



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

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

Roan 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 5.4.1:

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 9.7.1 addresses some of these sentiments.
 - The TF's earlier decision to strike the last part of proposed finding 9.7.1 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. ADJOURNMENT/NEXT MEETINGS.

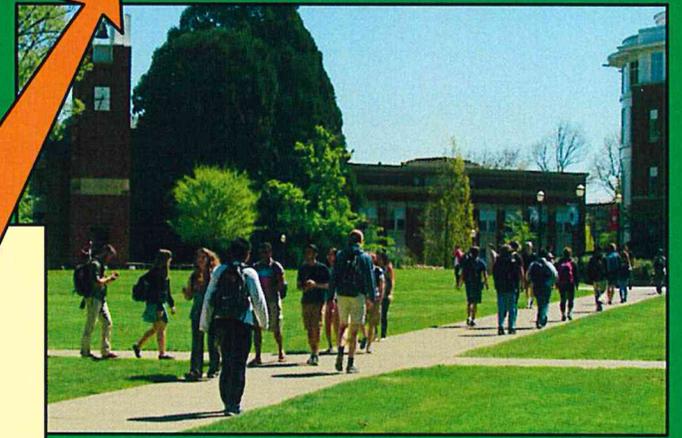
Chair Gervais asked Manager Young to work around Planning Commission and City Council schedules for September and send out a doodle poll to see if two additional meetings could be set up. The meeting was adjourned at 8:37 p.m.

Car-Dependent Infrastructure continues to expand.

STEP 1



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

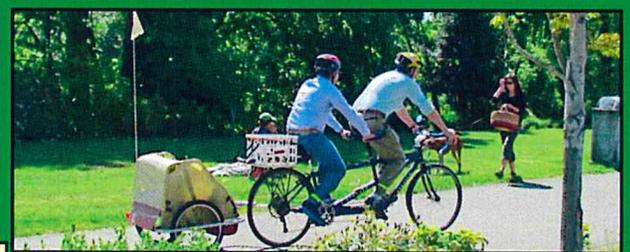


Driving becomes necessary for most because "It's too far and dangerous to walk or ride a bike."

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.



Pedestrian

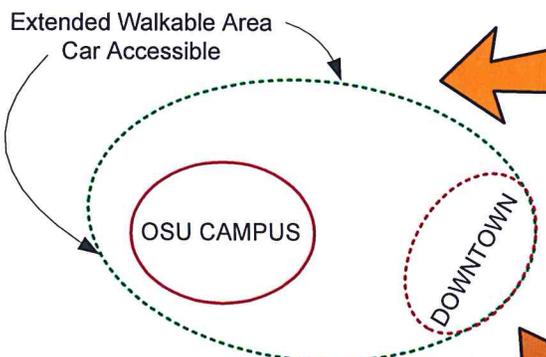
Look for the Cross Walk

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



Current

- Walkable Car Free
- Walkable Car Accessible

Now Imagine Something New



STEP 2

Bike-Tramways

Shift your Imagination away from this.



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



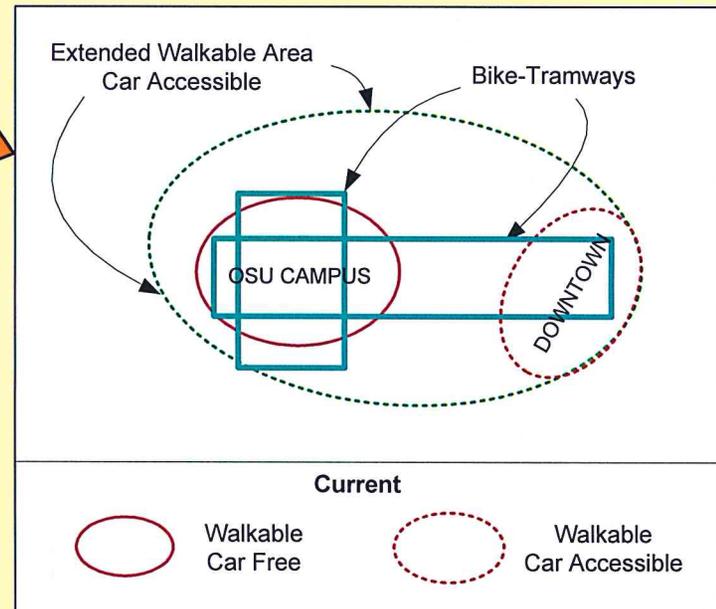
And Bikes



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.

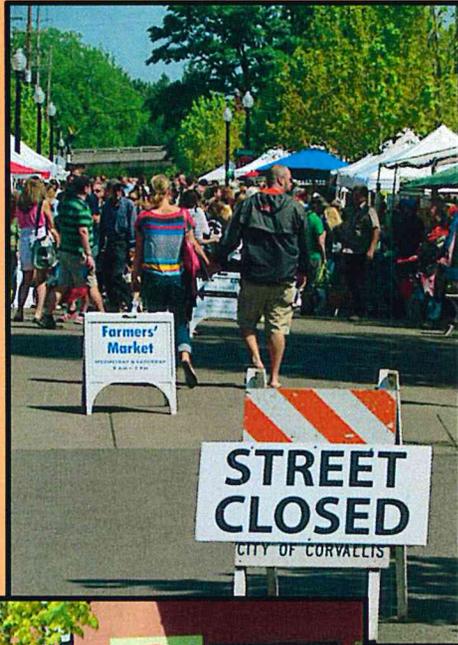
As our imagination opens up, possibilities (locations, routes, park and ride, etc.) expand.



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*.

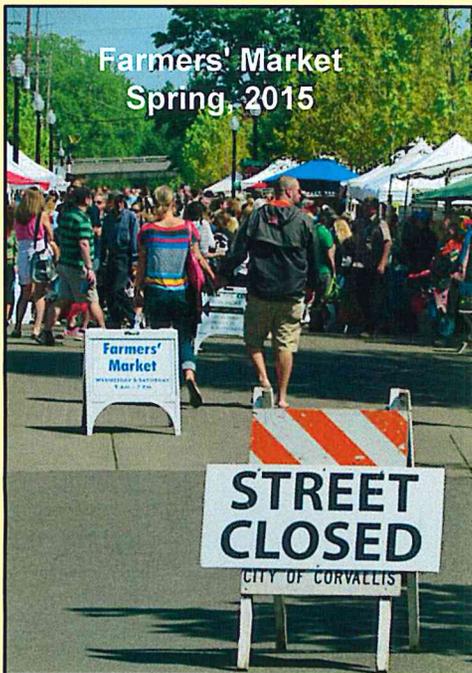
Then:

We (all of us) could see for ourselves

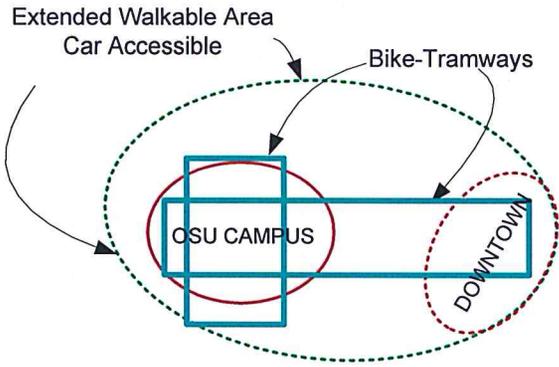
an alternative to expanding car-dependency and promising possibilities for expansion.

Then:

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



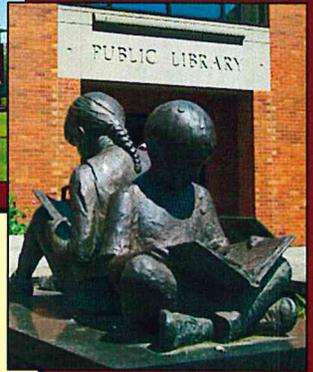
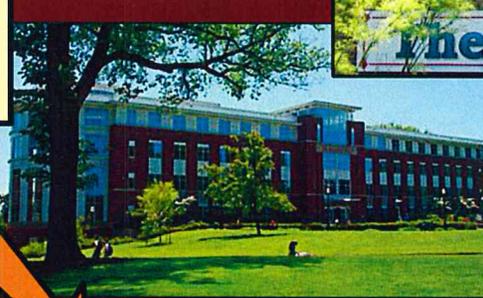
Now Imagine An Extended Walkable Area served by a network of Bike-Tramways.



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,

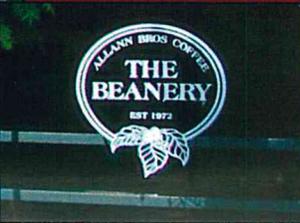
The walkable area would extend a short walk from the Bike-Tramway.

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



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.



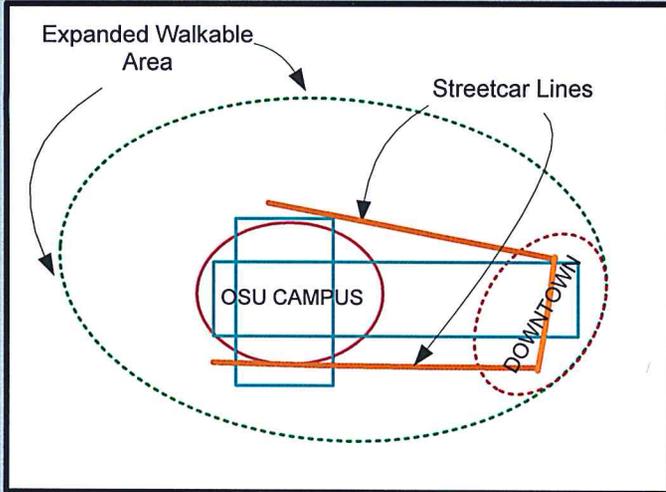
WOW!

DARKSIDE CINEMA

The Book Bin

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.



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.

Streetcar Lines 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.



The outcome would be an expanded walkable area that provides a

Viable Option for Car-Free Living.

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

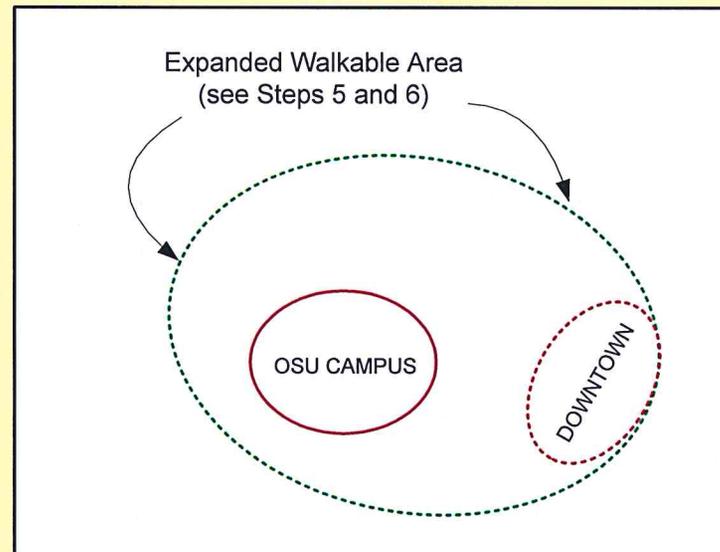
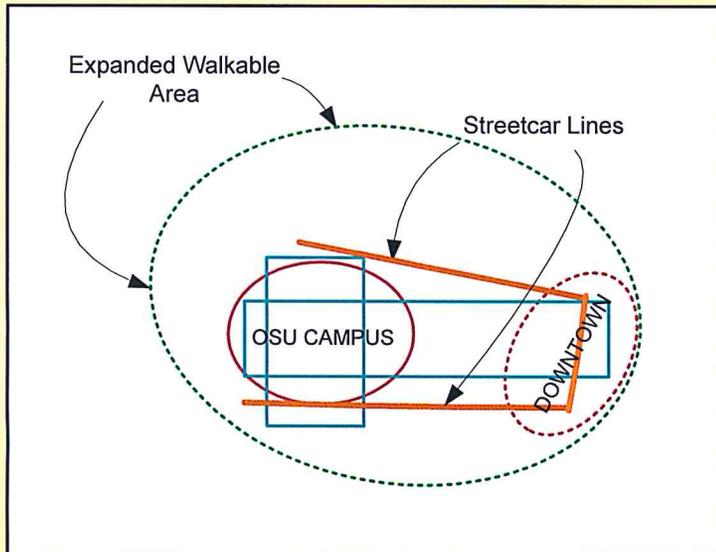
BUT

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

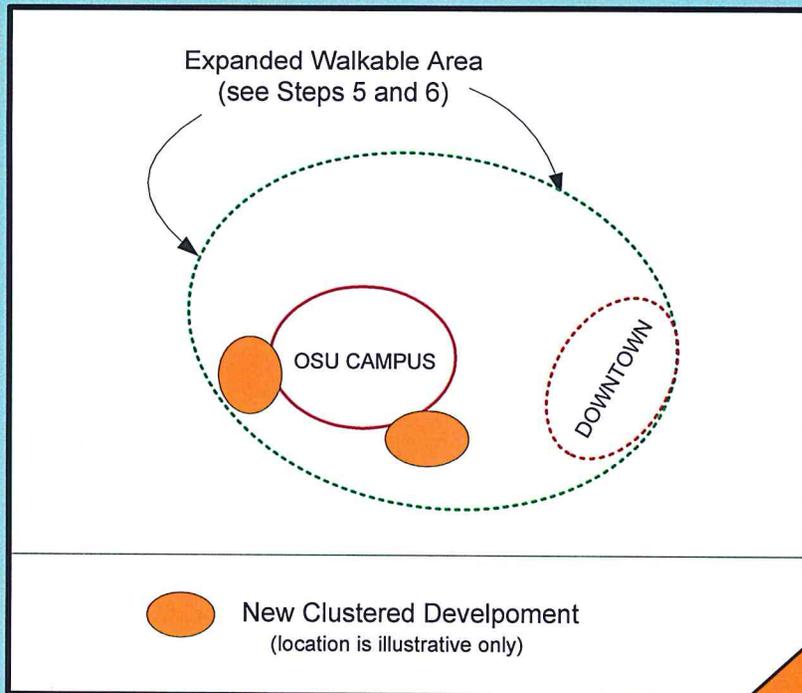
From This (STEP 6)

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.

Clustered Developments Would Be:

Walkable, Car-Free, Human Scale

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

Viable (Walkable access to Daily Services)

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

Accessible to All, Multigenerational

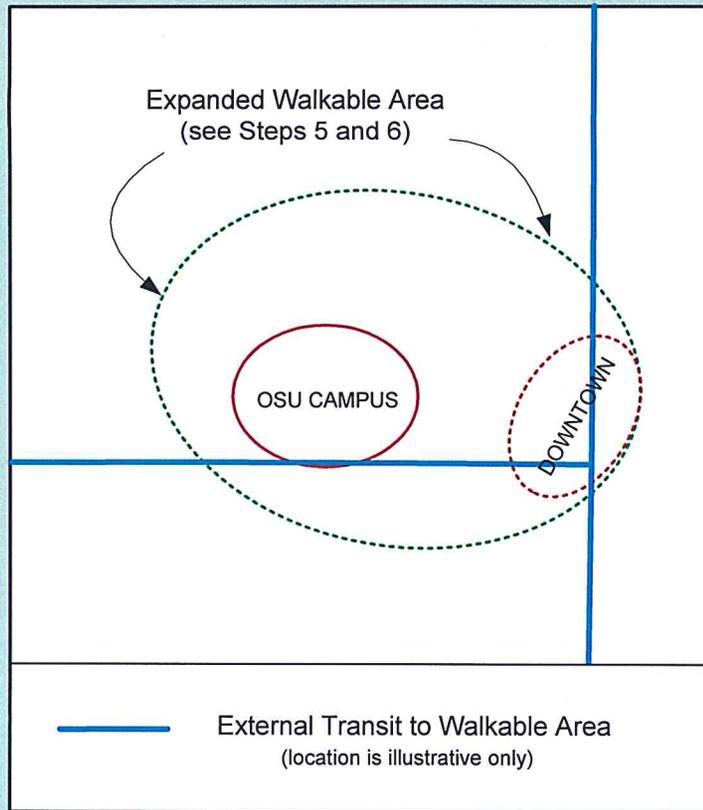
Think of these as alternatives to:

car-dependent townhouses and
apartments and
strip development and box stores.

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.

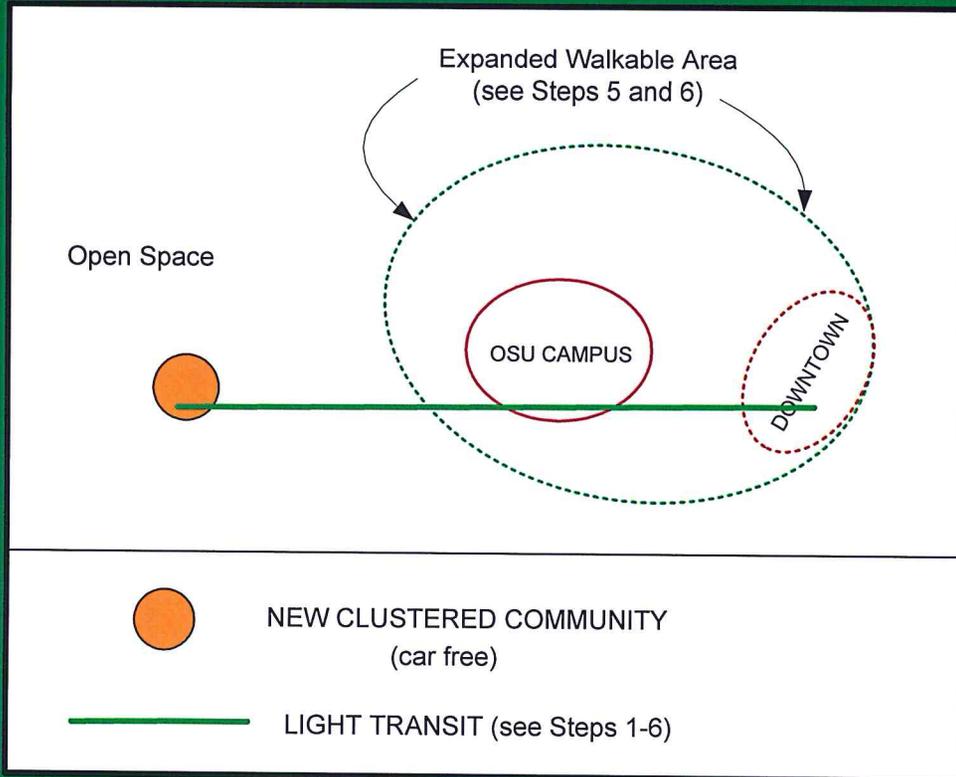
Consequently, more car-dependent infrastructure has been constructed to deal with the traffic (e.g. the "Beltline" in Eugene).

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, Dining, 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.