked to review the draft revisions to make sure staff have accurately captured the proposed changes.
- Additionally, some items are marked with an asterisk (*) where direction is desired from the Task Force.

- IV. Continued Development of Revisions to Findings and Policies not yet addressed

At this point, the Task Force has reviewed revisions proposed by Task Force members Gervais, Hann, Woods, Bull, and Woodside. Some of the testimony submitted by Dan Brown and Court Smith has been reviewed. Other testimony has yet to be discussed, including newly received testimony included in this packet.

The goal is for the Task Force to complete discussion of all applicable Comp Plan findings and policies in order to develop a draft proposal for public review and comment at the Task Force meeting scheduled for May 28th at the Downtown Fire Station.

- V. Public Input Opportunity
- VI. Adjournment

Attachments:

- A. Version 2.0 Draft Revised Findings and Policies prepared by staff
- B. Public Testimony received at the April 27, 2015 meeting, or later

For the hearing impaired, an interpreter can be provided with 48 hours notice.
For the visually impaired, an agenda in larger print is available

OSU-Related Comprehensive Plan Review

Task Force – Proposed Revisions to

Findings and Policies (Version 2.0)

The following revisions were prepared by staff based on direction provided by the OSU-Related Comp Plan Review Task Force, at the April 13, 2015, and the April 27, 2015, meetings. All previously-identified OSU-Related Comp Plan Findings and Policies are included here; however, those that have been edited, revised, or are new are identified by **highlight**. Staff have included updates of factual information, based on consultation with other City staff, as well as OSU staff, in some cases. However, staff have striven to confine policy-related changes to those agreed upon by the Task Force at the above-referenced Task Force meetings. Language proposed for deletion is indicated by **strikeout**, and new language proposed for inclusion is identified by **double underline**. Asterisks (*) indicate sections where staff have questions for the Task Force.

Article 3. Land Use Guidelines

3.2 General Land Use

Findings

- 3.2.c *Continued cooperation among Corvallis, Benton County, Linn County, and Oregon State University is important in the review of development. This should help to ensure compatibility between uses on private and public lands. In particular, cooperation is necessary to prevent simply shifting land-use conflicts from one entity to another.*
- 3.2.i *Land within the Urban Fringe contains large contiguous Oregon State University agricultural and forestry land areas. The ability of these areas in support of instruction / research and extension activities requires that these large areas must be maintained free from division into small land parcels.*

Proposed New Findings*

- 3.2.n 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.

3.2.o 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.

3.2.p 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 exceeds any other entity.

3.2.q 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.

3.2.r 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, coordination, and monitoring by the city.

3.2.s Oregon State University students currently make up roughly 1/3 of the people living in Corvallis.

3.2.t 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.

Proposed New Policy*

3.2.9 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.

*(Staff suggest that since this section of the Comprehensive Plan relates to General Land Use Guidelines to be applied throughout the City, it may be more appropriate to locate these new findings and policies in Section 13.2, which provides a specific focus on OSU.)

Article 5. Urban Amenities

5.2 Community Character

Findings

5.2.c *Natural features, such as rivers, streams, and hills, or manmade features, such as highways, major streets, and activity centers (downtown and Oregon State University), act as either boundaries or as internal features for several distinct neighborhoods within the Corvallis Urban Growth Boundary.*

Proposed New Finding*

5.2.f *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 larger enrollment numbers at the University, the surrounding neighborhoods have begun realizing the underlying zoning.*

**(Staff note this findings seems redundant with Finding 5.4.1 below. Are both needed?)*

5.4 Historic and Cultural Resources

Findings

5.4.a *There are a number of inventories of buildings with historic significance located within the Corvallis Urban Growth Boundary, including those developed by the State Historic Preservation Office and the State Board of Higher Education. As of 1998, 375 inventories of historic sites and structures had been conducted in Corvallis. They identify the 26 Corvallis structures on the National Historic Register, 12 structures on the Oregon State University campus, and many other buildings as having historic significance. In 1989, the City created the Corvallis Register of Historic Landmarks and Districts which contains 85 properties. The City will be adding properties to this listing on an ongoing basis.*

5.4.b *Structures of historical significance in Corvallis include: commercial buildings generally found within the central business district core; residences located throughout older neighborhoods; industrial and religious buildings; and public buildings generally located on the Oregon State University campus and downtown.*

5.4.g *The region's cultural needs are served by Oregon State University, Linn - Benton Community College, the Corvallis Arts Center, Corvallis School District 509J, the Majestic Theater, the City of Corvallis, and other cultural groups. There is currently no designated "agency or organization" to coordinate cultural events and activities in Corvallis.*

Proposed New Findings

5.4.1 *City zoning allowed for the redevelopment of single-family homes in the neighborhoods surrounding OSU, and accordingly, the growth of student-oriented complexes. While these student-oriented complexes help reduce vehicle trips to campus, they can also alter the character of older single-family neighborhoods.*

5.4.m Downtown neighborhoods have characteristics that include large street trees, wide planting strips, and a large proportion of buildings dating from the 1940s and earlier.

5.4.n The lack of progress on historic inventory and preservation work, as reflected in Policy 5.4.8 has failed to protect older neighborhoods in the vicinity of Oregon State University and downtown.

5.4.o OSU maintains an inventory of historic resources on campus for the review and use of the City of Corvallis and Historic Resources Commission.

Policies

5.4.8 The first priority for historic inventory and preservation work shall be older neighborhoods, especially those bordering the downtown and the Oregon State University campus.

Proposed New Policies

5.4.17 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.

5.4.18 The City shall evaluate zoning patterns in the neighborhoods near OSU, as well as associated housing variety, in relation to impacts on the historic neighborhood character in these areas.

5.6 Parks and Recreation

Proposed New Finding

5.6.w The University offers many recreational opportunities.

Policies

5.6.6 The City shall continue to use cooperative agreements with the Corvallis School District 509J, Benton and Linn Counties, Linn - Benton Community College, Oregon State University, and other leisure service providers to ensure that adequate recreation and open space lands and facilities will be provided.

Proposed New Policy

5.6.20 The City will work closely with OSU to develop the potential for recreational opportunities to serve the community on campus.

Article 7. Environmental Quality

Proposed New Findings

7.2.i Car Dependence increases pollution, reduces air and water quality, causes public health problems, raises safety issues, and adds to global climate change.

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

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

Proposed New Policy

7.2.7 OSU and the City shall explore options for reducing carbon emissions.

Article 8. Economy

8.2 Employment and Economic Development

Findings

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.

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, Samaritan Health Services, 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 2014 the 10 largest employers in Benton County were located in Corvallis, representing 41% of the total employment in the County. Two of the three top employers in the City are non-profit organizations, which do not pay property taxes.

Proposed New Finding

8.2.p Seven of the top twenty Benton County property tax payers in 2014 were owners of multifamily residential developments in Corvallis.

8.4 Education

Findings*

8.4.a *State and local education represents the most significant sector of Benton County's economy, with approximately one-fourth of all County jobs in this sector. This sector provides a stable economic and employment base for Corvallis and is three times the State average.*

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.c *Oregon State University will continue to develop new technology in both "high-tech," and "bio-tech" renewable resource based industries.*

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.*

In addition to the economic impact of student expenditures in the Corvallis area, Oregon State University's operations in Corvallis (including research, Extension service, 4-H, and other services) contributed more than \$908 million in economic impact in Benton County in 2014, and was responsible for more than 19,400 direct, indirect, and induced jobs. Visitors attending OSU events, athletic competitions, and other campus activities contributed more than \$32 million annually to the Benton County economy in 2014, and were responsible for 430 direct, indirect, and induced jobs.

*(New language proposed by OSU staff.)

Proposed New Findings

8.4.e *Ongoing and emerging development of educational programs impact and provide opportunities for economic growth. Expansion of the robotics and autonomous systems program and engineered wood products are recent examples.*

8.4.f *The OSU Advantage Accelerator (OSUAA) was developed as an important component of the local strategy for economic development activity. The program is designed to*

facilitate local, for-profit, development of technology and ideas originated by staff and/or students at the University.

8.4.g The Regional Accelerator Innovation Network (RAIN) is a State-funded, collaborative effort between the University of Oregon and Oregon State University to support economic development within the State of Oregon through the utilization of technology and ideas developed at the universities.

Policies

- 8.4.1** The City shall encourage and support Oregon State University as a major education and research center.
- 8.4.2** The City shall support Oregon State University to facilitate the transfer from research to business of new technologies developed at the University.
- 8.4.4** The City shall encourage collaboration between the Corvallis School District 509J, Oregon State University, Linn - Benton Community College, and local employers to address emerging education and workforce needs of the community.

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.

In 2014 there were 175,000 overnight room nights sold in Corvallis, representing the following market segments: Business travel, Oregon State University meetings and conferences, sporting events, fairs, festivals and leisure. The biggest market segment is known as visiting friends and relatives (VFR). This segment produces significantly less revenue than does our overnight visitors who stay in commercial establishments. The same can be said for day visitors as well. The exception to the day visitor rule in terms of spending is Oregon State University's Home Football games. Overall, in 2014 visitors spent \$114.8 million dollars in Benton County, and generated \$1.4 million dollars in local taxes.

Most of the conference activity attracted to Corvallis is generated by Oregon State University itself and by local groups, statewide association business and local area governments and businesses. In 2013 OSU reported that they had received 535,000 visitors and those visitors spent \$39 million dollars in Corvallis. Oregon State University conference facilities and additional private conference facilities satisfy some the demand for conference space in Corvallis.

- 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.e *People attending Oregon State University athletic events make a significant contribution to the Corvallis economy.*
- 8.6.f *The Oregon State University conference facilities and additional private conference facilities, satisfy some of the demand for conference space in Corvallis.*
- 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. The 40,000 square foot conference and performing arts facility accommodates more than 160,000 guests annually and hosts hundreds of conferences and events each year.*
- 8.6.i *The Oregon State University Alumni Center was completed in 1997 and has a 7,000 square foot 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*

Proposed New Finding

- 8.6.j *Oregon State University supported the development of the 158-room Hilton Garden Inn in close proximity to the Alumni Center and the LaSells Stewart Center by entering into an agreement with the hotel to make land available for the development.*

8.9 Industrial Land Development and Land Use

Findings

- 8.9.j *Corvallis has a large existing research base and a comparative advantage in the research-technology field due to Oregon State University (OSU), the Forest Ecosystem Research Laboratory, Environmental Protection Agency, Hewlett-Packard, CH₂M HILL, regional medical facilities, and other major employers.*
- 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. New*

programs and technology developed at OSU have led to positive economic impacts for Corvallis and throughout the state. This is one factor that led to the development of the OSU Advantage Accelerator / RAIN. (See Section 8.4 - Education.)

8.9.1 *The economic base of Corvallis would be strengthened by additional employment opportunities in the research-technology area which in turn would benefit from proximity to Oregon State University, a major research institution.*

Proposed New Finding

8.9.u *Manufacturing employment in Corvallis has declined from approximately 7,000 jobs in 2000 to approximately 2,960 in 2015.*

Article 9. 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.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.*

Housing Division Staff propose the following update language regarding senior housing:

According to a 2014 study by the Joint Center for Housing Studies of Harvard University, a combination of the "baby boomer" generation (born 1946 – 1964) beginning to reach age 65 in 2011, and generally increasing longevity will yield an increase of approximately 57% in the U.S. elderly population between 2012 and 2040. As the numbers of elderly residents in the U.S. and Corvallis grow, the need for housing with characteristics tailored to serve this population will also increase. Particular housing characteristics needed will include:

- Housing at a level of affordability that does not require lower-income elderly residents to sacrifice spending on necessities such as food and health care in order to afford a home;
- Housing with basic accessibility features that will allow older adults with increasing levels of disability to live safely and comfortably;
- Housing with easy access to transportation and pedestrian connections for elderly residents who cannot or choose not to drive; and

- Housing with connections to the health care system that will meet the needs of adults with disabilities or long-term care needs who, without such housing, are at risk of premature institutionalization.

9.4.d According to the City's 2013 – 2017 Consolidated Plan, and based on an assessment of Benton County's housing needs conducted by Oregon Housing and Community Services, 1996 Benton County Needs Assessment, the housing requirements of special needs populations (the homeless, physically disabled, mentally disabled, veterans, etc.) are a concern for the community.

9.4.e The City's Housing and Community Development Advisory Board Commission oversees affordable housing and community development programs, including the City's investments of federal funds from the Community Development Block Grant and HOME Investment Partnerships programs, as well as use of the City's Community Development Revolving Loan Fund.

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 (2012 – 2013 ~~1998~~) indicates that as of June 30, 2013 ~~in 1996~~, the Corvallis housing supply was composed of ~~55.5~~ 53% single family and ~~44.5~~ 43% multi-family, and 4% manufactured housing. Because manufactured homes are now considered the same as single-family homes, the figure for single family homes also includes manufactured homes.

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 2013 American Community Survey (ACS) ~~1990 U.S. Census~~ indicated that ~~44.7%~~ 44% of occupied Corvallis housing units were owner-occupied, and ~~55.3~~ and 56% were renter-occupied, (9.6% of the total (occupied and unoccupied) Corvallis housing units were vacant in that year) Nationally, per the 2013 ACS, 64.9% of occupied housing units were owner-occupied and 35.1% were renter occupied. The vacancy rate of all units nationally was 12.5%.

9.4.j Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.32 pph in ~~2013~~ 1997. The 2013 American Community Survey found that the average number

of persons per household was 2.42 for owner-occupied homes and 2.25 for renter-occupied homes in Corvallis.

- 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.*
- 9.4.o *The 2012 Oregon Housing and Community Services Needs Assessment Benton County Labor Housing Needs Assessment (December 1993) prepared by Oregon Housing and Associated Services, Inc., determined that there were 2,290 farm workers in Benton County, and no dedicated farm worker housing units to serve them. 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.

Proposed New Policy

- 9.4.11** When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to available levels of service, including parks, open space, and other infrastructure.

9.5 Housing Affordability

Findings*

- 9.5.a *Between 1990 and ~~2015~~ 1996, real housing costs increased more rapidly than real incomes. In Benton County, over this same time period, median four-person household income rose 128 ~~35%~~ from \$34,500 to \$78,600 ~~43,600~~ per year, while the median sales price of a Benton County home rose 268 ~~109%~~ from \$72,900 to \$268,500 ~~152,600~~. During the same period, the median sales price of a Corvallis home rose 114% from \$71,000 to \$152,000. Between 1990 and 2015 the ratio of median sales price to median family income in Corvallis increased from 211% to 342%.*
- 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. Based on the As of November 1997, U.S. Department of Housing and Urban Development’s (HUD) 2005-2009 Comprehensive Housing Affordability Study for Corvallis households with incomes equal to or less than 50% of the Area Median Income, 86% of renters, 63% of owners, and 83% overall spent more than 30% of their income on housing. Of those, 57% of renters, 35% of owners, and 54% overall spend more than 50% of their income on housing. A household that spends more than 30% of its income on housing is considered to be cost burdened; a household that spends more than 50% of housing is considered to be severely cost burdened. 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.)*
- 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-, or extremely 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-, or extremely low-income. ~~In 1990,~~ approximately 6,800 households were low- or very low income. HUD’s 2005-2009 Comprehensive Housing Affordability Study for Corvallis found that 12,360 households, or approximately 59% of Corvallis households, had a median income less than 80% of the area’s median income (AMI). Of those, 5,375 households made between 0% and 30% of the AMI, 3,600 made between 30% and 50% of AMI, and 3,385 made between 50% and 80% of AMI.*
- 9.5.e *There is an increasing need for housing types which offer lower-cost ownership possibilities than the traditional single family home.*
- 9.5.f *According to the 2013 American Community Survey 1990 Census for Corvallis, the average size of an owner-occupied~~ant~~ household was 2.42 persons per household ~~2.58~~,*

and the average size of a renter-occupied~~ant~~ household was 2.25 persons per household 2.09.

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.~~

2013 American Community Survey data showed that 86% of the Corvallis Median Family Income of \$72,428 was needed to purchase a median value home in Corvallis (\$262,300). Similarly, 158% of the Corvallis Median Household Income of \$39,232 was needed to purchase a median value home in Corvallis.

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.

2013 American Community Survey data showed that, based on the median Corvallis rent of \$819, 45% of Median Family Income (\$72,428) would be needed to pay for rental housing, and 84% of Median Household Income (\$39,232) would be needed to pay for rental housing.

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; ~~Baneroft 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 or grant programs for the creation of new affordable housing; and other forms of direct assistance to developers of affordable housing. Additionally, the 2014 Policy Options Study prepared for the City Council by ECONorthwest identified the following measures as having the potential to enhance housing affordability: streamline zoning code and other ordinances, administrative and procedural reforms, preservation of the existing housing supply, reform of the annexation process, allowing small or "tiny" homes, limited equity housing (co-housing), employer-assisted housing, and urban renewal or tax increment financing.

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.

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

*(This finding is redundant with Finding 9.4.e. Delete finding?)

9.5.m Manufactured homes are a viable housing option for a wide range of income levels.

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.

*(This program no longer exists. Delete finding?)

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.

In 2000-2001 Corvallis became a Federal entitlement community under the Community Development Block Grant (CDBG) Program. In 2001-2002 the City became a participating jurisdiction for the HOME Investment Partnerships (HOME) Program. While these sources have allowed the City to make significant investments in affordable housing, funding from the CDBG and HOME programs has declined significantly between 2002-2003 and 2015-2016. The following table illustrates this trend:

	2002-2003	2015-2016	% Change
CDBG	\$675,000	\$476,048	-29.5%
HOME	\$556,000	\$233,323	-58.0%
Total	\$1,231,000	\$709,371	-42.4%

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 April 2015 November 1997, such HUD-assisted "expiring use" projects provided 116 207 units of affordable housing in Corvallis.

9.7 Oregon State University Housing

Findings*

- 9.7.a *Oregon State University enrolled ~~24,383~~ 14,127 students attending the OSU main campus in Corvallis for the ~~2014~~ 1997 fall term, including 20,312 undergraduates and 4,071 graduate students. 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. (waiting on OSU for updated info)*
- 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.*
- 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.*

**(Is there a desire to delete or update this finding?)*

Development and redevelopment in higher density zones near the University has been designed to primarily serve students, rather than family and employee housing types, which has led to reduced livability in some neighborhoods.

- 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.*

New Findings

- 9.7.h Negative impacts resulting from rapid growth in the student population between 2009 and 2015 were not adequately managed by Comprehensive Plan Policies and Land Development Code requirements in place at the time.*

9.7.i The availability of traditional lower cost on-campus student housing options, including co-ops, has been reduced for a variety of reasons, including the cost of needed seismic upgrades.

9.7.j 2013 American Community Survey data indicates the median age of Corvallis residents is 27 years, while the national median age is 37.4. It is believed that the presence of OSU students in the community is a significant reason for this difference, which also is believed to have an effect on the market demand in Corvallis for multi-family vs. single family dwellings.

9.7.k University-provided on-campus housing does not generate property tax revenue, while privately-owned housing elsewhere in the community does generate property tax revenue.

9.7.l Placeholder – Between January 2009 and March 2015, existing dwelling units were demolished. Many of these units were replaced by student-oriented housing, characterized by five-bedroom dwelling units, with one bathroom provided per bedroom, and multiple floors within units.

9.7.m Characteristics of student-oriented housing have included a preponderance of five-bedroom units, with one bathroom per bedroom, and multiple floors within units.

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.

New Policies

9.7.6 The City and OSU shall cooperate to facilitate the development of experimental communities that are not dependent upon the single-occupant automobile.

9.7.7 The City shall promote the utilization by the University of public-private partnerships to provide additional, on-campus student housing that provides housing that would be more attractive to upperclassmen, graduate students, and University staff than traditional on-campus housing options.

9.7.8 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.

9.7.9 Amendments to the Land Development Code shall be considered to address the negative impacts resulting from the development of student-oriented housing, as described in Finding 9.7.m..

Article 11. Transportation

Proposed New Findings

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

11.2.k The proximity of related developments affects the number of trips made on the system, which effects the performance of the system.

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

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

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

11.7.i 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.

Proposed New Policy

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

11.2.17 The City shall consider allowing trade-offs in conjunction with student housing developments to provide measurable Transportation Demand Management (TDM) measures in lieu of traditional transportation system improvements.

11.4 Auto Parking

Proposed New Findings

11.4.h 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.

11.4.i Parking lots cannot easily be converted back to less-intensive uses if they are paved and developed to existing city standards.

11.4.j The City Council's plan to expand residential parking districts, which was considered through the referendum process, did not gain widespread support from voters in 2014.

11.4.k Most people would like to park on the street adjacent to their residence.

11.4.l 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, and churches.

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

Proposed New Policies

11.4.8 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.

11.4.9 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.

11.4.10 On-street parking provides for a wide diversity of needs for Corvallis residents and people coming to Corvallis for work, school, events, appointments, services, and shopping. Auto parking should be allocated using the following principles:

A. The streets of Corvallis belong to the community.

B. On-street parking is a public resource that should be managed for the public good.

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

D. Parking fees should be considered as an effective mechanism for allocating scarce parking resources and improving livability.

11.6 Pedestrian

Findings

11.6.d *The 1990 Census identifies the pedestrian mode as the second highest mode used in Corvallis to get to work, while Oregon State University has identified it as the most common mode for students accessing the campus. OSU's 2014 Campus-wide Parking Survey, which was distributed to 5,000 students and 4,241 faculty and staff members, found that 53% of respondents drive a personal vehicle to campus, 21% walk, 16% ride a bicycle, 5% ride the bus, 3% arrive by carpool, and 2% use other means to travel to campus. The 2013 American Community Survey (US Census) estimates that 56.7% of Corvallis residents commute to work in a single occupant vehicle, 7.8% carpool to work, 2.9% take public transportation, 12.2% walk (the highest rate in the nation), and 13.1% travel by other means (bicycle, etc.).*

11.7 Transit

Proposed New Findings

11.7.i *The Corvallis Transit System (CTS) charges no fares. The increase in use of the CTS by students has significantly affected certain CTS routes, causing overcrowding.*

Proposed New Policies

11.7.8 *A study of 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 this analysis.*

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.b *Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.*
- 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.*

Proposed New Finding

11.12.d Concerns have increased regarding the safety of pedestrians and bicyclists travelling to the University due to increased student enrollment, increased vehicle traffic, public improvement limitations (e.g. crossings and lighting), and visibility constraints.

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.

Proposed New Policies

11.12.6 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.

11.12.7 Remote parking lot options shall be assessed for the OSU campus. A feasibility study shall be conducted as the basis for recommendations.

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

11.12.9 The practice of limiting vehicle circulation through campus has had an effect on traffic patterns. When OSU decides to limit or cut off vehicular access to campus, a plan shall be developed to assess the existing traffic patterns and how they will be affected by the change. A mitigation plan shall be developed and approved by the City to mitigate negative impacts to the surrounding neighborhoods and to the City's transportation system.

Article 13. Special Areas of Concern

13.2 Oregon State University

Findings

13.2.a Oregon State University is the major employer, landowner, and traffic generator in the Urban Growth Boundary.

13.2.b The location and function of University land uses have a major impact on the community.

13.2.c Oregon State University contributes to the economic vitality of the community by attracting students who provide the employment base for teaching faculty and support staff at OSU and secondarily by drawing conferences and conventions among its faculty peer groups and alumni / donor base. Oregon State University invests considerably each year to attract new and returning students, alumni, donors, and other groups to come to its Corvallis campus. The University also contributes to the economic vitality of the community by attracting Federal, State, and corporate research funds which support its locally-based research faculty and facilities development.

13.2.d The location and function of private land uses surrounding the University can have a major impact on the campus and University agricultural lands.

13.2.e Changes of land use on the campus and on surrounding private and public lands are expected to occur. These changes include the location of new structures, changes to existing structures and their uses, and changes to traffic patterns.

13.2.f *In 1986, the City adopted the Oregon State University Plan which updated the Physical Development Plan for the main campus. This made the Oregon State University Plan consistent with the Comprehensive Plan in accordance with State law.*

13.2.g *The City and the University periodically revise and update their land use plans.*

13.2.h *The OSU Campus Way agricultural service road / pedestrian trail impacts the adjacent agricultural uses and the use of the road by farm service equipment.*

Policies*

13.2.1 The University and City should work cooperatively to develop and recognize means and methods to allow the University to provide the mission activities.

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.

13.2.3 The City shall continue to work with Oregon State University on future updates of the 2004 Oregon State University Campus Master Plan, or successor university master plan document 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.

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.

13.2.5 Development on the Oregon State University main campus shall be consistent with the 2004 Oregon State University Campus Master Plan ~~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.~~

**(The current CMP is linked to Land Development Code Chapter 3.36, and permitted uses as described within that chapter. Since it's unclear how the upcoming OSU District Plan will address permitted uses, locations for proposed uses, etc, it's probably best to delete the last sentence of this policy because it is out of date and overly specific.)*

13.4 Oregon State University Open Space and Resource Lands

Findings

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.*

(Include a map of the University's open space areas located within the Urban Growth Boundary here)

- 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.*
- 13.4.c Some Oregon State University lands are currently made available to the public on a limited basis.*
- 13.4.d Oregon State University agricultural and forest open space provide important viewsheds.*
- 13.4.e The University agricultural lands are necessary to the University and beneficial to the State and local community.*
- 13.4.f Adequate buffers help prevent conflict between University agricultural / forest uses and urban uses.*
- 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.*
- 13.4.h Oregon State University agricultural runoff and agricultural activities could degrade the water quality of Oak Creek and Squaw Creek and negatively impact stream system integrity.*
- 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.*
- 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.*

Policies

- 13.4.1** If Oregon State University agricultural and conservation open space lands change to more intensive uses, provisions shall be made to ensure that a transitional zone separates university and community uses, as appropriate.
- 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.

- 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.
- 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.
- 13.4.5** The City shall adopt land use policies, such as maintaining adequate buffers, to protect University agricultural and forest land from the negative impacts of urban development and protect urban development from the negative impacts of agricultural practices and forest uses.
- 13.4.6** OSU shall continue to prevent harmful agricultural runoff from entering local streams and avoid agricultural activities that ecologically impair the Oak Creek and Squaw Creek systems.
- 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.

13.6 Madison Avenue

Findings

- 13.6.a Madison Avenue is a centrally located street which runs east and west through the downtown area. It also provides an important pedestrian connection between the University and the Willamette River through the heart of the downtown area.*
- 13.6.b This street has a unique mixture of land uses abutting it and provides a street linkage, typified by low vehicular and high pedestrian traffic volumes, between Oregon State University and the Willamette River.*

Policies

- 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.

Article 14. Urbanization / Annexation

14.3 Urban Fringe Development

Findings

- 14.3.k Oregon State University agricultural and forestry land uses are critical to maintaining OSU's stated mission.*

OSU – Related Plan Review

Proposed Framework for Decision-Making

April 27, 2015

Purpose

The purpose of comprehensive planning is to provide adequate land and infrastructure for anticipated growth (residential, commercial, and industrial) in a way that preserves and enhances livability for the people who live and work in the community

"Growth"	The Plan	"Infrastructure"
People	Findings and Policies ←-----→	Housing
Workers		Transportation
Students		Parks/Open Space

The Big Picture

Existing Policies	Notes	Actions
<p>1.1 Local Planning Context, Background</p> <p>The following specific objectives, with minor modifications, have been in the Comprehensive Plan since 1980:</p> <ul style="list-style-type: none"> - Encourage only development that maintains and/or improves the existing quality of life of residents. (p5) - Provide for an orderly and timely arrangement and provision of public facilities and services to function as the framework for urban development. (p6) - Facilitate citizen participation in all phases of the planning process. (p6) 		

Housing

Provide an adequate and affordable supply of housing for all segments of the market convenient to workplaces, schools, shopping, and amenities while maintaining or improving the livability (levels of service) of existing neighborhoods.

Existing Policies	Notes	Actions
<p><u>Policy 9.4.1</u> (Housing Needs) 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.</p>		
Proposed Policies		
<p><u>Policy 9.4.11</u> (Housing Needs) When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to available levels of service including parks, open space, and other infrastructure.</p>		
<p>9.7.6 The City and OSU shall cooperate to facilitate the development of experimental communities that are not dependent upon the single-occupant automobile.</p>		
<p>9.7.7 The City shall promote the utilization by the University of public-private partnerships to provide additional, on-campus student housing that provides housing that would be more attractive to upperclassmen, graduate students, and University staff than traditional oncampus housing options.</p>		
<p>9.7.8 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.</p>		
<p>9.7.9 Amendments to the Land Development Code shall be considered to address the negative impacts resulting from the development of student-oriented housing, as described in Finding 9.7.m..</p>		

Transportation

Provide adequate systems (physical street, bike, and pedestrian facilities, public transit, and TDM programs such as rideshare) to provide a range of safe, affordable and convenient transportation options for timely and efficient work, educational, business, and social activities in a cost-efficient manner.

Existing Policies	Notes	Actions
Proposed Policies		
<i>Proposed Policy 9.4.11 (Housing Needs)</i> When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to available levels of service, including parks, open space, and other infrastructure.		

Parks and Open Space

Provide adequate facilities services (passive, active, recreational) to maintain a variety of accessible and affordable recreation activities for all segments (demographics) of the community in a cost-efficient manner.

Existing Policies	Notes	Actions
Proposed Policies		
<i>Proposed Policy 9.4.11 (Housing Needs)</i> When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to available levels of service, including parks, open space, and other infrastructure.		

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

April 27, 2015

Subject: All Applicable Comprehensive Plan Findings and Policies

I have experienced frustration trying to fit my suggestions into the format of this week's packet. I finally figured out what the problem is and how to fix it. Two additional *Comprehensive Plan* Articles should be included in your deliberations:

- Article 1 - Introduction and General Policies
- Article 50 - Definitions

I hope the Task Force will consider these articles as part of their review.

Article 1 - General Policies

First, at the policy level, all plans should be **goal-oriented**, including the City's *Comprehensive Plan*. They can be stated directly as "goals/objectives" or stated in terms of "purpose." Goals can also be implied in terms of *Comprehensive Plan* "findings" which describe problems which need to be overcome: e.g. too little of this, too much of that, misalignment, etc.

The goals should be clear all the time. With regard to OSU development, two goals rise to the top:

The following specific objectives, with minor modifications, have been in the Comprehensive Plan since 1980:

- (1) *Provide for an orderly and timely arrangement and provision of public facilities and services to function as the framework for urban development. (p. 6)*

The Land Development Code (LDC) is a set of regulations that ensures development . . . is served by a proper range of public facilities and services. (p.10)

- (2) *Encourage only development that maintains and/or improves the existing **quality of life** of residents. (p.5)*

The *Comprehensive Plan* is a long and complicated document. These two goals (and others) must be kept in mind whether or not they are repeated in every chapter. This will probably require referencing of the most relevant in each chapter.

Second, complicated problems often require complex solutions. Goals, purposes, and problems are typically more general than any one of the statewide rules that provided the underlying outline for our City's *Comprehensive Plan*. Typically, more than one chapter topic is involved. For example, for example the solution to the problem of excess commuter parking in residential neighborhoods surrounding campus could lie in Chapter 11 - Transportation, Chapter 9 - Housing, and Chapter 8 - Employment, etc. The solution is not specified in a single chapter. Instead, what is needed is a "**systems approach**." This is lost in the myopic chapter-by-chapter view. I caution the Task Force against falling into this trap.

Third, achievement of goals requires successful **implementation**.

(1) The *Comprehensive Plan* uses two related goals extensively: "quality of life" and "livability." "Quality of life" is not defined, but "livability" is given a rather circular definition.

Definition of Livability - Those aspects of the community perceived by residents which make Corvallis a "nice place to live:"

The *Comprehensive Plan* includes some definitive policies about "livability": e.g. Policy 1.1.8; Policy 1.1.7; Policy 9.4.2; Policy 11.3.10. (There were included in my submission to this Task Force in your packet for today.) These have not been implemented. For example, despite the passing of almost two decades, Table 2.6-1 the *Land Development Code* still alludes to "**future updates**" which will supposedly explain what "livability" means.

(2) OSU enrollment varies predictably by term: highest fall term and lowest spring term. Chapter 3.36 of the current *Land Development Code* requires periodic monitoring of off-campus parking by OSU commuters. Policies should be in place to avoid known seasonal bias, and studies must take seasons into account.

Fourth, achievement of goals over time requires **monitoring** in order to provide feedback on goal achievement. Our *Comprehensive Plan* does not provide an overall policy on this topic. Consider two proposed policies in today's packet.

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

*3.2x1 Consistent **monitoring** programs shall be established to ensure that determine whether identified impact mitigation measures are effective in addressing neighborhood livability while permitting OSU to continue to meet its mission as Oregon's land grant university.*

As examples, also consider the following existing *Comprehensive Plan* policies:

*1.1.7 The City shall develop and **monitor** livability indicators, publishing an assessment at least every three years.*

*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.*

*13.13.22 **Monitor** transportation conditions at key roadways and apply mitigation and transportation system management measures identified in the NCAP as necessary to restore adequate levels of service.*

*14.2.3 The City shall **monitor** it's financial and physical capacity to accommodate growth and take appropriate actions to address identified deficiencies and potential problems.*

By policy, the monitoring process must be explained in terms of : Who? What? Where? Why? When? How? How Much? What effect?

Article 50- Definitions

My other suggestions for improving the *Comprehensive Plan* fall into the category of **definitions**:

(1) The simplest involves the document known by the acronym **BLI**. This should be consistently called either Buildable Land Inventory or Buildable LandS Inventory.

(2) The second involves the use of the term "**district**" which is inconsistent between the *LDC* and the *Comp. Plan* and it is very inconsistent within the *Comp. Plan*. I surmise that, for *Comprehensive Plan* purposes, a "zoning district" is an area on the *Comprehensive Plan Map* which has the same zoning. Enquiring minds want to know.

(3) The City lists two "**campus master plans**" on its website. They are very dissimilar. I surmise that a "campus master plan" is a document which lays out a land owner's plan for future development of a specific parcel of land. It is provided to the City Council for approval. However, the *Comp. Plan* does not specify the required format or contents. Further the process for approval of a campus master plan is not specified in the *Comprehensive Plan*.

(4) Many times we have heard that Chapter 3.36 of the *LDC* "**implements**" the *OSU Campus Master Plan*. The current meaning of this important term is not agreed upon. It should be specified in the *Comprehensive Plan*.

Young, Kevin

From: Smith, Court [csmith@oregonstate.edu]
Sent: Friday, May 01, 2015 1:27 PM
To: Young, Kevin
Cc: Shevtsova, Iana - ONID; 'Trang Tran'
Subject: FW: OSU-Related Task Force, Monday, April 27 Speakers
Attachments: opal_briefs_2015_transportation_choices.pdf; opal_brief_2015_single_occupancy_vehicles_and_parking.pdf

Kevin, the normal pad for signing-in was not available Monday, April 27. If it is helpful, the names of the two speakers were Iana Shevtsova (first speaker, opal transport brief) and Trang Tran (second, opal single occupancy brief). The material they discussed is found in the two attachments, which can be made a part of the committee record. If any committee members have questions or want more background Iana and Trang would be glad to answer them. Thanks for your help.

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

OSU Transportation Choices: What Drives Us?

Mai Nguyen, Iana Shevtsova, and Court Smith

Problem Statement

This report is based on the 2014 transportation choices survey data by OSU's Capital Planning and Development group to explore current trends in transportation choices among university employees and students. The survey revealed that for both groups, *convenience, saving time, and cost* – in that order – are the top incentives in choosing different modes of transportation. The report examines choices among employees, choices among students, and analyzes how the major modes of travel compare in terms of convenience, saving time, and cost.

I. Employee Transportation Choices

Background

The most common primary travel modes to OSU campus are driving alone (single occupant vehicle – SOV), biking, walking, car/van pooling, and public transit systems. This study seeks to understand the motivations of travel mode choice including but not limited to geographic areas/distance, ranked preferences, availability of modes, age groups, etc. Data visualization and exploratory results are provided to reveal general patterns. Policy recommendations are provided based on those results.

Findings

The percentage of different travel mode uses among respondents sampled in each zone area is shown in Figure 1. While this visualization does not reveal the true population density in each zone, the rate of SOV use generally increases along with car/vanpooling as distance from campus increases, while the rates of biking/walking generally decrease as distance from campus increases. Public transportation use depends on the specific zone and can be analyzed using GIS based on actual availability of bus stops in the areas.

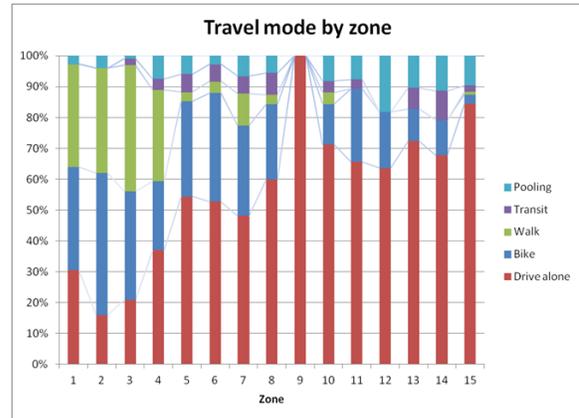


Figure 1: Travel mode by zone in percentage of users

Figure 2 preserves the actual numbers of participants in each zone. Employees from zone 15 are the largest group; they live outside of Corvallis and hence are long distance commuters, which results in high rates of SOV use. Of female employees traveling to campus, 67% drive alone to work, for males this percentage is 53%. Across all age groups, over half of employees drive alone, with the highest SOV percentages being in the age ranges 46-55 (64%), and 56-65 (68%). The ratios of single drivers in classified and unclassified employee groups are 66% and 61%, respectively.

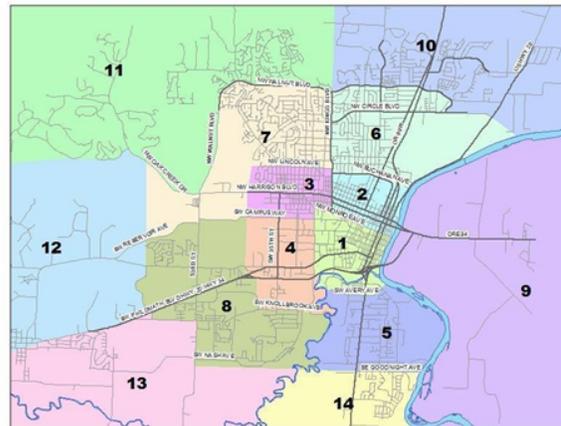


Figure 2: Corvallis zone map

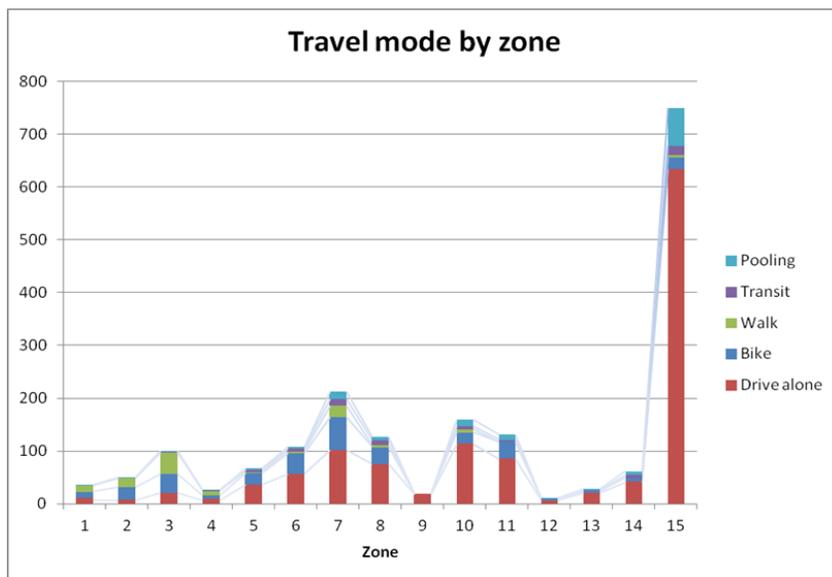


Figure 3: Travel mode by zone in actual numbers of users

SOV: The top listed reasons for using this mode of transportation include: flexibility/ convenience, especially for those who need to run errands, change job locations, or work late (53% of drivers total); time saving (50%); scheduling convenience (43%); family and other obligations (41%); they have no other choice (21%); and affordability (13%). It is worth mentioning that most drivers also provide in the "Others" optional response some common reasons for their choice of commuting mode, such as safety (for example, biking is dangerous during bad weather, at dark hours, or on highways without ample bike lanes such as Hwy 20), and distance (for those who live far away in areas without nearby bus stops, or the Corvallis - Philomath connect buses are not scheduled after 5:00 pm). Many employees also need to dress professionally and biking is not supportive of this attire.

Biking: Within reasonable distance, employees favor this mode due to its health benefits (88%), pro-environmental awareness (80%), convenience (64%), time efficiency (51%), affordability (50%), and the perception that it is the most relaxing travel mode (27%). With the flexibility of biking, users of this mode avoid driving mostly because parking on campus is expensive and inconvenient. They also avoid taking the bus due to inconvenience and longer travel times.

Walking: This group ranks the health benefits of walking as the top reason for choosing this mode (80%), followed by pro-environmental awareness (65%), convenience (54%), affordability (43%), time efficiency (28%), and scheduling (10%). Preference for walking over biking is explained by the concern over or past experience with bike theft.

Car/van-pooling: Among car/vanpoolers, convenience (47% of car/vanpoolers), short arrival time (37%), family obligations (37%), being the drivers themselves (23%), affordability (28%), and scheduling (26%) are the priorities,

Public transportation: Users of public transit system value affordability (68% of public transit system users), environmental friendliness (56%), convenience (40%), and relaxation (35%) of this mode.

Policy Recommendations

In order to encourage alternative transportation choices to single occupant vehicles, several policy recommendations are drawn based on the survey results. Those improvements combined can also facilitate multi-mode traveling (e.g. bike – bus – bike, walk – bus, etc.).

- 1) Biking: accessible, secured, sheltered bike storage to prevent theft; more bike racks on buses and on campus
- 2) Walking: safe alternative routes for walking/biking through construction zones.
- 3) Public transit: more frequent shuttle/bus (details provided in further analysis); more Beaver shuttles at rush hours; more bus stops in parking lots; bus runs after 5 p.m.

II. Student Transportation Choices

Background

This section examines five categories of transportation: biking, walking, driving, transit, and carpooling/vanpooling. The transit category refers to riding the Corvallis Transit System. The driving category refers to driving alone (single occupancy vehicle, SOV). This section analyses OSU students who live in Corvallis, but not on campus. Data on choice of transportation mode was not available for students who live on campus.

Findings

The survey shows that driving alone is the most frequently selected mode of transportation among OSU students. The results (Table 1) show that a zone of leaving is the main factor that influences transportation choice. We use three zones to delineate gradually increasing distance from campus: “minzone”, “medzone” and “maxzone.” The findings offer illuminating comparisons using multiple competing factors in students’ lives.

Living in min zone compared to max zone decreases the probability of choosing transit, carpool or driving while it increases the probability of choosing walking and biking. Living in med zone also decreases the probability of driving while it increases the probability of choosing other modes of transportation.

- ↑ Being an undergraduate student, female, and living in min and med zones compared to being a graduate student, male, and living in max zone *increases* the probability of choosing **Walking** as a primary mode of transportation.
- ↓ Being at age 29-35 compared to being at age 16-23 *decreases* the probability of choosing **Walking** as a primary mode of transportation.
- ↑ Being at age 23-35, having an internship/a job on campus, living in min and med zones compared to being at age 16-25, not having an internship/a job on campus, living in max zone *increases* the probability of choosing **Biking** as a primary mode of transportation.
- ↓ Being an undergraduate student and female compared to being a graduate student and male *decreases* the probability of choosing **Biking** as a primary mode of transportation.
- ↑ Being an undergraduate, other type of student, full-time student, female, at age 23-45, working 5 days and less, being on campus less and more than 5 days compared to being a graduate student, part-time student, male, at age 16-23, working more

than 5 days, and being on campus 5 days *increases* the probability of choosing **Driving** as a primary mode of transportation.

Table 1. Impact of students’ demographics on transportation choice

Variable	Walking	Biking	Driving	Transit	Carpool
Undergraduate	↑	↓	↑	0	0
Other	0	0	↑	↓	0
Full-time	0	0	↑	0	0
Have internship/job	0	0	↓	0	0
Internship/job on campus	0	↑	↓	↑	0
Female	↑	↓	↑	0	0
Other gender/prefer not to say	0	0	0	0	0
Age 23-28	0	↑	↑	0	0
Age 29-35	↓	↑	↑	0	0
Age 36- 45	0	0	↑	0	0
Age 46plus	0	0	0	0	0
Age prefer not say	0	0	↑	0	0
Minzone (1-4)	↑	↑	↓	↓	↓
Medzone (5-8)	↑	↑	↓	↑	0
Work less than 5 days	0	0	↑	0	0
Work five days	0	0	↑	0	0
Come to campus less than 5 days	0	0	↑	0	0
Come to campus more than 5 days	0	0	↑	0	0

Legend:

↑ - increases the probability of choosing the transportation mode compared to reference category (see details on reference categories below)

↓ - decreases the probability of choosing the transportation mode compared to reference category (see details on reference categories below)

0 - has no impact on the probability of choosing the transportation mode compared to reference category (see details on reference categories below)

↓ Having an internship/a job, having an internship/a job on campus, living in min and med zones compared to not having an internship/a job, having an internship/a job off campus, living in max zone *decreases* the probability of choosing **Driving** as a primary mode of transportation.

↑ Having an internship/a job on campus, living in med zone compared not having an internship/a job, living in max zone *increases* the probability of choosing **Transit** as a primary mode of transportation.

↓ Being other type of student, living in min zone compared to being a graduate student and living in max zone *decreases* the probability of choosing **Transit** as a primary mode of transportation.

- ↓ Living in min zone compared to living at max zone *decreases* the probability of choosing **Carpool** as a primary mode of transportation.

Policy Recommendations

- 1) Develop new elements within the Corvallis Transit System to cover all zones of living with bus routes, so residents of outer areas of Corvallis can get to campus at regular intervals without using private transport.
- 2) Encourage biking among undergraduate students by organizing educational seminars on environmental benefits of biking, providing more parking spots and shelters for bicycles, making campus roads safer for bicycles users.
- 3) Plan focus groups to investigate why women prefer not to bike.
- 4) Promote carpools and vanpools through educational programs; organize regular carpools with a schedule and defined stops; create an online application to ease finding a carpool among OSU students.
- 5) Organize a “Civil War” competition between ride-sharers at OSU vs University of Oregon
- 6) Provide car stickers for carpooling cars to champion carpoolers to the general public; create multiple attractive parking spots reserved only for carpooling cars.

III. Major modes of travel: Overall choices and incentives

Background

With convenience, time-savings, and cost as the three chief motivators in transportation choice, this section examines how major modes of transportation rank with respect to these motivators.

Findings

Transportation choices are strongly related to distance. Using the transportation choices in Google Maps, bike and car are the most convenient options and quickest depending on distance. Time of day affects the time of travel when getting Google results.

Destination (from Student Experience Center)	Distance (in miles)	Time (in minutes)			
		Bike	Bus	Walk	Car
Franklin Park	0.8	5	N/A	15	4
Chintimini Park	0.8	5	N/A	15	5
Majestic Theater	0.9	4	13	19	4
New Retreat	1.3	6	19	24	4
Timberhill Apartments	2.4	12	23	46	9
Hemlock	2.8	16	32	56	9
Grand Oaks	3.1	14	15	54	8
Philomath Museum	5.8	31	24	103	14
Adair Vilage	8.7	44	46	170	16
Albany	11.7	61	84	231	19

Table 2: Sample trip distances and times

Within 3 miles of the OSU campus, a bike is the fastest, if the time to walk from parking is included. Biking is also the cheapest and most convenient. Bike parking is free, and one can bike right to a destination. Biking, however, is not pleasant in rainy, cold weather and during the winter months when travel is often in the dark. Bike use drops substantially during late fall and winter.

While the car is as convenient as a bike and travels faster, all car trips require at least some walk from parking to the final destination. Those who purchase the most expensive parking permits can reduce the length of this walk.

As Table 2 shows, bus travel is slower than the other modes except for walking. Bus travel requires walking on both ends of the trip, which adds to the time and affects convenience. Walk time is included in bus travel calculations.

Walking is healthy, affordable, and good for the environment. A mile, however, is about the limit for students who make this choice, as shown in Table 3, which shows the percentage of students who choose a particular mode of transportation in relation to trip distance.

Distance (in miles)	Mode choices (by %)			
	Walk	Bike	Bus	Drive
<1.5	83	52	9	8
1.5-3.8	11	38	56	31
>3.9	6	10	35	62
Total	100	100	100	100

Table 3: Percentage of students choosing a particular mode of transportation in relation to trip distance

Other factors in selecting the mode of travel are the travel plan for the day, which might include attending a meeting or event. It might involve picking up children, groceries, or supplies. Thus, other obligations often make car trips most preferable. Convenience of bus routes and bus schedule are important and strongly affect this choice.

Taking a car to gain convenience has substantial costs. Parking closest to one’s office costs \$495 or \$330 per year. For people making a short trip to campus, \$1 and \$2 per hour parking is available. Cars also require substantial capital, maintenance, and operational costs. Thus, while most convenient, cars also cost the most. Further, cars have the highest environmental costs in land for roads and parking. They cause polluting emissions, congestion, and neighborhood clutter. When one has a car and has purchased a parking permit, however, there is little financial incentive to stop driving except for congested driving or parking inconvenience. Further, under current conditions the availability of free on-street parking within the campus boundaries and off campus within convenient walking distance offers convenience and cost that out-compete on-campus parking alternatives for many.

A bus can work as a substitute for a car. CTS buses are free. However, most CTS bus routes do not extend beyond much of the walkable and certainly bikeable area. The Loop Bus is a valuable source for travel from Albany, the 99 Express from Adair Village, and the Philomath Connection from the west. The problem with buses is that their schedules and routes are not always convenient or time efficient.

Policy Recommendations

- 1) The convenience and quickness of a car have to be beaten by other modes of travel. Survey data show that current transit alternatives make this hard to do. However, parking increasingly makes car travel more costly and congestion makes trips time consuming.
- 2) Parking planning has to take into account episodic events as well as daily and seasonal travel patterns. Parking demand on any given day can be affected by weather, an athletic event on a class day, a conference scheduled in University facilities on a class day, a special speaker coming to Gill Coliseum or LaSells Stewart Center.
- 3) Regular experiments are likely to be better for determining how to serve parking demand. A potential goal would be to increase the availability of parking spaces for fixed-term purchase as opposed to annual permits. This brings a cost calculation into each daily parking choice.
- 4) The survey and fall 2014 behavior show that pricing has a significant effect on parking demand. Actual experience showed that pricing was a more significant factor than the survey would predict. A system of dynamic pricing, where parking prices fluctuated with demand, could be an effective way of allocating parking.
- 5) Opportunities will continue for experimenting and modifying transit and parking programs. New residence developments like The Retreat, Witham Oaks, South Corvallis Golf Course, and other large concentrations of students a mile or more from campus are highly likely to add bike, bus, and car traffic that will stress existing parking infrastructure and transit services.

Preliminary findings: Single occupancy vehicles and parking permits

Trang Tran

Problem Statement

In Fall 2014, OSU implemented a new on-campus zonal parking permit system. The new generally more expensive system definitely changed parking habits, with implications for neighborhoods around campus, and for some travel choices by students and faculty. During winter term, the OSU Capital Planning and Development Transportation survey investigated OSU employee and student transportation choices. This study reports the impacts of work/study status, gender, living distance and age on the decision of OSU employees and students in purchasing a parking permit. Findings and recommendations are included at the end of the report.

Background

In October 2014, OSU implemented a new zonal parking system to address such parking issues as parking space, parking time, vehicle congestion in the campus core and campus-related parking impacts in the surrounding neighborhoods. The OSU Parking Utilization Study 2014-2015 has revealed some positive effects of the new parking permit system: the new permit system appears to have achieved its prime goal of moving parking from the north to south side of campus. Nonetheless, community relations problems still persist around overflow parking in nearby neighborhoods.

Many studies have evaluated the relationship between a commuter's different demographic attributes with parking choice and transportation mode choice. Some found the positive interactions between parking supply and transportation mode, others that parking prices and walking distance are elastic with parking choice. A study in Portugal examined the role of travelling characteristics of University of Coimbra campus commuters in their level of willingness to pay for a reserved parking on campus. The study found that individuals who are female, individuals who live more than 6 km (3.7 miles) from the campus and individuals who have higher income are more willing to pay higher (more than one pound per day) for a parking permit.

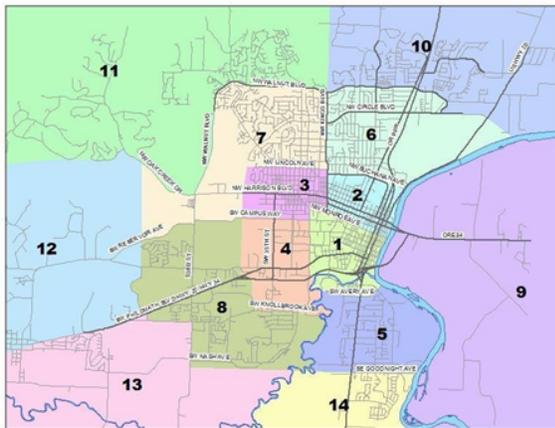
For this brief, we examined the effects of demographic attributes on single-occupancy vehicle (SOV) and parking choices. We also investigated parking choices of OSU employees vs. students in different age ranges. Survey respondents consist of approximately 36.7% of all OSU employees and 12.42% of all students. Despite the relatively low response rates, many common themes emerged.

Analysis

Living location

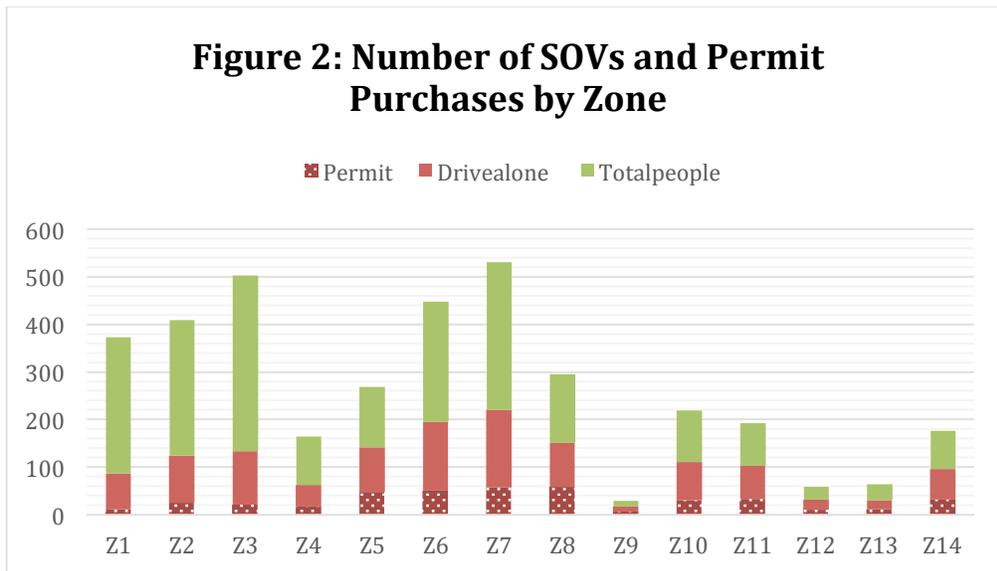
The survey divided Corvallis into 14 geographic zones, shown in Figure 1. In this study, we analyzed the differences among zones in the number of people who choose to primarily drive alone to campus and people who purchased a parking permit. Figure 2 represents the number of SOV and permit purchases by zone. The most notable finding is that regardless of living distance, the percentage of SOV drivers who do not own a parking permit is substantial.

Figure 1: Corvallis Zone Map



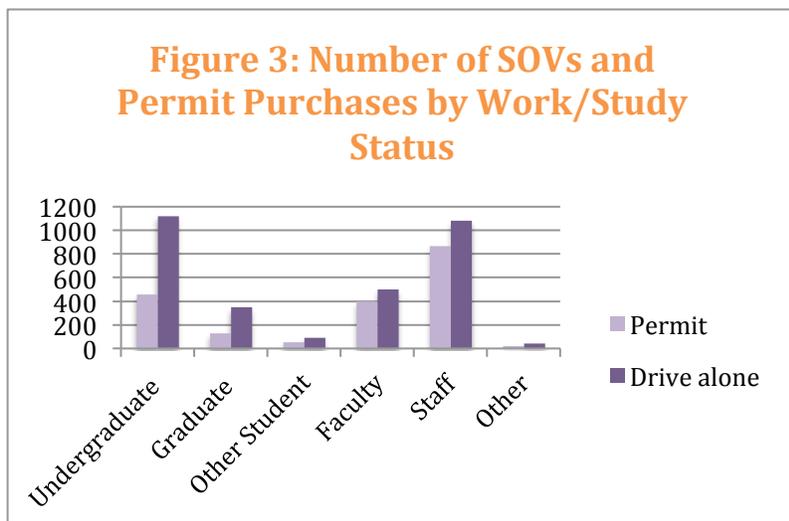
For the purpose of data analysis, we divided 14 geographical zones into 3 circular regions. We labeled zone 1-4 as “minzone”, zone 5-8 as “medzone” and 9-14 as “maxzone”, representing the gradual increase in their distance from the OSU Corvallis campus.

Figure 2: Number of SOVs and Permit Purchases by Zone



Work-study Status

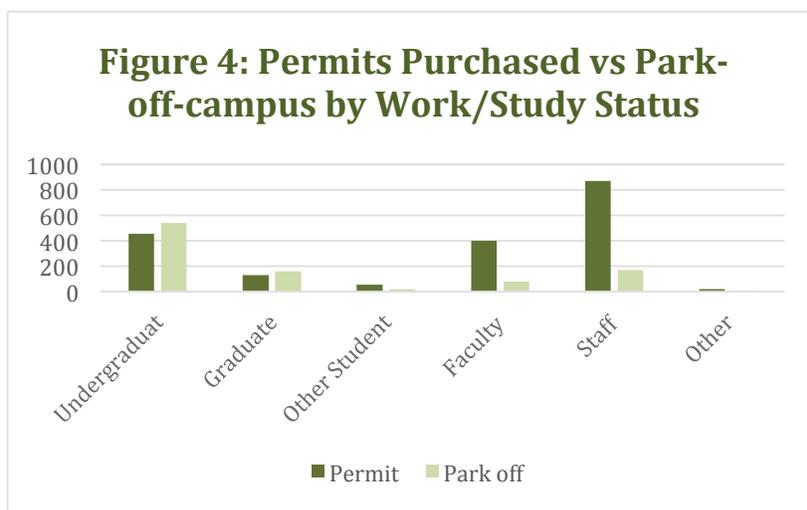
In the original data, there are more categories in terms of one’s work/study status. Employees are identified as faculty (unclassified), staff (classified), temporary, student worker/assistant, and affiliated employee. Students are grouped into freshman, sophomore, junior, senior, masters, professional degree student, PhD student, non-degree seeking student. Again, we minimize the number of categories by considering only three groups of employees: staff, faculty and others (employees who are not staff and/or faculty); and three groups of students: undergraduate, graduate and others (students who are not undergraduate and/or graduate).



The results show a striking gap between the number of permits purchased by students and employees. Of undergraduate respondents who drive to campus, 41% have a permit; among graduate respondents 37% driving to campus have a permit. Meanwhile, 80% of faculty respondents and 80% of staff respondents who drive to campus have a parking permit. Figure 3 shows the percentage

of permit purchased by different types of students and employees who primarily choose to drive alone to campus.

Additionally, the number of undergraduate and/or graduate student who park off campus slightly outweighs those who purchase permits. By contrast, the number of faculty and staff who buy parking permits significantly surpasses those who park off campus. Figure 4 reveals specific information about the gap between the number of permits purchased and the choice to park off-campus by work/study status.



With undergraduate students as the reference group, and after adjusting for other variables like living distance, gender and age, a significant association is observed between work/study status and the likelihood of purchasing a

parking permit. This relationship is significant across various categories of work/permit status, except for the “other employee” category.

Thus, compared to undergraduate students:

- ↓ Being a graduate student *decreases* the probability of purchasing a parking permit.
- ↑ Being a professional degree student or a non-degree seeking student *increases* the probability of purchasing a parking permit.
- ↑ Being a faculty member *increases* the probability of purchasing a parking permit.
- ↑ Being a staff member *increases* the probability of purchasing a parking permit.

Other factors *increasing* the likelihood of purchasing a parking permit:

- ↑ *Living in medzone (zone 5,6,7,8) or maxzone (zone 10,11,12,13,14) compared to living in minzone (zone 1,2,3,4) increases* the probability of purchasing a parking permit.
- ↑ *Being a female* increases the probability of purchasing a parking permit.
- ↑ *Being older than 23 years compared to 16-23 years old* increases the probability of purchasing a parking permit.

Policy Recommendations

1. Continue to encourage alternatives to SOVs: provide improved bicycle access, safe pedestrian facilities and shuttle bus service and carpooling.
2. Coordinate activities of the OSU Planning Department, Student Experience and Activity Center and other student initiatives to explicitly direct transportation behaviors by: campaigns, education program, pilot programs and other experimentation, apps, etc. Particularly, focus on *promoting non-SOV transportation to OSU employees* since this group has a higher probability of choosing SOV.
3. Provide opportunities for neighborhood home owners to *purchase* full-time parking permits in their residential areas while also providing a number of commuter permits (with higher fee) that allow general public, employees and students to park in the neighborhood for a limited time.

Further Reading

1. Barata, E., Cruz, L., & Ferreira, J. P. (2011). Parking at the UC campus: Problems and solutions. *Cities*, 28(5), 406-413.
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3. Harmatuck, D. J. 2007. “Revealed Parking Choices and the Value of Time.” *Transportation Research Record* 2010 (1): 26–34. doi:10.3141/2010-04.
4. Toor, W., & Havlick, S. (2004). *Transportation and sustainable campus communities: Issues, examples, solutions*. Island Press.

Young, Kevin

From: Duncan, Sally [Sally.Duncan@oregonstate.edu]
Sent: Thursday, April 30, 2015 10:31 AM
To: Ali Bonakdar; Dodson, David; Houghtaling, Rebecca; GRIGG DEVIS Valerie; Trelstad, Brandon; Clark, Steve; Hunter-Zaworski, Katharine; Lazaro, Lee; Williams, Meredith; Bassett, Robyn; Young, Kevin; Mayor and City Council; DIXON Jay; JARAMILLO Annabelle E; anne.schuster@co.benton.or.us
Cc: Smith, Court; Duncan, Sally
Subject: Transportation policy briefs from OSU Policy Analysis Lab (OPAL)

Greetings,

The OSU Policy Analysis Lab (OPAL) is designed to provide professional training experiences for students, using real world problems to hone their skills and address current policy problems. This year OPAL took on transportation in and around Corvallis/OSU as a focus of our research and analysis. We had a great deal of helpful input and interactions from staff and leaders both in the City and at OSU, as well as from several outside and state agencies. We could not have done our work without their help.

We would now like to share the results of our work, which we hope may be of some assistance in considering the complex challenges of transportation, transit, parking, and community relations on our campus, in our city, and across the surrounding area. Our studies are by no means comprehensive. Rather, they inquire into selected aspects of the system for which we had either available data or strong student interest. Our students have targeted appropriate public meetings during spring term at which they will make brief presentations.

Our current briefs can be found at this link: <http://liberalarts.oregonstate.edu/spp/opal/projects/briefs-and-papers> . A list of the briefs is also pasted below for your convenience. Please feel free to share these as widely as you choose.

Best regards,

Sally

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Autonomous vehicles in Benton County: A near-future certainty -- Ivan Kuletz

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_autonomous_vehicles.pdf

As part of their commitment to reducing traffic congestion, parking issues, and vehicle accidents, the idea of becoming a test site for autonomous vehicles – private and public – can seem like both a solution and a potential problem for Benton County, Corvallis, and OSU. This policy brief will explore the concept and provide policy recommendations.

Regional governance of transportation issues -- Nathan Davis and Stephen Naimoli

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_regional_governance.pdf

While Oregon State University enrollment has peaked, the transportation problems facing the City of Corvallis continue. The problems in Corvallis have regional origins and implications, and a regional solution will be required to address them. This policy brief defines the transportation region, lists transportation policy actors, and discusses possibilities for collaboration.

Preliminary findings: Single occupancy vehicles and parking permits -- Trang

Tran http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_single_occupancy_vehicles_and_parking.pdf

In Fall 2014, OSU implemented a new on-campus zonal parking permit system. The new generally more expensive system definitely changed parking habits, with implications for neighborhoods around campus, and for some travel choices by students and faculty. This study reports the impacts of work/study status, gender, living distance and age on the decision of

OSU employees and students in purchasing a parking permit. Findings and recommendations are included at the end of the report.

Opportunities for planning and experiments in transit connectivity -- Courtland Smith

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_opportunities_for_planning_and_experiments_in_transit_connectivity.pdf

Since it is not always easy to get to Corvallis other than by car, a comprehensive transportation plan needs to link Corvallis residences with neighboring towns, airports, rail service, plus venues at OSU, in our downtown, and to outdoor activities.

Non-reported traffic accidents on OSU campus: Student data

Aaron Cochran and Ivan Kuletz

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_student_accidents.pdf

While major traffic accidents mostly get reported, a number of student-involved traffic accidents go unreported to authorities on the Oregon State campus. The result is that data on these accidents is limited. This brief investigates the location and types of accidents that students fail to report on the OSU campus.

Town and gown relations through the lens of transportation: A background document for Corvallis and Oregon State University

Ivan Kuletz

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_town_and_gown.pdf

This document examines the historical and cultural implications of Town and Gown relations as they relate to solving issues of transportation. The paper begins with a bullet-point background summary and moves into a discussion of comparative cases both in the U.S. and Germany. It concludes by examining the situation in Corvallis and OSU.

OSU transportation choices: What drives us?

Mai Nguyen, Iana Shevtsova, and Courtland Smith

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_briefs_2015_transportation_choices.pdf

This report is based on the 2014 transportation choices survey data by OSU's Capital Planning and Development group to explore current trends in transportation choices among university employees and students. The survey revealed that for both groups, *convenience, saving time, and cost* – in that order – are the top incentives in choosing different modes of transportation. The report examines choices among employees, choices among students, and analyzes how the major modes of travel compare in terms of convenience, saving time, and cost.

Corvallis parking: A proposal -- Courtland Smith

http://liberalarts.oregonstate.edu/sites/liberalarts.oregonstate.edu/files/opal/opal_brief_2015_corvallis_parking_system_proposal.pdf

Corvallis is very difficult to get to and from without a car. OSU, LBCC, City, County, School District, apartments, businesses, churches, and others push parking demand onto Corvallis streets. On November 4, 2014, Corvallis residents rejected Measure 02-88, aimed at creating residential parking districts. An alternative parking proposal is offered for consideration in a revised approach.