



Community Development Planning Division  
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## AGENDA

OSU-Related Plan Review Task Force  
6:00 pm, Monday, June 8, 2015

**Downtown Fire Station Meeting Room, 2<sup>nd</sup> Floor, 400 NW Harrison Blvd.**

I. Welcome and Introductions

II. Public Input Opportunity

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

Discussion of materials submitted by Task Force members in response to public testimony. All materials submitted by Friday, June 5<sup>th</sup> at 3 pm are included in **Attachment A**. Additionally, the Community Development Director has submitted a memorandum (**Attachment E**) with suggested Finding/Policy language.

IV. Review of Version 4.0 Draft Comprehensive Plan Findings and Policies

Packet materials contain Version 4.0 (**Attachment B**) of the draft revisions to findings and policies based on the Task Force's direction from the April 13, 2015; April 27, 2015; May 14, 2015, and May 28, 2015, meetings.

- The Task Force is asked to review the draft revisions to make sure staff have accurately captured the proposed changes.
- Changes made based on discussion from the May 28<sup>th</sup> meeting, and some clarification items identified by staff, are reflected by strikeout and double underline or **bold and double underline** (new language)

V. Responses to Task Force Questions

Discussion of memorandums included in **Attachments C and D** regarding questions from Task Force members.

VI. Decision to Schedule Public Comment Opportunity

This meeting is tentatively scheduled for June 22, 2015, at the Downtown Fire Station.

VII. Public Input Opportunity

VIII. Adjournment

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

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

**Attachments:**

- A. Materials submitted by Task Force members in response to public testimony**
- B. Version 4.0 Draft Revised Findings and Policies prepared by staff**
- C. Interim Agreement Interpretation – Memo from the Deputy City Attorney**
- D. Permitted Uses on OSU Agricultural Land within Benton County**
- E. Memorandum from the Community Development Director regarding Suggested Finding/Policy Language**

**From:** [Paul Woods](#)  
**To:** [Young, Kevin](#)  
**Subject:** Re: Homework - Remaining Testimony  
**Date:** Wednesday, June 03, 2015 2:52:41 PM

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Hi Kevin,

After reading Rollie Baxter's testimony these are a few ideas that came to mind:

1. We haven't talked about the Sector concept in the current CMP and whether it is an effective way to plan. For instance, parking can end up far away from needed areas due to the way Sectors are handled.
2. He mentions rate of growth in a couple of places. I don't think there are policies that deal with rate of growth. Should there be? Can there be?
3. The idea that the CMP has decreased public participation is an interesting perspective. Is this, in fact, making the CMP and LDC section 3.36 out of line with State Goal #1?

I got partway through the other documents, but ran out of time before I could find something to write about them. The past few days were unusually busy personally....

Paul

On Fri, May 29, 2015 at 11:22 AM, Young, Kevin  
<[Kevin.Young@corvallisoregon.gov](mailto:Kevin.Young@corvallisoregon.gov)> wrote:

Hello Task Force members,

I'm sending out the following message on behalf of Chair Gervais:

Good discussions Thursday night! It is hard work to stay on task with this for so many hours at a time.

As we discussed, please spend some time in the next few days looking at the testimony in the packet. As much as you can, decide whether each person's points and ideas have already been addressed- no action needed if you think those points have been covered, but if you think they have not, please take a stab at findings and policies (we've had some practice by now!). Send your revisions to Kevin by Wednesday 5 pm and he will send out everyone's material in a packet by Friday at 5 pm for the Monday, June 8 meeting.

Also, please review the minutes. I would like to call everyone's attention to Dan Brown's verbal testimony on the third page- this is a theme we've heard from a number of people, so if you have some mental energy left to give this some extra thought, I think we need to consider whether some more comprehensive findings and policies not specific to any one topic might need to be crafted.

And, finally, Barb suggested that we keep a list of topics that should be given particular attention when the LDC is worked on- such as the issue of monitoring. We are NOT trying to craft anything specific here for multiple reasons, but it may be helpful for Council to know which issues in particular we found to be in need of some scrutiny by whatever body undertakes the next task.

Last request: please respond to the doodle poll for another meeting!

Anything else? If yes, please send Kevin an email and he will forward it to the group.

Again, thanks to all of you for your efforts and work on this task! It has taken much more time and commitment than I think was originally expected, and I greatly appreciate everyone's efforts to continue finding time in their lives to battle on with the material. I am looking forward to the meeting where I do not have to say, "and we're going to have to schedule another meeting..."

Have a great weekend,

Jen

Additionally,

Here are is what we think is the remaining testimony that has yet to be discussed. Let me know if there's other testimony that we have not yet discussed. Just to be clear, I'm hoping to get any further suggestions for revised or new findings and policies based on this testimony by Wednesday, June 3<sup>rd</sup>. I will then put those materials together with other packet materials for distribution on Friday, June 5<sup>th</sup>, in anticipation of our next, June 8<sup>th</sup> meeting, which will be at the downtown Fire Station.

Thanks, and let me know if you have any questions,

**Kevin Young**  
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City of Corvallis  
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[kevin.young@corvallisoregon.gov](mailto:kevin.young@corvallisoregon.gov)

Final review of testimony for OSU Task Force- Jen Gervais  
June 4, 2015

David Dodson's testimony

3.x.1->3.2.n accept change

3.x.2->3.2. o accept change

3.x.3->3.2. p accept change

3.x.4->3.2. q accept change

3.x.5->3.2.r accept change

3.x.6->3.2.s accept strike-out

3.x.6->3.2.t Dave suggests striking this one because it is stated elsewhere. How do we feel about some repetition, given that findings support subsequent policies?

3.2.x.1->3.2.9 see modification in revisions to CP versions 2.0, 3.0. I want to keep the idea that action WILL occur if monitoring hits a predefined trigger point. I think we need to leave the "how" and "what" of the monitoring to the LDC. Concur with staff to move this to Chapter 13 of CP.

3.2.x.2- Dave's addition- accept. Will need to be placed in CP update version 3.0.

*Community character findings:*

5.x.1 Accept Dave's revisions and add back in?

5.x.3->5.4.n accept omission, has become 5.4.1 finding

*Economy findings:*

8.4.x.0->8.4.e change has been made

8.4.b- change has been made

8.4.d- change has been made

*Housing:*

9.7.x (Frank's finding) can't find in 2.0. Do we want it in? I liked Dave's suggested edits.

9.7.xx concur, remove (in fact, it's already gone)

9.x.1 Do we want to add this? (original wording axed)

9.xx.1 Do we want to add this? I like it.

9.x.2- this already amended, so Dave's edits now moot.

9.4.2- this also has already been substantially edited.

*Transportation:*

11.2.k grammar: should be "affect" (a verb) not "effect" (a noun).

11.4.h accept edit

11.7.i- accept edit

11.2.1 correction already made

Barb's new transportation policy- I like the edits, but it doesn't appear to have made the cut to get into CP version 2.0? Do we wish to reconsider?

New policy suggested by Dave: I suggest we incorporate this.

Rollie Baxter's March 24, 2015 testimony

1. I think this has been addressed.
2. I also thing we've gotten at this concern in multiple places.
3. Do we want to explicitly address loss of parking lots? We have covered parking.
4. Not sure this is relevant. Other thoughts?
5. This shuld be addressed as general, broad-scale look at multifactorial livability.
6. Addressed.
7. We are not charged with LDC 3.3.6 in this process.
8. Monitoring language is now included in the CP changes. Details need to be left for LDC 3.3.6 overhaul.
9. Housing has been addressed.
10. Addressed.
11. Addressed.
12. Sticky point!! Did we address it in May 28 work session? I think so.
13. LDC 3.3.6
14. LDC 3.3.6 CP changes include  
language dealing with monitoring needs and potential to trigger plan review.
15. Partially addressed- but I don't think the CP is the place to insist on parking structures.
16. Too detailed for comprehensive plan.
17. LDC 3.3.6. However, new language in CP regarding review.
18. LDC 3.3.6
19. This isn't clear to me and I am not sure that it is factually correct. We should discuss.
20. Kevin- is this true? Do we want this as a finding?
21. We don't know that the BLI has failed- it may be fine. It is an issue of choice and location.

Court Smith's April 7, 2015 emails

Section 11.4 parking

Looks like TF has already dealt with attachment C page 2. Do we want to reconsider "11.4.e" and "11.4.i"? They get at issues that I don't think we've fully encompassed with edits to date.

Article 3

I don't think Court's proposed 3.2.n-3.2.q have been incorporated yet. I support adding all four.  
New policy 3.2.9: I vote we add this, but I think it needs some word changes. "Future development aimed at housing faculty, staff, and students of OSU will emphasize clustering and either inclusion of services, open space and businesses to support car-free transportation, or be located as close to services and businesses as possible."

I don't support 13.2.6. It seems contradictory and I can't imagine how this would work. Open space needs to be on a larger scale than individual developments if compact growth is to occur. This wouldn't apply to "pocket parks" or recreation areas as currently required.

Article 14

I suggest that we accept Court's proposed 14.2.g-14.2.i, but I find 14.2.6 as problematic as 13.2.6. However, we have discussed open space peripherally several times during our discussions. Should we spend some more time on this issue?

#### Section 1.0, Strategic planning context

Finding 1.01- but all of these developments were proposed consistent with the LDC, so it is the underlying zoning that is the problem, not the developers! I see where Court is trying to go with this and I agree, but I am not sure any of these are findings and policies as have been previously framed.

#### Findings:

Climate change, development pressure, and increasing risks of natural catastrophes such as wildfire, flooding, and drought necessitate a holistic approach to community land-use planning.

No single element (employment, housing, services, recreation) can be looked at outside of the context of the whole if holistic planning is to be achieved.

Holistic planning, such that employment, housing, services, and recreation are developed in a mosaic that creates neighborhoods in which residents can meet most of their daily needs will maintain quality of life and livability in our community.

#### Dan Brown's April 2, 2015 testimony

The discussion of spring term parking studies is best left to the overhaul of LDC 3.3.6

#### Dan Brown's April 22, 2015 testimony

Discussion of livability- We have left livability indicators and benchmarks largely untouched. The only place they are mentioned in our current LDC is the annexation chapter, which has been a struggle for staff and the planning commission in my experience. Is this more of an LDC issue? I suppose that the definitions do belong in the CP, but it makes me a little uncomfortable to have such a small body try to define this. Should we try?

Master plan definition- this strikes me as well beyond the task force's charge, but should be something considered by the City Council.

**From:** [hannarm@comcast.net](mailto:hannarm@comcast.net)  
**To:** [Young, Kevin](#)  
**Subject:** Homework  
**Date:** Friday, June 05, 2015 7:24:57 AM

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Hi Kevin,

Thanks for the reminder. I took a stab at it last night so here goes.

Rollie Baxter Memo:

Items as numbered in memo:

2. Elements of this may be an effective way of finding that 3.36 was ineffectual for most reasons stated without diving too deep into LDC for now but providing path for council to determine next steps.

4. Not sure that we clearly identified Zone C as a primary area of parking loss and intense development. This could find itself as a finding that supports the policy of the need for a clear method of transporting larger numbers of students, staff and visitors into the "Core of Campus" and out again to remote parking or transportation centers. It ties in with the concept of some form of "Trolley" or similar people mover.

6. I think as long as this is modified to state that it is a contributing factor to this trend vs. the only cause it could be included as finding.

7. Should be included but statement that assumes they gave it no thought in regard to community is too speculative.

8. Include as finding and it will result in policy that requires City to develop internal mechanisms for standard and regular analysis.

9. I could support including it as finding as it supports Council Goals and the work of Housing Task Force and Community Development Programs.

12. Include in Findings.

15. Interesting finding but probably needs reworked. It suggests a policy that requires restoration of parking as opposed to simply mitigating into the future as the present interim agreement is limited to mitigation not amelioration. The parking problem however has proven to be a much older problem as identified in some testimony, I believe by Dan Brown that recited info from several decades ago about parking in neighborhoods.

17. Include

18. Include Both of these at least for discussion.

Court Smith

I believe that most of Court's observations have been included in some form. The point that provision of garage space has not proved to be equal to parking or an effective means of controlling cars on streets has not. garages have probably proven to increase density of occupants of some town homes as prices have risen and students have readapted this space to unhealthy living space or recreational pong parlors. Of course all of us are probably guilty of underutilization of garages which have turned into storage facilities for our stuff vs. our vehicles. Maybe we should require attics instead!

The students raised the issue of transportation to surrounding communities last session. Have we included this as finding?

April 7th Memo from Court, I like the concept behind finding 1.0.3 that supports why we should consider that actions here in our small community have an importance and impact beyond our borders. This is often a criticism of local efforts to address larger picture problems and I think this statement captures the why of the need.

Same memo, Policy 1.0.3 Should be included.

Brown & Dodson Material

In general, I feel we have examined and considered most of this and integrated much of it into our findings and policy. The "Livability" piece of Dan's might not be adequately addressed as of yet. This is one of those concepts like Mass and Scale that mean different things to different community members. Maybe we should take a stab at it although if we stab it, it may not live! It will probably be something to be cleared up in the Vision Plan.

That's it for me today, thank you for keeping us nose to the grindstone.

Frank

# OSU-Related Comprehensive Plan Review

## Task Force – Proposed Revisions to

### Findings and Policies (Version 4.0)

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; April 27, 2015; May 14, 2015, and May 28, 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 confined 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. Changes in response to feedback from the May 28, 2015, meeting are reflected by **strikeout** of double underlined language or, for new language, **bold** of double underlined language.

## **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.*

## **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 **redeveloped to higher densities** begun realizing the underlying zoning.*

## 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.l *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 on campus that to serve the larger 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.

### 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, CH<sub>2</sub>M 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.l *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.*

*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 65 and over population between 2012 and 2040. As the numbers of older 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 65 and over 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 65 and over 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 **impacts on desired or required** 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.*

(At the May 14, 2015, meeting, Task Force members asked if this data includes students. The answer is “yes.” Students may live in households with other unrelated persons, or individually. They would only be counted as part of a family if they have families of their own, or live with their family of origin. The student population helps to explain the

discrepancy in Corvallis between median household income, which is low, and median family income, which is the highest in the state.)

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.*

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

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:

	<b>2002-2003</b>	<b>2015-2016</b>	<b>% Change</b>
<b>CDBG</b>	\$675,000	\$476,048	-29.5%
<b>HOME</b>	\$556,000	\$233,323	-58.0%
<b>Total</b>	\$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.~~

Historically, forecasts of student enrollment growth have not been accurate. In addition, these forecasts have not been a reliable measure of impacts to the community.

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.

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. In comparison, a 2014 study of students, staff, and faculty found that 53% of respondents drove a personal vehicle to get to campus.

Staff propose replacing this with the following, based on a more statistically rigorous study:

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. In a 2014 survey of OSU employees and students living off campus, 31% of students and 62% of employees commute in a single occupancy vehicle. In total, 39% of people commuting to OSU from off campus drive alone.

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 *Between January 2009 and March 2015, the City's demolition permit data suggest that approximately 69 detached single family dwellings were demolished in Corvallis. 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.

**The City and Oregon State University shall work toward the goal of housing faculty, staff, and students who work and attend regular classes on campus in dwelling units on or near campus.** (flagged for further discussion?)

- 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, **if on-site parking is limited or not available.**

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 parking lots, which are not improved to full City standards, and which 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 **can** provide **additional** resources for transit and transportation improvements.

D. Parking fees ~~should~~ **can** 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 contributing to overcrowding.

11.7.j The limited frequency of service and inconvenience of connections limit transit ridership.

## **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 maintaining the free transit system encouraging increased use of the free transit pass program, encouraging increased bicycle and pedestrian travel, and by developing and implementing a parking plan.*

### **Proposed New Findings**

11.12.d Concerns have been raised 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.

11.12.e Students prioritize cost over convenience in choosing transportation modes. Employees tend to prioritize convenience.

11.12.f Commuters from surrounding communities outside Corvallis have few convenient transportation options other than the single occupant vehicle.

**11.12.g Data show that students are sensitive to parking pricing, which can alter student behavior.**

**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. OSU shall work with the City and other community partners to explore remote parking options.
- 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.*

### Proposed New Findings

- 13.2.i *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.*
- 13.2.j *Enrollment projections under the 2004 Campus Master Plan were exceeded, while the square footage of new buildings was less than 1/3 than of that projected in the 2005 Campus Master Plan. In 2004 There were 3,422 beds on campus within residence halls and co-ops, with an undergraduate enrollment of 15,713. In 2015, on-campus*

undergraduate enrollment was 21,193, and there were 4,740 (2011 #) beds provided in on-campus housing. (waiting for more recent data from OSU)

13.2.k 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.

Staff recommend the following change, based on data from the 2004-2015 Campus Master Plan (page 3-2) and from the 2014 CMP Monitoring Report (page 8 of the 2014-2015 Parking Utilization Study):

Oregon State University added 5,316 students and 1,775 faculty and staff between 2003 and 2014 – 2015. OSU's impact on the community with respect to the percentage of the overall community exceeds any other entity.

13.2.l 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.

13.2.m Because of the disproportionate impact OSU has on the community because as a result 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.

13.2.n In 2015, Oregon State University students currently make up roughly 1/3 of the people living in Corvallis.

According to 2013 American Community Survey (ACS) data, the population of residents within the Corvallis Metropolitan Area between the ages of 20 and 29 comprises 22.8% of the total population, while this group comprises only 13.4% of the total population in Oregon. Within the Corvallis Metropolitan Area, which extends beyond the City Limits area, the population of residents between the ages of 20 and 29 is estimated to be approximately 19,743 according to the 2013 ACS.

Staff propose the following revision, based on ACS data for the City of Corvallis:

According to 2013 American Community Survey (ACS) data, the population of residents within the City of Corvallis between the ages of 20 and 29 comprises 31.2% of the total population, while this group comprises only 13.4% of the total population in Oregon. ACS estimates approximately 17,064 Corvallis residents in this age cohort, from an estimated 2013 population of 54,691.

13.2.o 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.

**13.2.p Community concerns were raised about the adequacy and implementation of monitoring, as described in the Campus Master Plan and LDC Chapter 3.36. Concerns included monitoring that was not completed, lack of monitoring of the correct metrics, and changes in monitoring without City Council approval.**

**13.2.g Unanticipated development, including public/private partnerships, led to community concerns that typical development requirements were not provided, and resultant uses were not primarily university-oriented.**

## **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.

## **Proposed New Policies**

**13.2.6** 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 monitoring programs can occur anywhere in the community.** 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 **OSU District Campus Master Plan** shall be implemented even if the planning period has not expired

**13.2.7 Permitted uses on the OSU Campus shall be primarily University-related. Where public-private partnerships have the potential to significantly impact the larger community, a public review process shall be required.**

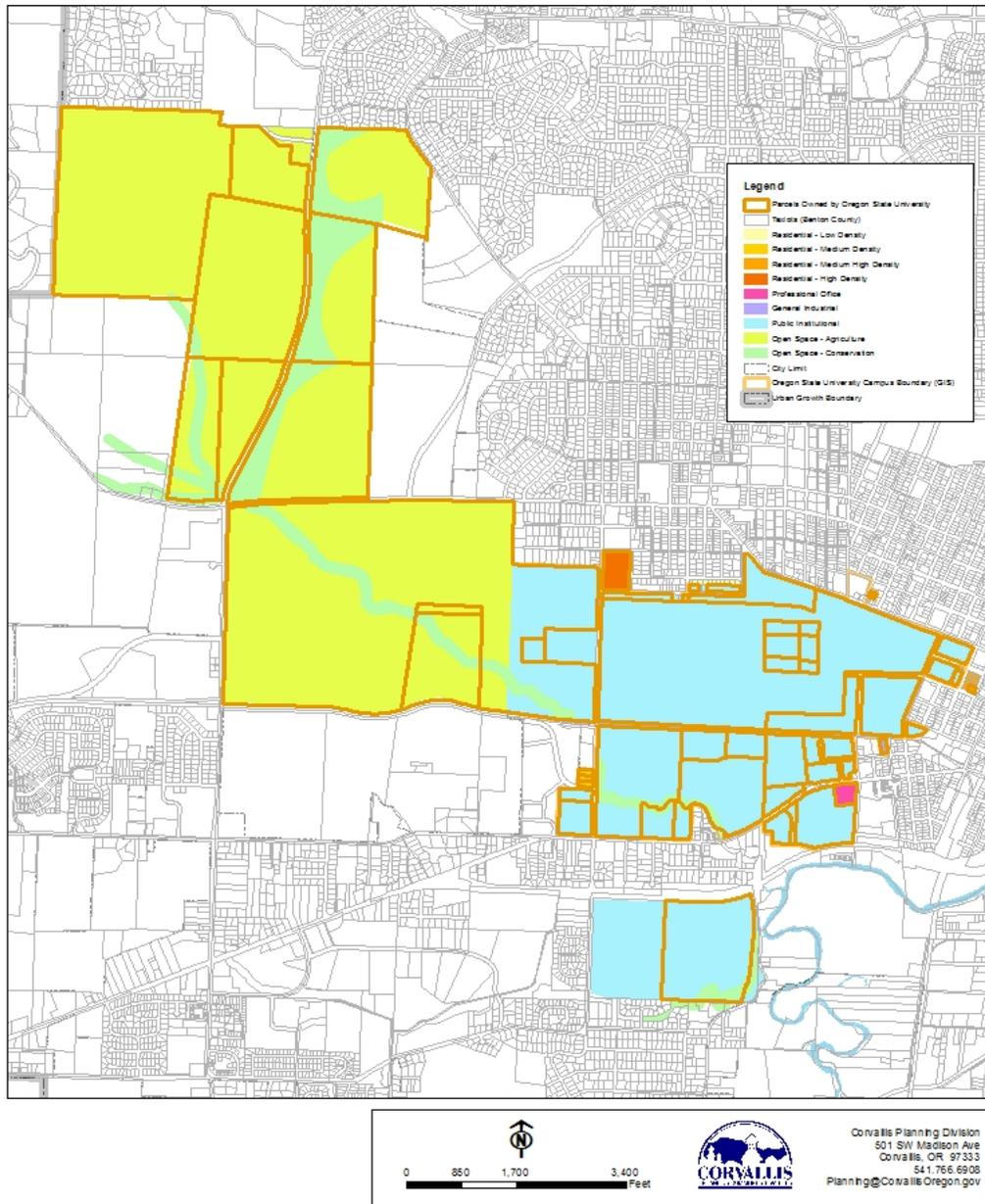
## **13.4 Oregon State University Open Space and Resource Lands**

### **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.*

# Oregon State University Main Campus and Open Space / Resource Lands

Note: identified lands do not include all properties under ownership of Oregon State University within map view



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.*



## MEMORANDUM

**DATE:** June 4, 2015

**TO:** OSU-Related Plan Review Task Force

**FROM:** Jim Brewer, Deputy City Attorney

**SUBJECT:** Analysis of the City's Interim Agreement with Oregon State University related to the adoption of Comprehensive Plan Amendments and other land use decisions

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Planning Manager Young asked our office to respond to a concern raised at a recent meeting of the OSU-Related Plan Review Task Force, seeking clarification regarding the impact of the adoption of Comprehensive Plan Amendments or other land use decisions on the City's Interim Agreement with Oregon State University (OSU). The Interim Agreement addresses parking demand created by new development on the OSU campus until the City approves a new OSU master plan.

Section IV(3) of the Interim Agreement states:

*This agreement shall terminate on the earlier of: (1) the date the City adopts a land use decision approving any amendments to the OSU Zone; (2) the date the City adopts a land use decision approving amendments to the Comprehensive Plan policies related to OSU if such amendments apply directly to development applications filed by OSU during the Interim Period; (3) the date the City adopts a land use decision approving any amendments to the OSU Master Plan; or (4) December 31, 2016 ("Termination Date").*

Councilor Bull raised a concern about whether adoption of OSU-Related Comprehensive Plan Amendments proposed by the Task Force would nullify the Interim Agreement. If adopted by the Council, the OSU-Related Plan policies would not amend the OSU Zone, but the new or amended policies would be incorporated into the Comprehensive Plan. Consequently, subsection IV(3) (1) would not apply. Comprehensive Plan Policies are not usually self-implementing land use decision standards or criteria, and would not typically be applied directly to applications for development filed by OSU during this Interim Period, so subsection IV(3)(2) would not apply. The OSU-Related Plan Amendments do not themselves include any amendments to the OSU Master Plan, so subsection IV(4) would not apply, and the

interim agreement would therefore remain valid. Conversely, the adoption of amendments to the OSU Zone (LDC Chapter 3.36), if intended to apply directly to applications for development at OSU, would nullify the Interim Agreement, per subsection (1).

One other point worth mentioning is that the City largely controls the effective date of any amendments to the Comprehensive Plan or Land Development Code, and can determine what date is most desirable for the community.

If you have any further questions or concerns about this matter, please feel free to call the City Attorney's Office at extension 6906.



## MEMORANDUM

**DATE:** June 5, 2015

**TO:** OSU-Related Plan Review Task Force

**FROM:** Kevin Young, Planning Division Manager

**SUBJECT:** Permitted Uses for OSU's Agricultural Lands within the Corvallis Urban Growth Boundary, but Outside City Limits

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Staff were asked to investigate permitted uses for Oregon State University's agricultural lands located outside the current Corvallis City Limits. Staff consulted with Benton County's Community Development Director, Greg Verret, and learned that OSU's agricultural lands within the UGB, but outside the City, are zoned Public. Outright permitted uses within that zone are listed below, but any land use may be established in the zone through a Conditional Use Permit process.

***78.105 Permitted Uses.*** *The following uses are allowed in the Public Zone:*

- (1) Farm use.*
- (2) Forest use.*
- (3) Public school, including a college or university and associated research facilities.*
- (4) Public park, natural area, open space or acquisition of greenway corridor.*
- (5) Fairgrounds.*
- (6) Water supply, water treatment facility, wastewater treatment facility, reservoir and other related facilities.*
- (7) Biological research facility.*
- (8) Airport and related facilities.*
- (9) Accessory use or structure.*
- (10) Caretaker dwellings in conjunction with a permitted use.*

Mr. Verret stated that the OSU agricultural lands outside the UGB that he is aware of (between Skyline West and Oak Creek Drive) are zoned for Exclusive Farm Use (EFU) and allowed uses are much more complicated to describe. Those standards may be reviewed at the following link:

[http://www.co.benton.or.us/cd/planning/documents/dc\\_ch\\_55.pdf](http://www.co.benton.or.us/cd/planning/documents/dc_ch_55.pdf)

Memorandum

Date: June 5, 2015  
To: OSU Plan Related Task Force  
From: Ken Gibb, Community Development Director   
Re: Suggested finding/policy language

After reviewing the current draft of findings and policies, I would like to provide some information and suggestions related to monitoring findings and policy.

Attached is a draft summary of information related to LDC 3.36.90 monitoring requirements. This includes the nine categories for which information was required and the status of that required information. You will note that the LDC requires information on an annual basis for most but not all of the categories. While a high percentage of the required information has been provided, there are periodic gaps in information primarily related to TDM reports, neighborhood parking district utilization information and the biennial Jackson Street traffic counts.

Several footnotes provide background discussion. As has been discussed with the Task Force, the former OSU Facilities and Corvallis Public Works Directors agreed that it was appropriate to have less frequent submittals of neighborhood parking district parking counts than the annual surveys called for in LDC 3.36.90.a.2. In retrospect, this change should have been considered through a LDC text amendment process.

Another footnote describes the determination made by OSU and City Public Works/Community Development staff in 2013 that the Base Transportation Model (BTM) computer modeled updates were not providing useful information and that as an alternative, OSU would be required to conduct annual traffic counts at 26 key BTM associated intersections near to campus. As indicated at the February Task Force meeting, I believe that this level of adjustment falls under the responsibility of staff in interpreting and administering the code.

As also suggested to the Task Force at that meeting, the OSU District Plan process and associated LDC amendments would be an opportune time to institute a monitoring system that would be the most useful, efficient and adjustable over time without the necessity to make a change through a minimum 3 month long LDC text amendment process that includes an initial 35 day notice to the State Department of Land Conservation and Development and then two public hearings conducted by the Planning Commission and City Council, with appeal possibilities beyond that.

To that end, below are suggestions related to the draft finding and a new policy that would provide for adjustments to monitoring specifics to be accomplished through a more timely and flexible process such as Council policy.

3.2.p Community concerns were raised about the adequacy and implementation of monitoring, as described in the 2004 – 2015 Campus Master Plan and required in LDC Chapter 3.36. Concerns included monitoring that was not completed, lack of monitoring of the correct metrics, LDC monitoring requirements that did not contain the correct metrics and changes in monitoring requirements without City Council approval, commensurate LDC text amendments. A review of the monitoring submittals over the 2005-2014 time period indicates that while a high percentage of the required monitoring information was provided, there were periodic gaps primarily related to parking utilization counts in off-campus parking districts, transportation demand management reports and Jackson Street traffic counts.

Policy

Future updates of the OSU Campus Master Plan and associated Land Development Code provisions shall establish the requirement to monitor performance in addressing key plan elements and code requirements. The opportunity to adjust the specific monitoring requirements over time should be provided through means such as a Council policy rather than requiring a LDC text amendment process.

**Summary of Campus Master Plan Monitoring Information – per LDC Section 3.36.90**

Year	<b>Annual</b> Development Square Footage (3.36.90.a.1)	<b>Annual</b> Open Space Square Footage (3.36.90.a.1 )	<b>Annual</b> On- Campus Parking Utilization (3.36.90.a.2)	<b>Annual</b> <sup>3</sup> Off- Campus Parking Utilization (parking districts abutting OSU only) (3.36.90.a.2)	<b>Annual</b> Transportation Demand Management Report (3.36.90.a.3)	<b>Annual</b> Base Transportation Model Update (3.36.90.a.4. a - c)	<b>Biennial</b> Jackson Street Traffic Count (3.36.90. a.4.d)	Baseline Traffic Counts (one time) bordering Sectors A, B, C, and S. of Harrison (3.36.90.b)	Task Force Participation re: traffic, parking, and mitigation (3.36.90.b)
2005	Yes <sup>1</sup>	Yes <sup>1</sup>	No	No	No	No	No	No	Yes
2006 <sup>5</sup>	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	Yes	Yes	Yes	No	No	Yes
2007	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	Yes <sup>3</sup>	Yes	Yes	Yes	Yes	Yes <sup>4</sup>
2008	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	No	Yes	Yes	No	N/A	N/A
2009	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	No	Yes	Yes	No	N/A	N/A
2010	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	Yes	Yes	Yes	No	N/A	N/A
2011	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	No	No	No	No	N/A	N/A
2012	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	Yes <sup>2</sup>	No	Yes	Yes <sup>7</sup>	N/A	N/A
2013	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	No	No	Yes <sup>6</sup>	No	N/A	N/A
2014	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes	No	Yes	Yes <sup>6</sup>	Yes <sup>7</sup>	N/A	N/A

- 1 Square footage of new development and open space square footage in relation to the available Development Allocation by Sector and Open Space requirements in the Master Plan has been provided in Monitoring Reports in 2006, 2007, 2008, 2009, 2010, and 2014. However, these items have also been tracked with every building permit for new development submitted within the CMP area to evaluate compliance with CMP requirements.
- 2 Information available as part of the OSU Study Area Parking Utilization Study that was completed as part of the Corvallis/OSU Collaboration effort.
- 3 OSU submitted Neighborhood Street Parking Study, including a proposal to complete future Neighborhood Parking District Studies every five years. The former Public Works Director and former OSU Facilities Director reached agreement on less frequent parking survey submittals, although there is a different recollection regarding the frequency of conducting the study. However, this agreement was not incorporated into a text amendment that would change the frequency called for in the LDC.
- 4 The 2006 Monitoring Report refers to a meeting of The Neighborhood Traffic and Parking Task Force on July 19, 2005. The former Public Works Director (who represented the City staff on the Task Force) indicated that, at some point subsequent to that meeting, the group disbanded by mutual agreement. OSU completed a study evaluating transportation impacts to the West College Hill Neighborhood district in 2007. OSU later participated in the Parking and Traffic Work Group, which met between 2012 and 2014 as part of the Corvallis / OSU Collaboration Project.
- 5 First Comprehensive Monitoring Report submitted. This included multiple items, although Chapter 3.36 does not require that this information be provided in a single document.
- 6 In 2013, OSU Capital Planning and Development (then Facilities Services) staff and Corvallis Public Works and Community Development staff agreed that, because the assumptions within the Base Transportation Model were not producing accurate or useful information, it would be acceptable for OSU to conduct annual traffic counts at the 26 intersections monitored previously through the BTM as an alternative measure. This data is expected to provide helpful information to inform future planning efforts, including the anticipated OSU District Plan Update and the Corvallis Transportation System Plan Update.
- 7 In 2012, Jackson Street traffic counts were taken and results were reported to the Corvallis/OSU Collaboration Parking and Traffic Work Group. In 2014, Jackson Street traffic was assessed as part of a larger traffic study conducted as part of the Corvallis/OSU Collaboration.