



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

Approved as submitted, April 20, 2016
CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
March 16, 2016

Present

Jasmin Woodside, Chair
 Ronald Sessions, Vice Chair
 Carl Price
 Paul Woods
 Tom Jensen
 Susan Morr e
 Dan Brown
 Jim Ridlington
 Penny York, Council Liaison

Staff

David Coulombe, Deputy City Attorney
 Kent Weiss, Interim CD Director
 Kevin Young, Planning Division Manager
 Sarah Johnson, Senior Planner
 Claire Pate, Recorder

Excused Absence

Rob Welsh

Absent

SUMMARY OF DISCUSSION

	Agenda Item	Recommendations
I.	Visitor Propositions	
II.	Public Hearing A. OSU-Related Comprehensive Plan Text Amendments (CPA15-00001)	Public Hearing Continued to April 6, 2016
III.	Minutes Review : A. February 17, 2016 B. March 2, 2016	Both sets of minutes approved
IV.	Other Business/Info Sharing	
V.	Adjournment	Adjourned at 9:50pm

Attachments to the March 16, 2016 minutes:

- A. E-mail from Kevin Young dated March 15, 2016, responding to commissioner questions.
- B. E-mailed testimony from Dave Dodson, OSU, dated March 15, 2016.
- C. E-mailed testimony from Court Smith (OSU Policy Analysis Laboratory – Opportunities for Planning and Experiments in Transit Connectivity).
- D. E-mail from Dan Brown, dated March 16, 2016.
- E. Written testimony submitted by Laura Lahm Evenson, President of Corvallis League of Women Voters (LWV).
- F. Written testimony submitted by Sherri Johnson.
- G. Dave Bella handed out hard copies of and then presented a PowerPoint presentation relating to “The Alive Proposal – Toward a More Walkable and Less Car-Dependent Future.”
- H. Handout submitted by Court Smith regarding follow up discussion about incentives and the parking issue.
- I. Written testimony, dated March 16, 2016, submitted on behalf of both the College Hill Neighborhood Association and the Central Park Neighborhood Association

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jasmin Woodside at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

- I. **COMMUNITY COMMENT:** **Jai Adams**, 339 NW 21st, said she has lived in the north College Hill neighborhood campus area since 1996. The character of her block has been predominantly single-family homes. In the last few years, two of those homes have been torn down and replaced with huge ten-bedroom duplex monstrosities. There are all kinds of problems that go with that such as parking concerns, the noise factor and lack of privacy since the residents can peer down into her backyard especially when they are up on the roof. There are at least five empty single-family homes now on her block that have been empty since fall. They seem to be overpriced, in that they seem to be waiting for five students to move in at \$500-600/bedroom. With all the new student housing going up, this is just not working. She would hate to see more houses get torn down when there are existing houses that could be rented by faculty, staff, and single families. This influx of student living units is ruining Corvallis and its neighborhoods. This is reverberating throughout the City. She would like to see OSU and the City get together with some of these landlords and through networking try to get those houses rented at a reasonable price.
- II. **PUBLIC HEARING – OSU-RELATED COMPREHENSIVE PLAN TEXT AMENDMENTS (CPA15-00001):**

- A. **Opening and Procedures:**

The Chair welcomed citizens and reviewed the public hearing procedures for a legislative hearing. Staff will present an overview followed by the applicant's presentation. There will be a staff report, public testimony, Planning Commission questions of staff, Planning Commission deliberations, and a final recommendation

decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based, but there will not be a time limit.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest – Commissioners Woodside, Woods and Sessions served on the Plan Review Task Force which worked on the Findings and Policies under review.
2. Ex Parte Contacts - none
3. Objections on Jurisdictional Grounds - none

C. Legal Declaration:

None given.

D. Staff Report:

Planner Johnson described the documents the Commissioners received either as an e-mailed attachment earlier in the week or handed out tonight. Those documents included:

- Addendum 1 (Memo from Staff dated March 11, 2016): an ordered listing of all the proposed Comprehensive Plan Findings and Policies, Article by Article.
- Addendum 2 (Memo from Staff dated March 11, 2016): Staff-identified corrections and responses to commissioner concerns and questions
- E-mail from Kevin Young dated March 15, 2016, responding to commissioner questions. **(Attachment A)**
- E-mailed testimony from Dave Dodson, OSU, dated March 15, 2016 **(Attachment B)**
- E-mailed testimony from Court Smith (OSU Policy Analysis Laboratory – Opportunities for Planning and Experiments in Transit Connectivity) **(Attachment C)**
- E-mail from Dan Brown, dated March 16, 2016. **(Attachment D)**.

Copies were made available to the audience.

She said the application is for review of the OSU-Related Comprehensive Plan Text Amendments as presented in detail in the staff report. The effort was initiated by the City Council in 2015. They appointed a Plan Review Task Force to review existing Comprehensive Plan policies relative to OSU and surrounding neighborhood impacts, and make a recommendation to City Council. City Council reviewed that recommendation and directed staff to initiate the Comprehensive Plan Text Amendment process. Staff have reviewed City Council's direction and discussion from its November 12, 2015, meeting, and the issues on the Remaining Issues List. Planning Commission's directive today is to consider the recommended changes in the Staff Report, and in Addenda 1 and 2, and make a recommendation to City Council on whether to adopt the changes. The City Council will then conduct their own public process and make a decision on whether to adopt the changes.

The Staff Report contains analyses and recommended Findings of Fact. They are based on the criteria in the Land Development Code for Comprehensive Plan Text Amendments. They include criteria for: 1) Consistency with Statewide Planning Goals; 2) Consistency with applicable Comprehensive Plan Policies; and 3) Demonstrated Need for the change, with advantages outweighing disadvantages and the change being a desirable means of meeting that need.

She described the staff presentation format, which would first review the proposed Findings and Policies, Article by Article, based on general themes, and giving Staff's conclusion for those Findings and Policies in each Article (*Refer to Addendum 1 for this portion of the presentation.*)

In summary, staff find that the proposed Findings and Policies are consistent with applicable Statewide Planning Goals, Comprehensive Plan Policies, and LDC review criteria. The Planning Commission should also consider Addendum 2 presented by staff for consideration of other identified issues from the March 9th work session. Those items presented in Addendum 2 include Findings of Fact for *Findings 3.2.c and 3.2.i* and Policies 3.2.9 and 9.4.11; and a new draft Policy 11.12.13 relating to Transportation Demand Management (TDM) and provision of parking on campus. Staff recommend the Planning Commission make a recommendation to the City Council to adopt or revise some or all of the recommended changes. Planning Commission should make findings of fact regarding Commission-recommended changes. A motion is presented for consideration on page 57 of the Staff Report.

Preliminary questions of staff:

Chair Woodside asked if there were any preliminary questions of staff before public testimony.

Commissioner Morr  asked if staff had been able to find better statistics for the average rent in Corvallis, since \$819 did not seem realistic. Interim Director Weiss said that there is not a single source of local data that provides a better rent reference. They did find that the American Communities Survey (ACS) data for 2014 showed a negligible increase to \$852.

Commissioner Woods referred to the list of unresolved Remaining Issues from PRTF, and asked if there had been any changes to that list. Planner Johnson said that the information included in the Staff Report and the Addendum was based on staff's

evaluation of the list of Remaining Issues as well as additional Councilor comments. Ultimately, staff provided new proposed Findings or Policies where those remaining issues could be appropriately addressed by Comprehensive Plan Findings and Policies. There were other issues on the list that seemed more appropriately considered either with a future Land Development Code Update or through another ordinance or regulatory measure.

Commissioner Brown asked where Transportation Demand Management (TDM) was dealt with in the proposals, along with the Campus Master Plan and issues of livability. Planner Johnson said that there are proposed new Findings and Policies related to TDM strategies that were proposed by staff in response to Councilor requests to have them referenced. In general, they are in Chapter 11.12. The newly proposed Policy 11.12.13 is noted in Addendum 2 of the Staff Report. Livability, in general, is dealt with through the Findings and Policies related to neighborhood-oriented development and impacts, as well as transportation issues and housing needs. The Campus Master Plan is referenced in Article 13.

In response to questions from Commissioner Jensen regarding the documents, Planner Johnson explained that Attachment C which had been used during the Planning Commission work session contained only the recommendation from the PRTF. In between that recommendation and the Staff Report, there were some recommended additions to Findings that were based on either the Remaining Issues list or on Councilor comments during their initial review of the PRTF recommendation. Therefore, Addendum 1 includes all of the proposed Findings and Policies, with the additions. Chair Woodside said that her intention was to use Addendum 1 during Commission deliberations.

Commissioner Price noted that on page 14 of Addendum 1, *Finding 11.4.0* should be changed to *11.4.0*.

E. Public Testimony

Chair Woodside explained that since the topic in question was a legislative decision, all testimony – pro, con, and neutral - would be heard together and there would not be opportunities for rebuttal or sur-rebuttal.

Laura Lahm Evenson, President of Corvallis League of Women Voters (LWV), submitted written testimony (**Attachment E**) and read it into the record. She thanked all of those who had worked on the proposed amendments, and the testimony indicated support for many specific Findings and Policies, as well as overall support for adoption by City Council. Their hope is that changes to the Land Development Code will follow in a timely manner.

Sherri Johnson, 33rd & Taylor, lives within the Harding Neighborhood Association area but is representing herself. She submitted written testimony (**Attachment F**). She seconded the LWV's expression of thanks for all the work that has been done to date, and shared that she had been frustrated at the beginning of the process in meetings held at the Senior Center relating to the OSU Master Plan update. She then said that

the planning process for housing could be greatly improved by a couple of simple analyses of existing data that exists in the tax records. She then went on to read most of the testimony contained in her written statement. Housing is so relevant to OSU's Master Plan, because growth of the university is going to be dictated by availability of housing for its faculty, staff and students. Finally, she said that in terms of traffic the prior report presented by OSU was poorly designed in that there were not many points being monitored. There need to be some standards set for the monitoring.

In response to a question from Commissioner Brown, Ms. Johnson said her testimony cited *Findings 9.4.i, 9.4.j, 9.4.h and 9.5.f*, along with Policies 9.7.8, 9.7.9 and 13.2.6.

In response to a question from Commissioner Woods, Ms. Johnson said that her frustration earlier on in the process was related to how poor the data and level of reporting was, and the fact that there were no thresholds in the previous plan.

Dave Bella handed out hard copies of and then presented a PowerPoint presentation relating to "The Alive Proposal – Toward a More Walkable and Less Car-Dependent Future." (**Attachment G**). He characterized it as a twelve-step approach to open up our collective imagination, and stated that it was the work of Court Smith, Charles Vars and himself – all emeritus professors at OSU. It takes starting with imagination and being able to imagine an alternative future or else all we will be doing is moving little boxes around. He emphasized the importance of starting out with something easy, and then learning from the successes and failures of that effort. The intent is to grow towards a less car-dependent future. He then reviewed the steps as outlined in **Attachment G**, a highlight of which is development of a dedicated network of bike-tramways connecting OSU with the downtown. This would provide a means of transportation that would expand an area that would be less car-dependent with a wide range of services that could then be accessed without a car. There are more and more people that would like the option of car-free living. Once the foundation is laid down for infrastructure where a car is not needed, development will start to shift towards it. The long-range vision is for a clustered car-free community surrounded with open space. He showed pictures of two walkable areas that already exist in Corvallis: the Riverfront and OSU campus. The idea is to expand and build upon what we have.

Commissioner Morr  said she was reminded of a presentation at the Sustainability Coalition Town Hall on two communities in Germany, one being Freiburg. Mr. Bella said that in Freiburg they took advantage of what was locally there and then built upon it. It had been a former military base and the streets were not designed for lots of traffic, so they made it into a car free community. Similarly, we need to look at the unique experiences and opportunities in Corvallis with the proximity of OSU and the downtown and work toward a vision of what it could become.

Commissioner Brown said that it was an interesting proposal but a fact about Corvallis is that 60% of the people who work here live outside the community. He asked how that could be addressed. Mr. Bella referred to this as the “last mile” problem. One need would be for “Park and ride” areas to be provided.

Commissioner Sessions opined that though 1st Street and the Riverfront are bike friendly, the other roadways in the downtown area are not. Mr. Bella said that this is why bike-tram pathways are a needed component.

Court Smith, OSU Emeritus Professor, said he was representing his students, and submitted written testimony (**Attachment C**). He had some graduate students last year who analyzed the data in an OSU survey of faculty, employees and students. It was a very detailed survey that got into how people came to campus within fifteen-minute intervals, including all the buildings they had gone to and what mode of transportation had been used and why. The students then had to write up briefs about what they had learned, four of which have been provided to the commissioners.

It seems that the process being used in the update to the Comprehensive Plan is very much tied to details, and is not looking at the broader picture. The students took the surveys, analyzed the data, wrote up the briefs and were required to go to different organizations and explain their work. They made a presentation to the PRTF, and the Task Force adopted many of their proposed findings. The students wanted to find out why people chose the mode of transportation that they did. Students choose a mode because it was convenient, time-efficient, and cheap. Employees choose a mode because it was convenient, time-efficient, and they do not believe there are other alternatives. Part of the larger problem is getting to Corvallis, in that there are not very good transit connections with other parts of the valley. There is a need to look more broadly at this issue.

He also wanted to follow up on a discussion about incentives and the parking issue. This relates to a handout he distributed to them this evening (**Attachment H**). There was a recent parking study done by Kittelson & Associates in which they counted all of the parking places in the areas northwest and east of OSU. There are about the same number of parking places in that region as there are on the OSU campus. The parking off campus is used for a very different purpose. The study found that at 2-4am, there were about 4,000 cars parked in the 6,700 spots. Most of the parking problem turns out to be with people who want to park close to where they live. He would estimate that two-thirds of all the cars parked in those areas belong to residents. So, this leaves about 2,000 empty spaces that weren't being used, and about 1,000 additional cars likely driven by students coming in during the day. They parked here because of convenience and it costs nothing. Why would any rational student spend money to park at Reser's Stadium which is not as convenient or time efficient? The parking issue is tied to bigger issues like incentives and the lack of transit from other areas to Corvallis. This updating process is fine, but it seems like most of the time is taken up talking about very small details when there is a really big problem that needs to be dealt with.

Commissioner Sessions said that with a campus the size of OSU, it is almost advantageous for a student to ride a bike. The problem he sees is that it is students that come from off campus who want their cars close by. Many students come from out of town and they need a place to park; but parking at Reser Stadium costs money. Corvallis seems to have a major problem with car storage.

Commissioner Brown asked if he had seen any proposed findings or policies contained in the Staff Report or Addenda that proposed solutions to the car storage problem. Mr. Smith said that the comments about a better transit system addressed some of the issue.

Commissioner Morr  asked if his students had done any price comparisons to analyze whether there was affordable housing close in by campus. Mr. Smith said that there was nothing on this in the data. Students are looking for affordable housing, which is one of the reasons why they live elsewhere and drive to campus. Some do take the Loop bus, and bring their bikes, but more resources are needed to make it effective transit for more students. Transit inside the City is fareless but it is totally inadequate to meet the needs of students.

Dave Dodson, OSU Campus Planning Manager, shared his appreciation for all those who testified tonight as well as for the work the commissioners have undertaken. OSU has worked with the PRTF throughout the process and he is here tonight just to make a few suggested edits, in line with testimony they submitted dated March 15, 2016. That written testimony was a part of the packet handed out tonight (**Attachment B**). The text of the edits are detailed in the written testimony, and Mr. Dodson offered the following as explanation for the requested changes:

Finding 9.7.d

Corvallis is a data-driven community; granted one cannot always estimate what will be happening in the future but we look at the past and apply what we do know. OSU has a group known as the OSU Enrollment Management office, and all they do is look at past trends and anticipate future trends. In recent years, they have been fairly accurate with those projections. The challenge is ensuring accuracy with the ten-year projections in the Campus Master Plan. It is harder with projections that far out, so it needs to be looked at on a more frequent basis. For this reason they are suggesting the following language for this finding: *“9.7.d Student enrollment forecasts can be a reliable means of predicting impacts to the community, particularly if the forecasts are reviewed for accuracy in five-year intervals.”* He added that the five-year interval could be even made more frequent, since they collect data annually.

Finding 9.7.h

An edit is suggested that they believe does not change the intent of the language, but makes it a more streamlined statement.

Policy 9.7.2

Though the ideal would be for all students to live on campus, the reality is that not all will. For this reason, they are suggesting adding the words *“or near.”*

Finding 11.12.c

The suggested edits are for clarification only, and add the word “*studying*” to accompany the word “developing.”

Policy 11.12.2

This - along with some other findings or policies - speaks to having something occur on an annual basis. Though this might be a good idea, we do not necessarily know that at this time. As an example, this last Fall OSU and the City did a joint effort on a Neighborhood Parking Utilization study in an area that was part of the Collaboration zone. The cost of that study was \$150,000. There will be some good information that comes out of it, but the question of frequency for doing the study really should be dealt with in the Land Development Code. This would be the more appropriate place to deal with the details of what needs to be done, how it will be done, who will do it, and how frequently it is needed to be done. Some evaluations will need to be done annually, but others might be on a less frequent basis.

Policy 11.12.7 and Policy 11.12.8

These minor edits are for clarification purposes.

Policy 11.12.9

They feel that this was not specific enough in that the intent was directed at people traveling to campus and looking for parking. For this reason, they suggest adding the words “*parking near.*”

Findings 13.2.b and 13.12.l

They suggest using the word “*significant*” in the place of “major.”

Policies 13.2.6 and 13.2.7

Referring back to the discussion for Policy 11.12.2, the suggested edits would strike the words “*on an annual basis.*”

Policy 13.2.8

They suggest it would be more appropriate to state that a public hearing review process should be “*considered*”, but the details of the obligation should be figured out at the Land Development Code level.

Commissioner Jensen said that Ohio State requires sophomores to live on campus, and asked how that might be done at OSU. Mr. Dodson said that through the Collaboration effort, President Ray decided that full-term freshmen would live on campus with an exception for those students who live with their parents within three miles of campus. Consideration could be given to a similar requirement for sophomores; however, there are some legislative changes relating to students having their fifth year of high school funded at a community college and there might be some implications for OSU. Consideration also has to be given to the fact that it is an extra cost for families to require that students live on campus.

Commissioner Woods referred to *Finding 9.7.d* relating to making accurate predictions. He said that the intent is to make a plan that has a ten-year life, but the change that OSU is suggesting for this finding does not help to maintain this goal. It would seem necessary in order to plan to be able to at least make a worst-case prediction. Mr.

Dodson said that depending on how it all gets codified and fleshed out with the ultimate OSU District Plan, one of the things that could be considered would be monitoring of the enrollment projections. One of those requirements could be that every two years the enrollment projections are verified in terms of accuracy. If they were to deviate by a certain degree, then perhaps OSU would have to revisit aspects of the District Plan. This is just one idea of a trigger that could be put in place. OSU was not alone in missing projection targets for the past ten years; many other schools did, as well, due to the recession and its impact on enrollments.

Commissioner Morr  referred to OSU's suggested revision to Policy 9.7.2, and said that adding the words "or near" campus seemed to be taking a step backwards if the intent is to encourage housing more students on campus. Mr. Dodson said that from a planner's perspective both on campus and near campus are ideal, but it is up to the Commission to make that determination.

In response to additional questions from Commissioner Morr , Mr. Dodson said that Policy 11.12.9 is referring to parking on campus, near the campus core. As for Policy 13.2.8, he agreed that substituting the word "considered" gives it less teeth.

Commissioner Morr  asked if he had a comparison of the costs for a student living at the Retreat as opposed to living on campus. Mr. Dodson said that the Retreat was not cheap and was likely above average in cost for off-campus student housing. The majority of on-campus housing includes a meal plan, which would need to be considered into any comparison. Commissioner Morr  opined that she did not see how having high-end housing near campus addressed the issue of affordable housing. Mr. Dodson said that the recommendations they are making do not necessarily discriminate between high-end and low-end housing; it really just speaks to housing in general. They are looking at opportunities to provide some additional on-campus housing for upper-class and graduate students, as well. This is a need that is unmet on campus.

Commissioner Morr  asked if OSU had brought anything forward from information gained when the draft Master Plan open house was held at LaSells-Stewart and the Senior Center. Mr. Dodson said that parking and housing are both issues that are being addressed through these Comprehensive Plan revisions, but the community comments that were offered at the open houses would be more appropriately addressed through the Land Development Code and District Plan updates.

Commissioner Brown commented that the written testimony submitted had revisions that were in red. This made it difficult to track when the copies are printed out in black and white. Secondly, he asked if the campus shuttle took in the new Retreat complex. Mr. Dodson said it did not. To provide that service would have impacted the "headway" for the OSU shuttle system. "Headway" is the time between buses arriving at a stop.

Commissioner Sessions said that in the course of planning new activities on campus, the OSU parking studies come into scrutiny. Parking is always an issue with any new development. In light of Mr. Bella's proposals, he asked how could such improvements be funded, and where does the University stand on "in lieu of" propositions. An example of this would be in lieu of providing parking spaces, campus could fund some additional transit or alternative transportation modes. Mr. Dodson said that some of the

policies under consideration do speak to that, through discussion of Transportation Demand Management (TDM) measures. Unfortunately, the world of TDM is not all that clear, and one really has to develop a plan that has some specific performance measures and monitoring in order to address the issue. OSU does hope to give this consideration with future projects. The existing Campus Master Plan (CMP) does have a TDM section, and in the annual CMP monitoring report provided to the City each year, the TDM measures being taken by OSU are discussed.

Commissioner Brown said he appreciated the quote from him that the world of TDM was not so clear, and that he would likely use it in the future. With regard to TDM, he asked if on-campus housing could be considered a TDM measure. Mr. Dodson answered affirmatively and said that the number of parking permits purchased by students living on campus bears this out. Of the approximate 5,000 students living on campus, an approximate 1,000 parking permits have been issued. Likely, there are others who choose to park in the adjacent neighborhoods, but that is likely only some of the students that live on the far east end of campus in the McNary complex. Those who have a vehicle will likely use it, but those who do not are more likely to use the alternative means, or TDM measures to get around. One of the best things OSU can do to address transportation and parking impacts is to provide housing on campus.

Councilor York asked to follow up on Commissioner Morr 's comment relating to Policy 13.2.8. In an earlier version of the PRTF's recommendations, he had proposed the same revision but it was not adopted by the PRTF. She asked if this was any different than what had been proposed before. Mr. Dodson said that some of the revisions being requested were different, and some are not. For Policy 13.2.8, the intent is not necessarily to eliminate a requirement that there be a public hearing for all new development proposals, but to flesh this out at the Land Development Code level and not at this level. Some uses might be allowed outright, while some uses are considered conditional development subject to a higher level of scrutiny.

Commissioner Morr  referred to current Policy 9.7.5 which speaks to cooperative houses on campus. She asked how many cooperative housing units were still available on campus and how many had been closed down thereby diminishing the availability of diversity of housing on campus. Mr. Dodson said that they had lost approximately 200 beds with closures of the units, though some have been repurposed for use by visiting faculty or research people. These may resurface in the future.

Commissioner Morr  asked if there were any suggested changes in the Comprehensive Plan that address providing more diverse affordable housing on campus using a public-private partnership, similar to the Hilton Garden Inn arrangement. The intent would be to have a cap on the cost of the housing in exchange for the arrangement to lease the land to a private entity. Mr. Dodson said that they were working through the concepts of pursuing a public-private partnership (P3) to do additional housing on campus, but he does not have any specifics on it right now.

Commissioner Brown asked how he, as a citizen, could keep track of P3 progress. Mr. Dodson said that he had just left a meeting in which Patrick Hughes, OSU, was going to explain more about it. They apparently have pre-qualified several development groups that do this sort of thing, and a Request for Proposals will likely be sent out soon.

Commissioner Jensen referred to *Finding 8.4.d* and asked if he could give a breakdown of the percentage of the \$908 million in economic impact going to each of the three types of jobs: direct, indirect, and induced. Additionally, he asked if there was a breakdown of the numbers of jobs per each category. Mr. Dodson said he would try to track it down, and that the information likely came from OSU. He said it would be unlikely that he could respond in writing, but would cover it in oral testimony if the hearing is continued.

Commissioner Price said he would especially like to see the job breakdown on this since in another area there is data indicating a total of 29,000 jobs in Corvallis. Chair Woodside said she would also like a definition for "induced" jobs.

Gary Angelo, College Hill Neighborhood Association President, offered comments with regard to Mr. Dodson's testimony and Policy 13.2.8. He would not support OSU's suggested revision because public-private partnerships that might occur on campus could have a direct impact of competing with similar type of activities within the community. There definitely should be a required public hearing. Secondly, he agrees in general with striking out the term "on an annual basis" for some of the metrics, but it should be replaced with language such as "at a frequency that is appropriate to what is being measured and would enable timely adjustments to the existing plans."

The comments he had intended to make follow the written testimony contained in a memo dated March 16, 2016, on behalf of both the College Hill Neighborhood Association and the Central Park Neighborhood Association (**Attachment I**). He read his testimony which addressed two elements: the desire to have residential parking district fees excluded from the same consideration as citywide parking fees (*Finding 11.4.n and Policy 11.4.10*); and to revise *Finding 9.7.k* to include the statement that privately-owned housing on campus does generate property tax revenue and reduces overall traffic impacts in the City.

Commissioner Morr e referenced his statement that UC Davis and Portland State have public-private partnerships for on-campus housing. She asked what additional information he might have obtained about the diversity of housing types, etc. in his contacts with the two schools. Mr. Angelo said that he did not go into that much detail, but in looking on line it appeared that the Portland State facilities were more student oriented, with UC Davis possibly accommodating both students and faculty.

Councilor Bull said that with regard to findings related to housing, she believes most all relate back to OSU, whether it is taken up in this effort or in later updates. She then addressed proposed Policy 9.4.11, related to increasing residential densities, and staff's comments on page 4 of Addendum 2 suggesting that it is redundant in that Policy 10.2.5 says the same thing. She does not think they say the same thing. In

previous discussions, she cited from her own memory a very detailed analysis of “Level of Service (LOS)” that is included in the recently adopted Parks and Recreation Master Plan. It contained many ways of measuring LOS, and it was her understanding that those areas around the University have particularly lower levels of service with regard to parks and open space. Densities were increased so that students and other people could live closer to campus, which is a good strategy for some things.

However, the City could have been more strategic about it. This policy was in place when this happened, but she believes there still has been a decline in level of service for parks and open space. It is not a simple issue, in that there are mixed feelings about density; an important issue is how we manage the growth that densification brings. This is why she had suggested this policy since she does not believe that Policy 10.2.5 covers it in the particular detail and care that she is interested in seeing.

In response to a question from Chair Woodside, Councilor Bull said that at the time that decisions were made about zoning that allowed for higher residential densities,, there was not adequate consideration of the impacts on parks and open space and other amenities in those areas. During the discussions at the PRTF, this seemed to be a good place for this policy, since the discussion was about residential densities.

Commissioner Price asked for more clarification. He understands that her stance is that Policy 10.2.5 expresses a consideration of what the City can provide when planning what type of land uses go into green field situations where densities are being planned for urban areas. Policy 9.4.11 relates more to when existing densities are changing, what are the impact on what we already have, not necessarily what we are planning to put in. Councilor Bull added that the capacities of other infrastructure are typically looked at, such as capacity of roads and wastewater systems; similarly, the capacity of parks and open space need to be considered. With the new Parks and Recreation Master Plan, there is now a basis for measuring LOS. She agreed that Policy 10.2.5 could be amended to include the sentiment of Policy 9.4.11 if that seemed more appropriate.

Commissioner Brown said that this was an issue for which he had concern. Around campus the neighborhoods were created in the ‘10s and ‘20s – 100 years ago – and it was low density housing. Now that the population in those areas has doubled, tripled, or quadrupled, the original development no longer matches the changes that have been made. Councilor Bull said this was true around campus and wherever there was infill around the City.

F. Request for a continuance/Hold the record open

Commissioner Price suggested that they continue the public hearing so that there would be more opportunity for the public to testify, due to the short nature of the notice given to public. Manager Young commented that the public hearing had been first advertised 19 days earlier, and Chair Woodside added that the Task Force meetings had been open to public testimony. Commissioner Brown said that he agreed with Commissioner Price in that it had been a scramble to digest all of the testimony and information provided in the last week. Members of the public likely had the same problem.

MOTION:

Commissioner Price moved to continue the public hearing to the next meeting. Commissioner Brown seconded the motion.

Commissioner Sessions suggested that it might be better to close the public hearing but hold the record open for seven days for additional written testimony. He felt that they had gone over and above what was necessary to get the public involved in the process. Manager Young noted that the Planning Commission will be making a recommendation to City Council who will again be holding another public hearing process. Commissioner Brown said he found Commissioner Sessions' comments and suggestions compelling.

Commissioner Price said that since this was a completely new process and it was a legislative hearing not hampered by the 120 day rule, he favored allowing more time for the public to speak, in accordance with the principles described in Article 2 of the Comprehensive Plan. Commissioner Ridlington said he agreed with Commissioner Price.

The motion **passed**, with Commissioner Sessions voting no. The public hearing will be continued to April 6, 2016, at 7pm.

Additional questions of staff:

Chair Woodside asked if commissioners had any additional requests for information from staff.

Commissioner Morr e thanked staff for scrambling over the past week to provide answers to questions posed at the last meeting. She referred to the e-mail dated March 15 sent by Planning Manager Young and asked for more clarification about the Hilton Garden property tax assessment numbers. Interim CD Director Interim Director Weiss said that the assessed value for the Hilton Garden Inn does not distinguish between the land and improvement values; it is a single value at \$6.925 million. The Real Market Values (RMV) do distinguish between the land (\$2.7 million) and structure (\$13 million).

Councilor York asked that a copy of a graphic from the City Council's November 12, 2015, work session be distributed to the commissioners as part of the next packet. It is a diagram that shows the full review process and sequence for amending the Comprehensive Plan, Land Development Code and finally the OSU District Plan. There are no time constraints that she is aware of to get this work done.

III. PLANNING COMMISSION MINUTES:

A. February 17, 2016:

MOTION: Commissioner Brown moved to approve the minutes as drafted. Commissioner Sessions seconded the motion and it **passed** unanimously.

B. March 2, 2016:

MOTION: Commissioner Price moved to approve the minutes as drafted. Commissioner Morr  seconded the motion and it **passed** unanimously.

Commissioner Woods referred to the top of page 7 and the question he had asked of Ms. Higgins, Boys and Girls Club Executive Director, about the impact of an increase in the minimum wage. Since it was not germane to consideration of the application he asked if it should be stricken. Chair Woodside said that since it was part of the discussion it should remain in, though he could amend it if he wished.

IV. **OLD BUSINESS:** None

V. **NEW BUSINESS:**

A. Planning Division Update:

Manager Young said that recruitment was underway for Planning Commissioners and Historic Resources Commissioners. Terms for Commissioners Jensen, Brown and Morr  are ending, and the hope is that they will reapply. Applications have been distributed to them. There is a current opening on the HRC, with two other terms expiring.

B. Commissioner Price gave a brief report on the actions of the HCDAB at its last meeting.

C. Commissioner Brown and Planner Johnson reminded commissioners that the third Imagine Corvallis 2040 Community-wide Workshop would be held on Saturday, with focus areas being about how we Plan & Change and Steward & Sustain. This would be germane to the commissioners' work and focus and would be an opportunity to provide input for the Vision Plan.

D. Commissioner Woods asked when it might be appropriate to discuss the question he had raised relating to the Willamette Business Park application. Deputy City Attorney Coulombe said that his recommendation was to raise those questions during the public hearing which was continued to April 20, 2016.

E. Councilor York offered her thanks to City staff, but especially to Planner Johnson, for all of the work being done on Imagine Corvallis 2040. She noted Johnson's ability and nimbleness to answer high-level questions posed to her.

VI. **ADJOURNMENT:** The meeting was adjourned at 9:50 p.m.

Young, Kevin

From: Young, Kevin
Sent: Tuesday, March 15, 2016 10:34 AM
To: 'Carl Price'; 'Dan Brown'; 'Jasmin Woodside'; 'Jim Ridlington'; 'Paul Woods (paul_woods@ieee.org)'; 'Penny York'; Ward 1; 'Rob Welsh (welshr09@gmail.com)'; 'Ronald Sessions'; Susan Morre'; 'Tom Jensen'
Cc: Johnson, Sarah; Crowell, Sharon; Weiss, Kent
Subject: Tomorrow's Meeting

Hello Planning Commissioners,

You probably noticed that the packet materials for tomorrow's meeting were sent electronically to you yesterday. We apologize for the delay in getting this out to you, but with one week between the work session and the hearing, it's been a scramble! Rather than put your printed copies of the packet materials in the mail today and hope that you get them in time for the meeting tomorrow, we are thinking that we will either make them available to you for pick up today (at our office, at 501 SW Madison Avenue, up the front stairs and to the left), or we will bring them to you for the hearing tomorrow night. The packets are ready for you now. If neither of those options work for you, please contact me at (541) 766-6572, or via email, and I'll make other arrangements.

Sarah will also be sending you electronically some additional testimony we've received, which we'll print out and bring for you at the hearing tomorrow.

Following are responses to your questions related to the OSU-Related Comprehensive Plan Amendments last week. We will bring a printed copy of this email to you at the hearing this Wednesday, but wanted to give you a chance to review these answers before the meeting.

What tax would OSU pay if it were not tax-exempt?

We do not have current values on OSU and therefore can't calculate what their likely property tax would be. The County Tax Assessors do not currently track values on non-taxable property. They are trying to get to better values for tax exempt, but are not there yet. There is a property tax paid for the Hilton Garden Inn, located on OSU property. They paid \$123,600 in the current tax year on about \$7 million in land and improvement assessed value (RMV is \$15.6 Million).

How many hotel rooms are there in Corvallis?

(Waiting to hear from Visit Corvallis)

How many residential demolition permits have been issued in recent years?

Within the past three years, 83 demolition permits have been issued for single-family and duplex development. This does not include multi-family demolition permits, for which it is more difficult to assemble the data. Some of the 83 permits issued were for accessory structures, such as sheds and detached garages, and not for the residences themselves.

How many 5-bedroom new dwelling unit permits have been issued in recent years?

76 permits have been issued for 5-bedroom one and two-dwelling residential construction within the past five years. (we do not track data on the number of bathrooms, so cannot provide the number of 5 bedroom, 5 bath units) This includes some attached townhomes, where units are constructed with firewall separation as individual units, but does not include multi-family developments.

It is believed that the recent increase in on-site parking requirements for multi-family development have discouraged the construction of multi-family developments with five bedrooms. However, the LDC requires two on-site parking spaces for single family detached structures with up to five bedrooms, which may explain the number of demolition permits issued for detached single family structures, where small single family structures are replaced with larger single family homes. Recently adopted maximum allowed FAR provisions within the University Neighborhoods Overlay (UNO) area should help to reduce the scale of these redeveloped homes.

What is the average number of bedrooms for large, student-oriented residential developments?

Project Name	Location	Average bedrooms/unit
The Union	Harrison Blvd., east of Arnold Way	3.2
The Retreat	NW Corner, 35 th and Western Blvd.	3.05
7 th Street Station	7 th Street, south of Western Blvd.	3.7
Campus Crest (approved, but not constructed)	Harrison Blvd., west of 36 th Street	3.04

I hope this information is helpful to you.

Kevin Young
 Planning Division Manager
 City of Corvallis
 (541) 766-6572
kevin.young@corvallisoregon.gov

MEMO

TO: Planning Commission

FROM: Sarah Johnson, Senior Planner, Planning Division

DATE: March 15, 2016

SUBJECT: Testimony Received by March 15, 2016 for CPA15-00001

Planning Commissioners:

This memo contains written testimony received by the Planning Division between March 10, 2016, and March 15, 2016, regarding the proposed OSU-related Comprehensive Plan Text Amendments under consideration in case CPA15-00001. Any written testimony received after the posting of this memo and prior to 3:00 pm on March 16, 2016, will be provided in written form to the Planning Commission at your seats, prior to the March 16th public hearing.



Capital Planning and Development
100 Oak Creek Building
3015 SW Western Blvd., Corvallis, Oregon 97333
Main Line: 541-737-5412 | Fax: 541-737-4810

March 15, 2016

Corvallis Planning Commission
c/o City of Corvallis Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Dear Planning Commission Members:

OSU appreciates all the work the OSU-Related Plan Review Task Force did to update the OSU Articles within the City's Comprehensive Plan. We respectfully request that you consider the 13 refinements below. We will be providing our rationale for these changes during the upcoming hearing on March 16th.

9.7.d Student enrollment forecasts can be a reliable means of predicting impacts to the community, particularly if the forecasts are reviewed for accuracy in five-year intervals. Long range forecasts of student enrollment growth have not always proven to be accurate; therefore, these forecasts are not a reliable means of predicting impacts to the community.

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.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on or near campus.

11.12.c OSU and the city are cooperatively studying the use of off campus on-street parking ~~of by~~ university-related vehicles to determine the level of impact ~~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 studying and developing and implementing a parking plan.

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. Prior to implementation, the City shall review and approve any such plan. Any required traffic and parking studies to evaluate the efficacy of the plan shall be performed at the same peak time each year to ensure the most accurate comparison.

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

11.12.8 The practice of limiting vehicle circulation through campus has had an effect on surrounding 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 transportation 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 parking near to the campus core.

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

13.2.l The large contribution made by OSU to the community's resident and employee composition results in a significant major-impact by land-use decisions made by OSU, relative to any other entity.

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 OSU Plan development 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 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 The City and OSU should establish a process by which the Planning Commission and/or the City Council review OSU's monitoring data on an annual basis. Monitoring data should include metrics that evaluate the following: parking, traffic, transportation demand management, off-campus impacts of new OSU development, enrollment data for on-campus and off-campus/e-campus student populations, and other relevant information.

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

We appreciate your thoughtful consideration and look forward to discussing these refinements in more detail during Wednesday's hearing.

Sincerely,

David Dodson

David j. Dodson, AICP
Campus Planning Manager

Opportunities for Planning and Experiments in Transit Connectivity

Court Smith

Problem

Since it is not always easy to get to Corvallis other than by car, a comprehensive transportation plan needs to link Corvallis residences with neighboring towns, airports, rail service, plus venues at OSU, in our downtown, and to outdoor activities. The goal is to design transportation connectivity that out-competes the car by being safer, faster, more efficient, and enjoyable. Better connectivity would help address problems such as congestion, wasteful use of resources, air and water pollution, climate change, and provide new community development opportunities for the future. One promising area is with autonomous vehicles (AVs): Corvallis and OSU could collaborate on experiments with one of the many companies designing AV systems.

Experiments

The OSU campus or downtown Corvallis could provide places to experiment with personal rapid transit. PRTs run on fixed routes and deliver passengers to specific stops. PRT systems might fit an experimental shuttle-type route that moves people to and from car-free or car-congested areas in downtown or at OSU (see <https://www.youtube.com/watch?v=7UMvj2ZYnU8>).

The OSU campus provides a unique opportunity to experiment with autonomous vehicle programming in an environment that includes pedestrians and cyclists, while also moving people from parking centers to campus locations. For a start, a robotic bus, like the Robosoft, could run a fixed route from 35th and

Western, to 26th and Western, to 26th, and then to Monroe and back. Another option could be a route from the Corvallis Transit Center to Jefferson, then west on Jefferson to the 35th Street and return. A downtown Corvallis route might be south on 2nd Street starting at 2nd and Tyler, going west on Washington to 5th Street, and then north back to Tyler. These routes could serve during periods when there are maximum concentrations of people wanting access to these areas.



Equipment: The French company Robosoft has a "cybernetic transport system." The robuRIDE carries 30 passengers and reaches 24 kilometers per hour,

driving autonomously using differential GPS and onboard sensors. In automatic mode, it can follow a pre-recorded path. To drive it manually, you use a joystick. A safety system relies on a laser scanner to avoid collisions. If a person or object is in the line of the vehicle, it detects the object and decelerates, stopping well away from the object. Even if this system fails, a soft foam bumper stops the vehicle if it hits something or someone.

Parry People Movers would also fit our needs. The PPM80 holds 41 passengers. PPM vehicles use flywheel energy storage giving regenerative braking and high-energy efficiency. Options available include variable passenger capacity, passenger access height, track gauge, external appearance, and power source. For examples and



producers, see <http://www.advancedtransit.org/advanced-transit/systems/>.

Autonomous Carbus System: Looking further into the future, a system of autonomous carbus that provide safe, frequent, local, rider-directed travel could ease local traffic problems. Carbus seats 4-6 passengers, picks up riders, and takes them to their desired destination anytime day or night. Carbus are autonomous vehicles that run on city streets with traffic. Carbus are called by a potential rider or riders. Riders are picked up at their start location—a home, doctor’s office, theater, restaurant, school, or any addressable location. If other riders call for or from the same location and time, the Carbus picks up everyone. Carbus have no regular routes. Their movements are directed by rider needs and programmed for maximum rider satisfaction and energy efficiency using computer algorithms.



Urban Light Transport is a revolutionary driverless taxicab.

The Carbus system would be designed to move between larger people movers like PRTs, busses, and trains, connecting them to local neighborhoods. The objective is to create a competitive transportation system that would reduce the need for local car travel. Car travel is still allowed, but the Carbus system would be designed to be user friendly, safe, efficient, responsive, and fun to use. The system would always allow for human contact to meet Carbus rider needs.

Recommendations

A first step is to develop an overall system plan, starting small and envisioning what the future system might look like. Second is a PRT experiment. Next allow autonomous vehicles that meet safety requirements of lower accident rates than those of vehicles with drivers. A robotic system is programmed to meet rider needs as autonomous vehicle operation is developed. OSU, Corvallis, and the Mid-Valley have an opportunity to address some of our emerging car-gridlock and parking problems by thinking ahead and experimenting with new technologies.

Further Reading

Ideas that others are considering include: (*The Economist*, *Technology Quarterly*, “Smartphones on wheels,” 9 September 2014:16-18). Carlos Ghosn, Renault, Nissan, CEO predicts, “I think you’re going to have a lot of autonomous cars by the year 2020” (*Bloomberg Business* November 26, 2014), Uber’s boss says, “When there’s no other dude in the car’ the cost of using Uber becomes so cheap that there is no need to own a vehicle” (*The Economist* 7 February 2015:8). Cisco plans to build an Internet for “... smarter cars and roads equipped with sensors ... to keep traffic moving. It’s a greener, safer, easier future” (*The Economist*, February 14, 2014:57). Learn more about the Ultra Personal Rapid Transit (PRT) on-demand system urban environments at <http://www.ultraglobalprt.com/ultra-global-taiwanese-partners-carry-landmark-study-personal-rapid-transit-prt/>.

Regional governance of transportation issues

Nathan Davis and Stephen Naimoli

Problem Statement

The City of Corvallis is experiencing transportation issues as a result of a higher volume of traffic traveling into and out of the city. While Oregon State University enrollment has peaked, the transportation problems facing the City of Corvallis continue. The problems in Corvallis have regional origins and implications, and a regional solution will be required to address them. Transportation policy-making organizations up and down the valley will need to collaborate in order to create a regional transportation policy that produces optimal results. This policy brief defines the transportation region, list transportation policy actors, and discusses possibilities for collaboration.

Background

Corvallis' central location in the Willamette Valley enables individuals to commute by public transport from as far east as Sweet Home and as far west as Newport. However, for the purposes of discussing a governable Greater Corvallis Transportation Shed in this brief, this region will be condensed to include communities that are in close geographic proximity to Corvallis, have high levels of economic interconnectivity with Corvallis, and contain high concentrations of regional transit users. This region would ideally include the cities of Corvallis, Albany, Lebanon, Philomath, and Adair Village, with connections to North Albany and South Corvallis. Certain communities may be able provide more resources to assist with transit systems, so collaboration patterns will need to consider funding patterns.

The federal government makes funding decisions that affect transportation policy at every level. The U.S. Department of Transportation's decisions affect state and local policy. The federal government also allocates funding to Amtrak to provide rail service. At the state level, the Oregon state legislature makes funding decisions that affect policy at the state and local levels. State agencies make statewide transportation, land use, and greenhouse gas policy. Transportation regulations, statewide planning, and funding for transit affect Amtrak, counties, and communities. County and community laws and policies provide context for Metropolitan Planning Organizations (MPOs). In our case, the Corvallis Area

Metropolitan Planning Organization (CAMPO), Albany Area Metropolitan Planning Organization (AAMPO), and advisory boards influence policy at the local level. Private enterprise also influences policy and planning decisions from the statewide level down to the local level.

Analysis

The current transportation system has noticeable gaps in connectivity and convenience. For example, Google Maps predicts a drive from Philomath to Adair Village will take 23 minutes. Without a car, however, one is restricted by time and availability of different transportation modes. It is possible to take the Philomath Connection or the Coast to Valley Express into Corvallis and take the 99 Express up to Adair Village. However, the Philomath Connection only runs six times a day and the Coast-to-Valley Express only runs twice a day. This trip can take anywhere from 1 hour, 51 minutes to 2 hours, 30 minutes. While some collaboration does exist here, as Benton County runs the Coast to Valley Express and the 99 Express while the City of Corvallis maintains the transit hub in Corvallis, increased collaboration could potentially reduce commuting time. The development of a regional transportation body that oversees collaboration between regional transportation actors would expedite collaboration and deliver optimal results.

Policy Recommendations

- 1) Develop Regional Transportation Committee to provide a venue for collaboration.
- 2) Develop Regional Transportation Plan to integrate existing and developing plans.
- 3) Increase regional transportation information through survey research, data collection, and joint analysis of current policies on transportation connectivity.
- 4) Develop potential partnerships/increase communication between MPOs, counties, communities, and employment hubs.

Preliminary findings: Single occupancy vehicles and parking permits

Trang Tran

Problem Statement

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

Background

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

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

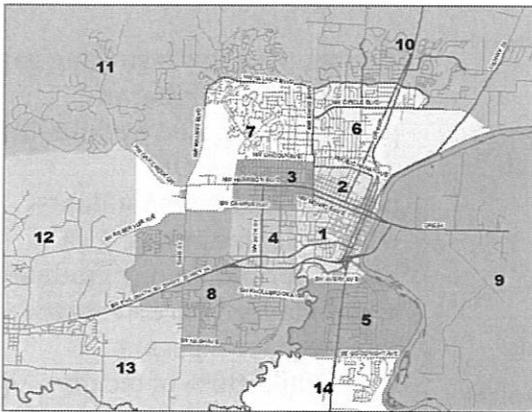
For this brief, we examined the effects of demographic attributes on single-occupancy vehicle (SOV) and parking choices. We also investigated parking choices of OSU employees vs. students in different age ranges. Survey respondents consist of approximately 36.7% of all OSU employees and 12.42% of all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

Analysis

Living location

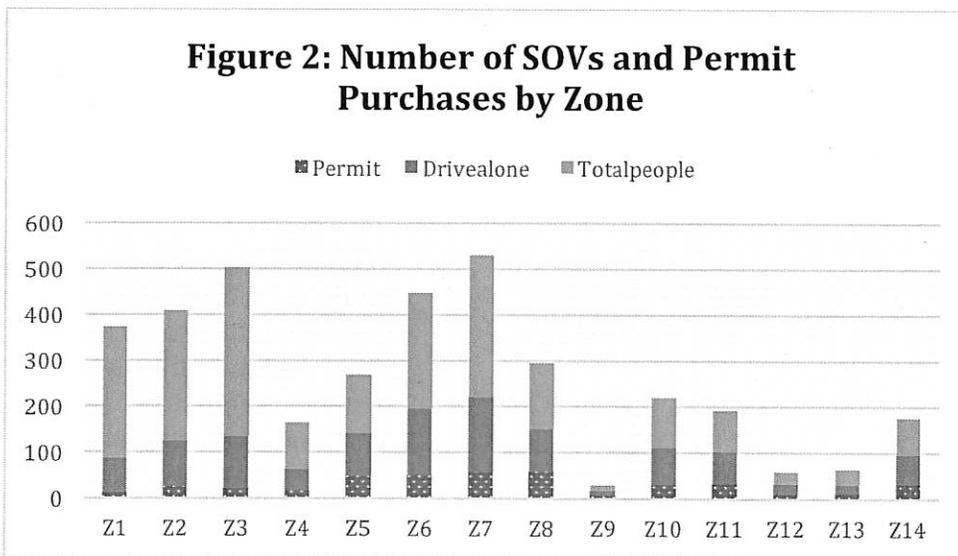
The survey divided Corvallis into 14 geographic zones, shown in Figure 1. In this study, we analyzed the differences among zones in the number of people who choose to primarily drive alone to campus and people who purchased a parking permit. Figure 2 represents the number of SOV and permit purchases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

Figure 1: Corvallis Zone Map



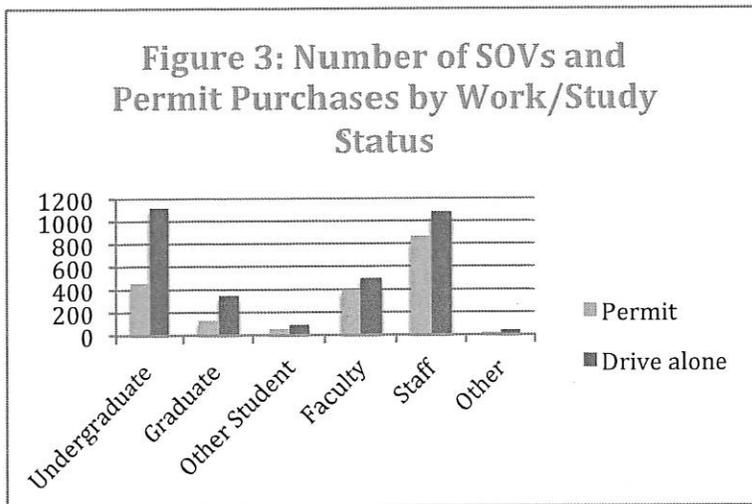
For the purpose of data analysis, we divided 14 geographical zones into 3 circular regions. We labeled zone 1-4 as “minzone”, zone 5-8 as “medzone” and 9-14 as “maxzone”, representing the gradual increase in their distance from the OSU Corvallis campus.

Figure 2: Number of SOVs and Permit Purchases by Zone



Work-study Status

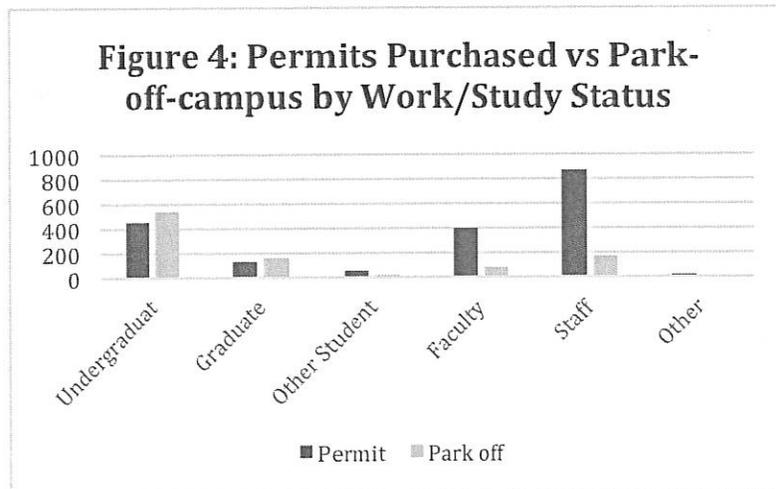
In the original data, there are more categories in terms of one’s work/study status. Employees are identified as faculty (unclassified), staff (classified), temporary, student worker/assistant, and affiliated employee. Students are grouped into freshman, sophomore, junior, senior, masters, professional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



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

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

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



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

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

Thus, compared to undergraduate students:

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

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

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

Policy Recommendations

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

Further Reading

1. Barata, E., Cruz, L., & Ferreira, J. P. (2011). Parking at the UC campus: Problems and solutions. *Cities*, 28(5), 406-413.
2. Bridgelall, R. (2014). Campus parking supply impacts on transportation mode choice. *Transportation planning and technology*, 37(8).
3. Harmatuck, D. J. 2007. “Revealed Parking Choices and the Value of Time.” *Transportation Research Record* 2010 (1): 26–34. doi:10.3141/2010-04.
4. Toor, W., & Havlick, S. (2004). *Transportation and sustainable campus communities: Issues, examples, solutions*. Island Press.

OSU Transportation Choices: What Drives Us?

Mai Nguyen, Iana Shevtsova, and Court Smith

Problem Statement

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

I. Employee Transportation Choices

Background

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

Findings

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

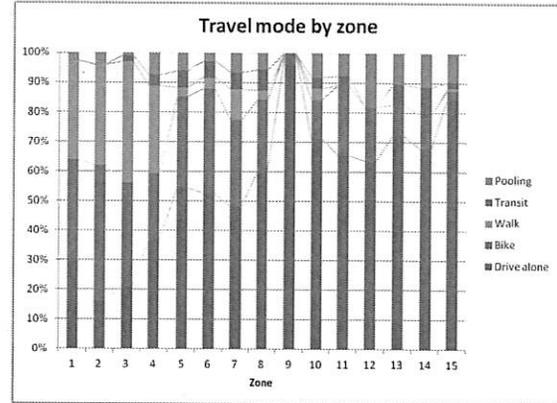


Figure 1: Travel mode by zone in percentage of users

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

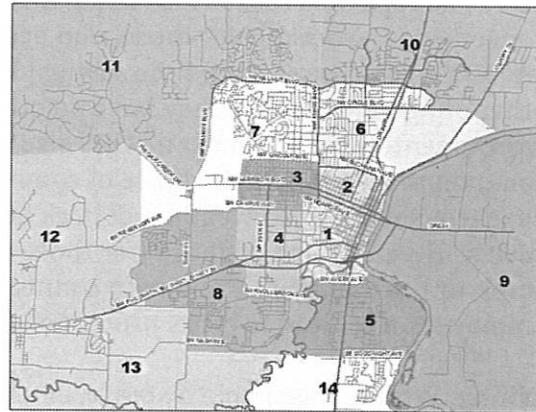


Figure 2: Corvallis zone map

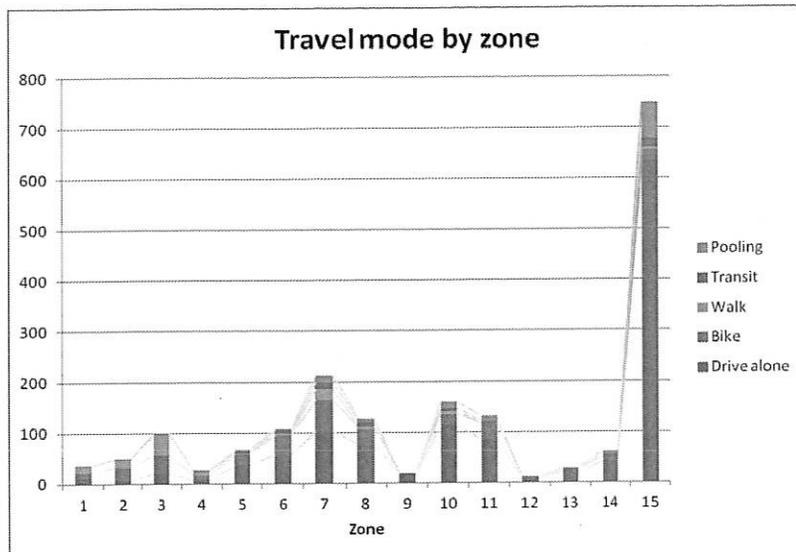


Figure 3: Travel mode by zone in actual numbers of users

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

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

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

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

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

Policy Recommendations

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

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

II. Student Transportation Choices

Background

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

Findings

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

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

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

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

Table 1. Impact of students' demographics on transportation choice

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

Legend:

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

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

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

- ↓ Having an internship/a job, having an internship/a job on campus, living in min and med zones compared to not having an internship/a job, having an internship/a job off campus, living in max zone *decreases* the probability of choosing **Driving** as a primary mode of transportation.
- ↑ Having an internship/a job on campus, living in med zone compared not having an internship/a job, living in max zone *increases* the probability of choosing **Transit** as a primary mode of transportation.
- ↓ Being other type of student, living in min zone compared to being a graduate student and living in max zone *decreases* the probability of choosing **Transit** as a primary mode of transportation.

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

Policy Recommendations

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

III. Major modes of travel: Overall choices and incentives

Background

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

Findings

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

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

Table 2: Sample trip distances and times

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

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

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

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

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

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

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

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

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

Policy Recommendations

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

To: Corvallis Planning Commission
From: Dan Brown, Commissioner

March 16, 2016

Subject: OSU-Related Legislative Changes to the Comprehensive Plan

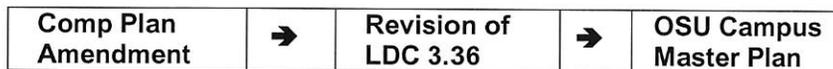
Soon we will start deliberations on the long list of proposals from the OSU Related Plan Task Force. Overall, individual changes to the *Comprehensive Plan* totals about 140, and fills about 20 pages. As the Chair of the Task Force said about the group's document at last week's work session:

I encourage you to edit it. We didn't have time to go back and fine-tune it or wordsmith it. This is a great time for someone with fresh eyes to take a look at this.

I will provide a number of suggestions for changes to the Task Force document as interpreted through the March 2, Staff Report. These are based on the list of decision criteria, for inclusion and deletion, which I introduced at the end of the Planning Commission work session last week.

- Concise** - keep the whole list of changes as short as possible (When in doubt . . .);
- Necessary** - OSU impacts off campus on housing, parking, transportation, livability;
- Relevant** - useful as a basis for understanding the category and land use implications;
- Accurate** - careful statement of information;
- Balanced** - neither skewed to the negative nor the positive.

OSU related problems were recognized by Corvallis residents over the last decade when OSU student enrollment took a growth spurt, flooding Corvallis' existing infrastructure. The 2015-16 City Council decided to initiate processes to provide solutions. Right now we are in the middle of considering changes to the *Comprehensive Plan*. However, real solutions to OSU-Related housing, parking, transportation, and livability problems will require changes to the *Land Development Code*, Chapter 3.36, and making these changes will be the next step in the City's process.



The Task Force attempted to capture the OSU-related problems in written findings and to identify policies that could provide relief. The next pages summarize possible modifications to the Task Force's list of proposals. Many are simply word smithing, but others are more significant. Justification for a number of possible deletions is given; for example, there is a large bundle of general housing items that are not directly related to OSU but are very complicated. These general housing items will take a long time for the Planning Commission to work through and should be deferred until the next *Comprehensive Plan* amendment process. At the end of the document, there is a list of additions and definitions to support the new policies.

- p. 2 Proposed legislative changes to the *Comprehensive Plan*;**
- p. 24 Additional Policies Needed;**
- p. 25 Needed Comprehensive Plan Definitions.**

PROPOSED LEGISLATIVE CHANGES TO THE COMPREHENSIVE PLAN

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 problems from one entity to another.*

Accurate? "Conflicts" is not the right word.

3.2.i **Although the Comprehensive Plan Map shows this is not true of the OSU Zone which lies within the City limits,** land within the Urban Fringe contains large contiguous Oregon State University agricultural and forestry land areas. *Changes in the use of these lands may impact the mission of the University and should be considered with caution.*

Relevant? The OSU Zone which encompasses the campus, the Campus Master Plan, and LDC Chapter 3.36 does not contain large areas of forestry and agricultural lands. No forestry lands at all and only a small portion of OSU's agricultural land

5.2.f *In an attempt to keep University students close to campus, the surrounding neighborhoods have been zoned for higher density. With increased enrollment at the University, the surrounding neighborhoods have redeveloped at higher densities.*

**Accurate? Change from passive to active voice - who did this zoning?
Suggested language: In an attempt to keep University students close to campus, the City zoned the surrounding neighborhoods for higher density. With increased enrollment at the University, the surrounding neighborhoods have redeveloped at higher densities.**

5.2.g *City zoning allows 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 can help reduce vehicle trips to campus, they can also alter the character of the older single-family neighborhoods.*

Accurate? hypothetical impact only. No actual data?

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.

Accurate? OSU National Historic District left out of Staff report. This designation greatly affects land use.

Accurate? This finding is out of date. There are now 3 National Historic Districts in Corvallis. Most important to the OSU update project, one of them is the OSU National Historic District which was created in 2008. 83 historic resources are protected. The two other national historic districts, Avery-Helm and College Hill West, are also on the National Register of Historic Places. These historic districts include 638 historic structures and dwarf the numbers in 5.4 a. All are subject to the protection of Chapter 2.9 of the Land Development Code and review by the Historic Resources Commission. Even new construction in national historic districts is regulated by Historic Preservation Provisions.

5.4.1 Downtown residential neighborhoods have characteristics that include large street trees, wide planting strips, parking limited to just one side of the street, small garages, and a large proportion of buildings dating from the 1940s and earlier.

Relevant? The problem is lack of parking, not age and street trees.

Accurate? Residential neighborhoods, parking limitations, garages left out

5.4.m The lack of progress on historic inventory and preservation work, has failed to protect the historic characteristics of older neighborhoods in the vicinity of Oregon State University and downtown.

Accurate? In Corvallis, historic protection started in 1971. Between 2000 and 2008, 638 moreresources and many acres were granted historic protection by the City. The OSU campus itself contains a huge national historic district. Two national historic districts are located in the vicinity of OSU, the College Hill West national historic district borders the campus on the west and Avery-Helm national historic district borders on the east and includes part of the downtown area. Additional historic protection is included in the regulations for the downtown district.

That "Lack of progress" is a problem is an opinion and not a fact. The bottom line -- Does City Council want to pay for further historic inventory work and related protective land use policies?

5.4.n 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.

Accurate? This statement is out of date. In 2008 the OSU National Historic District was created. There are 83 historic structures in the district.

All are subject to review under chapter 2.9 of the LDC by the HRC. For the most part this action replaces the old inventory.

Relevant? There is no significance to 2015. HRC was commissioned in 2006.

Relevant? "locally designated landmarks commission" is confusing for uninitiated readers

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.

Concise? Necessary? This possibility may be true under current law, but why call it out?

Accurate? In Corvallis, historic protection is accomplished through LDC Chapter 2.9, not through zoning.

Accurate? Change from passive to active voice - will the City do the adopting?

5.4.18 Density goals as defined by the Comprehensive Plan and preservation of neighborhood character shall be considered and balanced when zoning patterns are considered by the City.

Accurate? What density goals? Where can the public read them?

Accurate? What is CP policy on "preservation of neighborhood character"?

Necessary? Justify "shall" instead of "may"

5.6.w The University offers many recreational opportunities.

Concise? Necessary? Relevant? Why include this finding?

Accurate? Recreation where and for whom?

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

Concise? Necessary? Relevant? Is this LDC land use?

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

Accurate? "Car dependence" is jargon. How will this look in 25 years?

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

Concise? Is this necessary in OSU related changes?

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

Accurate? What is the source of this statistic?

Accurate? Car dependence is jargon.

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*, **consumption of fossil fuel, and vehicle miles traveled.**

Accurate? Incomplete list of desired reductions.

Accurate? "Car dependence" is jargon.

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 (**the largest**), 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.

Accurate? Draws conclusion about significance of OSU.

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

Concise? Relevant to OSU?

8.2.q In 2016, two of the top three employers in the City (OSU and Samaritan Health Services) are non-profit organizations, which do not pay property taxes. While these organizations provide important services to the residents of the region, state, and nation, they also create a significant demand for City Services.

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.

Balanced? OSU is one of thousands of colleges and universities in the US which have education programs and one of the top 100 research universities. As a %, how much contribution to the nation's research is "significant"?

8.4.d *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.*

Accurate? What is the source of this information?

Accurate? What is an "induced" job and how is it different from an "indirect" job?

Accurate? 19.4k is an amazingly large number in relation to 29k jobs total in Corvallis (see 9.4.p]

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

Accurate? need specification of OSU programs

Accurate? when is "recent" in a document with a life of 20 years?

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.*

Accurate? define "local" -- does this mean Corvallis -- or a larger area?

8.4.g *The Regional Accelerator Innovation Network (RAIN), located in Eugene, 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.*

Accurate? Where is RAIN located?

8.6.a *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 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.*

Concise? Is all this verbiage necessary or relevant to OSU or the current Planning Commission assignment?

Accurate? What is the source of this information?

Accurate? What kind of taxes (property taxes or room taxes)? What City services do those taxes support?

8.6.d *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 of the demand for conference space in Corvallis.*

Concise? Is this relevant to the concerns (i.e. housing, parking, transportation, and livability) which motivated the current project?
Accurate? What is the source of the claim in the first sentence?

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.

Concise? Is this relevant to the concerns (i.e. housing, parking, transportation, and livability) which motivated the current project?

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.*

Concise? Is this relevant to the concerns (i.e. housing, parking, transportation, and livability) which motivated the current project?

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.*

Concise? Is this relevant to the concerns (i.e. housing, parking, transportation, and livability) which motivated the current project?
Accurate? When was the agreement made? Changes to this *Comp. Plan* will last for 20 years.

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 in 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.)*

Concise? Is this relevant to the concerns (i.e. housing, parking, transportation, and livability) which motivated the current project?

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

9.4.c 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.

Concise? Must explain why this relevant to OSU or drop.

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, the housing requirements of special needs populations (the homeless, physically disabled, mentally disabled, veterans, etc.) are a concern for the community.

Concise? Must explain why this relevant to OSU or drop.

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.

Concise? Must explain why this relevant to OSU or drop.

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.

Concise? Must explain why this relevant to OSU or drop.

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%.

Concise? Must explain why this relevant to OSU or drop.

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.

Concise? Must explain why this relevant to OSU or drop.

Accurate? Need to draw a conclusion about policy implications.

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).*

Concise? Must explain why this relevant to OSU or drop.

9.4.p *Per the 2014 ECONorthwest Corvallis Housing Survey; “Nearly twice as many people commute to Corvallis to work (18,467) as live in Corvallis and work elsewhere (9,316). ‘Executive Summary, pg. i’ There are 29,003 jobs in Corvallis per the survey ‘Exhibit 1, pg. 2, Exhibit 2, pg. 3’*

9.4.11 *When increasing residential densities, consideration shall be given to impacts on desired or required levels of service, including parks, open space, and other infrastructure.*

Relevant? Left out of staff report. Section 1.1.of the Comprehensive Plan provides goals for land use planning.

The following specific objectives, with minor modifications, have been in the Comprehensive Plan since 1980 . . . Provide for an orderly and timely arrangement and provision of public facilities and services to function as the framework for urban development.

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%.*

Concise? Must explain why this relevant to OSU or drop.

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.)*

Concise? Must explain why this relevant to OSU or drop.

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.

Concise? Must explain why this relevant to OSU or drop.

9.5.f According to the 2013 American Community Survey 1990 Census for Corvallis, the average size of an owner-occupied household was 2.42 persons per household 2.58, and the average size of a renter-occupied 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.

Concise? Must explain why this relevant to OSU or drop.

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. **9.5.h** 2013 American Community Survey data showed that the median home value in Corvallis was \$262,300, the median family income was \$72,428, and the median household income was \$39,232. In order to make an affordable purchase (having housing costs of not more than 30% of income) a family would need to make at least 86% of the median family income to afford that home, and a household would need to make at least 158% of the median household income.

Concise? Must explain why this relevant to OSU or drop.

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. **9.5.i** Using the median family and median household incomes in **9.5.h** above and the 2013 American Community Survey's Corvallis median rent figure of \$819, in order to rent a home affordably a family would need to make 45% of the median family income, and a household would need to make 84% of the median household income.

Concise? Must explain why this relevant to OSU or drop.

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: streamlined 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.

Concise? Must explain why this relevant to OSU or drop.

9.5.1 *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.*

Concise? **Must explain why this relevant to OSU or drop.**

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

2002-2003	2015-2016	% Change	CDBG	\$675,000	\$476,048	-29.5%	HOME	\$556,000	\$233,323	-58.0%	Total	\$1,231,000	\$709,371	-42.4%
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Concise? **Must explain why this relevant to OSU or drop.**

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.*

Concise? **Must explain why this relevant to OSU or drop.**

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.*

Purpose? **By eliminating the 1997 baseline data, meaningful information is lost. The math shows that between 1997 and 2014, OSU enrollment increased by 73%. That's a lot of change since the *Comp. Plan* was written. Also, an increase of 10,000 students is very significant in a town of only 55,000 residents.**

$$24,383 - 14,127 = \underline{10,256}$$

$$10,256 / 14,127 = \underline{73\%}$$

Accurate? **See 13.2.k**

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 (this did not include rooms within Cauthorn Hall, which was not used as a residence hall in the 2004-2005 academic year due to low enrollment demand). 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.*

Concise? Purpose? What is the conclusion?

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.*

Accurate? What is the source of this opinion?

9.7.d Long range forecasts of OSU student enrollment growth have not always proven to be accurate, sometimes due to unexpected changes in University policies; therefore, these forecasts are not a reliable means of predicting impacts to the community. As a result, annual monitoring and reporting of changes in OSU enrollment is necessary to keep plans on track.

Relevant? What is the purpose of this finding?

Necessary? Is it really necessary?

Accurate? need specificity for college students

Accurate? Why were forecasts inaccurate? Due to unanticipated change in OSU policy?

Accurate? When has long range trend been inaccurate? What is "long term"?

9.7.e Development and redevelopment in higher density zones near the University has largely been designed to serve college students, rather than families and employees in the community, which has led to livability concerns in some neighborhoods.

Accurate? need specificity about what kind of students

9.7.f A 1993 OSU survey found that 17% of OSU students commute to campus in single occupancy vehicles. Fifty-six percent of faculty and staff commute to campus in single occupancy vehicles. In 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.

Accurate? What are the conclusions?

Accurate? Why include the 1993 statistics?

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

Accurate? need specificity about what student population

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.

Concise? Why is this rationalization necessary?

Balanced? "Seismic upgrades" is one of a longer list of reasons.

Accurate? The buildings are still being used. People work there.

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.

Accurate? Passive voice is weak. Who believes this?

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

Accurate? Drop "elsewhere. " Privately owned housing on campus also generates property tax revenue. Add "on or off campus."

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 college student-oriented housing.*

Accurate? need specificity

9.7.m *Between 200x and 201x characteristics of newly constructed college student-oriented housing have included a preponderance of five-bedroom units, with one bathroom per bedroom, and multiple floors within units.*

Accurate? This is an unsupported opinion.

Accurate? need specificity about meaning of "preponderance"

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 sophomore, junior, and senior class students.*

**Necessary? What is the point being made after the first sentence?
degree partnership program**

Accurate? "dual enrollment program" is now "degree partnership program."

9.7.3 *The City and Oregon State University shall work toward the goal of housing faculty, staff, and students who work and attend regular classes on campus in dwelling units on or near campus.*

Aspirational? How will this work for employees? Most OSU employees live outside the Corvallis City limits. President Ray does not live in the city. There is not enough land "on or near campus" to house all employees. Do faculty and staff want to live on or near campus? Do faculty and staff want to live in "dwelling units" or "homes" like those being razed near campus?

9.7.6 *The City and OSU shall cooperate in exploring options for communities that are not dependent upon the automobile.*

Accurate? Vague - - what are "communities that are not dependent on the automobile." What does that mean?

Accurate? Inconsistent with current Comp. Plan definition of "community." [p. 215]

9.7.9 *The City shall consider amendments to the Land Development Code to address the negative impacts resulting from the development of **college** student-oriented, off campus housing.*

9.7.7 *The City shall encourage the University 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. **This type of housing would contribute to local property taxes.***

Concise? redundant use of "housing"

9.7.8 **The City shall** *encourage housing types that can serve multiple segments of the population with minimal remodeling to reduce the need for future redevelopment as demographics shift.*

Accurate? Passive voice. The City will encourage.

9.7.9 *The City shall consider amendments to the Land Development Code to address the negative impacts resulting from the development of **college** student-oriented, off campus housing.*

Accurate? need specification of type of student

9.7.10 *The City shall encourage the University to make lower cost on-campus housing options available for **OSU** students.*

11.2.h **Commuter** *use of parking infrastructure, on campus and off campus depends on the success **of** transportation demand management tools, parking accessibility, **number of available parking spaces**, convenience to the final destination, and price, among other factors.*

Accurate? "Parking" is a verb, not a noun. Need word infrastructure.

Accurate? Use of parking spaces depends on the supply of spaces.

Accurate? What is Transportation Demand Management?

Accurate? "tools" is better - "measures" implies measurement

11.2.i *Use of **City** transit depends on convenience and desirability **and price**. Convenience includes proximity to origin and destination, frequency, speed compared to other modes, and reliability. Desirability is affected by comfort, appearance, and crowdedness.*

Accurate? Use of transit also depends on fare price.

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

Accurate? Passive voice. Whose transportation and mode choice decisions?

11.2.k *The proximity of University-related housing to OSU affects the number of **commuting** trips made on the system, which affects its performance.*

Accurate? What kind of trips? **Commuting?**

Accurate? Is "the system" about a transportation system? What is that?

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

Accurate? Whose policies?

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

Accurate? What is "the transportation system"? Undefined.

11.2.16 The City's transportation requirements for new development must be clear, measurable, and carefully monitored for effectiveness.

Accurate? Passive voice. Identify them as City requirements.

11.2.17 The City shall consider allowing trade-offs in conjunction with college student housing developments that provide quantifiable Transportation Demand Management (TDM) outcomes that are enforceable and effective in lieu of traditional transportation system improvements.

Accurate? need specificity

Accurate? What does "Transportation Demand Management" mean to the City? Undefined.

11.4.h Parking needs may reasonably be expected to fluctuate through time. Demands created by large employers such as Oregon State University have changed dramatically in the past and may do so again in the future.

Accurate? obfuscation -- parking demand grows; it does not fluxuate.

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

Relevant? Not a good idea for all parking lots, just temporary ones.

11.4.j The City Council's plan to expand residential parking districts, which was considered through the referendum process, was denied by 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, not available, or too expensive.

Accurate? Some apartment residents park do not want to pay their landlords for on-site parking.

11.4.l Many residences lack adequate off-street parking, resulting in increased 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 City 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 visitors to the community.

11.4.n Parking fees can benefit communities when used to develop transit and transportation options.

Accurate? This is an unsupported opinion.

Relevant? Transit funding is not directly a land use issue or subject for the *Comp. Plan*.

Necessary? The policy implications of this observation are controversial .

11.4.o *Lack of desirable (convenient, accessible and affordable) on-campus parking may externalize University parking demands on residential neighborhoods surrounding campus.*

Accurate? Individuals must be in the group permitted to use the parking that exists. That is not always the case for students under current OSU regulations.

11.4.p *The utilization rate of campus parking is dependent, in part, on University decisions concerning location, permit prices, use designation, allocation priorities, and shuttle service levels. Utilization of campus parking also depends on the relative price of convenient, off-campus parking, especially if it is free.*

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 **The City shall cooperatively explore** *park and ride lots and alternative transportation linkages with major employers if adequate on-site parking does not exist for employees, clients, or students.*

Accurate? Passive voice. Who will explore?

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 **infrastructure** improvements.*

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

Relevant? Transit funding is not directly a land use issue or subject for the *Comp. Plan*.

Relevant? Infrastructure is a land-use issue

Accurate? The last clause in "C" is controversial

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.*

Concise? Redundant? The more recent 2014 study shows the same thing.

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.).

Accurate? What was the quality of the methodology used in this survey?

Accurate? How can the methodology and the results be checked?

11.6.14 *OSU shall coordinate with the City to provide safe and effective pedestrian routes to and through campus.*

11.7.i *In 2016, the Corvallis Transit System (CTS) charges no fares. The increase in use of the CTS by **college** students has affected certain CTS routes, contributing to overcrowding.*

Relevant? 2016 has no meaning. Should say fareless transit started in 201x.

Accurate? specification of college students needed

11.7.j Transit ridership is impacted by **number and location of routes**, frequency of service, and by the availability and convenience of transit connections.

Accurate? Not all impacts are mentioned. See 11.7.8.

11.7.8 *A study of use of the CTS shall be performed to assess the need for additional routes to serve **college** students and residents. OSU shall partner with the City for this analysis.*

Accurate? Add college.

Necessary? This will require City Council to make expenditures.

11.12.c Off campus on-street parking by university-related vehicles has a significant impact on the availability of on-street parking **in neighborhoods and business districts** near campus. **In 2016**, 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.

Relevant? How does second sentence relate to first sentence?

Concise? duplicated phrase can be eliminated. "free transit pass program"

Accurate? Explain what "parking plan" is involved.

Accurate? When? 2016?

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.*

Accurate? This is a totally unsupported opinion.

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 college students are sensitive to parking pricing, which can alter student behavior. Free parking in neighborhoods surrounding campus is attractive to students and employees.*

Accurate? What is the conclusion?

Accurate? What "data" would this be? Needs support.

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

Accurate? Parking was not "lost", it was eliminated by OSU.

11.12.i *The lack of regional transportation options restricts students' choices, necessitating decisions to bring cars to Corvallis.*

Accurate? A lack of a potential solution is not a cause.

11.12.j *Transportation Demand Management is generally defined as a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles.*

This definition belongs in Section 50 so it can be accessed easily in relation to all TDM sections.

The City encourages OSU to develop such strategies, and recognizes that in order for parking or transportation demand management strategies associated with new development on the OSU campus to be effective, the location of parking or transportation demand tools in relation to new development should be carefully considered.

Accurate? "tools" is better - "measures" implies measurement.

Accurate? This reads more like a policy than a finding.

11.12.k *Policy and programming decisions regarding parking and transportation have a direct impact on Level of Service at intersections on and around the OSU campus.*

Accuracy? Which campus? Samaritan, H-P, etc.?

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. Prior to implementation, the City shall review and approve any such plan. Any required traffic and parking monitoring studies to evaluate the efficacy of the plan shall be performed at the same peak time each year.*

Accurate? When will this happen? How often will monitoring happen - annually?

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.

Accurate? What is a "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.

Accurate? Redundant -- Mitigation and mitigate

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

Purpose? What can the City do about visitors to the campus core?

11.12.10 The City and OSU should explore options for improving college students' / citizens' access to the regional transportation system.

Concise? Relevance? Is this a land use issue?

Accurate? need specificity about college students or citizens in general

Accurate? Is the problem "access "or simply lack of a good regional transportation alternatives?

11.12.11 **The City should encourage** transportation demand management as a means of reducing carbon emissions, vehicle miles traveled, and parking demand.

Accurate? Passive voice. Who will encourage? **The City?**

Accurate? Need a definition of Transportation Demand Management.

11.12.12 In evaluating future on-campus parking requirements, decision-makers should ensure that parking management strategies place a priority on maximizing usage of on-campus parking resources **instead of using on-street parking resources on City streets.**

Purpose: Why is maximizing good?

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 college student-oriented housing, and concerns about declining neighborhood livability.

Accurate? "can" implies hypothetical - experience shows more than hypothetical

Accurate? need specificity for college students

13.2.j *Enrollment projections under the 2005 Campus Master Plan were exceeded by 1,883 students, or 7.7% in 2014.*

Accurate? the CMP projected 22,074 students for 2014 and enrollment was 28,886

<u>2014</u> <u>Actual</u>	<u>2014</u> <u>Projected</u>	<u>Change</u>		
28,886	22,074	6,812	not	1,883

(See <http://oregonstate.edu/admin/aa/ir/enrollmentdemographic-reports>)
Office of Institutional Research, "History of Student Enrollment,"
Enrollment Summary No. 26, Fall Term 2014, p.20.

Accurate? 6812 / 22,074 = 31% not 7.7%

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.*

Accurate? Data on the OSU website show different numbers.

<u>2014</u>	<u>2003</u>	<u>Change</u>		
28,886	18,979	9,907	not	5,316

(See <http://oregonstate.edu/admin/aa/ir/enrollmentdemographic-reports>)
Office of Institutional Research, "History of Student Enrollment,"
Enrollment Summary No. 26, Fall Term 2014, p.20.

Accurate? Who chose 2003 as the base year? In the current *Comp Plan* finding 9.7.a says that enrollment was 14,127 in the real base year, 1997

<u>2014</u>	<u>1997</u>	<u>Change</u>		
28,886	14,127	14,759	not	5,316

Accurate? Why 2014 instead of 2015? OSU enrollment was 29,576 in 2015

13.2.l *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.*

Accurate? Awkward language.

13.2.m *Because of its relative size and economic impact, land-use decisions made by the University require a great degree of ongoing communication, coordination, and monitoring by the City.*

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.*

Accurate? Draw a conclusion.

Concise? Similar to 9.7.j

13.2.o *OSU decisions regarding enrollment and development on campus, particularly with respect to the degree to which **the University** provides housing and parking for employees and students, can greatly impact surrounding neighborhoods.*

Accurate? Passive voice. Who makes the decisions?

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

Accurate? What does this What parts of CMP were not "defined"?

*A review of the monitoring submittals over the 2005-2014 time period indicates that there were periodic gaps primarily related to parking utilization counts in off-campus parking districts, transportation demand management reports, and Jackson **Avenue** traffic counts.*

Accurate? Jackson is an Avenue, not a Street.

13.2.q *The **existence of** private businesses that operate on the OSU campus in coordination with OSU, but serve the larger community, have led to concerns that City development requirements that **should** have been applied outside the OSU Zone were not met.*

Accurate? would → should

13.2.r *Some members of the public have expressed concern that there has been inadequate public review of development on campus. Review of permitted uses in the OSU **Zone** is warranted to identify uses that may require Conditional Development Permit review in order to respond to the potential for neighborhood livability impacts.*

Accurate? Under current law, there is no such thing as the OSU "District."

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 plan document. Coordination shall continue between the City and Oregon State University on land use policies and decisions.*

Accurate? Strike the last sentence. The City has sole authority on land use policies and decisions.

13.2.5 *Development **and monitoring** on the Oregon State University main campus shall be consistent with the 2004 Oregon State University Campus Master Plan, its City-approved successor, **and** approved modifications to the Plan. This plan includes the Physical Development Plan Map that specifies land use at Oregon State University.*

13.2.6 The city and OSU shall closely coordinate land-use actions that have the potential to impact either the University or the surrounding community. Monitoring programs shall be established to determine whether conditions and assumptions underlying the OSU Plan are valid on an annual basis. These monitoring programs can occur anywhere in the community. If conditions exceed predetermined thresholds or evidence suggests that metrics are not tracking conditions of interest, a review of the OSU 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.

Accurate? Who does the monitoring? Who pays for it?

Accurate? Who at the city is responsible for monitoring? CM or Director?

Concise? Redundant -- 2 x "implemented"

13.2.7 The City and OSU **shall** establish a process by which the Planning Commission and/or the City Council review OSU's monitoring data on an annual basis. Monitoring data **shall** include metrics that evaluate the following: parking, traffic, transportation demand management effectiveness, off-campus impacts of new OSU development, enrollment data for on-campus and off-campus/e-campus student populations, and other relevant information.

Accurate? measure TDM outcomes not inputs

Accurate? "should" → "shall"

Accurate? The Planning Commission works for the Council not OSU

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

13.2.9 The City encourages OSU to develop a means of development decision-making that is more transparent to the general public.

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. (Existing Finding; add map for reference)

Purpose? These lands are not in Campus Master Plan.

13.4.g **The OSU Campus Master Plan is limited to property that lies within the City limits.** 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.

Concise? Redundant with 3.2.i.

Relevant? Are there forest lands that are regulated by LDC 3.36 or the OSU Campus Master Plan?

13.4.h *Oregon State University agricultural runoff and agricultural activities could degrade the water quality of Oak Creek and Dunawi 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.*

Concise? Redundant with 3.2.i.

Relevant? There are no forest lands in LDC 3.36 or the Campus Master Plan?

Purpose? Where and when do citizens use these areas?

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.*

Concise? Redundant with 3.2.i

Purpose? What is the point of this finding?

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 Dunawi Creek systems.*

ADDITIONAL POLICIES NEEDED

X.X.1 Campus Master Plan - (13.2.5, 13.2.k, 13.2.p, 13.2.5, 13.2.8) Although there exist two Campus Master Plans in Corvallis, there is no enabling policy in the *Comprehensive Plan*. If the City intends to approve such documents, we should have a policy.

X.X.2 Livability - (7.2.8, 9.7.3, 11.2.m, 11.4.10, 13.2.i, 13.2.r) This term is used freely in the proposed changes. It seems that it refers to parking, traffic, loud parties, etc. This meaning may or may not be the same as "livability" in the 2020 *Vision* statement. If the City uses "livability" in the *Comp. Plan*, it must be explained at the policy level.

X.X.3 Transportation Demand Management - (11.2.j, 11.2.h, 11.2.6, 11.12.11, 11.2.17, 13.2.p, 13.2.7) This term means different things to different people, and it is bandied about frequently in the proposed changes. People in Corvallis need to know what it means in City regulations, and the *Comprehensive Plan* is a convenient place to install a policy. TDM is partly defined in proposed Finding 11.12.j, but the definition is not referenced for the other sections:

Transportation Demand Management is generally defined as a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles.

This is not enough to inform readers who need to know. The entire set of possible strategies (tools) should be listed, e.g.:

- transit;
- bike racks;
- etc.

Methods for monitoring / measuring effectiveness of TDM should be identified;

- number of vehicle trips reduced;
- etc.

X.X.4 National Historic Districts - (5.4.a, 5.4.m, 5.4.n, 5.4.17) In this case, the problem is that there are no mentions, let alone policies, about National Historic Districts in the *Comprehensive Plan*. The creation of the districts occurred from 2000 through 2008, which was after the writing of the present *Comprehensive Plan*. These districts are a big deal because they provide historic protection for 638 structures, a significant proportion of all in the buildings in the City. Now is the time to deal with this issue because the OSU campus and the *Campus Master Plan* area include the OSU National Historic District which protects the significant buildings on campus from undesirable land use actions and even regulates new construction. The other national historic districts lie adjacent to the campus and are negatively impacted by campus overflow.

NEEDED COMPREHENSIVE PLAN DEFINITIONS.

The proposed *Comprehensive Plan* changes in the previous document embody a number of terms which are not clearly defined in a way that is accessible to readers from diverse backgrounds. . In the following list, finding and policy numbers are included. New definitions should be placed in Section 50 of the *Comp. Plan*.

Car Dependence - (7.2.i, 7.2.k, 7.2.8)

Community - (9.7.6)

In the Comprehensive Plan, the following definition is given on p.215.

Used interchangeably to speak of the total Urban Growth Boundary (versus the City or the Urban Fringe) or an attitude such as "a sense of community."

Convenience - (11.2.i) *Transit Convenience includes proximity to origin and destination, frequency, speed compared to other modes, and reliability.*

Density goals - (5.4.18) What are these goals?

Transit Desirability - (11.2.i) *Transit desirability is affected by comfort, appearance, and crowdedness.*

District - (13.2.r) The existing *Comprehensive Plan* uses the term "district" in a number of ways, none of which is consistent with the use in 13.2.r. If we want to use the term that way we must provide clarification

Downtown - (5.4.1)

Neighborhood Character - (5.4.18)

Price - (11.2.j) **cost and time**

Transportation System - (11.2.k, 11.2.m, 11.2.6, 11.2.8, 11.2.17) I don't know what this term means in planning circles. I expect it consists of a set of components and connections among them which are organized for some purpose

To: Planning Commission
From: Dan Brown, Commissioner

March 9, 2016

Subject: Legislating to Improve the *Comprehensive Plan*

Purpose

Before starting, we ought to step back and address the following question: What is the purpose of our current assignment from the City Council? The specific impetus for OSU-Related *Comprehensive Plan* changes has been based in large part on community concerns regarding the rapid enrollment growth at the University and other impacts, including:

- housing concerns,
- parking concerns,
- transportation concerns, and
- livability concerns.

Council Charge to Planning Commission

Last year, the Council commissioned an OSU-Related Plan Review Task Force to look into such issues, and the Task Force produced a list of proposed changes to *Comprehensive Plan* findings and policies. At the December 7, 2015 City Council meeting, the Council moved to forward proposed legislative changes to the Planning Commission for independent review:

The Planning Commission would conduct a public hearing and consider accepting the changes as presented, or modifying them.

Hopefully, our review will provide a value-added service.

Municipal Code Charge to Planning Commission

Section 1.16.235.6 of the *Corvallis Municipal Code* elaborates on the role of the Planning Commission in legislative processes:

The Planning Commission shall function primarily as a comprehensive planning body proposing policy and legislation to Council related to the coordination of the growth and development of the community. The functions of the Planning Commission shall include, but not be limited to, the following:

- a) ***Review the Comprehensive Plan and make recommendations to Council concerning Plan amendments which it has determined are necessary based on further study or changed concepts, circumstances, or conditions.***

Two decision criteria are suggested by the underlined sections of this code: (1) purposeful and (2) necessity caused by change. This description of "necessary" seems generally consistent with Section 2.1.30.06.b of the *LDC* [cited on p.2 of the Staff Report.]

Additional Criteria for Making Changes to Comprehensive Plan

Attachment B to the Staff Report: November 12, 2015, City Council Meeting Minutes (page 6 of 7) provides a list of *ad hoc*, common-sense criteria

Concise (keep the length of the whole document as short as practical)

Accurate (and use latest data)

Relevant (i.e. useful as a basis for understanding the category and land use implications)

Balanced (i.e. neither skewed to the negative nor the positive, a good reflection of the conditions. No fluff; no digs.)

And, whenever possible, **open** to a variety of policy and operational approaches

As a decision criterion, "relevant" relates to the purpose of proposing changes as in the first section of this document. "Concise" can be summarized as "When in doubt, leave it out." The existing *Comp. Plan* includes 240 pages. This length already interferes with the ability of readers to comprehend it, and unnecessary additions will exacerbate the communication problem. Today's discussion of proposed changes in the staff report is 130 pages long. Unless inclusion can be justified by demonstrated necessity, in an advantages vs. disadvantages analysis, proposed changes to findings or policies should be avoided.

Review Tool

Today, the Planning Commission is confronted with a long list of proposed changes from the OSU-Related Plan Review Task Force. Further, some members of the public have added their suggestions to the list, and other citizens will likely provide more when we hold a hearing. Perhaps Commissioners will want to provide their own ideas. Unless we decide to approve all proposed changes wholesale, we need to screen findings and policies. This document lists clear decision criteria which can be used in completing that task. We have a lot of work ahead of us.

	Finding #1	Finding #n	Policy #1	Policy #n
Necessary						
Purposeful/ Relevant						
Concise						
Accurate						
Balanced						
"Open"						



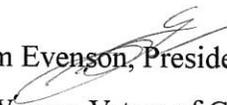
LWV Corvallis

PO Box 1679, Corvallis, OR 97339-1679
541-753-6036 • <http://www.lwv.corvallis.or.us>

Rec'd @ PC mtg
Date 3/16/16
City of Corvallis

March 16, 2016

To: Corvallis Planning Commission

From: Laura Lahm Evenson,  President, Shelly Murphy, Community Planning Chair
League of Women Voters of Corvallis

Re: Proposed Amendments to OSU-Related Comprehensive Plan

The League of Women Voters appreciates the work of the OSU-Related Comprehensive Plan Review Task Force, the City Council and the Staff for the proposed amendments to the Comprehensive Plan that are before you for consideration. These amendments will help address the livability issues that have arisen with OSU growth and guide the development of the OSU District Plan. Just updating the findings alone was an enormous task, and we thank you.

Last July, League testified to the Task Force that we need new policies that address OSU parking and housing. We have a few comments on the same issues tonight.

A big part of the solution to auto parking is an increase in on-campus housing as proposed in Article 9 – Housing, section 9.7.3 – *The City and OSU shall work toward the goal of housing faculty, staff, and students who work and attend regular classes on campus in dwelling units on or near campus.* (Research shows that students living on campus are more successful academically and socially; and that they have higher graduation rates.) And, there needs to be a definition for “near.” Also, we strongly support the other new policies in this Article – 9.7.6 thru 9.7.10.

Regarding parking, we support the proposed new policies: Auto Parking 11.4.8, 11.4.9, 11.4.10; and OSU Transportation Issues 11.12.6 thru 11.12.13. These policies provide direction for implementation of measures to reduce traffic, parking, and transportation impacts on and around campus. Also important is the accessibility of transit. We hope that Transit policy 11.7.8 will lead to inclusion of bus service between the LBCC Benton Center and the OSU campus to serve students with dual enrollment.

Not included in League’s earlier testimony were policies regarding land use actions at OSU that have the potential to impact the community, and policies aimed at mitigating climate change. We are strongly in favor of the new policies in the OSU Article – 13.2.5 thru 13.2.9. These policies enable monitoring to make sure OSU’s adopted plan is being followed, and provide the ability to make adjustments when conditions change. In addition, we highly endorse policy 13.2.9 – *The City encourages OSU to develop a means of development decision-making that is more transparent to the general public.*

We also support the new policies 7.2.7 and 7.2.8 in Article 7 – Environmental Quality that direct the City and OSU to work to reduce carbon emissions and car dependence.

The League is eager to see these OSU-related Comprehensive Plan amendments adopted and hopes that changes in the Land Development Code to implement them will follow in a timely manner.

We base our comments on the League’s Community Planning Position that supports citizen-based land use planning, effectively implemented and urbanization policies which foster complete, healthy, and diverse communities where people can live, work, shop, and play.

Comments to Corvallis Planning Commission – March 16, 2016

From Sherri Johnson

I think the planning process for housing in Corvallis could be greatly improved by a simple analysis of existing data that could be queried from the tax records.

The current Buildable Inventory and Need Analysis should include additional information on distribution (spatially explicit or by neighborhood) and size (how many bedrooms, bathrooms) of single family houses.

Justification (including reference to the Chronological Listing of All Proposed Comprehensive Plan Findings and Policies for CPA15-00001):

Vacancy rates are not calculated consistently and this informs the types of development that are seen as profitable

9.4i – in 2013 American Community Survey- 9.6% of the total (occupied and unoccupied) Corvallis housing units were vacant in 2013

The composition of the Corvallis housing supply for single families has been changing.

9.4 h - 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) indicates that as of June 30, 2013, the Corvallis housing supply was composed of 55.5% single family and 44.5% multi-family, and 4% manufactured housing.

There is a need for housing for small households

9.4j - Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.3 pph in 2013 1997. The 2013 American Community Survey found that the average number of persons per household was 2.4 for owner-occupied homes and 2.2 for renter-occupied homes in Corvallis.

9.5 f -According to the 2013 American Community Survey 1990 Census for Corvallis, the average size of an owner-occupied household was 2.42 persons per household 2.58, and the average size of a renter-occupied household was 2.25 persons per household 2.09.

But we don't have a clear picture of available housing – definition of single family includes studio apartments to the new 4-5 bedroom boarding houses/town houses.

The City has a current database that should be used to calculate 1) the current inventory of sizes of houses, 2) the number of bedrooms and bathrooms, and 3) which decade they were constructed. This data could then inform planners and developers of what types of housing are in short supply and in demand by homeowners and renters.

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 amendments to the Land Development Code to address the negative impacts resulting from the development of student-oriented, off-campus housing.

This analysis could be part of the monitoring program:

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 OSU Plan are valid on an annual basis.

Rec'd @ PC mtg
Date 3/16/16
City of Corvallis

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01/11/2011 10:00 AM
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Background on **The Alive Proposal**

by

David A Bella, R Charles Vars, and Court Smith

We have been studying ways to address global climate change from a fresh perspective. Our approach draws upon opportunities found in local communities and the experiences of residents. It begins with small initiatives to address present needs and grows toward an a more walkable and less car dependent future.

As part of this process, we attended local meetings, spoke with interested parties, reviewed many reports, made a variety of presentations, developed a web site, and sent out materials. Here is what we found.

- * The volume of written reports is vast, often boring, and rarely read.
- * There is a widespread lack of understanding on matters of importance.
- * The level of actions taken is small relative to the problem itself.
- * Even as our community takes actions (e.g. more efficient buildings, cars, lights, etc.), we are expanding infrastructure that "locks in" future emissions.
- * There is a pressing need to address big (strategic, holistic) issues rather than being diverted by a series of narrower (tactical) matters.
- * There is too much linear thinking (targets, goals) rather than initiating an adaptive (learning) process that actually changes direction in meaningful ways.
- * *Most disturbing, is an inability to shift imagination so that discourse can be sustained on real alternatives.*

The above led us to develop **The ALIVE Proposal**; a brief and colorful challenge to look at the Corvallis community in a way that opens up exciting possibilities for actions.

The ALIVE Proposal (attached) seeks to:

- * provide a more walkable and less car dependent future,
- * reduce greenhouse gas emissions,
- * expand opportunities and choices for growing numbers of people seeking less car-dependent ways of living, and
- * provide other benefits (protect open space, improve health, reduce long term maintenance costs, and more).

We appreciate your responses and suggestions.

Rec'd @ PC mtg
Date _____

City of Corvallis
Attachment F - 3

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We appreciate your responses and suggestions.

Rec'd @ PC mtg
Date 3/16/16
City of Corvallis
Attachment G - 1

The

ALIVE Proposal

Rec'd @ PC mtg
Date 3/16/16
City of Corvallis

Toward a More Walkable and Less Car-Dependent Future

A Twelve Step Approach to Open Up Our Imagination

Prepared for
The Community of Corvallis, Oregon
and
Oregon State University
by

David A Bella, Engineer
Court Smith, Anthropologist
R Charles Vars, Economist and
former Mayor of Corvallis

all emeritus professors at
Oregon State University.

October 12, 2015

For information, comments & copies, go to
<http://oregonstate.edu/instruct/anth481/CN.html>

Attachment G - 2

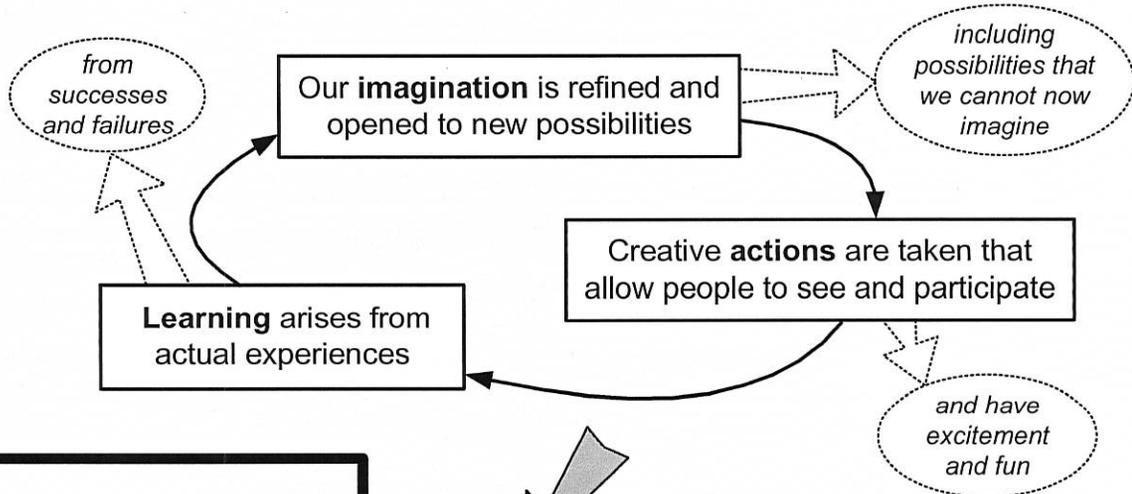
Action Learning Imagination Vision Environment

Be Prepared

1. for a more vibrant, healthy and livable Corvallis.
But, this requires us to shift our thinking to

2. **THE PROCESS** of Imagination, Action, and Learning.

Read along arrows forward (say "therefore") and backward (say "because").



4. **Steps 1-3** open up imagination to new, exiting, and playful possibilities.

Step 4 presents an action to begin **THE PROCESS** now.

Step 5 presents exciting outcomes from **THE PROCESS** initiated in **Step 4**.

Step 6 describes how **THE PROCESS** could expand options for car-free living.

Steps 7-10 describe future developments from **THE PROCESS** to clustered car-free communities.

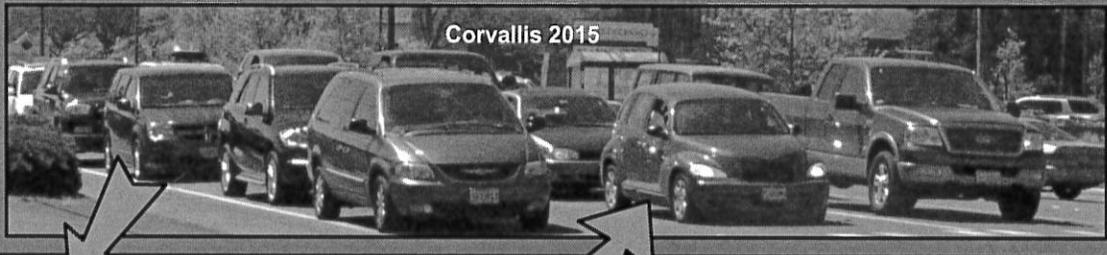
Steps 11-12 draw upon experiences in Corvallis today.

3. In twelve steps, the ALIVE Proposal shows how **THE PROCESS** can lead

Toward a More Walkable and Less Car-Dependent Future.

Car-Dependent Infrastructure Continues to Expand

STEP 1



Corvallis 2015

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



Driving becomes necessary 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 and attractive options for living without the day-to-day use of cars.

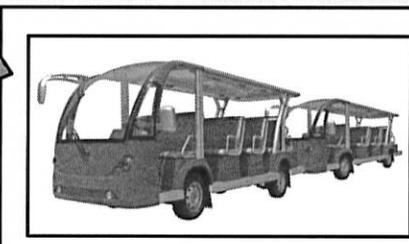
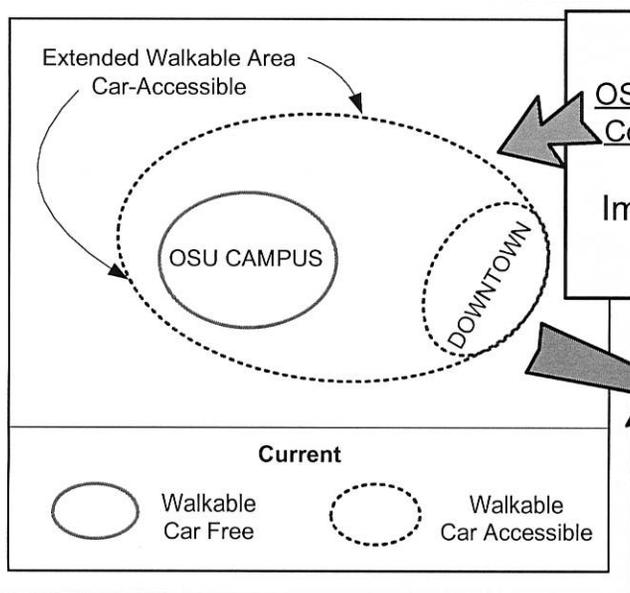


and provide accessibility for those who cannot drive, walk, or ride a bike.

Imagine how this could be done.

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

Imagine an Extended Walkable Area that includes Campus and Downtown



Now Imagine Something New

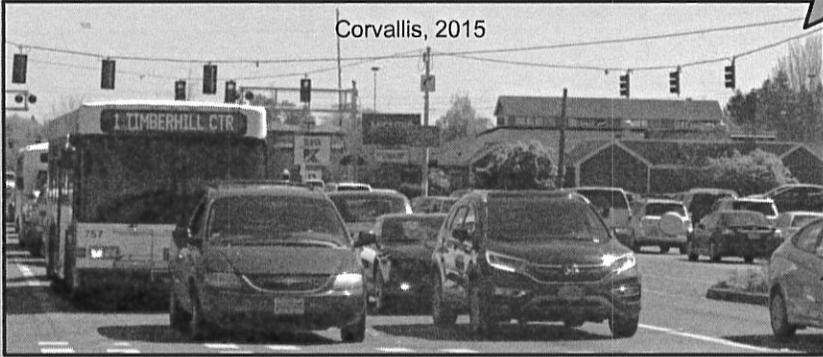


STEP 2

Bike-Tramways

Shift your Imagination Away From This.

Corvallis, 2015



Imagine light Trams (public people movers)



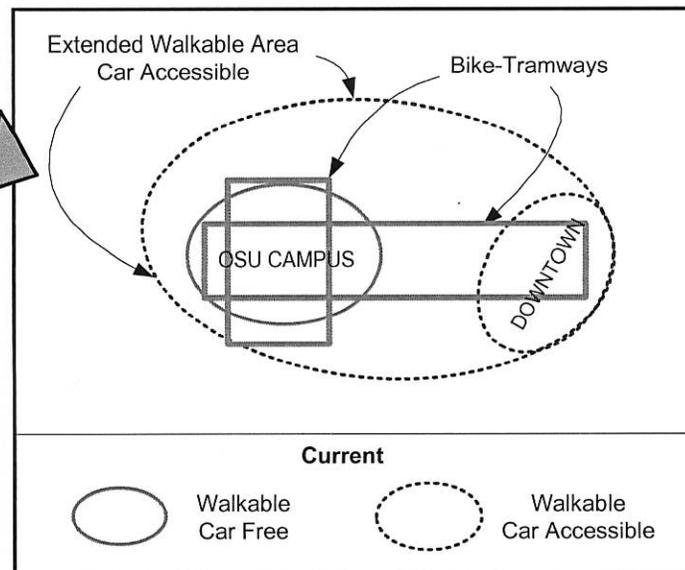
and Bikes.



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 temporarily 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

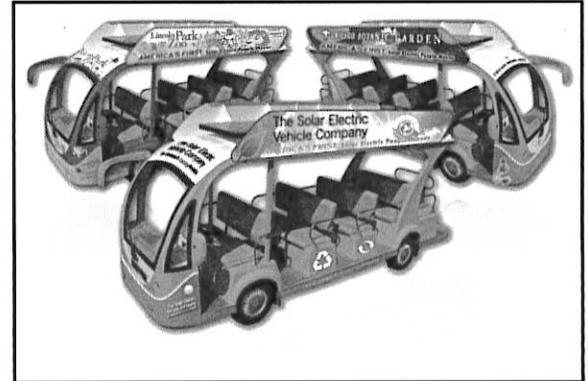
Because Bike-Tramways are inexpensive, flexible, and can be demonstrated with existing facilities,

**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.

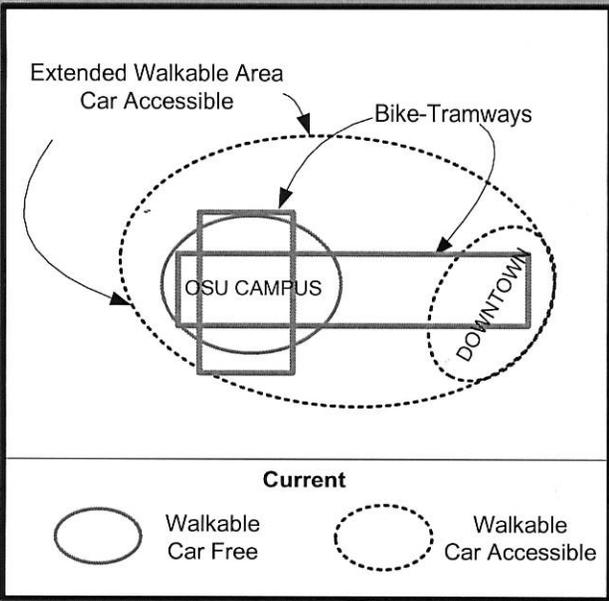
Then:

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



STEP 5

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



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:**

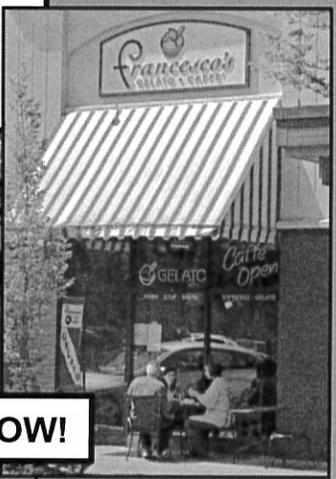
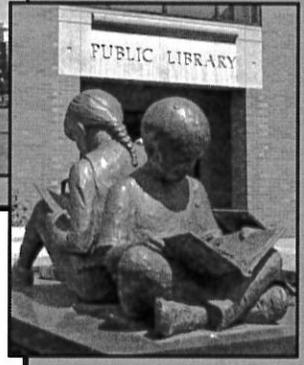
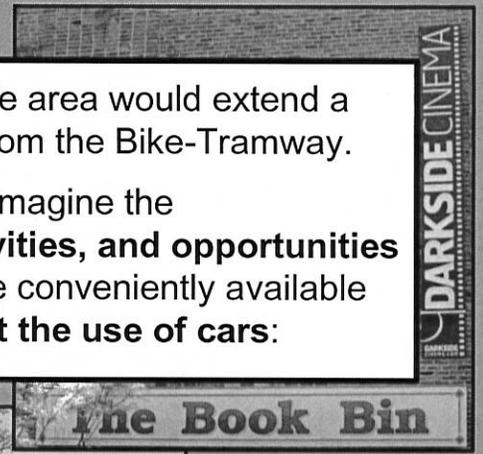
THE TOY FACTORY

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,

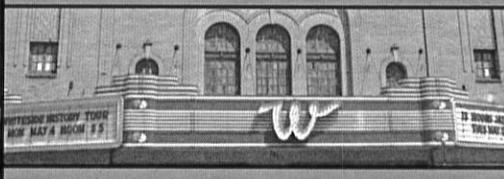
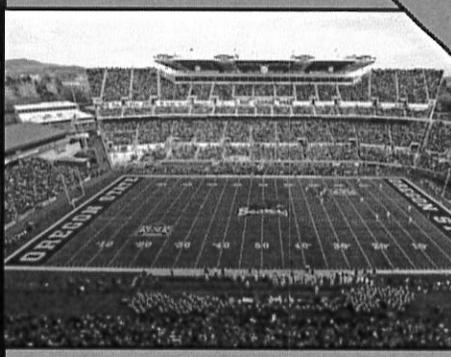


yoga, pizza, parks, post office, banks, dentists, physical therapy, athletic events (basketball, football, baseball, softball, track, gymnastics, wrestling, and more), playgrounds, sports fields, riverfront, trails, restaurants, fast food,

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.

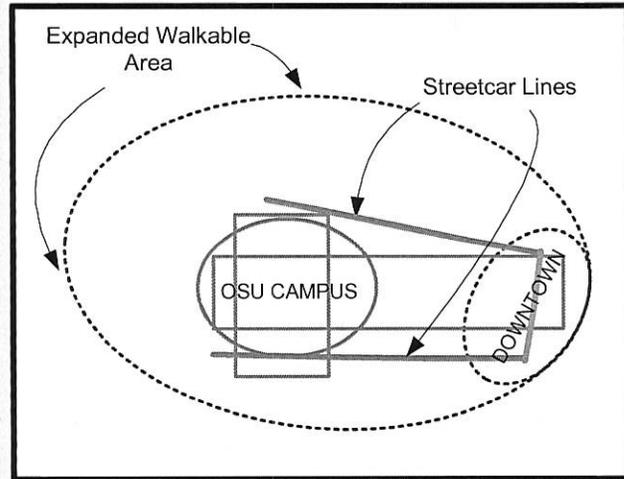


WOW!

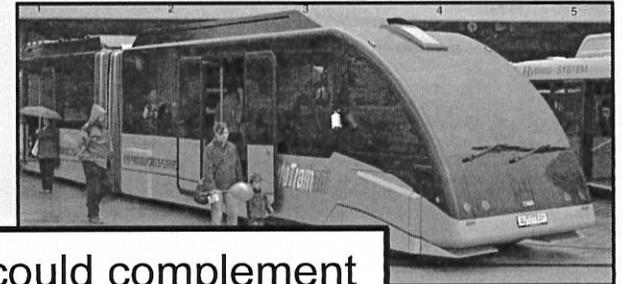


STEP 6

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.



Technological advances are opening up exciting possibilities.

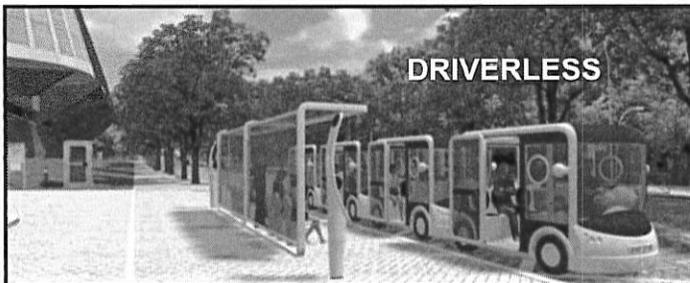
efficient flywheel hybrid without overhead wires, virtual tracks; on paved surfaces with the capacity to maneuver off track, and driverless vehicles.

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!

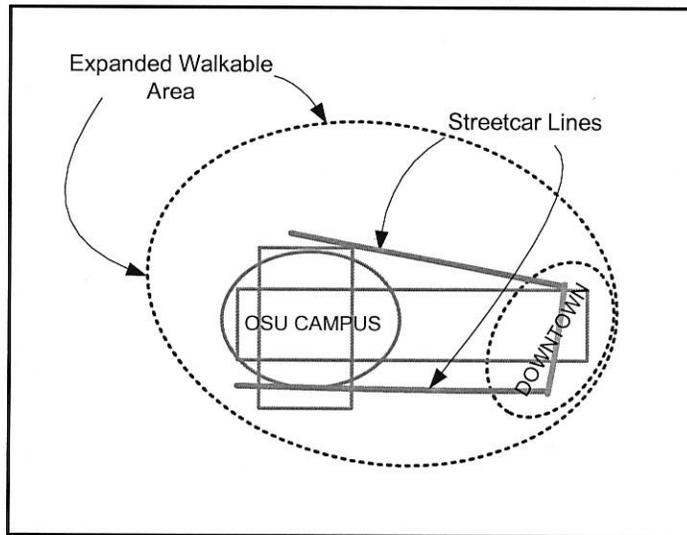
This trajectory is so common (widespread) that we have difficulty imagining a viable alternative.

BUT

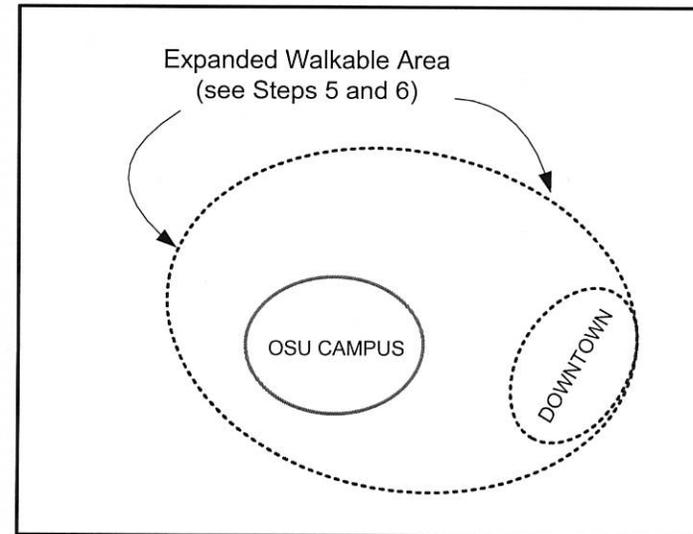
BUT

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)



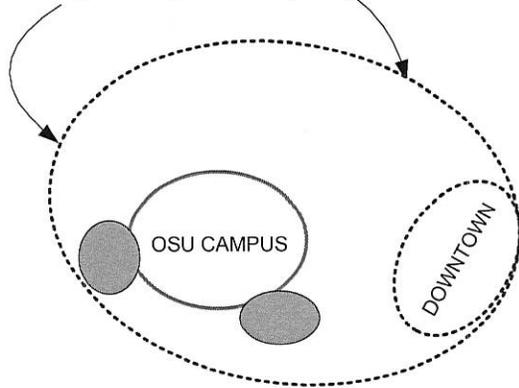
To This (Steps 8, 9 & 10).



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

STEP 8

Expanded Walkable Area
(see Steps 5 and 6)



● New Clustered Development
(location is illustrative only)

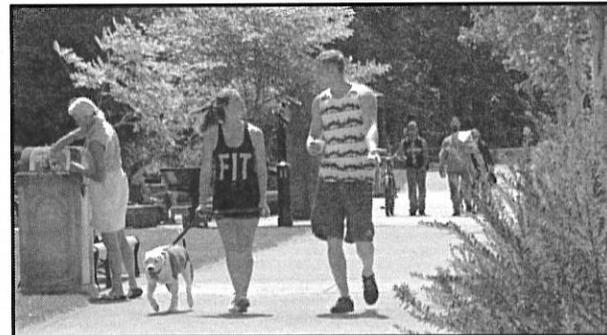
Car-Free Development within the walkable area

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

The space normally given over to cars



would be used in more healthy ways.

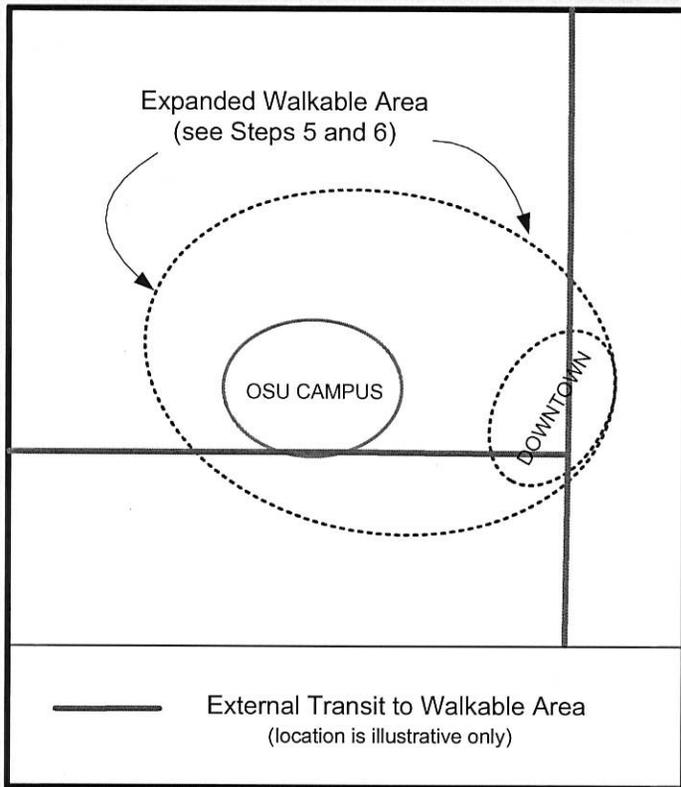


Clustered Developments Would Be:

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

STEP 9



Viable Transit to the walkable area

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.

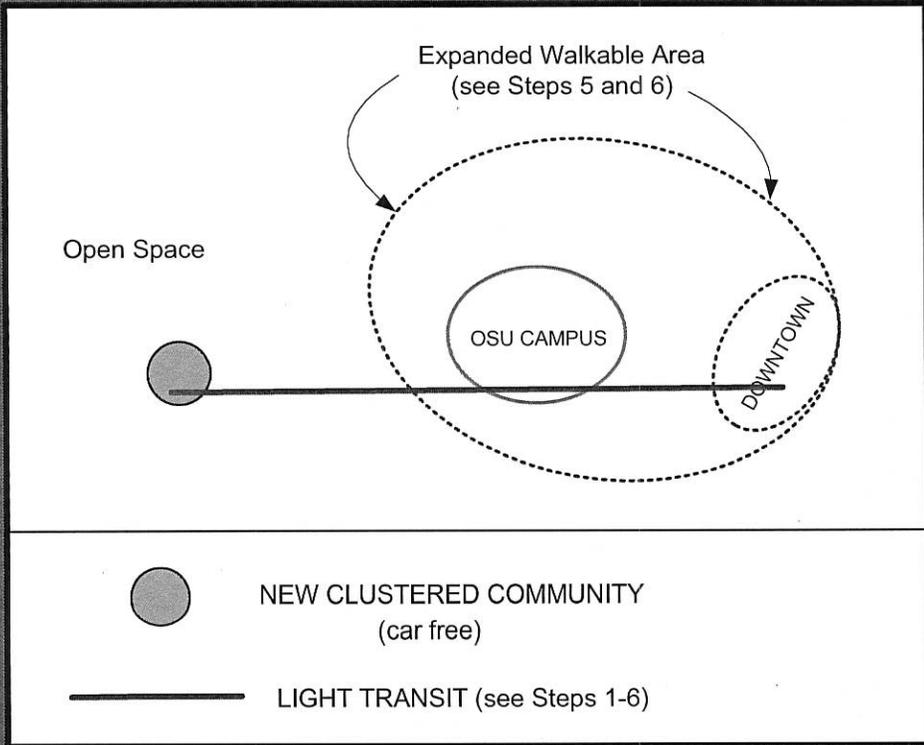
Consequently, more car-dependent infrastructure has been constructed to deal with the traffic (e.g. the "Beltline" in Eugene).

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:

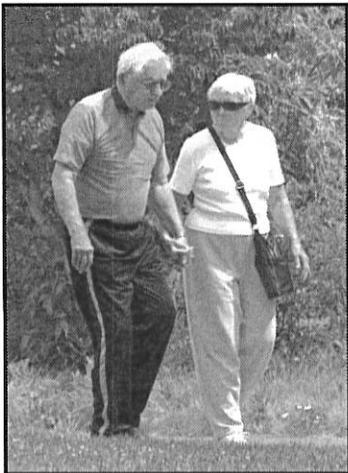
- Walkable, car-free, human scale
- Surrounded by open space
- Interesting, vibrant, exciting
(public plazas, coffee shops, dining, etc.)
- Viable (walkable access to daily services)
- Multigenerational
- Easy access to a wide range of services
(see Steps 5 and 6)
- An exciting alternative to car-dependent living

serving 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".



STEP 11

Imagining Car-Free Communities

Resident Can Walk to Many Services

Look at the Corvallis Waterfront
the small area that is now largely car free

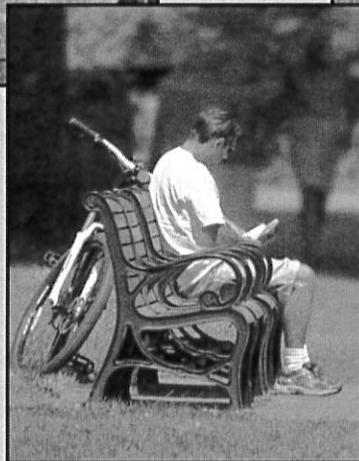


Human Scale Activities Can Occur

"This place is awesome"



Now Imagine
Building Upon these Examples



Rather Than

Continuing to Expand Car-Dependent Infrastructure.



STEP 12

The OSU Campus

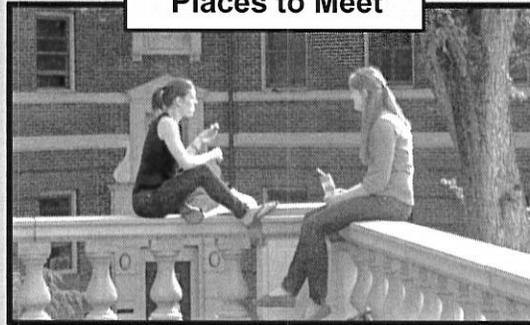
is Largely Car Free.

Architecture



Imagine how we can draw upon the best examples to develop clustered, car-free communities.

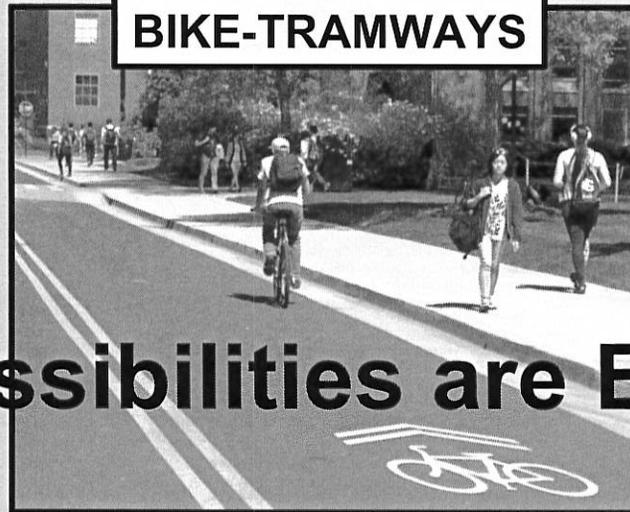
Places to Meet



Public Places



POTENTIAL BIKE-TRAMWAYS

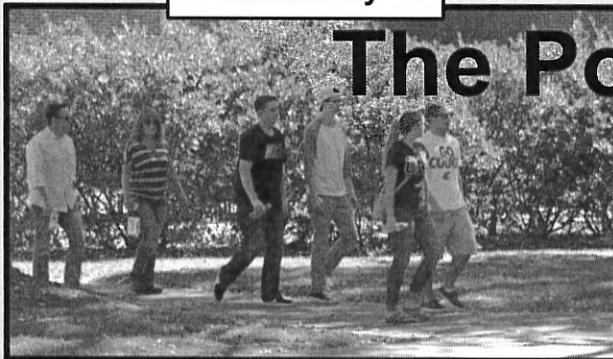


Interesting Coffee Shops



And More

Walkability



The Possibilities are Exciting !

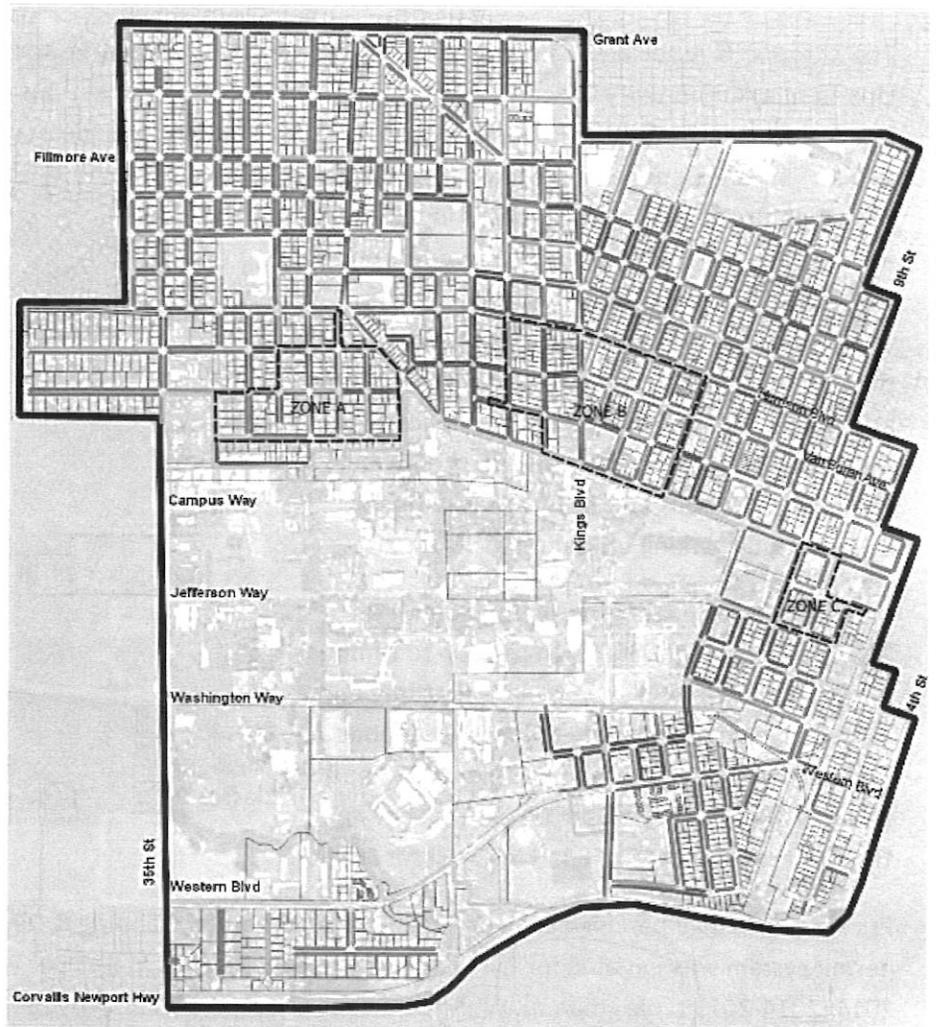
With Initiative from OSU (recall *STEP 4*),
WE CAN BEGIN NOW

Free, Fee, Fair?

In the vicinity of The University, the City of Corvallis offers as many free parking spaces, while OSU has fee parking. OSU rates vary from a \$1 per hour to \$495 per year. If parking fees are to shape parking use, the City offers parking at too low a rate, while the University's rate is too high for efficient utilization of the available spaces. Rules and incentives to allocate parking have to consider convenience and cost. Further, parking in areas around The University is more about vehicle storage than visitor parking.

City streets that cut through or border University property—35th, 33rd, 30th, Orchard, 27th, Monroe, 11th, A, 16th, 17th, and Campus Way—provide over 430 free parking spaces next to University parking lots that charge \$495 and \$330 annually.

Check of 20, free, City-managed, campus parking spaces during a two-week period revealed that 50% had the same car in them for a 24-hour period during January 2016. Kittelson & Associates conducted a two-day, May 2015 parking study on City streets inside the dark line on the map. Where on campus, 84% of the parking is for campus visitors, off campus parking demand is much more from local residences. Kittelson & Associates acknowledge they do not know who is parking on City streets. They found, however, that during peak hours 4,246 vehicles parked off campus within the study area. Of these, they say that there were "1,028 more parked vehicles than measured during the lowest demand of 3,218 parked vehicles (between 2am and 4am). In other words 2,211 on-street stalls were vacant during the peak hour of parking demand in the study area." One could assume something on the order of 1,028 spaces were visitor parking demand.



2015 City of Corvallis/OSU Parking Study



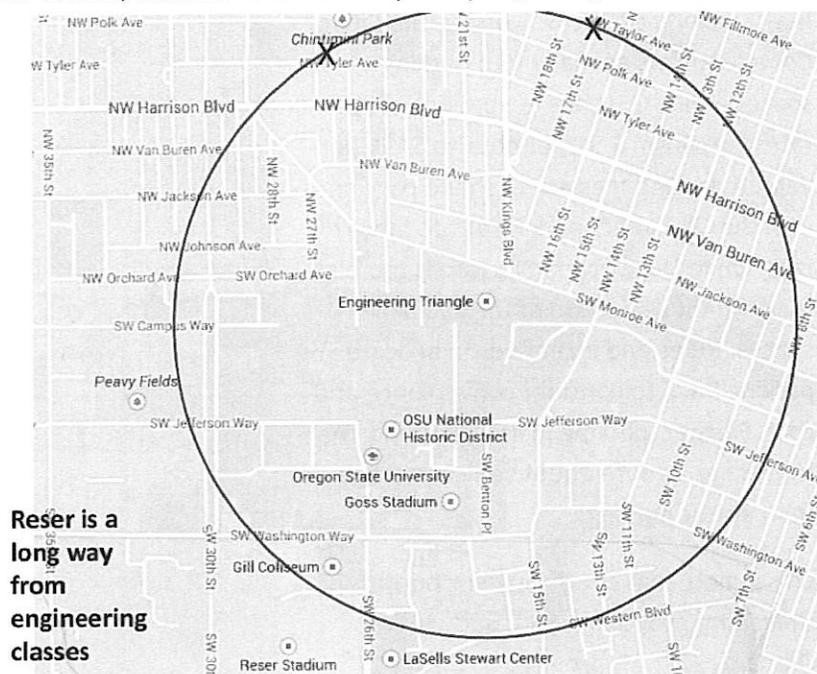
Parking Study	Spaces	Days observed	Percent Occupied	Percent Overnight
OSU General Use (OSU CP&D, Oct 21 & 22, 2014)	5759	2	73	na
OSU General Use & Residence Hall (OSU CP&D, Oct 21 & 22, 2014)	6840	2	74	13
Free, City-managed parking on streets bordering OSU campus (Jan 2016)	433	3	na	na
Kittelson & Assoc (Apr 28 & 29, 2015, overnight 2-4 AM)	6457	2	75	50
Block face free city street parking w/in University boundary (Weekdays Jan 18-29, 2016)	20	10	100	50

Rec'd @ PC mtg
Date 3/16/16

City of Corvallis
Attachment H - 1

The Kittelson & Associates parking study includes areas not used by visitors to the OSU campus—Corvallis High School, Linn-Benton Community College, downtown 5th, 6th, 7th, and 8th Street businesses, city and county visitors and employees, Benton County Health Department, Senior Center, and local churches. My study of parking utilization on 16th and 23rd Streets between Tyler and Taylor suggest that two thirds of the parking spaces in this area are taken by local residences. The comparison for this estimate is early Sunday morning parking versus weekday parking utilization. At peak parking utilization on the OSU campus, there are about 1,570 vacant, general parking spaces (27%). Moving neighborhood, visitor parking demand estimated at 1,000 vehicles on campus would bring campus parking utilization to 90%.

Moving vehicles parking within the bounds of 29th, Taylor, 11th, and Harrison back on to campus is certainly feasible. The problem is that free and more convenient parking in the neighborhoods is available. The map shows that Taylor & 27th and Taylor & 16th (X's) are closer to the Engineering Triangle than the C permit parking at Reser Stadium.



Pricing can change parking behavior as an OSU 2015 Capital Planning & Development study shows (Table 12b). A new permit system was initiated for fall 2014. In general, C Permits at \$95 per year were the most filled Sectors in October 2014 (2014-2015 table column). While OSU does not report parking by permit type, Sector F is mostly “C Permit” parking that is south and west of Reser Stadium. Lowest parking utilization is found for lots on the main campus (Table 12b, Sector C) where most parking rates are \$495 per year. The new fall 2014 system increased parking rates north, east, and west on main campus (Sectors B, C, and D) and offered lowest rates at Reser Stadium (Section F). This shifted campus parking utilization from north to south (Column 2013-2014 vs 2014-2015). For visitors, cheaper and more convenient parking can be found in neighborhoods west, north, and east of off campus.

As both Kittelson & Associates and my studies suggest, most off-campus parking demand is by residences and not visitors coming to campus. Most people in Corvallis feel that it is only fair that they be able to park in front of their own residence. To achieve parking efficiency free, fee, and fair need to be better balanced.

Table 12b: OSU Parking Utilization

Sector	2013-2014			2014-2015		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	216	115	53%	209	142.5	68%
B	800	700	88%	668	524.5	79%
C	1,655	1,488	90%	1587	1008	64%
D	1,005	902	90%	896	598	67%
E	169	142	84%	163	135.5	83%
F	1,342	482	36%	1206	982	81%
G	1,329	1,106	83%	984	752	76%
H	475	294	62%	46	45	98%
Total OSU General Use	6,991	5,226	75%	5,759	4,188	73%
Residence Hall Spaces				1,081	867.5	
Total OSU General Use and Residence Hall				6,840	5,055	74%

To: Planning Commission 3/16/2016
 From: Court Smith, 471 NW Hemlock Ave

March 16, 2016

FROM: Corvallis Neighborhood Assn. Boards
TO: Corvallis Planning Commission
RE: 2016 Comprehensive Plan Proposed Revisions

Corvallis Planning Commissioners:

In reviewing the proposed revisions to the Comprehensive Plan, as neighborhood association representatives containing residential parking districts, we have the following responses and requested changes:

11.4.n Parking fees can benefit communities when used to develop transit and transportation options.

This point had been discussed previously at the Task Force review of revisions to the Comprehensive Plan, and we had requested that it **specifically exclude residential parking district fees**. First, parking district fees are not properly included as a Comprehensive Plan concern. Second, the current City Council has determined that residential parking district fees should only be used for administering the program, as the districts are created only to help preserve the character of our inner residential historic neighborhoods. They are not perks or special privileges. However, if this section is to remain in the Comprehensive Plan, it should only note that citywide parking fees, such as parking meter receipts may be legitimate sources of revenue to develop improved transit options—but it should specifically exclude residential parking districts.

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:

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

Again, this section is not appropriately included in the Comprehensive Plan. This had been discussed previously at the Task Force review of revisions to the Comprehensive Plan, and we had requested that this point, if it is to be included at all, should specifically **exclude residential parking district fees**. Any inclusion should focus on other citywide parking fees, such as parking meters, which are legitimate sources of revenue to develop improved transit options. Residents within the residential parking districts would welcome avoiding having to pay for parking permits, if they could have a

reasonable chance of finding on-street parking for their visitors, contractors, and themselves, if their older homes had sufficient off-street parking.

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.

This section is incomplete in that it is missing a very important and desirable element: Privately-owned housing ***on campus*** does generate property tax revenue (Note section 8.6.j) and reduces overall traffic impacts in the City. Our close-in residential neighborhoods have experienced negative impacts over the past ten years due to the rapid growth of the University population, including loss of single-family homes due to either conversions to college student rentals or demolition and replacement with high-density, student-focused housing. Such density and conversions have increased traffic volumes, parking scarcity, and cut-through traffic in the neighborhoods closest to campus. This all could have been avoided with the early implementation of a program of public/private partnerships for on-campus housing, and future additional negative impacts could be reduced with thoughtful, intelligent planning for such on-campus housing. Excellent examples are already available to serve as models, in particular at UC Davis and Portland State.

Thank you for your consideration of these responses and changes.

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Central Park NA, President

Mike Middleton
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