Community Development Planning Division
P. O. Box 1083
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AGENDA

OSU-Related Plan Review Task Force
6:00 pm, Thursday, September 17, 2015
Madison Avenue Meeting Room, 500 SW Madison Avenue

I. Welcome and Introductions

II. Public Input Opportunity

III. Continued Review of Task Force Recommended Findings and Policies
See Attached Version 6.0 of Proposed Revisions to Findings and Policies and Issues to be Addressed

IV. Review of Minutes (attached)
August 24, 2015

V. Public Input Opportunity

VI. Adjournment

Attachments:

A. Draft Minutes – August 24, 2015
B. Version 6.0 – Proposed Revisions to Findings and Policies
C. Issues to Be Addressed (from the July 23rd meeting)

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

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

DRAFT

CITY OF CORVALLIS
OSU-RELATED PLAN REVIEW TASK FORCE MINUTES
August 24, 2015

Present
Planning Commissioners:
Jennifer Gervais, *Chair*
Jasmin Woodside
Paul Woods
Ron Sessions
City Councilors:
Barbara Bull

Excused Absence
Frank Hann
Roen Hogg

Staff
Kevin Young, Planning Division Manager
Claire Pate, Recorder

Visitors:
Dave Dodson, OSU
Court Smith
Dave Bella
Kathy Conner
Charles Vars

I. WELCOME AND INTRODUCTIONS.

The OSU-Related Plan Review Task Force (TF) was called to order by Chair Jennifer Gervais at 6:05 p.m. in the Madison Avenue Meeting Room. Introductions were made. Chair Gervais asked that the review of minutes be taken prior to the other discussions, following the first public input opportunity.

II. PUBLIC INPUT OPPORTUNITY.

There was no public input offered at this time.

III. REVIEW OF MINUTES

June 22, 2015
Motion made by Commissioner Woodside, seconded by Commissioner Woods, to approve the minutes as drafted. The motion passed.

July 9, 2015
Motion made by Commissioner Woodside, seconded by Commissioner Woods, to approve the minutes as drafted. The motion passed, with Commissioner Sessions abstaining.

July 23, 2015

Motion made by Commissioner Woodside, seconded by Commissioner Sessions, to approve the minutes as drafted. The motion passed.

IV. DISCUSSION OF TASK FORCE PROCESS MEMORANDUM

Chair Gervais referred to the memo she had drafted entitled "Process Used by the OSU-Related Task Force, Spring-Summer 2015," a copy of which was included in the packet. The intended use was to inform City Council about the TF's work and process. She asked for any comments and/or discussion about the content. Commissioner Woodside noted a correction needed to the date in the second paragraph, and Chair Gervais also noted the need to include the dates for subsequent TF meetings. There were no other comments, and it was agreed that it would be included in the packet of recommendations eventually submitted to City Council.

V. CONTINUED REVIEW OF TASK FORCE RECOMMENDED FINDINGS AND POLICIES

Chair Gervais asked if there had been a follow-up response to Commissioner Woods query as to whether Council Policies had the enforcement of law, and a discussion about whether monitoring requirements were more appropriately put into the Land Development Code (LDC) or in a Council Policy. Commissioner Woods said that Planning Division Manager Young had responded and had drafted edits to Finding 13.2.p and a new Policy 13.2.6 relating to the issue of monitoring. The new language was on pages 53 and 54 of the packet. The intent was to have something that was enforceable yet had the potential to be flexible and/or adaptable if the situation called for it.

Councilor Bull said that one aspect of the conversation had been about reporting to City Council. Manager Young referred to the document "Issues to be addressed in a Future Comprehensive Plan Update" (page 56), and said that it had been captured as part of items 7, 8, and 9.

Commissioner Wood referred to page 7, Section IV, of the June 22, 2015 TF meeting minutes. In the second paragraph, there is a reference to the need for a mechanism that would be binding on both parties for the monitoring requirements. He asked if the drafted language for Policy 13.2.6 met this intent. After further discussion, it was agreed to add at the end of Policy 13.2.6: "*The mechanism shall be binding on both OSU and the City through LDC language or some other means.*"

Chair Gervais suggested that they begin with a review and response to the June 22, 2015, testimony submitted by OSU (David Dodson), since a number of the comments received from others testifying related to this testimony. A copy of the testimony was included in the packet (Page 9). The TF reviewed, discussed and made a determination as to whether the suggested edits to the findings and policies should be accepted, taking each in the order presented in OSU's testimony. The following summarizes the actions taken by the TF:

General Land Use

Finding 3.2.c:

Keep the original language; do not strike the last sentence.

Policy 3.2.9 (proposed):

Keep the original language.

Community Character

Finding 5.2.f (proposed):

Accept the suggested edits.

Findings 5.2.g (proposed) and 5.4.l:

Both findings have identical language. Keep 5.2.g and delete 5.4.l, as the finding seems more suited to this section.

Historic and Cultural Resources

Finding 5.4.n (proposed):

Accept the suggested edit.

Finding 5.4.o (proposed):

Accept the suggested edit, but add at the end: " *,currently the Historic Resources Commission as of August 2015."*

Environmental Quality

Findings 7.2.i and 7.2.k (both proposed):

Accept the suggested edits.

Housing

Finding 9.7.d:

Accept the edits.

Finding 9.7.e:

Accept the edits.

Finding 9.7.h(proposed):

The suggested edit would change the emphasis, or focus. The City does not have a lever to regulate student growth, but does have the ability to regulate for negative impacts. Keep the original language.

Findings 9.7.l and 9.7.m (both proposed):

Keep both findings as written, except put a period after "*housing*" in 9.7.l, and strike the last part of that sentence.

Policy 9.7.2:

Keep the original language.

Policy 9.7.3:

Accept the suggested edit.

Policy 9.7.6 (Proposed):

After considerable discussion about how to wordsmith the policy to meet the intent of encouraging OSU's work in this area, without being inappropriately directive, the following language was suggested and accepted: *"The City and OSU shall cooperate in exploring options for communities that are not dependent upon the automobile."*

Policy 9.7.7 (Proposed):

Accept the suggested edits, except replace *"to explore"* with *"to utilize"*.

Policy 9.7.9 (Proposed):

Accept the suggested edits.

Transportation

Finding 11.4.l (Proposed):

Accept the suggested edits.

Finding 11.4.m (Proposed):

Accept the suggested edits.

Finding 11.4.n (Proposed):

Accept the suggested edits, as the TF had previously decided to delete this reference.

Transit

Findings 11.7.i and 11.7.j (Proposed):

Accept the suggested edits.

Oregon State University Transportation Issues

Finding 11.12.c:

There was discussion about ensuring that a "parking plan" was included in the text, as was heard in other public testimony. Additionally, Councilor Bull said she was looking for more rigor around transportation issues on campus and supported keeping the language "*has a significant impact*" in the finding. Manager Young said that the concept of ensuring that the impacts on on-street parking in neighborhoods around campus were being monitored had been captured in the "Issues to be addressed in a Future Comprehensive Plan Update" document. The consensus was to keep the original language, though accept the suggested edit to replace "*of university-related*" with "*by university-related*" in the first sentence.

Finding 11.12.h (Proposed):

Accept the suggested edits.

Policy 11.12.7 (Proposed):

Councilor Bull expressed her on-going concern about using the language "OSU shall," but agreed that this was a global concern and could be taken up later. The consensus was to keep the original language.

Policy 11.12.8 (Proposed):

Chair Gervais said that this proposed new policy was generated out of concern by many in the community. Consensus was to keep the proposed policy.

Policy 11.12.9 (Proposed):

Keep the original language, though Commissioner Woods again expressed his preference for language that does not limit solutions to simply providing more parking.

Special Areas of Concern – Oregon State University

Finding 13.2.b:

The consensus was to keep this finding (included in the Version 5.0 document, but not in the revised list).

Finding 13.2.f:

Accept the suggested edit by deleting this finding.

Finding 13.2.j (Proposed):

Accept the suggested edit.

Finding 13.2.k (Proposed):

Chair Gervais reminded the TF that Dan Brown had disputed the figures included in this finding, and it was agreed that numbers for total enrolment should be included along with the OSU on-campus enrolment figures. Manager Young agreed to verify numbers with OSU. Consensus was to keep the year 2003 but add after it *", the year the CMP went into effect,";* and to accept the edit striking out the language in the second and third line after *"2014-2015."*

Finding 13.2.l (Proposed):

Keep the proposed finding, but substitute the following language: *"The large contribution made by OSU to the community's resident and employee composition results in a major impact by land use decisions made by OSU relative to any other entity."*

Finding 13.2.m (Proposed):

Accept the suggested edit.

Finding 13.2.p and 13.2.q (Proposed):

These findings were addressed earlier.

Finding 13.2.r (Proposed):

Accept the suggested edit.

Policy 13.2.1:

Accept the suggested edit; however, change "should" to "shall."

Policy 13.2.3:

Accept the suggested edit.

Policy 13.2.6 (Proposed):

Councilor Bull expressed her desire to keep in the reference to monitoring and reviewing on an annual basis. Commissioner Woods reminded the TF that they had added in a sentence to this policy in an earlier discussion. Consensus was to replace "The Campus Master Plan" with "OSU Plan." Otherwise, keep the original text and add the following sentence at the end: "*The mechanism shall be binding on both OSU and the City through LDC language or some other means.*"

Policy 13.2.7 (Proposed):

Keep the original language.

Policy 13.2.8 (Proposed):

There was discussion about whether the intent of the policy was to develop a transparent decision-making process shared by the City and OSU, which seemed to be indicated by the proposed edit. Manager Young said his original reading was that the City was encouraging the decision-making process at OSU to be more transparent, as opposed to the City-OSU combined decision-making process. Councilor Bull said she felt that there was community sentiment around making the City-OSU process for managing development on campus more transparent. Chair Gervais opined that she though the intent of the suggested edit was for OSU to seek City assistance with determining what aspects of the process needed to be more transparent, and she asked Mr. Dodson if he had clarification. He said that there had been questions raised about OSU's ability to deliver on the monitoring requirements, as well as staff's ability to review and ensure regulation of those reports. His take was that this was an attempt to craft a process that was simple and understandable. Burying it in the Land Development Code can make the process less transparent. Commissioner Woodside said she felt the proposed edits changed the intent. Chair Gervais suggested that they keep the original wording, and she invited Mr. Dodson to offer another edit for consideration if he wished to pursue changes.

This concluded consideration of OSU's testimony. Chair Gervais suggested that they take a break then begin looking at Marilyn Koenitzer's testimony to determine if there were issues they needed to address. Her written testimony was included in the packet (page 70).

Chair Gervais highlighted, and the TF discussed, various points raised by Ms. Koenitzer as follows:

- Disagreement with substantive changes proposed by Mr. Dodson: The TF has already dealt with this, and had accepted some of OSU's proposed edits but stayed with the original intent of most of the findings and policies.

- Article 3 suggested new findings –the TF made the following observations and comments:

  - There does not seem to be enough evidence for making the statement that the restriction on the supply of developable land within the city is due to long held, private, large-acreage ownership patterns. There could be other reasons for having a limited supply of developable land, if indeed the update to the Buildable Lands Inventory upholds this assumption.

- Is this a finding that needs to be made, and if so what is the point of it? Is there a similar finding that is making the same point?

- There might not be agreement that timely notification was not made by OSU to the state Board of Higher Education. The CMP does actually project increased enrolment that was not that far under the mark. Certainly this enrollment data was accessible.

- The second statement in the second proposed finding has already been extensively addressed.

- The third finding has already been addressed. However the second statement might need to be reinforced, as it is very important.

- Proposed finding *9.7.l* addresses some of these sentiments.

- The TF's earlier decision to strike the last part of proposed finding *9.7.l* might need to be revisited.

- The statement "*More housing for non-OSU students is needed*" indicates that more housing is needed for other groups of students as opposed to other segments of the community.

- The fact that the new student complex, the Retreat at Oak Creek, has filled up so quickly might mean that the statement that student only housing market is beginning to be overbuilt might not be able to be substantiated.

- Chair Gervais offered to look at the other points made by Ms. Koenitzer and propose some language to cover the sentiment that needed family housing has been taken out of the supply and that more housing for the non-student segments of the community is needed.

- The proposed new policy relating to discouraging or prohibiting development on private land for single-use, student-oriented housing might have legal consequences. The intent has already been expressed through aspirational language elsewhere relating to housing type and not to residents.

- The sentiment in the *3.2.c* proposed edit has already been addressed.

Chair Gervais said they would stop at this point and resume consideration of Ms.Koenitzer's testimony at the next meeting, since time was needed for any additional public input before adjournment of the meeting.

VI. PUBLIC INPUT OPPORTUNITY.

Dave Dodson thanked the TF members for their thoughtful consideration of OSU's proposed edits. He offered three comments, the first dealing with the issue of monitoring. There has been considerable discussion already. He does not believe that OSU would have an issue with putting together an annual monitoring report that essentially includes any information that OSU commits to providing and/or tracking, to determine whether or not it met identified targets. If during the reporting period those targets are not met, then this could impact what OSU can do with regard to development. This is a good thing to have in the Land Development Code (LDC). However, a neighborhood parking utilization study, for example, that gets done every two years should not be placed in the context of the LDC. The LDC is looked at when there is new development. There could be other triggers that ensure such periodic studies or reviews get done, such as perhaps withholding building

permits. It is important to separate those types of considerations out of Chapter 3.36. Chair Gervais invited Mr. Dodson to submit language for a proposed policy or finding that would cover this concern.

His second set of comments were in regard to finding *9.7.h*, relating to student population between the years 2009 and 2015 not being adequately managed by the Comprehensive Plan and LDC requirements. He would prefer findings to be factual and objective and not weighted either to the negative or positive. He suggested that they consider using a different word than "managed." A replacement might be "mitigated" or "addressed" in the LDC.

Lastly, relating to the conversation about the experimental community, he offered some factual information. In terms of on-campus parking, one in five students living in on-campus dormitories purchases a parking permit, which is a good record. The caveat is that there are three primary areas of campus where students are housed. It is difficult for those living on the western side of campus to park anywhere but on campus. However, in the south and east areas of campus it is much more convenient for students to park on street in nearby neighborhoods.

Dave Bella read the introductory paragraph on his previous handout: "*The planning process within the Corvallis community puts the focus on particular actions based on findings and policies. A broader perspective can be lost in the business of addressing details.*" He handed out copies of a new ten-page illustrated document (Attachment A) which has the intent of shifting the whole thought process to thinking out of the box. Step 4 of the document has a specific recommendation for what OSU could do right now relating to purchasing/leasing some trams and experimenting with Bike-Tramways on low traffic campus streets and pathways, as well as to develop a regular Bike-Tramway connecting OSU campus and "The Retreat." Their concept employs a different type of planning. The idea is to start out with some creative action. People can see something tangible, and develop and refine it over time to meet a distant goal. The community has to rethink what it means by "transit." He asked the TF to review their document and make any suggestions they might have for a cover page which would actually get people to read the document. He said that their team was prepared to help in whatever way might be necessary to get people to consider new approaches.

Councilor Bull suggested that they be involved with the Transportation Planning process, and the Housing Task Force, and push to get some model pilot projects set up.

VII. <u>ADJOURNMENT/NEXT MEETINGS</u>.

Chair Gervais asked Manager Young to work around Planning Commission and City Council schedules for September and send out a doodle poll to see if two additional meetings could be set up. The meeting was adjourned at 8:37 p.m.

STEP 1

Car-Dependent Infrastructure continues to expand.

Driving becomes necessary for most because "It's too far and dangerous to walk or ride a bike.

Choose which arrow

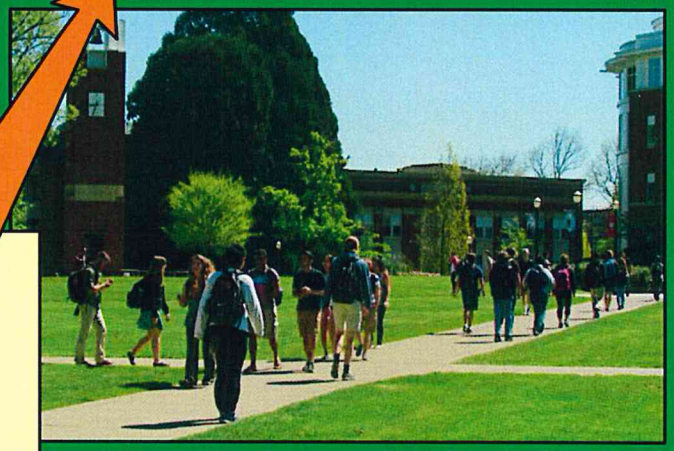
We should consider an alternative that would provide:

greater access to services without the uses of cars,

benefits to both users and providers of services, and

attractive options for living without the day-to-day use of cars.

Then, we could walk or ride a bike to a range of services

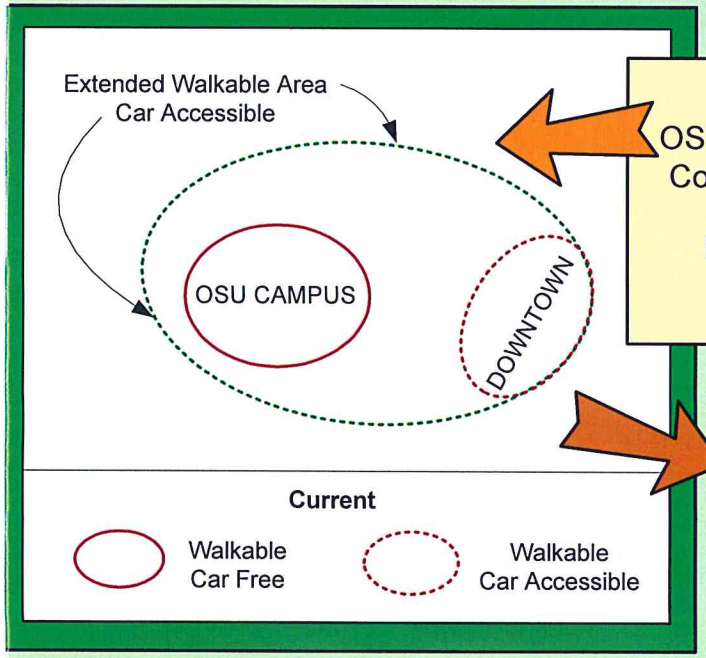


and provide accessibility for those who cannot drive, walk, or ride a bike.

Imagine how this could this be done.

Consider two walkable areas:
OSU Campus (walkable and largely car-free) and Corvallis Downtown (walkable and not car-free).

Now image an extended walkable area that would include Campus and Downtown



Now
Imagine Something New

STEP 2

Bike-Tramways

Shift your Imagination away from this.

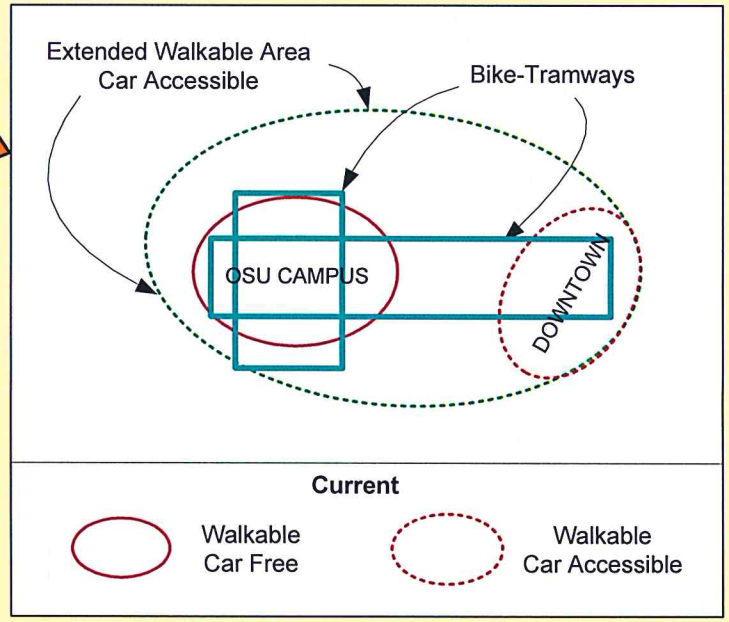
Imagine light **Trams** (public people movers).

And Bikes

Now Imagine

A Network of Bike-Tramways:

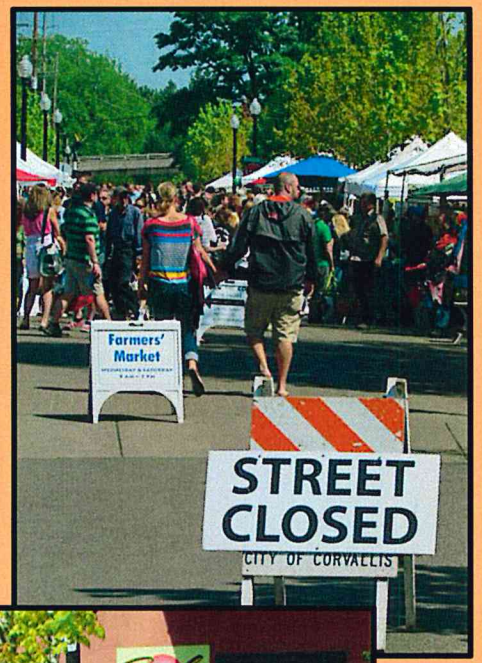
dedicated paved pathways open to bikes and public trams with maximum speeds of a comfortable bike ride, closed to normal traffic (cars, trucks and buses) and connecting OSU Campus and Downtown.



As our imagination opens up, possibilities (locations, routes, park and ride, etc.) expand.

Now Imagine
Playful Opportunities

STEP 3



The routes of Bike-Tramways could be temporally shifted to

designated lanes (closed streets, parking lanes, etc.) to

expand car-free opportunities for

Special Activities

Farmers' Market,

OSU Campus Tours,

Festivals and Parades,

Theater, Concerts,

Athletic Events.

Imagine New Events

Urban Nature Tours,

Whiteside Performances,

No-Car Dinner Tours,

Park and Ride Days to experiment with new routes (e.g. Campus Way to Fairgrounds), and more.

The "lessons learned" would help us to develop better Tramways.

Farmers' Market, Corvallis, 2015

STEP 4

Because Bike-Tramways are inexpensive, flexible, and can be demonstrated with existing facilities,

we can

Start Now

with a "show me" approach that is engaging, adaptive, creative, and playful.

OSU could:

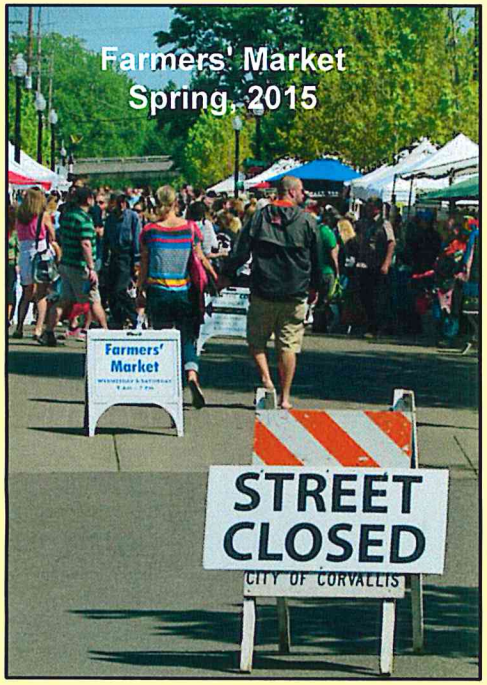
obtain several different trams,

invite industry to submit their best trams for "try outs",

experiment with Bike-Tramways on low traffic campus streets and pathways, and

develop a regular Bike-Tramway connecting OSU Campus and "The Retreat".

Then:



Building upon this effort, The City of Corvallis, Benton County, and OSU could try out Bike-Tramway routes by

temporarily closing off traffic lanes

to demonstrate different Bike-Tramway possibilities

for increased accessibility without added cars

to public events such as farmers' market and fall festival.

Recall *STEP 3*.

Then:

We (all of us) could see for ourselves

an alternative to expanding car-dependency and

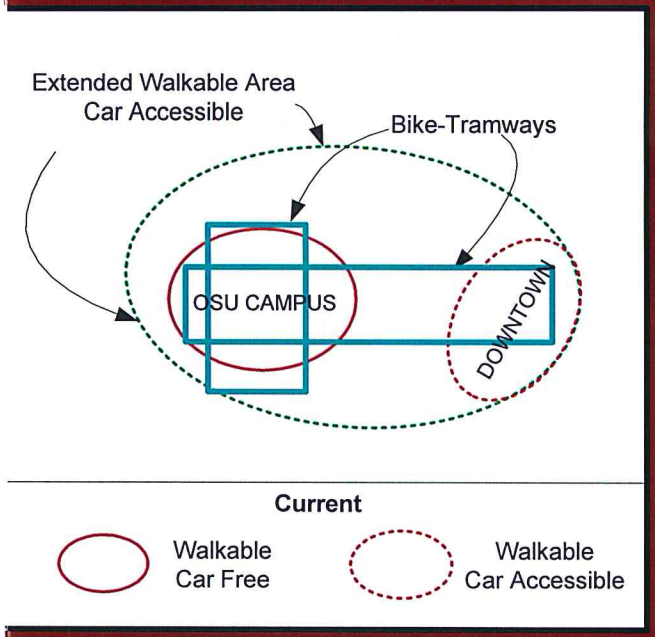
promising possibilities for expansion.

Then:

Based on our experience, we could develop a Bike-Tramway network.

Now Imagine
An Extended Walkable Area
served by a network of Bike-Tramways.

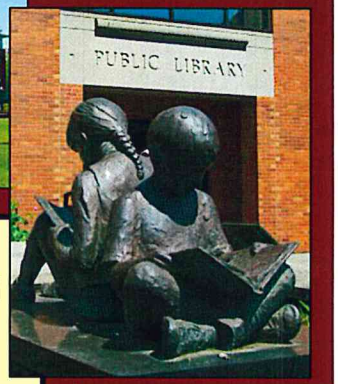
STEP 5



The walkable area would extend a short walk from the Bike-Tramway.

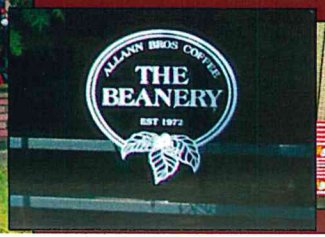
Imagine the **services, activities, and opportunities** that would be conveniently available **without the use of cars**:

coffee shops, libraries, book stores, live theaters, concerts, plays, churches, movies, symphony orchestra, art galleries, festivals, outdoor concerts, farmers' market, grocery markets, bakeries, shoe stores, gelato, clothing stores, parades,



yoga, pizza, parks, post office, banks, dentists, physical therapy, athletic events (basketball, football, baseball, softball, track, gymnastics, wrestling, and more), playgrounds, sports fields, riverfront, trails, restaurants, fast food,

taverns, bars, breweries, lecture halls, meeting rooms, research centers, bike shops, organic farm, airport shuttle, convention center, lodging, real hardware store, connection to river, and more.

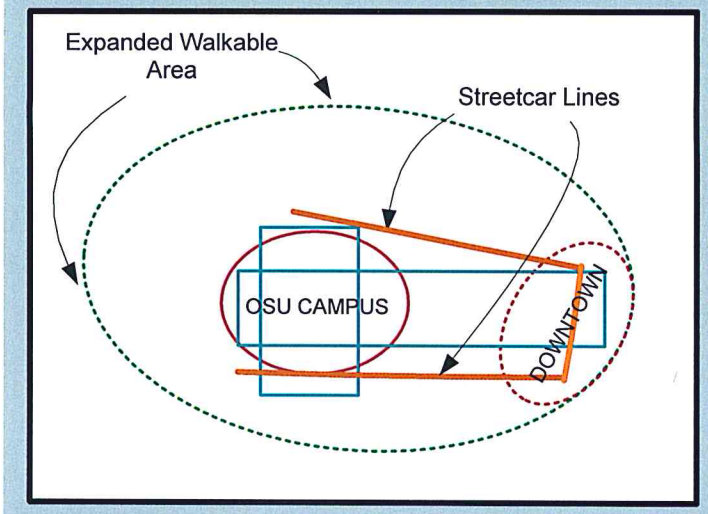


WOW!

STEP 6

Imagine a Real

Option for Car-Free Living



As people experience day-to-day access to services without car use (*STEP 5*), steps can be taken to expand the walkable area and enable wider use of no-car options.

<u>Streetcar Lines</u> could complement Bike-Tramways.

They could operate on dedicated paved surfaces (including but not limited to streets) or tracks.

A wide range of streetcar types are becoming available.

Technological advances are opening up exiting possibilities.

efficient flywheel hybrid without overhead wires,

virtual tracks; on paved surfaces with the capacity to maneuver off track, and

driverless vehicles.

The outcome would be an expanded walkable area that provides a

<u>Viable Option for Car-Free Living.</u>

STEP 7

Future Development

Under current practices, future development will accommodate to and expand car-dependency.

More and More of This!

This trajectory is so common (widespread) that we have difficulty imagining a viable alternative.

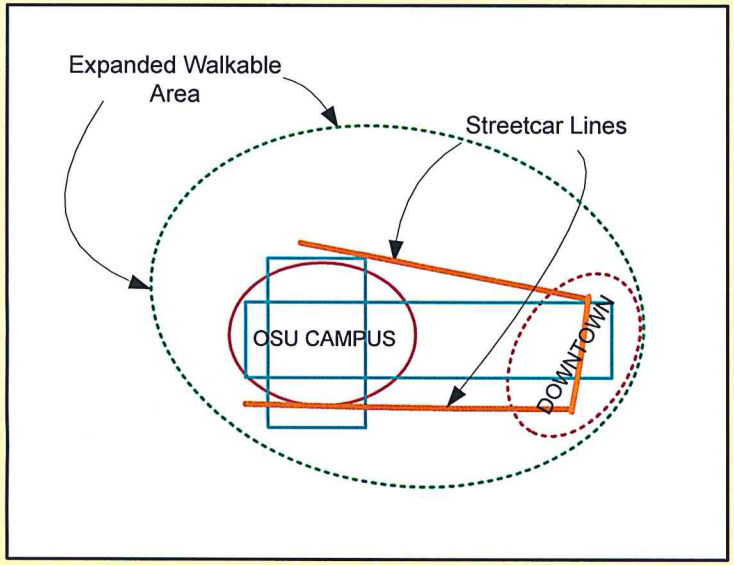
BUT

BUT

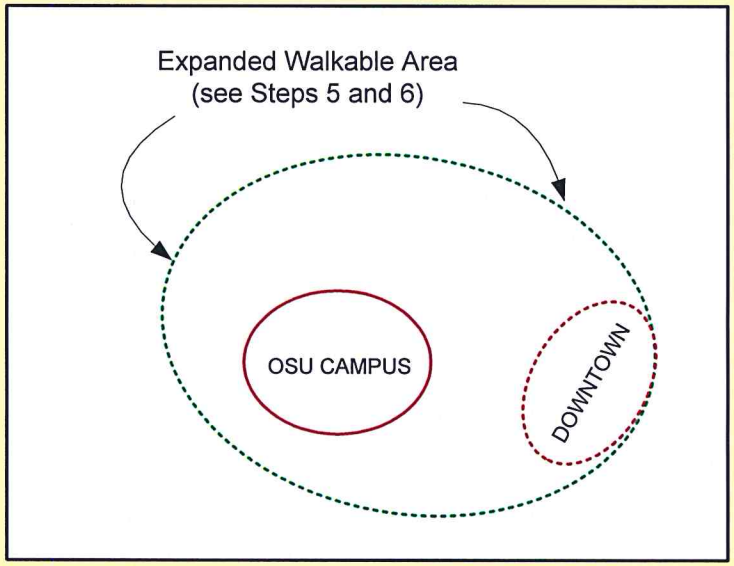
STEPS 1-6 do allow us to imagine a future very different from the car-dependent course we are on.

To explore this alternative, it will be helpful to simplify our sketch

From This (STEP 6)



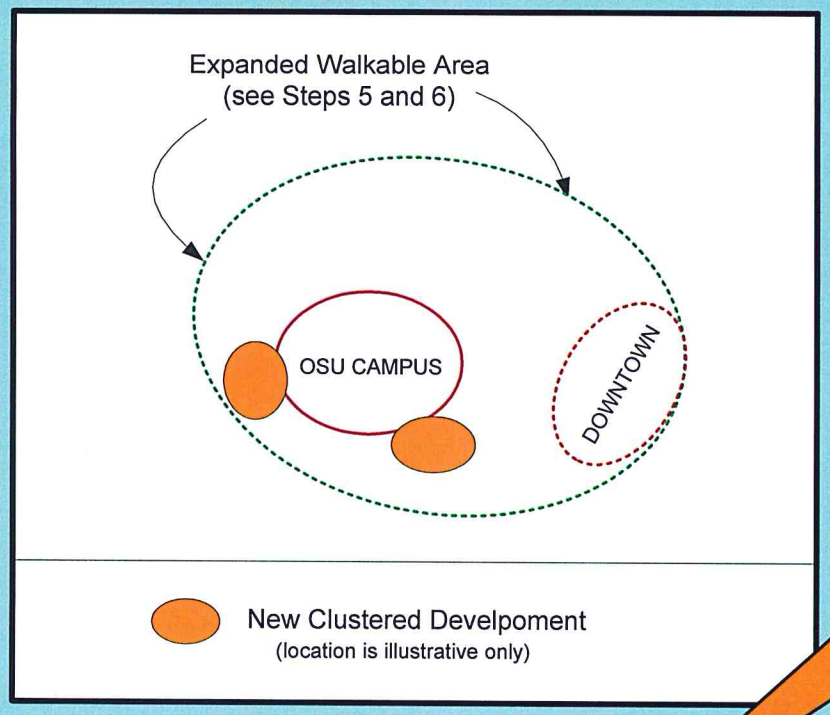
To This (Steps 8, 9 & 10).



Now, let us imagine an alternative to car-dependent sprawl!

STEP 8

Car-Free Development
within the walkable area



Within the expanded walkable area (Steps 5 and 6), clustered developments could arise to serve a growing number of people who seek a viable alternative to car-dependent living.

The space normally given over to cars would allow new forms of clustered developments to arise.

Think of these as alternatives to:

car-dependent townhouses and apparments and

strip development and box stores.

Clustered Developments Would Be:

Walkable, Car-Free, Human Scale

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

Viable (Walkable access to Daily Services)

Easy access to a wide range of services
(see Steps 5 and 6)

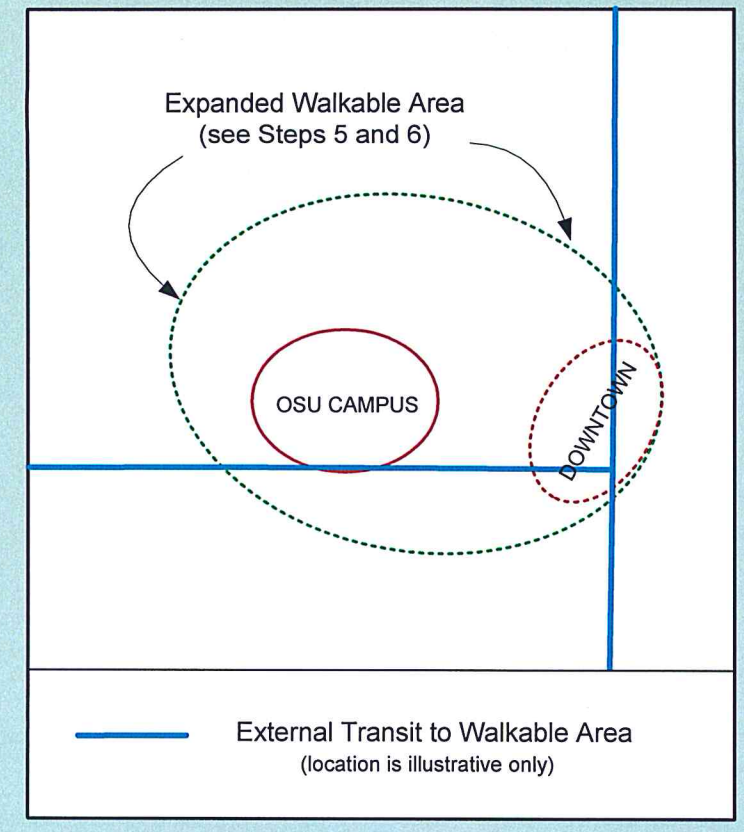
Accessible to All, Multigenerational

They would accommodate growth in a way that could protect neighborhoods, historic areas, and open space.

Those who still wanted cars would store them off site rather than park them on site.

Or, they could rent a car when needed.

STEP 9



Viable Transit
to the walkable area

This future transit would be useful and attractive to riders because:

upon arrival, they would find easy access to a wide range of destinations without the need for a car and

when leaving they would find easy access, without a car, for their return trip.

This serves to solve a fundamental problem of transit!

The Last Mile Problem:

The last mile of a trip requires the use of a car; therefore, people drive rather than use transit.

Other cities (e.g. Eugene) have not solved the last mile problem.

Therefore, transit has failed to provide significant and attractive alternatives to driving.

Consequently, more car-dependent infrastructure has been constructed to deal with the traffic (e.g. the "Beltline" in Eugene).

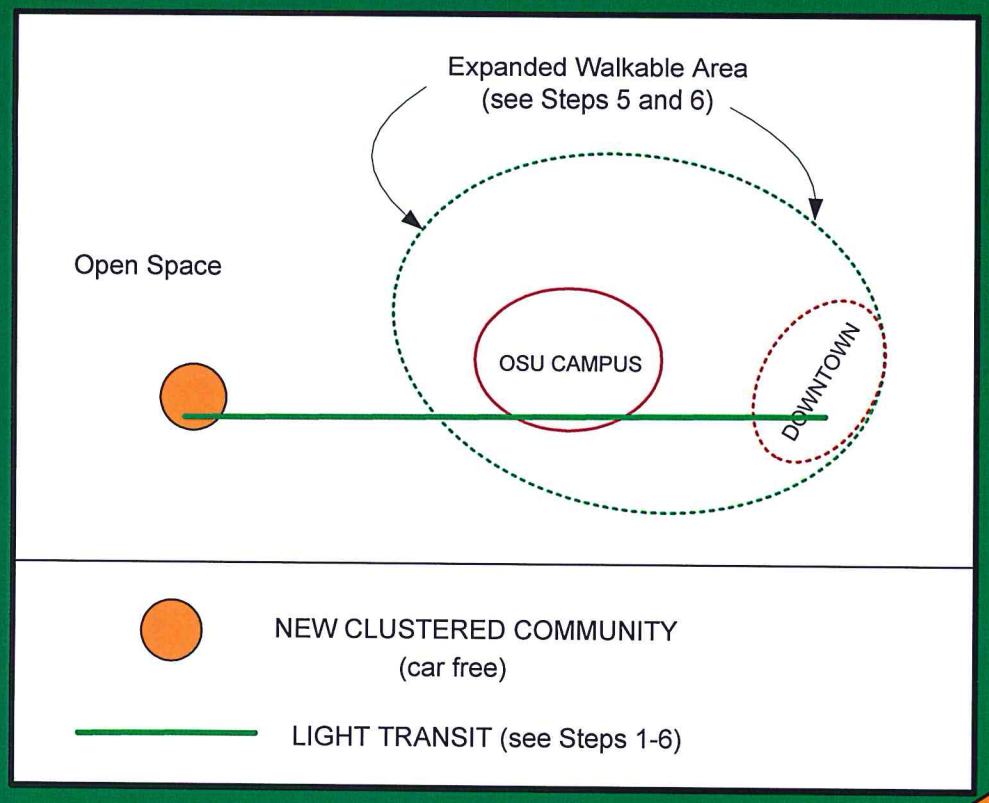
And, traffic problems and car-dependency continue!

BUT

The Expanded Walkable Area provides the Corvallis and OSU communities with a real alternative.

STEP 10

Clustered Car-Free Community with Open Space



This Clustered Community Would Be:

Walkable, Car-Free, Human Scale

Surrounded by Open Space

Interesting, Vibrant, Exciting
(Public Plazas, Coffee Shops, Dinning, Roof Top Gardens, etc.)

Viable (Walkable access to Daily Services)

Easy access to a wide range of services
(see Steps 5 and 6)

This would provide an exciting alternative to the continuing expansion of car-dependent sprawl and

serve increasing demands from:

an aging population less able to drive and more interested in a walkable alternative,

younger generations with less interest in car-dependent living, and

people of all ages who want to live a lifestyle with a lower "carbon footprint".

Finally, this would provide a hopeful way to address global climate change with positive benefits.

OSU-Related Comprehensive Plan Review Task Force – Draft Proposed Revisions to Findings and Policies (Version 6.0)

The following revisions to Comprehensive Plan Findings and Policies were prepared by the OSU-Related Comprehensive Plan Review Task Force, and reflect direction from the Task Force through the Task Force's August 24, 2015, meeting.

Within the following Findings and Policies, language proposed for deletion is indicated by ~~strikeout~~, and new language proposed for inclusion is identified by double underline. Completely new Findings and Policies are identified by heading, as well as double underline. Additional or revised language resulting from the August 24, 2015, review is indicated by **bold** lettering. In addition to new Findings and Policies, the following document also contains all current Comprehensive Plan Findings and Policies that relate to Oregon State University, as identified by staff. Some current Findings and Policies are proposed to be changed, and some are not.

Article 3. Land Use Guidelines

3.2 General Land Use

Findings

3.2.c Continued cooperation among Corvallis, Benton County, Linn County, and Oregon State University is important in the review of development. This should help to ensure compatibility between uses on private and public lands. In particular, cooperation is necessary to prevent simply shifting land-use conflicts from one entity to another.

3.2.i Land within the Urban Fringe contains large contiguous Oregon State University agricultural and forestry land areas. The ability of these areas in support of instruction / research and extension activities requires that these large areas must be maintained free from division into small land parcels.

Proposed New Policy

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

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 Findings

*5.2.f In an attempt to keep University students close to ~~the~~ campus, the surrounding neighborhoods have **been zoned for higher density**. ~~received an underlying zoning that is denser than the existing neighborhoods~~. With ~~larger~~ **increased** enrollment ~~numbers~~ at the University, the surrounding neighborhoods have redeveloped ~~to~~ **at** 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 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*~~. (deleted due to redundancy with 5.2.g)

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 the locally designated landmarks commission, currently the Historic Resources Commission, as of August, 2015.*** ~~*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, 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.~~

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 serve the larger community.

Article 7. Environmental Quality

Proposed New Findings

*7.2.i Car ~~D~~ **d**ependence 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~~ **devoted to** streets, not including land in parking lots, driveways, and garages.*

Proposed New Policies

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.

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_2M 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. 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.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 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; ~~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.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 2000-2001Corvallis became a Federal entitlement community under the Community Development Block Grant (CDBG) Program. In 2001-2002 the City became a participating jurisdiction for the HOME Investment Partnerships (HOME) Program. While these sources have allowed the City to make significant investments in affordable housing, funding from the CDBG and HOME programs has declined significantly between 2002-2003 and 2015-2016. The following table illustrates this trend:

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

9.5.p The U.S. Department of Housing and Urban Development (HUD) has provided financing to a number of local housing projects in return for those projects' limiting rental charges to an affordable level. At the time that these loans are paid off, the restrictions on rental charges expire. As of April 2015 ~~November 1997~~, such HUD-assisted "expiring use" projects provided 116 ~~207~~ units of affordable housing in Corvallis.

9.7 Oregon State University Housing

Findings

9.7.a Oregon State University enrolled 24,383 ~~14,127~~ students attending the OSU main campus in Corvallis for the 2014 ~~1997~~ fall term, including 20,312 undergraduates and 4,071 graduate students. ~~The number of students living within a 1/2 mile of the main campus area was approximately 7,000, while roughly 25% of the students live on campus.~~

9.7.b According to information collected by OSU University Housing and Dining Services, during the 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~~,**Long range** forecasts of student enrollment growth have not **always proven to be** ~~been~~ accurate**; therefore,** ~~. In addition~~, these forecasts **are not** ~~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 **concerns** 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.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 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

9.7.1 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 **to live** in dwelling units on or near campus. (grammatical problem)

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 **in exploring options for** ~~to facilitate the development of experimental~~ communities that are not dependent upon the ~~single-occupant~~ automobile.

9.7.7 The City shall **encourage** ~~promote the utilization by~~ the University ~~of~~ **to utilize** 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 The City shall consider ~~A~~**a**mendments to the Land Development Code ~~shall be considered~~ to address the negative impacts resulting from the development of student-oriented**, off-campus** 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 University-related housing to OSU ~~related developments~~ affects the number of trips made on the system, which affects ~~the~~ its 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 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.

Proposed New 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.

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**, resulting in increased** ~~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, **and** 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 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.

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, contributing to overcrowding.

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

Proposed New Policy

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~~ **by** 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 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 **events**.*

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

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 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.

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*~~. (delete finding)

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 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 ~~T~~**t**here were 3,422 beds on campus within residence halls and co-ops, with a ~~F~~**f**all ~~T~~**t**erm on-campus undergraduate enrollment of 15,196. In 2014, on-campus ~~F~~**f**all ~~T~~**t**erm 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 ***(the year the Campus Master Plan went into effect)*** *and 2014 – 2015. ~~OSU's impact on~~*

~~*the community with respect to the percentage of the overall community exceeds any other entity.*~~ (consulting with OSU staff to verify OSU numbers)

*13.2.l The **large** ~~disproportionate~~ contribution made by OSU to the community's resident and employee composition results in a **major** ~~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.q ~~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.~~ 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.

*13.2.r **Some members of t**~~T~~he public ha**ve**~~s~~ expressed concern that there has been inadequate public review of development on campus.*

Policies

13.2.1 The University and City **shall** ~~should~~ work cooperatively to develop and recognize means and methods to allow the University to achieve its educational objectives. ~~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~~ **OSU 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. **The mechanism shall be binding on both OSU and the City through LDC language or some other means.**

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.

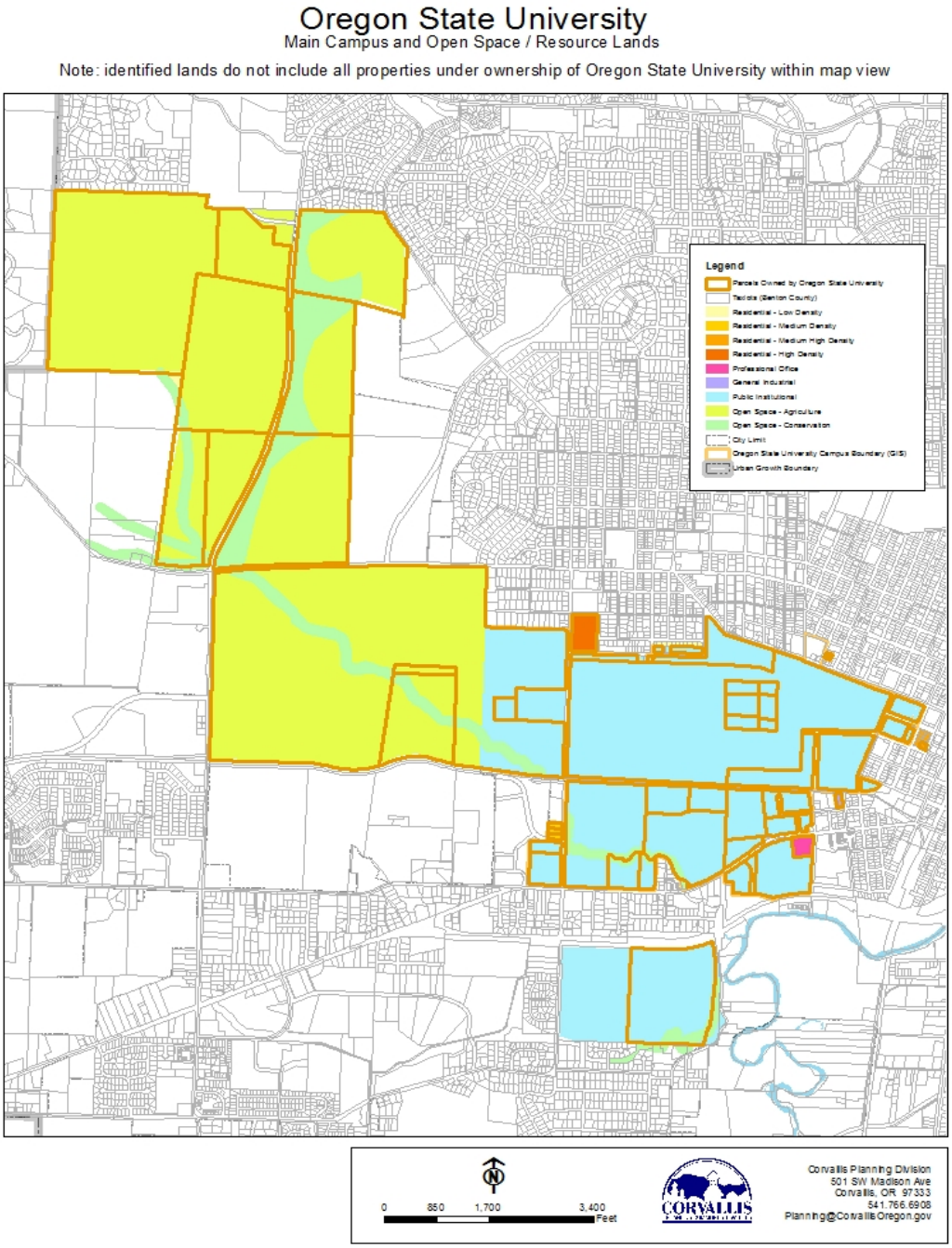
13.2.8 The City encourages OSU to develop a means of development decision-making that is more transparent.

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.



13.4.b Oregon State University has four types of open space: 1) unbuilt areas on the main campus; 2) Comprehensive Plan designated Open Space - Agriculture; 3) Comprehensive Plan designated Open Space - Conservation; and 4) Oregon State University forest resource land.

13.4.c Some Oregon State University lands are currently made available to the public on a limited basis.

13.4.d Oregon State University agricultural and forest open space provide important viewsheds.

13.4.e The University agricultural lands are necessary to the University and beneficial to the State and local community.

13.4.f Adequate buffers help prevent conflict between University agricultural / forest uses and urban uses.

13.4.g There is no jointly-adopted plan between the City and Oregon State University for University agricultural and forest uses. The lack of alternate plans requires land use decisions to assume that agricultural land uses will continue in place into the future without change. ~~This intent has been substantiated with confirming letters from OSU.~~

13.4.h Oregon State University agricultural runoff and agricultural activities could degrade the water quality of Oak Creek and Squaw Creek and negatively impact stream system integrity.

13.4.i Citizen use of agricultural, conservation and forest open space can impact the operation of those areas and the ability of the University in providing its State mission.

13.4.j Due to proximity to urban development, some OSU resource lands could be easily served by City services and are capable of accommodating urban development. At the same time, some lands within the Urban Growth Boundary could provide for the agricultural land needs of OSU.

Policies

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

13.4.2 Designated open space in the OSU Physical Development Plan and Oregon State University agricultural, conservation, and forest resource lands make a significant contribution to community open space and their loss should be minimized.

13.4.3 The University should develop and maintain a plan for its open space, agricultural, conservation, and forest lands within the Urban Growth Boundary.

13.4.4 The City and the University shall work together to ensure plans for the University lands are consistent with the City's Comprehensive Plan.

13.4.5 The City shall adopt land use policies, such as maintaining adequate buffers, to protect University agricultural and forest land from the negative impacts of urban development

and protect urban development from the negative impacts of agricultural practices and forest uses.

13.4.6 OSU shall continue to prevent harmful agricultural runoff from entering local streams and avoid agricultural activities that ecologically impair the Oak Creek and Squaw Creek systems.

13.4.7 The City shall recognize the ability of resource land exchanges between OSU and public and private land owners to provide enhanced agricultural opportunities and urban development or demonstrated public benefit to the community by the exchange.

13.6 Madison Avenue

Findings

13.6.a Madison Avenue is a centrally located street which runs east and west through the downtown area. It also provides an important pedestrian connection between the University and the Willamette River through the heart of the downtown area.

13.6.b This street has a unique mixture of land uses abutting it and provides a street linkage, typified by low vehicular and high pedestrian traffic volumes, between Oregon State University and the Willamette River.

Policies

13.6.1 Madison Avenue shall continue to be developed as a pedestrian link between Oregon State University and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for this area's continued use for cultural and civic purposes.

Article 14. Urbanization / Annexation

14.3 Urban Fringe Development

Findings

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

OSU-Related Comprehensive Plan Review Task Force

Issues to be addressed in a Future Comprehensive Plan Update – Identified at the July 23, 2015, Task Force Meeting

(in addition to the specific Comprehensive Plan Finding and Policy language proposed by the Task Force)

1. There is a need for clarity of meaning and expectations when master plans, district plans, and similar plans are considered for land use approval or adoption.

2. The Comprehensive Plan should contain a definition for Transportation Demand Management.

3. There is a need to resolve discrepancies between the OSU Campus Master Plan and the requirements of Land Development Code Chapter 3.36.

4. In order for associated parking or transportation demand management measures required to serve new development on the OSU Campus to be effective, the location of parking or TDM measures in relation to the new development should be carefully considered.

5. Review of permitted uses in the OSU District is warranted to identify uses that may need Conditional Development review, based on livability impacts.

6. Management of open space has affected neighborhood livability throughout the City.

7. Proposed Comprehensive Plan Policy 13.2.6 should be amended to stipulate that OSU monitoring reports should be reviewed annually by the Planning Commission and City Council. (also, references to only the "Campus Master Plan" should be corrected in Proposed Policy 13.2.6.)

8. Monitoring of enrollment data should be included in the annual reports, including those physically on campus, e-campus, etc.

9. There should be discussion of monitoring parking annually within the University Neighborhoods Overlay (UNO) area.

10. The current moral hazard of OSU parking management (incentive to not have higher on-campus parking utilization) should be eliminated.

11. Traffic and parking studies should all be conducted at the same peak time every year.