

OSU-Related Comprehensive Plan Review Task Force – Draft Proposed Revisions to Findings and Policies, Organized Under Issues of Concern

The following proposed revisions to Comprehensive Plan Findings and Policies are organized thematically and include edits that were agreed to at the July 9, 2015, OSU-Related Comprehensive Plan Review Task Force meeting. Edits are reflected by ~~strikeout~~ for deleted language and **bold** for new language. Double underline indicates language that is not present in the current Comprehensive Plan.

Need for Better Coordination with OSU

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.*

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.

13.2.8 The City encourages OSU to develop a means of development decision-making that is more transparent.

Impacts of OSU Enrollment Growth and City Zoning Regulations on Neighborhoods Near Campus

Findings

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.*

5.2.g *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 the older single-family neighborhoods.

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

5.4.17 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 **with the intent of balancing density goals with preservation of neighborhood character.** , as well as associated housing variety, in relation to impacts on the historic neighborhood character in these areas.

OSU-Related Supply and Demand for Public Services

Findings

5.6.w The University offers many recreational opportunities.

Policies

9.4.11 When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to impacts on desired or required levels of service, including parks, open space, and other infrastructure.

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

The Economic Impact of OSU and Related Economic Activity

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.

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.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.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.

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.

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.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

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

Community Housing Needs

Findings

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. 65 and over population between 2012 and 2040. As the numbers of older 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 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 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.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.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).*
- 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.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.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; Bancroft 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.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:

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

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.*

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 2004 Fall Term, housing capacity in residence halls, cooperative houses, and Orchard Court Family Housing totaled 3,528. In Fall Term 2014, housing capacity was 4,846 in residence halls and Orchard Court Family Housing. 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.~~
- 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.~~

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.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 more recently included a preponderance of five-bedroom units, with one bathroom per bedroom, and multiple floors within units.
- 9.7.n OSU's enrollment growth from 2004 to 2015 was not matched by construction of housing for students on campus. The dual enrollment program has allowed a number of students to attend a community college their first two years before transferring to OSU to complete their degree. The University has predominantly housed freshmen on campus; therefore, increases in overall enrollment haven't necessarily resulted in an increase in the freshman class enrollment. Historically, OSU has provided limited on-campus housing opportunities for upper class students.

Policies

- 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 **more** faculty, staff, and students who work and attend regular classes on campus in dwelling units on or near campus.
- 9.7.6 The City and OSU shall cooperate to facilitate **innovative development that is 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.

General Transportation Issues

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 **University-related housing to OSU related developments** affects the number of trips made on the system, which affects ~~its~~ 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 transportation 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 the success of transportation demand management measures, parking accessibility, convenience to the final destination, and price, among other factors.
- 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, and crowdedness.

Policies

- 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.

Need to Reduce Motor Vehicle Usage/Dependence

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.

Policies

3.2.9 OSU should consider being a community leader in carbon smart programs and transportation demand management that benefits the larger Corvallis community.

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

7.2.8 To reduce greenhouse gas emissions, improve livability, and improve environmental quality, OSU and the City shall work together to reduce car dependence.

Automobile Parking Issues

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).

Policies

11.4.8 Temporary parking lots, which are not improved to full City standards, and which 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 can be considered as an effective mechanism for allocating scarce parking resources and improving livability.

Transit Issues

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, contributing to overcrowding.

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

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.

OSU Transportation Issues

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.).

11.12.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.

11.12.d Concerns have been raised 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.

11.12.h Loss of parking in Sector C of the OSU Campus makes it more difficult for members of the public to access the core of campus for events open to the public.

11.12.i The lack of regional transportation options may influence students' decisions to bring cars to campus.

Policies

11.12.6 OSU-related development shall take into account the associated transportation demand created (trip generation), transportation demand management measures, proximity to associated activities, convenience to existing transportation systems (transit, pedestrian, bike, parking), and measurable impacts to the transportation system.

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

11.12.8 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.

11.12.9 OSU and the City shall work together to accommodate short-term visitors to the campus core.

- 11.12.10 The City and OSU should explore options for improving students' access to the regional transportation system.
- 11.12.11 Transportation demand management should be encouraged as a means of reducing carbon emissions, vehicle miles traveled, and parking demand.

Impacts of OSU Growth on the Corvallis Community

Findings

- 13.2.i OSU Campus growth can lead to off-campus impacts, such as increased congestion at 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 2005 Campus Master Plan were exceeded by 1,883 students, or 7.7%. In 2004 There were 3,422 beds on campus within residence halls and co-ops, with a Fall Term on-campus undergraduate enrollment of 15,196. In 2014, on-campus Fall Term undergraduate enrollment was 20,312, and there were 4,846 beds provided in on-campus housing.
- 13.2.k 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 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 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 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 2004 – 2015 Campus Master Plan and required in LDC Chapter 3.36. Concerns included monitoring that was not completed, LDC monitoring requirements that did not contain the correct metrics, and changes in monitoring without commensurate LDC text amendments.

The 2004-2015 Campus Master Plan monitoring process was not clearly defined. 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.

13.2.g **Unanticipated development, including public/private partnerships, Private businesses that operate in coordination with OSU, but serve the larger community, have led to concerns that City development requirements that would have been applied outside the OSU Zone were not met. led to community concerns that typical development requirements were not provided, and resultant uses were not primarily university oriented.**

13.2.r **The public has expressed concern that there has been inadequate public review of development on campus.**

Policies

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.

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. If conditions exceed pre-determined thresholds or evidence suggests that metrics are not tracking conditions of interest, a review of the OSU District Plan shall be implemented even if the planning period has not expired. If necessary, adjustments shall be implemented.

13.2.7 Permitted uses on the OSU Campus shall be primarily University-related. Where public-private partnerships **are intended to serve the larger community**, have the potential to significantly impact the larger community, a public hearing review process **by the City** shall be required for development proposals.

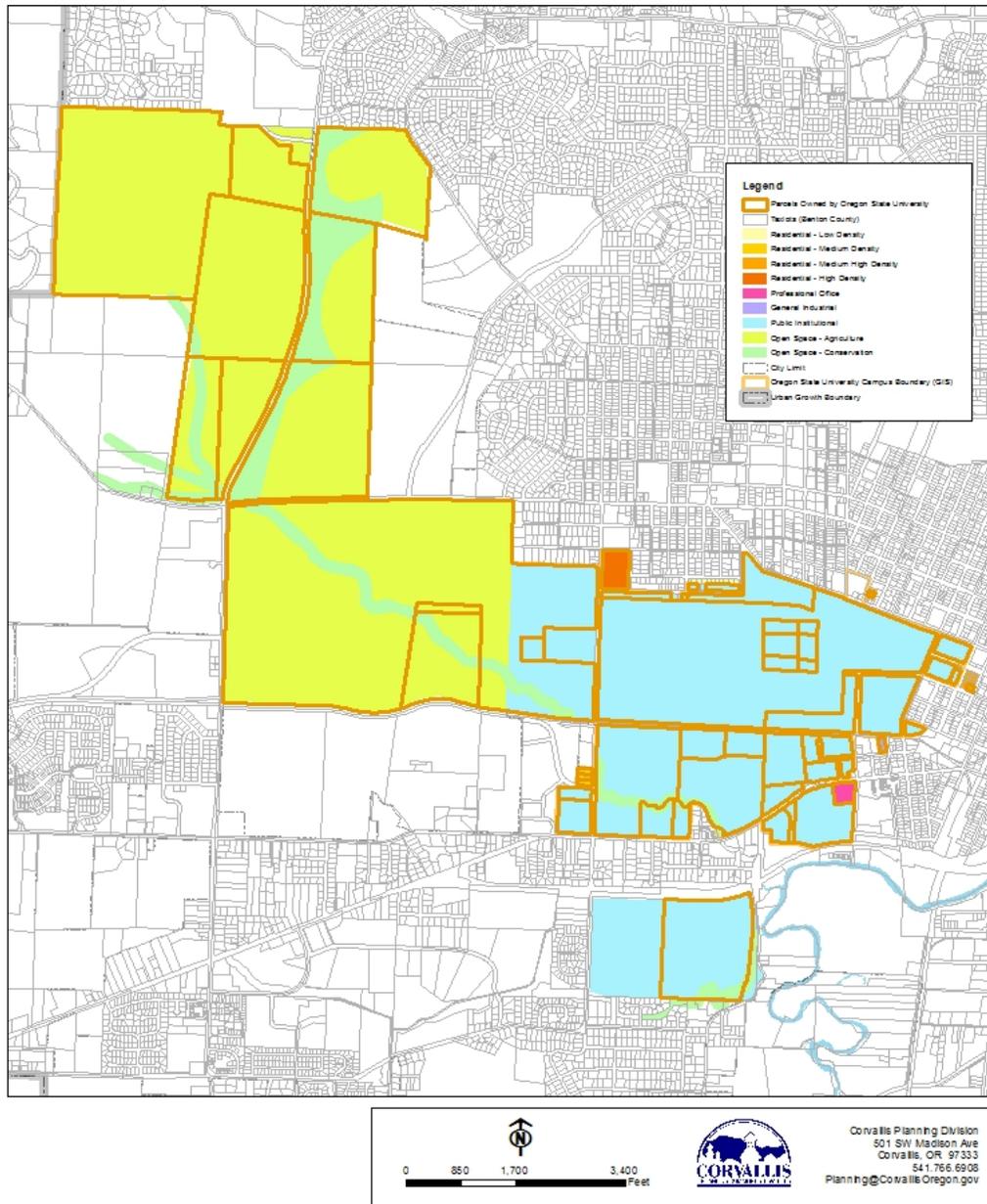
OSU Open Space and Resource Lands

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.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.*