TO: City Council for October 17, 2016

FROM: Paul Bilotta, Community Development Director PB

DATE: October 11, 2016

THROUGH: Mark W. Shepard, P.E., City Manager MWS

SUBJECT: OSU-Related Comprehensive Plan Amendments (CPA15-1)
City Council Public Hearing

Action Requested:

The Planning Commission recommends that the Council conduct a public hearing and approve the attached Comprehensive Plan Amendment (CPA) related to OSU.

Discussion:

The Council previously received a memo from staff, dated September 13, 2016, with the amendments recommended by the Planning Commission in the relevant Comprehensive Plan articles, and reviewed the proposal at an introductory level in a work session on September 20, 2016. The amendments are included in this report as Attachment A.

Staff received questions, comments, and requests from the Council at the work session and this memo contains staff responses to those issues, as well as the requested supporting documents. The Council is asked to review the information contained in the record and consider evidence presented in the public hearing. Following the public hearing, the Council is asked to deliberate on the proposed CPA and decide whether to approve, approve with modifications, or deny CPA15-3.

Staff notes that this CPA is a legislative process, initiated by the City Council, and as such is not subject to the State's 120-day rule. There is no time limitation on the Council's consideration of this issue. The Council may wish to conduct the public hearing on October 17th and deliberate, or finish deliberations, at a subsequent Council meeting. This would be especially helpful if the Council has additional questions or requests for information staff may need to provide and/or evaluate and bring back for the Council's consideration. Staff is aware Councilors may choose to evaluate this case from a high-level, policy-oriented standpoint, but may also have more specific, detail-oriented comments or suggested revisions.

Staff has previously provided the Council with the background, history, and a discussion of the process leading up to the Planning Commission's recommendation to the City Council regarding the OSU-related Comprehensive Plan Amendment. For the Council's convenience, staff has included the electronic links to the relevant documents in the record for review, as needed, below.

- Planning Commission Recommendation (minor revisions made by PC at the final meeting on the topic, August 17, 2016), reflected in the Comprehensive Plan Article presented by staff in the Council packet in Attachment A - http://archive.corvallisoregon.gov/0/doc/822516/Electronic.aspx

- Written Testimony Received - http://archive.corvallisoregon.gov/Browse.aspx?dbid=0&startid=511954

- Planning Commission Meeting Minutes - http://archive.corvallisoregon.gov/Browse.aspx?dbid=0&startid=511950

- March 9, 2016, Planning Commission Staff Report and Packet (includes original recommendation from the PRTF) - http://archive.corvallisoregon.gov/0/doc/750789/Electronic.aspx

In its deliberations and decision on the issue, the Planning Commission found that the changes proposed met all of the applicable criteria for approval of the Amendment, including relevant Oregon Statewide Planning Goals, Comprehensive Plan policies, and criteria in Chapter 2.1 – Comprehensive Plan Amendments, of the Land Development Code. There are three criteria to consider in determining whether a Comprehensive Plan text amendment should be approved, as follows:

Chapter 2.1 Comprehensive Plan Amendment Procedures

2.1.30.06 – Review Criteria for the Majority of Comprehensive Plan Amendments

a. This Section addresses review criteria for the following:
   1. Text Amendments to the Comprehensive Plan; and
   2. Amendments to the Comprehensive Plan Map that do not involve a Map Amendment to Open Space-Conservation or Public Institutional, when such a Map Amendment is required as part of an Annexation request per Chapter 2.6 – Annexations.

   Comprehensive Plan Amendments shall be reviewed to ensure consistency with the policies of the Comprehensive Plan and any other applicable policies and standards adopted by the City Council.

b. Amendments shall be approved only when the following findings are made:
   1. There is a demonstrated public need for the change;
   2. The advantages to the community resulting from the change outweigh the disadvantages; and
   3. The change proposed is a desirable means of meeting the public need.

The Planning Commission determined that the recommended Comprehensive Plan findings and policies responded to a public need, that the advantages to the changes outweigh the disadvantages, and that the changes proposed are a desirable means of meeting the public need. Based on these findings, the Planning Commission recommended the changes for approval by the City Council. The record of its evaluation is presented in the links above, and its conclusions are incorporated into this staff memo to the City Council by reference.

The remainder of this staff memo will present information in response to the discussion, comments, and requests of the City Council to staff at the September 20, 2016, Council work session, based on staff's notes from the meeting and the work session minutes.

Summary of Issues

In its summary of the process used to develop the Comprehensive Plan findings and policies recommendations to City Council, the Plan Review Task Force (PRTF) wrote that the Council charged it to "review concerns about community impacts related to Oregon State University development." It also noted the Council acknowledged its review may lead to a recommendation to the City Council to make legislative land use changes. The PRTF determined the best course of action to accomplish its charge was to evaluate existing OSU-related Comprehensive Plan findings and policies with an eye toward issues that have arisen as a result of OSU growth and development, and determine what findings and policies are still

appropriate, what should be changed or deleted, and whether new findings and policies were warranted to address issues that are not currently mitigated using the existing Comprehensive Plan.

The PRTF evaluation led to recommendations intended to address impacts relative to OSU growth and development centered on land use, traffic and parking, housing, transportation, compatible development, preservation (neighborhoods and historic characteristics), environmental sustainability, and other community concerns. The PRTF recognized that the Comprehensive Plan was the appropriate document to evaluate first, since findings and policies in the Comprehensive Plan can be implemented through changes to the Land Development Code (LDC), but those LDC changes must be supported by the Comprehensive Plan. The PRTF and Planning Commission have recommended updates to existing findings and policies, and new findings and policies that, if adopted, could be used to develop LDC standards or other policies or requirements to monitor and mitigate the impacts of OSU on the surrounding community.

Master Plan Considerations and Discussion

At its September 20th work session, the City Council made several statements regarding the use of master plans as a regulatory tool such as the following:

- It is preferable to understand what the City's plan is related to master plans prior to agreeing there will be a master plan.
- Will the Council be dealing with the master plan issue now or is that something that happens later?

The Planning Commission recommended Comprehensive Plan amendments that contain several references to master plans. Most of the references are in the findings section, such as Finding 1.2.k which states "*Since the last revision of the Comprehensive Plan, the City's use of master plans has proliferated, and more developers have wanted to use Non-City master plans as part of land use applications. To date, the City lacks clear standards for Non-City Master Plans.*" Other findings related to Master Plans include 13.2.j and 13.2.p. There are two proposed policies (1.2.10 and 1.2.11) that are very prescriptive about the use of master plans as a regulatory tool.

The City Council comments from the work session seemed to illustrate some level of concern about approving something as prescriptive as policies 1.2.10 and 1.2.11 without some understanding of what the actual regulatory language would be to implement those policies. Typically, comprehensive plan policies are not as specific as these two proposed policies but rather are written to simply provide the general policy guidance necessary to inform the future regulatory phase of the process. It is generally during this later process for creation of these regulatory changes where the pros and cons of various regulatory approaches and techniques are examined by policy makers before deciding on the best tools and language to implement the comprehensive plan policy goals. If approved, the specificity of policies 1.2.10 and 1.2.11, will likely limit the City Council regarding the types of regulatory approaches and tools it could consider as it examines the pros and cons of various regulatory tools.

Since the findings are looking backwards in time at the impacts of past regulation via master plans, they do not limit the City Council's future regulatory flexibility, but the forward looking policies will limit the City Council's choices. If the City Council desires to maintain its regulatory flexibility at this time, one way to capture the same intent of these policies without limiting the regulatory tools the City Council may want to use in the future would be to modify them to reference their key desired features, such as "requirements for community participation" and "requirements for ongoing monitoring and enforcement" without reference to a specific regulatory tool.

Staff has not weighed the pros and cons of using master plans as a regulatory tool as part of this policy making phase because that is a regulation making phase task. Once the comprehensive plan amendment process is complete, Staff intends to develop a list of regulatory approaches that could implement whatever new policy direction is provided in the comprehensive plan amendment process and then discuss the pros and cons of each with the City Council in a work session format. For instance, one of the challenges with using master plans as a regulatory tool that could be brought forward in that sort of discussion is that the term "master plan" is commonly used in a variety of different situations both within the municipal regulatory structure and in the private sector so that could lead to confusion, particularly since municipalities traditionally reserve the official use of the term "master plan" just for its own long-range infrastructure master plans.

Remaining Issues List

In its recommendation to the City Council, received by the Council on November 12, 2015, the PRTF included a list of issues titled "Remaining Issues to be Addressed in Updates to the Comprehensive Plan or Implementing Documents." A copy of the List is located at the following: https://archives.corvallisoregon.gov/public/0/edoc/829951/Remaining Issues List.pdf.

At the November 12, 2015, work session, Councilors commented on a number of the recommendations, including items on the Remaining Issues List, and asked staff to provide analysis and recommendations regarding which issues could be addressed through this CPA process. Staff provided that evaluation as part of the March 9, 2016, staff report to the Planning Commission (as Attachment A to the March 9, 2016 staff report), and incorporated staff recommended findings and policies in the March 9, 2016, staff report. The Planning Commission reviewed the issues on the Remaining Issues List that were identified by staff as appropriate for inclusion in this CPA process, and where the Planning Commission concurred with staff, those issues are part of the recommendation that was forwarded to the City Council.

Parking Questions – Existing Policies, Proposed Policy 11.4.10, Parking Fees Discussion

The City Council asked staff to provide the proposed Policy, below, in this staff memo and provide information about the Planning Commission's discussion and request for the Council to take the Policy into careful consideration, given its divided opinions on the Policy.

11.4.10 Auto parking should be allocated using the following principles:

- ***A. The streets of Corvallis belong to the community.***
- ***B. On-street parking is a public resource that should be managed for the public good.***
- ***C. The parking fee system should be self-supporting and can provide additional resources for transit and transportation improvements.***
- ***D. Parking fees can be considered as an effective mechanism for allocating scarce parking resources and improving livability.***

As mentioned in the work session, this Policy was developed by the PRTF in response to public testimony regarding alternative transportation and parking models. When the Planning Commission considered the policy there was testimony from the public opposing the direction to use parking fees for transit and transportation improvements. There was an assertion that the revenue generated from residential parking district permits could only be used for regulation and management within that district. The minutes from the Planning Commission public hearing on March 16, 2016, contain the public testimony regarding this issue as well as the written testimony submitted in the Planning Commission packet as Attachment I. That discussion and the attached minutes can be found here:

https://archives.corvallisoregon.gov/public/0/edoc/771088/PC 03.16.16 Minutes.pdf .

In the Municipal Code Chapter 6.11, parking fees associated with *meters* are specifically allocated for regulation, inspection, management, etc., activities exclusively. Chapter 6.15 governs residential parking district permits, and does not include language that directs the use of revenue generated from residential parking district permit fees. That being said, one of the issues that has arisen recently with the potential expansion of additional residential parking districts is the question about whether there are enough enforcement resources to manage these expanded districts, so any future expansion areas could involve additional enforcement costs in additional to additional revenues.

The Planning Commission was indecisive as to whether it supported policy direction allowing for parking fee revenue to be used to fund other transportation improvements. The Planning Commission deferred to the City Council to consider this policy.

In addition to the query evaluated above, staff was asked to provide information regarding the existing OSU on-campus parking utilization threshold. That regulation is located in the Land Development Code, in Section 3.36.60.08, and states that "*when usage of campus-wide parking facilities exceeds 90 percent based on the most recent parking usage inventory, any development that increases building square footage shall be subject to the provisions of Section 3.36.40.02"* (Adjustments). Currently, the provision of parking associated with new development on campus is also subject to the Interim Parking Agreement.

As in the discussion regarding master plans, above, staff notes the amending of the comprehensive plan does not directly impact the regulatory tools that will be used to implement the policy in the comprehensive plan. Those standards would be expected to remain in place regardless of whether the Council chooses to adopt the proposed findings and policies related to parking, until such time the Council decides another regulatory tool is preferred, either in terms of LDC or other requirements, another negotiated agreement or some other regulatory technique. Staff has reviewed the proposed changes related to parking, and do not think the proposed findings and policies create a conflict between policy and the current regulatory standards. Staff note in particular that proposed Policy 11.12.12 is intended to address concerns related to the 90 percent on-campus parking utilization threshold in LDC3.36, as follows:

> **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 to minimize off-campus impacts.**

This Policy does not direct specific standards or requirements, and the direction given in the Policy can be used to develop regulatory tools for implantation in the future. The existing standards may remain in place without conflict with adoption of the Policy and the Council also has flexibility to design additional tools if they are viewed to be preferable regulatory methods.

Recommendation:

The Planning Commission recommends the City Council conduct a public hearing, deliberate, and decide whether to approve, approve with modifications, or deny the proposed Comprehensive Plan Text Amendments in CPA15-1.

For the Council's reference, staff offer two motions for consideration; one to approve CPA15-1, and one to deny CPA15-1, as follows:

Motion to Approve:

I move to tentatively approve CPA15-1 to amend the Corvallis Comprehensive Plan. This motion is based on findings presented in the March 9, 2016, staff report to the Planning Commission and subsequent materials presented in the record, the deliberations and recommendation of the Planning Commission at their August 17, 2016, meeting, and on findings and deliberations made during the City Council's evaluation of the proposed amendment, subject to adoption of formal findings at a subsequent City Council meeting.

Motion to Deny:

I move to tentatively deny the proposed CPA15-1, based on findings presented by the City Council during its deliberations, and subject to the adoption of formal findings at a subsequent City Council meeting.

Budget Impact:

No budget impact.

VPB:prj
Attachments:
Attachment A – Comprehensive Plan Amendment (CPA15-1) – Proposed Comprehensive Plan language by Article.
Attachment B – Testimony Received before Council Packet Distribution

City of Corvallis Comprehensive Plan

CORVALLIS

ENHANCING COMMUNITY LIVABILITY

Acknowledged June 26, 2000

ORDINANCE 98 - 53

AN ORDINANCE RELATING TO LAND USE, ADOPTING A COMPREHENSIVE PLAN AND COMPREHENSIVE PLAN MAP FOR THE CITY OF CORVALLIS, ESTABLISHING PROCEDURES, POLICIES, AND FINDINGS, REPEALING ORDINANCE 90-52 , AS AMENDED, AND STATING AN EFFECTIVE DATE.

WHEREAS, a two year community planning process was initiated in January, 1996 and continued until December 1998 that focused on revising the Corvallis Comprehensive Plan as mandated by the State of Oregon Department of Land Conservation and Development in a process known as Periodic Review; and

WHEREAS, said revised Comprehensive Plan must conform to the Statewide Planning Goals and Guidelines promulgated by the Land Conservation and Development Commission; and

WHEREAS, the Department of Land Conservation and Development approved the City of Corvallis' periodic review work program but requests that the City amend the work plan to include consideration of additional information that results from the Linn-Benton study of regional housing needs that specifically addresses affordable housing information and opportunities to foster a desired balance between jobs and housing.

WHEREAS, a community vision statement, the Corvallis 2020 Vision Statement that has provided policy direction to this plan update effort, was prepared and adopted by the Corvallis City Council; and

WHEREAS, other planning documents have been prepared and by reference are included as supporting documents to the Corvallis Comprehensive Plan. These documents shall continue to be utilized, until such time as they are amended or revised. They are the Corvallis Water Distribution System Facility Plan, 1998; Taylor Water Treatment Plant Facility Plan, 1993; Wastewater Utility Master Plan, 1998; Corvallis Transportation Plan, 1996; and Corvallis Drainage Master Plan, 1981; and

WHEREAS, other City initiated planning efforts which include the West Corvallis - North Philomath Area Plan, the South Corvallis Area Plan, and the Transportation Alternatives Analysis Plan have been incorporated into the Comprehensive Plan through this periodic review update effort; and

WHEREAS, a number of citizens working in groups related to various subject areas were appointed by the Mayor and City Council. These work groups reviewed policy issues, documents, maps, other information sources, conducted research, solicited community input, and recommended policy and map changes to the Planning Commission; and

WHEREAS, the Planning Commission conducted, after proper legal notice, a public hearing on September 1, 1998 (joint public hearing with the Benton County Planning Commission), and hearings on September 15, and September 22, 1998 concerning the proposed changes to the Comprehensive Plan and associated maps and interested persons and the general public were given an opportunity to be heard. The Planning Commission has reviewed all matters presented and has provided its recommendations to the City Council; and

WHEREAS, the City Council conducted, after proper legal notice, a public hearing on November 10, 1998 (joint public hearing with Benton County Board of Commissioners), November 19, and November 30, 1998 concerning the proposed changes to the Comprehensive Plan and associated maps and interested persons and the general public were given an opportunity to be heard. The City Council has reviewed all matters presented and has reviewed the recommendations of the Planning Commission; and

WHEREAS, the Comprehensive Plan upon approval and adoption by the City Council must be acknowledged by the Land Conservation and Development Commission before it may be effective.

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

Section 1. Exhibit A, containing the revised Comprehensive Plan document that includes the maps, findings of fact and policies, which by reference is hereby incorporated in and made a part of this ordinance, is hereby adopted as the Comprehensive Plan for the City of Corvallis.

Section 2. The following planning documents have been incorporated into the Comprehensive Plan and are hereby adopted by reference: the West Corvallis - North Philomath Area Plan; South Corvallis Area Plan; Transportation Alternatives Analysis Plan, Corvallis Water Distribution System Facility Plan, 1998; Taylor Water Treatment Plant Facility Plan, 1993; Wastewater Utility Master Plan, 1998; Corvallis Transportation Plan, 1996; and Corvallis Drainage Master Plan, 1981.

Section 3. Ordinance 90-52 as amended is hereby repealed.

Section 4. The general welfare of the public will be promoted if this ordinance takes effect upon receipt by the City of acknowledgment of the revised Comprehensive Plan by the Land Conservation and Development Commission, and the expiration of any lawful appeal period or appeals of the body's decision. Therefore, implementation of the revised Comprehensive Plan and this ordinance shall take effect upon receipt by the City Recorder of written acknowledgment of the revised Comprehensive Plan by the Land Conservation and Development Commission, the expiration of any appeal period or the resolution of appeals pursuant to ORS 197.

PASSED by the Council this 21st day of December, 1998. **APPROVED** by the Mayor this 21st day of December, 1998.

Effective upon receipt by the City Recorder of written acknowledgment by the Land Conservation and Development Commission.

ATTEST

_____ _____

City Recorder Mayor

CORVALLIS COMPREHENSIVE PLAN

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Article 1. Introduction and General Policies

1.0 Background - State Planning Context

The Comprehensive Plan of the City of Corvallis is the primary document that guides and controls land use within the City Limits and the Urban Growth Boundary. The Corvallis Comprehensive Plan is intended to reflect the community's current thoughts on land use planning and to be responsive to the needs and desires of citizens.

The 1980 Corvallis Comprehensive Plan was the City's first and was the result of more than seven years of work by citizens of the community, the Planning Commission, and the City Council. The Plan was updated in 1990 and 1998. The Corvallis Comprehensive Plan is required to address Oregon's Statewide Planning Goals and Guidelines, as summarized here:

Goal 1 - Citizen Involvement - Calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each City and County to have a citizen involvement program with six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

Corvallis Comprehensive Plan Format

The Comprehensive Plan is divided into Articles that generally correspond to the topic areas of the Statewide Planning Goals and Guidelines. It should be noted that the policies in the various articles are interrelated and together create the City's policy framework for land use and development.

A background section introduces each Article and is followed by the findings and policies related to that topic area. At the end of each Article are three tables. The first table lists the documents that provide supporting information for the topics addressed by the Article. The second table lists the boards, committees, commissions, and other bodies that are responsible for the implementation of the policies. The third table lists reports, plans, and inventories that are mandated by the policies of the Article. As used in this Comprehensive Plan:

A finding is a statement of fact or a conclusion reached after the examination or investigation of the facts.

A policy is a decision making guideline for actions to be taken in achieving goals and the community's vision.

The Comprehensive Plan Map provides a graphic plan of all land in the Urban Growth Boundary and identifies the corresponding Comprehensive Plan land use designations.

The Land Development Code is a set of ordinances and regulations that implements the policies contained in the Comprehensive Plan.

Goal 2 - Land Use Planning - Outlines the basic procedures of Oregon's Statewide Planning Program. It says that land use decisions are to be made in accordance with a Comprehensive Plan, and that suitable "implementation ordinances" to put the Plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to Statewide Planning Goals and Guidelines. An exception may be taken when a Statewide Planning Goal cannot or should not be applied to a particular area or situation.

Goal 3 - Agricultural Lands - Defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through exclusive farm use (EFU) zoning (per Oregon Revised Statutes Chapter 215).

Goal 4 - Forest Lands - Defines "forest lands" and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

Goal 5 - Open Spaces, Scenic, and Historic Areas, and Natural Resources - Encompasses 12 different types of resources, including wildlife habitats, mineral resources, wetlands, and waterways. It establishes a process through which resources must be inventoried and evaluated. If a resource or site is found to be important, the local government has three policy choices: to preserve the resource, to allow the proposed uses that conflict with it, or to establish some sort of a balance between the resource and those uses that would conflict with it.

Goal 6 - Air, Water, and Land Resources Quality - Requires local Comprehensive Plans and implementing measures to be consistent with State and Federal regulations on matters such as ground water pollution.

Goal 7 - Areas Subject to Natural Disasters and Hazards - Addresses development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (flood plain zoning, for example) when planning for development there.

Goal 8 - Recreation Needs - Calls for each community to evaluate its areas and facilities for recreation and develop plans to address the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

Goal 9 - Economy of the State - Calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Goal 10 - Housing - Specifies that each City must plan for and accommodate needed housing types (typically, multi-family and manufactured housing). It requires each City to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Goal 11 - Public Facilities and Services - Calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The Goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

Goal 12 - Transportation - Aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

Goal 13 - Energy - Declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Goal 14 - Urbanization - Requires all cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each City to establish an "Urban Growth Boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Goal 15 - Willamette Greenway - Sets forth procedures for administering the 300 miles of greenway that protect the Willamette River.

Goal 16 - Estuarine Resources, **Goal 17 - Coastal Shorelands**, **Goal 18 - Beaches and Dunes**, and **Goal 19 - Ocean Resources** - Address resources not found in the Corvallis Urban Growth Boundary; therefore, this Comprehensive Plan does not address these Goals.

More detailed information on the Statewide Planning Goals and Guidelines is available from the Corvallis Planning Division and the Oregon Department of Land Conservation and Development.

Findings

1.0.a *Goal 2 of Oregon's Statewide Planning Goals and Guidelines requires each City to establish a land use planning process and policy framework to be used as a basis for all decisions and actions related to the use of land, and to assure an adequate factual basis for such decisions and actions. Such plans and actions related to land use shall be consistent with the adopted Corvallis Comprehensive Plan.*

1.0.b *The State of Oregon mandates a "Periodic Review" of Comprehensive Plans and associated land use regulations at an interval ranging from seven to ten years. The purpose of Periodic Review is to ensure that the Comprehensive Plan and land use regulations are achieving the Statewide Planning Goals and Guidelines, consistent with State policy, and are responsive to major changes in other factors affecting how the City evolves.*

Policies

1.0.1 Periodic Review of the Comprehensive Plan and land use regulations shall be undertaken by the City of Corvallis as mandated by the State of Oregon when:

A. There has been a substantial change in circumstances, including but not limited to the conditions, findings or assumptions upon which the Comprehensive Plan or land use regulations were based, so that the Comprehensive Plan or land use regulations do not comply with the Statewide Planning Goals and Guidelines; or,

A History of the Corvallis Comprehensive Plan

Corvallis adopted its first Comprehensive Plan in 1980. It was extensively revised in 1990 and 1998 as part of the Periodic Review Process. On both occasions, planning assumptions were determined through broad public involvement in development of vision statements.

To some extent, these assumptions reflected the influence upon Corvallis of nationwide trends. The first Corvallis Comprehensive Plan was written during the late 1970's, an era of rising energy prices and stagnating employment. These concerns were reflected in policies emphasizing energy conservation and the creation of industrial parks.

By the first Periodic Review at the end of the 1980's, Americans were enjoying price and employment stability but were increasingly concerned about the impacts of industrialization upon lifestyle values and the environment. Corvallis citizens shared these concerns. The 1990 revisions contained increasing emphasis upon policies to preserve community livability and the City's natural environment. These objectives were accompanied by a growing concern for housing affordability. By the 1990's, housing prices, nationwide, were soaring. Policy makers were challenged to find ways to provide affordable housing and to ensure that lands annexed for development were actually developed. By 1998, an additional concern arose regarding collaboration with County decision makers to guide land use in the Urban Growth Boundary in directions that would leave maximum flexibility for the evolution of Corvallis in the next century.

B. Implementation decisions, or the effects of implementation decisions, including the application of Plan and land use regulation provisions, are inconsistent with the Statewide Planning Goals and Guidelines; or,

C. There are issues of regional or statewide significance, intergovernmental coordination, or State agency plans or programs affecting land use, that must be addressed to bring the Comprehensive Plan and land use regulations into compliance with the provisions of the Statewide Planning Goals and Guidelines.

1.0.2 Periodic Review shall include an examination of the Comprehensive Plan's basic assumptions, data, findings, and policies.

1.1 Local Planning Context

Background

The Corvallis Comprehensive Plan is the document through which the citizens of Corvallis have made the basic choices on how land development and redevelopment should occur and how it will be managed. Consistent with Statewide Planning Goals and Guidelines, and the Corvallis 2020 Vision Statement, the Plan is intended to maintain and improve the existing quality of life for all residents within the Urban Growth Boundary. The following specific objectives, with minor modifications, have been in the Comprehensive Plan since 1980:

- Encourage only development that maintains and/or improves the existing quality of life of residents.
- Identify and protect resource lands from encroachment by urban development.
- Protect individuals from the negative impact of developing lands that have natural hazards or which are subject to natural disasters.
- Provide for the retention of natural and cultural resources that contribute to the livability of the community.
- Provide adequate land to meet anticipated future demands for urban development in a logical and orderly manner.
- Encourage flexibility and innovation in development techniques to permit diversity within the community and to slow the increase in development costs.
- Reduce the uncertainty of the development process.

- Contribute to a healthy, stable, and diversified economy in Corvallis.
- Provide for an orderly and timely arrangement and provision of public facilities and services to function as the framework for urban development.
- Facilitate citizen participation in all phases of the planning process.

Findings

1.1.a Oregon's Statewide Planning Goals and Guidelines emphasize rational, data-based planning. A key element of these Goals is a forecast of the City's population growth over the planning period. The forecast is used, for example, in determining the necessary size of the Urban Growth Boundary.

1.1.b The State Office of Economic Analysis produces a population forecast for each County, which facilitates coordination among individual cities' forecasts. As part of this process, Corvallis develops a forecast of the City's population growth over the planning period.

1.1.c The 1997 Council-approved population forecast, coordinated with the State forecast for Benton County, was for 58,461 City residents in 2020. Following Council approval of this population forecast, the Benton County Board of Commissioners approved a Corvallis population forecast of 61,029 City residents in 2020.

The Corvallis 2020 Vision Statement

In April and May of 1997, a specially appointed Vision Committee conducted public meetings throughout the City, in which citizens were encouraged to help update the previous Vision 2010 and develop a vision for the current planning period. Citizens' views were consolidated into a formal statement, Corvallis 2020. This statement was approved by the City Council on June 9th, 1997, as one of the pieces for identifying community values. The Corvallis 2020 Vision Statement contains the following summary:

"We envision that in 2020 Corvallis will be...

- a compact, medium-sized City (population range 57,500 to 63,500) nestled in a beautiful natural setting;
- the historic, civic, cultural, and commercial heart of Benton County;
- an economically strong and well-integrated City, fostering local businesses, regional cooperation, and clean industry;
- a university town, a regional medical center, a riverfront City;
- an environmentally-aware community with distinctive open space and natural features, protected habitats, parks, and outdoor recreation;
- rich in the arts and recreational opportunities, celebrating the talents and culture of the people who live here;
- a community that values and supports quality education throughout the age continuum;
- known for its comprehensive health and human services, and for its services for the elderly and disabled;
- a hub in a regional transportation system that connects Linn and Benton counties and provides a link to the north - south high-speed rail system;
- a highly livable City which employs local benchmarks to measure its progress in areas such as housing, economic vitality, educational quality, environmental quality, and overall quality of life;
- blessed with an involved citizenry that actively participates in public policy and decision making;
- committed in its support for children and families;
- a community that honors diversity and is free of prejudice, bigotry, and hate;
- home... a good place for all kinds of people to live and to lead healthy, happy, and productive lives."

1.1.d According to the 1997 Land Development Information Report, the City of Corvallis represented a total land area of 8,522 acres (13.31 square miles) in 1997. Of this, 1,925 acres remained undeveloped - two thirds of which are dedicated to residential development. The entire Urban Growth Boundary contains 28.21 square miles.

1.1.e Oregon Revised Statutes require cities, as part of their Periodic Review, to: (a) inventory the supply of buildable lands within the Urban Growth Boundary; (b) determine the actual density and the actual average mix of housing types of residential development that have occurred within the Urban Growth Boundary since the last periodic review or five years, whichever is greater; and (c) conduct an analysis of housing need by type and density range to determine the amount of land needed for each needed housing type for the next 20 years.

Policies

1.1.1 The Corvallis 2020 Vision Statement shall be regarded as the framework for Comprehensive Planning.

1.1.2 The City shall publish an updated 20-year population forecast as needed based on changing conditions, reflecting the trend observed in all of at least 20 years' prior historical data and considering other significant factors.

1.1.3 The City's population trend forecast shall be based upon an accepted standard methodology incorporating the population numbers from each of the past twenty years. The methodology shall be clearly described and publicized and will include assumptions and the confidence interval.

1.1.4 The Council-approved population forecast shall be used as one of the factors for estimating land requirements to accommodate expected City population and employment growth over the 20-year planning period.

1.1.5 The City shall conduct, as part of Periodic Review, a thorough inventory of buildable lands and analysis of all types of land requirements in accordance with, but not limited to, Oregon Revised Statutes.

1.1.6 The Comprehensive Plan Map shall be modified, as necessary, to accommodate shortfalls in any identifiable land use designation.

1.1.7 The City shall develop and monitor livability indicators, publishing an assessment at least every three years.

1.1.8 City adopted indicators of livability shall be considered in making land use decisions.

1.1.9 The City shall work to develop community benchmarks that measure progress in achieving its vision.

1.2 Local Planning Process

The policies and land use designations of the Comprehensive Plan establish the limits within which land development and public investment that affect the physical character of the community will occur. They provide the framework for more detailed plans and other implementation tools that also will guide and direct public and private investments (see Figure 1.1).

Implementation Responsibilities:

The Corvallis Comprehensive Plan is established to guide land use within the Corvallis Urban Growth Boundary. The Urban Growth Boundary area consists of land within the City Limits and land located outside the Corvallis City Limits but inside the Urban Growth Boundary line (this latter area is referred to as the Urban Fringe - see Article 50 definitions). It is anticipated that the Urban Fringe will eventually be urbanized and, therefore, the findings, policies, and maps contained in the Comprehensive Plan address future development within the Urban Growth Boundary consistent with the community vision.

In some cases, Comprehensive Plan policies specifically reference the City Limits, Urban Growth Boundary, or the Urban Fringe. Other policies do not include a specific geographic reference. If there is no specific geographic reference or the policy language does not readily identify the area of applicability, it is assumed that the policy generally applies to the entire Urban Growth Boundary.

Many Comprehensive Plan policies assign responsibility for action on that particular policy. Others do not specifically identify the entity(ies) responsible for implementation. Furthermore, Benton County and the City of Corvallis have executed an intergovernmental agreement (Corvallis Urban Fringe Management Agreement) which identifies a joint management process for planning and land use application review in the Urban Fringe.

To clarify responsibilities, Benton County and the City of Corvallis have established the following guiding principles:

- Provisions of the Corvallis Urban Fringe Management Agreement will be the primary mechanisms for coordinating planning and review of land use applications in the Urban Fringe.

- Some Comprehensive Plan policies assign responsibility to the City for action. In other cases, a policy may state that the City will work with other jurisdictions,

including Benton County, in accomplishing the intent of the policy. In these situations, it is acknowledged that coordination with and cooperation of other entities is required.

- Other policies do not identify the entity responsible for implementation or are very broad policy statements. In these cases, the City will be responsible for applying such policies in land use planning activities or pursuing other actions for which it has jurisdiction. For those implementing actions for which the City does not have sole jurisdiction, it is recognized that the County may not have the programs, resources, or regulations necessary to accomplish the policy.

- Several Comprehensive Plan policies refer to urbanization and urban densities, uses, utilities, etc. It is acknowledged by the City and County that although there may be development in the Urban Fringe that has urban densities or intensity (e.g., clustering of lots in a small portion of a larger parcel) prior to annexation to the City of Corvallis, there are constraints to providing a full range of urban services or to completely meeting urban development standards before annexation occurs. Therefore, the application of urbanization policies to development in the Urban Fringe should consider these factors.

- The City will use the Comprehensive Plan as policy direction for interaction with Benton County regarding actions that relate to the Plan. This will include the City comments on specific items such as the review of land use applications or land use regulations that impact the Urban Fringe. Benton County acknowledges that the Corvallis Comprehensive Plan policies should be used to help guide future County decisions that affect areas within the Corvallis Urban Growth Boundary.

Implementation Tools:

The Comprehensive Plan is implemented through the variety of mechanisms mentioned below:

- **Plans** are officially adopted documents used to focus long-range planning for either specific areas or the entirety of the Urban Growth Boundary. Examples of plans include the Comprehensive Plan, facility plans, master plans, and specific area plans.

- **Regulations** include the standards and procedures (see Figure 1.2 - Typical Development Review Process) contained in the Land Development Code and other ordinances. These apply to all land use requests such as land divisions, re-zoning of land, and site development.

- **The Land Development Code (LDC)** is a set of regulations that ensures development is of the proper type, design, and location, and is served by a proper range of public facilities and services. The LDC also ensures that development is in

all respects consistent with the goals and policies of the Corvallis Comprehensive Plan.

- **The City Charter** and City policies not contained in the Comprehensive Plan, but which affect land development, are other important means by which the Comprehensive Plan is implemented. An example is the City Charter provision that provides for voter approval of annexations.

- **Other Initiatives**, such as agreements between the City of Corvallis and other entities, also implement the Comprehensive Plan. An example is the Urban Fringe Management Agreement between the City and Benton County that establishes the framework for management of land development within the Urban Fringe. Resource inventories, such as inventories of wetlands, buildable lands, and historic resources, are tools for ensuring that development within the City is consistent with the policies of the Comprehensive Plan.

The Comprehensive Plan is implemented through the primary mechanisms such as those mentioned above. The Planning Commission, City Council, Land Development Hearings Board, and Community Development Director are the parties responsible for making land use decisions. The Committee for Citizen Involvement (CCI) advises the City Council on matters related to ensuring appropriate public involvement in the City's overall planning process. The CCI is further discussed in Article 2. The roles of the parties mentioned above in reviewing applications are specified in the Land Development Code.

Figure 1.1 Planning Process

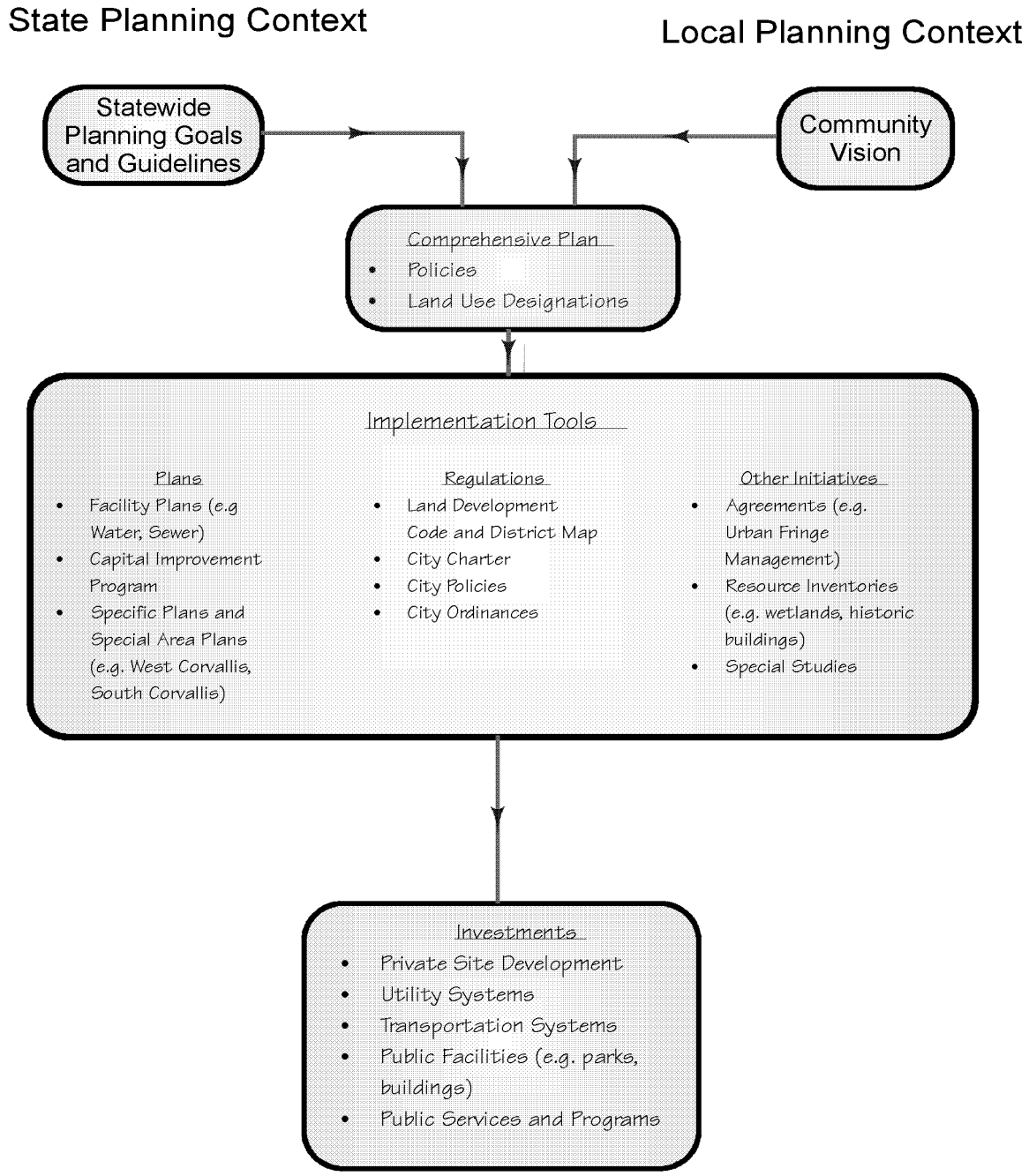
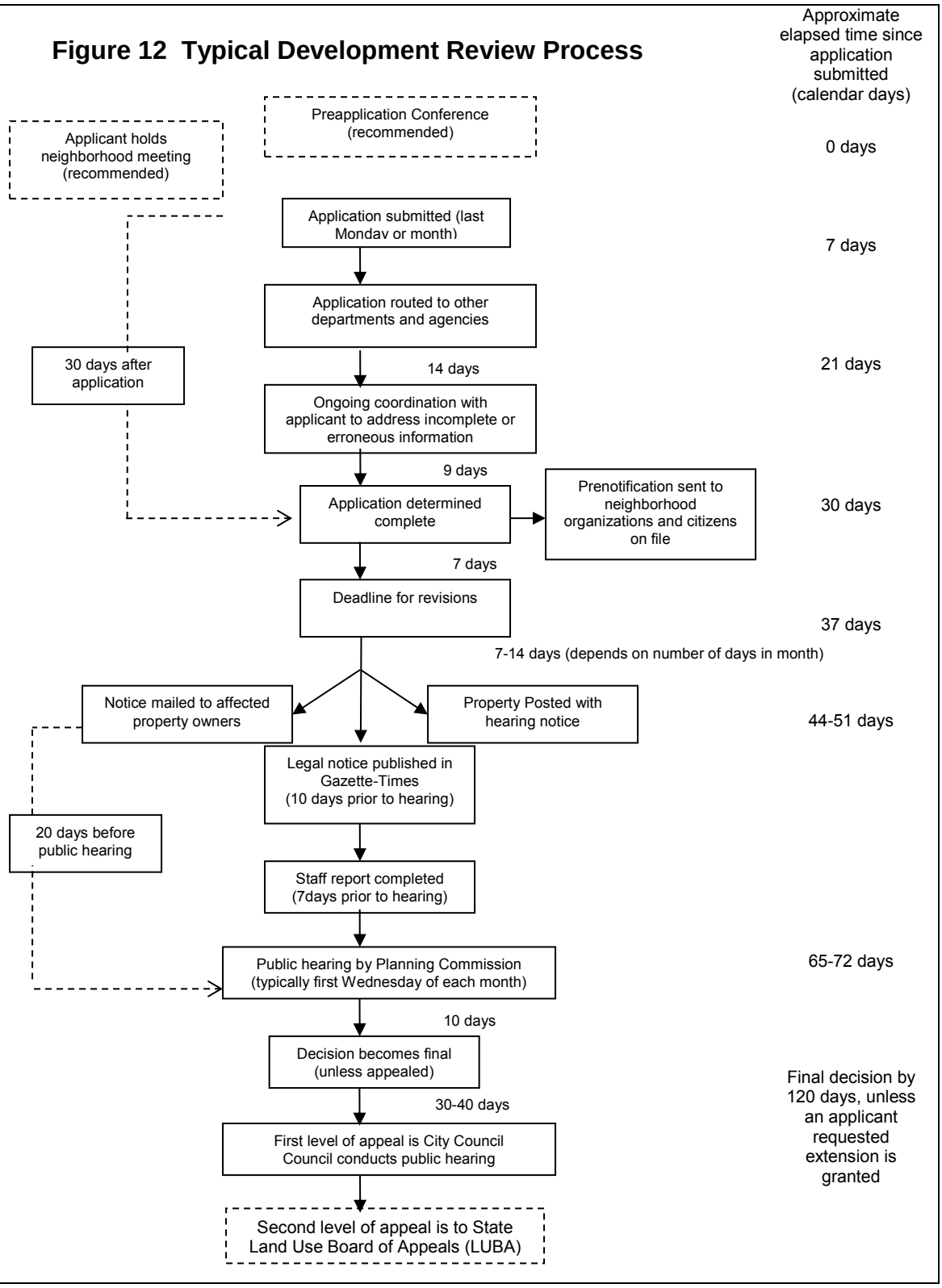


Figure 12 Typical Development Review Process



Comprehensive Plan Amendments:

The Comprehensive Plan is completely examined and updated a minimum of every ten years in a process called Periodic Review (see Section 1.0) to ensure that the policies remain consistent with changes in State policy and major changes in other factors that profoundly affect the City. However, land use planning is a continual process, and timely amendments must be considered to address new information or specific issues that emerge. The Comprehensive Plan Amendment process must allow a flexible response to emerging issues, maintain the integrity of the Plan, and honor cooperative agreements for lands outside the City Limits.

Amendments of the Comprehensive Plan (which includes Periodic Review) shall include public hearings before the Planning Commission and City Council, as required, for the adoption of the Plan. The Planning Commission holds a public hearing and forwards a recommendation to the City Council. The Council also holds a public hearing to consider the recommendation of the Planning Commission before taking action on any Comprehensive Plan Amendments. Amendments to the Comprehensive Plan are adopted as ordinances.

Findings:

1.2.a All Comprehensive Plan policies must comply with current State land use laws, Statewide Planning Goals and Guidelines, and State policies.

1.2.b Appropriate tools must be available to implement the Comprehensive Plan.

1.2.c The policies of the Comprehensive Plan are influenced by many factors, including economics, social need, and the community's vision.

1.2.d At any particular moment the planning staff, elected officials, and citizens of Corvallis are evaluating many potential changes to the Comprehensive Plan and associated documents. These potential changes differ greatly in scope, priority, and time frame.

1.2.e The Comprehensive Plan must be responsive to the changing needs of the community.

1.2.f Planning Commission hearings outside the Periodic Review process are usually focused on the issues surrounding specific proposals and do not serve as a good venue for the public to address planning issues of a broader scope.

1.2.g A public hearing regarding specific land development proposals is not an appropriate place for discussing changes to Comprehensive Plan Policies, other than those proposed as part of a specific development proposal.

1.2.h City utility systems require detailed functional plans that document current and future utility needs. These utilities include but are not limited to water, sanitary sewer, transportation, parks and recreation, and storm water drainage.

1.2.i Specific area plans have been used to develop concepts for future development patterns.

1.2.j According to State law, the City is to specify applicable ordinances and plans in all land use decisions.

1.2.k Since the last revision of the Comprehensive Plan, the City's use of master plans has proliferated, and more developers have wanted to use Non-City master plans as part of land use applications. To date, the City lacks clear standards for Non-City Master Plans.

Policies:

1.2.1 The City of Corvallis shall develop and adopt appropriate implementation mechanisms to carry out the policies of the Comprehensive Plan.

1.2.2 All Comprehensive Plan Policy changes shall be reviewed by both the Planning Commission and the City Council in public hearings prior to adoption.

1.2.3 Amendments to the Comprehensive Plan can only be approved where the following findings are made:

A. There is a demonstrated public need for the change.

B. The advantages to the community resulting from the change shall outweigh the disadvantages.

C. The change proposed is a desirable means of meeting the public need.

1.2.4 Those portions of the Comprehensive Plan that apply to areas outside the City Limits shall be amended in accordance with procedures set forth in the Corvallis Urban Fringe Management Agreement.

1.2.5 The City shall coordinate revisions of the Comprehensive Plan with regional, State, and Federal agencies.

1.2.6 The City shall maintain a formal Unresolved Planning Issues list to be used as a guide to planning issues that require further study and investigation by City staff and the Planning Commission.

1.2.7 The Planning Commission shall schedule at least one public meeting each year to take input, receive a staff report on progress, and make decisions about the contents and relative priority of items on the Unresolved Planning Issues list.

1.2.8 Procedures for public notification, including timing, shall be contained in the Land Development Code.

1.2.9 The applicable criteria in all land use decisions shall be derived from the Comprehensive Plan and other regulatory tools that implement the Plan.

1.2.10 In order to be used in land use planning, either approved by the Planning Commission or adopted by the City Council, Non-City Master Plans shall meet all applicable Planned Development requirements, including requirements for citizen participation. This requirement is independent of the specific review process. Utilization of Planned Development requirements would not preclude implementation through a Zoning District.

1.2.11 Where compatibility conflicts might be anticipated to occur over time with development and expansion from large, master-planned facilities, the Land Development Code, Planned Developments, and Non-City Master Plans may require monitoring activities based on on-going measurement of specified clear and objective indicators related to traffic, parking, or other compatibility impacts. Where specified thresholds are exceeded, mitigation and remediation activities shall be required. City staff shall ensure that monitoring is completed according to applicable requirements, and that reporting and mitigation requirements are met. On an on-going basis, reports concerning mitigation requirements shall be reviewed by the Planning Commission and/or City Council.

1.3 Supporting Documents

Item	Date	Location of Document
Statewide Planning Goals and Guidelines	1995	Corvallis - Benton County Public Library
Oregon Administrative Rules (OAR 660)	1997	OSU Valley Library
State Office of Economic Analysis Population Forecast	1997	Dept. of Administrative Services Office of Economic Analysis
Land Development Information Report	annual	Corvallis - Benton County Public Library
Corvallis Land Development Code	1993	Corvallis - Benton County Public Library
City Charter	1995	Corvallis - Benton County Public Library
Corvallis Urban Fringe Management Agreement	1990	Corvallis - Benton County Public Library
Oregon Revised Statutes (ORS)	1997	OSU Valley Library

Corvallis 2020 Vision Statement	1998	Corvallis - Benton County Public Library

1.4 Advisory Boards

Planning Commission
City Council
Committee for Citizen Involvement
Land Development Hearings Board
Citizen Advisory Committees

1.5 Mandated Reports / Plans / Inventories

Buildable Lands Inventory
Update of 20-Year Population Forecast
Unresolved Planning Issues List
Comprehensive Plan Update
Capital Improvement Program
Land Development Information Report
Livability Indicators Report / Benchmarks

Article 3. Land Use Guidelines

3.0 Background

The Comprehensive Plan's general findings and policies establish the community's overriding desire to maintain its unique quality of life and develop land use regulations which are innovative, promote well designed urban development, encourage energy efficiency, and are appropriate in meeting the needs of the local population.

3.1 Relevant Vision Statement Elements

"In 1997 (The Corvallis 2020 Vision Statement), Corvallis citizens envisioned their future City as:

Compact and medium sized (57,500 - 63,500);
Environmentally-aware with distinctive open space and natural features, protected habitats, parks, and outdoor recreation;
A hub in a regional transportation system; and
A highly livable City which employs local benchmarks to measure its progress."

3.2 General Land Use

Findings

3.2.a In the 1996 Benton County Needs Assessment Report, 92% of the Benton County residents rated Benton County as an excellent or very good place to live.

3.2.b The Corvallis Urban Growth Boundary encompasses a diverse and complex environment. The land within it ranges from an urban environment to woodlands and agricultural research lands, and from the flood plains of the Willamette and Marys Rivers to elevations in excess of 800 feet.

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 issues from one entity to another.***

3.2.d Land within the Urban Fringe may have one or more limitations for urban development or be considered to be high quality resource land for agricultural or forest purposes. Urbanization must consider the trade-offs and costs of developing resource lands and lands with severe limitations for urban development.

3.2.e Community acceptance of compact, mixed use development requires compatibility between buildings regarding privacy, safety, and visual consistency. Similar massing of buildings; orientation of buildings to the street; the placement of windows, doors, porches, and other architectural elements; and effective use of landscaping all contribute to successful compatibility between diverse building types, and the creation of pleasant places.

3.2.f Attention to design elements is critical to creating the type of City described in the Corvallis 2020 Vision Statement.

3.2.g Where conflicting land uses abut, negative impacts may occur which can be mitigated by appropriate development techniques.

3.2.h Where adjoining developments have potential compatibility conflicts, the City has historically required buffering. This practice is now changing to address compatibility conflicts through the use of design and other transitional elements, as well as buffers.

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

3.2.j Public entities are major land owners within both the existing City Limits and the Urban Growth Boundary.

3.2.k City land use ordinances are applicable to public property (Oregon Revised Statutes 227.286).

3.2.l State land use law requires that the burden of proof for any land use action is borne by the proponent of the change or development. In the case of amendments to the Comprehensive Plan, the applicant or proponent bears the burden of justifying a change in land use policies and designations.

3.2.m The community can face unpredictability and lack of recourse regarding potential land uses when development does not occur as proposed following a change of land use designation.

Policies

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.2 Within a land use district, primary uses and accessory uses permitted outright shall be considered compatible with each other when conforming to all standards of the district.

3.2.3 The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

3.2.4 In the case of compatibility conflicts, requirements will be imposed on both sides of a given property line, in the following manner:

A. Where both lots are undeveloped, each will be required to provide transitional elements when it develops.

B. The development in the more intensive development district shall provide the bulk of the transitional elements but shall not be required to provide the full amount unless the property in the less intensive district is already developed.

3.2.5 The City shall implement a process to develop more specific development standards or design guidelines that closely represent the vision of Corvallis as expressed by its citizens. These standards or guidelines may address such items as: the effective use of building mass; orientation to the street; landscaping; and the placement of windows, doors, porches, and other architectural elements. Upon completion, the City shall revise the Land Development Code to ensure conformance with the new development standards or design guidelines.

3.2.6 The plans and actions of special districts, County, State, and Federal agencies shall be consistent with the Comprehensive Plan.

3.2.7 All special developments, lot development options, intensifications, changes or modifications of nonconforming uses, Comprehensive Plan changes, and district changes shall be reviewed to assure compatibility with less intensive uses and potential uses on surrounding lands. Impacts of the following factors shall be considered:

A. Basic site design (i.e., the organization of uses on a site and its relationship to neighboring properties);

B. Visual elements (i.e., scale, structural design and form, materials, etc.);

C. Noise attenuation;

D. Odors and emissions;

E. Lighting;

F. Signage;

G. Landscaping for buffering and screening;

H. Transportation facilities; and

I. Traffic and off-site parking impacts.

3.2.8 The City shall explore adoption of new zoning tools, such as 'contract zoning' that would permit flexibility and ensure predictability of land use changes.

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

3.3 Supporting Documents

Item	Date	Location of Document
Corvallis 2020 Vision Statement	1998	Corvallis - Benton County Public Library
Corvallis Land Development Code	1993	Corvallis - Benton County Public Library
Benton County Needs Assessment	1996	Corvallis - Benton County Public Library

3.4 Advisory Boards

Corvallis Planning Commission
Corvallis City Council
Corvallis Land Development Hearings Board

3.5 Mandated Reports / Plans / Inventories

City to conduct process to develop design guidelines & new development standards
Exploration of new zoning tools such as "contract zoning"

Article 5. Urban Amenities

5.0 Background

There are a variety of amenities which create urban environments that maintain and enhance the livability of a community. Statewide Planning Goal 5 - Open Space, Scenic and Historic Areas, and Natural Resources, and Goal 8 - Recreation Needs, require communities to inventory specific natural and manmade resources, identify resources that merit protection, and design programs to ensure the future existence of these resources.

This Article addresses four of the specific areas addressed in Statewide Planning Goals 5 and 8. They are: Significant Natural Areas, Historic Resources, Recreation, and Open Space. The findings in this Article present the information derived from the inventories required by both Statewide Planning Goals. The policies provide direction for remedying the deficiencies identified by the inventories and indicating what criteria and programs need to be designed or developed to preserve existing resources.

5.1 Relevant Vision Statement Elements

"Our natural features: hillsides, flood plains, streams, wetlands, and other natural areas are protected and treasured. Wildlife habitat areas, scenic areas, and other natural areas help shape development patterns as we grow. Our natural open space helps buffer flood events, purify our air and water, provide recreational and educational opportunities, and reinforce the community's distinctive character. Corvallis has identified its open space resources, and has established criteria and priorities for open space protection."

"Corvallis is encircled by an emerald necklace of parks, scenic vistas, natural habitats, and farm and forest lands that define the City's boundaries. . . . Our parks are among our most attractive assets. Scattered throughout the community, the parks vary in size, design, and function to meet the need of neighboring areas. Parks accommodate a wide range of recreation activities for all ages. This range includes provision of more passive activities such as bird watching all the way to active sports."

5.2 Community Character

Findings

5.2.a Individual natural features can be combined to create a community open space system.

5.2.b Resource lands, greenbelts, and natural features act as a buffer separating and distinguishing Corvallis from neighboring communities.

5.2.c Natural features, such as rivers, streams, and hills, or manmade features, such as highways, major streets, and activity centers (downtown and Oregon State University), act as either boundaries or as internal features for several distinct neighborhoods within the Corvallis Urban Growth Boundary.

5.2.d The entrance corridors to a community reflect a City's character. Gateway improvements can be attractive, and when combined with appropriate signage, inform visitors of community amenities and events.

5.2.e Different areas of the community have different combinations of features. Area planning is being used to enhance the unique characteristics of each area.

5.2.f 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 may help reduce vehicle trips to campus, they can also alter the character of older neighborhoods through the removal of single family homes.

5.2.h Residents in the neighborhoods surrounding the OSU campus have expressed concerns about eroding livability in their immediate neighborhoods due to new development on and off campus. These threats to livability include, but are not limited to: excess demand for limited on-street parking, unnecessary traffic searching for empty on-street parking spaces, changing neighborhood character, and replacement of single-family homes with larger-scale college student rentals.

Policies

(For identification of, and additional information relating to, the City's entrance corridors see Article 11 - Transportation.)

5.2.1 Both public and private properties located along entrance corridors to the City of Corvallis shall be attractively landscaped, left as open space, or maintained as active agricultural or forest lands.

5.2.2 Entrance corridors shall be adequately signed to appropriately welcome visitors to the community and direct them to points of interest and special events.

5.2.3 The City shall develop standards which ensure adequate open space and landscaping on residential, commercial, and industrial developments, and shall maintain these standards in the Land Development Code.

5.2.4 The City shall take appropriate actions to beautify and improve the community by: developing gateway locations and development standards that include building orientation to the street for most uses; appropriate site and building design standards; extensive landscaping and street trees to provide a boulevard effect; frequent access points for bicycles and pedestrians; and possible mitigation of the negative effects of overhead utility lines.

5.2.5 The City shall retain portions of some parks within the parks system in undeveloped or natural states for recreational use and shall focus its acquisition efforts on securing hilltops around the community to develop a greenbelt system.

5.2.6 The City shall ensure that trails are established, in addition to roads, which follow scenic routes to connect open space to residential areas, public sites, shopping areas, and downtown Corvallis. The trails network plan shall be used as the basis of trail development.

5.3 Urban Trees

Findings

5.3.a Trees are an important resource for the City as they provide a linkage to the community's origin and the natural environment.

5.3.b Trees in the urban environment provide air conditioning and air purification (temperature and pollution controls), glare control, sound control, and traffic control. Trees slow down and reduce the volume of storm water runoff, minimize soil erosion, and provide habitat for urban wildlife. Trees function architecturally to unify disparate urban elements and provide harmony in unorganized areas, provide ceilings to outdoor rooms, making spaces more intimate, and buffer impacts from large urban developments. They emphasize seasonal changes, provide dappled light and rustling sounds that evoke different moods, and they can become works of art providing pleasure in their texture, color, structure and/or other aesthetic qualities.

5.3.c Trees and other landscaping play a role in the global environment. The addition of trees may become increasingly important as worldwide environmental degradation continues.

5.3.d The population of trees within the City Limits is described as the "community forest" or "urban forest." The community forest is composed of public and private trees. Public trees are those trees planted on street rights-of-way, in parks, and around public buildings, they also include the trees in riparian and wetland areas, undeveloped parklands, and remnant native stands on public lands. Private trees are trees on private property.

5.3.e A 1997 inventory of the public street trees located, identified, and evaluated 7,333 trees and found that the value of this community resource was in excess of twelve million dollars.

Street trees are the only part of the municipal infrastructure that actually increases in value every year. Roads, sewers, and street lights depreciate in value every year.

The 1993 Bernhardt and Swiecki urban forestry survey found that there is a continued trend away from planting large trees (trees that reach 45 feet, or more, in height). The study found that only 10% of recently planted street trees and 20% of recently planted park trees are large stature species.

Generally, large-scale trees live 50 to 90 or more years while small trees live about 30 years.

The amount of annual benefit (air filtration, climate control, property value increase, traffic calming, etc.) is affected by tree location and size.

According to the American Forestry Association, the planting, maintenance, and mortality cost of trees for the first decade of life generally equals the benefits. However, after this first decade, the benefits far exceed the costs.

5.3.f When properly selected and planted, healthy, long-lived, large-canopy trees provide more ecological benefits and have a better cost-benefit ratio than do small trees.

5.3.g Large-canopy trees require correspondingly large soil volumes to sustain them and therefore require larger planting spaces (e.g. wider parking strips on streets).

5.3.h There are multiple issues in the management of Corvallis' community forest such as aesthetics and environmental benefits, public safety, tree care, disease prevention and maintenance, conflicts between trees and public facilities, and use of ecologically appropriate trees in protected natural areas.

5.3.i City departments that currently address tree management include Parks and Recreation, Public Works, Community Development, and Fire.

5.3.j The proper handling of the interconnected tree issues requires a comprehensive management plan, which does not currently exist.

Policies

5.3.1 To increase the aesthetic qualities of the community and enjoy the engineering and ecological benefits of trees, the City shall require developers to plant appropriate numbers and varieties of trees with all new development. Such standards shall be maintained in the Land Development Code.

5.3.2 The community shall establish and maintain a tree planting program, particularly along street rights-of-way, parks, and parkways, in the downtown, and other areas where buffers, separation, and beautification are appropriate and desirable. This program should provide for the planning, planting, and maintenance of trees.

5.3.3 The City shall encourage the use of large-canopy trees.

5.3.4 It is the goal of the City to establish a comprehensive management plan for public trees within the City in order to protect and enhance this element of the Corvallis "community forest."

5.4 Historic and Cultural Resources

Findings

5.4.a There are a number of inventories of buildings with historic significance located within the Corvallis Urban Growth Boundary, including those developed by the State Historic Preservation Office and the State Board of Higher Education. As of 1998, 375 inventories of historic sites and structures had been conducted in Corvallis. They identify the 26 Corvallis structures on the National Historic Register, 12 structures on the Oregon State University campus, and many other buildings as having historic significance. In 1989, the City created the Corvallis Register of Historic Landmarks and Districts which contains 85 properties. The City will be adding properties to this listing on an ongoing basis.

5.4.b Structures of historical significance in Corvallis include: commercial buildings generally found within the central business district core; residences located throughout older neighborhoods; industrial and religious buildings; and public buildings generally located on the Oregon State University campus and downtown.

5.4.c Historic buildings may require adaptation to uses which maintain their original features and allow for a prolonged and economic use.

5.4.d During renovation and/or restoration, a conflict may surface between retaining the original features of the historic structure and compliance with the provisions of the building and fire codes.

5.4.e Several as yet uninventoried archaeological sites, of both an historic and prehistoric nature, exist within the Corvallis Urban Growth Boundary.

~~*5.4.f Additional surveys and inventory work, such as the Corvallis Preservation Society Historical Survey, are necessary to provide a basis for ongoing amendments to the Corvallis Register of Historic Landmarks and Districts.*~~

5.4.f Additional surveys and inventories are necessary to provide a basis for ongoing amendment's to the City's Register of Historic Landmarks and Districts.

5.4.g The region's cultural needs are served by Oregon State University, Linn - Benton Community College, the Corvallis Arts Center, Corvallis School District 509J, the Majestic Theater, the City of Corvallis, and other cultural groups. There is currently no designated "agency or organization" to coordinate cultural events and activities in Corvallis.

5.4.h The arts are important to the community. This has resulted in the development of a community performing arts facility and community financial support of the operation of the Corvallis Arts Center.

5.4.i There is community interest in providing public funds for cultural enrichment and art objects in conjunction with projects to develop or improve public buildings.

5.4.j There has been a demonstrated interest in maintaining historic integrity in historical neighborhoods.

5.4.k Certain street trees within historical neighborhoods are instrumental in providing historic integrity of neighborhoods.

5.4.l Downtown neighborhoods have characteristics that include large street trees, wide planting strips, parking limited to just one side of the street, and a large proportion of buildings dating from the 1940s and earlier, frequently with no off-street parking.

5.4.m Historic inventory and preservation work has failed to protect the characteristics of some older neighborhoods in Corvallis.

5.4.n In order to provide protection for historic resources, the U.S. Department of the Interior recognizes National Register Historic Districts. The Avery-Helm District, with 165 identified resources, was placed on the National Register in 2000; the College Hill West District, with 390 identified resources, in 2004; and the OSU District, with 83 identified resources, in 2008. The Districts contain 273 acres in the oldest parts of the City, stretching from 2nd Street to 36th Street, including the most significant structures on and around the OSU campus. Since 2008, the majority of applications for Historic Preservation Permits come from the three national historic districts. Visit Corvallis provides brochures for visitors who want to tour these areas.

5.4.o Through its delegated authority as a Certified Local Government, under the National Historic Preservation Act of 1966, the City evaluates proposed alterations, demolitions, and new construction in Districts. The Historic Resources Commission reviews many of these proposals for historic compatibility, although some changes are exempt from review, or are reviewed at a staff level, based on non-discretionary criteria.

Policies

5.4.1 The City shall continue to use the Corvallis Register of Historic Landmarks and Districts as the City's official historic site listing. The intent of this inventory is to increase community awareness of historic structures and to ensure that these structures are given due consideration prior to alterations that may affect the historic integrity of the structure.

5.4.2 The City shall encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.

5.4.3 The City shall maintain a local Historic Preservation Advisory Board.

5.4.4 The public's safety and general welfare shall be carefully evaluated when a conflict surfaces between the renovation of an historic structure and the City's building and fire codes.

5.4.5 Special architectural review criteria for historic structures shall be maintained in the Land Development Code.

5.4.6 An ongoing program shall be maintained to increase public awareness of the City's historic structures and the financial incentives available to the owners of these structures.

5.4.7 The City shall continue efforts to inventory historic structures, archaeological sites, and other potential historic sites.

5.4.8 The first priority for historic inventory and preservation work shall be older neighborhoods, especially those bordering the downtown and the Oregon State University campus**, with emphasis on oldest structures first**.

5.4.9 The City shall identify historically significant sites and structures on City-owned property with appropriate plaques and markers, and shall encourage owners of private property to do the same.

5.4.10 The responsibility for coordinating matters related to arts and cultural events shall be designated to an appropriate agency.

5.4.11 The City shall establish means to coordinate a Corvallis arts or cultural commission to advise the City Council on matters related to arts and cultural events and activities.

5.4.12 The City shall set aside a percentage of the cost of municipal buildings for public art and cultural enrichment.

5.4.13 The City shall develop a definition, criteria, and a process to formally identify historic residential neighborhoods.

5.4.14 New dwellings and additions in formally recognized historic residential neighborhoods must contain exterior architectural features that relate to the historic period of surrounding dwellings. Examples of this are: street-facing porch, comparable roof slope, horizontal wood siding, and overall design features including trim, windows, and structure.

5.4.15 Removal of significant public trees in historic residential areas or historically designated properties should only occur when these trees endanger life or property.

5.4.16 The City of Corvallis shall continue efforts to recognize and encourage the formation of national and local historic districts.

5.4.17 Specific codes may be adopted and applied to discrete areas of the city in order to preserve desired neighborhood characteristics. This may require rezoning or identification of historic resources not yet formally identified as Historic Structures.

5.4.18 The City's density goals and preservation of neighborhood character may be considered and balanced when zoning patterns are considered by the City.

5.4.19 The process for review of Historic Preservation Permits shall be described in the Land Development Code. Property owners within historic districts, or owners of individually-listed historic properties, shall consult with City staff when contemplating exterior alterations, new construction, or demolition of structures on their properties. City staff shall advise property owners on the correct review process for the contemplated changes. Any such changes shall be reviewed consistent with the applicable Land Development Code provisions.

5.5 Open Space

Findings

5.5.a A properly planned and managed system of open space and recreation lands reduces the impact of urbanization and serves the leisure and aesthetic needs of all residents. The system needs to recognize the relationship between urban uses and the natural character of the land and drainageways.

5.5.b The community has expressed a desire to have parks and open space serve to shape and guide urban development.

5.5.c The community places a high value on acquiring, maintaining, and developing an adequate system of open space, recreation lands, and facilities to retain and improve livability.

5.5.d There is a relationship between population increase and increased demand for parks and open space. Additional development increases the demand for parks and open space.

5.5.e Studies in the United States have demonstrated that open space has both aesthetic and economic value (Lincoln Institute of Land Policy, Municipal Open Space Acquisition, Resources Manual (1997); Economic Benefits of Land Protection, Land Trust Washington, DC (1994); The Effect of Greenways on Property Values and Public Safety, The Conservation Fund, Colorado State Parks (March 1995)).

5.5.f Open space does not require physical access, and in some cases physical access to open space can be detrimental to its function.

5.5.g Open space includes the following kinds of lands: parks, wetlands, rivers and drainageways; farms and forest lands; protected lands for significant plant and animal habitats; scenic lands such as hilltops, ridgelines, meadows, and community gateways; trail and animal corridors; golf courses, cemeteries and undeveloped archeological sites.

5.5.h Open spaces serve many functions in and near the community: they provide landscape buffers and scenic views; accommodate flood waters; protect water quality, plant communities and fish and wildlife habitat; provide essential ecosystem services; protect productive farm and forest lands; offer opportunities for recreation, scientific research and education; preserve historic and cultural sites; and define community boundaries and gateways.

5.5.i Large undeveloped areas near major highways are entrance corridors to the City and help define the community's character as an urban center within a farm and forest setting.

5.5.j The community has indicated a desire to have a coordinated system of open spaces linked as a greenbelt around the Urban Growth Boundary. A greenbelt system would link park and natural features and provide recreation corridors.

5.5.k The community has indicated a desire for open space linkages which follow scenic routes and connect parks, schools, playgrounds, other public sites, and residential areas.

5.5.l There is community interest in the preservation of significant hillside areas as open space.

5.5.m Corvallis has recognized the Willamette and Marys Rivers as vital parts of the community's greenbelt which provide open space, recreational opportunities, and fish and wildlife habitat.

5.5.n Corvallis does not require mandatory dedications of parks and open spaces. Open space and park acquisition, development, and maintenance are funded through property tax revenues, user fees, system development charges, and donations. At the present time, these revenues are not always stable and these activities must compete with other City services for funding.

5.5.o The City owns flood plain and other property east of the Willamette River in Linn County. The property is adjacent to the bypass and has value for open space and park uses.

5.5.p There are additional lands east of the Willamette River that abut City-owned property that have open space potential. It may be possible to combine these lands with City

property to establish a regional open space and to develop these lands for recreational uses. The area could also have open space value as a wetland mitigation site.

5.5.q The City has an interest in balancing urbanization needs with the need to protect open space areas and the beneficial functions of these areas.

5.5.r Seasonal climatic conditions can create a wildfire hazard threat to large undeveloped areas and surrounding properties, requiring management of brush and vegetation along boundaries and access ways.

Policies

5.5.1 The City shall address the acquisition and maintenance of open space through the 1998 Criteria and Process to Acquire and/or Protect Open Space Plan, or its periodic updates.

5.5.2 Parks and open space areas shall help shape and guide urban development.

5.5.3 The City shall explore creative incentives and development mechanisms to encourage protecting significant open space resources. Such mechanisms could include density transfer (i.e. clustering), transfer of development rights, Open Space - Conservation districts, and special district provisions that could allow development at lower densities than otherwise permitted.

5.5.4 Appropriate trails, creeks, drainageways, and other natural constraints shall have an Open Space - Conservation designation to ensure their protection and utilization for multiple uses.

5.5.5 The City shall establish an open space zoning district to preserve and protect areas of open space consistent with the existing Comprehensive Plan open space designations.

5.5.6 Open space is a basic community infrastructure, like roads and utilities, and should be funded, at least in part, by commercial and residential development and redevelopment.

5.5.7 Physical access to open space should be limited if public access is significantly detrimental to the open space function or if the open space is private.

5.5.8 Maintaining large tracts of undeveloped open space resource land outside the City's Urban Growth Boundary, especially along the City's entrance corridors, is important to the community identity and the creation of effective community gateways.

5.5.9 The City shall take a proactive role in acquiring and protecting the open space needed to complete a linked greenbelt around the Urban Growth Boundary.

5.5.10 All City-owned property shall be reviewed for potential park or open space use before it is declared to be surplus.

5.5.11 The significant entry corridors that should be preserved or enhanced are the following: Highway 99W, both north and south of the City Center; Highway 34, between Tangent and the City Center; Highway 20/34, between the City Center and Philomath; and Highway 20, between north Albany and the City Center.

5.5.12 An open space separation should be maintained between Corvallis and Philomath. The separation should also be visible from roadways connecting the two communities.

5.5.13 The City shall continue efforts to improve and beautify the Willamette riverfront in recognition of the importance of this asset and of the role the Willamette River has played in the development of the community. Establishment of a special Riverfront Development District will define the specific desired uses and features of this riverfront.

5.5.14 The City property abutting the east side of the Willamette River should be used to enhance this gateway to the City and promote the open space functions and aquatic character of the Willamette River flood plain in this area. A detailed master plan for City-owned properties on the east side of the Willamette River shall identify their optimum open space and recreational uses.

5.5.15 The City shall establish vegetation management practices for open space that mitigate the uncontrolled spread of wildfire, yet minimize the impacts to the natural habitat.

(For policies relating to hillsides see section 4.4.)

5.6 Parks and Recreation

Findings

5.6.a In the Corvallis area, public, private, and quasi-private organizations play an important role in providing recreational opportunities. Recreation providers include City, County, and State agencies, private corporations, educational institutions, and individual benefactors. All are important in providing leisure and recreational resources in this area.

5.6.b Some members of the community may not be able to afford to pay for leisure and recreational services.

5.6.c There is an increasing demand for quality leisure and recreational opportunities expected by the citizens of the community.

5.6.d The recreational needs of the community change with the influx of new people into the community and the aging of the population and other factors. These needs should be assessed periodically to ensure that programs are responsive to community needs.

5.6.e There are opportunities to create linear parks that utilize lands adjacent to scenic water routes, drainage courses and highways which could accommodate paths for walking, bike riding, horse trails, and jogging. (See Section 4.6 - Urban Streams and Other Drainageways.)

5.6.f Major drainageways could be valuable recreation linkages for bike paths, hiking and jogging trails throughout the Urban Growth Boundary; however, trails can affect natural resources and adjacent land uses.

5.6.g Trails in residential areas are sometimes considered a positive amenity or sometimes a nuisance by abutting property owners.

5.6.h New trails in already developed areas are sometimes opposed by the existing property owners who feel negatively impacted .

5.6.i If trails are developed prior to or in conjunction with new development, then prospective buyers who consider trails an amenity, can locate next to them while those who oppose trails can locate elsewhere.

5.6.j There is a shortage of overnight camping facilities in the area.

5.6.k By local standards, there is a shortage of mini, neighborhood, and community parks and sports and recreation facilities in the Urban Growth Boundary.

5.6.l There are significant bicycle trail facilities in the Corvallis area. This includes a Class I path between Corvallis and Philomath, and a series of Class I, II, and III trails throughout the City.

5.6.m There is growth in the senior citizen population in the community. As a group, they are living longer and are more active in later years. The Senior Center is a valuable community asset that is used by seniors and others for a variety of services. There may be a need to expand the existing facility or to have satellite facilities which will respond to this need in the future.

5.6.n There is a long tradition of interagency cooperation among the City, Corvallis School District 509J, and private non-profit groups and agencies. This has resulted in the effective joint use of facilities and has eliminated needless duplication of public recreational resources. Sometimes a school site can effectively serve the neighborhood needs for park and recreational activities. It is especially effective if a neighborhood park and school site are combined.

5.6.o Ongoing acquisition and development of park lands is an important indicator of community livability. Generally, it is more cost effective to develop larger parks within the Urban Growth Boundary, but all park lands, large or small, and in or out of the Urban Growth Boundary, are important assets to the community.

5.6.p Energy-efficient park and recreational facilities are effective for both the user and the service providers.

5.6.q Some developers provide recreational facilities in conjunction with residential development. Such facilities will help meet, but not replace, the need for public investment to serve the recreational needs of that development and the surrounding area.

5.6.r People will use trails, multi-use paths, and pedestrian ways for transportation and recreation, especially if these facilities link various destination points together such as natural areas, parks, educational facilities, commercial, and residential areas.

5.6.s Community and neighborhood parks are designed to serve a variety of activities. Conflicts between activities in the parks and residential areas are reduced when streets separate these parks from residences.

5.6.t The use of neighborhood parks for large active recreational programs, such as organized sports, can create conflicts for neighborhood residential areas.

5.6.u Corvallis is a community that places a high value on protecting its environment and natural parks or natural areas in parks.

5.6.v The development and maintenance of parks requires the use of valuable resources.

5.6.w The University offers many recreational opportunities.

Policies

5.6.1 The City shall re-evaluate and update park and open space plans that identify community standards for open space, parks and recreation facilities, the criteria for siting facilities, the optimum locations for facilities, the service areas, the special needs of all users, and the relationships to other recreational resources. The facility plan shall also contain conceptual plans for known and planned sites. Master planning activities shall adhere to national accessibility standards.

5.6.2 Master plans shall be developed for parks prior to development of the park. These plans shall be reviewed periodically.

5.6.3 Park facilities shall be designed to minimize energy consumption and maintenance costs while still meeting user needs.

5.6.4 Land that has been acquired for park purposes shall not be used for any other purposes unless the use is strictly temporary in nature and is compatible with park use. These temporary uses shall be sensitive to, and compatible with, the environment and abutting uses.

5.6.5 The City shall implement master plans for parks and open space on the east side of the river outside the Urban Growth Boundary and look for opportunities to add the lakes formed by gravel operations to the park system for recreational use by the public.

5.6.6 The City shall continue to use cooperative agreements with the Corvallis School District 509J, Benton and Linn Counties, Linn - Benton Community College, Oregon State University, and other leisure service providers to ensure that adequate recreation and open space lands and facilities will be provided.

5.6.7 The City shall continue to seek Federal, State, and private funding opportunities and volunteer assistance to keep recreational facility development and program costs as affordable as possible.

5.6.8 When possible, trails should be constructed prior to or concurrent with development or with the improvement of public facilities.

5.6.9 The City shall work with the State and Benton and Linn Counties to develop local camping facilities in this area.

5.6.10 The City shall continue to encourage the development and promotion of cultural activities.

5.6.11 The City should acquire land for parks and recreational activities (e.g. trails) in advance of urban growth and development. Parks and open space shall be included in area plans.

(For additional information relating to bikeways and trails see Article 11 - Transportation.)

5.6.12 The Willamette riverfront is an important community asset and should be developed to protect its significant environmental features, allow for public access, park amenities, and places for recreational activities and events.

5.6.13 The City shall actively seek out and include in park plans, suitable locations for active recreation areas such as sports fields.

5.6.14 When developing plans for parks, the City's goal is to design plans which meet the recreational needs of the community and protect the significant natural features of the park.

5.6.15 The City shall continue to make public investments to meet the open space and recreational needs of different areas of the community.

5.6.16 The City shall encourage the use of streets or some other suitable border to separate active neighborhood and community parks from residences.

5.6.17 The City shall revise the Land Development Code to encourage the fronts of buildings to face parks and other public open spaces.

5.6.18 Expansion of the existing Senior Center or adding satellite facilities should be explored and a long-range plan developed for future expansions of senior facilities.

5.6.19 The City shall periodically evaluate youth programs, youth activities, and youth facilities (such as a teen center) to ensure that the needs are being adequately addressed.

5.7 Supporting Documents

Item	Date	Location of Document
Inventory of Public Street Trees	1997	Corvallis Parks and Recreation Department
Historic Inventory	1998	Corvallis Planning Division Library
Corvallis Register of Historic Landmarks and Districts	1998	Corvallis Planning Division Library
Open Space Plan - Corvallis Planning Area	1979	Corvallis Planning Division Library
Open Space - Hillsides Report (Comprehensive Plan Amendments)	1983	Corvallis Planning Division Library
Corvallis Parks and Recreation Master Plan	2000	Corvallis - Benton County Public Library
Criteria & Process to Acquire and/or Protect Open Space	1998	Corvallis Parks and Recreation Department
Corvallis Trails Master Plan	1990	Corvallis Parks and Recreation Department
Bernhardt & Swiecki Urban Forestry Survey	1993	Corvallis Parks and Recreation Department

5.8 Advisory Boards

Historic Preservation Advisory Board
Open Space Advisory Commission
Parks and Recreation Advisory Board
Riverfront Commission

Public Art Selection Commission

5.9 Mandated Reports / Plans / Inventories

Develop master plans and standards for gateways
Establish and maintain a tree planting program
Establish a comprehensive tree management plan for the City
Ongoing program to increase public historic awareness
Develop a definition for Historic Neighborhood
Inventory historical resources
Establish an Open Space - Conservation district
City shall update park and open space plans
City shall acquire land for parks and trails in advance of urbanization
Develop long-range plan to expand senior facilities

Article 7. Environmental Quality

Article 7 Amended April 18, 2002

7.0 Background

This Article addresses the concern expressed by Statewide Planning Goal 6 which is "to maintain and improve the quality of the air, land, and water resources of the State." Corvallis is in the fortunate position of having very fine environmental quality, particularly when compared to other cities in the Willamette Valley. Due principally to local wind patterns, air quality is quite good, rarely exceeding Oregon Department of Environmental Quality (DEQ) pollution standards. Water quality of the Willamette River and discharges from the City into the river are generally within acceptable limits and are much improved over past decades. The City has a well-developed solid waste management system and is embarking on an active program of resource conservation and recovery. The Coffin Butte Landfill appears adequate to accommodate the City's needs toward the middle of the next century with continued and intensified recycling efforts.

This is not to say that Corvallis lacks its share of environmental problems. Emissions from motor vehicles are the primary and most persistent cause of the degradation of local air and noise quality. Occasional intrusions of smoke from field and slash burning and the use of wood stoves do occur and may be causing air quality problems. The Marys River, due to low flows in the summer and very heavy flows caused by winter storms, may be subject to chronic water quality problems. Pollutants from streets and lawns can run off into urban streams, wetlands, and ground water. Noise emissions from industrial activity abutting residential areas detract from the otherwise quiet nature of the community.

Plan policies seek to maintain the existing high level of Corvallis' environmental quality, address identified environmental problems, and incorporate mechanisms to ensure that future development will not cause environmental degradation.

7.1 Relevant Vision Statement Elements

"Corvallis is a community where all pollution types (including noise, visual, air, water, odor, and chemical pollution) are carefully monitored, and standards are maintained that meet or exceed the highest standards in the valley."

"Pollution obeys no human boundaries. Recognizing that, the City coordinates its air and water quality efforts with other communities, surrounding counties, and resource management agencies in the Willamette Valley. This cooperative strategy has created a cleaner, healthier environment by stimulating improved farming and forestry techniques for preserving stream quality, reducing fossil fuel emissions, and significantly reducing the amount and toxicity of emissions."

"Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and

transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods; designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods."

7.2 General

Findings

7.2.a The citizens of Corvallis place a high value on the quality of life in this community and are committed to ensuring that this quality of life is maintained.

7.2.b As a consequence of the value placed on maintaining the quality of life, the City is interested in ensuring that human activities of all types occur in an environmentally responsible manner.

Also, because of the value placed on maintaining quality of life, the City takes steps to ensure that new development occurs in a fashion that is sensitive to the environment and is compatible with abutting uses.

7.2.c When existing developments change or intensify their uses, the City takes steps to ensure that these uses remain sensitive to the environment and compatible with abutting uses.

7.2.d The City has adopted Environmental Protection Agency (EPA) and Department of Environmental Quality (DEQ) standards as the minimum acceptable criteria for environmental compliance. These standards have been found to be inadequate to meet community values in some areas. The community has at times considered adopting local environmental standards.

7.2.e The City's environmental quality can be affected by activities outside of the City.

7.2.f The City does not at this time actively monitor all aspects of the community's environmental quality or seek enforcement actions against those who violate State or Federal standards.

7.2.g The various sources of pollution have cumulative impacts on the City and region, not all of which are currently addressed at local and State levels.

7.2.h Activities taking place in Corvallis have environmental impacts outside of the boundaries of the City Limits.

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

7.2.j In 2016, the State of Oregon has a goal to reduce greenhouse gas emissions by 75% from 1990 levels, by 2050.

7.2.k Car dependence requires substantial land for infrastructure, including streets, parking lots, driveways, and garages.

Policies

7.2.1 The City of Corvallis shall continue to comply with or exceed all applicable environmental standards and shall cooperate with State and Federal regulatory agencies in the identification and abatement of local environmental quality problems, including air, water, and noise pollution on an individual and cumulative basis, as per State and Federal regulations.

7.2.2 The City shall continue to advocate responsible environmental behavior from its citizens and neighbors.

7.2.3 The City shall participate in efforts to improve environmental quality at the local, national, and global levels.

7.2.4 The City shall encourage the Environmental Protection Agency and Department of Environmental Quality to monitor their standards more effectively.

7.2.5 The City shall encourage the use of the most appropriate technology in all new developments and existing businesses and industries to comply with or exceed State and Federal environmental standards.

7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:

A. Air and water quality;

B. Noise or light pollution; and

C. The hazards related to some types of waste materials.

7.2.7 The City and other public institutions shall explore options for reducing carbon emissions.

7.2.8 To reduce greenhouse gas emissions, improve livability, and improve environmental quality, the City and other public institutions shall work to reduce car dependence, consumption of fossil fuels, and vehicle miles travelled.

7.3 Air

Findings

7.3.a The high value placed on clean air by local residents is reflected in local commitments to plans and programs directed toward minimizing air pollution.

7.3.b The potential for air pollution in the Willamette Valley is considerable due to prevailing winds, surrounding mountains which trap the air, and natural conditions caused by temperature inversions. It is likely that future development may result in degradation of air quality.

7.3.c Atmospheric circulation and wind patterns, determined by the maritime influence of the Pacific Ocean, play a key role in Corvallis' air pollution levels, since they affect both the rate of generation and the dispersion of manmade pollutants. Between October and February, inversion conditions are likely to occur, which hamper the dispersive ability of the atmosphere and result in diminished local air quality. During the rest of the year, local easterly ventilation frequently occurs, contributing to an overall higher air quality than found elsewhere in the Willamette Valley.

7.3.d Presently, one of the greatest threats to Corvallis' air quality is caused by gas powered motor emissions; however, this situation may be mitigated in the future by more stringent Federal exhaust emission guidelines and alternative transportation technology.

7.3.e Other significant sources of air pollution are residential heating (especially wood burning stoves), dust, industrial emissions, and field and slash burning.

7.3.f Some pollutants affecting Corvallis air quality, such as field and slash burning smoke, originate outside the City of Corvallis.

7.3.g The DEQ monitors air quality in Corvallis only as a result of air quality complaints or to verify compliance with permit limits.

7.3.h Field burning in the Corvallis area is monitored and permitted by the DEQ.

7.3.i Backyard burning in Corvallis is controlled by the DEQ and administered by the Corvallis Fire Department. Backyard burning is seasonal, well-controlled, and to date has not been found to result in a significant degradation of the local airshed.

7.3.j The DEQ is the designated agency for citizen complaints regarding field and slash burning.

7.3.k The Corvallis Fire Department is the designated agency for citizen complaints regarding backyard burning and indoor burning that generates environmentally harmful and/or noxious odor emissions.

7.3.l The City of Corvallis has no designated agency for reviewing air quality complaints other than for backyard burning.

7.3.m The Corvallis Planning Division of the Community Development Department is the local agency which issues the "Statements of Compatibility" (verification that the use is a permitted use according to the City's zoning) required by DEQ as part of their permit request review.

7.3.n The City recognizes that the release of ozone-depleting compounds is a serious danger to the global environment and that actions are needed at all levels to reduce emissions of these compounds.

Policies

7.3.1 All development within the Corvallis Urban Growth Boundary shall comply with applicable State and Federal air quality standards.

7.3.2 The City of Corvallis shall support State and regional plans and programs to attain overall State and Federal air quality standards.

7.3.3 The City of Corvallis shall continue to cooperate with DEQ and other public agencies concerned with the maintenance and improvement of air quality standards for transportation-related matters.

7.3.4 The transportation element of the Comprehensive Plan shall guide Corvallis' future efforts towards maintaining air quality standards for transportation-related matters.

7.3.5 The City of Corvallis and adjacent jurisdictions shall coordinate review of proposed developments that may threaten to degrade Corvallis' air quality.

7.3.6 The City of Corvallis and Benton County shall work with businesses and industries within the Urban Growth Boundary and the Corvallis airshed to reduce noxious odor and harmful industrial emissions.

7.3.7 The City of Corvallis shall actively promote the use of modes of transportation that minimize impacts on air quality.

7.3.8 The City shall investigate alternative methods of power for some public vehicles.

7.3.9 The City shall discourage burning practices that are environmentally harmful or create a public nuisance.

7.3.10 The City shall encourage citizens to modify their household actions to reduce emissions. This can include items such as alternatives for heating, transportation, and lawn equipment.

7.3.11 The City of Corvallis shall support the reduction of the depletion of the stratospheric ozone layer and adopt measures to reduce emissions of ozone-depleting compounds into the atmosphere from municipal activities.

7.4 Noise

Findings

7.4.a Standards and regulations concerning noise emissions have been established at both a State and Federal level. These standards presently apply only to certain types of noise generating activities; however, it is possible that new standards will be developed in the future that will cover additional sources of noise pollution in the next several years.

7.4.b Corvallis' existing and future sources of noise principally stem from motor vehicles, industrial activities, and the impact of airport operations on surrounding development.

7.4.c Local government, through land use controls, can play an important role in mitigating noise pollution. The exclusion of typically incompatible uses, the use of buffer strips, berms, and other design features, and the use of special design concepts such as clustering and planned unit developments may minimize the impacts of street and highway-generated noise pollution while protecting adjacent land uses.

7.4.d The City of Corvallis and Benton County have jointly developed a plan to redistrict properties around the Corvallis Municipal Airport. This plan includes use and height restrictions and a notification system to advise property owners within 1500 feet of airport facilities of noise impacts.

The City of Corvallis and Benton County strive to minimize airport noise impacts by using compatible zoning near the airport that progresses to less compatible zoning as the distance increases between the airport and the incompatible use.

7.4.e Effective control of the undesirable effects of highway generated noise requires a three-part approach:

i. Source emission reduction;

ii. Improved highway and street design; and

iii. Land use controls.

7.4. f The City of Corvallis has a noise ordinance but does not regularly monitor noise levels by any scientific decibel measurement nor does the City regulate noise except in response to complaints or as part of new development review.

7.4.g Excessive sound is a hazard to the public health, welfare, safety, and quality of life of the community.

7.4.h Potential for noise pollution exists whenever a more intensive use abuts a less intensive use and/or a sensitive use is in the vicinity of a major roadway.

Policies

7.4.1 New development shall comply with applicable State and Federal noise emission standards and the City shall encourage State and Federal agencies to continue a vigorous implementation of these provisions.

7.4.2 Future planning shall encourage the protection of both the citizens of Corvallis and the City's economic base. Noise-sensitive development such as schools and residential uses should not be located near existing or planned uses that have major noise impacts such as airports, major highways, loud recreational facilities, intensive industrial and commercial operations, unless noise mitigation features are incorporated into the project.

7.4.3 Where unusual or excessive noise impacts are anticipated from new development, acoustical analysis may be required of developers to determine if mitigation measures are warranted.

7.4.4 Noise abatement measures will be encouraged where higher intensive uses abut lesser intensive uses and where residential uses abut major roadways.

7.4.5 The City shall continue to assure that the land uses surrounding the airport are of compatible types and consistent with the Airport Master Plan. (See Section 11.9 - Air.)

7.4.6 The City shall continue to support the completion of the northern leg of the eastern highway bypass of the downtown.

7.5 Water

Findings

7.5.a The Willamette River runs through many jurisdictions, necessitating cooperative water management planning and consideration for downstream effects of actions taken by single jurisdictions and private entities.

7.5.b According to the February, 1998 draft of Oregon's 1998 Section 303(d) List of Water Quality Limited Waterbodies, published by the DEQ, the Corvallis stretch of the Willamette River(from the Calapooia River to the Long Tom River) is water quality limited for bacteria and temperature .

7.5.c According to the February, 1998 draft of Oregon's 1998 Section 303(d) List of Water Quality Limited Waterbodies, published by the DEQ, the Corvallis stretch of the Marys River(from the mouth of the Marys River to Greasy Creek) is water quality limited for bacteria, flow modification, and temperature.

7.5.d Much of the area outside the City and within the Urban Growth Boundary has severe limitations for septic tanks and requires City sewer service for full urban development.

7.5.e Water pollution in the Corvallis area results from both "point sources" (such as municipal and industrial wastewater discharges) and "non-point sources" (pollutants such as oil, dust, agricultural and landscape chemicals and other debris, which are carried into streams by storm runoff).

7.5.f Reduction of open space, removal of vegetative cover, terracing into hillsides, and development that increases the amount of impervious surfaces (for example, paved streets, roofs, parking lots) will, unless mitigated, contribute significantly to increases in the peak flows of urban storm runoff entering storm sewers and natural drainageways.

7.5.g Offsetting measures can reduce the negative effects of urban development on water quality and quantity problems. Examples include on-site retention / detention of stormwater, inclusion of landscaped buffer strips adjacent to new development, protection of flood plains, and preservation and improvement of streamside vegetation along watercourses and in wetlands.

7.5.h The City of Corvallis has exhibited considerable concern for water quality and has directed planning efforts towards ensuring water quality. City plans include the Wastewater Treatment Program, Sanitary Sewer Master Plan, and Combined Sewer Overflow Project. In addition, a new stormwater master plan is being developed that will contain water quality elements reflecting the community's concern and attempting to address anticipated changes to Federal stormwater runoff requirements. It is probable that anticipated changes to Federal stormwater runoff requirements will necessitate other City plans and programs in the next few years.

7.5.i As a condition of the City's permit to operate a wastewater treatment plant, EPA and DEQ require Corvallis to have a local pretreatment program. The City has implemented a pretreatment ordinance affecting those operations that might otherwise discharge sewage which could damage the functions of the wastewater treatment plant. All industries are screened to determine whether their operations warrant the pretreatment requirement. When required, the affected operations must pretreat their waste before discharging it to the City's wastewater collection system.

Policies

7.5.1 All development within the Corvallis Urban Growth Boundary shall comply with applicable State and Federal water quality standards.

7.5.2 The City shall continue cooperation with Federal, State, and regional agencies involved with the management and quality of Corvallis' water resources.

7.5.3 To improve water quality and quantity in the Corvallis area, the City will continue to develop regulations or programs to manage both point and non-point pollutants by:

A. Increasing public awareness of techniques and practices private individuals can employ to help correct water quality and quantity problems;

B. Improving management of industrial, commercial, and agricultural operations to reduce negative water quality and quantity impacts;

C. Regulating site planning for new development and construction to better control drainage and erosion and to manage storm runoff;

D. Increasing storage and retention of storm runoff to lower and delay peak storm flows as appropriate;

E. Reducing street-related water quality and quantity problems; and

F. Increasing public awareness, minimizing the use and encouraging the appropriate disposal of polluting substances that affect surface and ground water resources.

7.5.4 The City shall work with the appropriate regulatory agencies to ensure that the Marys River complies with applicable State and Federal water quality standards.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

7.5.6 Sediment removal using Best Management Practices shall be utilized prior to discharge of all runoff from both public and private impervious areas. (QL-1)

7.5.7 The City shall develop a biological component for its in-stream water quality monitoring program. (QL-4)

7.5.8 The City shall work to ensure that harmful urban runoff is not discharged directly into streams.(QL-5)

7.5.9 Along with the NPDES requirements, the City shall (QL-8):

A. Require an erosion control plan for all construction activity that can potentially cause erosion.

B. Provide erosion control guidance to the development community in the form of an erosion control handbook.

C. Require sediment removal (to the maximum extent practicable) from construction sites runoff prior to discharge to stormwater systems or streams.

D. Enforce erosion control measures through an active enforcement program with fines for violations, and by educating the public and the building inspectors on the importance of erosion control.

E. Develop community specific standards that limit sediment discharge into receiving water bodies.

7.6 Solid and Hazardous Waste

Findings

7.6.a Corvallis is a participant in the Benton County Solid Waste Advisory Council. Continued participation in the Council is important for planning the availability of adequate sites and facilities for solid waste management as well as providing coordination between various levels of government.

7.6.b The Coffin Butte Sanitary Landfill is the only solid waste disposal site for the City, the Urban Fringe and the rest of Benton County. The Corvallis demolition site, east of the City, was closed in mid-1981. The Coffin Butte site is adequate for Corvallis' needs through the planning period. The use of this site can be extended with continued and intensified recycling efforts.

7.6.c Corvallis presently complies with solid waste disposal requirements as determined by DEQ and EPA.

7.6.d The City routinely deposits reclaimed wastewater sludge on agricultural fields but has constructed two sludge storage basins near the wastewater treatment plant for use if the City is unable to apply this sludge to fields.

7.6.e While certain adverse environmental impacts have been identified with the sludge disposal site, an environmental assessment has concluded that the site is the best alternative available to the City.

7.6.f Per capita generation of solid waste has been increasing. A considerable reduction of the level of solid waste disposed in landfills can be effected by recycling, particularly through the use of source separation.

7.6.g The recycling of solid waste conserves limited natural resources and energy.

7.6.h Both Corvallis, through the report by the Resource Recovery Advisory Task Force, and Benton County, through the Solid Waste Advisory Council, have formulated programs for implementing recycling efforts and the management of solid waste disposal.

7.6.i The storage, disposal, and transport of hazardous substances is a problem of increasing public concern.

7.6.j There is a long lead time involved in developing solid waste disposal facilities. Planning for the siting of new landfills or for alternate means of solid waste disposal should begin 15 to 20 years before the facilities will be needed.

Policies

7.6.1 All waste disposal activities within the Corvallis Urban Growth Boundary shall comply with applicable State and Federal standards.

7.6.2 The City shall continue to cooperate and coordinate activities through the Benton County Solid Waste Advisory Council and State and Federal agencies involved with solid waste disposal.

7.6.3 The City shall promote the appropriate forms of agricultural reuse of sludge produced by the City's wastewater treatment program.

7.6.4 The City shall ensure that special precautions or limitations are taken for the storage of hazardous substances, particularly in the 100-year flood plain.

7.6.5 Planning for new solid waste disposal facilities should begin 15 to 20 years in advance of need.

7.6.6 Efforts to promote alternatives to disposal of solid waste in landfills, such as composting, recycling, and waste reduction, should be actively developed through public education and through advertising prepared by the City, the County, and the franchised waste collection and disposal companies.

7.6.7 Transport of hazardous materials shall be directed along major traffic corridors or City bypasses, away from residential neighborhoods.

7.7 Other Environmental Concerns

Findings

7.7.a The health and environmental implications of urbanization are sometimes not immediately apparent. From time to time, new hazards are detected from sources previously thought to be safe.

7.7.b Materials used in residential construction are periodically found to create health concerns. The use of unsafe materials should be prohibited once they are found to be hazardous.

7.7.c Studies indicate a strong correlation between prolonged exposure to electromagnetic fields from power substations and childhood cancer. These studies recommend that the exposure be minimized by siting schools, day care centers, and playgrounds at least 490 feet away from power substations.

7.7.d Hazards of radioactive materials is known. New information indicates that exposure by humans to this sort of radiation should be minimized.

7.7.e Many ordinary materials uses in household maintenance and enhancement activities have detrimental effects on the environment and create concerns for public health. There is a need for public education to guide usage towards safer products and safe means of disposal.

Policies

7.7.1 The City of Corvallis shall keep advised of new environmental hazards and shall take steps to minimize the public's exposure to these hazards through modifications to the City's development standards.

7.7.2 As information is developed regarding the environmental hazards of certain building materials, the City shall take steps to discourage their use locally and to seek changes in building codes to ban their use statewide.

7.7.3 If it is confirmed that there are unacceptable health risks from prolonged exposure to electromagnetic fields (EMFs), the City shall place reasonable restrictions on the future placement of electrical substations and other sources of EMFs within close proximity to facilities such as schools, playgrounds, and child care facilities.

7.7.4 Due to the known hazards associated with exposure to radioactive materials, the City's development standard shall reflect a need to isolate the public from facilities used for the storage, utilization, production, disposal, and transportation of radioactive materials.

7.7.5 The City should work with the local franchise to increase opportunities for the safe disposal of hazardous waste.

7.7.6 The City should undertake a program to increase public awareness of potential pollution and health hazards of household products used in normal maintenance and enhancement activities, and to recommend safer substitutes and means for safe disposal.

7.7.7 In the construction of City-owned buildings, the City will incorporate appropriate "green builder" construction methods and materials, such as demolition and construction debris recycling, energy efficient design and equipment, engineered lumber, recycled content materials, low-toxic paints and finishes, and water conserving landscape design.

7.7.8 The City will consider strategies, such as incentives, to encourage the use of green builder construction methods and materials in private construction.

7.8 Supporting Documents

Item	Date	Location of Document
Comprehensive Plan Report: Air, Water & Land	1980	Corvallis Planning Division Library
EPA & DEQ standards	current	OSU Valley Library
Noise - Corvallis Municipal Code 5.03.030.010	current	Corvallis - Benton County Public Library
Solid Waste Recovery Report	annual	Benton County Environmental Health Division
Stormwater Master Plan	2002	Corvallis-Benton County Public Library

7.9 Advisory Boards

Solid Waste Advisory Council
Watershed Management Advisory Commission

7.10 Mandated Reports / Plans / Inventories

Investigate alternative powered City vehicles
Adopt measures to reduce emissions of ozone depleting compounds
Develop a program to increase public awareness of potential pollution / health hazards of household products

Article 8. Economy

8.0 Background

This Article addresses Statewide Planning Goal 9: "To diversify and improve the economy of the State."

Historically, Corvallis' economy has been linked with Oregon State University's growth and development. In recent years, the expansion of Hewlett - Packard, and related high-tech industries, plus the growth of medical and professional services has added to the diversity of the City's economy. As a consequence of this, Corvallis has enjoyed stable economic conditions. Unemployment has traditionally been lower than the State as a whole, and the City has not experienced any major economic contractions or dislocations.

Oregon State University's student enrollment has stabilized with a marketing effort underway to increase student numbers. The university is seeking to serve adult and lifelong learners and other students throughout the State who may come to Corvallis relatively infrequently, but would need support services from local Corvallis businesses. While Oregon State University certainly remains a major factor and an important influence on the local economy, most growth during the planning period is expected to come from the private sector economy. The challenge Corvallis faces for the future is to continue diversifying its economic base while retaining the stability and quality of life that has marked its past.

The economic policies included here reflect the following characteristics of the Corvallis area: the presence of a major university and the activities it attracts; the role of Corvallis as a regional center for shopping, finance, service, medicine, and government; Corvallis' highly educated, experienced work force; the relatively unspoiled natural environment surrounding the Corvallis area; Corvallis' distance to the freeway and location on a railroad spur line; an absence of scheduled airline flights; and a relative lack of tourist attractions.

Another major foundation is the range of community attitudes regarding the desired type and amount of economic development. The citizens want to maintain the existing high quality of life in Corvallis and plan for moderate and stable growth that is consistent with the character of the Urban Growth Boundary and within the City's fiscal capacity. As indicated in the Corvallis 2020 Vision Statement, Corvallis citizens value small, locally-owned businesses that demonstrate environmentally-sound practices, promote the use of alternative transportation, have family-friendly policies, and are active in community decision making processes.

8.1 Relevant Vision Statement Elements

"We envision that in 2020 Corvallis will be an economically strong and well-integrated City, fostering local businesses, regional cooperation and clean industry."

"Corvallis recognizes that *its livability is a primary source of its economic vitality. Corvallis boasts a vibrant, healthy economy that draws its strength from four directions:*

- *Broad base of employment in a diverse number of fields, with a predominance of small, locally*-owned *businesses;*
- *Family wage jobs linked in part to education, technology, health care, professional services, and research;*
- *Active and convenient regional transportation system which makes it easy to walk, cycle or ride mass transit;*
- *Business and community collaboration to maintain and improve the City's air and water quality."*

8.2 Employment and Economic Development

Findings

8.2.a The citizens of Corvallis want to maintain the existing high quality of life, protect agricultural and forest resource lands outside the Urban Growth Boundary from encroachment by urban development, retain significant natural resources which contribute to livability, and maintain a healthy and stable economy.

8.2.b There continues to be considerable interest in, and concern about, the growth of Corvallis.

8.2.c The citizens of Corvallis place a high value on clean air and clean water.

~~*8.2.d The stability of Corvallis and Benton County's economy is dependent on a few major employers in a few economic sectors, i.e., Oregon State University and Hewlett - Packard; other local, State, and Federal government employers; firms engaged in electronics, forest and agricultural products; consulting and medical services; and retail businesses. In 1996, the twelve largest employers in Benton County were located in Corvallis, representing nearly half of the total employment in the County.*~~

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, 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.

8.2.e A local economy dependent on a few sectors or a few major employers is likely to be affected by cyclic fluctuations and long-term changes in the character of major economic sectors.

8.2.f For the period 1986 to1996, employment in Corvallis and in Benton County grew more than twice as fast as the population as a whole. Jobs are growing faster than the availability of housing, leading to a local jobs / housing imbalance.

8.2.g Although large business developments tend to attract more attention, the importance of small businesses as employers, taxpayers, and providers of goods and services is greater collectively and provides stability through diversity.

8.2.h The services sector of the economy encompasses a wide variety of activities, including health, professional, personal care, and social services. Extensive financial and professional services exist in Corvallis, meeting both the needs of the City and the surrounding region.

8.2.i High rates of employment growth are expected in the services, sales, professional, and technical occupations. This growth in demand for services is largely attributable to the region's aging population and the prevalence of dual-income and single-parent families.

8.2.j High-tech electrical equipment manufacturing employment as a percentage of total manufacturing employment is approximately five times higher in Benton County than in the State as whole. These jobs have been well-paid. In 1996, the average salary in the machinery and electrical equipment manufacturing sector was approximately $51,889, 177% of the County average.

8.2.k Currently, sixty-five percent of the City room tax is available for economic development through the City's Economic Development Allocation process.

8.2.l Under the City's Economic Development Policy, economic development allocations are intended to support the retention and creation of family wage jobs, infrastructure development, and the availability of support services, such as housing and employment training.

8.2.m Coordinated planning efforts among neighboring jurisdictions improve the quality of planning decisions affecting the economy.

8.2.n New electronic technologies create opportunities for telecommuting and home-based businesses, particularly in professional and technical fields.

8.2.o Internet-based commerce is expected to grow significantly. The internet will impact existing businesses in Corvallis in unknown ways.

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

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.

Policies

8.2.1 The City and County shall support diversity in type, scale, and location of professional, industrial, and commercial activities to maintain a low unemployment rate and to promote diversification of the local economy.

8.2.2 The City shall monitor changes in demographic information to assure that the type, quantity, and location of services, facilities, and housing remain adequate to meet changing needs.

8.2.3 The City shall support existing businesses and industries and the establishment of locally-owned, managed, or controlled small businesses.

8.2.4 The City shall monitor the jobs / housing balance and develop strategies in response to that information to retain a balance over time.

8.2.5 The City shall participate in coordinated land use planning and economic development efforts among Corvallis, Philomath, Benton County, and Linn County. This shall include strategies to address regional jobs / housing balance.

8.2.6 In times of low unemployment or of rapid job growth that adversely affects the jobs / housing balance, the City Council will adjust its economic development policies to focus on the availability of affordable housing and on the maintenance of existing businesses, rather than on the recruitment of new businesses.

8.2.7 The City shall periodically evaluate the effects of economic activity on the community and its air, land, and water resources.

8.2.8 The City shall stay responsive to emerging technologies that support local businesses.

8.3 Labor Market

Findings

8.3.a The unemployment rate for Benton County in 1996 was 2.7%, representing 1,150 unemployed persons. This was the lowest unemployment rate in Oregon. Unemployment in Benton County has consistently remained below the State and national averages since 1980.

8.3.b The rate of unemployment among minorities is higher than for the population as a whole. The 1990 Census indicated that minorities comprised 9.5% of the Benton County population and 16.4% of the unemployed workers.

8.3.c Benton County's low unemployment rate has made it difficult for many Corvallis employers to locate qualified, skilled workers for available jobs.

8.3.d Overall, the population of Benton County is well-educated. According to the 1990 Census, 41% of those 25 years old or older in Benton County attained a baccalaureate degree or higher, compared to 21% for Oregon as a whole.

8.3.e Workers will need to upgrade their skills on a continual basis to remain competitive in a rapidly changing economy. While some Corvallis employers provide regular training to their employees, many workers have limited time or financial resources to train for better jobs.

8.3.f There are several local public and private organizations which promote job training and facilitate contacts between job seekers and prospective employers. The different services are sometimes not well-coordinated. A "One-Stop Career Center" will be established in Corvallis in 1998 or 1999. The purpose of the center will be to integrate job training, assistance, and placement services in one location.

Policies

8.3.1 The City shall support the delivery of effective, coordinated job training and other career assistance.

8.3.2 The City shall support programs and initiatives for the development of a skilled, trained workforce.

8.3.3 The City shall encourage local employers to provide their employees with opportunities for training and career development.

8.3.4 The City shall seek opportunities to minimize unemployment among all segments of the community.

8.4 Education

Findings

8.4.a State and local education represents the most significant sector of Benton County's economy, with approximately one-fourth of all County jobs in this sector. This sector provides a stable economic and employment base for Corvallis and is three times the State average.

~~*8.4.b Oregon State University is consistently rated among the top Universities in the nation in the areas of forestry, agriculture, computer science, engineering and pharmacy. A significant portion of the nation's research in the fields of forestry, agriculture, engineering, education, and the sciences takes place at Oregon State University. Changes in Oregon State University employment will be affected mainly by research activities.*~~

8.4.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. Significant research in the fields of forestry, agriculture, engineering, and the sciences takes place at Oregon State University.

8.4.c Oregon State University will continue to develop new technology in both "high-tech," and "bio-tech" renewable resource based industries.

~~*8.4.d Oregon State University undergraduate students are attracted to the university for its programs and its location. Support for students' convenient retail shopping and entertainment needs will be one key to improving on OSU's attractiveness to new undergraduate students. Undergraduate students, per person, contribute as much as $11,000 each year to the local economy through the employment of University faculty and staff who live in the local area and the purchase of goods, food, and services from local businesses.*~~

~~*8.4.e Linn - Benton Community College (LBCC) provides the community with needed vocational training, retraining, and community education. Linn - Benton Community College also supports collaborative workforce development initiatives with numerous public and private organizations.*~~

8.4.e Public educational institutions provide the community with needed vocational training, retraining, and community education. Ongoing and emerging development of educational programs impact and provide opportunities for economic growth through the utilization of technology and ideas developed at local educational institutions.

~~*8.4.f The Oregon Education Act for the 21st Century sets a goal of Oregon having the "best trained work force in the world by the year 2010." To meet this goal, schools must provide students with relevant academics and meaningful work-based experiences in their communities. Collaboration between the Corvallis School District 509J, Oregon State University, Linn - Benton Community College, and local employers will be needed to meet this State mandate.*~~

Policies

8.4.1 The City shall encourage and support Oregon State University as a major education and research center.

8.4.2 The City shall support Oregon State University to facilitate the transfer from research to business of new technologies developed at the University.

8.4.3 The City shall support Linn - Benton Community College as the region's Community College.

8.4.4 The City shall encourage collaboration between the Corvallis School District 509J, Oregon State University, Linn - Benton Community College, and local employers to address emerging education and workforce needs of the community.

(For additional information on Education, see Section 10.5 - School Public Facilities, and Oregon State University Sections in Article 13.)

8.5 Government Services

Findings

8.5.a Corvallis is the seat of County government and has the geographical advantage as the locale for a number of regional, State, and Federal government agencies.

8.5.b Including State and local education, the government sector comprised approximately 30% of the labor force in Benton County in 1996.

8.5.c Local government offices within the central business district provide an anchor for maintaining a viable convenient downtown shopping area and also can provide a transition between commercial and residential areas located in the downtown area. Government employees and patrons provide a significant number of customers in the downtown shopping area.

8.5.d Local government service delivery tends to be labor-intensive, making it difficult to maintain service levels when government service employment does not keep up with the overall rate of population growth.

8.5.e Recent changes in the local property tax system raise uncertainty regarding the future of the City's primary revenue stream. These changes may make it necessary to seek alternative revenue sources for services that traditionally have been supported by property tax measures.

8.5.f Between 1990 and 1998, three property tax-limiting measures were successful at changing Oregon's property tax system. The most recent of these, Measure 50, has changed the property tax system from a levy-based system to a rate-based system, which has led to uncertainty in the future of local government's primary revenue stream. As a rate-based system, with a permanent tax rate and assessed value growth limited to 3% plus value from new development, property tax revenues are tied to a community's

economic health and new development more than ever before. In periods of economic stagnation or deflation, property tax revenues could decrease at a time when demand for services would most likely increase. Without value from new development, it is likely that the revenue from property taxes will grow slower than the costs of providing basic services. The end result will be either a need to seek alternative revenue sources, or a decrease in services traditionally supported by property tax revenues, such as parks and recreation, transit operations, street maintenance, library services, police and fire protection, and land use planning.

8.5.g As measured in annual Citizen Attitude Surveys, Corvallis residents have a generally favorable view of City services. In the 1997 survey, 87.1% of Corvallis residents rated City services as "excellent or good."

8.5.h In the 1997 Citizen Attitude Survey, 49.6% of Corvallis residents indicated that they would prefer to pass a property tax levy to maintain current service levels rather than cut the level-of-services. Only 26.9% of the responders indicated they would prefer to cut services.

Policies

8.5.1 Local government administrative offices shall remain centralized in the downtown.

8.5.2 The City shall work with the U. S. Postal Service to retain its main customer service center in the downtown.

8.5.3 The City shall seek to maintain the community's desired level of public services. As needed, the City shall evaluate alternative funding mechanisms, including property tax levies, for programs or services that are deemed a priority by the community.

(Refer to Article 10 for additional information on Public Utilities, Facilities, and Services.)

8.6 Visitor and Conference Activities

Findings

~~*8.6.a In 1996, there were an estimated 200,000 overnight visitors to Corvallis, representing the following market segments: business travel and Oregon State University (approximately 54%); visiting friends and relatives (35%); conference and sports (8%); fairs and festivals (2%); and leisure vacationers (1%). The fastest growing visitor market segment is conferences and sports.*~~

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. Overall, in 2014 visitors spent $114.8 million dollars in Benton County, and generated $1.4 million dollars in local taxes.

8.6.b The visitor and conference industry includes lodging, restaurants and catering, conferences and meeting facilities, festivals and events, and transportation. According to information from the Runyan Report (December 1996), travel-generated impacts in Benton County accounted for the following :

i. 832 travel-generated jobs;

ii. $45,090,000 in travel expenditures;

iii. $9,180,000 in local payroll;

iv. $1,220,000 in State tax revenue; and

v. $570,000 in local tax revenue (room tax).

8.6.c Demand for visitor accommodations is expected to continue to increase. Local motel occupancy rates have gradually increased from 62% in 1987 to 70% in 1996.

~~*8.6.d Most of the conference activity attracted to Corvallis is generated by local groups, most notably Oregon State University, and to a lesser degree by local governments and businesses. The University's activities are capitalized on to support the Corvallis motel, restaurant, and retail businesses.*~~

8.6.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 on campus and in Corvallis. Oregon State University conference facilities and additional private conference facilities satisfy some of the demand for conference space in Corvallis.

8.6.e People attending Oregon State University athletic events make a significant contribution to the Corvallis economy.

~~*8.6.f The Oregon State University conference facilities and additional private conference facilities, satisfy some of the demand for conference space in Corvallis.*~~

8.6.g Corvallis offers convention delegates a small town setting, a major university, and access to natural and scenic amenities.

8.6.h The Oregon State University LaSells Stewart Center has a theater-type auditorium seating 1,200, a 200-seat lecture room, and seven conference areas ranging in size from 375 to 1,800 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University conferences; 2) the Oregon State University Office of Continuing Education; and 3) the general Corvallis community. ***The 40,000 square foot conference and performing arts facility accommodates more than 160,000 guests annually and hosts hundreds of conferences and events each year.***

~~*8.6.i The Oregon State University Alumni Center was completed in 1997 and has a* ***7,000 square foot*** *ballroom which can accommodate 700 people, and eight conference rooms ranging in size from 254 to 1,600 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University alumni to come home to and host events; 2) Oregon State University meetings and conferences; and 3) the local and regional community. Oregon State University is currently interested in having a 150+ room hotel constructed near these conference facilities.*~~

8.6.i The Oregon State University Alumni Center 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.

8.6.j Enhancement of the downtown, including the riverfront, by providing added retail, entertainment, "eateries," and amenity attractions will increase the number of regional visitors and help promote Corvallis as a visitor and conference center.

8.6.k The Corvallis area has many amenities which serve to extend the time visitors stay in our town. Among those amenities are the Majestic and other theaters, galleries, museums, historic buildings, wineries, festivals, scenic loop tours, the Starker Arts Park and other City parks and gardens, the waterfront, and other natural features. The provision of well-planned visitor amenities can assist the historical and cultural focus of the community by supporting our natural and manmade attractions.

8.6.l City services will be impacted by increased tourism in Corvallis. Increased demands are expected on City multi-use paths, parks, parking, and streets. In 2010, it is estimated that approximately 2,236 visitors will be transported in 1,500 cars on a daily basis.

8.6.m Transportation-related improvements that could have a beneficial impact on visitor and conference activities include: commuter airline service connecting Corvallis to Portland; the establishment of a car rental agency linked to the airport; an airport shuttle service accessible from Corvallis lodging facilities; improved signage on roads feeding into Corvallis, especially along Interstate 5; expanded downtown parking; the routing of large truck traffic around the Central City along a projected bypass; and improved gateways to the Central City.

Policies

8.6.1 The City shall encourage adequate support facilities for Corvallis' expanding visitor and conference activities.

8.6.2 City policies shall encourage lodging and conference facilities in close proximity to visitor services and public transportation.

8.6.3 The City shall consider possible benefits to visitor and conference activities when evaluating possible transportation-related improvements through annual updates to the Capital Improvement Plan.

8.6.4 The City shall support the development of visitor and conference-related amenities that promote the historical and cultural focus of the community.

8.7 Health Services

Findings

8.7.a The Good Samaritan Hospital, other medical facilities, and public health programs located in Corvallis provide medical services for Benton, Linn, and Lincoln Counties.

8.7.b The region's aging population will impact the type, location, and extent of needed health care facilities in the future. The population of the age group above 64 has been growing approximately eight times faster than the population of the region as a whole. The Corvallis area also appears to be gaining popularity as a new home for retirees. The medical facilities, and the general livability of a small town with a major university, all encourage this in-migration.

8.7.c Public facilities such as parks, multi-use paths, and recreational centers can help promote healthy lifestyles by affording opportunities for exercise and social interaction.

8.7.d Some Corvallis citizens have limited access to health care facilities due to the lack of facilities in their area, or lack of available transportation.

8.7.e According to testimony received by the City Council in a 1997 development application process involving an Alzheimer's facility, there is a shortage of Alzheimer's facilities for Medicare and Medicaid patients.

Policies

8.7.1 The City shall encourage cooperation among local, State, Federal, and private agencies in planning and providing for health and related social services.

8.7.2 The City shall support the development or expansion of health services to meet regional, as well as local, needs and the role of Corvallis as a regional medical center.

8.7.3 The City shall accommodate land uses that support the availability of a continuum of health care options, including primary care, assisted living, home health care, and nursing home care.

8.7.4 The City shall stay responsive to demographic trends to evaluate changing health care needs of the community.

8.7.5 The City shall continue to encourage healthy lifestyles by supporting a variety of opportunities for recreational activity and social interaction.

8.7.6 The City shall promote access to available sources of health services by encouraging a broader geographic distribution of facilities and by coordinating land use and transportation decisions that pertain to health services.

8.7.7 The City shall work with the County, health service agencies, and local health care providers to encourage the provision of additional Alzheimer's facilities for Medicare, Medicaid, and other lower-income patients.

8.8 Child Care Facilities and Services

Findings

8.8.a Affordable, convenient, quality child care is one of the services which contributes to the growth and stability of the economy in Corvallis. When employers provide child care assistance, they benefit from improved recruitment and retention of employees, reduced absenteeism and increased productivity.

8.8.b With the increasing number of working parents, it will be necessary to provide child care facilities and services in all areas of the community.

8.8.c In 1997, Benton County had approximately 26 visible child care slots available for every 100 children under age 13, the highest level for all Oregon counties. However, Benton County has an inadequate supply of child care for infants and toddlers and for children with behavioral or learning disabilities.

8.8.d According to the Linn - Benton Community College Family Resources Department, some child care facilities in Corvallis are inadequate, as these buildings were built for other purposes and may not provide appropriate space to meet the needs of children.

8.8.e Child care in Corvallis is less affordable than in other areas of Benton County and the rest of Oregon. Little subsidized care is available for low and middle-income families. Low-income families can spend one-third or more of their household income on child care.

8.8.f Care for school-age children before and after the regular school day and during no-school days, holidays, and summer vacations poses a number of problems. There is a high incidence of children being left home without adult supervision once they are over 7 years of age. The large number of children at home is related to a number of community issues including juvenile justice, school success, and safety.

8.8.g The City of Corvallis works with numerous other public and private organizations to provide enriched programs in Corvallis elementary schools before and after the regular school day and community solutions for non-school days, holidays, and vacations. Plans are in process to put these programs in all Corvallis elementary schools.

Policies

8.8.1 The City shall encourage all employers to help their employees meet child care needs. Strategies include: subsidies to help pay the cost of care (especially for low-wage workers); flexible hours and benefits; enhanced child care resource and referral to help find and manage care; and, where appropriate, child care facilities on or near-site.

8.8.2 The City shall continue to work with public and private organizations to promote good quality child care options that are affordable and convenient to all segments of the community.

8.9 Industrial Land Development and Land Use

Findings

8.9.a To implement economic policies, it is necessary to maintain an adequate supply of industrial lands. The Buildable Land Inventory and Land Need Analysis for Corvallis (1998) indicates that there was a shortage of Research-Technology Center and Limited Industrial land; however, Comprehensive Plan Map Amendments made in 1998 have adequately addressed this shortage.

8.9.b Existing annexation ordinance procedures, the adopted Capital Improvement Program, and implementation of economic policies allow the City to analyze land supply, demand, suitability, and availability. Data from the Buildable Land Inventory and Land Need Analysis for Corvallis (1998), and other sources, will allow the City to plan for an adequate supply of industrial land.

Prior to the adoption of the South Corvallis Drainage Master Plan in 1996, a major barrier to the development of the Riverpark South industrial land was the obligation of the initial development to plan a workable drainage system for the entire sub-basin. In 1996, the City adopted a drainageway master plan for the undeveloped portions of south Corvallis that provides solutions for drainage problems associated with urbanization. Wetland delineations have been prepared for the City's industrial lands around the airport, and a number of large industrial land owners in south Corvallis have prepared wetland delineations for their property.

8.9.c Residential, office, retail, and wholesale activities (as accessory uses), and research and development activities can be compatible with general industrial uses through appropriate design.

8.9.d The City's available designated industrial lands are almost entirely concentrated in south Corvallis.

8.9.e There is a need to diversify the location of industrial parcels throughout the City to provide for employment centers in proximity to residential areas and to reduce impacts of excessive concentration in south Corvallis.

8.9.f The impact of industrial uses on adjacent properties can be reduced through design solutions such as transition areas and screening.

8.9.g Location of one or more Research-Technology Centers (RTC) can be consistent with housing, energy, and transportation policies in the Comprehensive Plan supporting balanced land use, as well as the need to provide a choice of employment areas within the Urban Growth Boundary.

8.9.h The Airport Industrial Park, owned by the City of Corvallis, has 190 acres designated for industrial development, with 50 acres leased and 22 acres optioned. Approximately 310 additional acres are designated for aviation-related industrial development at the airport. The existing water distribution and sewage collection systems are connected to the City's utility systems and are adequate for current uses and initial development anticipated at the airport. Full development of the Airport Industrial property and other industrial lands within the sewer basin will require additional trunk sewer construction and increased sewage pumping capacity.

8.9.i Recent growth in high-tech manufacturing, especially at Hewlett - Packard, has led to relocation and local creation of numerous high-tech related enterprises.

8.9.j Corvallis has a large existing research base and a comparative advantage in the research-technology field due to Oregon State University (OSU), the Forest Ecosystem Research Laboratory, Environmental Protection Agency, Hewlett-Packard, CH_2M HILL, regional medical facilities, and other major employers.

~~*8.9.k The Linn - Benton Regional Economic Development Strategy states that technology transfer, primarily from Oregon State University, will be a major factor in starting or expanding businesses that bring new products and processes into the marketplace. (See Section 8.4 - Education.)*~~

8.9.l The economic base of Corvallis would be strengthened by additional employment opportunities in the research-technology area which in turn would benefit from proximity to Oregon State University, a major research institution.

8.9.m Many research-oriented firms prefer to locate in a research-technology center.

8.9.n Research-technology firms desire higher quality sites than other industrial developments.

8.9.o Large parcels of general industrial land are key elements of the industrial land market that serve as magnets for development. Many firms require areas of at least 30 to 50 acres to accommodate large integrated manufacturing operations, to provide an aesthetically pleasing setting with protection from incompatible uses, and to provide room for rapid expansion if market conditions warrant. Single ownership of large contiguous industrial sites avoids the expensive, time consuming process of assembling a site from smaller parcels. Planned industrial parks are a compatible and desirable neighbor for large research firms and industrial firms.

8.9.p The community desires to maintain the green open space characteristics of Research-Technology Center and Limited Industrial developments.

8.9.q The community desires that new industrial development be characterized by a lack of significant environmental pollution.

8.9.r There is a demand to have an inventory of industrial sites that meet the current standards, but are not subject to time delays associated with discretionary review.

8.9.s Planned Development overlay designations were placed on many industrial sites at the time of their original City zoning in an effort to address concerns about such things as drainage problems, City gateway appearance, and compatibility with neighboring residential properties. An alternative to using the Planned Development process that deals with these concerns is to use non-discretionary standards to address the specific site development concerns.

8.9.t A Mixed Use Employment District, adopted in 1998, incorporates standards for building orientation, block size, and design, that implement community desires for pedestrian and transit access, and integration with neighborhood character. The district allows flexibility of uses to meet neighborhood needs, some local employment, and expands options for office, commercial, and residential uses.

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

Policies

8.9.1 The City shall designate appropriate and sufficient land in a variety of different parcel sizes and locations to fulfill the community's industrial needs.

8.9.2 In designating new industrial properties, and in redesignating properties to industrial zoning from other designations, the City shall work to diversify the locations of industrial properties within the community.

8.9.3 Lands designated for industrial use shall be preserved for industrial and other compatible uses and protected from incompatible uses.

8.9.4 The Land Development Code shall maintain standards for the purpose of minimizing the negative impacts of industrial development on surrounding properties.

8.9.5 The City shall develop standards to improve the compatibility of General and Intensive Industrial uses, including minimum standards for building materials and appearance, prohibition of pole-mounted signs, and outside storage and screening requirements.

8.9.6 The City shall develop standards for General and Intensive Industrial Districts intended to reduce traffic impacts. These standards shall include direct pedestrian connections from building entrances to sidewalks and transit stops, location of building entrances within 1/4 mile of potential transit routes for uses with more than 50 employees, and consideration of requiring transportation demand management **(see definition in Article 50)** strategies by new uses with more than 50 employees.

8.9.7 The City shall designate Research-Technology Center (RTC) as a distinct industrial district that helps continue the practice of providing adequate green open space to maintain community livability. The RTC district shall contain the following features:

A. Campus-like development plan;

B. Use of natural site characteristics and other significant design elements as a means of buffering adjacent land uses;

C. Orderly, economic provision of an adequate level of key facilities; and

D. The RTC district shall be used to help assure the availability and adequacy of sites for "high-tech," "biotech," and renewable resource-based businesses and industries, and to foster the transfer of academic and private research results into practical applications.

8.9.8 The City shall encourage the development or expansion of industries in the vicinity of the Corvallis Municipal Airport, provided that such industries meet the requirements of the Airport Industrial Park Master Plan.

8.9.9 The City shall coordinate planning activities with Benton County in order that lands suitable for industrial use, but not needed within the planning period, are zoned in a manner which retains these lands for future industrial use.

8.9.10 For the subject property shown on the map below there shall be no land division and no industrial or commercial development until annexation to the City of Corvallis. Upon annexation, the minimum lot size is 50 acres for all lots within the subject property. This 50 acre minimum lot size for each lot may be reduced only after an industrial park has been approved through the Planned Development process. Lots of less than 50 acres in size, which existed at the date of the original adoption of this policy, may be developed or reduced in size through the Planned Development process.

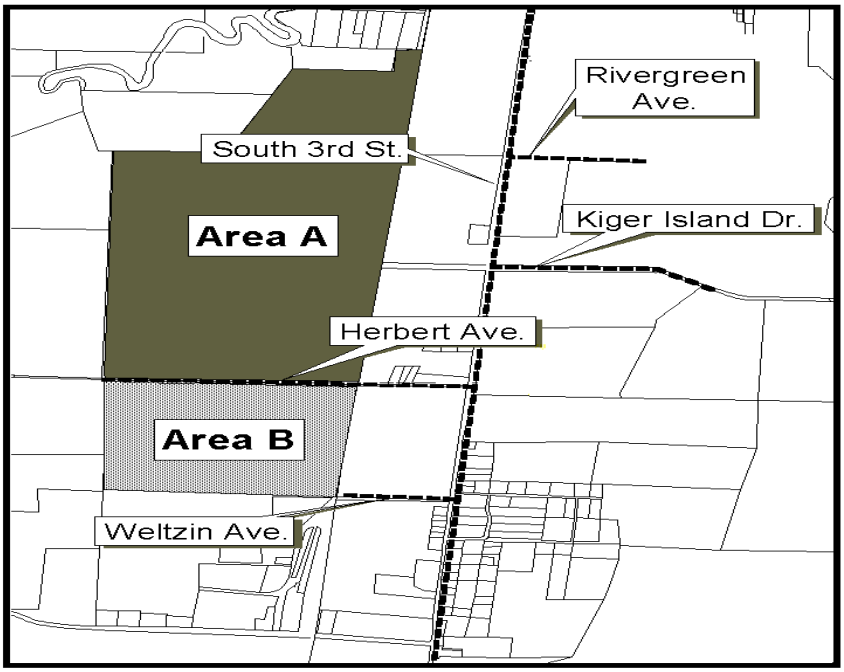
The subject property contains land located inside and outside of the City Limits. A maximum of 50% of the land in Area A (the area inside the City Limits on December 31, 1998) and 50% of the land in Area B (the area outside the City Limits on December 31, 1998) described on the following exhibit can be developed as industrial parks.

To evaluate the supply and demand of industrial land, this policy shall be periodically reviewed:

A. When triggered by 25% and/or again by 50% of the combined land in Area A and Area B is approved as industrial park through the Planned Development process; and

B. At the time of Periodic Review of the Comprehensive Plan.

South Corvallis Industrial Land



8.9.11 Any proposed development within Area A or B must be compatible with airport operations at the Corvallis airport.

8.9.12 The City shall evaluate whether to amend the Land Development Code to provide alternatives to the use of Planned Development overlays for industrial districts. An example would be the creation of different overlays or design guidelines with specific standards that do not require discretionary reviews.

8.9.13 The City shall implement the following relative to a Research-Technology district:

A. Ensure that buildings are located near the street with direct pedestrian connections that maximize access to transit stops;

B. Discourage parking lots located between streets and main entrances to buildings;

C. Promote small commercial uses to encourage pedestrian activity; and

D. Encourage design features that complement adjacent neighborhoods and natural features.

8.9.14 The City shall encourage the location of on-site parking behind or beside buildings rather than in the front.

8.9.15 Industrial and commercial development adjacent to rail lines shall be designed and constructed in a way that does not preclude the future use of the rail facility.

8.9.16 The City shall amend Land Development Code provisions related to the Intensive Industrial Districts. This amendment shall establish that Conditional Development approval shall be required for previously established intensive industrial uses when either of the following conditions apply:

A. A change in operation or increase in production creates the need to secure approval from an environmental permitting agency to increase air, water, or noise emissions unless such emission levels were approved by the City through a previous land use process.

B. Specific limits or conditions related to operations, physical expansion, etc., established by a previous land use approval are exceeded.

8.9.17 The City shall develop standards for a Limited Industrial - Office district on a Citywide basis.

8.9.18 The Mixed Use Employment district shall be encouraged in industrial districts that are easily accessible by transit and pedestrians.

8.10 Commercial and Office Land Development and Land Use

Findings

8.10.a The Corvallis 2020 Vision Statement describes neighborhood and community-oriented shopping and service areas that are safe, convenient, and pedestrian-scale, with buildings oriented to the street. Commercial areas provide shared public spaces, may serve as neighborhood focal points, and are integrated into the existing character of a neighborhood.

8.10.b The 1996 Transportation Plan requires commercial development to be oriented to pedestrians, bicycle, and transit facilities, including building orientation to the street.

8.10.c The Transportation Alternatives Analysis, the West Corvallis - North Philomath Plan, and the South Corvallis Area Plan propose mixed use commercial areas that are located in compact nodes served by transit and within walking distance from neighborhood commercial areas and larger "Town Centers," and incorporate proposed standards. The two specific area plans recommended elimination of current commercial district designations in favor of new Mixed Use Commercial and Town Center designations.

8.10.d A Mixed Use Commercial district, adopted in 1998, incorporates standards for building orientation, block size, and design, that implement community desires for pedestrian and transit access, and integration with neighborhood character. The district allows flexibility of uses to meet neighborhood needs, and expands options for office and residential uses.

8.10.e Commercial activity in the Urban Growth Boundary will have to be expanded to meet future needs. The City of Corvallis desires to make that development an asset to the quality of the community.

8.10.f The proper location of future commercial activity and the standards used to develop the land will have an effect on the quality of the community.

8.10.g Concentrated shopping and office areas that are comprehensively planned, located at transit nodes, and integrated with the surrounding neighborhood, are the best means of meeting the commercial needs of the residents of the area.

8.10.h A linear commercial pattern of development is undesirable to the community.

8.10.i There continues to be concern about the location and development of commercial uses within established residential areas.

8.10.j Professional and administrative office areas provide diversified office uses in concentrated centers and in other appropriate locations and provide opportunities for employment and for business and professional services in close proximity to residential neighborhoods and transportation facilities.

8.10.k To implement economic policies it is necessary to maintain an adequate supply of office lands. The Buildable Land Inventory and Land Need Analysis for Corvallis (1998) indicates that there is a shortage of office land; however, new Mixed Use and Limited Industrial - Office designations should adequately address this shortage.

8.10.l The Monroe Street shopping area is unique and requires special consideration in local planning efforts.

8.10.m It is a common pattern for older commercial areas to experience a decline in their vitality as population centers shift, new commercial areas develop, access to the older parts of town becomes less convenient and insufficient reinvestment is made in the area. It is the community's intention to interrupt this pattern and to keep its existing commercial areas attractive and competitive.

8.10.n The City must remain open to changes in market forces and assure that an adequate supply of commercially-designated property exists to allow for choices in the market place.

8.10.o The community vision of a compact, pedestrian-scale City would be furthered by more compact commercial development which utilizes more than one story, and reduces the proportion of land devoted to parking, and incorporates a mix of uses.

8.10.p As redevelopment occurs, certain existing commercial areas would benefit from a transition to current standards, such as the consolidation of driveways and pedestrian and transit orientation.

Policies

8.10.1 The location, type, and amount of commercial activity within the Urban Growth Boundary shall be based on community needs.

8.10.2 Given the community's intention to prevent decline in existing commercial areas, the City shall explore opportunities to facilitate and assist in the redevelopment of existing commercial areas, in a manner that meets current standards.

8.10.3 All areas with commercial Comprehensive Plan Map designations other than Central Business District and Professional Office shall be redesignated as Mixed Use Commercial. (See Policy 8.10.7 for direction on Land Development Code standards to be developed to address the community's commercial needs.)

8.10.4 New commercial development shall be concentrated in designated mixed use districts, which are located to maximize access by transit and pedestrians.

8.10.5 Commercial activity extending from existing commercial areas along collector or arterial streets (strip type development) shall not be permitted beyond the area designated in the

Comprehensive Plan Map, dated December 1998, except, commercial activity on the south side of Circle Boulevard may be extended east 490 feet to the existing railroad right-of-way, located on the west boundary of Hewlett-Packard.

8.10.6 The City shall monitor the impact of the new mixed use districts on the availability of office space to ensure sufficient land to fulfill the community's professional and administrative office needs.

8.10.7 The City shall develop standards for a hierarchy of mixed use commercial districts, with minor neighborhood centers serving neighborhood shopping and office needs, major neighborhood centers serving community shopping and office needs, and the downtown commercial districts serving regional shopping and office needs. The Professional and Administrative Office district can serve both community and regional office needs. Major neighborhood centers shall be sited at transit nodes on arterial streets and shall incorporate pedestrian-scale features such as building orientation to the street and limiting the maximum block perimeter. As the Land Development Code is updated, districts shall be developed that address all of the community's desired commercial needs.

8.10.8 The City shall locate major and minor neighborhood centers near the junctions of arterials or collectors.

8.10.9 The City shall require at least one major commercial entrance to be located immediately adjacent to the public or private streets within the neighborhood center and mixed use areas. Additionally, parking lots shall be located to the rear of buildings, and where they do not disrupt the pedestrian streetscape, may be located to the side of buildings.

8.10.10 Along the shopping street of neighborhood centers, the City shall encourage occupation of ground floor storefront space by retail and service users that serve local neighborhood needs and generate high volumes of pedestrian traffic.

8.10.11 In order to provide for more compact commercial development and to encourage a mix of uses in commercial districts, the City shall develop standards that will require some types of large commercial development to have multiple stories. These additional levels may be dedicated to parking or to other commercial or residential uses permitted in the district.

8.10.12 The City shall develop standards for commercial, office, and industrial districts to require that, any spaces in excess **of** the minimum standard shall be located in underground or structured parking facilities in developments with large minimum parking requirements (such as over 200 spaces).

8.10.13 The City shall develop standards in the Land Development Code to encourage or require with development or **redevelopment**, the consolidation of vehicle accesses on arterial streets, where appropriate and practical.

8.11 Downtown Area

(See Article 13 - Special Areas of Concern for more specific information on the downtown area.)

8.12 North 9th Street Area

Findings

8.12.a North 9th Street is the major linear commercial area in the City, generally extending from Fremont and Polk Avenues on the south, to Walnut Boulevard on the north.

8.12.b The North 9th Street area has a high degree of congestion.

8.12.c Commercial facilities near the intersection of Circle Boulevard and 9th Street provide community shopping area functions.

8.12.d Both residential and industrial land uses exist along 9th Street, but a lack of adequate development standards has caused conflicts between land uses in this area.

8.12.e Expansion of linear (strip) commercial activity is not desirable along or extending from 9th Street.

Policies

8.12.1 Commercial activity on or extending from North 9th Street shall be limited to the area designated in the Comprehensive Plan Map, dated December 1998, except, commercial activity on the south side of Circle Boulevard may be extended east 490 feet to the existing railroad right-of-way, located on the west boundary of Hewlett-Packard.

8.12.2 10th Street and Highland Drive shall be designated for residential uses adjacent to the street except for areas currently designated commercial.

8.12.3 The City shall develop standards that minimize conflicts between abutting land uses and the transportation function of 9th Street and enact adopted provisions of the Transportation Alternatives Analysis that address issues such as driveway consolidation, access conflicts, and pedestrian refuge islands.

8.12.4 As a transition between more intensive commercial uses and residential uses, professional and administrative office uses shall not be extended beyond the area designated on the Comprehensive Plan Map, dated December 1998.

8.13 South 3rd Street Area

(See Sections 9.8, 11.3, and 13.11 for South Corvallis Area findings and policies.)

8.14 Highway 20/34

Findings

8.14.a Highway 20/34 is one of five major entryway corridors or gateways into Corvallis. It has the potential to reflect and contribute to Corvallis' identity by the creation of an attractive boulevard utilizing tree planting and landscaping along its length and restricting commercial activities to appropriately-districted locations.

8.14.b Highway 20/34 is a major community transportation corridor which links Corvallis to other regions of Oregon. It is important to maintain the carrying capacity and enhance the safety levels of this highway.

8.14.c Several local area and regional plans have been created to guide development in this area: West Corvallis - North Philomath Plan, Corvallis Transportation System Plan, and the Highway 20/34 Corridor Plan.

8.14.d Inhibiting strip commercial development along Highway 20/34 by limiting the location and extent of commercial and shopping activities to prescribed areas will ensure a low density transition zone between the communities of Corvallis and Philomath while encouraging the stability of residential neighborhoods and proper functioning of the highway.

8.14.e Both the West Corvallis - North Philomath Plan and the Corvallis 2020 Vision Statement express desires for distinct visual separation between Corvallis and Philomath, to reinforce each town's community identity.

8.14.f A viable commercial node of limited extent exists immediately east of the intersection of Highway 20/34 and Country Club Drive. This group of commercial enterprises serves, and/or has the potential to serve, certain regional market needs.

Policies

8.14.1 Development along Highway 20/34 is appropriate when it is developed in accordance with applicable local area and regional plans such as the West Corvallis - North Philomath Plan, the Corvallis Transportation System Plan, and the Highway 20/34 Corridor Plan.

8.14.2 To provide an attractive City gateway and protect the transportation function of the highway, linear commercial activity along Highway 20/34 shall not be extended beyond the boundaries shown on the adopted Comprehensive Plan Map, dated December 1998.

8.14.3 Highway 20/34 is a major gateway into Corvallis. Special attention shall be given to public and private development along this corridor to ensure that it reflects and contributes to a positive and desirable image of the community in keeping with policies within the Comprehensive Plan.

8.14.4 Direct access to Highway 20/34 shall be restricted to maintain the carrying capacity and enhance the safety levels of the highway. This will be achieved through the following requirements:

A. New or expanded development shall comply with the Oregon Department of Transportation Interim Transportation and Access Strategy until adoption of the final version of the Highway 20/34 Corridor Plan.

B. New or expanded development on sites within 1/4 mile of Highway 20/34 shall have direct access to a local and/or collector street wherever practicable.

C. Collector streets should be used for access to Highway 20/34 rather than local streets or direct access from individual properties. Access from local streets onto Philomath Boulevard may be allowed where no connection to a collector street is available.

D. New or existing local street access to Highway 20/34 shall be restricted or eliminated where possible.

E. Full street access points should be consolidated and spaced no closer than 1/4 mile intervals along Highway 20/34.

F. At least one collector street shall connect West Hills Road and Country Club Drive as designated in the West Corvallis - North Philomath Plan.

G. New or expanded development shall comply with State highway access regulations and other accepted traffic engineering standards.

8.14.5 Multiple accesses to properties along Highway 20/34 and related major streets shall be consolidated when:

A. Land uses develop, expand, intensify and/or change.

B. Properties are consolidated and/or divided.

C. Lot lines are adjusted.

8.15 Supporting Documents

Item	Date	Location of Document
Oregon Employment Department, 1998 Regional Economic Profile, Region 4 (Benton, Lincoln, Linn Counties)	1998	Corvallis Planning Division Library
City of Corvallis Economic Development Policies	1996	City Council Policy Manual
Runyan Report, Economic Impacts of the Oregon Travel Industry 1991-1996.	1996	Oregon Tourism Commission
Corvallis Comprehensive Plan - "Tourism" (Memo Prepared by Corvallis Convention and Visitors Bureau)	1998	Corvallis Planning Division Library
ODOT Interim Transportation & Access Strategy	1991	Corvallis Planning Division Library
Transportation Alternatives Analysis	1998	Corvallis Planning Division Library
Corvallis Transportation Plan	1996	Corvallis - Benton County Public Library
Corvallis Land Needs Assessment Report	1998	Corvallis - Benton County Public Library
1996 South Corvallis Drainage Master Plan	adopted 1998	Corvallis - Benton County Public Library
West Corvallis - North Philomath Plan	1996	Corvallis - Benton County Public Library
Highway 20/34 Corridor Strategy Plan	draft	Cascade West Council of Governments

8.16 Advisory Boards

Planning Commission

8.17 Mandated Reports / Plans / Inventories

none

Article 9. Housing

9.0 Background

This Article addresses where people live in Corvallis, elements of the homes in which they live, and how their homes and other activities are grouped to form neighborhoods and, ultimately, the community. It encourages good places for all kinds of people to live and lead healthy, happy, productive lives. This section of the Plan is designed to be flexible and does not seek to prescribe lifestyles, yet it does describe elements that may promote a sense of community and interaction among the people of Corvallis.

This Article responds to the Statewide Housing Goal 10: "To provide for the housing needs of the citizens of the State," and includes policies based on an analysis of existing and future housing demand, supply, problems, and opportunities.

The City's housing stock is relatively young, and it stands in reasonably good repair; nearly 80% of the homes in Corvallis have been built since 1950. Oregon State University enrollment is expected to stabilize or grow slowly over the next 20 years, and Hewlett - Packard is not planning any major expansions. The need for housing will be driven by the growth of new smaller businesses and workers currently employed in Corvallis seeking to locate closer to their place of employment. Housing demand is expected to continue to shift towards more owner-occupancy, yet the percentage of multi-family dwellings to single family dwellings will remain higher than the State average. Rental housing will remain affordable compared to the rest of the State. Single family dwelling prices are expected to continue to be above the State average, yet remain volatile in both directions. Other key factors in the local housing market include declining average household size until approximately 2010, regional transportation initiatives, and the increase in the number of communities that require annexations to be approved by the voters within their City Limits.

Plan findings and policies in this section focus on five basic areas: 1) defining and describing a “comprehensive neighborhood” concept as the basis of neighborhood-oriented development; 2) understanding and addressing housing needs in general; 3) assessing the affordability of housing and offering a process for finding ways to create more affordable housing; 4) retaining existing, and encouraging new, downtown residential development; 5) determining the current housing capacity in close proximity to OSU; and increasing the opportunities for alternative transport. Relevant portions of the Corvallis 2020 Vision Statement and other pertinent planning documents are also included in order to provide support for this Article’s findings and policies. Detailed information concerning land availability in Corvallis is available in the Buildable Land Inventory and Land Need Analysis for Corvallis (1998).

This update of the Plan presents a more expansive definition and explanation of the concept of neighborhood by introducing the term “comprehensive neighborhood.” This new term reflects the current values of the community as determined through an extensive visioning

process completed in 1997 and as expressed in the Corvallis 2020 Vision Statement. The findings and policies in this Article, as they relate to and define the term "comprehensive neighborhood," are expected to evolve as conditions and values change.

Using neighborhood in this comprehensive neighborhood context is not perfectly consistent with most peoples' understanding of the word, yet "neighborhood" is the generally accepted term used nationally to describe a basic grouping of homes, businesses, and government services within a community. In crafting and using the definition of a comprehensive neighborhood it is hoped that confusion with the public's usage of the term "neighborhood," which has been distinguished herein as "immediate neighborhood," will be minimized as ideas are discussed and implemented. This usage of neighborhood is, nevertheless, a somewhat arbitrary construct. Readers should keep in mind that the term "comprehensive neighborhood," as used in this document, refers to a significantly larger area than the local use and understanding of the word "neighborhood" or the term "immediate neighborhood" commonly describes. The term "immediate neighborhood" describes a small area of residences grouped together on a single block or cul-de-sac basis, or in small groups of blocks or cul-de-sacs, and also considers the personal relationships that are formed by residents at that level.

For the purposes of this planning document a comprehensive neighborhood is defined as a primarily residential area that offers a range of uses to provide for the daily needs and activities of residents within easy walking distance of residences. Comprehensive neighborhoods contain a variety of housing opportunities, at overall densities that can support appropriately-scaled commercial development and viable public transportation. The design of a comprehensive neighborhood fosters a sense of community with safe, vital public areas, while working to ensure compatibility and effective transitions between diverse uses.

Section 9.2, which introduces the concept of neighborhood-oriented development, is an effort to assure that over time, existing, new, and planned housing in Corvallis is, or becomes a part of, or has connections to, larger functioning comprehensive neighborhoods. On the other hand, the Plan is not intended to mandate changes in immediate neighborhoods that exist today. Rather, it will serve as a guide when infill or redevelopment occurs in these immediate neighborhoods. In some areas of Corvallis, such change is already underway; in other areas, such changes may not take place for a very long time, if ever.

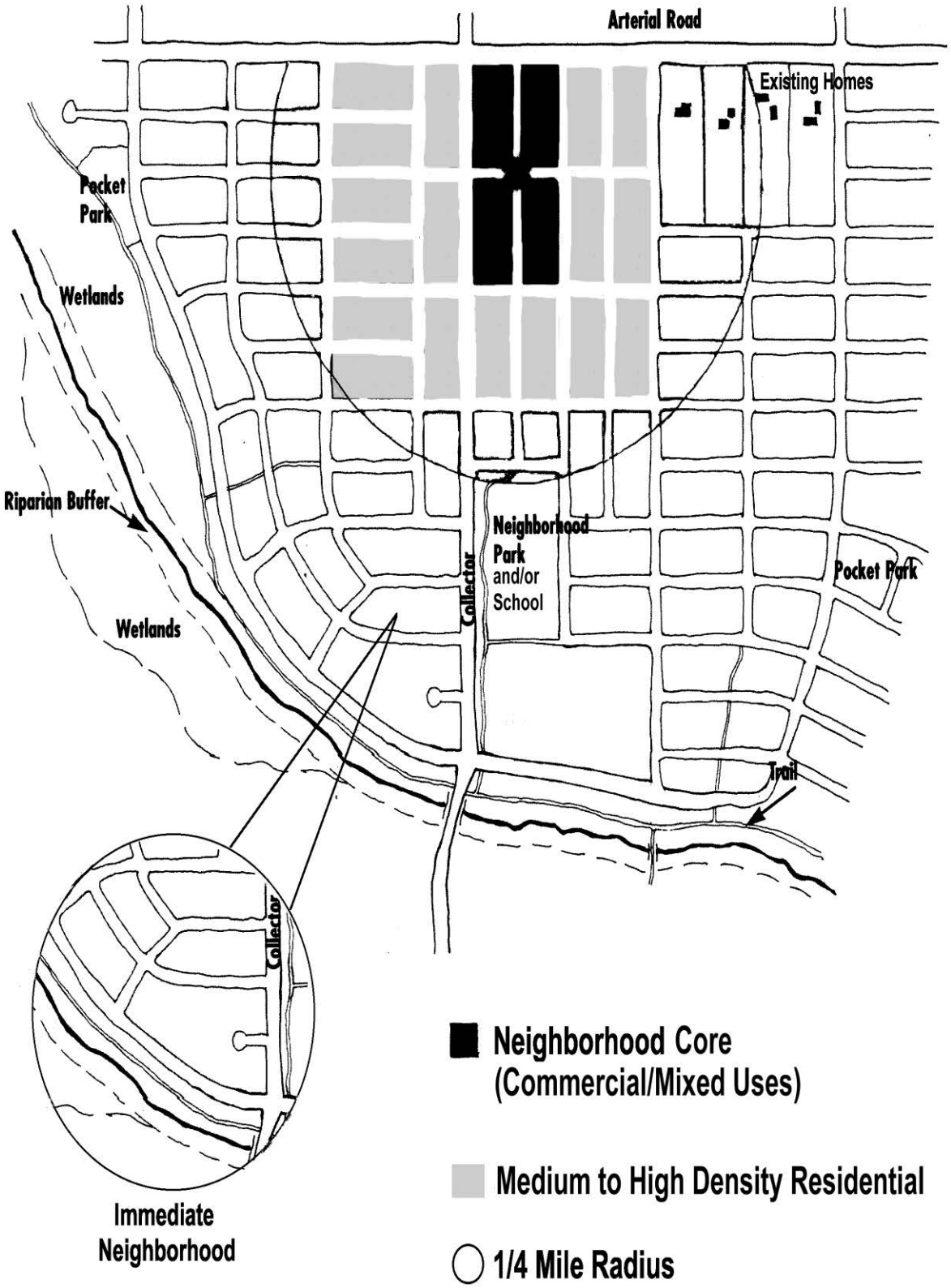
A pedestrian-friendly environment is critical to the success of a comprehensive neighborhood, and thus the neighborhood-oriented development concept. If the scale and distance between housing and a focus of daily activities is too great, transportation options based on walking, such as walking, cycling, and public transportation, become less desirable and less viable choices. The accepted national and international standard for determining the size of a comprehensive neighborhood thus defined is the distance a person can walk easily in five to ten minutes. This equates to a distance of roughly 1/4 to 1/2 mile from the core of a comprehensive neighborhood to its edge.

A comprehensive neighborhood core or focus is typically the location of a mix of uses, possibly including a small public open space, shops, services, civic functions, and connections to public transportation. Within a 1/4 mile - five minute walk of the core is the highest concentration of housing. Medium density housing is generally located within a ten minute walk of the core. Up to a one mile radius from the core of the comprehensive neighborhood is a secondary area which typically is the appropriate location for low density housing. It is likely that when Corvallis is analyzed and mapped to determine appropriate locations for potential comprehensive neighborhood centers, the greater portion of existing low density, or immediate neighborhood, areas in the City will fall into this category of secondary area. Good connections for bicycles and pedestrians from secondary areas to the more intense core area are vital. An example of the typical scale of a comprehensive neighborhood and the relationships of its land uses can be found in the illustrations on the following page.

It is important to note that this is a conceptual layout of an ideal comprehensive neighborhood. Many functional, natural, political and market constraints will influence the final form of its development. Clearly it will be more easily achieved on large parcels in greenfield situations. For developed areas consisting of one or more immediate neighborhoods, where infill and redevelopment are appropriate and possible, the concept will be useful to guide development that maintains, enhances, and/or creates a sense of community.

The intention of planning that is oriented toward a comprehensive neighborhood concept is to address in an integrated way a multiplicity of community needs and issues not currently addressed by policies, standards and codes of the Corvallis Comprehensive Plan and Land Development Code. The Land Development Code will, by necessity, have to be modified to better reflect this comprehensive neighborhood emphasis.

Comprehensive Neighborhood



The goals of Section 9.2 - Neighborhood-Oriented Development, are:

More compact development patterns:

- To provide more housing opportunities and choices;
- To minimize per unit development costs;
- To minimize infrastructure maintenance costs;
- To minimize City service costs (police, fire, sanitation); and
- To make efficient use of land.

Creation of high quality public areas (including streets, squares, and parks):

- To foster community interaction;
- To increase safety;
- To offset private open space reduction in individual units; and
- To connect individual housing units to the larger community.

Promote greater variety of housing types within desirable neighborhood contexts:

- To create lifetime housing options and choices within neighborhoods;
- To increase the desirability of long-term tenure in all types of housing; and
- To increase acceptance / desirability / compatibility of diverse housing within neighborhoods.

Provide more access and transportation choices for all citizens:

- By creating overall housing densities sufficient for viable public transit;
- By creating connections and a land use mix to make pedestrian and bicycle travel safe, desirable options; and
- To increase housing affordability by reducing the necessity of auto expenses for individuals and families.

Reduce the negative impacts of automobile reliance:

- On the general environment;
- On the livability of residential / commercial areas; and
- On land consumption required for auto use, storage, and buffering.

Provide viable opportunities at the appropriate scale and location for a mix of commercial, service, and residential uses:

- To create opportunities for more intense, efficient use of land for a broader range of uses; and
- To support the creation of more pedestrian-friendly residential areas and to support other transportation goals.

Promote comprehensive neighborhood / community planning efforts (such as specific area plans):

- To provide greater community consensus on desirable models of growth;
- To assure that the end result of development matches community needs and expectations;
- To assure the development community as to what is acceptable for a more streamlined process; and
- To provide for larger community needs such as connectivity and the complimentary mix of locations and land uses across land parcels of diverse size and ownership.

9.1 Relevant Vision Statement Elements

"Development standards have been created based on the characteristics of traditional Corvallis neighborhoods. These standards ensure that development and redevelopment create, protect, and enhance neighborhood form while facilitating the community-wide needs to improve transportation choices, provide housing for a diverse population within safe attractive neighborhoods, and maintain resource lands, natural areas, and recreational open spaces."

"More efficient land use through higher densities and compact development reduces the amount of land required for development and the negative impacts of an extended infrastructure. . . . The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods; designing and building neighborhoods

that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods."

9.2 Neighborhood-Oriented Development

Findings

9.2.a All housing occurs within a context. The appropriate context for housing within the urbanized area is a neighborhood.

9.2.b The connections / relationship of any given dwelling unit to its surroundings is critical to the dwelling's quality and viability.

9.2.c The comprehensive neighborhood is the appropriate scale for making planning decisions regarding the relationship of housing to larger community systems, services, facilities, and access.

9.2.d Comprehensive neighborhoods can be defined by the characteristics of neighborhood identity, pedestrian scale, diversity, and the public realm. These characteristics are further identified and supported in the Corvallis 2020 Vision Statement, the West Corvallis - North Philomath Plan, and the South Corvallis Area Plan.

9.2.e The Oregon Department of Land Conservation and Development and Oregon Department of Transportation's Smart Development Code Handbook states that modifying existing standards for setback and minimum lot size requirements reduces barriers to infill development without adversely affecting existing neighborhoods. Among the benefits of modifying such standards are:

i. New buildings on smaller lots can add to the diversity of housing types in a neighborhood, enriching its character and improving its affordability.

ii. The ability to vary lot dimensions allows the necessary flexibility to vary housing type, providing greater market choice.

iii. Promoting diverse housing types in a new development by relying on the average overall sizes of the lots encourages building according to site conditions, and the mixing together of single and multi-family units.

iv. A mix of housing types and costs allows for a diversity of household types, varied ages and incomes.

9.2.f Executive Order No. 97-22 directs Oregon communities to promote compact development within urban growth boundaries to minimize the costs of providing public services and infrastructure and to protect resource land outside urban growth boundaries.

9.2g The goal of compact development is an average or overall density for an area that makes full use of urban services. Averaging densities allows for areas to have a mix of low, medium and high intensity development.

9.2.h Residents' access from home to daily needs and activities is important in determining the quality of individual life as well as having widespread impacts on community livability.

9.2.i Compact, mixed use development requires compatibility between buildings to assure privacy, safety, and visual coherency. Similar massing of buildings, orientation of buildings to the street, the presence of windows, doors, porches, and other architectural elements, and effective use of landscaping, all contribute to successful compatibility between diverse building types.

9.2.j Land use regulations that contain design guidelines or adequate transitions between land use zones mitigate compatibility problems.

9.2.k Street frontage character is particularly important for compatible development and encourages similar heights and widths of buildings, car storage behind the building fronts, main entries, windows and porches oriented to the street, and similar setbacks. Of these guidelines, rear parking storage and a similar building massing are important enough that they might be codified as requirements.

9.2.l Mixed use development is a State growth management objective: to support walking, bicycling, and access to transit; to conserve energy; and to foster affordable housing.

9.2.m Integrating housing with other uses increases neighborhood safety by maintaining activity in residential areas during the day, and in commercial centers after business hours.

9.2.n Designing streets that are balanced for pedestrians, cyclists, and motorists promotes the development of community through the informal meeting of neighbors. Neighborhood safety is improved, since neighbors can more easily come to know one another and watch over each other's homes.

9.2.o Pedestrian-friendly neighborhoods bring more safety, more opportunities for communication among neighbors, and easy opportunities for recreation.

9.2.p Community patterns that provide viable transportation alternatives to an automobile-based system must be comprehensive neighborhood-based if they are to address broader livability needs.

9.2.q Vehicle Miles Traveled (VMT) represent a standard of measuring the quality of a City's transportation system, and of that system's impact on a City's quality of life.

i. *Oregon State Transportation Planning Rule 12 (OAR 660-12) requires that cities avoid reliance on any one mode of transportation and reduce reliance on the automobile. At the point in time that Corvallis becomes a Metropolitan Planning Organization (MPO), this will include allowing no increase in per capita Vehicle Miles Traveled over the next ten years, a 5% reduction of VMT over the next 20 years, and a 10% reduction of VMT over the next 30 years.*

ii. *According to 1000 Friends of Oregon's Making the Land Use Transportation Air Quality Connection: The Pedestrian Environment, vehicle miles traveled can be reduced by 10% with an increase in the quality of the pedestrian environment (ease of street crossings, sidewalk continuity, local street characteristics such as grid vs. cul-de-sac, topography, and building orientation).*

iii. *The Corvallis Transportation Plan states that changes in land use patterns have the greatest overall influence on vehicle miles traveled. Transit-oriented, pedestrian-friendly, mixed land use is able to reduce vehicle miles traveled up to 9.8% and reduce vehicle hours traveled up to 16.7%.*

9.2.r Oregon State Transportation Planning Rule 12 requires that cities plan for the needs of the transportation disadvantaged. Children, the elderly, the poor, the disabled, and others who do not use a motor vehicle for a number of reasons, do not or may not have access to an automobile. Thirteen percent of Oregon's population are school-age children and 16% of adult Oregonians do not have a valid driver's license.

9.2.s Transit-oriented / mixed use land development patterns provide the greatest range of transportation choices for individuals and families.

9.2.t Oregon State Transportation Planning Rule 12 requires that cities reduce reliance on the automobile through land use and subdivision regulations that require transit-oriented development (TOD) and densities on existing transit routes that will support transit service.

9.2.u According to the West Corvallis - North Philomath Plan, overall housing densities of around nine units per acre have been found to encourage greater transit usage.

9.2.v Oregon State Transportation Planning Rule 12 requires cities to identify improvements to the pedestrian and bicycle circulation system to meet local travel needs by creating more direct, convenient, and safe pedestrian and bicycle connections between residential areas and neighborhood activity centers in developed areas as well as in new development.

9.2.w A City's promotion and implementation of compact, transit-oriented development may have positive financial impacts at various levels in the community:

i. *Transportation choices beyond the automobile can represent economic savings to an individual or family that could be used for housing. These choices are more likely to*

exist within the context of pedestrian and transit-oriented comprehensive neighborhoods.

ii. ii. According to the Urban Land Institute's The Costs of Alternative Development Patterns - A Review of the Literature, a more compact, walkable neighborhood form can have economic benefits Citywide by having a style of infrastructure that is far less expensive to build and maintain per dwelling unit served. Compact development would also save on City services such as police, fire, and sanitation.

iii. iii. According to the findings of New Development Choices for Oregon: Market Realities, and Economic Strategies, good quality design of the housing units within compact neighborhoods, designed to be walkable and to accentuate community interaction, can assure marketability and continued value.

9.2.x Corvallis residents value the neighborhood characteristics of traditional residential areas and desire those characteristics in new development.

9.2.y Research suggests that many benefits may be derived from the implementation of standards that promote or require more narrow streets in new development.

i. When land is at a premium, building neighborhoods with excessively wide streets precludes using that land for more productive and profitable uses. Land saved by reducing paved surface area provides more opportunities for other land uses such as open space, farms, community and commercial needs, and housing.

ii. According to the Livable Oregon and the Smart Development Project's "Skinny Streets - Better Streets for Livable Communities," the "skinny" street standards call for streets that use land sensibly, require less money to build, and offer a friendlier environment to pedestrians and residents.

iii. Local governments spend less money building, improving, and maintaining roads when they have less paved surface area. Narrow streets also contribute to more compact development and more efficient land use, as well as minimizing the costs of providing urban services by minimizing the size of service areas.

iv. With less paved surface, narrower streets cost less to build. Narrow streets also allow for more flexibility in subdivision layout by reducing the amount of land designated for streets, and may result in more lots per gross acre of land.

v. Narrow streets reduce overall distances between destinations by using land more efficiently, making walking and bicycling more attractive to residents. Narrow streets also create a safer environment for pedestrians and bicyclists by encouraging reduced traffic speeds.

vi. Narrow streets create an environment of safety and convenience which attracts residents to walk, bicycle, and play in the neighborhood. Narrow streets maximize opportunities for other neighborhood amenities like parks and landscaping by using land efficiently.

vii. Narrow streets encourage more cautious driving and slower speeds by eliminating the "speedway" feel of wide streets in residential areas. The more intimate feeling created by narrower residential streets serves as an additional indicator to drivers that they are in a neighborhood.

viii. A better developed street network, which increases street connectivity and decreases cul-de-sacs and dead ends, benefits emergency service providers by giving them additional access routes to a site. When grid-like street patterns are developed in conjunction with narrow streets, emergency service providers may find that access to a site is improved rather than diminished.

9.2.z Negative impacts of narrow streets is their potential reduction of on-street parking and the potential of longer response times for emergency vehicles.

Policies

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.3 The City shall identify, inventory, analyze, and map existing and potential comprehensive neighborhood areas within the City and the Urban Growth Boundary and, through public processes, determine how they will be preserved, renewed, and or created.

9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are determined by proximity to major streets, transit corridors, and higher density

housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.2.6 The City shall investigate and implement incentives to encourage the development of the neighborhood characteristics identified in 9.2.5.

9.2.7 To facilitate neighborhood-oriented development, the Land Development Code shall include provisions for:

A. Reduced setbacks and minimum lot size requirements in residential districts;

B. Varied lot dimensions within a neighborhood development; and

C. The consideration of an average lot size within a neighborhood development.

9.2.8 To maintain connectivity and promote interactions within and among neighborhoods, gated development shall not be permitted.

9.3 Residential Land Development and Land Use

Findings

9.3.a Corvallis is the major urban area in Benton County with just under 65% of the County's total 1996 population. Based on the findings of the Buildable Land Inventory and Land Need Analysis for Corvallis (1998), adequate land is available within the City Limits to meet the need for low and medium density residential development during the planning period, but there is a shortage of land zoned for medium-high and high density development. The report suggests that the implementation of neighborhood centers will overcome this shortage.

9.3.b The Urban Growth Boundary contains adequate urbanizable land to meet anticipated housing needs for the planning period.

9.3.c Oregon Revised Statutes (ORS 197) preclude development review processes that discourage needed housing through unreasonable costs or delays.

9.3.d Efficient utilization of land (i.e., encouraging building to the mid-point or high-end of the required density of a residential zoning classification) in undeveloped areas of the City is necessary to provide City services in a cost-effective manner, to meet anticipated demand for residential uses, and to support the creation of comprehensive neighborhoods.

9.3.e Maintaining the capacity of land that is within the undeveloped areas of the Urban Growth Boundary and outside the City Limits for eventual, efficient utilization will be critical in order to meet future demand for residential uses and the successful creation of comprehensive neighborhoods. Creative planning techniques (e.g., clustering) and processes (e.g., Corvallis Urban Fringe Management Agreement / administration, requesting exceptions from standardized statewide planning guidelines when necessary) will be required in order to achieve this goal.

9.3.f In 1996, residential land uses represented the largest land use category in the Urban Growth Boundary (54% of all land within the Urban Growth Boundary) and will continue to be the dominant category over the planning period.

9.3.g The Federal Fair Housing Law and/or Corvallis Municipal Code require that equal housing opportunities be provided for all people regardless of sex, race, color, religion, national origin, marital status, familial status (children), age, mental or physical disability, sexual orientation or source of income.

9.3.h A mixture of housing densities within all residential areas of the City increases opportunities for social, economic, and architectural variety. Dispersal of all ranges of housing densities throughout the City balances the costs and benefits of such mixture.

9.3.i Excessive glare from outdoor lighting, noise, and direct lines of sight into homes from adjoining uses in residential areas can cause a decline in quality of life that may translate into reduced property values and neighborhood disagreements. Predictability of glare and noise, regular intervals when neighbors can depend on respites from the glare and noise, and methods to adjust lines of sight to minimize loss of privacy can mitigate some of the negative effects. These mitigating factors, to be effective, must be institutionalized and continue indefinitely in their implementation.

9.3.j Density transfers allow for efficient use of land and support the retention of natural resources.

Policies

9.3.1 Corvallis and Benton County shall work together to assure that adequate urbanizable land is available to meet housing needs during the planning period and to prevent development patterns that preclude future urbanization.

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.3.3 The City shall encourage a mix of residential land uses and densities throughout the City through the application of the criteria of the Land Development Code and through exploration of new approaches that respect the community's values.

9.3.4 No one who sells, rents, or leases a house, apartment, or other real property within the City Limits of Corvallis shall discriminate on the basis of race, religion, sex, sexual orientation, marital status, color, national origin, age, familial status (children), mental or physical disability, or source of income.

9.3.5 Residential developments shall conform to the density ranges specified by the Comprehensive Plan and be of housing types permitted by the applicable zoning district.

9.3.6 The development review process shall not result in the exclusion of needed housing at densities permitted by underlying district designations or result in unreasonable cost or delay.

9.3.7 To the maximum extent possible in residential areas, glare from outdoor lighting shall be shielded and noise shall be limited.

9.4 Housing Needs

Findings

9.4.a The need for new housing is influenced by job generation and in-migration, the availability and cost of transportation, and seasonal factors in such areas as employment and student enrollment at Oregon State University.

9.4.b Statewide Planning Goal 10 requires that buildable lands for residential use shall be inventoried, and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and shall allow for flexibility of housing location, type and density.

~~*9.4.c The largest single group of citizens in the nation's history, both in absolute terms and as a proportion of total population, will reach the age of 60 between the years 2005 and 2020. Savings rates for this group of citizens have been very low and their financial options for retirement are uncertain. Demographers are suggesting that this age group will, as they age, need to share resources and residences. This will create severe challenges to provide a continuum of housing types and associated services for senior citizens within Corvallis.*~~

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.***

~~*9.4.d According to the 1996 Benton County Needs Assessment, and in light of recent reductions in State and Federal assistance and resources, housing requirements of special needs populations (the homeless, physically disabled, mentally disabled, and individuals in work release programs, etc.) are a concern for the community.*~~

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.

~~*9.4.e The City's Housing and Community Development Commission oversees housing and community development programs, including the use of the City's Community Development Revolving Loan Fund.*~~

9.4.e The City's Housing and Community Development Advisory Board 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 the Revolving Loan Fund.

9.4.f Oregon Revised Statutes (ORS 197.296) requires that the City ensure that residential development occurs at the densities and mix needed to meet the community's housing needs over the next 20 years, and that there is enough buildable land to accommodate the 20-year housing need inside the Urban Growth Boundary.

9.4.g The housing stock of Corvallis is relatively new, with nearly 80% of the existing units having been built since 1950. Many of the approximately 12,350 residential units built prior to 1975 are of an age such that major structural elements (e.g., roofs, electrical / plumbing systems, foundations) are or will be in need of repair or replacement.

~~*9.4.h The composition of the Corvallis housing supply has been changing. In 1960, the supply consisted of 74% single family, 25% multi-family and 1% manufactured homes. In 1980,*~~

~~*the supply consisted of 50% single family, 46% multi-family, and 4% manufactured homes. The Buildable Land Inventory and Land Need Analysis for Corvallis (1998) indicates that in 1996, the Corvallis housing supply was composed of 53% single family, 43% multi-family, and 4% manufactured housing.*~~

9.4.h The composition of the Corvallis housing supply has been changing. In 1960, the supply consisted of 75% single family and 25% multi-family. In 1980, the supply consisted of 54% single family and 46% multi-family. The 2012 – 2013 Land Development Information Report indicates that as of June 30, 2013, the Corvallis housing supply was composed of 55.5% single family and 44.5% multi-family.

~~*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 1990 U.S. Census indicated that 44% of Corvallis housing units were owner-occupied and 56% were renter-occupied.*~~

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) indicated that 44.7% of occupied Corvallis housing units were owner-occupied, and 55.3% were renter-occupied. (9.6% of the total (occupied and unoccupied) Corvallis housing units were vacant in that year) Nationally, per the 2013 ACS, 64.9% of occupied housing units were owner-occupied and 35.1% were renter occupied. The vacancy rate of all units nationally was 12.5%.

~~*9.4.j Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.3 pph in 1997.*~~

9.4.j Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.32 pph in 2013. The 2013 American Community Survey found that the average number of persons per household was 2.42 for owner-occupied homes and 2.25 for renter-occupied homes in Corvallis.

9.4.k Historically, the Corvallis owner- and renter-occupied housing markets have been characterized by low vacancy rates.

9.4.l Housing price is affected by a number of factors, including: the system of taxation, demand for land and housing, the availability of land, the size of available lots, the amenities and sizes of constructed homes, local policies for annexation, land speculation, inflation, the cost of material and labor, governmental regulations and charges, sale turnover rates, real estate transaction fees, mortgage interest rates, location, site conditions, costs of public facilities and streets, and the rate of population growth.

9.4.m Parks and open space that are in close proximity to residential areas provide opportunities for recreational and social activities that may not be available on residential development sites, particularly within multi-family developments occupied by families with children. The presence of parks and open space supports more dense

development by fostering neighborhoods, by maintaining quality of life, and by improving community appearance.

9.4.n Additional mechanisms are needed to encourage the use of energy efficient building materials and construction techniques.

~~*9.4.o The Benton County Labor Housing Needs Assessment (December 1993) prepared by Oregon Housing and Associated Services, Inc., determined that there were 338 farm worker families in Benton County (representing approximately 1,297 individuals) who are full-time residents of the County, are low-income, and are reliant upon seasonal income from farm labor employment. The same study determined that an additional 288 units of housing was needed to serve this population. In 1997, the Corvallis-based Multicultural Assistance Program served 436 farm worker households (representing 1,028 individuals).*~~

9.4.0 The 2012 Oregon Housing and Community Services Needs assessment determined that there were 2,290 farm workers in Benton County, and no dedicated farm worker housing units to serve them.

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)." There are 29,003 jobs in Corvallis per the survey.

Policies

9.4.1 To meet Statewide and Local Planning goals, the City shall continue to identify housing needs and encourage the community, university, and housing industry to meet those needs.

9.4.2 The City shall continue to periodically review the immediate and long-term effects of fees, charges, regulations, and standards on dwelling costs and on community livability as defined in the Corvallis 2020 Vision Statement.

9.4.3 The City shall investigate mechanisms to assure the vitality and preservation of Corvallis' residential areas.

9.4.4 The City shall encourage the repair and maintenance of existing dwelling units and shall pursue opportunities to focus financial assistance programs in specific areas of the City on a census tract or neighborhood basis.

9.4.5 The City shall maintain appropriate standards to assure the repair and rehabilitation of housing units that may be hazardous to the health, safety, and welfare of the inhabitants.

9.4.6 The City shall maintain minimum standards for multi-family units that encourage the development of units designed for long-term family living. Factors which need to be

considered include privacy, child and adult recreation areas, variety of building design, play space / open space, and landscaping.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.4.8 The City shall maintain information concerning housing supply and demand, ascertain the housing needs of special groups, keep abreast of and utilize sources of Federal and State funding, and provide information and coordination among all participants in the local housing market.

9.4.9 Residential development should consider and accommodate to the maximum extent possible, the future needs of senior citizens.

9.4.10 The City shall continue to monitor the demand for seasonal farm worker housing.

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.

(For policies and findings pertaining to Urban Fringe residential areas, see Article 14 - Urbanization.)

9.5 Housing Affordability

Findings

~~*9.5.a Between 1990 and 1996, real housing costs increased more rapidly than real incomes. In Benton County, over this time, median four-person household income rose 35% from $34,500 to $43,600 per year, while the median sales price of a Benton County home rose 109% from $72,900 to $152,600. During the same period, the median sales price of a Corvallis home rose 114% from $71,000 to $152,000.*~~

9.5.a Between 1990 and 2014, real home values and housing costs in Corvallis increased more rapidly than real incomes. In 1990 the median value of a home was $71,000; in 2014 the median value was $265,400. In 1990 the median household (family and nonfamily combined – see definitions in Article 50) income was $23,212; the median family household income was $34,287 and the median nonfamily household income was $12,069. In 2014 the median household (family and nonfamily combined) income was $40,425; the median family household income was $77,071 and the median nonfamily household income was $21,669. Between 1990 and 2014 the ratio of median home value to median household income increased from 306% to 657%. For family households the ratio increased from 207% to 344%; the ratio for nonfamily households increased from 588% to 1,225%.

9.5.b The price of new homes has increased steadily since the early 1900's; both average square footage and the number and quality of amenities that are "standard" in new homes have also increased significantly during this period.

~~*9.5.c State and Federal guidelines define "affordable" housing as that which requires no more than 30% of the monthly income of a household that has income at or below 80% of the area median. As of November 1997, U.S. Department of Housing and Urban Development (HUD) data indicates that 87% of Benton County households earning 50% or less of the County's median income live in housing that is not affordable. (Source: Oregon Coalition to Fund Affordable Housing, based on data supplied by the Portland Area HUD Office.)*~~

9.5.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 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% on housing is considered to be severely cost burdened.

~~*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-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-income. In 1990, approximately 6,800 households were low- or very low-income.*~~

9.5.d Federal guidelines indicate that households earning 80% or less of the area's median income are considered to be extremely low-, very low, or low income, and are likely to have housing assistance needs. According to the 1980 Census, approximately 3,285 households were determined to be extremely low-, very low, or low income. The US Department of Housing and Urban Development's (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.

9.5.e There is an increasing need for housing types which offer lower-cost ownership possibilities than the traditional single family home.

~~*9.5.f According to the 1990 Census for Corvallis, the average size of an owner-occupant household was 2.58, and the average size of a renter-occupant household was 2.09.*~~

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

~~*9.5.g In 1997 the Corvallis Housing and Community Development Commission developed a benchmark to measure the affordability of owner- and renter-occupied housing in Corvallis.*~~

~~*9.5.h In 1997, 10% of all housing units sold in Corvallis were affordable to three-person households with incomes at or below $35,950 per year, or 80% of the Benton County median for a household of this size.*~~

9.5.h 2014 American Community Survey data showed that the median home value in Corvallis was $265,400, the median household income was $40,425, the median family household income was $77,071 and the median nonfamily income was $21,669. In order to make an affordable purchase (having housing costs of not more than 30% of income) a household would need to make at least 155% of median household income to afford that home. A family household would need to make at least 81% of the family household median, and a nonfamily household would need to make at least 289% of the nonfamily household median.

~~*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 incomes in 9.5.h above and the 2014 American Community Survey's Corvallis median rent figure of $850, in order to rent a home affordably a household would need to make at least 84% of the median household income, a family household would need to make at least 44% of the median family household income, and a nonfamily household would need to make at least 157% of the median nonfamily household income.

~~*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 programs for the creation of new affordable housing; and other forms of direct assistance to developers of affordable housing.*~~

9.5.j Housing affordability may be enhanced through the implementation of legislative or programmatic tools focused on the development and continued availability of affordable units. Such tools include, but are not limited to: inclusionary zoning; systems development charge offset programs; 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.

9.5.k Through the administration of housing assistance and rehabilitation programs, the City has an impact on the retention and provision of housing opportunities that are affordable to low- and very low-income residents. A cooperative effort involving the public and private sectors, as well as the current and prospective occupants of such units, will be needed if such housing opportunities are to be expanded.

9.5.l The City's Housing and Community Development ***Advisory Board*** ~~*Commission*~~ *oversees housing and community development programs, including the use of the City's Community Development Revolving Loan Fund.*

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

9.5.n Benton County has an Affordable Housing Development Loan Fund that was created to provide a local source of short-term loans for affordable housing projects throughout Benton County, including projects within the City of Corvallis.

~~*9.5.o In fiscal year 1999-2000 or fiscal year 2000-2001, the City of Corvallis will likely become a Federal entitlement community under the Community Development Block Grant (CDBG) Program. This designation will allow the City to receive CDBG funds on a formula basis in order to address the community development needs of low-income citizens, including the need for affordable housing.*~~

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%***

~~*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 November 1997, such HUD-assisted "expiring use" projects provided 207 units of affordable housing in Corvallis.*~~

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, such HUD-assisted "expiring use" projects provided 116 units of affordable housing in Corvallis.

Policies

9.5.1 The City shall plan for affordable housing options for various income groups, and assure that such options are dispersed throughout the City.

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.

9.5.3 Annually, the City shall determine the number of units of housing sold that are affordable to households with incomes at or below both 80% and 50% of the Benton County median for a household of three persons. In conducting this process of measurement, results shall be tabulated on the basis of a three-year moving average.

9.5.4 It shall be the goal of the City that 15% of residential owner-occupied units be affordable to buyers with incomes at or below 80% of Benton County median for a household of three persons.

9.5.5 The City shall determine annually the number of rental housing units affordable to households with incomes at or below both 80% and 50% of the Benton County median

for a household of two persons. In conducting this process of measurement, results shall be tabulated on the basis of a three year moving average.

9.5.6 It shall be the goal of the City that 15% of residential rental units be affordable to renters with incomes at or below 50% of Benton County median for a household of two persons.

9.5.7 If either of the goals established in 9.5.3. or 9.5.5., above, is not being met, the City shall investigate and implement programs and/or legislative initiatives in order to better meet said goals. Such initiatives could include, but should not be limited to, those identified in finding 9.5.j., above.

9.5.8 In determining how Federal entitlement funds shall be expended, the City shall evaluate strategies for coordinating the use of these funds with other local resources, such as the City's community development allocations funding and Benton County's affordable housing development loan fund.

9.5.9 The City shall monitor "expiring use" housing projects that are at risk of being lost as a source of affordable housing due to the expiration of HUD financing and the associated restrictions on rental charges. The City shall work in partnership with local housing organizations in an effort to assure that these housing units are preserved or replaced as a source of affordable housing.

9.5.10 The City shall continue to investigate and develop suitable methods and programs in order to assist low- and very-low-income households in meeting their housing needs.

9.5.11 The City shall ensure that adequate land is designated and districted to allow for manufactured home parks and subdivisions.

9.5.12 The Land Development Code shall contain specific requirements to assure that manufactured home parks and subdivisions will be developed in a manner which is well planned and compatible with surrounding land uses.

9.5.13 New subdivisions and planned developments of more than 5 acres in low density districts shall incorporate two or more of the following elements in at least 10% of the total acreage:

A. Zero lot line or attached dwellings (where allowed);

B. Minimum allowed lot area; or

C. Dwelling size less than 1,200 square feet.

9.5.14 The City shall evaluate modifying residential district standards to include a wider variety of housing types in each district and incorporating any design standards necessary to improve the compatibility of those additional types.

9.5.15 The City shall evaluate increasing the minimum density in low density residential districts.

9.6 Downtown Residential Neighborhood

Findings

9.6.a The "Downtown Residential Neighborhood" is defined in Article 50 and delineated by the map following finding 13.5.a.

9.6.b The Downtown Residential Neighborhood contributes to the viability of commercial activity in the Central Business District.

9.6.c In the Corvallis 2020 Vision Statement, citizens expressed an appreciation for characteristics of the City's older neighborhoods, some of which contain a variety of housing types and small neighborhood services.

9.6.d The Downtown Residential Neighborhood is a flourishing example of a variety of land uses co-existing successfully.

9.6.e Greater density in the Downtown Residential Neighborhood will accommodate future population growth in close proximity to existing offices, commercial, and civic uses.

Policies

9.6.1 The City shall preserve and encourage a mix of housing types in the downtown residential neighborhood.

9.6.2 The City shall encourage the preservation of historically significant homes and buildings within the Downtown Residential Neighborhood.

9.6.3 The City shall amend the Land Development Code to encourage the following in the Downtown Residential Neighborhood:

A. Building to the higher end of the allowed density range through intensive site utilization;

B. Reduction of on-site parking requirements; and

C. Maintenance of historic character.

9.7 Oregon State University Housing

Findings

~~*9.7.a Oregon State University enrolled 14,127 students for the 1997 fall term. The number of students living within a 1/2 mile of the main campus area was approximately 7,000, while roughly 25% of the students live on campus.*~~

9.7.a Oregon State University enrolled a total of 14,127 students in the fall of 1997. In the fall of 2014, Oregon State University enrolled 24,383 students attending the OSU main campus in Corvallis, including 20,312 undergraduates and 4,071 graduate students.

~~*9.7.b According to information collected by OSU University Housing and Dining Services, during the 1997 fall term, student occupancy in residence halls, cooperative houses, student family housing, the College Inn, fraternities and sororities totaled 4,430. Total housing capacity in these units was just over 6,100, and thus exceeded occupancy by over 1,600 units.*~~

9.7.b According to information collected by OSU University Housing and Dining Services, in Fall Term 2014, under existing policy, housing capacity was 4,846 in residence halls and Orchard Court Family Housing.

~~*9.7.c If the percentage of OSU students who live within 1/2 mile of the main campus could be increased from the current estimated 50% to 60%, there is a potential savings of at least 5,000 vehicle trips per day in a very congested part of the City.*~~

~~*9.7.d The student population is not expected to increase significantly during the planning period. The percentage of the total population who are students will decrease as the non-student population increases.*~~

9.7.d 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.e There are approximately 140 acres of land zoned medium density residential and 85 acres of land zoned medium-high residential within a 1/2 mile of the main OSU campus, all of which has some potential for rezoning to a higher density.*~~

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.

~~*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.*~~

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

9.7.g Some of the Oregon State University residence halls are not protected with built-in fire sprinkler systems, which creates risk for the residents and a higher reliance on the fire department for rescue services using aerial apparatus.

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

9.7.i The availability of traditional lower cost on-campus student housing options, including co-ops, has been reduced.

9.7.j 2013 American Community Survey data indicates the median age of Corvallis residents is 27 years, while the national median age is 37.4. It is believed that the presence of OSU students in the community is a significant reason for this difference, which also is believed to have an effect on the market demand in Corvallis for multi-family vs. single family dwellings.

9.7.k University-provided on-campus housing does not generate property tax revenue, while privately-owned housing elsewhere in the community does generate property tax revenue. On-campus housing developed by a public-private partnership would produce property tax revenue based on improvement value.

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. Most of these units were replaced by college student-oriented housing.

9.7.m Characteristics of college student-oriented housing have more recently included a significant number of five-bedroom units, individually leased by bedroom, with one bathroom per bedroom, and multiple floors within units.

9.7.n OSU's enrollment growth from 2004 to 2015 was not matched by construction of housing for students on campus. The Degree Partnership 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 other students, graduate students, staff, and faculty.

Policies

9.7.1 The City shall encourage the rehabilitation of old fraternity, sorority, and other group buildings near OSU for continued residential uses.

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

~~**9.7.3** The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a 1/2 mile of campus.~~

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

9.7.4 The City shall evaluate cooperative programs and investments with OSU to provide alternative transportation services specifically targeted towards students, faculty, and staff.

9.7.5 The City shall encourage Oregon State University and its fraternities, sororities, and cooperative housing owners to pursue opportunities for retrofitting residential units with fire sprinkler systems, and to provide fire sprinkler systems for all new residential units.

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

9.7.7 The City shall encourage the University to utilize public-private partnerships to provide additional, on-campus housing that would be more attractive to upper-division students, graduate students, and University staff than traditional on-campus housing options.

9.7.8 The City shall strongly encourage housing types that can serve multiple segments of the population 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 college student-oriented, off-campus housing.

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

9.7.11 The City shall consider initiation of text amendments to the Land Development Code, including Chapter 3.36, sufficient to ensure that OSU facilitates development of residential housing on OSU-zoned land adequate to provide housing for its students, staff, and faculty in order to sufficiently mitigate for the impacts of OSU enrollment growth on housing affordability in the community.

9.7.12 The City shall consider working with Benton County to put in place development standards for OSU-owned land within the Urban Fringe to ensure that OSU facilitates development of residential housing on OSU land in the Urban Fringe area adequate to provide housing for its students, staff, and faculty in order to sufficiently mitigate for the impacts of OSU enrollment growth on housing.

9.8 Supporting Documents

Item	Date	Location of Document
Benton County Labor Housing Needs Assessment	1993	Corvallis Housing Programs
Benton County Needs Assessment	1996	Corvallis Planning Division Library
Corvallis Transportation Plan	1996	Corvallis - Benton County Public Library
Corvallis 2020 Vision Statement	1997	Corvallis - Benton County Public Library
Housing the Senior Population in the 21st Century, Cascades West Council of Governments	1996	Corvallis Planning Division Library
U.S. Department of Housing and Urban Development Median Income Determinations	1998	Corvallis Housing Programs
Land Development Information Report, Corvallis Development Services Division	1997	Corvallis - Benton County Public Library
Making the Land Use Transportation Air Quality Connection: The Pedestrian Environment, 1000 Friends of Oregon	?	Corvallis Planning Division Library
New Development Choices for Oregon: Market Realities and Economic Strategies, Zimmerman / Volk	1996	Corvallis Planning Division Library
Oregon Statewide Planning Goals & Guidelines	1996	Corvallis Planning Division Library
Skinny Streets - Better Streets for Livable Communities, Livable Oregon and the Smart Development Project	1996	Corvallis Planning Division Library
Smart Development Code Handbook, Transportation and Growth Management Program, Oregon Department of Transportation and Oregon Department of Land Conservation and Development	1997	City of Corvallis Planning Division
South Corvallis Area Plan	1998	Corvallis - Benton County Public Library
The Costs of Alternative Development Patterns - A Review of the Literature, James E. Frank, Urban Land Institute	1989	Corvallis Planning Division Library
Time Well Spent: The Declining Real Cost of Living in America, Federal Reserve Bank of Dallas	1997	Corvallis Housing Programs
U.S. Census for Corvallis	1990	Corvallis Planning Division Library
West Corvallis - North Corvallis Plan	1996	Corvallis - Benton County Public Library
Buildable Land Inventory and Land Need Analysis for Corvallis	1998	Corvallis - Benton County Public Library

9.9 Advisory Boards

Housing and Community Development **Advisory Board** ~~Commission~~

9.10 Mandated Reports / Plans / Inventories

Existing / new neighborhood mapping
Measurements of housing affordability

Article 10. Public Utilities, Facilities, and Services

10.0 Background

This Article addresses Statewide Planning Goal 11: "To plan and develop a timely, orderly, and efficient arrangement of public utilities, facilities, and services to serve as a framework for urban development."

Public utilities, facilities, and services are necessary for the general welfare of the public and are generally available to all Corvallis citizens. The findings and policies of this Article address general issues related to water, wastewater, stormwater, police and fire protection, emergency service, schools, private franchise utilities, and libraries. (Transportation public facilities are addressed in Article 11. Parks and recreational public facilities and open space are addressed in Article 5.)

The projected growth in population for the Corvallis Urban Growth Boundary will require a corresponding expansion of public utilities, facilities, and services. Policies concerning the manner in which public utilities and facilities are expanded can help direct the location and intensity of future housing, commercial, and industrial development.

Corvallis has traditionally provided a high level of public facilities and services. There is a long history of voter support for making community improvements as evident by the passage of several general obligation bonds to implement projects in the various Capital Improvement Programs.

Public utilities must be disseminated through a physical infrastructure to serve all households and commercial and industrial users in the City. Public utilities include water, wastewater, and stormwater facilities, and services provided by the City. Franchise utilities, such as gas and electric are provided by private companies under license to the City. Public facilities, including schools and parks and recreational facilities, are located in strategic locations throughout the community. School facilities are planned with input from the City and community and are provided by the Corvallis School District 509J. Public services, including police, fire, and emergency services are provided by City staff at the point of need and are not restricted to any particular geographic location.

Detailed information related to specific capital projects for public utility, facility, and services are available in annual updates to the Capital Improvement Program and in individual program master plans. The list of water, wastewater, stormwater, and transportation projects in the annual adopted Capital Improvement Program shall be considered the City's "short-term" (five-year) list of public facility projects as required by State public facilities planning rules. Additional information regarding long-term projects on public facility planning is found in adopted master plans. Project lists taken from these master plans are intended to meet the needs of the public facilities planning rules for long-term projects and are referenced at the end of this Article.

10.1 Relevant Vision Statement Elements

"More efficient land use through higher densities and compact development reduces the amount of land required for development and the negative impacts of an extended infrastructure. Careful design ensures that development minimizes impacts on plant communities, wildlife habitat, and scenic areas, as well as enhances the sense of place and community character. In order to protect the environment, our growth rate has not exceeded necessary infrastructure."

"City and County governments and school boards coordinate and seek joint provision of all major services and procurement for major capital equipment and facilities."

"To help ensure stable public school funding, Corvallis has implemented an interagency collaboration which allows the City and County governments to participate in school funding and decision making. For example, the Corvallis - Benton County Library and the City's Parks and Recreation Department helps support a variety of extra-curricular and recreational opportunities."

"We are also concerned about other influences which, although not as dangerous, can spoil the way our community looks and sounds. In new developments, utility lines are buried underground, resulting in pleasant views and vistas. Corvallis is a community where all pollution types (including noise, visual, air, water, odor, and chemical pollution) are carefully monitored and standards are maintained that meet or exceed the highest standards in the valley."

10.2 General Public Utilities and Facilities

Findings

10.2.a Community goals emphasize the desire to maintain the generally high quality of public facilities and services within the City.

10.2.b Public utilities, facilities, and services, plans, and programs need to be developed for the maintenance and expansion of urban services in a logical and orderly manner.

10.2.c The provision of the community's public water, wastewater, drainage, and transportation facilities and services is an important management tool in the conservation and development of land within the urbanizing area.

10.2.d It is necessary that development be planned in advance of need so that water, wastewater, drainage, pedestrian, and other transportation facilities can be provided for urbanization. (See Articles 11 - Transportation and 14 - Urbanization.)

10.2.e The City of Corvallis has the potential ability to provide adequate urban water, wastewater, drainage, and transportation services to meet the demand for all urbanization within the Urban Growth Boundary.

10.2.f The formation of private service districts within the Urban Growth Boundary for water, wastewater, drainage systems, and transportation facilities could create land management problems, unless their systems are built to City standards.

10.2.g Expansion of some City facilities generally occurs in large and expensive increments. Improvements and additions to the water system needed to serve a population of 60,000 will cost approximately $29,000,000 (in 1997 dollars). Wastewater master plans indicate that an equal or greater amount is likely to be required to assure adequate collection and treatment of wastewater throughout the planning period. It should be noted that these are extremely rough estimates and that they address only two of the City's many public facilities.

10.2.h The Capital Improvement Program is a comprehensive planning document that integrates capital improvements from all funding sources and program categories.

10.2.i An adequately funded Capital Improvement Program can be used to remedy the existing deficiencies of Corvallis' public facilities and services and can address anticipated needs within the Urban Growth Boundary.

10.2.j When public improvements are constructed by private developers, two mechanisms are available by which a fair share distribution of construction costs can be made to benefitted properties. Municipal Code Chapter 2.13, "Reimbursement to Developers under Private Contract", provides for systems development charge reimbursement for the cost of extra-capacity elements of public infrastructure. Municipal Code Chapter 2.16, "Recovering Charge for Public Improvements," allows for reimbursement of public improvement costs from benefitted properties when they develop.

10.2.k Some funding sources for capital projects, such as State and Federal grants, are uncertain; if grants become unavailable, projects must be modified or new funding sources identified. Other funding sources for capital projects are subject to voter approval. Voter attitudes towards taxes and services can change and, in Oregon, voter attitudes have a significant effect on expenditures and taxes.

10.2.l Public utilities, facilities, and services requirements and standards can contribute to better development patterns and community livability by balancing important safety and infrastructure needs with important considerations for creating high quality pedestrian environments.

Policies

10.2.1 The City shall prepare, adopt, and periodically update a long-term Capital Improvement Plan for the entire planning period. This Plan shall meet the State public facility plan requirements.

10.2.2 The City shall provide urban public facilities and services to implement adopted community land use policies.

10.2.3 The location of facilities and utilities shall be planned and coordinated by the City and Benton County in advance of need, to the greatest extent possible.

10.2.4 Urban development within the Corvallis Urban Fringe shall be subsequent to, or concurrent with, the provision of an adequate level of facilities and services.

10.2.5 The City shall consider the level and type of public facilities that can be provided when planning for various densities and types of urban land uses**, including parks, open space, and other infrastructure**.

10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.

10.2.7 Plans and programs developed for the provision of public facilities and services shall be subject to annual review and approval by the Capital Improvement Plan Commission, Planning Commission, Budget Commission, and City Council.

10.2.8 The expansion of public facilities or services within City Limits or the extension of public facilities or services to newly-annexed areas shall be accomplished through the Capital Improvement Plan, as funding allows, or as a condition of development, or a combination of both.

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

10.2.10 The City and County shall develop regulations and procedures which will encourage the appropriate development of public facilities and services within the Urban Growth Boundary. The cost of such facilities and utilities shall be borne by the benefitted properties.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

10.2.13 The City shall maintain mechanisms to ensure fair share participation by benefitted properties in the construction of public facilities.

10.2.14 The City shall periodically update the systems development charge program to ensure that new development is paying the full additional cost of extra-capacity infrastructure (as defined in the Corvallis Municipal Code) required to serve their needs.

10.2.15 The City shall review and revise existing public utility and infrastructure standards, regulations and procedures to remove obstacles to, and encourage, pedestrian-friendly development in all districts.

10.2.16 Plans for new or expanded public facilities and services shall include provisions for pedestrian improvements.

10.3 Water, Wastewater, and Storm Water

Findings

10.3.a The timing and location of expansions to public water, wastewater, and storm water systems are important factors affecting future urbanization.

10.3.b Corvallis' municipal water supply is presently able to meet existing demands. Water demand is, however, expected to reach the production capacity of the present plants as the City approaches a population of 60,000. It should be noted that system capacity can be affected by weather conditions, the type and the pace of development, power supply, and water conservation efforts and activities.

10.3.c The City water supply is derived from two sources: the Corvallis Watershed on Marys Peak (Rock Creek Plant) and the Willamette River (Taylor Water Treatment Plant). The City has water rights totaling more than 75 million gallons per day. The City's water rights are continually challenged by other water users, but the water supply should be sufficient to accommodate the full build-out of the Urban Growth Boundary.

10.3.d In order to provide adequate water pressure throughout the urbanizing area, the distribution and storage systems are divided into service levels which are established by elevation (1st level - 210 to 287 feet; 2nd level - 287 to 407 feet; and 3rd level - 407 to 560 feet). Generally, due to the requirement for, and costs of, additional pumping and pump stations, the higher the elevation, the more expensive it is to provide municipal water.

10.3.e Rehabilitation and modernization of the City's two water treatment plants is periodically needed to ensure continued and reliable service to the community and to meet evolving State and Federal drinking water regulations.

10.3.f The City of Corvallis is the logical long-term provider of urban water and wastewater services in the Urban Fringe. The Urban Fringe cannot be developed to any substantial degree with wells and septic tanks. While clustered Planned Developments utilizing wells and on-site septic systems may be developed in the Urban Fringe, the overall

Urban Fringe cannot be developed to planned urban densities using well and on-site sewage disposal.

10.3.g Sometimes the City is required to annex lands to alleviate a health hazard. In such cases, the benefitted properties pay to extend wastewater service. City water service is not always provided at the same time wastewater service is extended, which may lead to higher fire insurance costs since the annexed lands may not meet fire rating standards.

10.3.h The present wastewater systems serving some parts of the community are overloaded. When the wastewater system becomes overloaded, untreated or inadequately treated wastewater may be discharged into the Willamette River and its tributaries. The Oregon Department of Environmental Quality has directed the City to make modifications to its wastewater system that will keep wastewater discharges within permitted limits.

10.3.i Working to eliminate the combined sanitary and storm sewer system overflows, reducing inflow and infiltration in sanitary sewers, and improving the system's wet weather treatment capacity will increase the efficiency of the system and add capacity. In order to meet future needs, it will be necessary to make changes to the existing systems.

10.3.j Drainage facilities are constructed to design standards to provide flood protection and drainage control, as well as opportunities for open space, recreation, and buffering within the community.

10.3.k Periodically, the Environmental Protection Agency (EPA) issues new regulations on the management of storm water that affect the City's maintenance, operations, and Capital Improvement Programs.

10.3.l Overflows of inadequately treated wastewater into the Willamette River and its tributaries will be remediated within the planning period. This will be accomplished using the Combined Sewer Overflow Mitigation Strategy adopted by City Council in November 1995.

Policies

10.3.1 The City of Corvallis shall be the principal provider of urban-level wastewater and water services within the Urban Growth Boundary.

10.3.2 The City of Corvallis shall not extend water service above the third water service level.

10.3.3 The City shall intensify its efforts to promote the conservation of both public and private water supplies and shall take necessary steps to ensure that water supply sources are protected for future community needs.

10.3.4 Water service within the community shall meet or exceed State and Federal environmental and drinking water standards.

10.3.5 The City shall increase its efforts to improve the drainage system through stormwater master plan efforts, the Capital Improvement Program, and the development process, consistent with EPA and DEQ directives.

(Additional findings and policies related to water quality, sewage disposal, and solid waste management are located in Sections 7.5 and 7.6.)

10.3.6 The City shall take steps to minimize the effects of development on downstream drainage systems through the use of appropriate strategies as identified in the Stormwater Master Plan.

10.4 Franchise Utilities

Findings

10.4.a Telephone, cable television, electricity, natural gas, solid waste, and wireless telecommunications services are currently provided by cooperatively-owned and investor-owned utility companies franchised by the City.

10.4.b Uncoordinated utility installations in the public right-of-way can result in multiple street cuts and increased public costs to maintain streets, sidewalks, curbs, and gutters.

10.4.c Deregulation of the energy industry has unknown impacts on Corvallis' energy services, revenue, control of the public right-of-way, energy costs, and the City's franchising authority.

10.4.d The demand for wireless telecommunication services is growing rapidly. The infrastructure needed to support wireless telecommunication services includes towers, antennas, and servicing equipment. The colocation of wireless facility installations on towers or other support structures can minimize the visual impacts of these facilities.

10.4.e When a private franchise utility is required to remove existing overhead electric or communication facilities and to replace those facilities with underground installations at the same or different location at the utility's expense, the utility may collect the conversion costs from customers located within the boundaries of the local government. The "conversion costs" means the difference in costs between constructing an underground system and retaining the existing overhead system.

10.4.f The City has enacted standards in the Land Development Code to minimize the visual impacts of wireless telecommunication facilities by encouraging colocation or other means appropriate for the surrounding land uses.

Policies

10.4.1 Community land use planning shall be coordinated with utility agencies to assure the availability of services when needed.

10.4.2 Private utility facilities shall be planned and sited consistent with the City's Comprehensive Plan, development standards, prudent management of the City-owned right-of-way, and laws governing franchised utilities.

10.4.3 Private franchise utility distribution facilities shall be located underground in newly-developed areas. To the extent practicable, the City shall encourage the underground relocation of existing above-ground private utility distribution facilities as part of modifications to existing systems.

10.4.4 The City shall manage franchise utility access to, and use of, public rights-of-way to promote the efficient use of the right-of-way and to minimize maintenance costs. The City shall require fair compensation from private franchise utilities for the use of rights-of-way.

10.4.5 The City shall evaluate the impacts of energy deregulation and shall seek opportunities to promote reliable, efficient, affordable, environmentally-sound, and equitable energy services within the community.

10.5 Public School Facilities

Findings

10.5.a The location and development of school facilities has a significant impact on residential development, transportation system location, and development of public facilities and utilities.

10.5.b Corvallis School District 509J is a separate taxing district, major employer, land owner, and traffic generator in the Urban Growth Boundary.

10.5.c Although the boundaries of the Corvallis School District 509J extend beyond the Urban Growth Boundary, the location and function of district land uses has a major impact upon the Corvallis Urban Growth Boundary.

10.5.d The need for expanded or new school facilities is impacted by demographic trends. There is no identified correlation between the City's overall population growth and projected school enrollment. Projected school enrollment in Corvallis School District 509J is expected to decline even though the population of the City as a whole is expected to increase. This is attributable to Corvallis' aging population. Enrollment patterns can vary among different school levels.

10.5.e Other important factors impacting the need for new or expanded school facilities include: new growth in the Urban Fringe; development of affordable housing; and private school enrollment.

10.5.f Corvallis School District 509J's open enrollment system allows students to attend schools that are not located in their immediate neighborhood as long as the schools' enrollment caps are not exceeded. Once a transfer is approved, the student is allowed to complete all grade levels for the given school. The open enrollment system adds complexity to the school facility planning process, as it cannot be assumed that all students in a certain area will attend their "neighborhood" school.

10.5.g Corvallis' open enrollment system contributes to the generation of more traffic than a traditional, neighborhood-based school system. The extent of increased traffic is not documented.

10.5.h The Corvallis School District 509J and the City of Corvallis have had a long history of cooperation in the use of facilities.

10.5.i Statewide Planning Goals and Guidelines require cooperation and coordination in land use decisions between the City and the Corvallis School District 509J.

10.5.j Adopted City goals consider school facilities, both buildings and grounds, as activity centers for residential areas when they are not being used for educational purposes.

10.5.k School facilities are aging and in need of costly seismic improvement upgrades and other renovations. The last new school built in the Corvallis School District 509J was Crescent Valley High School in 1970. School building design concepts and building code requirements have changed significantly since then.

10.5.l Corvallis School District 509J has limited vacant land that could be used for new school facilities. The District has no vacant land in the northwest portions of the City. These areas have experienced, and are expected to continue to experience, new residential development.

10.5.m Both existing and future schools can help define residential areas and serve as activity centers.

Policies

10.5.1 The availability of adequate school facilities and services shall be used by the City as a factor to direct urbanization.

10.5.2 The City shall work with the Corvallis School District 509J to develop a strategy for coordinating the provision and siting of new school facilities with community growth and change.

10.5.3 The City and the Corvallis School District 509J shall coordinate activities such as school site selection, school property disposition, and school building utilization in a manner which enhances residential areas.

10.5.4 Schools and properties adjacent to schools shall be developed in a manner which minimizes the negative impact on each other.

10.5.5 The costs of schools and parks should be minimized by joint location, acquisition, and use of sites for schools and parks.

10.5.6 The City shall encourage the use of schools as an integral part of the community by making joint agreements with the Corvallis School District 509J to allow community uses of school facilities when the community's uses do not conflict with the primary use of the school facility.

10.5.7 The City and the Corvallis School District 509J shall evaluate demographic, socio-economic, and development trends on an ongoing basis to assess the need for new or expanded school facilities.

10.5.8 Prospective school sites shall be planned as part of future neighborhoods or attendance areas and situated where the growth or spread of population is anticipated.

10.5.9 The City shall encourage new school facilities to be designed to consider community use.

10.5.10 A prospective school site shall be located so as to take advantage of existing and proposed transportation networks and recognize required pedestrian and bicycle traffic and possible traffic hazards.

10.6 Library Public Facilities

Findings

10.6.a In the late 1980's, the Corvallis community developed a master plan for the central library's expansion over the next 20 years. The community passed a $6.85 million bond to finance the expansion. In 1992, a new expanded central library was dedicated.

10.6.b Citizen use of the central library system is very high. In 1996, there were 53,000 active library users. The library is visited by more than 2,000 patrons per day, seven days a week. In the 1997 Citizen Attitude Survey, 81.3% of all respondents indicated that they had used the library within the last year; 94.3% of the respondents rated the library services as "excellent" or "good."

10.6.c Increased demands will require an expansion of library facilities and services. Continued expansion of the downtown Corvallis central library facility is necessary to provide improved services for the entire library system.

10.6.d Library patrons demand expanded collections of both traditional and electronic information resources and services.

10.6.e The library is valued as a community center for public meetings and other events.

Policies

10.6.1 The Corvallis - Benton County library system shall continue to locate and expand its central facility in its present downtown Corvallis location.

10.6.2 The library district of cooperating members, branch libraries, bookmobile, and the mobile branch library should be maintained and enhanced as funds permit.

10.6.3 The library shall continue to act as a community center for public meetings and other events.

10.6.4 The library shall maintain a strong traditional collection of materials while continuing to support and develop electronic services and resources.

10.7 Fire and Emergency Public Services

Findings

10.7.a Currently, the City provides a high level of fire protection and ambulance service. Future growth will bring increased demands on these services. To adequately provide these services, facility expansion will be needed. In accordance with the Fire Department Master Plan, a fifth fire station is planned for the Walnut Park area in northwest Corvallis, where much growth is occurring. An additional rural station to serve the Lewisburg area is planned.

10.7.b The dependability of Corvallis' fire protection is based in part on the distribution and capacity of the water system.

10.7.c Occasionally, the City is required to annex areas to alleviate a health hazard. Some of these areas are not served by municipal water service. Areas without water service typically receive "rural" fire service. Water used to suppress fires in these cases is trucked to the site. This is generally much less effective and less efficient than having hydrants connected to the City's water distribution system. The size and extent of areas without municipal water service can ultimately have a negative effect on the fire insurance rating of the entire City.

10.7.d The Corvallis Fire Department provides advanced life support patient care and transport to the citizens of Corvallis, Benton County, and a small portion of Linn County. The current level of paramedic service is one of the most advanced in Oregon. As stated in

the Fire Department Master Plan, the Department's goal is to respond to all City medical emergencies within 5 minutes at least 45% of the time and within 8 minutes at least 90% of the time.

10.7.e A well-planned system of connecting arterial, collector, and local streets promotes quick emergency response times while containing the need to add additional fire stations in order to meet response time targets.

10.7.f Narrower street widths are sometimes promoted as a means to promote compact, pedestrian-friendly development. However, safe and efficient access and egress of emergency vehicles requires an adequate travel lane width. In residential areas with adequate off-street parking, on-street parking can sometimes be accommodated within a portion of the travel lane width without compromising emergency vehicle access.

10.7.g Fire and emergency response standards may sometimes conflict with development patterns that offer high quality and safe pedestrian environments.

10.7.h Appropriate fire detection and suppression equipment installed at the time of development is cost-effective and invaluable in saving lives and protecting properties from excessive fire damage. Installation of a residential fire sprinkler system is estimated to add 1 to 1 ½% to the cost of a new home.

10.7.i Building houses in forested and natural grassland areas exposes residents to hazards from wildland fires and puts natural resources such as forest lands at risk from exposure to structure fires.

Policies

10.7.1 The location of future fire stations should be planned, sited, and developed to maintain the community's high standard of fire protection and ambulance service.

10.7.2 For adequate fire protection, the City shall develop and maintain a supply of water sufficient to meet projected needs in the event of a three-day shut down of the main (Taylor) water treatment plant.

10.7.3 The City shall develop and maintain standards and policies that promote the cost-effective use of fire detection and suppression devices in residential units.

10.7.4 To promote a City standard of fire protection in areas annexed after adoption of this plan, new development in these areas shall be required to be served with municipal-level fire protection.

10.7.5 The City shall coordinate review of proposed new roads or alterations to existing roads to ensure that the proposed street widths and layout are adequate to ensure fire and ambulance service access.

10.7.6 The Fire Department shall procure equipment over time, compatible with narrow streets and pedestrian-friendly environments.

10.7.7 Standards and regulations for development in the Urban Fringe shall be modified to require new residential development to maintain a sufficient fire break to minimize hazards from wildland fires.

10.8 Police Protection

Findings

10.8.a The City of Corvallis Police Department provides high quality police services and emergency communications through the enhanced 911 system.

10.8.b Additional community growth will place increasing demands on these services and create a need for closer coordination with Benton County law enforcement services.

10.8.c The City's enhanced 911 system became fully operational in February 1997. The enhanced system allows emergency dispatchers to send police, fire, and medical assistance to a caller's location immediately even when the caller is unable to provide his or her address.

10.8.d The City of Corvallis Police Department works with neighborhoods to develop community policing and crime prevention efforts.

Policies

10.8.1 As the City expands in population and service area, police and enhanced 911 services shall be expanded. Coordination with the Willamette Criminal Justice Council, Benton and Linn Counties, and other government agencies shall be increased to ensure that the high quality of these critical services is maintained and provided in a cost-effective fashion.

10.8.2 The City of Corvallis Police Department shall continue to work with neighborhoods to develop and implement community policing, traffic and crime prevention initiatives.

10.9 Supporting Documents

Item	Date	Location of Document
Corvallis Capital Improvement Program	Yearly Updates	Corvallis Public Works
Combined Sewer Overflow Mitigation Strategy	1995	Corvallis Public Works
Benton County Ambulance Service Area Plan	1996	Corvallis Fire Department
Corvallis Fire Code	1998	Corvallis Development Services Department
Corvallis Fire Department Master Plan	1995	Corvallis Fire Department
City of Corvallis Water Distribution System Facility Plan	1997	Corvallis Public Works
H. D. Taylor Water Treatment Plant Facility Plan	2002	Corvallis Public Works Corvallis - Benton County Public Library
Corvallis Stormwater Master Plan	2002	Corvallis Public Works Corvallis - Benton County Public Library
Corvallis Wastewater Utility Master Plan	1998	Corvallis Public Works
Corvallis Police Department Community Policing Strategic Plan	1993	Corvallis Police Department
1996 South Corvallis Drainage Master Plan	adopted 1998	Corvallis - Benton County Public Library
Corvallis Police Department 911 Master Plan	1994	Corvallis Police Department
Corvallis-Benton County Public Library Master Plan	1988	Corvallis - Benton County Public Library

10.10 Advisory Boards

Capital Improvement Program Commission
Willamette Criminal Justice Council

10.11 Mandated Reports / Plans / Inventories

Capital Improvement Program

Article 11. Transportation

11.0 Background

Findings and policies in this Article were first developed for the 1978 Comprehensive Plan. Transportation master plans that contained new findings and policies were completed in 1983 and 1996, and these findings and policies were incorporated into the Comprehensive Plan. Detailed information relating to transportation issues is contained in the 1996 Corvallis Transportation Master Plan and its periodic reviews and updates. A project list taken from this plan and intended to meet the requirements of public facilities planning rules is referenced as follows:

Tables 10-2 and 10-3 on pages 10-3 through 10-6 of the Corvallis Transportation Plan adopted by the City Council in 1996.

This project list is further refined and prioritized in Chapter 11 - Transportation Alternatives Analysis to specifically address transportation needs for the next 20 years.

Facility plans for the provision of transportation facilities within the Urban Growth Boundary are prepared by the City in cooperation with Benton County for roads under County jurisdiction. Yearly updates of the Capital Improvement / Investment Program shall be the City's short-term list of projects required by public facilities planning rules.

11.1 Relevant Vision Statement Elements

"Public and private sector collaboration has resulted in a regional transportation system which makes it easy for employees to walk, cycle or ride mass transit to work. The regional system also links with the north-south high-speed rail system for those traveling to Eugene, Salem, or Portland. Public and private incentives exist which encourage employees to use mass transit. This, in turn, has reduced the reliance on the automobile as well as eased traffic congestion and air pollution. Congestion, particularly through the downtown, was also eased with the extension of the north-south bypass."

"In addition, the Corvallis Regional Airport offers service with daily flights to points in Oregon, Washington, California, and beyond. A base for air freight services, particularly in conjunction with the airport's industrial park, serves as a relief airport for Portland and Eugene and provides hangar space and support services for locally-based corporate planes."

"Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods;

designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods."

"The paratransit system has been expanded, and public transit works more successfully with increased ridership and more frequent service between compact pedestrian-friendly neighborhoods. The result is cleaner air, quieter neighborhoods, and a healthier populace. Trees have been planted throughout the community to take advantage of their aesthetic qualities, to provide cooling during the summer, and for their ability to help cleanse the air we breathe."

11.2 Transportation System Planning

Findings

11.2.a With some exceptions, the present transportation system for the City of Corvallis is generally adequate for local, as well as through, traffic.

11.2.b The timing, location, and expansion of the transportation system are important factors affecting future urbanization.

11.2.c The majority of the community's future movement will occur over street rights-of-way, whatever the mix of transportation modes. While the private motor vehicle will continue to be the primary mode of transportation over the planning period, other modes, such as public transit, bicycles, and pedestrian movement will increase in importance over the planning period.

11.2.d A major concern of the community regarding the transportation system is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.

11.2.e Present methods of assessing abutting properties for major arterials and other major streets take into account adopted land use policies. The primary basis is that benefitted properties are expected to equitably participate in street improvements. This periodically leads to conflicts between transportation and land use activities.

11.2.f The needs of those people who, because of age, economic status, or physical or mental disability have limited transportation choices require special consideration in the planning of the transportation system.

11.2.g Motorized transportation is a major consumer of increasingly scarce energy resources.

11.2.h Certain highway corridors to and through Corvallis are considered major entryways or gateways to the community.

11.2.i A problem with existing trails, multi-use paths, and pedestrian ways has been the lack of continuity in some areas where these facilities exist for a short distance and then terminate with no logical connection to other facilities.

11.2.j Commuter use of parking infrastructure depends on the success of transportation demand management (see Definition, Article 50) tools, parking accessibility, number of available parking spaces, convenience to the final destination, and price, among other factors.

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

11.2.l Personal transportation decisions depend on desired activity and options available. Choice of mode depends on price (money, waiting time, and travel time), distance, convenience, reliability, safety, comfort.

11.2.m The proximity of housing to destinations affects the number of trips made on the transportation system, which affects its performance.

11.2.n Policies addressing transportation should address price, convenience, and desirability in order to be effective in addressing behavior, system needs, and overall goals.

11.2.o 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.

Policies

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.

11.2.3 The City shall develop and promote alternative systems of transportation which will safely, economically, and conveniently serve the needs of the residents.

11.2.4 Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.

11.2.5 The transportation system shall give special consideration to providing energy efficient transportation alternatives.

11.2.6 The City shall maintain a long-range transportation plan that will be periodically reviewed and updated.

11.2.7 The City shall establish a Capital Improvement Program for the transportation system which:

A. Is subject to annual review;

B. Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans;

C. Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system;

D. Establishes a priority for improvements to the system;

E. Provides for the needs of all modes of transportation within the rights-of-way; and

F. Considers the economic impacts upon properties resulting from transportation improvements.

11.2.8 The following highway corridors shall be considered primary and important entryways or gateways into Corvallis:

Highway 99W from the north (north of the City Center)
Highway 99W from the south (south of the City Center)
Highway 20 from the northeast (between North Albany and the City Center)
Highway 34 from the east (between Tangent and the City Center)
Highway 20/34 from the west (between Philomath and the City Center)

11.2.9 Special attention shall be given to major entryways or gateways into Corvallis to ensure that they reflect and contribute to a positive and desirable image of the community.

11.2.10 Development proposals shall be reviewed to assure the continuity of sidewalks, trails, multi-use paths, and pedestrian ways.

11.2.11 The City shall coordinate with the Oregon Department of Transportation (ODOT) in implementing its highway improvement program.

11.2.12 The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.

11.2.13 Uniform construction standards which accommodate all transportation modes shall be maintained for the City's transportation system.

11.2.14 Oregon Department of Transportation should fund, maintain, and improve all State highway facilities (highways 99W, 34 and 20) to meet level-of-service standards contained in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicycles, transit, drainage, curbs, and gutters.

11.2.15 Corvallis will invest in planning and coordinate with the State and counties to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector within the Corvallis Urban Growth Boundary.

11.2.16 The City's transportation requirements associated with development shall be clear, measurable, and carefully monitored for effectiveness.

11.2.17 The City shall consider allowing trade-offs in conjunction with student housing developments that provide quantifiable Transportation Demand Management (TDM) (see Definition Article 50) outcomes that are enforceable and effective in lieu of traditional transportation system improvements.

11.2.18 The City shall encourage new development to incorporate TDM strategies, and recognizes that in order for them to be effective, the location of parking facilities in relation to new development should be carefully considered.

11.3 Auto Traffic and Circulation

Findings

11.3.a Corvallis' developed transportation network lacks completed circumferential routes.

11.3.b Adequate transportation facilities are key to the development of commercial, industrial, and research areas.

11.3.c Direct access from the airport industrial area to the rest of the community is currently limited to South 3rd Street.

11.3.d The development potential of the airport industrial area, the Sunset Research Park and shopping area, and south and west Corvallis would be greatly improved with the completion of a circumferential street in the southwest quadrant of the City.

11.3.e The citizens of the community desire that the transportation system maximize access without decreasing livability.

11.3.f Residential uses along arterial streets must be carefully designed to be compatible with long-range transportation planning.

11.3.g There is a need to weigh the costs and benefits between improved transportation access for the community as a whole and maintaining livability of established residential areas which have developed along major streets. In addition to the level-of-service (LOS), livability, sustainability, and accessibility should be considered.

11.3 h Oregon Revised Statutes (ORS 368.093, Section 3), requires that a governing body of a City consult with and consider the needs of the Fire Department when adopting road specifications and standards.

11.3.i A street pattern that is roughly rectilinear with frequent connections can disperse auto traffic, reduce the distance of local trips, and provide better connections for pedestrians and bicyclists.

11.3.j There are good methods available that can be used to discourage through traffic in residential areas. On arterial and collector streets, capacity improvements can be made, such as adding lanes, turn lanes, and signals. On local streets, parking changes can be made, signs and traffic calming features can be installed, such as bulbed intersections.

11.3.k If traffic congestion increases on arterials and other major streets without improvements to or expansion of the system, including the use of transportation demand management and transportation system management techniques, traffic pressure increases on local streets and detracts from residential livability.

11.3.l The acquisition of adequate rights-of-way is required prior to, or during, the development process for economical and efficient implementation of street plans.

11.3.m Adequate setbacks would increase safety and improve the movement of traffic along major arterials and other major streets.

11.3.n Control of access will improve the capacity of an arterial / collector street and reduce accidents, pollution, and congestion.

11.3.o Residential land uses require access for emergency and service vehicles.

11.3.p Improvement and expansion of the transportation system is accomplished through the Capital Improvement Program and the development process. Improvements and expansions are expected to meet adopted community plans and standards.

Policies

11.3.1 In areas where undeveloped industrial land depends on access from arterial or collector roadways nearing capacity, the City shall encourage businesses to explore options such as using rail transportation services and flex time for employees that minimize off-site transportation impacts.

11.3.2 Circumferential routing of major streets with controlled access and adequate setbacks shall be developed to facilitate the movement of through traffic.

11.3.3 Access control plans shall be developed for major streets on which direct access from abutting properties impairs the safe operation of the street.

11.3.4 The City shall maintain the carrying capacity and viability of major arterials and other major streets by developing, adopting, and implementing access control standards that restrict or reduce curb cuts and other direct access points, require adequate rights-of-way, setback lines, and road improvements as part of the development process.

11.3.5 Local streets shall be designed and built to discourage high speed through traffic.

11.3.6 Adequate street widths and routes shall be provided for emergency and service vehicles while maintaining accessibility to abutting properties.

11.3.7 The City shall work with Benton County to ensure that all development within the Urban Growth Boundary shall conform to, and participate in the implementation of, the adopted City of Corvallis Transportation Plan.

11.3.8 Streets shall be classified as "arterial highway," "arterial street," "collector street," "neighborhood collector," or "local street." These classifications shall reflect their use. New development may designate two levels of local street, local connector and local. Each development project shall be reviewed for its logical progression and connection from local streets to neighborhood collector, or collector streets, to arterials for site access. Each development project shall provide improvements necessary to make logical connections. Emphasis should be placed on creation of a roughly rectilinear street pattern that encourages dispersion of local traffic through a number of streets and minimizes the use of cul-de-sacs.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.3.10 In addition to level-of-service and capacity demands, factors such as livability, sustainability, and accessibility shall be considered in managing the City's transportation system.

11.3.11 Private driveway access shall be limited on all existing and future arterial streets to reduce interference, improve safety, and preserve traffic capacity. New residential driveways shall not directly access arterial streets where alternate access can be developed. At the time of development or redevelopment, opportunities to restrict or combine access points along arterials should be pursued.

11.3.12 New local streets, neighborhood collectors, collector streets, and arterial streets shall be located and designed to manage traffic volume and speed to minimize negative impacts on abutting land uses.

11.3.13 In existing neighborhoods, changes in traffic control, such as the use of diverters and traffic circles for local streets, shall be considered through use of a neighborhood traffic management corridor plan. The area affected by the change in traffic control shall be determined by traffic engineering studies.

11.3.14 The City shall evaluate planted medians as an extra-capacity feature (needed for safety and traffic calming) for arterials and collectors otherwise requiring a continuous center turn lane, and the appropriateness of reimbursement through system development charges.

11.4 Auto Parking

Findings

11.4.a Corvallis has a number of areas in which parking problems exist.

11.4.b Inappropriately designed and placed on-street parking increases congestion and reduces the safety of streets.

11.4.c Inappropriate on-street parking on collector and arterial streets can reduce the efficiency of traffic movement, increase the likelihood of accidents, and can have a negative impact on adjacent land uses.

11.4.d On-street parking can add to congestion, and decrease safety; however, properly developed on-street parking in residential areas can discourage through traffic, reduce vehicle speeds, and generally improve neighborhood livability.

11.4.e Single-level, off-street parking near major traffic generators and other major facilities uses inordinate amounts of land.

~~*11.4.f Many older, established areas have inadequate off-street parking.*~~

11.4.g Parking problems can in part be alleviated by a shift to other modes of transportation such as transit, bicycles, and walking.

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.

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

11.4.j The City Council's plan to expand residential parking districts, which was considered through the referendum process, 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.

11.4.l Many older, established areas 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 need to 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.

11.4.0 Lack of desirable (convenient and affordable) on-campus parking externalizes University parking demands on residential neighborhoods surrounding campus.

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 supply of free and convenient off-campus parking.

Policies

11.4.1 The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.

11.4.2 The City shall adopt and implement measures that discourage nonresidential vehicular parking on residential streets and in other adversely affected areas.

11.4.3 All traffic generators shall provide adequate parking.

11.4.4 Multiple-level parking facilities near major traffic generators should be encouraged where practical.

11.4.5 The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.

11.4.6 New industrial and commercial development shall provide preferential car pool and van pool parking near primary building entrances.

11.4.7 The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

11.4.8 Temporary parking lots, which are not improved to full City standards, and which can more easily be converted to lower-intensity uses, shall be explored as a means of reducing costs and environmental impacts associated with parking when demand is expected to fluctuate. Such lots may play a major role in designing and testing multimodal transit connections, such as park-and-ride facilities.

11.4.9 Park and ride lots and alternative transportation linkages should be explored cooperatively with major employers if adequate on-site parking does not exist for employees, clients, or students.

11.4.10 Auto parking should be allocated using the following principles:

- ***A. The streets of Corvallis belong to the community.***
- ***B. On-street parking is a public resource that should be managed for the public good.***
- ***C. The parking fee system should be self-supporting and can provide additional resources for transit and transportation improvements.***
- ***D. Parking fees can be considered as an effective mechanism for allocating scarce parking resources and improving livability.***

**NOTE to City Council: The Planning Commission would like the City Council to take Policy 11.4.10, above, into careful consideration, as the Commission had divided opinions on the matter and recognized that it has important policy implications.

11.5 Bicycle

Findings

11.5.a The size and terrain make much of Corvallis suited to the use of bicycle for alternative transportation and recreation purposes.

11.5.b A recognized need in Corvallis is a well-designed, interconnecting network of multi-use trails which connects parks and recreation facilities, open space, schools, residences, and employment centers.

11.5.c The County and City should jointly plan to provide trails and multi-use paths within or near the Urban Fringe.

11.5.d When properly designed, bikeways can be considered for multi-use purposes.

11.5.e The development of bikeways on arterial and collector streets may result in the loss of on-street parking for abutting properties.

Policies

11.5.1 Bikeways shall be conveniently located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets.

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

11.5.3 On-street parking should be managed where it conflicts with bicycle corridors.

11.5.4 Acquisition of land and/or easements for bikeways and trails shall be evaluated along with the need of land for parks and open space.

11.5.5 Selected bikeways shall be designed to accommodate multi-use activities.

11.5.6 Bikeways shall be developed to provide access to all areas of the community.

11.5.7 All new collector and arterial streets shall be designed to accommodate bicycle facilities.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

11.5.9 The City shall work with local businesses to accommodate the conversion of adjacent on-street automobile parking to bicycle parking where appropriate.

11.5.10 When economically feasible, bicycle facilities shall be physically separated from pedestrian facilities.

11.5.11 Where bicycle and pedestrian facilities are combined, adequate width for the combined uses shall be provided.

11.5.12 Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

11.5.13 The City shall provide adequate covered bicycle parking facilities at major transit stations.

11.5.14 The City shall work to acquire abandoned railroad rights-of-way for multi-use paths to serve bicycle, pedestrian, and equestrian uses.

11.5.15 The City shall work to maintain and preserve the scenic aspects of current and future separated multi-use paths.

11.5.16 The City shall install bicycle carrier racks on City buses and encourage the provision of bike carrier racks on inter-City buses such as the Linn - Benton loop bus.

11.6 Pedestrian

Findings

11.6.a Pedestrian movement has not been adequately planned in the past.

11.6.b Pedestrian crossings on many major streets are unsafe.

11.6.c Architectural barriers restrict access for handicapped persons.

~~*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.*~~

11.6.d ***OSU's 2014 Campus-wide Parking Survey found that 53% of respondents drive a personal vehicle to campus, 21% walk, 16% ride a bicycle, 5% ride the bus, 3% arrive by carpool, and 2% use other means to travel to campus. The 2013 American Community Survey (US Census) estimates that 56.7% of Corvallis residents commute to work in a single occupant vehicle, 7.8% carpool to work, 2.9% take public transportation, 12.2% walk (the highest rate in the nation), and 13.1% travel by other means (bicycle, etc.).***

11.6.e Many barriers to pedestrian use exist in the community, including multi-lane roadways with no pedestrian refuge, long blocks requiring extended out-of-direction travel, and lack of sidewalks or other pedestrian facilities in some areas.

Policies

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.

11.6.2 The community shall give special consideration to providing access for handicapped people.

11.6.3 Pedestrian access shall be addressed in the review of proposed cul-de-sac developments. The City shall require pedestrian rights-of-way interconnecting the ends of such streets where feasible .

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.6.5 All arterial and collector streets shall have sidewalks constructed at the time of initial street improvement to encourage pedestrian use.

11.6.6 Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

11.6.7 Where minimizing travel distance has the potential for increasing pedestrian use, direct and dedicated pedestrian paths shall be provided by new development.

11.6.8 The Oregon Department of Transportation shall construct sidewalks at the time of highway improvements as an integral part of the improvement and pay the sidewalk improvement costs with ODOT project funds.

11.6.9 Maintenance policy decisions shall consider and encourage pedestrian facility use.

11.6.10 Flexibility in pedestrian facility standards may be allowed for retrofitting of local streets in substandard locations when the deviation from standards can be shown to better pedestrian accessibility.

11.6.11 The City shall encourage timely installation of pedestrian facilities to ensure continuity and reduce hazards to pedestrians throughout the community.

11.6.12 New commercial development shall be oriented toward adjacent existing and planned sidewalk facilities to encourage pedestrian, bike, and transit activity.

11.6.13 New commercial and residential development shall generally provide for a maximum block perimeter of 1,500 feet, except where it would negatively impact significant natural features.

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

11.7 Transit

Findings

11.7.a Public transit offers the community a mechanism to reduce traffic and pollution as well as to increase energy efficiency.

11.7.b Work, school, medical, and shopping trips are the most conducive to mass transportation.

11.7.c Within the Urban Growth Boundary, the present transit system is inadequate in the areas of coverage and frequency of service. A determination of the community's transit needs could best be developed through a route and schedule analysis.

11.7.d A viable transit system is dependent upon efficient access to the population service area and adequate funding.

11.7.e Local, national, and statewide commercial buses, and private operators now provide inter-city public transportation in the region. These existing carriers will continue to play an important part in the public transportation system of the area.

11.7.f A regional transit system may be needed within the planning period to provide adequate access to regional recreational areas.

11.7.g Additional public transportation connections between Corvallis and other areas of the Willamette Valley will need to be improved within the planning period.

11.7.h Albany, Corvallis, and Philomath will need to develop mechanisms to provide public transportation between jurisdictions, perhaps expanding service provided by the Linn - Benton Loop System.

11.7.i In 2011, the Corvallis Transit System (CTS) stopped charging fares. The increase in use of the CTS by college students has affected certain CTS routes, contributing to overcrowding.

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

Policies

11.7.1 An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.

11.7.2 The City of Corvallis shall cooperate with neighboring jurisdictions to provide a regional transportation system which facilitates convenient, energy efficient travel. This shall address the needs of persons who, for whatever reason, do not use private automobiles.

11.7.3 The City of Corvallis should participate in a trial operation of a Philomath - Corvallis transit system before making long-term commitments to this regional service.

11.7.4 Arterial and collector street designs shall include evaluation for transit facilities such as bus stops, pullouts, shelters, optimum road design, and on-street parking restrictions as appropriate to facilitate transit service.

11.7.5 New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.

11.7.6 Park-and-ride lots on the periphery of Corvallis shall be investigated by the City as an alternative solution to parking and congestion problems.

11.7.7 The City should seek appropriate opportunities for increasing residential density and providing industrial and commercial development along existing and proposed transit routes.

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. The City shall pursue a partnership with OSU for this analysis. Subsequent studies should be considered.

11.8 Rail

Findings

11.8.a Rail passenger service to Corvallis is included in the State Rail Plan but is currently not available in Corvallis.

11.8.b Rail freight service to the area is provided by Willamette and Pacific Railroad.

11.8.c Railroad crossings constitute a pedestrian / auto safety hazard in heavily urbanized areas.

11.8.d The availability of good, reliable and cost-effective rail service to industrial sites is an important element in promoting economic development.

Policies

11.8.1 Rail service should be considered as an alternative for future transportation planning.

11.8.2 Corvallis shall pursue methods to increase the safety of railroad crossings.

11.8.3 The City shall work with industry and rail service providers to retain rail service to this community's industrial areas.

11.8.4 The City shall work with government, passenger rail service providers, and other agencies to obtain passenger rail service for Corvallis.

11.9 Air

Findings

11.9.a The Corvallis airport has the potential to become a significant general aviation facility.

11.9.b Improper use of lands abutting the airport would reduce the ability of the airport to function as an element of the transportation system.

Policies

11.9.1 The City should further develop facilities and services at the Corvallis airport. The City shall continue efforts to secure permanent, scheduled air-taxi service.

11.9.2 The City shall work to ensure that land uses surrounding the airport both in and outside of the City and Urban Growth Boundary are developed in a fashion that maintains the City's ability to enable the airport to function as an important element of the transportation system.

11.9.3 Expansions of the Urban Growth Boundary and other land use actions affecting property around the Corvallis airport shall fully protect airport functions, viability, and expansion potential.

11.9.4 Future airport development shall be in accordance with the Corvallis Airport Master Plan.

11.9.5 The Corvallis Airport Master Plan shall be updated every ten years.

11.9.6 All land leases shall be in accordance with Federal Aviation Administration (FAA) regulations, and any potential sale of property in the airport industrial park shall be in accordance with the City of Corvallis Land Disposition Policy as approved by the FAA.

11.9.7 Development in the airport industrial park shall be in accordance with the City of Corvallis Airport Industrial Park Development Plan.

11.10 Water

Findings

11.10.a The Marys and Willamette Rivers are not utilized in the transportation system servicing Corvallis.

Policies

11.10.1 The Marys and Willamette Rivers should be considered as potential resources in future transportation planning.

11.11 Central City Transportation Issues

Findings

11.11.a Heavy truck traffic creates severe problems for local businesses because of the noise, exhaust emissions, congestion, and safety hazards.

11.11.b Congestion and noise caused by heavy truck traffic are detrimental to the function of the shopping area within the Central Business District. To address these concerns the development of the northern leg of the bypass will be needed in a timely manner.

11.11.c The 1995 Downtown Parking Study indicates that a surplus of almost 700 spaces within the downtown core exists; however, within the core, several blocks are experiencing parking shortages. Additional shortages in the core area and along the riverfront are anticipated within the next ten years.

11.11.d The City's parking requirements have hindered some owners from developing or redeveloping their property in the downtown.

11.11.e Some downtown streets are not designed well for bicycle travel.

11.11.f Downtown retail uses have expanded beyond the boundaries of the current "downtown free parking area," restricting customer parking in some areas.

Policies

11.11.1 The City shall seek alternative routing, including completion of the northern leg of the bypass, and size and weight limits to better manage heavy truck traffic within the core area without significantly reducing the livability of other areas of Corvallis.

11.11.2 The downtown transportation system should be oriented primarily towards providing access and parking for area employment centers and commercial activities, as well as providing for the transportation needs of the residents of the downtown area. Within the core area of the central business district, the emphasis shall be on pedestrian movement. Transportation system improvements in the core area will be consistent with the Downtown Streetscape Plan (1988).

11.11.3 The City shall work with the Downtown Parking Commission and shall develop, adopt, and implement a parking plan for the Central City which re-evaluates the distribution of free and metered parking, develops an equitable mechanism for new development to contribute to shared parking in lieu of on-site parking, and may include provisions for multi-level parking structures.

11.11.4 On a periodic basis, the City shall update the Corvallis Transportation Plan that considers all elements of the transportation system, with attention to the special needs of the Central City.

11.11.5 The City shall seek ways to improve bicycle travel to and through the downtown area.

11.12 Oregon State University Transportation Issues

Findings

11.12.a The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.

11.12.b Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.

~~*11.12.c Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.*~~

11.12.c Off campus on-street parking by university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by maintaining the fareless transit system, encouraging bicycle and pedestrian travel, and by developing and implementing a parking plan.

11.12.d Concerns have been raised regarding the safety of pedestrians and bicyclists travelling to the University due to increased student enrollment, increased vehicle traffic, public improvement limitations (e.g. crossings and lighting), and visibility constraints.

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

11.12.f Commuters from 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 alters student behavior.

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

11.12.i The lack of regional transportation options influences students' decisions to bring cars to Corvallis.

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.

Policies

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

~~**11.12.2** The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.~~

11.12.2 The City shall require the University to 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.

11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.

11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.

11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

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

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

11.12.8 The practice of limiting vehicle circulation through campus has had an effect on traffic patterns. When OSU decides to limit or cut off vehicular access to campus, a plan shall be developed to assess the existing traffic patterns and how they will be affected by the change. A mitigation plan shall be developed by OSU and approved by the City to reduce negative impacts to the surrounding neighborhoods and to the City's transportation system.

11.12.9 OSU shall accommodate short-term visitors to the campus core.

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

11.12.11 The City shall encourage transportation demand management to be used as a means of reducing carbon emissions, vehicle miles traveled, and parking demand.

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 to minimize off-campus impacts.

11.13 South 3rd Street Transportation Issues

(For discussion of South 3rd Street transportation issues, see the South Corvallis Area, Section 13.11.)

11.14 West Corvallis Transportation Issues

(For discussion of West Corvallis transportation issues, see the West Corvallis - North Philomath Plan, Section 13.12.)

11.15 Supporting Documents

Item	Date	Location of Document
Corvallis Transportation Plan	1996	Corvallis - Benton County Public Library
Corvallis Transportation Demand Management Plan	1998	Corvallis - Benton County Public Library

Benton County Transportation System Plan	1998	Corvallis - Benton County Public Library
Corvallis Downtown Parking Study	1995	Corvallis Planning Division Library
Oregon Transportation Plan	1990	Corvallis - Benton County Public Library
Oregon Highway Plan	1991 (1998)	Corvallis - Benton County Public Library
Oregon Bicycle and Pedestrian Plan	1996	Corvallis - Benton County Public Library
Oregon Public Transportation Plan	1997	Corvallis - Benton County Public Library
South Corvallis Area Plan	1998	Corvallis - Benton County Public Library
West Corvallis - North Philomath Plan	1998	Corvallis - Benton County Public Library
Corvallis Airport Master Plan	2003	Corvallis Public Works Department
Corvallis Airport Industrial Park Development Plan	draft	Corvallis Public Works Department
Corvallis Land Disposition Policy Municipal Code Section 1.04.060	1995	Corvallis - Benton County Public Library
Downtown Streetscape Plan	1988	Corvallis Planning Division Library

11.16 Advisory Boards

Citizens Advisory Commission on Transit
Bicycle and Pedestrian Advisory Commission

11.17 Mandated Reports / Plans / Inventories

Central City parking plan
Access control standards and plans
OSU traffic and parking plan

Article 13. Special Areas of Concern

13.0 Background

Some areas in Corvallis have such a significant impact on the City as a whole that they warrant special attention and consideration and thus are addressed separately in this Article. These areas are currently Oregon State University, downtown Corvallis, west Corvallis, and south Corvallis. Other areas may also warrant special attention (e.g. north Corvallis) in future land use planning efforts.

Oregon State University is the largest single landowner and employer in the Urban Growth Boundary and is the geographic center of the community. Its large and diverse student body and staff influence every demographic characteristic of the City and through the opportunities for technology transfer, greatly enhance the economic growth potential of the community. Oregon State University development and land use decisions often have far-reaching consequences in terms of the City's housing, public facilities and services, transportation systems, and economy. It is essential that the City and University maintain a coordinated program of land use planning in order that development occurs that adequately provides for the needs of all affected groups and individuals and benefits both the City and the University. Additional information on Oregon State University is available in the Oregon State University Plan (1986).

Downtown Corvallis, and in particular the Central Business District, is another special area of concern. The Central Business District is the commercial and cultural heart of the community. It houses major retail businesses, business offices, government, and service facilities, recreational, cultural, and art resources and facilities as well as housing. The vitality of the Central Business District is a direct indication of the health of the community. A significant area within the downtown is the Willamette Riverfront. This area, once planned as a highway bypass is now being considered as a special district. Plans and the associated improvements for this area can be found in the Corvallis Riverfront Commemorative Park and Riverfront District Master Plan (1997).

Many other communities in Oregon have sought development of regional retail malls. When these have been developed, especially in smaller cities, they have had serious negative impacts on downtown commercial activities, increased the use of the automobile, and have led to an increase in sprawl development. The City of Corvallis is committed to maintaining a vital vibrant downtown for retail and business activities. The Downtown Corvallis Association actively works with the City and businesses to maintain and enhance downtown as the center of commercial activity for Corvallis. Additional information on downtown Corvallis is available in the Downtown Streetscape Plan (1989) and various parking studies.

The west Corvallis area has a unique mix of land uses and large property ownerships, from Oregon State University agricultural lands that function as open space, to large private ownerships envisioned for relatively intense development. Recognition of this unique

character resulted in a desire in the community to plan more precisely for development in the area than was accomplished by the 1990 Comprehensive Plan. This desire resulted in initiation and completion of the West Corvallis - North Philomath Plan. This Plan was developed over a five-year period by the West Corvallis Growth Management and Open Space Planning Task Force, a body appointed by the Cities of Corvallis and Philomath, Benton County, and Oregon State University. The area considered in the Plan is approximately 6,300 acres, of which approximately 3,100 acres are within the Corvallis Urban Growth Boundary. The Plan focuses on four inter-related elements:

- An open space framework;
- An interconnected circulation network;
- Neighborhood villages; and
- An urban transition process

The West Corvallis - North Philomath Plan places up to four neighborhood villages within the Corvallis Urban Growth Boundary as a means of ensuring the form that development will take. These villages are located at the intersections of arterial and collector streets. The proposed locations are 35th street at West Hills Road, two at 53rd Street at West Hills Road, and 53rd Street at Harrison Boulevard. The land use and policy changes developed in the West Corvallis - North Philomath Plan have been incorporated into this Comprehensive Plan with few changes.

The south Corvallis area is the southern gateway to the City and is planned to accommodate some of the community's industrial growth, along with residential and commercial development. This area was originally developed in the County and was later annexed to the City to provide for essential urban services. Its pattern of development is predominantly oriented toward South 3rd Street (highway 99W). Access to other areas of the community is limited by natural and man-made barriers (Marys River and Willamette & Pacific Railroad). Many commercial uses in this area are in transition as they are shifting from land intensive agribusiness to more typical urban commercial uses.

Because of these factors, this area of the community warranted special attention, and the South Corvallis Area Plan was completed in December, 1997. This plan is the result of sixteen months of work by the South Corvallis Citizen Advisory Committee during which the committee held open houses, workshops, and public comment meetings. As a result, public participation in the process was maintained at a high level throughout the project. With a strong consensus, the citizen’s committee forwarded the Plan to the City Council.

The South Corvallis Area Plan proposes a series of key recommendations including:

- Mixed use centers including a plan for a Town Center site;
- A new Limited Industrial - Office district;
- Conceptual plans for four new neighborhoods with parks as focal points;
- Transportation policies which give a much higher priority to strategies other than widening South 3rd Street;
- Reduction in the amount of Intensive Industrial land; and
- Street and trail plans which enhance connectivity and increase pedestrian safety.

The Plan also contains a series of findings and implementation policies related to neighborhoods, commercial and industrial areas, transportation, and open space. The land use and policy changes developed in the South Corvallis Area Plan have been incorporated into this Comprehensive Plan.

13.1 Relevant Vision Statement Elements

"*Corvallis in 2020 boasts a Central City that is the vibrant commercial, civic, cultural, and historic heart of the County."*

"Downtown Corvallis is the primary shopping area, community gathering place, and governmental hub. People live, work, shop, and play downtown, making it a lively and inviting place."

"As a cornerstone of the community's identity, Oregon State University enriches the City's economic vitality and cultural life as well as its educational opportunities."

"OSU and Corvallis are active partners with a range of shared resources and cooperative agreements to support mutual interests in areas such as fire and police protection, transportation, utilities, and other infrastructure. The result of this mutually beneficial cooperation helps create efficiencies for the City and University and fosters a healthy and livable place where citizens, businesses, and organizations prosper. Corvallis is recognized as a university town with benefits that directly contribute to the whole State of Oregon and beyond."

"Beginning with studies such as the West Corvallis - North Philomath Plan and the South Corvallis Area Plan, the community has been able to identify potential locations for new neighborhoods within the Urban Growth Boundary. Specific Area Plans for these potential neighborhood sites, showing land-uses, street layout, and open space framework, help to ensure that incremental development over time and by various property owners / developers creates the kind of places the community desires."

13.2 Oregon State University

Findings

13.2.a Oregon State University is the major employer, landowner, and traffic generator in the Urban Growth Boundary.

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

13.2.c Oregon State University contributes to the economic vitality of the community by attracting students who provide the employment base for teaching faculty and support staff at OSU and secondarily by drawing conferences and conventions among its faculty

peer groups and alumni / donor base. Oregon State University invests considerably each year to attract new and returning students, alumni, donors, and other groups to come to its Corvallis campus. The University also contributes to the economic vitality of the community by attracting Federal, State, and corporate research funds which support its locally-based research faculty and facilities development.

13.2.d The location and function of private land uses surrounding the University can have a major impact on the campus and University agricultural lands.

13.2.e Changes of land use on the campus and on surrounding private and public lands are expected to occur. These changes include the location of new structures, changes to existing structures and their uses, and changes to traffic patterns.

~~*13.2.f In 1986, the City adopted the Oregon State University Plan which updated the Physical Development Plan for the main campus. This made the Oregon State University Plan consistent with the Comprehensive Plan in accordance with State law.*~~

13.2.g The City and the University periodically revise and update their land use plans.

13.2.h The OSU Campus Way agricultural service road / pedestrian trail impacts the adjacent agricultural uses and the use of the road by farm service equipment.

13.2.i OSU Campus growth, has led, and 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.

13.2.j Enrollment projections for 2014 under the 2005 Campus Master Plan were significantly exceeded.

13.2.m Because of its relative size and economic impact, including impacts on resident and employee composition, land-use decisions made by the University require effective and 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 is 17,064 (from a total population of 54,691). If the number of residents between the ages of 20 and 29 in Corvallis were proportionate to the statewide average for that age cohort, that population would be 7,329.

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

13.2.p . The 2004-2015 Campus Master Plan monitoring process was not clearly defined. A review of the monitoring submittals over the 2005-2014 time period indicates that there

were periodic gaps primarily related to parking utilization counts in off-campus parking districts, transportation demand management (see Definition, Article 50) reports, and Jackson Avenue traffic counts.

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

13.2.r Some members of 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.

Policies

13.2.1 The University and City should work cooperatively to develop and recognize means and methods to allow the University to provide the mission activities.

13.2.2 The City and the University shall continue to work together to assure compatibility between land uses on private and public lands surrounding and within the main campus.

~~**13.2.3** The City shall continue to work with Oregon State University on future updates of and amendments to the 1986 Oregon State University Plan. Coordination shall continue between the City and Oregon State University on land use policies and decisions.~~

13.2.3 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

13.2.4 The City and Oregon State University shall jointly participate in activities to "market" Oregon State University as a resource for members of the community and to draw people to the community.

~~**13.2.5** Development on the Oregon State University main campus shall be consistent with the 1986 Oregon State University Plan, its City-approved successor, or approved modifications to the Plan. This plan includes the Physical Development Plan Map that specifies land use at Oregon State University.~~

13.2.5 Development on the Oregon State University main campus shall be consistent with the Comprehensive Plan, the Land Development Code, and the 2004 Oregon State University Campus Master Plan, its City-approved successor, or approved modifications to the Plan.

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 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 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 should include metrics that evaluate the following: parking, traffic, transportation demand management (see Definition, Article 50), off-campus impacts of new OSU development, enrollment data for on-campus and off-campus/e-campus student populations, and other relevant information.

13.2.8 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 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.

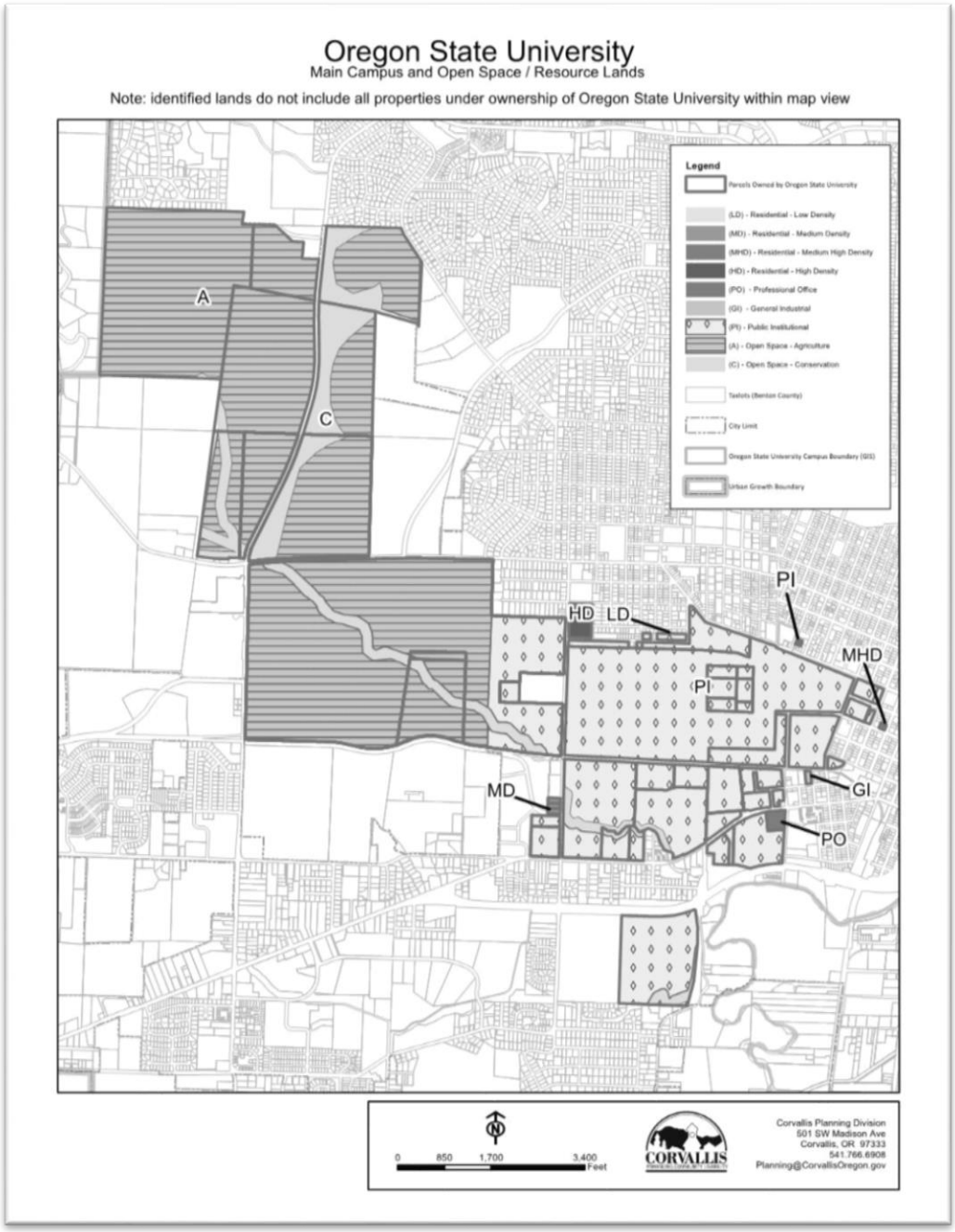
13.3 Oregon State University Transportation Issues

(For findings and policies relating to Oregon State University transportation issues see Section 11.12.)

13.4 Oregon State University Open Space and Resource Lands

Findings

13.4.a Oregon State University open space lands are a valuable asset to the community as they: 1) provide a good transitional zone between intensive agricultural uses at the University and community land uses; 2) contribute to community open space; and 3) provide gateways to the community. ***(Existing Finding – new map added)***



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

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

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

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

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

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

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

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

Policies

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

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

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

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

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

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

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

13.5 Central City

Findings

13.5.a The downtown area, or "Central City," contains a broad mix of land uses, meeting the needs of many people within the Urban Growth Boundary. This area is bordered by Buchanan Avenue, 9th Street, the Marys River and the Willamette River.

13.5.b In the Corvallis 2020 Vision Statement, the citizens expressed a desire to maintain the quality of the Central City for residential, cultural, civic, recreational, and commercial land uses.

13.5.c The Corvallis Central City currently serves as the major shopping district for the Urban Growth Boundary.

13.5.d As stated in the Corvallis 2020 Vision Statement, the community intends that the downtown remain the primary shopping center of Corvallis. This intention recognizes the commercial center as part of the larger "Central City" concept. Development of the commercial center, therefore, needs to support the area as the civic heart of the community and as an environment that encourages cultural, recreational, and residential activities as well as being the focus for the community's commercial activity.

13.5.e To support downtown as the community's primary shopping district, it is necessary to build on the area's attributes such as its waterfront, its unique historic character, its diversity of activities and its existing successful businesses. It is also necessary to overcome some of the area's limitations, such as a lack of adequate and convenient parking, and a less-than-optimum pedestrian environment due to exposure to weather.

13.5.f The downtown is well located, as it is close to publicly-owned destinations such as the Willamette River bank, the Riverfront Park, the Majestic Theater, the library, the County Courthouse, Central Park, City Hall, and Oregon State University. This concentration of activity tends to both strengthen commercial activity in the downtown area and make citizens' trips more efficient and convenient.

13.5.g Without active public involvement in downtown, market forces will shift shopping dollars from downtown to other areas, both in and outside of the community. Opportunities exist for downtown public involvement in areas such as new parking facilities, downtown

gateway and streetscape improvements, a weather protection program, facade improvements, enhancement of the waterfront, and in limiting commercial development outside the downtown area.

13.5.h To successfully operate as a unified area, a Central Business District needs to:

i. Be compact;

ii. Protect pedestrian traffic from the elements and from conflicts with vehicular traffic;

iii. Have well-defined entrances;

iv. Have ease of access by all modes of transportation to all facilities;

v. Have adequate security for its users;

vi. Have a broad cross section of appropriate commercial, residential, civic, and cultural uses;

vii. Have adequate free parking that is readily accessible to shopping; and

viii. Discourage heavy, through truck traffic.

13.5.i It is common for business centers to enhance their surroundings periodically in order to demonstrate their vitality and maintain or increase their market appeal and add updated amenities. In the downtown shopping district, some of the most visibly obvious enhancements are facade, gateway, streetscape improvements, and historic renovations. Public support of these improvements will demonstrate the community's commitment to the downtown and will encourage private investment in the area.

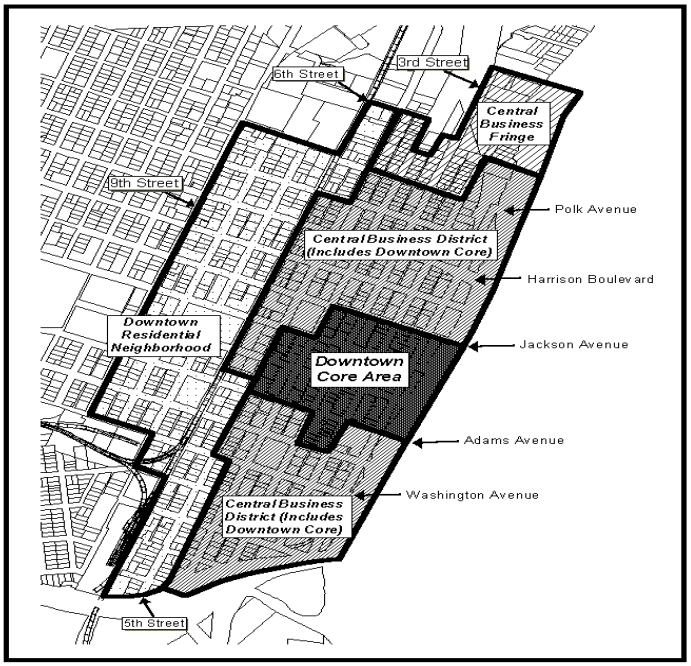
13.5.j The central location of downtown Corvallis can be effectively served by mass transit.

13.5.k The Central City has advantages for regional, local and specialty shopping, professional, governmental, financial, cultural, entertainment activities, and housing.

13.5.l Unlike a shopping mall under one owner and one management, the downtown is a collection of independent merchants and property owners. To compete with other shopping areas there is a need for the City to support the Downtown Corvallis Association so that it can be effective in areas such as: 1) marketing and promoting programs that present the downtown as a unified shopping district with a diversity of businesses; 2) promoting standard hours of operation; 3) encouraging expanded hours of operation; 4) facilitating the filling of vacancies and maintaining an appropriate tenant mix in the downtown area; 5) assisting in the maintenance and upgrading of the physical environment; and 6) assisting in resolving parking and other significant downtown issues.

13.5.m Development of a regional shopping center would shift spending from the downtown to the new regional shopping center. A new regional mall developed outside the downtown area will, therefore, result in the decline of the downtown and be inconsistent with the community's intentions.

13.5.n The Downtown Redevelopment District is the area bordered by the Willamette River, Polk Avenue, 6th Street, and Western Boulevard. Within the redevelopment district is an area known as the "pedestrian core area." The adopted Downtown Streetscape Plan provides appropriate guidelines for visual improvements in the downtown shopping district. The Downtown Streetscape Plan contains a pedestrian core area which is generally within the area bordered by Jackson Avenue, 5th Street, Jefferson Avenue, and the Willamette River.



13.5.o Existing land use regulations, such as off-street parking requirements, do not encourage the development of a compact core area within the Central Business District.

13.5.p The upper stories of some structures in the Central Business District are presently underutilized. One of the reasons these upper floors have not been used is because of the costs associated with complying with current building code requirements.

13.5.q The City Council has adopted a Corvallis Riverfront Commemorative Park Plan to increase pedestrian comfort and safety along 1st Street, provide adequate parking, create a community gathering place, and help promote private investment.

13.5.r Riverfront District Standards should be adopted to foster a pedestrian-friendly environment that allows developers flexibility in meeting their parking requirements.

3.5.s The economic vitality of the Central Business District is critical to the health of the City as a whole. The attractiveness of our City to residents, visitors, and employers is greatly affected by the appearance of downtown, the breadth of comparative shopping opportunities, convenience, and competitiveness with other shopping areas. The maintenance and enhancement of downtown as a smoothly functioning focus for professional, retail, civic, and cultural activity continues to have a high public priority.

Policies

13.5.1 The City shall encourage private investment in the downtown that supports the diverse activities of the Central City and is consistent with maintaining downtown as the primary shopping center and business district area.

13.5.2 The City shall help overcome limitations that would otherwise lead to a declining downtown. Opportunities to enhance the downtown include providing additional parking, establishing a sidewalk weather protection program, and leading an effort to produce a long-range plan for the downtown.

13.5.3 The City shall demonstrate its commitment to downtown's vitality by investing in and implementing streetscape changes that are consistent with the Downtown Streetscape Plan, or its successors, in conjunction with the long-range plan for downtown.

13.5.4 The City shall seek opportunities to assist downtown in maintaining its market share of the retail dollars spent in and by the community.

13.5.5 The City shall support the Downtown Corvallis Association in its management of the Central Business District.

13.5.6 Development of a regional shopping center outside the downtown is inappropriate.

13.5.7 Action to maintain the quality and unique attributes of downtown should include development and adoption of a Downtown Area Plan, which could include authorization to utilize a variety of financing mechanisms.

13.5.8 The City shall assist the downtown in redeveloping its upper story areas and achieving full occupancy in both ground floor and upper story spaces within the Central Business District.

13.5.9 The City shall encourage the location of uses in the downtown area which are compatible with the Corvallis 2020 Vision Statement, including use of upper floors of buildings for commercial, residential, and professional offices.

13.5.10 The City has designated a Downtown Core Area where pedestrian activity is encouraged.

13.5.11 Planning for continued development of the Riverfront shall consider its inter-relationship with the Central Business District.

13.5.12 Riverfront District standards should be adopted to ensure 1st Street develops as a compact, pedestrian-friendly urban amenity.

13.5.13 The City shall ensure that the traditional "Main Street" character of the downtown area is maintained and enhanced over time by incorporating standards that require the following in the Central City:

A. Traditional downtown building layout with orientation to the street;

B. New buildings and building facade improvements that emphasize human-scaled design and architectural compatibility;

C. Parking requirements that focus on shared parking and district-wide parking options rather than strict on-site requirements;

D. Two-story minimum for new construction within the Central Business District;

E. The provision of incentives for the integration of multiple uses, especially mixed commercial, residential, and office uses, within single buildings; and

F. The installation and maintenance of weather protection (such as awnings) on all buildings that directly front Central City sidewalks. This standard shall be enforced at the time of new construction and major building improvements.

13.6 Madison Avenue

Findings

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

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

13.6.c Madison Avenue, especially at the Arts Center Plaza and Central Park, is used on a regular basis for special outdoor cultural and civic events.

Policies

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

13.7 Downtown Transportation Issues

(For findings and policies relating to downtown transportation issues, see Section 11.11.)

13.8 Local Government and Cultural Facilities

(For findings and policies relating to Local Government and Cultural Facilities, please see Article 8 - Economy and Article 10 - Public Utilities, Facilities, and Services.)

13.9 Downtown Residential

(For findings and policies relating to downtown residential uses, see Section 9.6.)

13.10 Downtown Industrial

Findings

13.10.a The area adjacent to the Willamette & Pacific Railroad, abutting the Central City to the southwest, is in close proximity to the downtown, Oregon State University, existing industrial uses and the Downtown Residential Neighborhood.

Policies

13.10.1 The industrial area to the southwest of the Central City should be developed with a mix of uses that are compatible with the surrounding uses.

13.11 South Corvallis Area

Findings

13.11.a South 3rd Street is a State highway and a major connector of Corvallis, South Benton County, and Lane County.

13.11.b The existing land use pattern along South 3rd Street is complex and will require special management to permit the development of an attractive, economically viable, and safe area of the community. Land uses abutting this street range from industrial to residential; many were in existence at the time of annexation and were begun prior to the zoning of the area.

13.11.cSouth 3rd Street is a significant gateway to Corvallis. The types of land uses along South 3rd Street, their visual quality, and their visual and functional quality of the highway itself, are of special concern to the City.

13.11.d The purpose of the South Corvallis Area Plan was to enhance the livability of south Corvallis by integrating land uses and transportation.

13.11.e The South Corvallis Area Plan, adopted in 1998, proposes "a community of pedestrian-friendly places along South 3rd Street, varied mixed use developments, new neighborhood parks, and diverse housing." The Plan (and its Technical Appendix) also outlines a variety of measures, including land use redistricting and development standards, to maintain the viability of the transportation corridor at full urbanization of the Urban Growth Boundary.

13.11.f The South Corvallis Area Plan proposes conversion of commercial areas to mixed use "as a way to improve the visual character of South 3rd Street, promote walking and biking, and diversify the character of commercial areas." The Plan includes the designation of a Town Center, Mixed Use Commercial nodes at key intersections, and redesignation of existing Linear Commercial and Shopping Area parcels as Mixed Use Commercial.

13.11.g The Plan utilizes the Mixed Use Employment district to provide opportunities for local services to employees in the area, reduce adverse impacts from General Industrial uses, and provide an alternative to industrial zoning in areas that currently have a mix of uses and relatively small parcels. The Plan proposes a new Limited Industrial - Office district to assure a desirable visual impact along South 3rd Street, provide additional opportunities for office uses, and provide a buffer between General Industrial uses to the west and residential uses on the east side of South 3rd Street.

13.11.h The approximately 1,000 acres of industrial land in south Corvallis is a substantial percentage of the City's remaining industrial land, and will require special attention to mitigate potential conflicts due to its size and concentration of industrial uses. The area has been found to be appropriate for industrial development due to the presence of large, flat parcels with railroad access, and its compatibility with airport uses.

13.11.i South of the Marys River, near its confluence with the Willamette River, there is no direct link connecting South 3rd Street to Philomath Boulevard. Traffic destined to and from areas south and west of the community must make a series of abrupt and circuitous maneuvers on downtown streets north of this area.

13.11.j Except for access on South 3rd Street, the south Corvallis area is effectively isolated from the rest of the community. This inhibits growth in this area, promotes separation from the rest of the community and results in congestion on South 3rd Street.

13.11.k During the flooding that occurred in 1996, south Corvallis was isolated from the rest of Corvallis by the inundation of South 3rd Street.

13.11.l The South Corvallis Area Plan, adopted in 1998, and its technical appendix, includes an evaluation of the South 3rd Street transportation corridor, its current and future constraints, and transportation and land use strategies to improve levels-of-service.

13.11.m The critical transportation constraint for the south Corvallis area is the section of South 3rd Street from the Avery Avenue - Crystal Lake Drive intersection to the Lilly Avenue intersection. In 1997, this section operated at an estimated "C/D" level-of-service (LOS) threshold. It is estimated that in approximately 2005 this section will exceed the "D" LOS threshold.

13.11.n The South Corvallis Area Plan evaluated alternatives for improving the long-term functioning of South 3rd Street. Options for an additional north-south route, the expansion of the northern section of South 3rd Street to six or seven lanes, or contraction of the UGB were found to be unacceptable. The Plan instead outlines an aggressive program of transportation demand management, transportation system management, and land use strategies to protect the long-term viability of the corridor.

13.11.o In order to assist in reducing overall reliance on auto travel generally, and reduced use of South 3rd Street specifically, additional street connectivity is needed in south Corvallis.

13.11.p The South Corvallis Area Plan, adopted in 1998, incorporates a direction for neighborhoods and housing in south Corvallis that is intended to enhance the sense of community and to complement other goals of the Plan, including: increasing opportunities for travel by foot, bicycle, and transit; providing accessible services to neighborhoods through mixed use development; protecting and enhancing parks, open spaces, and greenways; and improving the safety and visual character of South 3rd Street.

13.11.q The South Corvallis Area Plan proposes maintaining the planned densities for existing neighborhoods, while providing more housing variety and appropriate design standards for infill and redevelopment.

13.11.r For both new and existing neighborhoods, the South Corvallis Area Plan proposes flexible strategies to increase housing variety and improve design compatibility, intended to result in a more inclusive community and a more desirable physical form for neighborhoods.

13.11.s Undeveloped lands south of Rivergreen Avenue represent an opportunity to plan livable, walkable neighborhoods. To accomplish this, the South Corvallis Area Plan proposes specific neighborhood planning principles, and conceptual neighborhood plans for four future neighborhoods.

13.11.t The South Corvallis Area Plan envisioned a Town Center as a mixed use focal point for south Corvallis.

13.11.u The South Corvallis Area Plan included both commercial and a mix of higher density residential uses within the Town Center concept.

13.11.v After review of several alternatives, the location between Park and Richland Avenues was selected as most appropriate for the Town Center because of its convenient proximity to existing neighborhoods, the existing Shopping Area designation for much of the area, and access to transit.

13.11.w The Plan included guidelines and a graphic conceptual layout for how the Town Center should be developed in terms of orientation to transportation facilities and relationship to adjacent residential areas.

Policies

13.11.1 The City shall take appropriate actions to beautify and improve the South 3rd Street gateway to the community, by developing gateway corridor standards that implement the South Corvallis Area Plan gateway strategy, including building orientation to the street for most uses, appropriate site and building design standards, extensive landscaping and street trees to provide a boulevard effect, frequent access points for bicycles and pedestrians, and possible mitigation of the negative effects of overhead lines.

13.11.2 The City shall develop standards for a major neighborhood center consistent with the Town Center mixed use guidelines in the South Corvallis Area Plan, including pedestrian and transit-oriented design, street connectivity, and public spaces.

13.11.3 Future requests for additions or deletions to the established mixed use districts shall be consistent with the overall goals and policies of the South Corvallis Area Plan.

13.11.4 The City shall develop standards for a Limited Industrial - Office District, with standards as outlined in the South Corvallis Area Plan (including increased front yard landscaping, prohibition of pole-mounted signs, additional storage and screening requirements, and building orientation to transit stops).

13.11.5 If a feasible strategy can be developed, a direct link shall be made to connect the Philomath Boulevard and South 3rd Street at the Highway 20/34 and 99W interchange in order to improve the accessibility of south Corvallis to and from west Corvallis.

13.11.6 The City shall work with Benton County and the Oregon Department of Transportation to determine the long-range need for, and feasibility of, an additional or improved east-west connection between South 3rd Street and 53rd Street or Bellfountain Road, building on information contained in the South Corvallis Area Plan Technical Appendix.

13.11.7 The City shall cooperate with the State and other governmental agencies in the improvement of South 3rd Street and shall recommend that Oregon Department of Transportation commence a corridor study to evaluate near-term strategies and improvements that preserve and extend the useful life of the South 3rd Street facility, consistent with the South Corvallis Area Plan. Strategies to be considered shall include: providing positive access management (through installation of medians and pedestrian

refuges; identification of pedestrian nodes, and limiting new street access to approximately every 1/4 mile); signal timing and coordination; and right turn lanes on side streets.

13.11.8 The City shall use transportation demand management, transportation system management, and land use strategies to the greatest extent practicable to avoid the further widening of South 3rd Street beyond a maximum of five lanes.

13.11.9 In the development and implementation of its Transit Plan, the City shall determine the feasibility of improved transit service to provide sufficient off-loading of demand on South 3rd Street to forestall or eliminate the need to provide additional north-south vehicular capacity. This should include providing transit service east and west of South 3rd Street as densities warrant.

13.11.10 The City shall develop standards for circulation design features outlined in the South Corvallis Area Plan, including additional street connections, designated parkway treatments, park strips and medians on arterial highways, pedestrian connections to South 3rd Street, implementation of the a general circulation plan, and implementation of the multi-use path. Techniques to maintain or improve levels of service on South 3rd Street may include driveway consolidation, cross-over easements, alleys, and dedication of right-of-way.

13.11.11 The City shall seek to establish a joint management agreement among Benton County and the City of Corvallis to ensure that the mutually-adopted policies of the South Corvallis Area Plan are implemented.

13.11.12 The Neighborhood Plan Map of the South Corvallis Area Plan will serve as a guide to future annexations, subdivisions, and planned developments.

13.11.13 Future annexations, subdivisions, and planned developments shall submit development plans consistent with the neighborhood planning principles outlined in the South Corvallis Area Plan, including neighborhood edges and focal points, open space connections, and street connectivity.

13.11.14 Future subdivisions and planned developments shall incorporate development standards for consideration as outlined in the South Corvallis Area Plan, including requirements for maximum block perimeter, front porches and setbacks, and garage recesses.

13.11.15 Future subdivisions and planned developments larger than three acres shall incorporate housing variety as outlined in the South Corvallis Area Plan.

13.11.16 The City shall modify the residential district standards of the Land Development Code for south Corvallis development, in order to increase the variety of housing types, while including design standards to assure compatible infill. These modifications shall be consistent with the options outlined in the South Corvallis Area Plan.

13.11.17 The City shall amend the Land Development Code to establish a Mixed Use Transitional District for the purpose of providing a mechanism for existing Intensive and General Industrial uses to transition over time to less intensive uses. The District shall provide for:

A. Uses which include residential, commercial, parks and open-space, limited industrial, general industrial, and intensive industrial uses. Residential uses shall require special review to evaluate compatibility with industrial activities. New general and intensive industrial uses shall require Conditional Development approval. Existing general and intensive uses require Conditional Development approval when either of the following conditions apply:

   1. A change in operation or increase in production creates the need to secure approval from an environmental permitting agency to increase air, water, or noise emissions, unless such emission levels were approved by the City through a previous land use process; or

   2. Specific limits or conditions related to operations, physical expansion, etc., established by a previous land use approval are exceeded.

B. General and intensive industrial uses shall be subject to the provisions of the General Industrial and Intensive Industrial districts, respectively. Nonconforming uses or structures shall be subject to provisions of Chapter 1.4 of the Land Development Code.

C. The Land Development Code amendment shall also address limitations on re-intensification of uses that have previously transitioned from general or intensive industrial uses to less intensive activities.

13.11.18 The following guidelines shall be used for review of development proposals within the South Corvallis Town Center:

A. All buildings in the identified Town Center area will be oriented to public or private streets.

B. The primary circulation within the Town Center shall be developed as public or private streets, with sidewalks, street trees, and on-street parking.

C. Bell or Powell Avenue will be extended to 3rd Street.

D. Bell or Powell Avenue will be a key pedestrian-oriented street. As such, it will have buildings fronting on both sides for most of its length, on-street parking, curb extensions at intersections, and pedestrian amenities. An alternative street that provides the same design qualities may be proposed.

E. Public spaces are required. Examples include: a plaza, shopping promenade, and a small park. Public spaces will be located and designed to emphasize focal points within the Town Center.

F. A pedestrian promenade will link the northerly and southerly retail areas.

G. A north-south street will connect Bell or Powell Avenue to Park Avenue.

H. The design of the Town Center will not preclude a future connection to Richland Avenue.

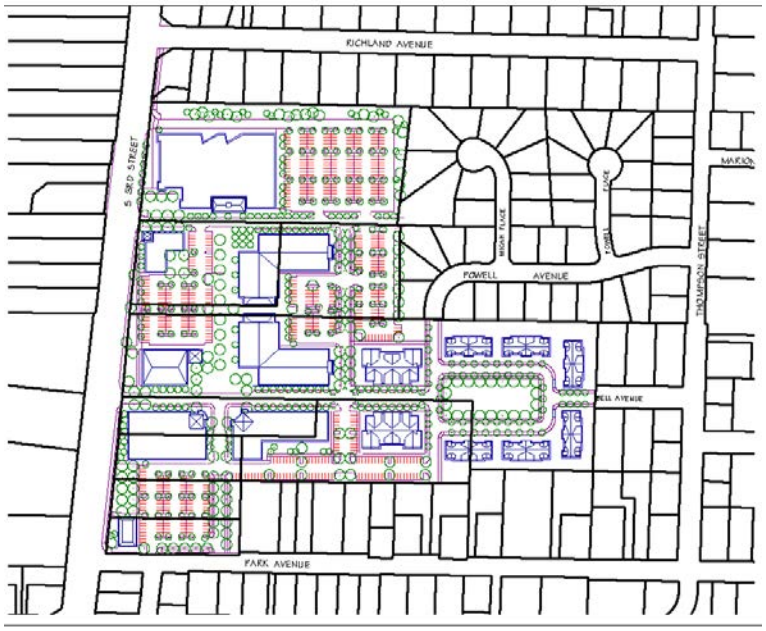
I. Connections to adjacent streets are required, and should include traffic calming measures, where appropriate.

J. Compatibility with adjacent residential uses shall be demonstrated. Measures to be considered include sight-obscuring landscaping, fencing, setbacks, and lighting that precludes glare on adjacent properties.

K. Retail uses within the Town Center shall be limited to no more than 100,000 square feet.

L. The level of detail shown on the Town Center Plan, below, is intended to provide an example of how the Town Center design guidelines could be applied.

South Corvallis Town Center



13.12 West Corvallis Area

Findings

13.12.a The West Corvallis - North Philomath Plan was developed between the years 1991 and 1998 by a diversely-represented citizen task force. As a multi-jurisdictional refinement plan, it will provide a long-term guide to development in its 6,300 acre area which includes the City of Philomath, Benton County, and approximately 3,100 acres within the Corvallis Urban Growth Boundary. The Plan does not modify the Corvallis Urban Growth Boundary or promote development in the Urban Growth Boundary. Rather, it serves as a detailed guide to any future development by addressing specific features of the area, community values, and the expressed interests of residents and property owners.

13.12.b The West Corvallis - North Philomath Planning process identified six points of consensus that are the basis for the Plan's specific land use, circulation, and open space requirements:

i. Cluster new developments into compact, pedestrian-friendly neighborhoods designed to be pleasant and walkable, with a mix of uses, housing types, and densities;

ii. Plan for a moderate rate of growth, with Urban Growth Boundaries moved only when areas within them have developed compactly and efficiently;

iii. Retain the individual identities of Philomath and Corvallis;

iv. Continue to develop good interconnected paths and bicycle routes;

v. Preserve hillside viewsheds; and

vi. Preserve riparian corridors.

13.12.c The West Corvallis - North Philomath Plan represents a major multi-jurisdictional planning effort. Implementation of the plan by incorporating it into the Comprehensive Plan and Land Development Code will:

i. Provide a vision for West Corvallis' long-range development that reflects the aspirations of the community by establishing goals, concepts and policies for accomplishing that vision.

ii. Allow the City of Corvallis, the City of Philomath and Benton County to provide consistent overall land use and development policies and standards applicable to their respective areas of jurisdiction.

13.12.d The West Corvallis - North Philomath Plan provides the following tools to implement the Plan:

i. An analysis of the area's natural and man-made features and constraints to development;

ii. A land use plan with guiding and implementing policies, and graphic representations, providing specific development standards;

iii. An open space framework with guiding and implementing policies, and graphic representations, providing for parks, public open space, and conservation areas;

iv. An interconnected circulation network with guiding and implementing policies, and graphic representations; and

v. Additional plan implementation tools including an urban transition concept, implementation initiatives, an approach for preserving the surrounding viewshed, and model ordinances for revising the Land Development Code.

13.12.e The provision of market-based incentives linked to close adherence to the neighborhood center concept (and any site development standards) can help offset developers' resistance to change from standard development practices.

13.12.f Local residents need services that are convenient and accessible. A close-by mix of commercial and public uses, such as a school, park, or day care center, encourages residents to walk or bicycle for short trips. Buildings sited as close to the sidewalk as possible, with parking on the side or behind them, provide direct pedestrian access.

Policies

13.12.1 The City Shall work to ensure that development within the west Corvallis Urban Fringe is consistent with the West Corvallis - North Philomath Plan.

13.12.2 The City shall seek to establish a joint management agreement among Benton County and the Cities of Corvallis and Philomath to ensure that the mutually-adopted policies of the West Corvallis - North Philomath Plan are implemented.

13.12.3 The City shall foster compact development and conserve open space by maintaining its Urban Growth Boundary consistent with the findings of the Buildable Lands Inventory and Land Need Analysis for Corvallis (1998).

13.12.4 Within the City Limits of the West Corvallis - North Philomath Plan, the City shall use a Planned Development process when partially developed sites are converted to neighborhood villages, as designated on the adopted Plan.

13.12.5 The City shall consider revising the Land Development Code to provide for a range of incentives for development proposals meeting site development standards such as those described in the West Corvallis - North Philomath Plan.

13.12.6 The City shall revise the Land Development Code to require a clear edge between open space and developed areas. This edge shall be defined by the use of streets or public trails, or by other means which encourage visual or physical access to the open space.

13.12.7 Residential uses at Medium Density Residential are an essential feature of neighborhood villages. To meet the demand for single family housing while reducing land costs, the City shall review the Land Development Code to do the following:

A. Require a minimum average residential density of nine dwellings per net residential acre, including pocket parks but excluding areas set aside for commercial and employment uses, public facilities, and neighborhood parks greater than four acres;

B. Require at least one-third of a neighborhood village's dwelling units to be either multi-family or attached single family; and

C. Require that the majority of a neighborhood village's residential land be set aside for medium-density single family housing, either detached or attached.

13.12.8 The City shall revise the Land Development Code to require developers to develop Neighborhood Villages consistent with the West Corvallis - North Philomath Plan. Features in the Plan include, a shopping street, a 1/2 acre public space or plaza and a transit stop that allows other appropriate uses including small-scale shopping, professional offices, personal services, and eating drinking establishments.

13.12.9 The sizes and locations for the neighborhood centers and villages shown on the West Corvallis - North Philomath Plan are approximate, and are subject to approval through the Planned Development process.

13.12.10 The City shall locate major and minor neighborhood centers near the junctions of arterials or collectors.

13.12.11 The City shall revise the Land Development Code to require commercial entries to be located immediately adjacent to the street right-of-way within the neighborhood center and mixed use areas. Additionally, parking lots shall be located to the rear of buildings, and, where they do not disrupt the pedestrian streetscape, may be located to the side of buildings.

13.12.12 The City shall revise the Land Development Code to require large retailers to be located only on sites within major neighborhood centers adjacent to arterial roads. These

facilities must have a major entry onto public streets. Such retailers are not appropriate within minor neighborhood centers.

13.12.13 Along the shopping street of neighborhood centers, the City shall encourage occupation of ground floor storefront space by retail and service users that serve local neighborhood needs and generate high volumes of pedestrian traffic.

13.12.14 The City shall revise the Land Development Code to encourage the fronts of buildings to face parks and other public open spaces.

13.12.15 The City shall revise the Land Development Code to require the incorporation of existing native vegetation or new native plantings where possible, particularly adjacent to open space areas.

13.12.16 Each neighborhood center shall have its own site-specific development standards and design guidelines that closely represent the vision of the area's stakeholders: the citizens of Corvallis, land owners, developers, and the larger community. Stakeholders shall develop these standards and guidelines through a charette, design workshop, or similar public process. Standards and guidelines shall be consistent with the overall West Corvallis - North Philomath Plan.

13.12.17 The City shall work with Benton County and Philomath to create a distinct edge to urban areas and separation between Philomath and Corvallis by establishing a Corvallis-Philomath open space buffer.

13.12.18 The City shall maintain the scenic character of West Hills Road, Harrison Boulevard / Oak Creek Road, Reservoir Road, and Philomath Boulevard through mechanisms such as gateway standards, or securing easements to preserve existing vegetation or views.

13.13 North Corvallis Area

Findings

13.13.a In FY 2000-2001, an open public process was used to develop a North Corvallis Area Plan.

13.13.b The North Corvallis Area Plan was developed based on the desires of the community, the foundation established for the Corvallis Urban Growth Boundary in the Comprehensive Plan, and on the requirements of the Oregon Statewide Land Use planning system. This foundation addresses compact, efficient urban development based on the concept of the "Comprehensive Neighborhood," recognition of the importance of natural features and systems, and planning for effective use of the primary modes of surface transportation- walking, cycling, and use of transit and the automobile.

Policies

13.13.1 Future annexations, subdivisions, and planned developments shall submit development plans consistent with the following guiding principles outlined in the North Corvallis Area Plan:

1. Natural resource protection
2. Accessible open space network
3. Distributed but concentrated development
4. Development pattern/landscape fit
5. Transportation alternatives to private automobiles
6. Local employment

13.13.2 Establish new land use designations of Significant Stream Corridor Overlay and Probable Wetland Overlay as mapped on the adopted NCAP Plan Diagram. As further inventories of these resources are completed through the State's mandated Goal 5 process, or through a wetland delineation process, the City shall process Comprehensive Plan Map amendments regarding these overlays to reflect the new information.

13.13.3 Apply the General Industrial - Office (GI-O) designation for properties east of Highway 99W with existing industrial designations. This designation provides gateway amenities along Highway 99W, enables existing uses to continue as legal conforming uses, and allows for expanded uses consistent with adjacent Mixed Use Employment designations east of Highway 99W, and with the Limited Industrial-Office designation in the Lewisburg center west of Highway 99W.

13.13.4 Establish a Transferable Development Rights (TDR) program with Sending Areas composed of land within the Probable Wetland Overlay, Open Space-Conservation, or Significant Stream Corridor designations on the NCAP Plan Diagram and areas within the Significant Hillsides Overlay on the NCAP Parks, Open Spaces, and Natural Resources Diagram; and Receiving Areas composed of land within major or minor neighborhood centers identified on the NCAP Plan Diagram.

13.13.5 Consider developing planning tools or other incentives to encourage affordable housing, public amenities, or recommended stormwater Best Management Practices (BMPs) that also help achieve NCAP planning objectives.

13.13.6 Establish natural resource benchmarks on which performance standards will be developed to evaluate the cumulative impacts of development projects (e.g., relative to changes in tree canopy, stormwater management, impervious cover, stream hydroperiod and water quality). Should impacts to these natural systems exceed the benchmark, the performance standards shall be reviewed to identify their systemwide shortcomings and shall be modified appropriately.

13.13.7 Explore the feasibility of developing an Urban Renewal District within major or minor neighborhood centers identified on the NCAP Plan Diagram to allow for Tax Increment Financing as a tool to stimulate development.

13.13.8 Review SDC program assumptions regarding the costs of providing new types of facilities and the impacts of development on public facilities, particularly with regard to trip reductions associated with comprehensive neighborhoods and the water quality implications of the green infrastructure system. Modify the charges imposed on development accordingly.

13.13.9 Consider public/private partnerships to provide essential public services (e.g., transit or roadway improvements) to effect targeted development within identified neighborhood centers.

13.13.10 Work to secure dedications for applicable development in the City limits, and easements for applicable development in Benton County's NCAP Urban Fringe for off-street multi-use trails consistent with the NCAP through the land division and development review processes.

13.13.11 Consider accepting dedications of land suitable for open space, passive recreational use, and environmental education as part of undevelopable wetland and natural resource areas.

13.13.12 Locate multi-use trails at the outside edge of stream corridor buffers and modify trail alignments to minimize potential impacts to riparian vegetation, stream hydrology and adjacent land uses. Trail design (width, surfacing material, load-bearing capacity, etc.) shall be based upon standards in the Corvallis Parks and Recreation Master Plan.

13.13.13 Protect wetlands, floodplains, riparian corridors and other critical natural resources through appropriate practices (e.g., density bonuses, cluster development, transfer of development rights programs, setbacks, limiting channelization, and reducing impervious surfaces) and through use of stormwater management measures that include identified "Best Management Practices."

13.13.14 Incorporate new natural resource inventory data (e.g., rare plants, delineated wetlands, etc.) as available into updated NCAP mapping to protect natural resources through the land division and development review processes.

13.13.15 Amend the Corvallis Transportation System Plan to incorporate the arterial and collector roadway network, on-street bicycle transportation system, off-street trail network, and alternative street cross-sections established in the NCAP.

13.13.16 Upon adoption of the Corvallis Transit Master Plan and/or a regional transit plan, incorporate the transit routing and station concept (i.e., multi-modal station/park-and-ride facility near the Lewisburg and Elliott Circle neighborhood centers) established in the

NCAP. Modify transit routing according to development of major and minor neighborhood centers over time.

13.13.17 Require through the land development process that sufficient transit facilities be incorporated into development designs. Proposals for development within identified neighborhood centers should integrate transit facilities as key design street scape features and as public amenities.

13.13.18 Require through the land division and development review processes that all development proposals include right-of-way dedications and/or reservations for street extensions proposed in the NCAP and street connections to and through proposed development areas to facilitate development on adjoining parcels. Allow for street and sidewalk alignment and design modifications as necessary to preserve significant natural resources and/or to minimize topographic alterations.

13.13.19 Optimize the arterial, collector, and local street network to facilitate intra-city trips to reserve capacity on Highway 99W.

13.13.20 For the section of Highway 99W between Elks Drive and Lewisburg Road, the City shall work with the Oregon Department of Transportation to develop a two-lane improvement strategy that accomplishes the following:

A. Provides bike lanes, sidewalks, and planting strips consistent with ODOT standards for this type of highway;

B. Provides a 12-ft wide multi-use path on the west side of the highway;

C. Provides a planted median consistent with ODOT requirements for such facilities;

D. Provides necessary intersection mitigations to accommodate expected traffic; and

E. Provides vegetated buffers on the edges of the facility where needed to enhance the "gateway" character of the facility.

F. Allows for variations in these elements to protect significant natural features.

13.13.21 As roadway and intersection alignments are developed to establish the transportation network envisioned in the North Corvallis Area Plan, careful consideration shall be given to natural features such as floodplains, riparian areas, and wetlands, minimizing negative impacts to these features to the greatest extent practicable, while continuing to address the multi-modal transportation needs of the area.

13.13.22 Monitor transportation conditions at key roadways and apply mitigation and transportation system management measures identified in the NCAP as necessary to restore adequate levels of service.

13.13.23 The NCAP transportation system, including proposed street extensions and trail locations, is conceptual and will be established primarily through review of development proposals. The exact location of the transportation system shall be fixed by site-specific development proposals as they are presented to the governmental agency having jurisdiction.

13.13.24 Establish through the Stormwater Master Plan:

1. Goals to use on-site stormwater management practices that minimize change in the quality and quantity of post-development off-site runoff;

2. Objectives to encourage small-scale, on-site interventions and treatment opportunities while meeting City standards for stormwater detention;

3. Specific goals to filter stormwater runoff during certain storm events (e.g., 2-year or smaller storm);

4. An expanded menu of allowable Best Management Practices (BMPs); and

5. Modifications to the existing land development codes as necessary to allow the "green infrastructure" stormwater management concept to be incorporated into new development proposals.

13.13.25 Stormwater management techniques (i.e., "green infrastructure") identified in the North Corvallis Area Plan should provide a basis for addressing stormwater issues in the North Corvallis area; however, with adoption of the City of Corvallis Stormwater Master Plan and any associated modifications to that plan recommended through an approved Endangered Species Act (ESA) Response Plan, appropriate other or additional stormwater management techniques may be applied.

13.13.26 Adopt as part of the Corvallis and Benton County Transportation Plans and land development codes additional street design cross-sections that may be allowed to achieve stormwater management objectives.

13.13.27 Establish new standards in the Corvallis development code requiring tree preservation and installation after annexation to be based upon a tree canopy cover basis (e.g., percent of tree canopy cover preserved on a given development site) rather than on a numbers of individual trees basis.

13.13.28 Secure stormwater management and utility access dedications for development within the City limits, or easements for development within the NCAP Urban Fringe consistent with the NCAP through the land division and development review processes.

13.13.29 Work with Benton County to modify the Benton County development code to require that, through the land division and development review processes, easements that are available to serve future development on adjoining parcels, consistent with this plan, will be reserved for future extension of utilities to and through proposed development areas.

13.13.30 Secure utility easements in conjunction with trail and road right-of-way dedications or easements to minimize potential impacts on surrounding areas.

13.13.31 Urban conversion plans presented to Benton County through the land division and development review process shall identify public infrastructure relative to the NCAP (including roads, storm sewer, water supply, and sanitary sewer). Conceptual layouts for public facility extensions to serve planned development in the NCAP area shall be based on adopted public facility plans and established engineering practices, with modifications where needed to protect significant natural resources consistent with policy 13.13.31.

13.13.32 As public infrastructure alignments are determined to provide for the development envisioned in the North Corvallis Area Plan, careful consideration shall be given to natural features such as floodplains, riparian areas, and wetlands, minimizing negative impacts to these features to the greatest extent practicable, while continuing to address the facility needs of the area. As public facilities are designed and constructed, factors to be evaluated shall include, but not be limited to:

1. Risk to the environment of a specific design, such as impacts resulting from construction/installation, and impacts from operational situations (infiltration, inflow, line surcharge, or pump failure);

2. Impacts on developable land including ultimate cost of residential and commercial projects and timely availability of developable land;

3. Opportunities for co-location of public facilities; and

4. An analysis of the costs/benefits associated with a facility's design, addressing elements such as installation, operation, resource mitigation, need for redundancy.

13.13.33 Work with the Corvallis School District to secure land as needed for school development as a school-park and/or multi-school complex, integrate new school development with surrounding residential development, and protect any on-site natural resource features through school site design.

13.14 Supporting Documents

Item	Date	Location of Document
Oregon State University Plan and Map	1986	Corvallis Planning Division Library
Downtown Streetscape Plan	1988	Corvallis Planning Division Library
Madison Avenue Plan	1982	Corvallis Planning Division Library
Riverfront Commemorative Park Master Plan	1997	Corvallis - Benton County Public Library
South Corvallis Area Plan	1998	Corvallis - Benton County Public Library
West Corvallis - North Philomath Plan	1998	Corvallis - Benton County Public Library
North Corvallis Area Plan	2002	Corvallis - Benton County Public Library

13.15 Advisory Boards

Madison Avenue Task Force
Downtown Corvallis Association
Chamber of Commerce
Corvallis Riverfront Commission

13.16 Mandated Reports / Plans / Inventories

Downtown Long-Range Plan
North Corvallis Area Plan
Riverfront district standards
West Corvallis - North Philomath joint management agreement

Article 50. Definitions

Amended 12/31/2006

The definition of words and terms below is intended to explain the meaning of the words and terms in the context of the Plan. The definitions are not intended to have applicability outside the Corvallis Comprehensive Plan context.

Affordable Housing - Housing that requires no more than 30% of the monthly income of a household that has income at or below 80% of the area median.

Agricultural Land, High Quality - Land of predominately Class I or II soils as identified in the Soil Capability Classification System of the United States Soil Conservation Service.

Base Flood - Flood that has a one percent chance of occurring in any given year. This 100-year flood has been adopted by the Federal Emergency Management Agency (FEMA) for floodplain management purposes, and refers to a flood event that inundates the entire 100-year floodplain. (See "100-Year Floodplain" and "100-Year Flood.")

Best Management Practices –Strategies for improving runoff water quality that are accepted throughout the industry. They include structural and non-structural measures to control pollutants at the source before they enter a stream.

Structural BMPs include**:**

- Retention Basins
- Detention Basins
- Constructed Wetlands
- Infiltration Practices
- Filters
- Bioretention
- Biofilters (swales and filter strips).

Non-structural BMPs include:

- Street sweeping
- Illicit connection identification and elimination
- Public education and outreach
- Land use modifications to minimize the amount of impervious surface area
- Waste collection
- Proper materials storage.

Beneficial Uses – The beneficial uses assigned by basin in the Oregon Administrative Rules for water quality and for Corvallis streams are as follows: public and private domestic water supplies, industrial water supplies, irrigation, livestock watering, anadromous fish passage, salmonids fish rearing and spawning, resident fish and aquatic life, wildlife and hunting, fishing, boating, water

contact recreation, aesthetic quality, and hydro power, unless changed through a use attainability analysis.

Bike Lane - A one-way travel lane for bicycles marked with a wide white line indicating preferential use by bicycles.

Bikeway - Bicycle facilities including shared roadway, shoulder bike path, bike lane, and multi-use path.

Bioswale – A constructed shallow, wide vegetated ditch through which storm runoff travels and that uses natural methods of cleaning water such as sediment trapping and microorganism activity to remove pollutants.

Buffer, Urban - An area designed to provide attractive space or distance, obstruct undesirable views, serve as an acoustic barrier, or generally reduce the impact of adjacent development.

Buffer, Urban Fringe - An area which provides a transition between potentially conflicting land uses, particularly urban and rural uses such as OSU agricultural and forestry lands. Such a buffer may be used for low density or public open space purposes.

Buildable Lands - Lands in the Urban Growth Boundary that are capable of supporting new development.

Central Business District - The area generally bounded by the Willamette River on the east, 6th Street on the west, the Marys River on the south, and Polk Avenue on the north (see map following finding 13.5.a). This area is intended to provide an area for commercial uses, as well as civic and residential uses, and to provide all basic services and amenities required to keep downtown the vital center of the community.

Central Business Fringe - The area generally bounded by the Willamette River on the east, 5th Street on the west, Polk Avenue on the south, and Buchanan Avenue on the north (see map following finding 13.5.a). This area is intended to allow visually attractive commercial activities necessary to support regional shopping facilities located in the Central Business District.

Central City - The area bordered generally by Buchanan Avenue, 9th Street, the Marys River, and the Willamette River.

City Limits – A boundary line that identifies land within the City.

Cluster - A grouping of development. Specifically, the locations of structures on a given site in one area leaving the remainder of the land in open space.

Collector Street - A street which interconnects neighborhoods and arterial streets as defined in the Corvallis Transportation Plan.

Commercial - The distribution and sale or rental of goods and the provision of other services.

Commercial Core Area - Defines that small, very intensive shopping area in the Central Business District which provides a variety of retail services for pedestrian shoppers.

Community - 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."

Compatible –The ability of different uses to exist in harmony with each other. "Making uses compatible with each other" implies site development standards which regulate the impact of one use on another.

Complementary - Supportive, not competitive.

Comprehensive Plan - A generalized, coordinated land use map and policy statement of the City which interrelates all functional and natural systems and activities relating to the use of lands.

The Comprehensive Plan Map - Provides a graphic plan of all land in the Urban Growth Boundary that identifies land development designations.

Contract Zoning - A contract between a jurisdiction and private property owner that imposes specific development standards in exchange for other considerations for a parcel of land that goes beyond the provisions outlined in the jurisdiction's zoning ordinances.

Corvallis Streams – All streams that are located either in part or entirely within the City's Urban Growth Boundary.

Dedication of Land - The transfer, in fee-simple, of ownership of a given piece of property. In the context of the Plan, it is the transfer of the land, usually by a developer, to the City for a specific purpose.

Density of Use - The average number of a given thing per unit of area. Generally applied to a residential development in terms of dwelling units per acre. The density is measured on the gross land area, unless otherwise calculated to protect significant natural resources.

Density Transfer – Permits residential density under a single development application to be shifted from one part of a site and added to another part of the same site. It can be used to protect a wetland or other significant natural resource that is on the site without losing overall density in the development. Density transfer does not permit a net increase in density for the entire site; however, it can specify that more intense residential building types are permitted within the area of the site that is to receive the density transfer.

Detention Basin – A constructed pond that is designed to temporarily collect runoff from a development to maintain the runoff rate to a specified pre-development flow.

Development – Making a material change in the use or appearance of a structure or land or dividing land into two or more parcels, changing the land use designation, or creating or terminating a right of access. Where appropriate to the context, development refers to the act of developing or the result of development.

Diversity - Difference. Diversity implies the mixture of land uses and/or densities within a given area.

Downtown - An area of the City of Corvallis that includes the Central Business District.

Downtown Core Area - The area generally bounded by the Willamette River on the east, 5th Street on the west, Adams Avenue on the south, and Jackson Avenue on the north (see map following finding 13.5.a). This area is the core of the Central Business District which contains the highest amount of pedestrian activity.

Downtown Residential Neighborhood - The area generally bounded by 6th Street on the east, 9th Street on the west, the Marys River on the south, and Fillmore Avenue on the north (see map following finding 13.5.a). This area is intended to provide housing in close proximity to the Central Business District.

Drainageway – Natural or artificial watercourse, including adjacent riparian vegetation, that transmits natural stream or stormwater runoff from a higher elevation to a lower elevation.

Drainageway Dedication – The transfer, in fee-simple, of ownership of a given piece of property for the purpose of stormwater functions.

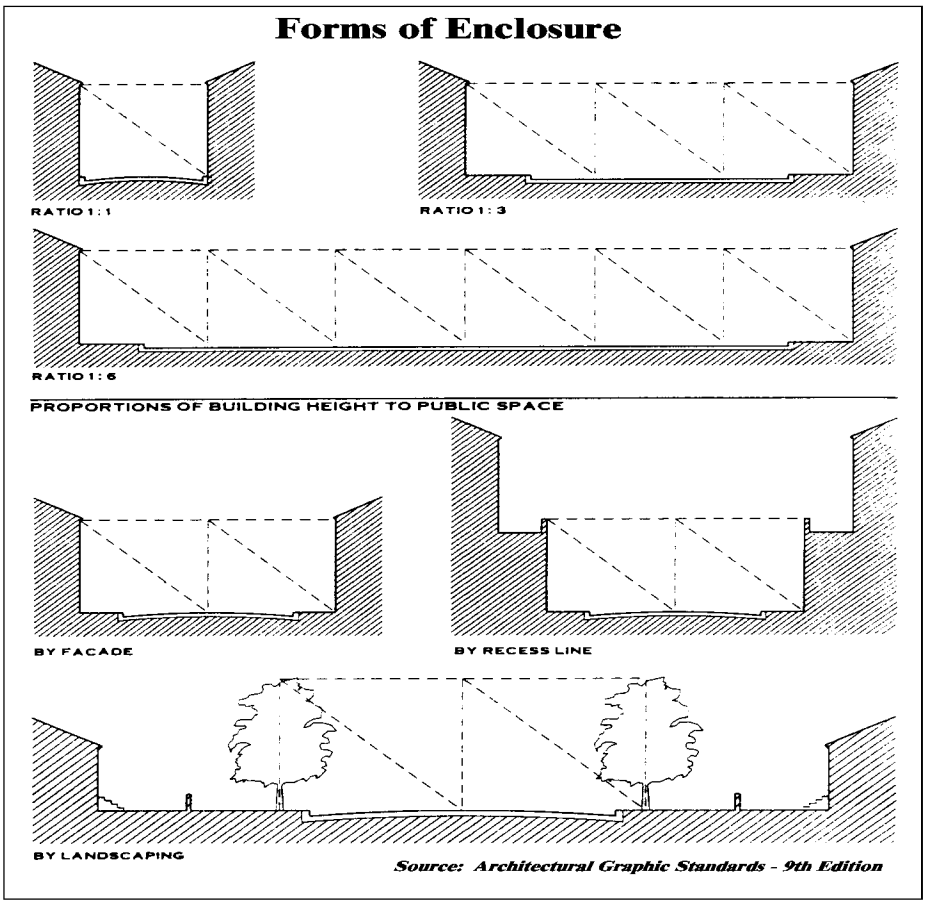
Economic Activity - Any public or private employment sources engaging in industrial, wholesale, retail, professional, educational, governmental, or other employment activity.

Economic Development - The addition of new economic activity.

Ecosystem Services - The conditions and process through which natural ecosystems support and fulfill human life and wildlife. They support life functions, such as cleansing, recycling, and renewal upon which human well-being and the economy ultimately depend. Ecosystem services also sustain the production of ecosystem goods, like forage and timber, whose consumption has a familiar role in our economy, and they provide many intangible aesthetic and cultural benefits.

Efficiency - The measure of energy, time, and money with limited waste.

Enclosure - An experience of being enclosed within an outdoor room that is created by building facades forming the walls and tree branches forming the ceiling. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of spatial enclosure is to result



Endangered Species – Any species that is in danger of extinction throughout all or a significant portion of its range.

Endangered Species Act – A Federal regulatory program to protect fish, wildlife, and plants from extinction. It provides a means whereby the ecosystems upon which threatened and endangered species depend, may be conserved to ensure the continued survival of the species

Enhance – To augment into a more desirable condition.

Erosion – Movement or displacement of soil resulting from natural and human-induced processes including weathering, dissolution, abrasion, corrosion, and transportation.

Established Areas - An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally, all developed areas within the City Limits are considered to be established at this point in the planning process.

Finding - A statement of fact or a conclusion reached after the examination or investigation of the facts.

Flood, 100-year – A flood with a 1 percent chance of occurring in any given year. This is the flood most commonly used for regulatory purposes and is called the base flood. This flood event inundates the entire 100-year floodplain. (See "Base Flood.")

Floodplain - The area adjacent to a stream or a river channel that is covered by water when the river or stream overflows its banks .

Floodplain, 100-year – Area adjacent to a stream or river channel that includes land with a range of flooding frequency, from areas that flood frequently to the highest ground that has a 1 percent chance of flooding in any given year. The 100-year floodplain is the area subject to base flood regulations, and consists of the floodway and floodway fringe. (See Base Flood and 100-Year Flood.)

Floodplain Functions – Hydrological and ecological functions, including temporary storage of floodwater, deposition of sediments outside of the channel, groundwater recharge, filtering of pollutants, and reduction of floodwater velocity and erosive forces. Also included, but to a lesser extent in previously urbanized areas, are such functions as nutrient exchange and refuges and feeding areas for fish.

Floodway – River channel or other watercourse and the adjacent land areas that accommodate the base flood event without cumulatively increasing the water surface elevation more than 0.2 feet.

Floodway Fringe – The area of the 100-year floodplain lying outside of the floodway.

Flow-Through Design – Typically a structure that does not hinder or obstruct the movement of, or displace surface floodwater.

Goal - A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Gross Land Area - The area encompassed by the boundaries of a property ownership.

Hillside - Areas where slopes equal or exceed 10% and/or areas identified in the 1983 Open Space - Hillside Report, or its successor.

Household - A household includes all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. There are two major categories of households, "family" and "nonfamily." Household is a standard term used in Census Bureau population tables.

Household, Family - A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

Household, Nonfamily - A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home only with people to whom he/she is not related (e.g., a roommate).

Impact – The consequences of a course of action, the effect of a goal, guideline, plan, or decision.

Impact Services and Utilities - Refers to services and utilities which are strongly vested with public or social importance and which have an impact on surrounding properties.

Industrial Park - A tract of land consisting of a minimum of two lots, that is planned and developed as an integrated facility for a number of individual industrial uses, with special attention to transportation facilities, circulation, parking, landscaping, utilities, and internal compatibility.

Infill – Developing vacant and partially vacant land within a built environment. To be considered infill, such land shall be less than 0.5 acres in size for residentially designated lands or less than 1.0 acre in size for lands designated otherwise.

Intensity - Relative measure of development impact defined by such characteristics as number of dwelling units per acre, amount of traffic generated, amount of site coverage.

Intensive Development Sector - Areas in which more intensive development will be permitted. Uses include residential development in excess of six units per acre and neighborhood or community commercial development.

Intermittent Streams –An intermittent stream has flowing water during certain times of the year, when groundwater provides water for stream flow. During dry periods, intermittent streams may not have flowing water. Runoff from rainfall is a supplemental source of water for stream flow.

Jobs / Housing Balance - The balance between the amount, type, and cost of housing in a community with the local employment base, resulting in reduced commuter trips and increased housing options for all employees.

Key Areas of Exchange – Locations within a watershed where groundwater recharge from surface water occurs (e. g., permeable depressions) or where streams are fed by groundwater (e.g., springs).

Key Facilities - The basic facilities that are primarily planned for by local government but which may also be provided by private enterprise and are essential to the support of more intensive development. Key facilities include public schools, transportation, water supply, fire and police protection, sewage disposal, solid waste management, and storm drainage.

Land, Available - Land that is suitable, designated on the Comprehensive Plan Map and Development District Map for the designated use, and has services and utilities readily available to serve the area.

Land Development Code - A set of ordinances and regulations that implement the policies contained in the Comprehensive Plan.

Land Development Regulations - Generally, all ordinances and other tools (e.g. plans, policies, etc.) used by the City to regulate land use.

Land, Suitable - Land that is either vacant, partially vacant, undeveloped, or appropriate for redevelopment, and is serviceable.

Land Use Decision - A final decision or determination made by a local government that concerns the adoption, amendment or application of the Comprehensive Plan or land use regulations.

Large Wood– NMFS defines large wood as being 60 centimeters (24 inches) in diameter and at least 15 meters (49 feet) long. In the analysis of the local streams of Corvallis that was done for the Endangered Species Act Salmon Listing Response Plan, large wood was identified as 10 centimeters (4 inches) in diameter and 3 meters (10 feet) long.

Limited Interim Development - Development in the Urban Fringe that occurs on a limited scale prior to annexation to the City. Such development shall be clustered, consistent with the Benton County Planned Development Ordinance for the Corvallis Urban Fringe approved in 1998. This ordinance requires that lots be created at urban densities on a portion of a large parcel, but does not permit an increase in overall density for the original parcel.

Livability - Those aspects of the community perceived by residents which make Corvallis a "nice place to live."

Main Campus Area - The area of Oregon State University covered by the OSU Plan. It is the area north of Philomath Boulevard, west of 9th Street, south of Monroe Avenue and Orchard Avenue, and east of a point approximately 1/4 mile west of 35th Street.

Maintain – Support, keep, and continue in an existing state or condition without decline.

Manufactured Dwelling - Per Oregon Revised Statutes (ORS 416.003 (20)), includes residential trailers, mobile homes, and manufactured homes.

Manufactured Home - Per Oregon Revised Statutes (ORS 197.295 (4)), is a structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974. A subset of "manufactured dwellings."

Mobile Home - Per Oregon Revised Statutes (ORS 416.003 (20)(B)), a structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, that was constructed between January 1, 1962, and June 15, 1976 and that met the construction requirements of Oregon mobile home law in effect at the time of construction.

Modular Home - A structure which is constructed to City building code standards for residential units and which is constructed elsewhere with the parts moved to the project site for final set-up or assembly. Modular homes are not "manufactured dwellings", as the term is used in this Plan.

Multi-use Path - A paved path entirely separated from the roadway and used by pedestrians, roller bladers, joggers, and cyclists.

Natural Hazard - A natural characteristic of the land or combination of characteristics which, when the land is developed without proper safeguards, could endanger the public health, safety, or general welfare.

Natural Swale – A naturally-occurring linear depression that carries surface water only after rainfall. It also transports sub-surface water either seasonally or throughout the year.

Neighborhoods:

> **Immediate Neighborhood** - A small area of residences grouped together on a single block or cul-de-sac basis, or in small groups of blocks or cul-de-sacs.
>
> **Comprehensive Neighborhood** - Primarily a residential area, a comprehensive neighborhood can / should offer a range of uses that provides for daily needs and activities of residents, within easy walking distance of residences. Comprehensive neighborhoods contain a variety of housing opportunities, at overall densities that can support neighborhood commercial and viable public transportation. The design of these neighborhoods fosters a sense of community and vital, safe public spaces, while working to ensure compatibility and effective transitions between diverse uses.
>
> Note: In Article 9 - Housing, the term “neighborhood" when used without a qualifier (either "comprehensive" or "immediate") is intended to represent both concepts.
>
> **Neighborhood Village** - The neighborhood concept contained in the West Corvallis - North Philomath Plan. It corresponds to the comprehensive neighborhood defined above.

Neighborhood Centers:

Major - A mixed use commercial center designed with a pedestrian orientation which serves the general community and/or surrounding neighborhood. Typically located along major arterial roadways.

Minor - A mixed use commercial center designed with a pedestrian orientation which serves the surrounding neighborhood. Typically located along a collector or arterial roadway.

Study Areas - Areas of the City that are more than 1/4 mile from an existing Neighborhood Center (Major or Minor), with a density sufficient to support a Neighborhood Center.

Neighborhood Oriented Development - Development which is comfortable for pedestrians and provides the interactive functions and services that make for a quality living environment.

NPDES – Refers to the National Pollution Discharge Elimination System, which is the permitting system established by the Environmental Protection Agency to administer the Federal Clean Water Act.

Nuisance - That which is annoying, unpleasant, or obnoxious.
Open Space - Any undeveloped or predominantly undeveloped land, including waterways, in and around an urban area. (Source: 1998 Criteria and Process to Acquire and/or Protect Open Space plan)

Permeability – The ability of the soil to absorb water.

Perennial Stream – A perennial stream has flowing water year-round during a typical year. The water table is located above the streambed for most of the year. Groundwater is the primary source of water for stream flow. Runoff from rainfall is a supplemental source of water for stream flow.

Performance Standard - A land development regulation technique in which development standards are based upon established criteria related to the effect of the development on the land or on abutting properties.

Periodic Review - A process between the State, local governments and others, requiring local governments to update their Comprehensive Plan and land use regulations to carry out State and local goals and objectives. This process is required no sooner than four years and no later than ten years.

Planning Area - Generally the area within the Urban Growth Boundary (UGB). However, it may also include specifically designated areas outside the UGB.

Planning Period - The period of time between the present and the year 2020.

Plan - An officially-adopted document used to focus long-range planning for either specific areas or the entirety of the Urban Growth Boundary. Examples of plans include the Comprehensive Plan, facility plans, master plans, and specific area plans.

Policy – A decision-making guideline for actions to be taken in achieving goals and the community's vision.

Pre-existing condition – This phrase is used in the SWMP as a reference to the land characteristics and habitat condition prior to man-made modifications.

Preserve – To save from change or loss and reserve for a special purpose. The most strict non-degradation standard.

Pretreatment – The treatment of urban runoff prior to discharging into a public water body.

Professional Offices - Offices used for business, executive, management, professional, administrative, and related uses.

Program - Proposed or desired plan or course of proceedings and action.

Properly Functioning Condition (PFC) – The National Marine Fisheries Service defines PFC as the sustained presence of natural habitat-forming processes that are necessary for the long-term survival of a species through the full range of environmental conditions.

Protect – To save or shield from loss, destruction, or injury or to save for future intended use. After "preserve," the next most strict non-degradation standard.

Public - Lands owned by local, State, or Federal government used for purposes which benefit the public health, safety, or general welfare, or otherwise service the needs of society.

Public Area - Areas held by local, State, or Federal government for the common use of citizens. These include, but are not limited to, streets, pedestrian ways, parks, public squares or plazas, and the interiors of public buildings.

Public Facilities - Key facilities necessary for the general welfare of the public that are located in strategic locations throughout the community. Includes schools, parks and recreational facilities, and libraries.

Public Services - Services provided by City personnel to the general public, including fire, police, and emergency services. Public services are provided at the location of need and are not restricted or correlated to any particular geographic location in the City.

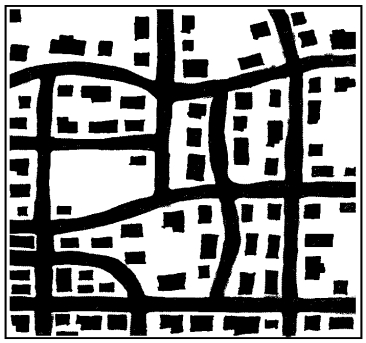
Public Trees - Trees planted on street rights-of-way, in parks, and around public buildings. Also included are trees in riparian and wetland areas, undeveloped parklands, and remnant native stands on public lands.

Public Utilities - Infrastructure necessary for urban development that must be physically distributed to individual households and commercial and industrial users throughout the City. Water, wastewater, and stormwater public utilities are provided by the City of Corvallis. Franchised public utilities, such as electricity and gas, are provided by private companies under franchise agreements with the City.

Recreation Space - Public or private open space utilized for intensive play activity. The definition includes all parks and other recreational facilities (indoor or outdoor) such as swimming pools, trails and paths, basketball and other types of courts.

Redevelopment – Restoring or replacing existing buildings.

Residential Area - A given area of the community in which the vastly predominate character is residential. Uses which support residential activity such as parks, churches, schools, fire stations, and utility substations may also be permitted. In certain instances, existing lots of record and development patterns may exceed Comprehensive Plan densities. In all residential areas, related uses as specifically defined in the Land Development Code will be permitted.



Review - An inspection or examination for the purposes of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval or denial of development proposal, etc., as provided for in applicable City legislation.

Restoration – The process of returning an area to a close approximation of a former condition, and re-establishing functions.

Riparian – Land adjacent to a water body that directly affects or is affected by the aquatic environment. This includes streams, rivers, and lakes and their side channels, floodplains, and wetlands, and portions of adjacent slopes that shade the channel or provide streamside habitat. The area of transition from an aquatic ecosystem to a terrestrial system.

Roughly Rectilinear Street Pattern - A pattern of streets where most of the streets are roughly parallel and most intersections consist of four streets meeting roughly at right angles. See the following illustration below.

Schools - Institutions of instruction, including buildings and adjacent open spaces which form the school grounds.

Setback - The minimum distance between a property line and a building.

Severe Limitations - The degree of limitation on the land caused by one or more natural characteristics. Those limitations considered severe include, but are not limited to:

> **Bedrock** - Lands where the bedrock is within 20 inches of the surface.
>
> **Drainage** - Land where the drainage is classified as being poor and very poor by the Soil Conservation Service.
>
> **Flood Plain** - All land located within the area of the Intermediate Regional (100-year) Flood, and those lands defined as "Special Flood Hazard Areas" by the U. S. Department of Housing and Urban Development.
>
> **Permeability** - Land where the ability of the soil to absorb water is less than 0.2 inches per hour as defined by the Soil Conservation Service.
>
> **Shrink-Swell Potential** - Those lands where the Soil Conservation Service defined the potential as severe or very severe.
>
> **Slide Scar** - An area of ground that has been determined to have experienced movement or migration.
>
> **Slopes** - All lands having a slope greater than 20%.
>
> **Watertable** - Land where the seasonal high watertable is within 10 inches of the surface.
>
> **Weak Foundation Soil Areas** - Land where the potential for foundation problems is "high" anywhere in the soil profile (0 to 60 inches).

Shall – Expressing what is mandatory.

Should – Expressing what is desired, but not mandatory.

Significant – A description of a feature that has been specifically identified as worthy of special recognition or protection (e.g., a "significant" wetland, etc.), or a resource that has been formally adopted by the City.

Significant Tree - A tree with a minimum trunk diameter of 10 inches measured 4.5 feet above surrounding grade.

Special Districts - A unit of local government, other than a City, County, metropolitan service district formed under Oregon Revised Statutes (ORS) chapter 268 or an association of local governments performing land use planning functions (under ORS 195.025) authorized and regulated by statute and includes but is not limited to: water control districts, domestic water associations and water cooperatives, irrigation districts, port districts, regional air quality control authorities, fire districts, Corvallis School District 509J, hospital districts, mass transit districts, and sanitary districts.

Specific Area Plan - An officially adopted document used to focus long-range land use planning for specific areas within the Urban Growth Boundary.

Specification Standards - Measurable standards applicable to development containing the minimum requirements for design and construction of improvements.

Stormwater – Rainfall or snow melt that drains into public streams or pipes.

Stormwater Functions – Includes sustaining aquatic habitats, cleansing, nutrient transfer, and other beneficial functions.
Stormwater Phase II Rules – Federal Clean Water Act regulations that deal with runoff water quality issues, including pollutants and construction sediments, (See Appendix for a summary of the Rules).

Stream Corridor – A corridor of land of variable width along each side of a stream channel that is primarily reserved for stormwater-related and other stream system functions and processes.

Stream Corridor Functions – The attributes (uses and processes) that are connected with a stream corridor. These include ecological functions like pollutant filtering, shading the channel, floodwater management, supplying food for fish (insects, leaves, etc.) and other aquatic life, providing space for channel movement, and providing large wood to the channel when trees die.

Stream System – The channel, subsurface flow, and adjacent corridor, including the floodplain.

Streets:

> **Arterial Highway** - Carries nearly all the vehicle trips entering, leaving, or passing through the Corvallis area. Generally it serves the highest traffic volumes and longest trips.

Arterial Street - Connects the State highways, linking major commercial, residential, industrial, and institutional areas. Many of these routes connect outward from Corvallis into the surrounding areas of Benton County.

Collector - Provides both access and circulation within residential neighborhoods and commercial / industrial areas. Generally, it results in a greater intensity of development along its route or at major intersections with other collectors or arterials.

Neighborhood Collector - Similar in function to collectors, however land use along its route is generally residential in nature. The intensity of development at intersections along its route is also generally less intense than might occur for standard collectors.

Local Connector - A relatively continuous local street providing access between low use locals and other local connectors or collectors.

Local - Provides access to immediately adjacent land and discourages through traffic movement.

Sustainable – Able to be maintained or continued indefinitely.

Transfer of Development Rights - Where the permitted development density on one tax lot or collection of lots (i.e., "the sending" properties), is removed by contract and, by contract, these development rights are transferred to (i.e., added to) the development rights on a separate, typically non-abutting property (the "receiving" property). A jurisdiction must pass an ordinance identifying potential sending and receiving sites that enables this contractual obligation to occur. Transfer of development rights does permit both a net increase in density and a change in permitted building types on the receiving property.

Transition Area - The area between significantly different intensities of land use which is intended to protect both land uses from the negative impact of the other.

Transportation Demand Management (TDM) – TDM is a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles. The fundamental purpose of TDM is to reduce travelers' use of single occupant vehicles and other personal vehicle-related problems. TDM strategies include changes to infrastructure (e.g. bike facilities, bus stops, on-campus housing, etc.); services (e.g. shuttles, service schedules and routes, etc.); and incentives (e.g. fare reductions, etc.).

Tree Canopy - A view which is dominated by the appearance of trees. As used in the Comprehensive Plan, "tree canopy" refers to those hillside areas where trees are the major visual feature when viewed from a horizontal plane or from lower elevations.

Tree Grove - A small woods or stand of trees that the community has identified as significant through an inventory process or formally adopted standard.

Unacceptable - That which does not meet applicable standards or requirements. As used in the Comprehensive Plan, this term describes such things as high levels of risk because of natural hazards or levels of pollution which exceed State, Federal, or local standards.

Unbuildable - Land which because of its natural character or location is unsuitable for urban development.

Underdeveloped - Land which is not developed to its full potential. Included are lands zoned for apartments used for single-family homes, or land zoned for commercial use used for residential purposes.

Undeveloped Land in the Floodplain – Either: 1) land that does not contain a primary structure; or 2) in cases where land does contain a primary structure, then land that can be divided and the resulting vacant parcels can be developed per Code.

Unwanted Species – Species that are either non-native or that do not contribute to the properly functioning condition of an adjacent stream.

Upland Natural Resources – Natural features and areas outside of the stream corridor and the 100-year floodplain that influence stormwater function and management. They include uplands, wetlands, vegetation, swales, and groundwater zones.

Urban - Land that is developed at urban densities or intensities or that has urban services.

Urban Conversion Plan - A plan containing significant natural features, utility corridors, roads and parcel boundaries that demonstrates that future urban services can be provided. A parcelization scenario that identifies future urban densities may also be required.

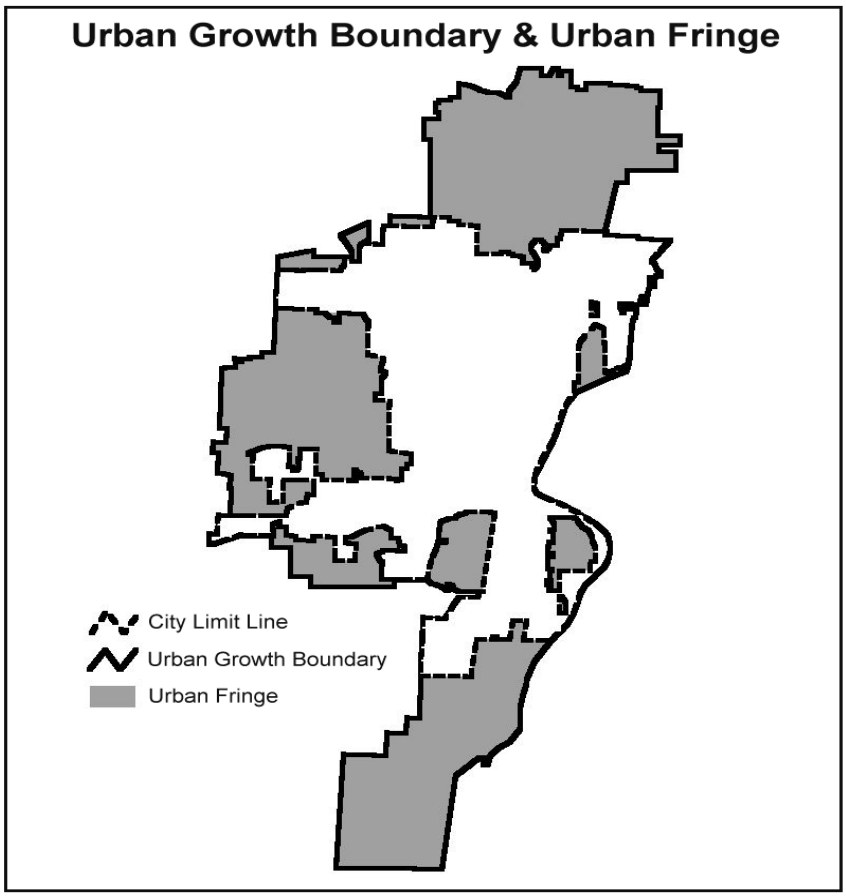
Urban Development - Development of a density or intensity which requires full urban services. Generally, includes all commercial and industrial development and all residential development of more than two units per acre.

Urban Form - The shape of the urban community of which Corvallis is a part. It specifically deals with the image of the City which is projected and perceived.

Urban Fringe – The area within the Urban Growth Boundary and outside **the City limits.**

Urban Growth Boundary – A line that circumscribes the Urban Fringe and the City Limits and that
is intended by State and local regulations to contain the area available to urban development.

Urban Stream – A seasonally or perennially surface-flowing watercourse presently with a defined channel, including watercourses in either a native or altered form.



Urbanization - Process of converting land from urbanizable to urban.

Utility Service Area - An efficient and economical area for provision of utilities, e.g., water service level for the water distribution system.

Viewshed - The area visible from a given point on the ground, to encompass the visual image from that vantage point.

Water Service Levels:

First - The City of Corvallis water service level which serves the elevations between 210 to 287 feet.

Second - The City of Corvallis water service level which serves the elevations between 287 to 407 feet.

Third - The City of Corvallis water service level which serves the elevations between 407 to 560 feet.

Watershed – The drainage area of a specific stream system. Small watersheds are components of larger watersheds.

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September 12, 2016

VIA EMAIL

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Re: Oregon State University General Comments on Comprehensive Plan Package

Dear Jim, Mark and Paul,

OSU appreciates this opportunity to comment on the Comprehensive Plan amendments recently recommended by the Planning Commission and forwarded to the City Council for review.

As the amendment package demonstrates, the planning staff, Planning Commission and the community have worked diligently on amendments to the Comprehensive Plan that will help guide OSU-related development and OSU-related code amendments into the future. OSU participated in that public process and we applaud the Planning Commission's ability to consider the information presented and recommend amendments that reflect community input.

We have a few general comments on the amendments and we have organized these into three limited categories: Housing, Process and Parking. We do not offer any specific word changes to the amendments. Rather, we would ask that the Council consider this information as it reviews the Planning Commission recommendation.

Housing

In a few areas, the amendments speak to OSU housing supply. The primary policy seems to be contained in 9.7.11. The general policy objective is that OSU is directed to provide adequate housing on OSU-zoned land to mitigate impacts on housing affordability in the community. The common understanding of this policy directive in the future will likely turn on what is understood as "adequate" and how that level of adequacy impacts housing affordability in the City.

The way we read this policy, the City is encouraging OSU to facilitate the development of sufficient housing to meet the OSU-identified demand and that by doing so we will mitigate impacts on the community. OSU does not have any objection to that general principle but thought it might be helpful here to share some methods for how OSU forecasts and evaluates student housing demand. It is our hope that this information will help inform any clarifications of Policy 9.7.11 and help establish what is adequate and reasonable in future implementation of the policy.

The character and quantity of the on-campus housing supply is a function of many factors including OSU calculated demand, feasibility, land supply, cost, community impact and a balance with other capital projects that are also central to OSU's mission.

As baseline information, in 2016, on campus, there are 15 residence halls, one new residential recovery house and two apartment complexes, that together provide housing for approximately 5,045 students. To serve the on-campus students OSU maintains three full-service dining centers, four coffee shops and three convenience stores.

<u>How do we manage housing demand</u>?

Over the past six years, OSU has conducted four market studies to determine how best to meet the housing needs of our student population. These studies informed the decision to build our two most recent residence halls and increase our use of existing capacity with expanded density allowing the addition of more than 600 new beds.

The most recent market analysis shows that we are adequately meeting the needs of first year students (and will for the foreseeable future). There is an identified growing demand for sophomore and above (mainly transfer students) graduate students and students with families. The analysis also showed the need to provide lower cost options for some students, which can be offered through existing inventory. New construction is the most expensive means of providing new housing.

We have managed these housing factors in a variety of targeted initiatives.

Increase Supply of On-Campus Housing

1. Through our 2015-2016 initiative to add more triple rooms on campus, we increased the housing supply by **236 beds** and decreased the cost of housing to allow more students to live on campus.

2. In 2014 we opened Tebeau Hall that houses about 300 students. Tebeau is designed with the sophomore and above student in mind. Students in these buildings live in suite-style rooms with a more private bathroom and shower. These are traditionally the students who may otherwise look for housing off-campus.

3. In 2011 we opened the International Living-Learning Center, housing 312 students in a mix of academic, living and cultural space. These students also include upper-class students who are more likely to look for off-campus housing.

4. We are also actively pursuing the feasibility of a private partner to explore a joint student housing project. To this end, we have identified and obtained the necessary campus approvals to site new student housing on the east side of campus, on the 11th and Madison block. If the project proves feasible, this site can accommodate a student housing development with approximately 200 beds, which would increase our on-campus inventory to 5,245 beds.

Increase Affordability

1. About 25 percent of our residential capacity now costs less than $8,000 per year when paired with the lowest meal plan. This rate is $3,000 below the financial aid allotment for room and board for 2016-2017, giving students ample choice in finding a convenient, affordable on-campus living option.
2. OSU dining plans have been restructured to provide greater buying power for on campus residents by providing them an increased 25 percent discount off dining center meals.
3. The Make Cents meal program features daily, rotating entrees for about $3.50 in each dining center.

In addition to creating lower-cost options as a way of attracting, retaining and supporting students, we are developing program enhancements in order to encourage more students to live on-campus after their first year. These programs are designed to reduce the percentage of students who seek off-campus housing.

Incentives

- Returning OSU students receive a $900 discount per academic year off their room rate to live on campus another year;
- During 2015-2016, $30,000 in scholarship funds were administered through grants to residents that had the highest unmet financial need; and
- Effective spring 2016, all remaining dining plan dollars will roll over for students, allowing them to use their dollars for one additional calendar year past their year on campus.

Privacy

- Recent bathroom remodeling plans consider the opportunity to enhance a more private bathroom experience within a shared bathroom style (communal);
- Three halls feature dedicated communities to support Sophomore and Above students living on campus another year; and
- We are working to expand gender inclusive restrooms and gender neutral housing.

Our objective in sharing this information in the amendment proceedings before City Council is to be transparent about what OSU is doing today to manage the supply and attractiveness of on campus student housing options in order to at least hold steady or at best increase the percentage of students who live on-campus. It is our view that the initiatives outlined above have been significant in effort and impact and are the type of continuing efforts that are intended by, and consistent with, the proposed Policy 9.7.11.

Process

The amendments address how OSU applications will be processed and regulated in the future. For example, Finding 13.2.r refers to a review of the OSU Zone to decide which uses could be permitted outright and which uses would be subject to a Conditional Development Permit. Policies 13.2.6 through 13.2.9 then establish guiding policy on how to monitor and regulate OSU's future development.

At the conceptual level, there are generally two ends of the planning spectrum for institutions. At one end, there is no master plan or special zone district and each new development is subject to an individual review. This approach is generally disfavored because it does not give the community any ability to understand long term or cumulative growth projections, it largely eliminates more comprehensive mitigation programs in favor of a piecemeal approach and it does not provide the institution any certainty for what will be allowed in the future.

On the other end of the spectrum is a long-range growth plan that attempts to predict outcomes over an extended term. This approach tends to be criticized for its inability to react to changes in circumstances, like rapid changes in enrollment, its inability to accurately forecast demand over the long term and difficulty in establishing appropriate mitigation measures and the timing of those measures.

Our read of the Planning Commission amendments is that the City is trying to strike a balance between these two concepts with certainty, transparency and monitoring. We agree that this is the appropriate balance and we would like to ensure that the amendments reflect that balance.

OSU concurs with the Planning Commission recommendation that the City and OSU closely coordinate land use actions that have the potential to impact either the University or the surrounding community. We also agree that we should adopt an understandable, measurable and transparent monitoring program that will test thresholds previously established in an amended OSU zone or master plan and provide a process for amendment if those thresholds are exceeded.

We do seek further insights into the reference in 13.2.6 that "monitoring programs can occur anywhere in the community" and the intent of the language related to tracking new "conditions of interest" in 13.2.6. We believe that the geographic range of monitoring programs should have a nexus to OSU operations, rather than "anywhere in the community". However, if this provision is intended to address some other issue, perhaps we simply need a better understanding of its intent.

It also seems like we should have a way to deal with new "conditions of interest" that may arise and that were not contemplated in an amended OSU Zone without invalidating the OSU Zone. Instead any new conditions of interest not regulated by the OSU Zone should be able to be addressed during the continuing implementation of the OSU Zone.

Of course the better job we do at forward planning, the less likely we will have unforeseen or new conditions of interest.

OSU shares the City's and the community's interest in maintaining and building a quality community. Corvallis is a great place to live, work and go to school. Through our collective effort at monitoring our shared growth, we can further that community value.

Parking

We concur with the amendments which conclude that commuter parking occurs in the neighborhoods adjacent to the OSU campus and that the on-campus parking system and its management is related to and should be coordinated with off-campus commuter parking management. We also understand that this will take the careful integration of the City's and OSU's parking management efforts.

Reasonable, predictable parking management methods will be essential to the success of such an integrated program.

For example, OSU could predict enrollment growth over a 10-year term based on historic trends, current changes in higher education policy in Oregon and demographic and population shifts. That enrollment prediction will be just that; a prediction. It will not be perfect. However, it will be well-informed and highly scrutinized. At the end of that forecasting process and public review of that forecast, we will have our best estimate of enrollment over, let's say, a 10-year term. The OSU Zone could then take that enrollment and codify parking measures associated with the impact of those enrollment numbers.

OSU could quantify the on-campus parking demand based on student enrollment and faculty and staff population. With those numbers we can create a simple table that requires a certain on-campus parking supply related to a certain enrolled population. You could then imagine a code provision that requires OSU to submit the annual fall enrollment numbers as well as faculty and staff population and demonstrate how it meets the required parking supply from the table. If the enrollment exceeds the required parking supply, mitigation measures could be required including an increase in the supply to meet the previously identified and required parking supply from the table.

At the same time, the City and OSU could work together to continue to study commuter parking in the adjacent neighborhoods and its relationship to the on-campus parking supply and utilization. With this coordinated data, the City and OSU could refine the parking program to regulate impacts to off-campus parking supply.

These kinds of provision could give the community certainty that adequate on-campus supply and management will be provided associated with enrollment increases. It could provide a simple monitoring mechanism that is transparent and publicly available; it could allow OSU to plan when new on-campus parking supply must come on line before the impact occurs; and, if enrollment increases at a greater or lesser rate than the table, there is still an associated parking supply that is required based on that lesser or greater enrollment.

We are not proposing such a measure here or trying to get ahead of ourselves by using this example. Rather a real example like this helps us reach a common understanding of the extent and intent of the parking policies and the options for future planning under those policies. If we have that common understanding now with the City and the community, we will have a much better chance at presenting a future growth plan that meets the expectations and objectives of the community.

Lastly, a transparent and simple monitoring program will help all stakeholders better plan for and understand OSU operations. Some of this monitoring should be annual, such as on-campus parking supply and enrollment, while other conditions should likely be monitored in longer phases depending on the need for and depth of the specific monitoring exercise. For example, an annual traffic study would not be feasible, particularly if we are able to forecast vehicle trips related to enrollment increases and plan ahead for any mitigation measures that might be associated with those enrollment increases. In that example, enrollment could be checked annually and that in turn would negate the need to check transportation studies annually. As long as the Comprehensive Plan policies allow for what could be different monitoring periods for a variety of conditions, we have no objection to this language.

Thank you for considering these comments and we would look forward to the public proceedings before Council on the amendments.

Best regards,

Interim Provost and Executive Vice President
Oregon State University

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October 11, 2016

To: Mayor Traber and Corvallis City Council

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

Re: OSU-Related Comprehensive Plan Amendments

The League of Women Voters appreciates the thorough review by the Planning Commission of the amendments presented to them by the OSU-Related Comprehensive Plan Review Task Force. Their careful work has resulted in a document that should help address livability issues as OSU continues to grow.

In March, in its testimony to the Planning Commission, League pointed out the need for new policies that address parking and housing. We are pleased that the findings and amendments to Article 9 - Housing have been updated.

A big part of the solution to auto parking is an increase in on-campus housing as proposed in Article 9, 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.) There needs, however, to be a definition for "near." Also, we strongly support the other new policies in this Article – 9.7.6 thru 9.7.12.

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.

League strongly supports policies regarding land use actions at OSU that have the potential to impact the community, and policies aimed at mitigating climate change. Policies in the OSU Article – 13.2.5 thru 13.2.9 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.

From: "Smith, Court" <csmith@oregonstate.edu>
Date: September 12, 2016 at 10:03:05 PM PDT
To: "mayorandcitycouncil@council.corvallisoregon.gov" <mayorandcitycouncil@council.corvallisoregon.gov>
Subject: OSU Comprehensive Plan Amendments - Sept 20 Work Session

Please make this memo available to the Mayor and City Councilors for their September 20 Work Session on the OSU-Related Comprehensive Plan Text
Amendments (CPA15-00001)

September 12, 2016
TO: City Council
FR: Court Smith, 471 NW Hemlock Ave, Corvallis, OR
RE: Justification for policy 11.4.10

Policy 11.4.10 is designed to encourage use of the latest proven ideas for parking management. Converging approaches provide straight-forward examples of effective, efficient, equitable, and safe parking management. Effective parking management would address OSU's parking pricing that is too expensive because it only achieves 74% peak hour utilization (OSU 2015). On the other hand, the City's parking is too inexpensive in that over 95% utilization is often achieved, even at 2-4 AM near the University (Kittelson 2015). Not only is there a University-local neighborhood parking problem, but downtown, around LBCC, adjacent to several school and County facilities, adjoining rental units and businesses, near Samaritan Health Services facilities, and in many neighborhoods unsolved parking problems need to be addressed.

Proper pricing is a better way to allocate parking than attempting to offer as much free parking as possible. Free parking creates a tragedy of the commons. It externalizes the cost of owning a car on to everyone in the community. It can kill economic vitality. Many pricing options are possible. Parking pricing tries to achieve the goal of 85% occupancy at peak times. Areas of Corvallis have parking occupancies well over this, suggesting inefficiencies that cost every Corvallis resident and cause greater air pollution, inconvenience, and frustration.

Many parking pricing solutions exist, which could fit the uniqueness of Corvallis. The Victoria Transportation Policy Institute, British Columbia (Litman 2016) gives extensive examples of parking pricing options that make "… direct charges for using a parking space. Efficient parking pricing can provide numerous benefits including increased turnover and therefore improved user convenience, parking facility cost savings, reduced traffic problems, and increased revenues." The VTPI report provides guidance on parking pricing implementation. It describes parking pricing benefits and costs, ways to overcome common obstacles and objections, and gives examples of successful parking pricing programs." VTPI points out, "Parking is never really free, the choice is really between paying directly or indirectly for parking facilities. Underpricing increases the amount of parking needed to meet demand, and tends to increase problems such as traffic congestion, housing unaffordability, sprawl and pollution. Charging users directly for parking tends to be more efficient and equitable, and generates revenues that can finance new services or reduce taxes and rents."

A related option is to unbundle the cost of parking from the cost of housing. Donald Shoup (2011:601) says that with proper pricing for parking "… we will drive less, … waste less time in traffic, consume less energy, import less oil, breathe cleaner air, and pay less for everything except parking." When cities charge fair-market prices for parking and return the resulting revenue to neighborhood benefit districts to pay for local services, they make a big step toward better future outcomes (Shoup 2011:435-465).

Learn more:

Look at how Old Pasadena outclassed Westwood, California. Carefully crafted parking policies show that businesses gained opportunities, revenues can fund public investments that enable an area to thrive, more parking does not always create better outcomes, and underpriced and off-street parking lots can do great harm (Shoup 2011:403-418).

See Jeff Speck's (2013) Step 3, "Get the Parking Right."

Investigate how Corvallis provides free overnight parking for 48-hour periods (I have data on this time duration) surrounding The University (Kittelson 2015).

Parking enforcement costs City residents a substantial amount. In FY13-14, the latest data that I could find, the parking enforcement program was supported by fines (68%), parking district permit holders 6%, and 26% was the deficit that year. These data do not count the innumerable hours spent in expanding and managing parking in Corvallis. This appears to be a very expensive program supported by those paying fines and local residents who pick up the deficits. Why not create neighborhood benefit districts that can use parking funds generated to improve neighborhood conditions and services? Why not consider a neighborhood benefit district that includes OSU, the City, sororities and fraternities, apartment owners, and neighborhood residents to craft a solution together? Why not work to develop incentives and fund better transportation and transit from fees obtained from parking management?

References:

Kittelson & Associates, Inc., 2015. Memorandum: Neighborhood Parking Study Findings. Project #: 18130 [online] http://fa.oregonstate.edu/sites/fa.oregonstate.edu/files/cpd/land-use/neighborhood_parking_study_findings_november_2015_0.pdf

"Utilization across the 6,457 on street parking spaces included in the study was measured at 50 percent (3,218 occupied spaces) between 2am and 4am.

Many block faces in the area north of Monroe Ave, between Zone A and Zone B and south of Harrison Ave, are highly utilized (95 percent or higher) between 2 am and 4 am, indicating a high number of residents who own cars and store them in the on-street parking spaces at night.

The on-street spaces on and around SW A Ave between SW 11th St and SW 17th St are also highly utilized between 2 am and 4 am, also indicating a high number of nearby residents who own cars and store them in the on-street parking spaces at night."

Litman, Todd. 2016. Parking Pricing Implementation Guidelines. Victoria Transport Policy Institute. [online] http://www.vtpi.org/parkpricing.pdf. 35 pages.

OSU Capital and Planning Development. 2015. OSU Parking Utilization Study 2014-2015 Fall Term. University Land Use Planning. [online] http://fa.oregonstate.edu/university-land-use-planning/campus-master-plan/parking-utilization-studies.

"…the utilization rate is calculated including both OSU General Use and Residence Hall space types, OSU's campus -wide parking utilization rate for Fall Term 2014 was seventy - four percent (74%) during the peak hours between 10 am and 2pm."

Riggs, William. 2014. Dealing with Parking Issues on an Urban Campus: The case of UC Berkeley. Case Studies on Transportation Policy 2(3):168–176.

This analysis shows that providing less parking can result in more accessibility.

Shoup, Donald C. 2011. The High Cost of Free Parking. Chicago: American Planning Association. 763 pages.

Speck, Jeff. 2013. Walkable City. See Step 3 "Get the Parking Right," California Bookwatch. See TED Talk with nearly one million views [online] https://www.ted.com/talks/jeff_speck_the_walkable_city?language=en

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