



**CORVALLIS
CITY COUNCIL AGENDA**

**October 19, 2020
6:00 pm**

***Note: The order of business may be revised at the Mayor's discretion.
Due to time constraints, items on the agenda not considered
will be continued to the next regularly scheduled Council meeting.***

*Pursuant to Governor Brown's Executive Order issued in response
to the COVID-19 pandemic, this City Council meeting
will be online only. The Council Chambers is closed to the public.*

*The Council meeting will be broadcast live on Comcast Cable Channel 21.
The public may also register to watch the meeting live on the internet via this link:*

<https://attendee.gotowebinar.com/register/1804032909374077198>

A video and audio of the meeting will be available on the City's website

EXECUTIVE SESSION

5:00 pm Executive Session under ORS 192.660(2) (i) (status of employment-related performance)
City Attorney evaluation, continued and (a) (status of employment) Municipal Judge
Contract

COUNCIL ACTION

I. CALL TO ORDER

II. ROLL CALL

III. PRESENTATION

A. Recognition of Police Chief Hurley for receiving the Commitment to Excellence Award
from the Oregon Chapter of the Association of Public Safety Communications Officials

IV. COMMUNITY COMMENTS – This is an opportunity for the community to provide input to
the City Council on subjects not related to a public hearing before the Council. Community
members wishing to offer testimony in advance on topics appearing on any City Council agenda
are strongly encouraged to do so in writing through the public input form at
www.corvallisoregon.gov/publicinput or you email comments to the City Recorder at
Carla.holzworth@corvallisoregon.gov. Community members who wish to offer verbal testimony
to the Council either via telephone or through their computer must preregister with City Recorder
Carla Holzworth Carla.holzworth@corvallisoregon.gov or 541-766-6729 X 5075 by 9:00 am on
Monday, October 19. The number of people who may comment verbally is limited to the first ten
who register with the City Recorder. Each speaker is limited to three minutes unless otherwise
granted by the Mayor.

V. CONSENT AGENDA – The following items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member (or a community member through a Council member) so requests, in which case the item will be removed from the Consent Agenda and considered separately. If any item involves a potential conflict of interest, Council members should so note before adoption of the Consent Agenda.

- A. Reading of Minutes
 - 1. City Council Meeting – October 5, 2020
 - 2. City Council Work Session – October 8, 2020
- B. Approval of a new lease for 490 Airport Avenue Airport Industrial Park **E-packet pages 4-15**
- C. Announcement of vacancies on the Budget Commission (O'Brien, Carone) **E-packet page 16**

VI. ITEMS REMOVED FROM CONSENT AGENDA

VII. UNFINISHED BUSINESS

- A. Process to name the Marys River/Crystal Lake multiuse path the Eric E. Austin Memorial Bypass [direction] **E-packet pages 17-18**
- B. Phased Approach to Address Illegal Camping follow up [possible direction] **E-packet pages 19-25**
- C. Parking Audit, Format and Management (Outside of Downtown) recommendations **E-packet pages 26-53** [information]
- D. Acceptance of City Attorney evaluation [direction]

VIII. MAYOR, COUNCILOR, AND CITY MANAGER REPORTS

- A. Mayor's Reports [information]
- B. Councilor Reports [information]
- C. City Manager's Reports
 - 1. Strategic Operational Plan Highlight Summary [information] **E-packet pages 54-57**
 - 2. Corvallis e-news [information] **E-packet pages 58-65**
- D. City Attorney's Reports [information]

IX. ADJOURNMENT

If you need special assistance to participate in this meeting, please contact the City Recorder at (541) 766-6901 (for TTY services, dial 7-1-1). Notification at least two business days prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting. (In compliance with the Americans with Disabilities Act, 28 CFR 35.102-35.104 ADA Title I and ORS 192.630(5)).

A Community That Honors Diversity

CITY COUNCIL THREE-MONTH SCHEDULE

10/14/20

Agenda items and dates are only proposed and likely to change

Yellow = regular meeting

Red = work session

- ❖ **Regular Meeting, Monday, October 19, 6:00 pm**
 - * Executive Session: ORS 192.660(2) (i)(status of employment-related performance) City Attorney Evaluation, continued and (a) (status of employment) Municipal Judge Contract
 - * Presentation: Commitment to Excellence Award to Police Chief Hurley from the Oregon Chapter of the Association of Public Safety Communications Officials (Police)
 - * Process to name the Marys River/Crystal Lake Multiuse Path the Eric E. Austin Memorial Bypass (Public Works)
 - * Phased Approach to Address Illegal Camping Follow Up (City Manager)
 - * Acceptance of City Attorney Evaluation
 - * Parking Audit - Management of the Parking System Outside of Downtown (Public Works)

- ❖ Work Session, Thursday, October 22, 4:00 pm
 - OSU Reopening Update
 - Emergency Operation Plan Review (Fire Department)

- ❖ Work Session, Thursday, October 22, 5:00 pm
 - Planning Commissioner interviews

October 2020						
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- ❖ **Regular Meeting, Monday, November 2, 6:00 pm**
 - * Executive Session: ORS 192.660(2)(i)(status of employment-related performance) City Manager Evaluation
 - * PUBLIC HEARING: Appeal of Director Decision - Brooklane Heights Minor Planned Development Modification Multi Use Trail (PLD 2020-01) (Comm Dev)
 - * 2018 Corvallis Community Greenhouse Gas Inventory (Economic Development)
 - * Planning Commissioner Selection
 - * Adoption of Emergency Operations Plan (Fire)

- ❖ Work Session, Thursday, November 5, 4:00 pm
 - Strategic Operational Plan update

- ❖ Special Joint Work Session City Council and Planning Commission, (November 9 or 10 (poll results pending), 4:00pm)
 - HB 2001 (legislative mandate for middle housing)

- ❖ **Regular Meeting, Monday, November 16, 6:00 pm**
 - * Executive Session: ORS 192.660(2)(i)(status of employment-related performance) City Manager Evaluation, continued
 - * Fire Department Year in Review Update (Fire Department)
 - * Acceptance of City Manager Evaluation

- ❖ Work Session, Thursday, November 19, 4:00 pm
 - Parking Audit - Parking Technologies (Public Works)
 - Advisory Board Restructuring

November 2020						
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* Nov 11 = Veterans Day holiday
 * Nov 26, 27 = Thanksgiving holiday

- ❖ **Regular Meeting, Monday, December 7, 6:00 pm**
 - * Comprehensive Annual Financial Report (Finance)
 - * RESOLUTION: Annual Utility Rate Adjustment (Public Works)
 - * Advisory Board Restructuring

- ❖ Work Session, Thursday, December 10, 4:00 pm
 - Parking Audit – Parking Enforcement (Public Works)

- ❖ **Regular Meeting, Monday, December 21, 6:00 pm**

- ❖ Work Session, Thursday, December 24 – CANCELED

December 2020						
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* Dec 25 = Christmas Day holiday

PENDING ITEMS:

- * Charter Amendment Next Steps – gender neutral language and City Manager recruitment timeline
- * Budget Commission discussion about Councilor stipends
- * Council Policy Review
- * Interpretation Plan for Dr. Martin Luther King, Jr. Park
- * Parks System Development Charge Related to Credits

At this time, all Council meetings are held online only

TO: City Council for October 19, 2020 Council Meeting
FROM: Greg Gescher, Interim Public Works Director *GG*
DATE: October 9, 2020
THROUGH: Mark W. Shepard, P.E., City Manager *MS* AIC
Andy Parks, Interim Finance Director *AP*
SUBJECT: New Lease for 490 Airport Avenue Airport Industrial Park



Action Requested:

Staff recommends Council approve the attached Building and Land Lease for the City-owned building and property at 490 SW Airport Avenue in the Corvallis Airport Industrial Park (AIP), and authorize the City Manager to sign the document.

Discussion:

The building and land at 490 SW Airport Avenue has been unleased for several years. It is one of two small buildings in the AIP owned by the City and was occupied for about 10 years by Mid-Valley Painting. Ken Ellis wishes to lease the premises for storage. While storage is acceptable within the AIP Development Plan as an ancillary and not primary use, there is not currently any other party interested in the site. To preserve it for a potential higher and better use, staff proposes a month-to-month lease which may be terminated without fault by the City with a 60-day notice to the tenant.

Budget Impact:

This proposed lease will generate \$303.00 monthly to the Airport Fund and will include annual CPI and periodic base lease rate adjustment language.

Attachment:

CC – A Proposed Building and Land Lease for Ken Ellis at 490 SW Airport Avenue

FOR COUNTY RECORDING ONLY:

AFTER RECORDING RETURN TO CITY OF CORVALLIS
PUBLIC WORKS TRANSPORTATION DIVISION, EXT 6916

LAND LEASE AGREEMENT CORVALLIS AIRPORT

THIS LEASE, made this _____ day of _____, 2020, is by and between the City of Corvallis, an Oregon municipal corporation, hereinafter referred to as the City, and **Ken Ellis**, an individual, hereinafter referred to as the Lessee.

1. PREMISES

The Corvallis Municipal Airport is owned and managed by the City of Corvallis and is operated as an Enterprise Fund, in that all fees, land leases and rent revenues are retained by the City for the exclusive operation of the Airport. The City, in consideration of the terms, covenants, and agreements contained herein, does hereby lease to the Lessee the following property located at the Corvallis Municipal Airport:

See Attached Exhibit "A" legal description and Exhibit "B" map.

2. TERM

The Lessee shall have the right to the possession, use, and enjoyment of the leased property, beginning on November 1, 2020. The City may terminate the lease immediately for failure of Lessee to provide proof of insurance, failure of Lessee to make timely payment of rent, or with a 60 day no-fault notice by City.

3. RENT

A. Rental Rate. Lessee shall pay in advance, a monthly rent payment beginning November 1, 2020, and continue payments monthly by the first day of each month thereafter during the term of this lease. The rate for the above-described land shall be determined as follows: \$0.146 per square foot per year x 7,000 square feet = \$1,022 as an annual base rent. The monthly rate is \$1,022 per year/12 = \$85.16/mo.

The rate for the above-described building is \$217.84/mo, for a total monthly rental rate of \$303/mo.

Rental payments are made payable to the City of Corvallis and are to be delivered in person or

mailed to the City at the address in Section 21 of this lease.

B. Late Charges. It is hereby agreed that if rent is unpaid after fifteen (15) days following the due date, the Lessee shall pay a late charge of \$1.00 per day computed to include the first day due and continuing until both rent and late charges are fully paid. Payments will be applied first to the late charges, then to outstanding rent.

C. Annual Adjustment. The rental rate shall be adjusted annually utilizing the January through December U.S. City Average Consumer Price Index, with adjustments made July 1 following the publication of the annual index, commencing July 2021. The City shall give written notice to Lessee at least thirty (30) days in advance of the annual adjustment date.

D. Land Rental Rate Adjustment. Notwithstanding 3C above, the land lease rate will be adjusted not more than once every 5 years, per the results of a market appraisal study.

4. USE OF THE PROPERTY

A. Permitted Use. The property shall be used for any legal purpose permitted by applicable zoning laws, regulations and restrictions.

B. Conformance with Laws. Lessee shall conform to all applicable laws and regulations, municipal, state, and federal, affecting the premises and the use thereof. Lessee also agrees to comply with the Airport Industrial Park Development Plan and all applicable City Master Plans as adopted by City Council.

C. Nuisance. Lessee shall not use or permit the use or occupancy of the property for any illegal purposes, or commit or permit anything which may constitute a menace or hazard to the safety of persons using the property, or which would tend to create a nuisance, or that interferes with the safe operation of aircraft using the Corvallis Municipal Airport.

D. Hazardous Materials. Lessee shall not store or handle on the premises or discharge onto the property any hazardous wastes or toxic substances, as defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C. §§ 9601 to 9675, and as further defined by state law and the City's Sewer Regulations, Municipal Code Chapter 4.03 as amended, except upon prior written notification to the City and in strict compliance with rules and regulations of the United States and the State of Oregon and in conformance with the provisions of this lease. Any violation of this section may, at the City's option, cause this lease to be immediately terminated in accordance with the provisions of Section 18 of this lease.

E. Roads. Lessee shall be entitled to reasonable use for its purposes of the roads and taxiways now existing and serving the leased property. The City may locate and relocate roads as desirable to improve the Corvallis Municipal Airport and Airport Industrial Park so long as reasonable and adjacent access is provided to Lessee.

5. WATER, WASTEWATER, AND STORM WATER SYSTEMS

A. Water, Drainage, and Domestic Waste. The City agrees to provide the use and benefits of the public water, wastewater, and storm water systems as they now exist or may be later modified. Conditions for the use of these systems shall be the same as the conditions and regulations applying within the corporate limits of the City of Corvallis, including any assessments or charges for any expansion or intensification of Lessee's use of the property.

B. Utility Bills. Water, wastewater, and storm water charges shall be paid by the Lessee in addition to the basic monthly land lease and at the same rates applicable within the corporate limits of the City of Corvallis. The Lessee shall promptly pay all water, wastewater, and storm water charges, and all other utility charges, for the premises as they come due.

C. Prohibited Discharges. Discharge of industrial waste, as that term is defined in the City of Corvallis Municipal Code, Chapter 4.03 Sewer Regulations (as presently constituted or as amended hereafter), into the sanitary sewer system, drainage system, surface ponds or ditches, or elsewhere is specifically prohibited, except as permitted by a valid Industrial Wastewater Discharge Permit in strict accordance with the Sewer Use Ordinance and applicable state and federal laws. Violation of any provision contained in the City of Corvallis Municipal Code, Chapter 4.03 Sewer Regulations (as presently constituted or as amended hereafter), may cause this lease to be immediately terminated in accordance with the provisions of Section 18 of this lease.

D. Discharge Response Procedures. In the event of any discharge or spill of noxious or hazardous material into the environment, wastewater system, or storm water system, Lessee shall immediately notify the Oregon Department of Environmental Quality and the City. The City and any appropriate state or federal agency shall have the right to inspect the premises immediately to determine if the discharge or spill constitutes a violation of any local, state, or federal laws, rules, or regulations. If a violation exists, the City shall notify the Lessee of the specific violations and Lessee shall immediately cease all activities and use of the property until the violations are remedied, all at the Lessee's sole cost and expense and without expense whatsoever to the City.

E. South Corvallis Drainage Master Plan. Lessee hereby agrees to comply with the requirements of the "South Corvallis Drainage Master Plan," approved by the City Council in December 1998, or as amended. Future improvements within the Corvallis Municipal Airport, in compliance with the approved drainage plan, may include parcel assessments or charges. Conditions and regulations for any assessment or charges shall be similar to those conditions or regulations applying within the corporate limits of the City of Corvallis.

6. DEVELOPMENT STANDARDS

This agreement is made subject to the terms and conditions as referenced in the Airport Industrial Park Development Plan. In addition, compliance with all Corvallis development regulations is required relative to the City's Land Development Code (LDC). Where not otherwise specified by the Airport Handbook, the County's zoning provisions shall apply. Enforcement of development provisions is the responsibility of the City's Development Services Division.

7. ALTERATIONS, IMPROVEMENTS AND GENERAL MAINTENANCE

A. Right to Construct. The Lessee, at its own expense, may construct structural improvements on the leased property, subject to Lessee's compliance with all applicable city, county, and state laws and regulations and issuance of necessary building permits. Lessee shall notify City of any planned improvements and if City doesn't object within fifteen (15) business days, Lessee may proceed.

B. Ownership of Improvements. Any improvements constructed on the leased property during the term of this lease shall belong to the Lessee and may be removed by the Lessee at will. Lessee shall have the right to enter the premises during the thirty-day period following termination of this lease to remove any of its property, including buildings or other improvements, on the leased premises. If, after thirty days after termination of the lease, any of said property remains on the premises, the City may retain the property, or, at its option, remove the property at the Lessee's expense.

C. General Maintenance. During the entire term of this lease, and for any additional time that Lessee shall hold the leased premises, Lessee shall keep the premises, including improvements, in neat, sanitary, well-maintained condition. No machinery, equipment, or property of any kind shall be stored or kept outside of the building.

Lessee or any guest shall not park any vehicle outside the boundary of the leased premises herein described other than designated public parking areas. Any vehicle parked in violation of this section may be moved at Lessee's expense by City.

8. ENTRY ON PROPERTY

A. Right to Inspect. The City shall have the right to enter the property at any reasonable time or times to examine the condition of the premises or Lessee's compliance with the terms of this lease.

B. Access. The City retains the right to enter the leased premises at any reasonable time or times to repair or modify City utilities located upon the property or to conduct repairs or other work on the property.

9. ASSIGNMENT AND SUBLETTING

The Lessee shall not assign or sublease this land lease without the prior written consent of the City; provided, however, that the City shall not unreasonably withhold such consent subject to the following conditions:

1) No sublease shall relieve Lessee from primary liability for any of its obligations under this lease, and Lessee shall continue to remain primarily liable for payment of rent and for performance and observance of its other obligations and agreements under this lease.

2) Every sublease shall require the sublessee to comply with and observe all obligations of the Lessee under this lease, with the exception of the obligation to pay rent to the City.

10. LIENS

The Lessee shall promptly pay for any material and labor used to improve the leased property and shall keep the leased property free of any liens or encumbrances.

11. INSURANCE

A. Coverage Requirements. The Lessee shall purchase and maintain General Liability insurance that provides at least premises and operations coverage. The limit of liability shall be no less than \$1,000,000.00 per occurrence with not less than a \$2,000,000.00 general aggregate. The policy shall name the City of Corvallis, its officers, agents, and employees as an additional insured.

B. Certificate of Insurance. At the time that this lease is signed, the Lessee shall provide to the City a certificate of insurance complying with the requirements of this section and indicating that insurer will provide the City with 30 days' notice prior to cancellation. A current certificate shall be maintained at all times during the term of this lease.

12. HOLD HARMLESS

A. General. The Lessee shall at all times indemnify, protect, defend, and hold the City of Corvallis, its officers, agents, and employees harmless from any claims, demands, losses, actions, or expenses, including attorney's fees, to which the City may be subject by reason of any property damage or personal injury arising or alleged to arise from the acts or omissions of the Lessee, its agents, or its employees, or in connection with the use, occupancy, or condition of the property.

B. Environmental Protection. The Lessee shall be liable for, and shall hold the City harmless from, all costs, fines, assessments, and other liabilities arising from Lessee's use of the premises resulting in the need for environmental cleanup under state or federal environmental protection and liability laws, including, but not limited to, costs of investigation, remedial and removal actions, and post-cleanup monitoring arising under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C. §§ 9601 to 9675, as presently constituted or hereafter amended.

13. NONDISCRIMINATION

The Lessee agrees that no person shall be excluded from participation in the use of the premises on the basis of age, citizenship status, color, familial status, gender identity or expression, marital status, mental disability, national origin, physical disability, race, religion, religious observance, sex, sexual orientation, and source or level of income. Such discrimination poses a threat to the health, safety and general welfare of the citizens of Corvallis and menaces the institutions and foundation of our community.

14. CONDITIONS ON PROPERTY BY THE UNITED STATES OF AMERICA

This agreement is made subject to the terms and conditions and restrictions of transfer recorded in Book 121, Page 40 and Book 125, Page 239, deed records of Benton County, Oregon, as modified by the Instrument of Release recorded in Book 182, Page 238 of said

deed records.

15. WAIVER OF BREACH

A waiver by the City of a breach of any term, covenant, or condition of this lease by the Lessee shall not operate as a waiver of any subsequent breach of the same or any other term, covenant, or condition of the lease.

16. DEFAULT

A. Declaration of Default. Except as otherwise provided in this lease, the City shall have the right to declare this lease terminated and to enter the property and take possession upon either of the following events:

- 1) Rent and Other Payments. If the monthly rent or any other payment obligation remains unpaid for a period of sixty (60) days after it is due; or
- 2) Other Obligations. If any other default is made in this lease and is not corrected after thirty (30) days written notice to the Lessee. Where the default is of such nature that it cannot reasonably be remedied within the thirty (30) day period, the Lessee shall not be deemed in default if the Lessee proceeds with reasonable diligence and good faith to effect correction of the default.

B. Court Action. It is understood that either party shall have the right to institute any proceeding at law or in equity against the other party for violating or threatening to violate any provision of this lease. Proceedings may be initiated against the violating party for a restraining injunction or for damages or for both. In no case shall a waiver by either party of the right to seek relief under this provision constitute a waiver of any other or further violation.

17. TERMINATION

A. No-Fault Termination. At its sole discretion, and notwithstanding other language in Section 17, the City may terminate this lease with sixty (60) days written notice to Lessee.

B. Immediate Termination. Where a specific violation of this lease gives the City the option to terminate this lease immediately, this lease shall be terminated upon written notification to the Lessee.

C. Termination Upon 30 Days Default. In the event of any other default under Section 17 of this lease, the lease may be terminated at the option of the City upon written notification to the Lessee.

D. Surrender Upon Termination. Upon termination or the expiration of the term of the lease, the Lessee will quit and surrender the property to the City in as good order and condition as it was at the time the Lessee first entered and took possession of the property under this or a prior lease, usual wear and damage by the elements excepted.

E. Restoration of Property. Upon termination or expiration of this lease or Lessee's vacating the premises for any reason, the Lessee shall, at its own expense, remove and

properly dispose of all tanks, structures, and other facilities containing waste products, toxic, hazardous, or otherwise, which exist on the leased property or beneath its surface. Lessee shall comply with all applicable state and federal requirements regarding the safe removal and proper disposal of said facilities containing waste products. If the Lessee fails to comply or does not fully comply with this requirement, the Lessee agrees that the City may cause the waste products and facilities to be removed and properly disposed of, and, further, Lessee agrees to pay the cost thereof with interest at the legal rate from the date of expenditure.

18. RECORDING FEES

The lease will be recorded with the Benton County Assessor's Office and the Lessee shall be responsible for paying all associated fees.

19. ATTORNEY FEES

If any suit or action is instituted in connection with any controversy arising out of this lease, the prevailing party shall be entitled to recover, in addition to damages and costs, such sum as the trial court or appellate court, as the case may be, may adjudge reasonable as attorney fees.

20. NOTICE

When any notice or anything in writing is required or permitted to be given under this lease, the notice shall be deemed given when actually delivered or 48 hours after deposited in United States mail, with proper postage affixed, directed to the following address:

City: City of Corvallis
Public Works Department
Attention: Airport Manager
P.O. Box 1083
Corvallis, Oregon 97339-1083

Lessee: Ken Ellis
P.O. Box 762
Philomath, OR 97370

IN WITNESS WHEREOF, the parties hereto have executed this lease the date and year first written below.

DATED this _____ day of _____, 2020.

Ken Ellis

STATE OF OREGON)
) ss.
COUNTY OF BENTON)

Personally appeared the above-named _____,
who acknowledged he is an individual and has accepted the foregoing instrument.
Before me this _____ day of _____, 2020.

NOTARY PUBLIC FOR OREGON

My Commission Expires _____

Lease Parcel Exhibit "A"

A tract of Land, located in the South East 1/4 of Section 22, Township 12 South, Range 5 West, Willamette Meridian, Benton County, Oregon and lying with the Samuel Gage Donation Land Claim No. 57, being more particularly described as follows.

Beginning at a 5/8" iron rod on the easterly right-of-way of Southern Pacific Railroad (60 feet wide) at the intersection of the north right-of-way of SW Airport Ave (County Road 25280) (60 feet wide), said iron rod being North 0° 04'06" East 1211.92 feet, and East 2,611.92 feet from the Southeast corner of the Alfred Rinehart D.L.C. No.73, located in T12S, R5W, W.M., Benton County, Oregon; thence North 89°52'00" East, 175.07 feet along the north right-of-way of said SW Airport Avenue to a point on said right-of-way; thence North 00°08'00" West, 37.50 feet to the **True Point of Beginning**; thence North 00°08'00" West, 50.00 feet to a point; thence North 89°52'00" East, 140.00 feet to a point; thence South 00°08'00" East, 50.00 feet to a point; thence South 89°52'00" West, 140.00 feet to the **True Point of Beginning**;

Containing 7,000 square feet more or less.

Basis of Bearings

Identical to that of County Survey No. 8352, recorded November 15, 1989 in the Benton County Surveyor's Office

See exhibit "B" attached hereto and made a part hereof.

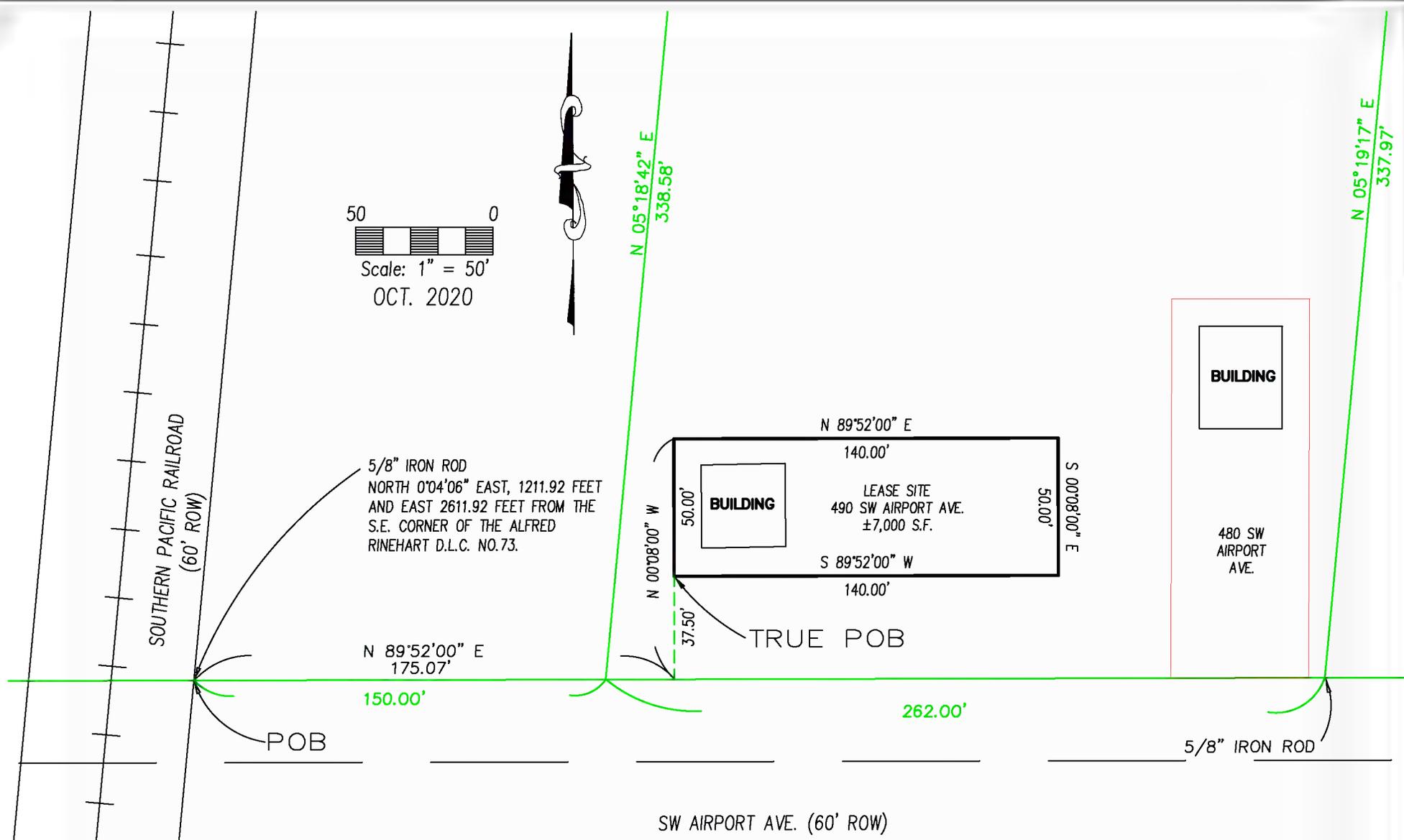


EXHIBIT "B"

LOCATED IN THE SOUTH EAST 1/4 OF SECTION 22, TOWNSHIP 12 SOUTH,
RANGE 5 WEST, WILLAMETTE MERIDIAN, BENTON COUNTY, OREGON.

BASIS OF BEARINGS
IDENTICAL TO THAT OF COUNTY
SURVEY NO. 8352

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MEMORANDUM

To: City Council for October 19, 2020, meeting

From: Biff Traber, Mayor *Biff Traber*

Date: October 12, 2020

Subject: Budget Commission Vacancies

Mark O'Brien is moving outside of Corvallis city limits, and therefore is resigning from the Budget Commission effective October 31, 2020. The term of office for this position expires June 30, 2021.

Rich Carone no longer resides in Corvallis city limits, so he has resigned from the Budget Commission effective immediately. The term of office for this position expires June 30, 2022.

As a reminder, there is an existing vacancy on the Budget Commission that was created when Andrew Freborg also moved outside of the city limits. The term of office for this position expires June 30, 2023.

I would appreciate nominations of community members by November 6, 2020 to fill the vacancies.

TO: Mayor & City Council for October 19, 2020 Council Meeting
 FROM: Hyatt Lytle, City Councilor, Ward 3 on behalf of Citizen Bruce Austin
 DATE: October 13, 2020
 SUBJECT: Process to name the Mary's River/Crystal Lake multiuse path the Eric E. Austin Memorial Bypass



STRATEGIC OPERATIONAL PLAN PRIORITY: *E-1 The City fosters meaningful public involvement through a diverse array of opportunities that touch on all aspects of City services.*

Action Requested: Looking for Council to support the outlined public participation process for naming the Mary's/Crystal Lake Multi-Use Path the Eric E. Austin Memorial Bypass, pursuant to Council Policy 1.03.

Discussion:

Background

The naming proposal effort of the multi-use path emerged from the first of the three tragedies in the SE Chapman Pl & SW 3rd/99W area. On June 27, 2018, 32-year old Eric Austin was crossing with his bike at the lighted crosswalk in front of the South Corvallis Co-Op, (which his family believes was in order to ride home with traffic vs. against traffic). Around 7:25pm he was struck by a truck with a trailer that drove thru the light- activated crosswalk as Eric was walking his bike from the East side of the street to the West. Eric passed away at Good Samaritan Regional Medical Center. Eric was a Minutes-Taker for the City of Corvallis as well as a Copy-Editor and Journalist for the Corvallis Advocate for a short time (Corvallis Gazette Times, Corvallis Advocate, 2018).

In the wake of Eric's death, the Corvallis community began focusing on the enhancement of bike and pedestrian safety. On the City's side, the BPAB (The Bicycle and Pedestrian Advisory Board) took up the subject of the Mary's Crystal Lake Multi-Use Path immediately with ODOT (Oregon Dept. of Transportation) Liaison Jenna Berman at their July 6th, 2018 meeting as the safety on SW 3rd/99W continued to intensify in the community; At their August 3rd, 2018 meeting, they discussed their memo on SW 3rd Street that they would be presenting to City Council on August 20th including their recommendation of Vision Zero; on August 22nd BPAB hosted a field area trip with City Staff to the proposed alignment of the Mary's/Crystal Lake Multi-Use Path with over 40 community members and several City Councilors and City Council Candidates (BPAB Minutes, 2018).

Naming the Mary's/Crystal Lake Multi-Use Path the Eric E. Austin Memorial Bypass

On September 27, 2020, Bruce Austin, father of Eric, sent an email request to myself, (Councilor, Hyatt Lytle), Josh Capps, Greg Gescher, Lisa Scherf, Jim Day, and Wendy Byrne querying the process for how to go about naming the new multi-use path in Eric's name. Interim Public Works Director Greg Gescher replied to him quickly that the process would be one of the Council's. At that response, I continued to have discussions with Bruce for the rest of that week and as his City Councilor worked with him to coordinate what the Council process for naming a public facility was and how to initiate it.

By Tuesday September 29, 2020, Bruce's initial email had turned into a discussion thread, and reached Councilor Charlyn Ellis for input as well; who supported the naming of the path. On Thursday, October 1, 2020, the Gazette Times published the article: ***Move on to Name new Path for***

Corvallis Cyclist. That very day, the Mayor and City Council, as well as the City Recorder all found their email boxes to be full of citizen emails in support of naming the multi-use path in Eric's honor and memory.

With the plethora of emails coming in that day, I decided to create a quick poll on Google Forms, comprised of three questions, the first asking for support of naming the path in Eric's honor/memory, the second for comments (optional), and the third to leave contact info (optional). I did this in order to keep the information in one place, as well as get a sense of where the community stood in regards to naming the multi-use path. The link to the poll is:

https://docs.google.com/forms/d/e/1FAIpQLSdU9yLiRBSdh4IP9RBAkubcivmddfA5ZTuQSVsBkPc7MRgArg/viewform?usp=sf_link. As of October 13, 2020 there have been 122 responses.

On October 3, 2020 I met with the City Attorney and discussed the process for naming a public facility and was referred to Council Policy 1.03 to initiate. Interim Public Works Director Greg Gescher also sent out to the Council a flow chart of the process that day, which allowed for a very helpful aid in moving this forward.

Public Participation Process

Council Policy 1.03 "Naming Public Facilities and Lands" refers to using a small array of review options for naming proposals, such as: Sending a naming proposal to an appropriate Advisory Committee or Task Force, or even holding a public meeting in order to gather citizen input as requested. However, the policy does not mandate a specific process, it does though provide that the Council have a public process that gathers citizen input on a naming proposal.

Because our Advisory bodies have been on hold due to the Emergency pandemic declaration, a public meeting would seemingly be the option to use in this case. However, in lieu of a public body review, I plan to propose an alternative public process that I have already discussed with City Manager Shephard which he did authorize Staff time for. Staff will be helping to work on a public participation process that will extend to the greater community. In further discussing this with City Manager Shephard, in addition to that one process, we discussed that coupling this with a public hearing would be an effective means of gathering input from the extended citizenry in this time of COVID .

For the first public participation requiring Staff, it was important to be sensitive to the amount of time needed; and with the support we have already been seeing for the naming proposal it seemed like it could be something really simple. In speaking with our PIO (Public Info Officer), he has no issue in developing a short survey to share information on the naming proposal effort and to seek feedback on the proposed name: Eric E. Austin Memorial Bypass. The survey will be sent out on the City's various communications channels and will be linked on the City website.

Council can decide how long for the survey to be shared with the public via the City's communications channels (including webmails) and linked to the City's website and determine when a public hearing should occur on the naming proposal when/if necessary.

Budget Impact: None

TO: City Council for October 19, 2020, Council Meeting
 FROM: Karen Emery, Parks and Recreation Department, Director 
 DATE: October 10, 2020
 THROUGH: Mark W. Shepard, P.E., City Manager  AIC
 SUBJECT: Phased Approach to Address Illegal Camping Follow Up



STRATEGIC OPERATIONAL PLAN PRIORITY: S-1 The City maintains safe and accessible natural resources and facilities through long-range planning to ensure proper maintenance and capital investments in critical community resources.

S-5 The City enhances safety for all community members by providing professional and proactive public safety services

E-9 The City supports organizations that are working towards solutions for homelessness in Corvallis

S-6 the City develops and sustains a safe, secure and welcoming community through crime reduction and focusing on livability offenses throughout the community in coordination with partners.

S-10 the City is a steward of its natural resources with the goal of promoting native and sustainable ecological systems

Action Requested:

For information only, no action required.

Discussion:

Staff have begun to implement the phased approach to illegal camp cleanups as described in the staff report shared at the September 21, 2020 City Council meeting.

- The Corvallis Police Department continues routine patrols of areas where illegal camping is occurring to address illegal campfires. Parks and Recreation look for fires while performing their daily park maintenance work in the parks system.
- Parks & Recreation staff continues to provide garbage bags to service providers to encourage people to pick up refuse to mitigate the associated health hazard. The bagged trash is being routinely collected by staff along the multi-modal path adjacent to the Marys River. Staff will work with service providers to expand this to Shawala Point.
- The Corvallis Police Department will continue to work with local resource providers to engage persons who are illegally camping in an effort to connect them with services they may need to affect a positive change in their circumstances. Service providers have recently updated the resource information and Police will work with the Daytime Drop-In Center staff to develop a revised flyer. Police will begin to place signage in areas to be posted letting people know posting will begin in November.

- Persons camping in RVs will be encouraged to take advantage of lawful camping available at the fairgrounds; otherwise, their site will be posted later in the process as shown on the attached prioritization list.
- Community Development staff is starting to reallocate more City staff resources to work with resource providers and neighborhood associations regarding current and potential future microshelter locations. City staff has also begun discussions with Men's Cold Weather staff regarding the installation of microshelters on their property as part of the normal annual review process for the shelter.

Staff have developed an initial list of camping sites to be posted and cleaned up and have prioritized which camps to post first based on risk to life due to fire and/or flooding and environmental impacts (see attached list). The posting and cleaning up of sites will be a dynamic process influenced by the impacts to the social service system and City staff's constrained resources. This will begin in November and camp cleanups will likely continue through April to get the system back to 2019 status. This is a significantly longer time period than was originally mentioned in the draft plan on September 21, 2020, but seems more realistic given the additional information we know now from the camp survey and discussions with service providers.

Staff will focus on the priority one areas the first week of November which currently include ten tent sites at the three locations. The Street Outreach Resource Team (SORT) have begun to encourage people to move their camps away from the river and they will continue with this messaging. On October 8, 2020, Parks and Recreation staff, SORT, and the Riverkeepers and their volunteers removed over 100 yards of debris from Pioneer Park, primarily from abandoned campsites. People camping in this area helped fill garbage bags from around their active camps. This was an effort to make progress in removing significant garbage in area that didn't require camp posting and moving people.

As stated in the staff report to Council on September 21, 2020, City staff met with service providers to the houseless community on Monday, September 14 to seek feedback on the phased approach. The service providers shared that their resources continue to be stretched. They expressed concern about where the illegal campers would go. They repeated that there continues to be no local long term solution to houselessness that is of a scale to address all the issues in the region. Service providers noted they also had experienced some of the challenges described in the September 21st staff report and have seen examples of people coming to Corvallis from surrounding areas like Linn County that are already enforcing illegal camping. Service providers agreed to create a smaller working group to work with City staff. A representative from the Men's Cold Weather Shelter, Daytime Drop-In Center, Corvallis Housing First, and Benton County Health Department agreed to work with City staff to coordinate and refine the phased approach.

Director Bilotta met with the working group on Friday, September 18, 2020 and Director Emery met with the working group on Wednesday, October 7, 2020 and Tuesday, October 13, 2020. The service providers expressed the need for other transitional housing alternatives either indoors or outdoors or both and warming space with mental health resources available. They expressed their capacity and expertise lay with providing services but not in finding properties or bearing the majority of the responsibility for funding both the space and services.

Some community members support creating managed camps in addition to Safe Camp and the City's phased approach to illegal camps does not include forming a managed camp. City Attorney Brewer's legal guidance was if a City park is considered for a managed camp it should go to the voters for approval due to the restrictions in the City Charter.

The incoming Parks and Recreation Director Petit will keep the City Manager and City Council apprised of the process while working with the service provider working group.

Attachments:

CC-A October- Riparian Corridor Map of Illegal Camping Locations

CC-B Close Up of Illegal Camping Locations

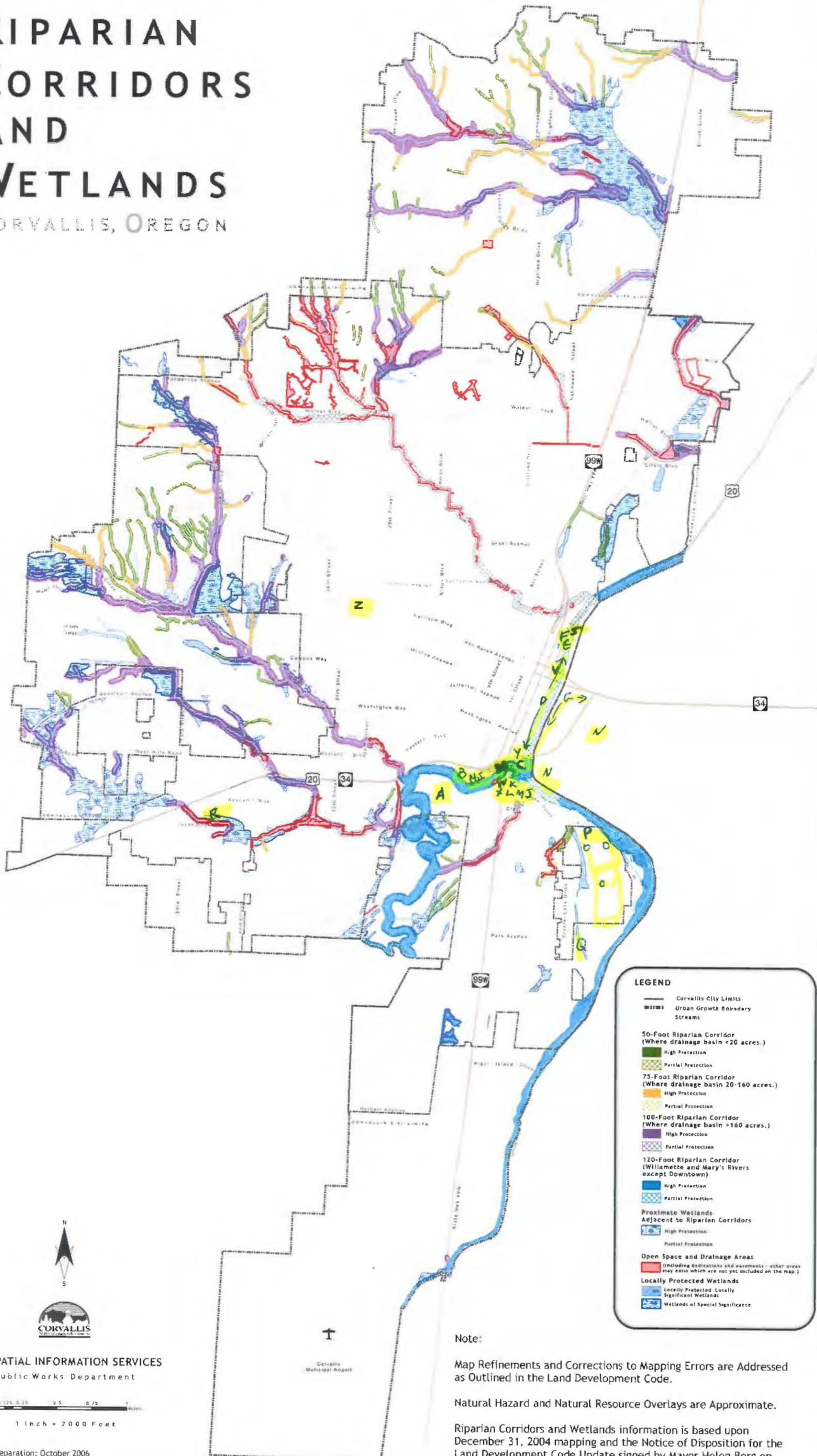
CC-C Prioritized List of Cleanup Locations

CC-D Men's Cold Weather Shelter Update

ATTACHMENT A

RIPARIAN CORRIDORS AND WETLANDS

CORVALLIS, OREGON



LEGEND

- Corvallis City Limits
- Urban Growth Boundary
- Streams
- 50-Foot Riparian Corridor (Where drainage basin <20 acres.)**
 - High Protection
 - Partial Protection
- 75-Foot Riparian Corridor (Where drainage basin 20-160 acres.)**
 - High Protection
 - Partial Protection
- 100-Foot Riparian Corridor (Where drainage basin >160 acres.)**
 - High Protection
 - Partial Protection
- 120-Foot Riparian Corridor (Willamette and Mary's Rivers except Downtown)**
 - High Protection
 - Partial Protection
- Proximate Wetlands Adjacent to Riparian Corridors**
 - High Protection
 - Partial Protection
- Open Space and Drainage Areas** (including dedications and easements - other areas may exist which are not yet included on the map.)
- Locally Protected Wetlands**
 - Locally Protected Locally Significant Wetlands
 - Wetlands of Special Significance

N
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S

CORVALLIS
OREGON

GEOSPATIAL INFORMATION SERVICES
Public Works Department

0 0.125 0.25 0.5 1 Miles

1 Inch = 7000 Feet

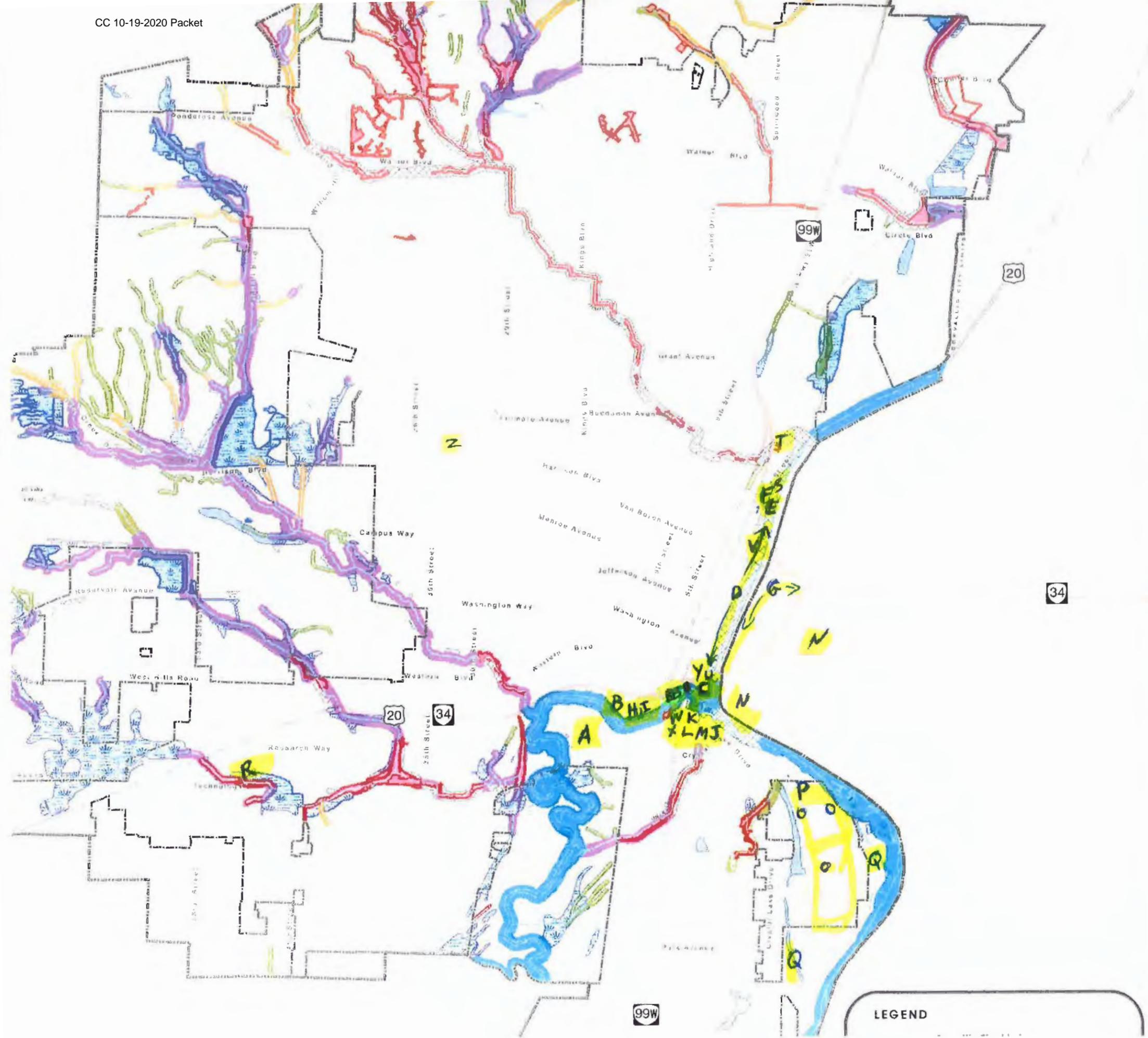
Note:

Map Refinements and Corrections to Mapping Errors are Addressed as Outlined in the Land Development Code.

Natural Hazard and Natural Resource Overlays are Approximate.

Riparian Corridors and Wetlands information is based upon December 31, 2004 mapping and the Notice of Disposition for the Land Development Code Update signed by Mayor Helen Berg on December 16, 2004.

Date of preparation: October 2006



LEGEND

ATTACHMENT C

Oct-20

MAP ID	Location	Detal Location	Type	Agency	Number of Camps	Notes	Riparian	Adj to waterway	100yr Flood	Fire - Trees	Fire - Grasses	Priority	Comments
					200								
U	2nd&Wstern C.S.O	2nd&Wstern C.S.O	Tent Sites	City - P&R, PW	1	On the bank of the Willamette at the east end of Western Ave. Several campers, 30yds debris. 1 large tarp camp	Y	Y	Y	N	N	1	
S	Filmore C.S.O.	Filmore C.S.O.	Tent Sites	City - PW	8	Camps located along Dixon Creek, south of the waswtewaster treatment plant 6-8 tents	Y	Y	Y	N	N	1	
D	Riverfront	Riverfront - lower bank of Willamette	Tent Sites	City - P&R	2	Camps located near the water's edge on the bank of the Willamette. Two camps were identified at the time of the site visit. Actual number of camps and specific location may be different at the time of the posting.	Y	N	Y	Y	N	1	
C	Shawala Point	Shawala Point -bank of river	Tent Sites	City - P&R	8		Y	Y	Y	Y	N	2	
G	Orleans N.A.	Orleans Natural Area - City	Tent Sites	City - P&R	1		Y	Y	Y	Y	N	2	
G	Orleans N.A.	Orleans Natural Area - ODOT	Tent Sites	ODOT	4		Y	Y	Y	Y	N	2	
B	Pioneer Park	Pioneer - bank of Marys river	Tent Sites	City - P&R	14		Y	Y	Y	Y	N	2	
A	Avery Park	Avery - Rose Garden Parking Lot	RV/Car Campers	City - P&R	2		Y	Y	Y	N	N	3	
A	Avery Park	Avery Park - bank of Marys River	Tent Sites	City - P&R	3		Y	Y	Y	Y	N	3	
A	Avery Park	Avery Park - Behind Admin and along Marys	Tent Sites	City - P&R		Need to count the sites	Y	Y	Y	Y	N	3	
A	Avery Park	Avery Park - Mr. Utt's property boundary	Tent Sites	City - P&R	1		N	N	Y	Y	N	3	
						<i>The sites below will be prioritized in December, 2020</i>							
B	Pioner Park	Pioneer - RV Campers	RV/Car Campers	City - P&R	9	9-10 on a given day (RVs, trailers, cars)	Y	Y	Y	N	N	4	
B	Pioneer Park	Pioneer - along RxR - City property	Tent Sites	City - P&R	5		Y/N	N	Y	Y	N	4	
B	Pioneer Park	Pioneer - Parking lot tents	Tent Sites	City - P&R	2		Y	Y/N	Y	N	N	4	
B	Pioneer Park	Pioneer - Meadow	Tent Sites	City - P&R	2		N	N	Y	N	Y	4	
H	Pioneer Park	Pioneer - ODOT Hwy 34 embankment	Tent Sites	ODOT	3		N	N	N	Y	N	4	
I	Pioneer Park	Pioneer - along RxR - RxR property	Tent Sites	PRIVATE RxR	4		Y/N	N	Y	Y	N	4	
T	PW Souith Gate	SE of the south gate into PW compound	Tent Sites	City - PW	2		Y	Y	Y	?	?	5	
F	ODOT - North Riverfront	Parking area above boat ramp	RV/Car Campers	ODOT	1		N	Y	Y	?	N	5	
F	ODOT - North Riverfront	Parking area above boat ramp	Tent Sites	ODOT	5		N	Y	Y	?	N	5	
BB	4th St. N Riverbank	4th St N River bank Marys (ODOT)	Tent Sites	ODOT	4		Y	Y	Y			5	
X	3rd&4th st Triangle	3rd st - 4th st triangle south of Marys - City Parks	Tent Sites	City - P&R	3		Y/N	Y	N	Y	N	5	
W	Marys River South Bank	South bank of Marys west of 4th st.	Tent Sites	City - P&R	2		Y	Y	Y	Y	N	5	
O	Crystal Lake	Crystal Lake - Riparian area along Willamette	Tent Sites	City - P&R		Need to count the sites	Y/N		Y			6	
O	Crystal Lake	Crystal Lake - Kendal Farm Natural Area	Tent Sites	City - P&R		Need to count the sites	Y/N		Y			6	
P	Crystal Lake	Crystal Lake - RV Campers	RV/Car Campers	City - P&R	1		Y	Y	Y	N	N	6	
Q	Willamette	Willamette Park	Tent Sites	City - P&R		Need to count the sites	Y/N		Y	Y		6	
C	Shawala Point	Shawala Point - Central grass area	Tent Sites	City - P&R	6		Y/N		Y	N	Y		
C	Shawala Point	Shawala Point -near 3rd st under overpass	Tent Sites	ODOT? P&R?	7		N		Y	Y			
D	Riverfront	Riverfront - RV Campers north of Shawala Point	RV/Car Campers	City - P&R	3	1 RV in front of dog area	Y	Y/N	Y	N	N		
D	Riverfront	Riverfront - upper bank of Willamette	Tent Sites	City - P&R	0		Y		N				
E	Riverfront	North Riverfront - Upper parking area	RV/Car Campers	City - P&R	6	1 bus, 1 trailer, 3 cars	Y	Y	Y	N	N		
E	Riverfront	North Riverfront	Tent Sites	City - P&R	1		Y		Y/N				
J	BMX	BMX - River bank	Tent Sites	City - P&R	4		Y		Y				
J	BMX	BMX - Mill Race	Tent Sites	City - P&R	4		Y		Y				
N	Berg Park	Berg Park - Riparian Area	Tent Sites	City - P&R		Need to count the sites	N*		Y				
N	Berg Park	Berg Park - Woodlot	Tent Sites	City - P&R		Need to count the sites	N		Y				
R	SW Safeway	Behind SW Safewy	Tent Sites	City - PW	1		Y						
V	Harrison Bridge	West side of 1st st under Harison St. Bridge.	RV/Car Campers	City - P&R, PW	1	Next to the mural	Y						
Y	2nd&Western Parking Lot	City parking lot at 2nd & Western	Tent Sites	City - PW	4	4-5 tent sites	N		Y	N	N		
A	Avery Park	Avery - Maple Grove Parking	RV/Car Campers	City - P&R	3	2 RVs and 1 Car	Y	N	Y	N	N		
A	Avery Park	Avery Park - slope up to topside	Tent Sites	City - P&R	3		N	N	N	Y	N		
A	Avery Park	Avery - Topside	RV/Car Campers	City - P&R	1	One camp with 3 vehicles and a trailer	N	N	N	N	N		
A	Avery Park	Avery - Admin parking area	RV/Car Campers	City - P&R	1	1 Car (Clean, moves around)	N	N	Y/N	N	N		
J	BMX	BMX - Track	Tent Sites	City - P&R	10	Set up around perimeter of track	Y/N		Y				
J	BMX	BMX - Track	RV/Car Campers	City - P&R	3	Parked on the track	Y/N		Y				
K	BMX	BMX - ODOT woodlot	Tent Sites	ODOT	35		Y/N		Y				
L	BMX	BMX - north of drop in center	Tent Sites	City - P&R	15		N		Y				
M	BMX	BMX - parking lot	RV/Car Campers	City - P&R	5	3 RV/trailers, 3+ cars	Y/N	Y	Y	N	N		
AA	Forest Dell N.A.	Forest Dell Natural Area	Tent Sites	City - P&R	0	No camps at this time	N	N	N	Y	N		
Z	Chintimini Park	Chintimini Park	Tent Sites	City - P&R	0	No camps at this time	N		N				

Unity Shelter Men's Shelter/Hygiene Center UpdateATTACHMENT D **October 11, 2020**

In response to the COVID-19 emergency, the Men's Shelter changed operations on March 20, 2020, and has operated as a Hygiene Center daily since that time. Unable to safely provide overnight shelter, operations shifted rapidly to providing food, laundry, showers, access to bathrooms, handwashing stations, and potable water 7 days a week to those experiencing homelessness in the community. In addition to meeting these basic needs, staff have also provided critical outreach and education to those using services about COVID-19 symptoms, the importance of mask wearing and hand washing, and available services in the community. Given the closure of critical service points such as the Public Library, which normally provides access to news and information sources, providers such as the Hygiene Center and the Corvallis Daytime Drop-in Center have served an important role in getting information to this disadvantaged population.

The Hygiene Center has also served as a base of operations for other community partners such as the Benton County Health Department, which has offered vaccination clinics, and routinely uses the Center as a point to meet clients who may otherwise be difficult to locate. We are grateful for the cooperation and support provided by the City of Corvallis, Benton County, Samaritan Health Services, IHN-CCO, Community Services Consortium, Stone Soup, Linn-Benton Food Share, Corvallis Housing First, and generous community members, without whom we would not have been able to provide this service.

While open to all, the services provided were initially targeted to those camping in the area of the BMX Park, and adjacent areas such as the Skatepark. As the emergency continued into the summer, it became clear that those being served included car and RV campers, many of whom have become regular visitors. Since opening on March 20, the Hygiene Center has served 389 unique individuals, averaging between 40-60 served per day and provided:

- 1,981 hot meals through a partnership with Stone Soup
- 3,803 food bags
- 1,470 showers
- 433 loads of laundry
- Charged phones 1,260 times
- Clothing and basic supplies to clients 345 times

As we approach November 1, the Men's Shelter is being redesigned for "COVID appropriate" service as an overnight shelter. Bed layout and total capacity are changing to allow for appropriate social distancing, with capacity dropping from 50 beds to 15. Additional cleaning and disinfecting protocols will be implemented, and common areas will be laid out to maintain social distance and minimize close contact. Criteria for admission to the Shelter are being developed to support those most vulnerable. "First come first served" nightly shelter with a rotating group of residents is not practical given the limited capacity, and the need to focus on minimizing COVID transmission risk.

While the Shelter has relied heavily on volunteers in past years, plans for this year are designed to minimize the number of community members entering the Shelter, and volunteer involvement will be dramatically reduced and shifted to "off hours" support activities where practical. We look forward to welcoming back volunteers when we can do so safely.

Many will not be able to access the shelter services available in past years, and may have no option except to camp in the area. The addition of 15 microshelters through the Unity Shelter SafePlace program (with funding from the City of Corvallis and Benton County) will help offset reduced shelter capacity, and we are exploring placement of several units at the Shelter. But with rising demand and reduced regional shelter capacity, we are anticipating a continued need for operations of the Hygiene Center. Starting November 1, in addition to the overnight Men's Shelter, we will continue to offer the services of the Hygiene Center to help meet the needs of those without shelter.

TO: City Council for October 19, 2020 Council Work Session
 FROM: Greg Gescher, Interim Public Works Director 
 DATE: October 9, 2020
 THROUGH: Mark W. Shepard, P.E., City Manager  DAIC
 SUBJECT: Parking Audit, Format and Management (Outside Downtown) Recommendations
 STRATEGIC OPERATIONAL PLAN PRIORITY: P-3E, Audit Citywide Parking Program



Action Requested:

Staff requests Council review the draft Corvallis Parking Program Audit White Paper #4: Parking Format and Management – Outside Downtown (Attachment CC-A) and participate in a discussion on the recommendations included.

Discussion:

The City hired Rick Williams Consulting (RWC) to perform an audit of the City's parking program. The audit is evaluating seven different components of the program that affect parking citywide.

The seven areas to be audited are:

- Residential Parking Districts
- Parking Meter/Permit Fees and Fines
- Format and Management of the Downtown Parking System
- **Format and Management of the Parking System Outside of Downtown**
- Current and New Parking Technologies
- Review of Parking Enforcement
- Applicability of Eugene Residential Parking District Elements to Corvallis

For each component evaluated, the consultant is preparing technical white papers evaluating existing conditions, comparing these with industry best practices, and recommending revisions or improvements. A Department Advisory Committee (DAC) was established to assist Public Works with the project. The DAC consists of seven members of the community from different parking stakeholder groups, as well as City staff from three departments.

White Paper #4 Format and Management – Outside of Downtown

The fourth white paper focuses on the format and management of the parking program outside the downtown area.

RWC noted that one of the most significant challenges of managing a municipal parking system is trying to accommodate the needs of competing user groups with a limited resource. Further, they pointed out the variety of time stays and times/days of restrictions found around Corvallis, including along and adjacent to Monroe Avenue, near St. Mary's Church/Corvallis Community Center and Corvallis High School, and small pockets of commercial areas on Washington Avenue, 11th Street, and Van Buren Avenue. This can lead to a frustrating and difficult to understand experience for users. It also is not in line with parking best management practices.

Many of the recommendations developed for White Paper #3 (Parking Format & Management of the Downtown Parking System) are also applicable outside of downtown but are not discussed here. These include strategies related to data-driven parking management, loading zones, branding, striping, pay stations, and ADA parking. White Paper #1 focuses on parking in areas regulated by Residential Parking Districts (RPDs), so these recommendations do not apply to RPDs. To manage the on- and off-street public parking supply for users outside of downtown, RWC provided recommendations clustered in two areas (see Section 5 starting on page 18 of White Paper #4). Key recommendations in each area within White Paper #4 are noted below, using the numbers by which they are referenced in the report.

1) On-street improvements:

- 5.1.1 Adopt a base standard for time limits in non-residential areas. Consistent time limits and enforcement hours help simplify and standardize the system. This leads to a better understanding of what to expect and an improved experience for users.
- 5.1.2 Outline a standardized request process for time-limited parking. Developing standardized processes for converting to time-limited parking in both residential and non-residential blocks can help ensure customers and visitors are prioritized in non-residential areas while minimizing the number of areas that must be maintained and enforced.
- 5.1.3 Adopt an exception process for high-turnover stalls requests. While high-turnover stalls can serve a large number of users when sited appropriately, they can sit unused and reduce the parking supply if placed in areas without true need. In addition to this recommendation, RWC provided several other recommendations to similarly address exceptions processes for both long-term parking requests (5.1.4) and modifying parking restriction hours (5.1.5), such as for areas near schools and churches.

2) Management:

- 5.2.1 Adopt process for establishing a new Parking Management District. Examples of existing Parking Management Districts in Corvallis include Residential Parking Districts and the Free Customer Parking Area. In other areas that would benefit from combination zones, passenger loading zones, or extended enforcement hours, there is an advantage to having a set of stakeholders working together to address parking constraints and related issues.
- 5.1.2 Reinvest revenue back into the district in which it was generated. A Parking Management District that generates net revenue from paid parking could have the ability to reinvest at least some portion of the net revenue back into the district. Improvements could include amenities such as bicycle parking, improved lighting, weather protection, and benches.

Staff will be prepared to discuss these recommendations with the Council at the meeting to determine if more work is needed to answer Council questions or to obtain more information before the White Paper is finalized. No direction is needed on the recommendations at this time; Council will be presented with a package of suggested changes or improvements to the parking program as a whole once all the White Papers are completed.

Budget Impact:

There are no budget impacts from the policy level discussion.

Attachment:

CC-A Corvallis Parking Program Audit White Paper #4: Format and Management – Outside of Downtown



Corvallis Parking Program Audit White Paper #4: Parking Format & Management (Outside of Downtown)

October 2020 (v5)

Prepared for:

City of
Corvallis Oregon

Prepared by:

RICK WILLIAMS CONSULTING
Parking & Transportation



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1.0 Executive Summary

Key recommendations are listed below with a fuller narrative of the recommendations provided in **Section 5.0**. White Paper #1 focuses on Residential Parking Districts and White Paper #2 focuses on Format and Management of parking in downtown; these recommendations therefore focus on residential and non-residential areas outside of downtown.

On-Street Improvements

- **Adopt a Base Standard for Time Limits in Non-Residential Areas.** Adopting a base standard time limit (such as 2 hours) and enforcement hours (such as 9 AM-5 PM Monday-Friday) for all new time limited areas will help to simplify and standardize the system. High-turnover stalls (such as 30-minute stalls) and longer-term parking (such as 4-hours) may be preserved as an option, but these would be considered “exceptions,” requiring a slightly more detailed review process. Additionally, extending the enforcement hours could be considered, but only as warranted (based on documented parking demand).
- **Outline a Standardized Request Process for Time-Limited Parking.** On blocks that are zoned commercial, mixed-use¹, or for other non-residential uses, the process may take the form of a very simple standardized request form that outlines the base standard time limit (e.g. as 2 hours) and standard enforcement hours (e.g. 9 AM-5 PM Monday-Friday) that property owners may request. For blocks that include at least some portion zoned residential, the City may choose to implement a more detailed request process that requires a “demonstrated need,” meaning observations of parking congestion within a block of the requested area during peak times. This tiered approach can help to ensure customers and visitors are prioritized in non-residential areas while still minimizing the number and location of new time-limited areas that must be maintained and enforced.
- **Adopt an Exception Process for High-Turnover Stall Requests.** High-Turnover stalls (typically stalls with a time limit of 30-minutes or less) are intended to serve quick trips, and when implemented in areas with a large number of quick trips, can serve a large number of vehicles per day while remaining available for much of the day. However, when used in areas without a true need, these stalls can sit unused and effectively reduce the parking supply. For this reason, it is typically advantageous to establish a clear exception process for when these stalls will be used.
- **Adopt an Exception Process for Long-Term Parking Zone Requests.** It is recommended that if businesses need a longer-term parking zone (such as 4 hours), they should first reach out to all neighboring businesses and confirm that free, long-term or unrestricted parking is not already available within a short walk. Converting a 2-hour zone to a 4-hour zone can have the effect of reducing availability of parking for higher-turnover trips in the most convenient areas, and the exception process should demonstrate a need based on a lack of available nearby unrestricted parking in order to prevent cases where the customer parking experience is degraded due to the conversion.

¹ In this context, “mixed-use” typically refers to a zone that prioritizes street-level commercial, with other uses (such as residential) on upper levels.

- **Adopt an Exception Process for Modified or Extended Enforcement Hours.** The City should implement a process for modified or extended enforcement hours to ensure it remains an option for businesses or institutions that operate in areas that have unique parking constraints (such as schools or churches) or additional parking demand on evenings or weekends. These unique or extended enforcement hours should be considered an *exception* based on a specific need, however, rather than a default option. As an example, an exception process might allow a church to request signage on adjacent blockfaces stating “2-hour parking, Sundays Only, 8AM – 1PM).”
- **Establish Minimum Requirements for New Paid Parking Areas.** Paid parking should only be implemented in areas where 1) levels of parking demand lead to periods in which it is difficult for customers to find parking, 2) the constrained area is large enough that customers need to search several blocks before finding available parking, and 3) time-limited parking has already been implemented to address the lack of customer parking. Quantifying these thresholds helps to provide clear, objective guidance for when paid parking would be recommended. Areas that meet minimum occupancy thresholds (based on a parking utilization study) and minimum size requirements should assess implementation of a paid parking program.

Management

- **Adopt Process for Establishing a New Parking Management District.** Parking Management Districts provide a tool for local stakeholders to take a leadership role in establishing parking management policies in non-residential areas. Outlining a process for forming a Parking Management District provides an option for local business leaders to begin to work together to address parking issues. While the City should not dictate when a Parking Management District must be established, at minimum, paid parking should only be implemented if a Parking Management District has been established.
- **Reinvest Revenue Back into the District in Which it Was Generated.** A Parking Management District that generates net revenue from paid parking should have the ability to reinvest at least some portion of the revenue back into the district. The City can standardize the process by establishing a mandated amount that the Parking Management District controls, such as a percentage of the net revenue. The City can remain a funding partner on larger projects (such as off-street parking, transit investments, or other streetscaping investments), but the agreement allows the District to have more control over how the funds are allocated and what types of projects are prioritized. A Parking Management District that has local control over a portion of net meter revenue is known as a “Parking Benefits District.”
- **Establish Parking Advisory Committee Roles and Responsibilities.** To help guide how net revenue should be spent within a Parking Benefits District, it is often beneficial to have a Parking Advisory Committee for the District, which makes recommendations to the City. The City can aid the formation and development of a Parking Advisory Committee by laying out a set of roles and responsibilities that can then be updated or modified as needed. At minimum, the City can help guide the minimum number of members who should be included, the types of representatives who should be included (representation by at least one business owner and at least one resident, for example), and the process by which the Committee can make recommendations to the City. The City can also outline a set of



projects that would be considered eligible uses of net revenue from paid parking within the Parking Benefits District.

Draft

2.0 Introduction

The City of Corvallis is interested in gaining a better understanding of its current parking operations program and how it compares with accepted industry standards. To accomplish this, the City is pursuing an audit format of six key elements of its program.

This White Paper is the fourth of six audits and focuses on the format and management of the City's parking program within non-residential areas outside of downtown. The review explores how the City should consider expanding parking management into commercial districts and other non-residential areas outside of downtown over time, including a discussion of parking management districts, pricing, time limits, exception stalls, and data requirements.

Several elements that apply citywide (both in downtown and outside of downtown) are discussed in White Paper #3, including ADA parking, loading zones, and on-street parking layout (angled vs. parallel). White Paper #1 addressed parking management in residential districts.

3.0 General Best Practices

Best management practices for managing parking outside of downtown districts often closely follows downtown parking management best practices, but on a smaller scale. The following section provides some general guidance to serve as a reference in the development of recommendations.

3.1. TIME LIMITS

Generally, when unmanaged on-street public parking is able to serve peak parking demands with minimal conflict, there is no need to introduce active parking management strategies. In many parts of Corvallis outside of downtown, businesses provide adequate off-street parking to serve the needs of their customers and visitors, and the adjacent on-street public parking supply (if provided) is not needed to serve customers or is assumed to be underused.

However, when parking demand begins to exceed the nearby on-street parking supply during peak times, parking management strategies emerge as necessary tools to allow businesses to function within constrained environments. Within commercial and mixed-use districts with ground-level commercial uses, time limits are typically the first parking management strategy used to establish customers as the priority user group for a limited public parking supply. However, transitioning to time limits is not without costs. Sign installation, maintenance, and enforcement all require City time and resources, and time limits should therefore only be installed when needed. Additionally, implementing time limits does require an assessment of tradeoffs, as some users will be displaced by any strategy in a constrained area that is intended to free up parking to better serve other users.

Below is a list of general considerations that should be consulted regarding any parking management program that makes use of free, time-limited parking.

Implement Time Limits in Non-Residential Areas

With the exception of residential parking districts, where permits combined with time limits are used to prioritize parking for *residents* and their guests (*see White Paper #1*), time limits and other active parking management strategies should only be applied in non-residential areas. These are the areas where customers and visitors are the priority user groups and tying parking management to zoning allows for an objective assessment of the boundaries of parking management zones and clarifies user priority.

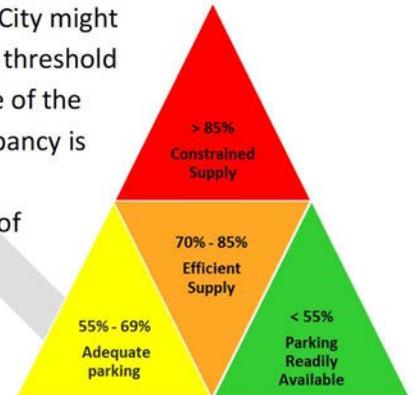
Outline a Standardized Request Process with Minimum Requirements

Businesses within unmanaged parking districts may have a variety of reasons for desiring time-limited parking. These might include the desire to prevent adjacent residents or employees from nearby businesses from parking in the most convenient storefront parking or addressing parking spillover from nearby areas (such as downtown, a university, or other major parking generator). Regardless of the reason, establishing clear guidance and, in some cases, minimum parking demand thresholds based on data, can be an effective way to minimize costs

associated with sign installation, maintenance, and enforcement in areas where parking is generally widely available within a very short distance.

As an example, for exclusively commercial blocks, a city might allow for the installation of time limits upon request. In these areas, the customer should be the priority user, and there is less of a need to balance the supply to also serve residents.

For isolated commercial businesses in otherwise predominantly residential areas, a City might choose to establish an “exception process” where a minimum peak hour occupancy threshold (such as a 70% or 85% occupancy) for the adjacent block or within a certain distance of the requesting business is needed in order to be eligible for time restrictions. 85% occupancy is widely considered the industry standard for determining when parking becomes “constrained,” but some cities may select lower thresholds to allow the installation of time-limited parking to be proactive and address business needs before parking becomes truly constrained. Regardless of the specific threshold utilized, a data-driven approach can help to minimize cases where businesses request isolated time-limited parking in areas where on-street parking is abundantly available within a very short distance.



Establish a Baseline Time Limit with an Exception Process

Having a wide variety of time limits is not only costly to monitor, maintain, and enforce, but can also be confusing for the customer. In most cases, the number of time limits used can be greatly reduced, often with as few as two or three time limits citywide. This is because time restrictions are intended to help prioritize certain user groups (such as customers over employees), but do not need to be tailored to each individual business or every parking scenario. As an example, anyone who plans to park for 45 minutes can just as easily use a one-hour zone, a two-hour zone, or a four-hour zone; what matters more to this customer is the parking *availability*, not the specific time limit. Given this, one-hour zones are often unnecessary, as a two-hour zone accomplishes the same goal of prioritizing customers over long-term parkers (such as employees or residents).

Just as Corvallis has done with the 3-hour time limit within the downtown “Free Customer Parking Area,” defining a consistent, baseline standard for time limits can be a cost-effective and easy-to-understand way to establish customers as the priority user group. This “standard” can then be applied by default in all areas where time-limits are requested or warranted.

Some businesses in areas with very little parking availability may have a need for high-turnover parking (such as 30-minutes). These stalls are intended to serve very quick trips, and the very short time limit helps to ensure they are typically available for customers needing to perform a quick pick-up or drop-off (coffee shops, daycares, shipping services, etc.). Similar to how businesses in primarily residential districts may not have a need for time limits unless parking is at least somewhat constrained, high-turnover stalls are only truly important when parking is constrained and customers might consider avoiding the area due to a lack of parking for a quick trip. High-turnover stalls should therefore be prioritized in areas 1) where time limits (or meters) are already in place, 2) when the business(es) served do not have off-street parking for customers, and 3) when parking is

constrained during peak times. By establishing clear guidelines for exception stalls, cities can help to minimize the number of high-turnover stalls that are installed unnecessarily (see White Paper #3 – Exceptions Stalls).

Other businesses may rely on customers or visitors with a slightly longer average duration of stay, such as three or four hours. Time limits that are too long run the risk of failing to discourage parking by employees and residents. For example, a four-hour zone with enforcement hours that run from 9 AM to 5 PM immediately adjacent to a downtown or a university might fill with employees beginning around 1 PM, as this is the time at which the zone effectively transitions back to free and unlimited. Because of this, it is often advantageous to implement an exception process for a longer-term parking zone that requires the requesting business(es) to, at minimum, demonstrate a unique need for such stalls and to reach out to all adjacent businesses and seek their approval before submitting a request to the City.

Establish Baseline Enforcement Hours with an Exception Process

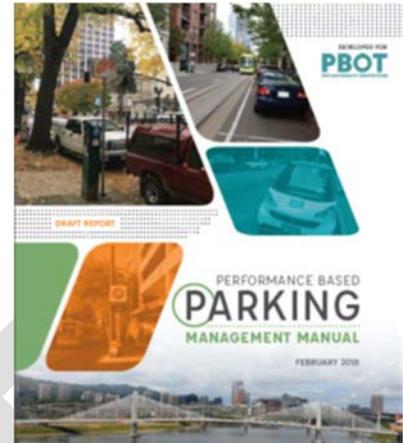
To avoid underutilization of parking during evenings and weekends, all time-limited and metered parking should *always* clearly identify the enforcement hours and days. Signage that does not include the enforcement hours or enforcement days typically communicates “24/7” to the user by default, even if this is not the intent. Rather than attempt to link any individual time-limited zone to the hours of operation of the adjacent or nearby businesses, it is much more cost-effective and easier to enforce a consistent set of enforcement hours. For example, 9 AM to 5 PM Monday through Saturday is clearly stated on Corvallis website and on all signs for the Free Customer Parking Area.

By default, a minimum baseline set of enforcement hours should be established, and hours and/or days should only be extended when warranted based on measured parking demands. As an example, 9 AM to 5 PM Monday through Friday could serve as a baseline standard, and adding either evening (such as until 7 PM) or weekend enforcement could be added based on occupancy data that shows a demonstrated need for additional management outside of the baseline hours.

3.2. PARKING MANAGEMENT DISTRICTS

Parking management is about much more than parked vehicles. At minimum, how communities manage parking affects the economic vitality, traffic circulation, and the utilization of alternative modes of transportation. Given the variety of interrelated factors and the unique business needs within different parts of the community, establishing “Parking Management Districts” with adopted policies to guide parking management decision-making is typically considered a parking management best practice. A robust public outreach process is an important first step when establishing a Parking Management District to ensure engagement by district stakeholders, often led by a Task Force or other type of local stakeholder committee. However, after adopting a set of policies to guide parking management within the district, it may not be necessary to maintain an ongoing stakeholder committee. Instead, a task force or parking committee may convene on an as-needed basis, typically to assess the need for modifications to the parking management strategies used within the district based on data or changing land use dynamics. If the district implements paid parking, a formally established Parking Committee (optional) for the district can make recommendations to the City on behalf of the district and guide the use of revenue generated by meter revenue, if applicable.

The City of Portland recently adopted a series of guidelines that provide a best practices process for establishing new Parking Management Districts (PMDs) outside of already established parking management and/or meter districts.² Portland recognized that while each area under consideration for a PMD is likely to have varying degrees of active parking management strategies already in place, the new adopted process will inform how new strategies are implemented moving forward. This provides clarity and consistency to the community, ensures parking management is implemented for purposes necessary to support the vitality of an area, and streamlines (to the degree possible) staff time and resources.



With this in mind, below is a list of best practice considerations that should be consulted regarding the use of Parking Management Districts outside of Downtown.

Outline a Process for Initiating a Parking Management District

As discussed with regards to time limits, implementing time limits within non-residential areas likely does not require significant coordination among businesses as this can simply follow general guidance that applies citywide. However, requests for additional parking management strategies, such as paid parking, or specific parking zones, such as passenger loading zones or combination loading zones, are often most successful if based on clear guidelines established by the City.

Parking Management Districts can be initiated by local businesses interested in pursuing additional active parking management strategies, and cities can facilitate this process by outlining a specific process that should be followed. Key issues to address from the outset include establishing preliminary district boundaries and determining the types of representatives who should make up a temporary task force or an advisory committee (such as minimum number of members and percentage makeup of business representatives and residents). This task force or advisory committee can then work with the City to develop a set of roles and responsibilities, establish goals, oversee data collection, review an assessment of existing conditions, and develop recommendations for implementation. After establishing a Parking Management Plan or other documentation of the district's parking management policies, a task force or advisory committee would only need to convene periodically or as needed to monitor progress towards district goals and recommend additional management strategies.

Implement a Data-Driven Process Led by Parking Management Districts

Data should be used to inform all parking management decisions. This ensures strategies are based on an accurate understanding of existing conditions and are tied to targeted objectives. Metrics may be supply-based (number of parking stalls by type, etc.), demand-based (observations of occupancy and turnover), or based on user perceptions (surveys, etc.). As discussed above, many cities formalize the 85% occupancy standard as a

² See, Performance Based Parking Management Manual (February 2018), Chapter 2 (pages 10 – 22).

clear threshold to measure the performance of a parking supply and as a benchmark or trigger for decision making.³ Regardless of the specific metrics utilized, they should be routinely tracked to allow for an objective comparison of how the system (or user perceptions of the system) has changed over time.

Parking Management Districts without a source of income (paid parking fees, business improvement district, etc.) may initially rely on data collected by cities and make recommendations based on available data. Parking Management Districts that transition to paid parking should receive some portion of the net revenue (a “Parking Benefits District”) in order to invest in priority improvements within the District, with specific objectives identified in advance of implementation.

3.3. PAID PARKING ZONES

Implementation of paid parking should be, first and foremost, a *parking management strategy* that is developed, deployed, and calibrated to make it easier for customers to find parking in constrained areas. Public on-street parking is a limited resource, and when the resource is either free or priced too low for the levels of demand, congestion can arise from drivers searching for available parking. Time-limited parking is a first step in managing a finite resource, as this helps to ensure parking is prioritized for the priority user (i.e. the customer in commercial districts). When customer and visitor demand begin to exceed the supply, pricing can be an effective tool to manage the fixed resource more effectively. Specifically, areas of sustained high demand can be priced to ensure parking remains available even during peak times. Those who prefer convenient parking near high-demand destinations will have the option to pay for parking, while those who are willing to walk or park in areas of lower demand are still provided with free or lower-cost options.

It is important that the objectives of the pricing structure should be tied to parking and transportation management outcomes (such as increased parking availability, increased turnover, or increased numbers of vehicles served per day per stall) rather than revenue-based objectives. The cost to install and maintain the system may need to be a consideration during the early phases of paid parking implementation, but over time, net meter revenue should be considered an *added benefit* rather than a specific objective.

In some contexts, paid parking strategies can also help to explicitly support adopted Climate Action goals as an additional added benefit. Paid parking systems provide an additional incentive for users to carpool or consider alternative modes (bike, walk, transit), and the net revenue generated by paid parking can be invested in programs that help to incentivize the use of transit and other active modes of transportation.

The following describes several key considerations when transitioning to (or recalibrating pricing within) a paid parking district.

Establish a Minimum Size for Any New Paid Parking District

Parking meters and pay stations require up front installation costs and ongoing maintenance costs, and in order to ensure cost-effective implementation, it is often necessary to set a minimum size for any new paid parking

³ For instance (in Oregon), Albany, Beaverton, Bend, Eugene, Hood River, McMinnville, Newberg, and Salem (to name a few).



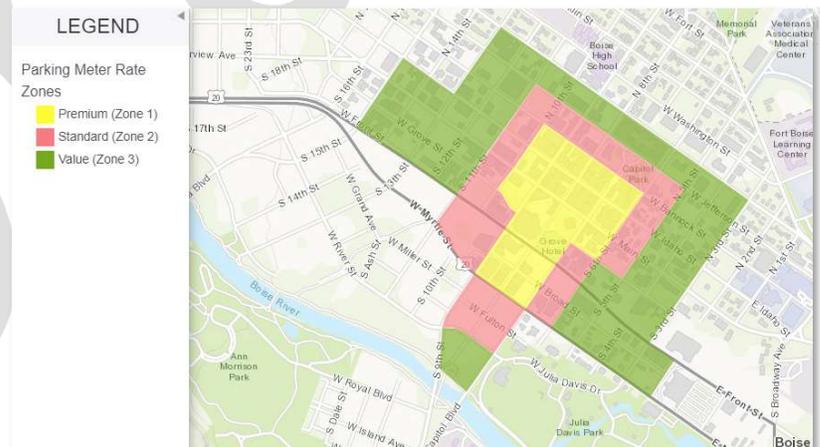
district. Additionally, paid parking areas that are too small are difficult to communicate to the public, diminishing the potential benefit of one of the key objectives: redistributing demand.

Any new area that transitions from free, time-limited parking to paid parking should be large enough to allow the public to easily understand the general district, contiguous to allow for effective enforcement, with adequate levels of demand to justify the need to charge for parking.

Manage District Size and Rates Based on Data

The decision to implement paid parking, as well as when to adjust rates and/or expand the size of the district should be based on objective measurements of demand (occupancy and turnover) through routine data collection. Establishing minimum demand thresholds that need to be met before implementing paid parking communicates very clearly that paid parking serves as a *parking management tool* rather than a revenue generation tool. As noted previously, paid parking should be used to address high levels of parking congestion and combining minimum occupancy thresholds with a minimum district size helps to provide clear, objective guidance of when a district should transition to paid parking.

After parking demand levels are reviewed and the recommendation is to proceed to paid parking in a previously free area (provided the areas meets minimum size and parking demand thresholds), the initial hourly rate can be set with the goal of simply covering installation, operations, and maintenance costs over a period of time. Following implementation, regular rate adjustments (likely annual or bi-annually) should be based on measured levels of demand with the goal of meeting peak hour occupancy targets (specifically, ensuring at least one parking stall is available per block, even during peak times). Small paid parking districts will likely have a single hourly rate, with the goal of ensuring turnover and making better use of nearby available parking. When a paid parking district is large enough, it is feasible to introduce tiered parking rates, provided each of the different rate districts are easy to communicate to the public. For example, Boise, Idaho uses three tiers (Premium, Standard, and Value) to encourage customers and visitors to park in lower demand areas further from the central core.



Reinvest Parking Revenue Back into a District – Parking Benefits Districts

Any revenue collected from a paid parking program should *first* be used to cover installation, operations, and maintenance costs. However, over time, many paid parking districts begin to generate *net revenue* over operations costs. It is widely considered best practice that at least some portion of the net revenue should be

reinvested in parking and transportation programs and streetscaping improvements within the district in which it was collected.⁴

At this point, directed use of net revenue from the paid parking district would lead to consideration of transitioning a Parking Management District to a Parking *Benefits* District. A Parking Benefit District works with an affected community to reinvest at least some portion of the net revenue back into the district to either improve the customer experience or enhance options for accessing the district by alternative modes of transportation. Examples of such Parking Benefit Districts are in place in Boulder, CO, Portland, OR, Pasadena and Ventura, CA and the Capitol Hill Neighborhood in Seattle, WA.⁵

Pasadena, CA took this approach one step further and promoted *directly to the customer* the improvements made within the district using parking meter revenue, through signage on parking meters (see photo at right). Transparency of approach and promotion of accomplishments can help to build and maintain support for a parking management strategy (i.e., paid parking) that is often initially opposed by businesses and local stakeholders.

To a degree, Corvallis' existing downtown parking management area comes close to being a Parking Benefits District in that all downtown parking revenue is allocated to a dedicated parking fund. What it currently lacks is direct community input (downtown stakeholders) into the range of programs or strategies that any *net* revenue (or portion thereof) would be targeted toward. For example, net revenue could focus on infrastructure and/or streetscape improvements within the District or on broader transportation programs, such as incentives to travel by transit or other active modes of transportation, in support of adopted goals within the Climate Action Plan.



A Parking Benefits District clearly communicates that the paid parking program is first and foremost a parking management strategy intended to improve the customer parking experience, but backs this up by allowing the stakeholders of the community to determine how to invest the net revenue. Cities can establish a set of eligible projects to ensure the funds are spent on projects related to transportation, streetscaping, or general customer accessibility, but then allow local stakeholders to determine how to allocate a portion of the net revenue.

⁴ Urban Land Institute Louisiana, Study on Parking Benefits Districts and Opportunities for Louisiana (with TGM Consulting), June 2012.

⁵ Other sources on Parking Benefits Districts include: <https://why.org/articles/ideas-worth-stealing-parking-benefit-districts>; <http://sdapa.org/wp-content/uploads/2013/11/9-Canepa-Parking-Benefit-Districts-SDAPA-The-Power-of-Streets-November-1-2013.pdf>



4.0 Existing Conditions

4.1. MANAGED PARKING SUPPLY

Outside of the Free Customer Parking Area and metered parking areas in downtown, there are several areas around Corvallis that have some form of on-street parking management in place. The following sections provide an overview of each of these districts.

On-Street Metered Parking

There are two areas outside of downtown with on-street metered parking. Both areas are adjacent to the Oregon State University campus. The area around NW Monroe Avenue includes 57 metered 1-hour parking stalls and 6 metered 24-minute stalls. The area around SW 15th Street includes 8 metered 2-hour parking stalls and 4 metered 24-minute parking stalls. All of the on-street metered parking stalls in these areas are single-head coin operated meters, color coded by time limit.

Table 1 shows the inventory of paid parking stalls outside of downtown, corresponding to the two paid parking areas shown in **Figure B**.

Table 1: Inventory of On-Street Metered Parking Outside of Downtown

Stall Type	24 Minute	1 Hour	2 Hour
NW Monroe Area			
NW Monroe Ave	3	37	-
NW 25 th St	-	5	-
NW 21 st St	1	-	-
NW 16 th St	1	6	-
NW 15 th St	1	9	-
SW 15 th Area			
SW 15 th St	4	-	8
TOTAL	10 (13%)	57 (76%)	8 (11%)

On-Street Time-Limited Parking

Outside of the downtown paid parking area and the free customer parking area, there are also several isolated areas with free, time-limited on-street parking. Although a detailed stall count is not currently available, **Table 2** presents the count of time limit signs contained within the City’s asset management database. While 30-minute signs frequently are used to serve a single parking stall, the other sign types often cover multiple stalls, and a parking stall count therefore cannot be extrapolated directly from this sign inventory.

All blocks where these signs are used are shown in **Figures A & B**.

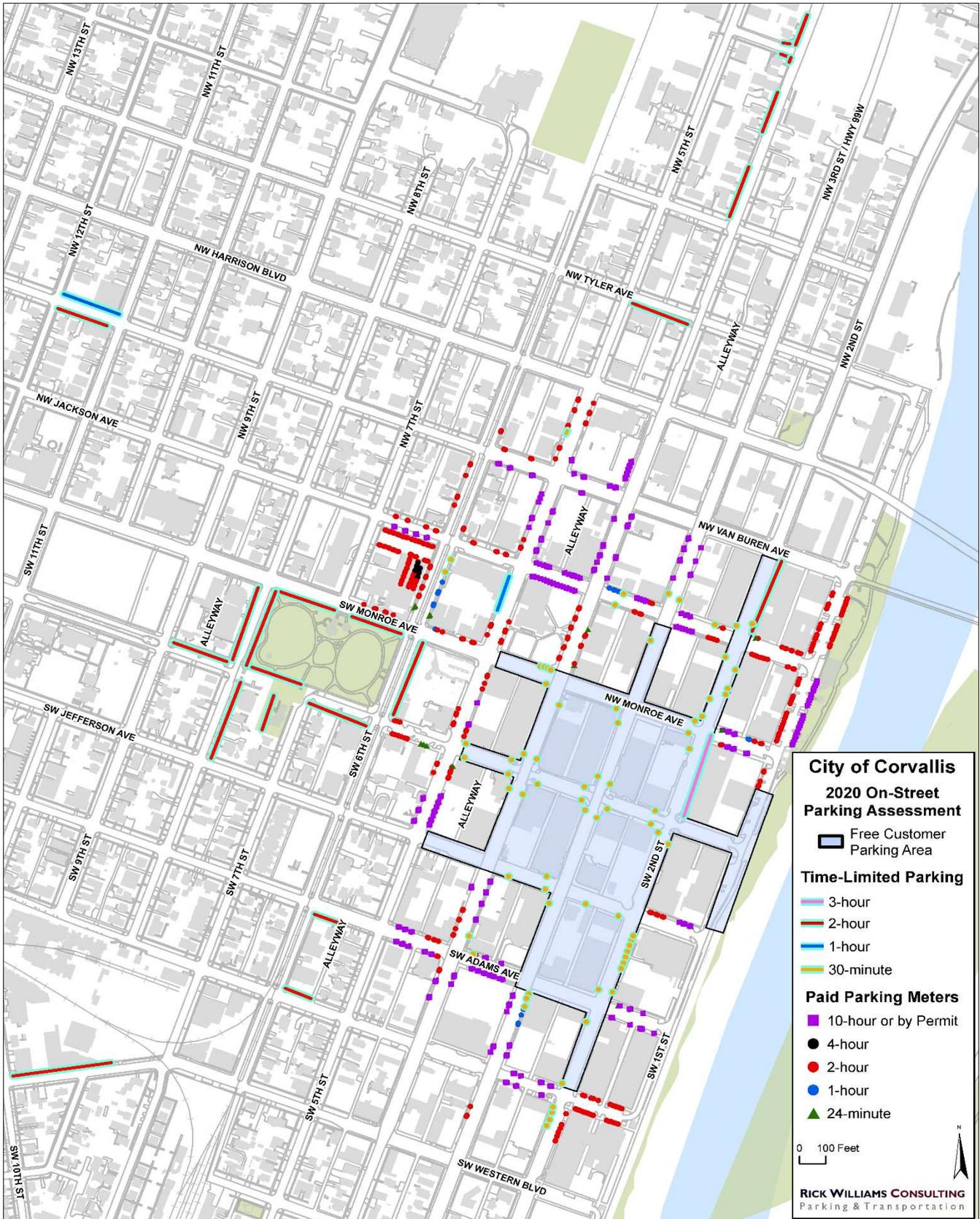


Figure A: On-Street Parking Regulations (East)

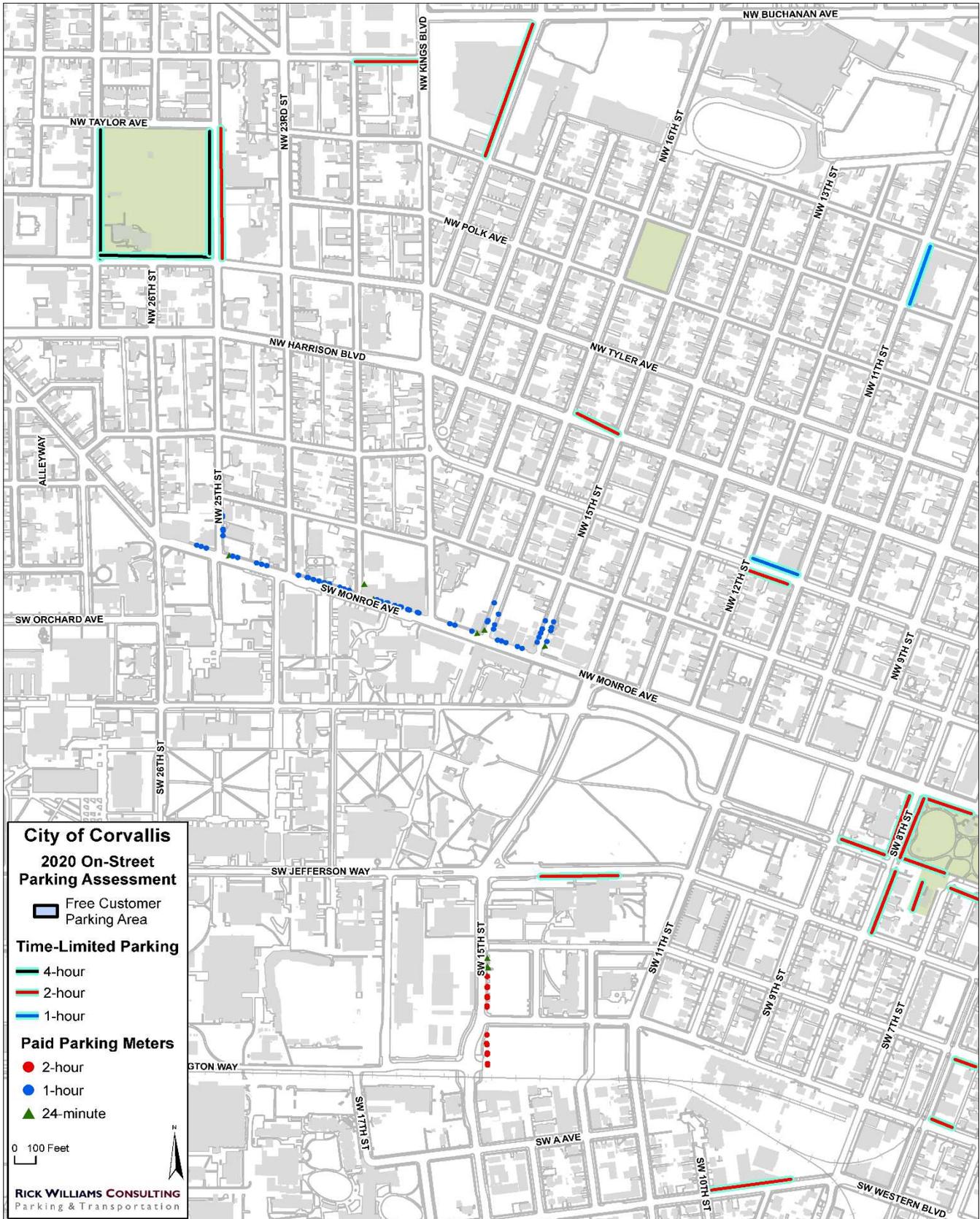


Figure B: On-Street Parking Regulation (West)

Table 2: Overview of On-Street Time-Limited Parking Signs Outside of Downtown

Location	Sign Count
30 Minutes	8
1 Hour	7
2 Hours	54
4 Hours	8

Given the use of time limits in isolated areas around the City, some of the free time-limited on-street parking zones are likely located in areas with limited on-street parking demand⁶. In the example image below from SW Washington Avenue, off-street parking is generally available to serve customers, and demand for on-street parking for the commercial use is likely very limited. In general, on-street parking on blocks with non-residential uses should prioritize customers and visitors over other long-term parking needs (e.g. employees and residents); however, when there is little to no on-street customer parking demand, time-limited parking is likely not needed. Removing time-limited parking in areas with little to no on-street customer or visitor parking demand can help to save costs on enforcement and maintenance.



Figure C: Example Isolated Time-Limited On-Street Zone (Image Source: Google)

⁶ Based on observations of land uses; actual field observations of parking demands would be needed to verify this expectation.

City of
Corvallis Oregon

The hours and days of enforcement vary widely across these areas. All of the following enforcement times are shown in various signs around the city:

- 8 AM – 5 PM Monday through Friday
- 9 AM – 6 PM Monday through Friday
- 12 PM – 5 PM Monday through Friday
- All Hours (Not Specified) School Days
- 8 AM – 6 PM Monday through Saturday
- All Hours (Not Specified) Monday through Saturday
- 6 AM – 9 PM Sundays
- 8 AM – 9 PM All Days (Not Specified)
- All Hours (Not Specified) All Days (Not Specified)

Having such a wide variety of enforcement hours and days is confusing for the customer and extremely difficult to enforce. Standardized enforcement hours and days would allow for the more efficient deployment of enforcement personnel, while also providing clear and predictable guidance to the parking public before they leave home.



Figure D: Selection of Time Limit Signs Outside of Downtown

Commercial Loading Zones

Outside of downtown, commercial loading zones are limited, with most businesses able to accommodate loading on site. However, several commercial loading zones are in use to prevent parking during certain hours adjacent to businesses that are unable to accommodate off-street loading. In the example below from NW 26th Street and NW Monroe Avenue, the active hours are clearly posted, allowing for general parking outside of these hours. In the combination zones⁷ on NW Monroe Avenue, the loading zone is active from 6 AM to 12 PM, at which point it transitions to a 30-minute zone from 12 PM to 5 PM.



The City of Corvallis' use of combination loading zones where the loading zone is only active for the actual hours needed is considered an *industry best practice*.



Figure E: Example Commercial Loading Zones Outside of Downtown (Source: Google)

Passenger Loading Zones

Near Oregon State University on SW Jefferson Way, there is a 10-Minute “Passenger Loading Zone” to allow for passenger pick-up/drop-offs. The signage suggests 24/7 enforcement.



Figure F: Example Passenger Loading Zone Outside of Downtown (Source: Google)

⁷ Within the parking industry, a combination loading zone limits loading to a specific period of hours and/or days. This means customer use of the space can occur outside loading hours and days, thereby maximizing its overall availability to trips. In contrast, many cities have loading zones that are signed “all days/all hours” which is very inefficient, particularly evenings and weekends when a need for loading is minimal.

School Zones

Consistency in parking controls is a best practice. However, Corvallis uses a wide variety of signs to restrict parking around schools. In most cases, some form of “No Parking” with a specified time range is used, but one zone opts for 2-hour parking on school days rather than no parking. Below is a sample of the time restriction in use for various “No Parking” zones around schools:

- No Parking 7 AM – 8 AM & 2 PM – 3:30 PM School Days
- No Parking 7:30 – 8:15 AM & 2:15 – 3:00 PM School Days
- No Parking 8 AM – 4 PM School Days
- No Parking 9 AM – 3 PM School Days
- 2-Hour Parking (All Hours, Not Specified) School Days

The following examples are from near Corvallis High School and Franklin School, respectively.



Figure G: Example School Zone Signs (Source: Google)

Yellow Curbs

In Corvallis, yellow-painted curbs are used to denote no-parking zones. Yellow curbs are typically used in front of fire hydrants, at intersections, and on either side of business and residential driveway approaches for sight visibility. Due to the painting and maintenance costs, the City of Corvallis does not paint or maintain yellow curbing on either side of private driveway approaches.

While Oregon Vehicle Code prohibits parking in front of both public and private driveways, property owners that feel a painted curb would reduce ongoing violations have the option to paint the curb themselves (after obtaining a free permit from the City). All permits are handled through Public Works, and painting instructions are listed on the “Parking Services” section of Corvallis’ website.



Figure H: Example: Yellow Curb Paint at Driveway

4.2. ENFORCEMENT

Nearly all paid parking and time-limited zones are *actively enforced*⁸, meaning they are included on regular enforcement routes to identify violators. Given this, each new time-limited zone requires additional staff time for enforcement to minimize violations.

Fines are often adequate to cover enforcement costs, particularly in large areas with active enforcement that allow for patrol on regular cycles. However, very small time-limited zones scattered throughout various parts of the city with different time limits can make it very difficult to cover the costs of enforcement through fines alone. As such, whenever new time-limited zones are added, enforcement should be a key consideration in order to assess the feasibility of adding additional parking controls. Expanding existing time-limited zones typically requires much less additional enforcement time compared to the additional of a new, small, isolated area.

4.3. PARKING MANAGEMENT REQUESTS

Public Works handles all parking-related requests, including parking permits, parkway (area between the back of sidewalk and the curb) parking permits, yellow curb painting permits, and requests for additional parking management (such as no parking or installation of time-limit signs).

While the Downtown Parking Committee advises the Downtown Commission and City Council on matters concerning parking in Downtown, outside of the downtown, the process is entirely staff-driven. When there are requests for parking control changes, staff collects data, surveys adjacent property owners/tenants, facilitates internal review between City departments, and decides on whether to implement the request through a traffic order.

4.4. SUMMARY

Outside of Downtown, signage, enforcement hours, and the size of parking management zones varies widely. This has likely arisen as the City has responded to parking management requests on a case-by-case basis. As the City grows and requests begin to consume additional staff time, developing standardized and documented procedures will help the City to manage the public parking supply cost-effectively, consistently, and equitably.

⁸ Two areas were noted as exceptions; 11th Street and Taylor Avenue; and 4th Street north of downtown are enforced upon request only.

5.0 Recommendations

The following set of recommendations have been developed based on a review of existing conditions and general best practices in parking management. Many of the recommendations developed for White Paper #3 (Parking Format & Management of the Downtown Parking System) are also applicable outside of downtown but are not copied here. These include strategies related to data-driven parking management, high-turnover stalls, loading zones, branding, striping, pay stations, and ADA parking. The following list of recommendations are more narrowly focused on processes for managing parking in non-residential areas outside of downtown. Further, White Paper #1 focuses on parking in areas regulated by Residential Parking Districts, so these recommendations do not cover those.

5.1. ON-STREET IMPROVEMENTS

5.1.1. Adopt a base standard for time limits in non-residential areas

Currently, time limits outside of downtown include 30 minutes, 1 hour, 2 hours, and 4 hours, with a wide range of enforcement hours and days. Adopting a base standard time limit (such as 2 hours) and enforcement hours (such as 9 AM-5 PM Monday-Friday) for all new time-limited areas will help to simplify and standardize the system. High-turnover stalls (such as 30-minute stalls) and longer-term parking (such as 4 hours) may be preserved as an option, but these would be considered “exceptions,” requiring a slightly more detailed review process. Additionally, extending the enforcement hours could be considered, but only as warranted (based on documented parking demand).

Over time, to save on sign maintenance costs, this base standard can be applied to existing areas as well but doing so will require some coordination with local businesses in areas where a change is proposed.

5.1.2. Outline a standardized request process for time-limited parking

There is currently no standard process that businesses must follow to request conversion of unrestricted parking to time-limited parking. On blocks that are zoned commercial, mixed-use⁹, or for other non-residential uses, the process may take the form of a very simple standardized form that outlines the base standard time limit (e.g. as 2 hours) and standard enforcement hours (e.g. 9 AM-5 PM Monday-Friday) that property owners may request.. For blocks that include at least some portion zoned residential, the City may choose to implement a more detailed request process that requires a “demonstrated need,” meaning observations of parking congestion within a block of the requested area during peak times. This tiered approach can help to ensure customers and visitors are prioritized in non-residential areas while still minimizing the number and location of new time-limited areas that must be maintained and enforced.

5.1.3. Adopt an exception process for high-turnover stalls requests

⁹ In this context, “mixed-use” typically refers to a zone that prioritizes street-level commercial, with other uses (such as residential) on upper levels.

High-turnover stalls (typically stalls with a time limit of 30 minutes or less) are intended to serve quick trips, and when implemented in areas with a large number of quick trips, can serve a large number of vehicles per day while remaining available for much of the day. However, when used in areas without a true need, these stalls can sit unused and effectively reduce the parking supply. For this reason, it is typically advantageous to establish a clear exception process for when these stalls will be used. Key factors should include:

- **Type of business in the vicinity** – the adjacent business type should have a high frequency of very short trips (less than 15 minutes).
- **Presence of available private off-street parking in the vicinity** – businesses with private off-street parking should make use of this for their customers, and high-turnover stalls should not be used when a business has off-street parking.
- **Documentation of peak parking demand** – Although some businesses may prefer to have a high-turnover stall in front of their business, they should only be used in areas where customers might have a difficult time finding parking for a quick trip. For this reason, high-turnover stalls should only be installed where parking demands limit the availability of convenient customer parking.

5.1.4. Adopt an exception process for long-term parking zone requests

Although some businesses may have customers that stay for longer periods of time (longer than 2 hours, for example), it is often beneficial to have these longer-term stays park slightly further away in order to prioritize the most convenient parking for higher-turnover trips. This approach allows the most convenient parking stalls to serve more vehicles per day. It is recommended that if businesses need a longer-term parking zone (such as 4 hours), they should first reach out to all neighboring businesses and confirm that free, long-term or unrestricted parking is not already available within a short walk. Converting a 2-hour zone to a 4-hour zone can have the effect of reducing availability of parking for higher-turnover trips in the most convenient areas, and the exception process should demonstrate a need based on a lack of available nearby unrestricted parking in order to prevent cases where the customer parking experience is degraded due to the conversion.

5.1.5. Adopt an exception process for modified or extended enforcement hours

Businesses or institutions interested in time-limited parking will likely first request enforcement hours that cover their full hours of operation, regardless of when peak parking demands actually occur on street. Time-limited parking is a strategy used in areas where unrestricted parking leads to a lack of availability for customers of the local businesses. In many cases, enforcing a time-restriction during evenings and weekends is not necessary as parking is widely available outside of peak times. For this reason, the City should implement a process for extended enforcement hours to ensure it remains an option for businesses or institutions that have unique parking constraints (such as schools or churches) or additional parking demand on evenings or weekends. These unique or extended hours should be considered an *exception* based on a demonstrated need, however, rather than a default option.

As an example, much like businesses on commercial corridors, some churches rely on on-street parking during their peak hours of operation (typically Sunday morning) to serve their visitors. When located in residential areas, an exception process could allow a church to request signage on adjacent blockfaces stating “2-hour

parking, Sundays Only, 8AM – 1PM).” This ensures that parking is prioritized for visitors during the peak period of demand, while still allowing general residential parking all other times.

5.1.6. Establish minimum requirements for new paid parking areas

Paid parking should only be implemented in areas where 1) levels of parking demand lead to periods in which it is difficult for customers to find parking, 2) the constrained areas is large enough that customers need to search several blocks before finding available parking, and 3) time-limited parking has already been implemented to address the lack of customer parking. Quantifying these thresholds helps to provide clear, objective guidance for when paid parking is recommended. Areas that meet minimum occupancy thresholds (based on a parking utilization study) and minimum size requirements should assess implementation of a paid parking program. Even if no new areas are currently under consideration for potential paid parking, it is often beneficial to establish these thresholds in advance, recognizing that growth may eventually lead to parking constraints in new areas.

5.2. MANAGEMENT

5.2.1. Adopt process for establishing a new Parking Management District

Parking Management Districts provide a tool for local stakeholders to take a leadership role in establishing parking management policies in non-residential areas. On isolated blocks where time limits are the only strategy needed to prioritize on-street parking for customers and visitors, a Parking Management District is likely not needed. However, more advanced parking management strategies, such as installation of combination zones, passenger loading zones, extended enforcement hours, or paid parking/or-by-permit zones, will likely benefit from having an established set of policies to guide implementation of parking management strategies¹⁰. Outlining a process for forming a Parking Management District provides an option for local business leaders to begin to work together to address these issues. Once a Parking Management District has been established with documented parking management priorities, a task force or advisory committee can convene on an as-needed basis, which is typically when changes within the district warrant the need for additional or modified parking management strategies.

5.2.2. Reinvest revenue back into the district in which it was generated

A Parking Management District that generates net revenue from paid parking should have the ability to reinvest at least some portion of the revenue back into the district. The City can standardize the process by establishing a mandated amount that the Parking Management District controls, such as a percentage of the net revenue. The City can remain a funding partner on larger projects (such as off-street parking, transit investments, or other streetscaping investments), but the agreement allows the District to have more control over how the funds are

¹⁰ The commercial district adjacent to Oregon State University is an example area that may benefit from establishing a Parking Management District, which could facilitate implementation of parking management strategies tailored to the unique needs of the district. Strategies such as 10-hour paid parking or daily paid parking permits could help to serve users who may need long-term parking on occasion without *incentivizing* users to drive every day (as can be the case with prepaid monthly or annual parking permits).

allocated and what types of projects are prioritized. A Parking Management District that has local control over a portion of net meter revenue is known as a “Parking Benefits District.”

5.2.3. Establish parking advisory committee roles and responsibilities

To help guide how net revenue should be spent within a Parking Benefits District, it is often beneficial to have a Parking Advisory Committee for the District, which makes recommendations to the City. The City can aid the formation and development of this Committee by laying out a set of roles and responsibilities that can then be updated or modified as needed. At minimum, the City can help guide the minimum number of members who should be included, the types of representatives who should be included (representation by at least one business owner and at least one resident, for example), and the process by which the Committee can make recommendations to the City. The City can also outline a set of projects that would be considered eligible uses of net revenue from paid parking within the Parking Benefits District.

Draft

6.0 Summary

This White Paper provides recommended guidelines on how the City should consider expanding parking management into non-residential areas outside of downtown over time, including an overview of Parking Management Districts, pricing, time limits, exception stalls, and data requirements. The recommendations are based on industry best practices and are intended to improve operational efficiency and transparency outside of downtown while effectively serving the priority user groups within the various non-residential areas around the city.

Draft

TO: City Council for October 19, 2020 Council Meeting
 FROM: Patrick W. Rollens, Public Information Officer *PWR*
 DATE: October 13, 2020
 THROUGH: Mark W. Shepard, P.E., City Manager *MWS* AIC
 SUBJECT: Strategic Operational Plan Monthly Update
 STRATEGIC OPERATIONAL PLAN PRIORITY: N/A



Action Requested:

No action required. This is the monthly Strategic Operational Plan Highlight Summary and is provided for information only.

Discussion:

The Strategic Operational Plan (SOP) is a reflection of the City's priorities and guides the investment of the City's resources – finances, time, and political capital. In order to make meaningful progress on the important initiatives in the City's SOP, we all must remain focused on the SOP. This monthly highlight summary provides information on specific SOP items.



E-1G. Conduct a Review of all City advisory boards, commissions, committees and task forces.

The Advisory Board Restructuring Ad Hoc Committee (ABRAHC) prepared a short video on public involvement as part of the broader outreach around this SOP item. The video is [available online](#). The committee will also host a virtual presentation of its recommendations at 4 p.m. October 15, 2020. The presentation will be recorded and there will be a follow up survey so that all interested community members may participate.

E-2D. Audit City Services customer accounts for accuracy.

The audit was completed, and results were reported to the City Council in September.

E-3G. Conduct informational and cooperative meetings with community groups. Examples include open houses at each fire station, coordination with OSU on technological innovation, and use of department committees.

The Fire Chief developed an outreach presentation that covers Corvallis Fire Department history, services it offers to the community, and challenges it has faced and will face in the future. With COVID restrictions, this presentation has been conducted online or in outdoor parks. So far the West Hills, Central Park and Arnold Park neighborhoods have attended.



S-1B. Secure funding for deferred maintenance in parks and trails system.

Parks & Recreation reviewed and assessed software options to track maintenance projects in the parks and trails system.

S-1C. Maintain the urban stream system to increase stormwater flow capacity to accommodate changing rain patterns and to encourage native plant growth.

Public Works performed maintenance work this summer on roughly 26,000 linear feet of Dixon Creek.

S-3A. Use the data from the Asset Management Plan to proactively replace water pipe lines before the pipe reaches the end of its useful life, with a long-term goal of 13,000 feet replaced per year.

Public Works replaced approximately 3,300 feet of water pipe during the summer construction season.

S-3B. Use the data from the Asset Management Plan to proactively replace wastewater pipe lines before the pipe reaches the end of its useful life, with a long-term goal of 11,000 feet replaced per year.

Public Works replaced approximately 2,400 feet of sewer pipe during the summer construction season.

S-3C. Use the data in the Pavement Management System to prioritize and complete arterial, collector and local street maintenance to maintain an average Pavement Condition Index score of 70 out of 100.

Approximately six lane miles of street were resurfaced, primarily along Circle Boulevard, over this construction season. The impact on the average pavement condition of the overall street system will not be known until a future update to the pavement condition index incorporates both the completed improvements, and projected deterioration of all other streets.

S-3G. Maximize the efficient utilization of current and future fire stations to remain in functional condition after a significant event (e.g., Cascadia); ensure they are properly located to meet the current and projected growth areas of the City as well as response time goals; ensure they are located outside of flood-prone areas and near main arterial roadways.

The Fire Department solicited proposals from the City's architect list to develop remodeling plans for Station 3. An architecture firm has been selected, and staff will continue progress with a task order for the work.

S-4D. Provide ongoing Emergency Operations Center (EOC) staff training each month with a quarterly exercise to reinforce the training received, plus additional training for EOC Directors and Section Chiefs.

The EOC was activated again on September 8 for the local wildfires, and deactivated on September 18. Efforts included managing the Benton County Fairgrounds as an evacuation shelter, which housed 89 guests

and 144 animals. EOC staff ensured that guests had access to essential supplies, medical and behavioral health support, and three hot meals each day.

S-5I. Increase efficiency and effectiveness of fire prevention efforts by implementing new fire inspection software.

The department is still moving forward with efforts to implement the Properties and Inspections module of its new records management system ESO Solutions. While there have been some delays with the property data migration, staff are working to refine the inspection and permit processes, with a go-live target set for end of October.

S-6B. Improve community safety through proactive and educational efforts: Tactical Action Plans, liaisons with Oregon State, and with community.

Progress on this objective has been hampered by the fact all of the Corvallis Police Department's routine contacts and presentations have been temporarily stopped due to COVID. The Community Livability Unit has done some creative work to engage community members on specific topics. CPD is also working on a Tactical Action Plan for any post-election events.

S-6F. Evaluate feasibility of providing law enforcement services to OSU Campus.

This action item is complete. After much discussion, both CPD and OSU agreed that the campus was better served by its own police department.

S-8E. Reduce greenhouse gas emissions produced by City vehicles by transitioning the passenger vehicle fleet to electric.

The City received its first all-electric vehicle, a Nissan Leaf, in September.



L-2C. Maintain accreditation through Commission for Accreditation of law enforcement (CALEA).

Corvallis Police Department is working on completing year three of its four-year CALEA accreditation cycle, which includes file proofing and policy adjustments. CPD will have an on-site assessment in December of 2021.

L-2D. Partner with diverse populations to create a welcoming inclusive environment in parks and programs.

Majestic Theatre produced a video summarizing its recent Diversity Council report. The video was distributed widely among theater stakeholders and the general public.



P-1G. Update master plans for water system, stormwater system, and wastewater system.

Work on the Water Master Plan has been impacted by COVID delays but is progressing, with an estimated completion date in late summer 2021.

P-1I. Audit the citywide parking program.

The audit of the City's parking program is progressing. The third of seven white papers was presented to the City Council for review in September.

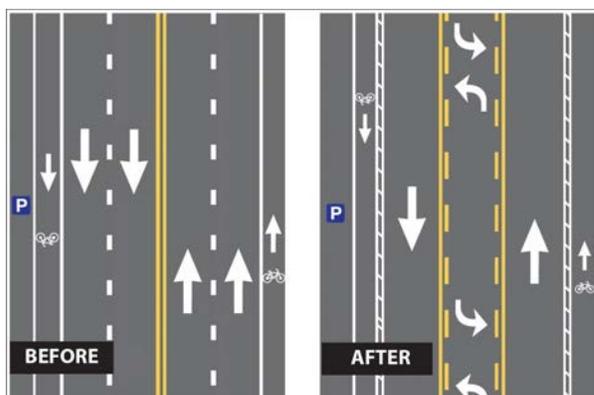
Budget Impact:

There is no direct budget impact from this SOP review. However, the SOP, if given proper weight, will allow the City to accomplish more with the resources we have.

Corvallis e-News

Circle Boulevard Resurfacing Project Nearing Completion

The Circle Boulevard resurfacing project is nearing completion, with just a few last steps before the new road is ready for use in mid-October. Paving is expected to be completed the week of September 28th, with final striping to be placed the following week, weather permitting.



A key feature of the project is a new lane striping configuration along Circle between Highland Drive and Dogwood Drive. The configuration – known popularly as a “road diet” – reduces the current number

of vehicle lanes from four to three (one lane in each direction plus a continuous center turn lane) and provides buffered bike lanes. The end result is a more attractive and safer travel corridor for all users.

City officials are encouraging all road users (motorists, cyclists, and pedestrians) to take their time and proceed carefully as they become accustomed to the new lane configuration.

“We are excited to unveil this road diet pilot project for the

Corvallis community,” said City Engineer Greg Gescher. “During this transition period, we hope the public will be patient and courteous as we all adjust to the new lane configuration.”

The City’s Public Works Department will gather data on a variety of traffic metrics and safety measures to evaluate the effectiveness of the road diet.

For a comprehensive overview of the new road diet pilot project, visit the City’s website at www.corvallisoregon.gov/roaddiet.

Read More

Fall Leaf Collection Begins Oct. 19

The City’s Fall Leaf Collection Program for 2020 begins Monday, October 19, 2020 and runs through mid-December 2020. During this period, Republic Services will pick up leaf piles in the street once a week, generally on the same day as normal garbage collection.



The last leaf pick-up on your street will take place the week of December 7 on your area’s garbage day.

Community members are asked to help by following these simple guidelines to ensure a successful leaf collection program:

- Use your yard debris cart as the first choice for disposing of leaves.
- Only rake leaves into the street if you run out of room in your yard debris cart. Consider bagging your excess leaves and putting them in your cart the following week.
- If you need to rake leaves into the street, place them there in

- piles the evening before your scheduled leaf pick up day.
- Do not place leaves in curbside bike lanes. Use a yard debris cart or consider starting a compost pile.
 - If you put your leaves in the street, rake them into piles. Place leaf piles one foot from the curb to allow space for rainwater to runoff along the street curb line.
 - Ensure that leaves do not block or cover catch basins or storm drains.
 - Avoid parking vehicles near leaf piles, as Republic Services cannot collect leaves blocked by vehicles.

The Fall Leaf Collection Program is the only time leaves may be deposited in piles in the street. Using blowers to scatter leaves into the street is not allowed at any time. Other landscaping material, such as grass, branches, limbs, or other debris, are strictly prohibited from being placed in the street at any time. Republic Services will not pick up piles of combined branches and leaves – these should go into your yard debris container.

Keep all yard debris, garbage, and recycling carts out of the street and behind the curb at all times. These containers can be a hazard to bicycles and vehicles, block drainage and prevent street sweepers from cleaning the street.

In conjunction with the Fall Leaf Collection Program, Public Works will expand its street sweeping to include both day and night shifts. Neighborhoods will be swept once every two weeks, while streets with bike lanes will typically be swept twice per week. More information can be found here:

www.corvallisoregon.gov/publicworks/page/leaf-collection-2020.

Rental Housing Survey Results Available

The City of Corvallis Housing & Neighborhood Services Division conducted a survey of property managers, landlords, and nonprofit organizations about a number of topics that have been

affected by the COVID-19 pandemic, including rent collection, vacancy rate, and tenant communications.

The survey was conducted between September 9 and September 18. [Results are available to view online.](#)

View the Survey Results



Communication during an emergency is an essential component to ensure public safety. The City of Corvallis, as well as other state and local agencies, offer a variety of services to inform the general public. Many of these services require you to sign up -- we strongly encourage you to do so!

- [Corvallis Alert](#) - The notification system used by Corvallis Police and Fire Departments to communicate with the public during an emergency. To sign up, just text the word **CORVALLIS** to **888777**.
- [Linn-Benton Alert](#) - Sign up for the county-wide emergency notification system.
- [Public Information from the City of Corvallis](#) - Find links to the informational channels that the City will use during an emergency to keep you informed.
- [TripCheck Travel Conditions from ODOT](#)
- [National Weather Service Alerts](#)



Corvallis Transit System (CTS)
is the [fareless](#) public transit



service for the City of Corvallis, Oregon providing riders with safe and reliable bus service.

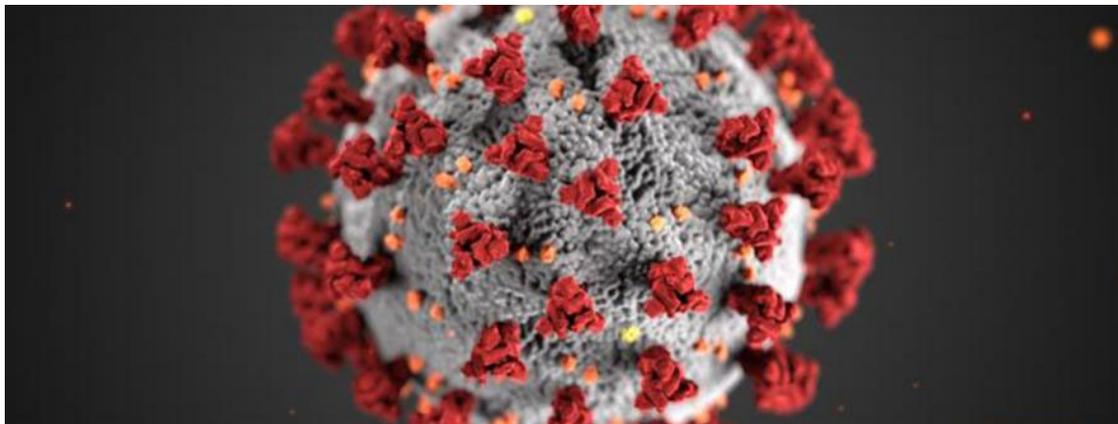
For the latest information on route changes and service updates, be sure to sign up for CTS Alerts. Visit www.corvallisoregon.gov/notify, then scroll down to the "News" category at the bottom, check the box that says "CTS Alerts," enter your email address, and you'll be signed up!

Sign up for CTS Alerts

C3 Grand Reopening and Ribbon-Cutting

After nine months of construction, the newly-expanded and renovated Corvallis Community Center reopened on September 21. We were so happy to welcome the community back for a socially distanced ribbon-cutting ceremony, followed by guided tours of the new facility. Check out these photos from the event! [Click here to explore all that C3 has to offer for the Corvallis community.](#)





The Benton County Health Department continues to monitor the coronavirus pandemic and posts daily updates on its website at www.co.benton.or.us/covid19.

Walk-Up Library Service!

Now at these locations - click for hours

Alsea *Corvallis* *Monroe* *Philomath*

A promotional graphic for library walk-up services. It features a dark blue background with white text. Below the text are four photographs of library buildings, each with its name written in a white cursive font underneath: Alsea, Corvallis, Monroe, and Philomath.

The Corvallis, Philomath, Monroe and Alsea branches have limited walk-up library services available on certain days each week. While the buildings are still closed to the public, you can pick up holds and

make requests from the patio. Masks are required for ages 5+.

Learn More

Enrich, Excite, Explore!



- **Get a Library Card:** Sign up for an **All-Access e-card** to get access to all services and materials including placing holds on materials, downloadable books, audiobooks, magazines, streaming movies and more!
- **Walk-Up Service:** Walk-up services (no building access) are now available including holds pickup and requests. See the **website** for current hours.
- **Computer Usage:** Limited one-hour computer appointments and drop-in sessions are available. Call 541-766-6793 for details or to sign up.
- **Home Delivery Service:** Get your holds delivered to you! Delivery is available to patrons with current library cards who live within the library service district.
- **Books & More from Home:** Read ebooks, download audiobooks and magazines, or watch streaming video all from the comfort of your home with your library card!
- **Free Book Packs for Kids!** Thanks to a donation, we are distributing free packs of children's books starting October 2. Packs include 10 books, written in English for Grades 1-6. To request a book pack to be delivered, please **complete a request form** for each child. Book packs may also be picked up at walk-up hours at any branch, no need to submit a request!
- **Virtual events:** Our buildings may be closed, but we're still here to bring you virtual events and services! Stay connected with the library and tune in for weekly storytimes, virtual book club meetings, craft projects from home, and more.

- [Library Newsletter](#): Want to get monthly updates, upcoming events, and other library news straight to your inbox? [Sign up for our email newsletter!](#)

Quick Links

Jobs at the City

Report a Problem

Meeting Calendar

E-Notifications



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City Hall
501 SW Madison Ave.
Corvallis, Oregon 97333

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**CITY OF CORVALLIS
COUNCIL ACTION MINUTES
October 5, 2020**

SUMMARY OF DISCUSSION

Agenda Item	Outcome
<p>Executive Session 1. Under ORS 192.660(2)(i)(status of employment-related performance) (City Attorney evaluation) Page 3</p>	<ul style="list-style-type: none"> • FIO
<p>Presentations 1. Introduction of Interim Finance Director Andy Parks and Interim Public Works Director Greg Gescher 2. Proclamation: Indigenous Peoples’ Day – October 12, 2020 Pages 3-4</p>	<ul style="list-style-type: none"> • FIO • FIO
<p>Public Hearing 1. 2025 SW 45th Street Annexation (ANN-2020-01/ZDC-2020-01) Pages 4-5</p>	<ul style="list-style-type: none"> • Approved 2025 SW 45th Street annexation for reasons outlined in the findings contained in Attachment CC-A <u>passed U</u> ORDINANCE 2020-18 <u>passed U</u> ORDINANCE 2020-19 <u>passed U</u> ORDINANCE 2020-20 <u>passed U</u>
<p>Community Comments 1. Illegal camping (Monroe, Weisteiger) (verbal) 2. VBB(Shaw, Benner) (verbal) 3. Timber Hill Deforestation/ New House Building (Gibson), enforcement of illegal camping (multiple), VBB(multiple) (all written) Pages 5-6</p>	<ul style="list-style-type: none"> • FIO • FIO • FIO
<p>Consent Agenda Pages 6-7</p>	<ul style="list-style-type: none"> • Adopted Consent Agenda, including RESOLUTION 2020-27 (Assistance to Firefighters Grant Program) <u>passed U</u>
<p>Unfinished Business 1. Proposal for Van Buren Bridge ownership Pages 7-12</p>	<ul style="list-style-type: none"> • Have City withdraw application for ownership of the Van Buren Bridge and inform Oregon Department of Transportation that the City supports the ongoing work to provide a new replacement Van Buren Street Bridge across the Willamette River <u>passed 5 to 4</u>
<p>Mayor’s Reports 1. Councilor support for naming Marys River/Crystal Lake multiuse path after Eric Austin 2. Recognition of Marys Peak Field Trip video Page 13</p>	<ul style="list-style-type: none"> • FIO • FIO

<p>Councilor Reports</p> <ol style="list-style-type: none"> Schedule proposal to name Marys River/Crystal Lake multiuse path in honor of Eric Austin Other Councilor Reports <p>Page 13</p>	<ul style="list-style-type: none"> FIO; scheduled for 10/19/20 Council meeting FIO
<p>City Manager Reports</p> <ol style="list-style-type: none"> Camping Update Economic Development Office 2019-2020 Annual Report Other: City Recorder elected Region III Director for Oregon Association of Municipal Recorders; LDC updates regarding annexations; Bias Response Initiative update; HB 2001; City Manager participation in Council deliberations; vacation/directors acting in capacity; timing of staff sharing ODOT's response to the Van Buren Bridge application <p>Pages 14-15</p>	<ul style="list-style-type: none"> FIO FIO FIO
<p>City Attorney's Reports</p> <ol style="list-style-type: none"> Schedule Executive Session immediately following October 8 Council Work Session <p>Pages 15-16</p>	<ul style="list-style-type: none"> Scheduled Executive Session

Acronyms:

- FIO For Information Only
- LDC Land Development Code
- ODOT Oregon Department of Transportation
- U Unanimous

**CITY OF CORVALLIS
COUNCIL ACTION MINUTES
October 5, 2020**

EXECUTIVE SESSION

The Council met in executive session from 5:15 pm to 5:46 pm under ORS 192.660(2)(i)(status of employment-related performance) concerning the City Attorney evaluation. Mayor Traber said representatives of the news media and designated staff and other designated persons were allowed to attend the executive session. All other members of the audience were asked to leave the room. Representatives of the news media were specifically directed not to report on any of the deliberations during the executive session, except to state the general subject of the session as previously announced. No final decision was made in the executive session. Mayor Traber reminded Councilors and staff that the confidences in the executive session belonged to the Council as a body, and not to the individual members. The confidences could only be disclosed if the Council as body approved such a disclosure. He asked Councilors and staff who did not believe that they could maintain the confidences to not participate in the executive session. Gazette-Times Reporter Jim Day was invited to the executive session, but he did not attend.

PRESENT VIA VIDEO

CONFERENCE: Mayor Traber; Councilors Napack, Maughan, Lytle, Bull, Shaffer, Junkins, Wyse, and Struthers

ABSENT: Councilor Ellis

I. CALL TO ORDER

Via video conference, Mayor Traber called the regular meeting of the City Council of the City of Corvallis, Oregon to order at 6:00 pm on October 5, 2020. Per Governor Brown's Executive Order, the Council Chambers in the Downtown Fire Station, 400 NW Harrison Boulevard, Corvallis, Oregon was closed to the public. The meeting was available for the public to observe live via the internet. The public was encouraged to provide written comments on agenda items and ten community comment slots were available for those who registered in advance of the meeting.

II. ROLL CALL

PRESENT VIA VIDEO

CONFERENCE: Mayor Traber; Councilors Napack, Maughan, Lytle, Bull, Ellis, Shaffer, Junkins, Wyse, and Struthers

III. PRESENTATIONS

A. Introduction of Interim Finance Director Andy Parks and Interim Public Works Director Greg Gescher

City Manager Shepard noted the recent retirements of Public Works Director Mary Steckel and Finance Director Nancy Brewer.

He introduced Interim Finance Director Andy Parks. Mr. Parks has over 30 years of experience in the public and private sector, including serving as the City of Bend's Chief Financial Officer and Assistant City Manager. Mr. Parks thanked everyone for the

opportunity to work for the City team. Mayor Traber and Councilor Lytle welcomed him and looked forward to working with him.

Mr. Shepard said he appointed Greg Gescher as Interim Public Works Director. Mr. Gescher has 27 years of experience with the City. He is a registered professional engineer who knows the Department, the community, the Strategic Operational Plan, and Public Works' needs. Recruitment for a permanent Public Works Director will not occur for several months. Mr. Gescher appreciated the opportunity to provide stability during the transition period. Councilors thanked Mr. Gescher for stepping in.

B. Proclamation: Indigenous Peoples' Day – October 12, 2020

Mayor Traber will read the proclamation at the October 12 celebration at the Eena Haws Native American Longhouse on the Oregon State University campus. He encouraged everyone to read the proclamation, which is included in the Council meeting packet. The words reflect the need to understand the history of the people whose lands we are on, and to recognize what we as immigrants have done, how we have dealt with indigenous peoples, and to think about where we go in the future. In response to Councilor Bull's inquiry, Mayor Traber said the idea to make Indigenous Peoples' Day permanent has not yet been pursued in Corvallis, but he thanked her for the reminder. Councilor Bull supported asking Council Leadership to work on the matter. The item was for information only.

IV. PUBLIC HEARING

A. 2025 SW 45th St. Annexation (ANN-2020-01/ZDC-2020-01)

Mayor Traber said the City did not receive any written comments and no person signed up to provide verbal testimony. There were no written requests for a continuance. Mayor Traber opened the public hearing. In response to his inquiries, no Councilor declared a conflict of interest. Councilor Struthers declared ex parte contact, noting that as the Council Liaison, he was present at the public hearing held with the Planning Commission. He listened to the deliberations and stated he could make an impartial decision. Councilor Napack declared a site visit, noting that she has passed the subject site daily for the past four or five years. She is very familiar with the property from the street.

Mayor Traber said land use decisions such as the case under consideration are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan, as presented in the staff report.

Associate Planner Harris provided a PowerPoint presentation (Attachment A). He and Community Development Director Bilotta responded to Councilors' inquiries as follows:

Staff encourages applicants to check with their neighbors, as the application fee can be shared if there are multiple annexation requests that have similar circumstances.

This annexation application did not meet the State's definition of a health hazard annexation.

Under State law, an election is not required for the annexation. The Land Development Code has not yet been amended to reflect the updated law.

The livability indicators that were not met were either not applicable or ambiguous. For example, there are no natural features in this case and the annexation request is not tied to a development, so improvement-related provisions, including sidewalk requirements, are not applicable.

Applicant Mike Meeuwig was present for the hearing; however, he did not provide testimony and Councilors did not have any questions for him.

Councilors Maughan and Ellis, respectively, moved and seconded to approve the annexation of 2025 SW 45th Street for the reasons outlined in the findings contained in Attachment CC-A.

Councilor Ellis said the application seems very clear to her. There were no options for the applicant and she supported the motion. Councilors Maughan and Lytle agreed, adding that the staff report and presentation was also clear.

Councilor Napack said the annexation was in her ward and she was pleased it had come forward.

The motion passed unanimously.

City Attorney Brewer read a special ordinance proclaiming the annexation of 2025 SW 45th Street to the City of Corvallis.

ORDINANCE 2020-18 passed unanimously.

Mr. Brewer read a special ordinance relating to an amendment of the official zoning map for 2025 SW 45th Street.

ORDINANCE 2020-19 passed unanimously.

Mr. Brewer read a special ordinance withdrawing 2025 SW 45th Street from the Corvallis Rural Fire Protection District.

ORDINANCE 2020-20 passed unanimously.

Mayor Traber said any participant not satisfied with this decision may appeal to the State Land Use Board of Appeals within 21 days of the date of the decision. [Staff notes Mayor Traber signed the ordinances on October 6, 2020.]

V. COMMUNITY COMMENTS

Jeremy Monroe spoke from prepared testimony expressing concerns about the plan to clear and clean all camps on City land with the exception of the BMX Park near the Men's Cold Weather Shelter (Attachment B). He responded to Councilors' inquiries as follows: He has been a resident of South Corvallis since 2008. He works downtown, so he passes through the area at least twice per day. He is concerned about the number of campers in the BMX location and he would support camping in other areas of town to share the impact. He wants a good plan to manage camps. He

has not visited the site; however, he has reached out to the Men's Cold Weather Shelter Director. He has been involved with camp clean ups in the area, especially along the river. He wanted to be part of the solution and welcomed any help in that regard.

George Shaw opposed the City taking ownership of the existing Van Buren Bridge (VBB). He is 74 years old and has lived in Corvallis for 52 years. He is a member of the Mid-Valley Bicycle Club and rides a bicycle nearly every day. He is a retired engineer and loves bridges; however, he believed \$6 million was too much to spend on the VBB and he preferred that money be spent on the 20-mile bicycle path between Corvallis and Albany. Councilor Bull invited Mr. Shaw to contact her to discuss the plans and his concerns.

Patricia Benner provided both verbal and written testimony in support of the City owning the existing VBB (Attachment C). Her comments included commonalities between the bridge and the pedestrian crossing on South Third Street at Chapman Place. In response to Councilor Lytle's inquiry, Ms. Benner explained that one of the elements of the Oregon Department of Transportation's (ODOT) Blueprint for Urban Design is that pedestrian and bicycle facilities should be separated from vehicular traffic. She preferred that ODOT adhere to that document.

Rebecka Weinstein opposed enforcing illegal camping at this time. She believed displacing people during the pandemic would put them more at risk and create setbacks. She requested community engagement and management of camps, as well as more portable restrooms, handwashing stations, and trash bins. She said staff's plan overly burdens South Corvallis. In response to Councilors' inquiries, she said she supported more camping sites, but it would be best if they included management and oversight. After the pandemic, she wanted to find a way to expand camping and do it well. She said currently, providers are helping campers who are able and ready to get into supportive housing, regardless of whether their camps have been posted. She acknowledged she has heard there has been an increase in the number of campers; however, service providers are not necessarily asking them where they came from. She noted that some campers indicated they came from Lebanon because they heard Corvallis could provide services. She said capacity does not exist to provide services to those who are displaced from other communities.

Staff received written community comments from Kiran Neal Gibson concerning Timber Hill Deforestation/New House Building, multiple community members concerning enforcement of illegal camping laws and, multiple community members concerning the VBB (Attachment D).

VI. CONSENT AGENDA

Councilors Ellis and Wyse, respectively, moved and seconded to adopt the Consent Agenda as follows.

- A. Reading of Minutes
 - 1. City Council Meeting – September 21, 2020
 - 2. City Council Work Session – September 24, 2020
 - 3. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
 - a. Land Development Hearings Board – September 16, 2020
 - b. Planning Commission – September 2, 2020
- B. Fiscal Year 2020-21 Assistance to Firefighters Grant Program - COVID-19 Supplemental (RESOLUTION 2020-27)

The motion passed unanimously.

VII. ITEMS REMOVED FROM CONSENT AGENDA – None

VIII. UNFINISHED BUSINESS

A. Proposal for Van Buren Bridge ownership

Mayor said the decision would be difficult; however, direction from the Council tonight was necessary.

Councilors Struthers and Wyse, respectively, moved and seconded to have the City of Corvallis application for ownership of the Van Buren Bridge withdrawn and to inform Oregon Department of Transportation that the City supports the ongoing work to provide a new replacement Van Buren Street Bridge across the Willamette River.

Councilor Struthers observed it had been approximately one year since the Council's original decision not to seek ownership of the Bridge. The Council is still discussing the matter, although nothing has changed about the City seeking ownership. The issue keeps coming back to whether the City wants to continue to spend resources and money to seek ownership of the Bridge and to move it. Staff submitted an application at the Council's direction, under the contingency that ODOT would move the existing VBB as part of their project to build a new one. As of today, the application is incomplete and he did not think the City could meet the requirements to make it complete. The main item is cost and ODOT wants a response from the City by October 12. The Council heard comments from the public that the City has until March 2021 to withdraw the application; however, he argued that date was to pull back a completed application. He viewed the matter as a revolving door, noting that more time has been spent on this than other issues that are important to the community. He thanked ODOT, noting they have given the City additional time to complete the application and he did not believe they have pressured the City. He observed the Council has received new testimony on the matter. He said every time the Bridge is discussed, the City is spending more time and resources on it. He believed the community said it does not want to spend resources on the Bridge and he believed the Council was done.

Councilor Wyse said she agreed with many of Councilor Struthers' comments. She did not see an official role for the City or the Council. She did not think the City should spend any amount of money on the Bridge, adding it would be irresponsible to use fund balances or cut services. She would support a motion to say the Council encourages another owner to keep working on acquiring the Bridge that does not involve the City being the owner.

Councilor Napack said the Interim Director of Region 4 rejected the application. She would like to go up a level or two to see if it has been discussed with ODOT's upper management, and if not, why. She viewed the Bridge project on the same scale as the Corvallis Municipal Airport runway or Community Center remodel, noting that the funding amounts were not that much different. She viewed saving the Bridge as an asset to the future for businesses and Corvallis as a destination. She suggested funding it through a general obligation bond where the City borrowed money from itself and General Fund revenue would pay the debt service. City Manager Shepard confirmed that

Savannah Crawford at ODOT was the City's point of contact, so she would be the person providing correspondence. Representative Rayfield was also involved, so ODOT's higher levels of management are aware of the sensitivity and questions. The Department of Justice has also been involved in some conversations. Mr. Shepard said the City has been receiving feedback from the appropriate people at ODOT. He said the Municipal Airport runways were funded almost entirely through federal grants.

Councilor Bull said the response to the City's proposal indicated in its substance that it was not a rejection of the application. Rather, the tone was one of entering into a dialog or negotiation. She agreed the issue was that the application was incomplete and a major component of that was funding. Other issues included use as a work bridge, which they had not agreed to, and assisting with permitting. She noted her email to the Council with notes from the meeting with Representative Rayfield (Attachment E). During that meeting, she tried to learn how collaborating on projects might work and was advised that the best way to respond was through the proposal process. She believed the motion was premature and if given an opportunity, she had prepared an alternative motion. Time spent on the issue had been to get information to make an informed decision. The response from ODOT represents the lack of a plan to work together to get the most efficient, least-cost project the community could consider. She preferred that approach and added that she also did not support spending \$6 million on the Bridge.

Councilor Struthers said ODOT indicated the City need a stake in the matter, but he could not see the City spending any dollar amount. He said the Bridge project could not be compared to the Airport runway or the Community Center, as those were long-planned projects with identified funding. He observed that the Bridge was not in any of the City's project documents.

Mr. Shepard said the question was whether the Council wanted to commit City funds to this project. The Council's past actions consistently said no to spending City funds. ODOT has said that for the application to be deemed complete, the City must commit funds to the project. If ODOT accepted the proposal, the City would then enter into negotiations. Doing so would require hundreds of thousands of dollars to hire a qualified engineering firm to work on the very complex design and staging questions. The real question is whether the Council wants to change its course of action and commit funds to the project to get a proposal that would be accepted by ODOT. The City would then immediately begin spending funds as part of the negotiation process.

Councilor Shaffer said with frustration and disappointment, he would support the motion. ODOT's comments indicated they did not seem interested in negotiating with the City. They said no to using the work bridge to slide the existing bridge and no to using the new bridge as a pivot point for opening the span if needed. It has been nearly a year and ODOT has not moved on the matter, and he did not think they would. He said it was time to say we gave it our best shot. If another group wanted to take it on, he would like that, but the Council and City have run out of viable options.

Councilor Ellis agreed with Councilor Shaffer's observation that ODOT was not willing to discuss saving the Bridge, and that is why she would not support the motion. She was concerned that the City was only given one option, and she believed if ODOT had provided a variety of clear and accurate options from the beginning, the issue would have already been resolved.

Councilor Napack quoted the following from the February 23, 2017 VBB Subcommittee on Transportation: *The project will relocate the existing historic bridge slightly up stream where it will become a bike and pedestrian bridge under the jurisdiction of the City of Corvallis and then construct a two-lane bridge in the current alignment.* She said the condition took two years of committee work in the Corvallis community between 2004 and 2006 to get it into the project, and for some reason, it was no longer there. She did not believe that was fair, ODOT did not do its due diligence, and it was not taking responsibility. She opposed the motion and wanted to approach the issue from a different direction. Mr. Shepard clarified that the document Councilor Napack referred to was in a proposed funding package that ODOT ultimately did not approve. There was no conversation with City staff about developing that funding package. ODOT was paying for the new bridge with seismic retrofit funding, which is a separate source.

Councilor Bull said her understanding is that relocating the bridge was the original idea for the project. It was just an earlier version of the same project. She said for the current process presented by ODOT, having the VBB as a river crossing was always represented as part of the project in that the existing bridge would be preserved, one way or another. When the process started a year or so ago, ODOT found it was not feasible to have the Bridge continue to cross the river due to a Coast Guard rule. She said the City's proposed application sought to remedy that by restoring some opening function. The reason ODOT dismissed the possibility has been addressed, so that was one reason to continue with the application process. She noted the suggestion to let someone else take ownership; however, no one else had submitted an application and the deadline had passed. As such, this is the only viable process. She was still not proposing to expend any City funds. She said people are interested in seeing ODOT's costs reduced and they are not interested in paying the full \$6 million. She said there were substantial ways to reduce the costs. Moving the multiuse path has real potential. She said testimony was provided about a grant program that provides funds for physically separated bicycle and pedestrian facilities. She said these are the types of things that that knowledgeable people could address at a meeting with ODOT to determine what would be acceptable to them. That is why she would like an opportunity to make a different motion. Mr. Shepard said staff researched the grant program and funds would not be awarded until the summer of 2021. ODOT has set the withdrawal deadline of March 2021. Funding the City would put forward must be assured, and a grant would be speculative. He emphasized that any ongoing conversations will require investment of significant funds to secure a professional engineering firm.

Councilor Junkins said the Council has received countless emails about the Bridge. He has lost track of how many people are for and against ownership. He said during the past year, we have had the confluence of a pandemic and wildfires that caused significant property destruction. The City activated the Emergency Operations Center and we have had to divert our attention from bringing in visitors and supporting our Downtown. Many constituents have asked him to justify the amount of time the City is spending on the Bridge. He wished it were a different time where we were not facing a pandemic, social unrest, fires, businesses closing, and an economic downturn. He observed that the City just increased fees, and he agonized about increasing one of them from 20 cents to 35 cents. He is a bicyclist and a jogger, but he could not justify spending more time and money on the Bridge. He supported the motion. He appreciated the work completed to this point, but the only way forward is to commit money and he could not justify that.

Councilor Maughan requested clarification, as he was undecided. He said many of his constituents are passionate about the Bridge, but they are also concerned about the issues facing the City. People are sleeping in tents, cars, and sometimes on sidewalks. He agreed with much of what Councilor Struthers said about spending time and not being willing to commit to spending funds; however, he also supported Councilor Bull's comments about the opportunity, and Councilor Junkins observations about the timing. In response to his request, City Recorder Holzworth read the motion again. In response to Mayor Traber's request for clarity about what would make the application complete, Mr. Shepard said ODOT's response was clear that the City needed to identify and commit assured funds for ODOT to accept the application as complete. To enter into any discussions about moving the bridge and partnerships, another staff person would likely be needed to manage the project in addition to hiring a consultant, unless the Council wished to delay other work. Councilor Maughan inquired whether the only way to get Councilor Bull's proposed motion on the table would be to commit funds to the Bridge as part of the proposed application submission. Mr. Shepard said in reading ODOT's response, ODOT would require the City to identify dedicated funds and commit them in order to have any further discussion. A professional consulting engineer would also be needed to assist staff to have an informed conversation going forward.

Councilor Ellis expressed a procedural concern about the City Manager's role in the Council deliberations, noting that he has taken precedence over Councilors. She was fine with Mr. Shepard responding to direct questions; however, she believed it was not appropriate for him to engage in Council deliberations. Mayor Traber said as the Chair, he had asked Mr. Shepard to respond and viewed his participation as providing clarifying information to statements made by Councilors. Mayor Traber did not interpret Mr. Shepard's participation as being part of deliberations. Mr. Brewer said the City Charter authorizes the City Manager to participate in deliberations and debates with the Council. He said whether the City Manager takes precedence over Councilors was perhaps a point, but that was for the Council to resolve. Mayor Traber reiterated he called upon Mr. Shepard to obtain clarifying information about Councilor statements. Councilor Ellis believed they were on the edge of the line and she raised the point to express that she was not comfortable.

Councilor Bull observed that the motion as stated is to withdraw application, so if it passed, there would be no basis for ongoing conversations about the bridge. She understood Mr. Shepard's interpretation of the response to the City's proposal. She believed it was reasonable, but wanted to restate that when she asked multiple people who would know how to ask about collaborating on a project, the answer was to put in a proposal. She agreed that if the application did not provide a commitment to funding, ODOT could reject it as being incomplete. However, if they were interested in collaborating, then a response to their counter response would be to learn that is a possibility. She said this would only involve people attending a meeting, not \$100,000 and hiring a consultant. She viewed the Bridge as a significant opportunity for the Downtown. She asserted it was not known whether the project would require financial contributions and grants could provide adequate funding. She understood the grant money would be dispersed in the summer, but wondered when it would be awarded. That could be a conversation with ODOT about whether the timing of that program was adequate to meet project needs.

Councilor Struthers directed attention to staff report Attachment CC A, top of page 4: *To further clarify, in order to satisfy the requirements set forth in the advertisement, the*

City's ownership proposal will need to include identified funding sources for moving the existing Van Buren Bridge. He said that speaks to the City Manager's statement that funding sources cannot be speculative. He reiterated that the City does not have the funding sources or partnerships in place. The Council needs to say it is done with the matter.

Councilor Lytle said the decision was difficult for her. It is not often that a City owns a bridge that crosses a river that runs along federal highways. Constituents are passionate on the issue, as they have been since the opportunity first presented itself years ago. The majority of people who have contacted her have been in support of keeping the bridge. She was eager to hear Councilor Bull's motion because she thought it would be good to bring people to the table to see if something could be done. She was clear she did not support spending City funds on the bridge.

Councilor Bull said she would not propose resubmitting the application. Rather, she wanted to invite a conversation to address the points raised to see if a partnership is possible before abandoning any other option. She did not want any money to be offered as part of that step. She said the maintenance group that was formed included former Public Works Directors who suggested it was reasonable to support the idea.

In response to Councilor Napack's inquiry, Mr. Shepard said the City would likely be going out for debt issuance related to water and sewer needs. He had previously spoken about all the City's needs for facilities and infrastructure, so there is also potential debt issuances from those as well. If the City's borrowed from System Development Charges, it would be required to pay it back with interest. He agreed the City's debt at this time was low.

Councilor Shaffer sincerely wished there was a viable path to keeping the bridge. He appreciated Councilor Bull's work on the issue; however, he believed the City was throwing good time after bad. He reiterated his position that ODOT was not interested in more discussions.

Councilor Ellis said it was time to call the question.

The motion passed 5 to 4 on the following roll call vote:

AYE Councilors Junkins, Struthers, Maughan, Wyse, Shaffer

NAY Councilors Napack, Lytle, Bull, Ellis

Mayor Traber recessed the meeting from 8:10 to 8:20 pm.

Councilor Bull inquired what she could have done differently to have her motion heard. Mayor Traber responded that she would have to be the first person asking to be recognized. Once a motion is made, it would have to be tabled in order to consider a different motion.

Councilors Struthers and Wyse, respectively, moved and seconded to direct the City Manager that no additional staff time will committed to the moving the current Van Buren Street Bridge unless further direction is provided by Council.

Councilor Struthers made the motion because he wanted to protect City resources and staff time.

In response to Councilor Maughan's inquiry about why the motion was necessary, Councilor Struthers said he wanted to be clear should community members or other Councilors try to further engage staff outside of Council.

Councilor Napack believed the motion was too restrictive. She said the City should have some flexibility and be able to use common sense when it communicates with ODOT.

Councilors Napack and Shaffer, respectively, moved and seconded to amend the motion to add the words **but allow communication with ODOT as necessary** to the end of the statement.

Councilor Bull supported the amendment because she believed it improved the motion.

Councilor Wyse said the wording was not specific enough and people may have different interpretations about the meaning of "as necessary."

Councilor Shaffer believed the intent was to state that it is acceptable to spend a minimal amount of time as needed to withdraw the application.

The amendment passed 5 to 4 on the following roll call:

AYE Councilors Struthers, Napack, Maughan, Bull, Shaffer
 NAY Councilors Junkins, Lytle, Ellis, Wyse

Councilor Bull said she has found that in the past, Mr. Shepard did not work on the matter unless directed by Council. She would rely in him to do the same in the future.

Councilor Maughan did not believe the motion was necessary. Mr. Shepard and his professional staff could bring any issues to the Council.

Councilor Wyse said she seconded the motion so it is clear that the Council does not want one or two Councilors continually coming to staff seeking to spend more time on the Bridge. She believed it had been an issue in the past and she did not want it to be an issue in the future.

Mr. Shepard said the motion provided clarity for him. He works for the Council, not individual Councilors. He said the motion was also helpful should third parties approach him.

Councilor Napack said it was important to use common sense and there was no need to micromanage staff. She did not believe the motion was necessary.

The motion as amended failed 3 to 6 on the following roll call vote:

AYE Councilors Junkins, Struthers, Wyse
 NAY Councilors Napack, Maughan, Lytle, Bull, Ellis, Shaffer

IX. MAYOR, COUNCILOR, AND CITY MANAGER REPORTS

A. Mayor's Reports

Mayor Traber asked that during Councilor Reports, Councilors indicate whether they supported considering naming the new Marys River/Crystal Lake multiuse path after Eric Austin.

Mayor Traber expressed appreciation to David Eckert for the newly released *Marys Peak Field Trip* video created by the Marys Peak Alliance of the Alliance for Recreation and Natural Areas (Attachment F).

B. Councilor Reports

Councilor Lytle noted community support to name the new multiuse path along the Marys River and Crystal Lake Drive to honor Eric Austin, who was killed while riding his bicycle through a crosswalk on South Third Street. She spoke to Mr. Shepard, Mr. Brewer and Mr. Gescher about Council Policy 1.03, "Naming of Public Facilities and Lands" and requested bringing a proposed process and motion to the October 19, 2020 Council meeting. Councilors supported the request.

Councilor Ellis wanted a Council discussion on a near future agenda to discuss posting of illegal camps. She understood the concerns about fires and riparian areas; but she was also concerned about moving people who have nowhere else to go. During their remarks provided below, Councilors expressed support for placing the illegal camping issue on the October 19, 2020 Council agenda.

Councilor Napack noted the City of Eugene voted to add more rest stop sites and she would forward more information to the Council (Attachment G).

Councilor Struthers inquired about preparing questions for the Municipal Judge candidate for the October 8 Council Work Session. Councilor Wyse agreed that was appropriate. Councilor Lytle added that she would introduce Judge Blake, who will introduce himself, and then Councilors may ask questions. Questions provided by staff will be answered toward the end of the work session. Councilor Struthers encouraged Councilors who wished to meet with him in person or virtually to contact him. He did not have any specific agenda. Rather, he was happy to meet with anyone who just wanted to connect.

Councilor Junkins is the Council Liaison to Visit Corvallis (VC). He attends their monthly meetings and has found Director Christina Rehklau to be very forward thinking and responsible. She wants to bring visitors back to Benton County, but also understands concerns about safety, so VC is participating in the Willamette Valley Responsible Reopening commitment. Elements include encouraging physical distancing, providing hand sanitizer in public areas, and implementing contactless solutions whenever possible. More information is available on VC's website at visitcorvallis.com.

Councilor Bull agreed VC was doing a good job. She appreciated staff's work on the mixed-use project, including the video that explained the concept to the community. She said the effort would help enable high quality development and sustainable use of land. She noted the Arts Center's fundraiser was happening this week online.

C. City Manager's Reports

1. Camping Update (verbal report)

Mr. Shepard reminded Council that staff coordinated with Benton County Health regarding cleanup of illegal camps. Other cities, including Eugene and Portland, are also cleaning up their illegal camps. Mr. Shepard said Parks and Recreation Director Emery and her staff completed its initial assessment of camps last week. This week, they are analyzing those that pose the greatest environmental and safety risks. Ms. Emery will meet with service providers on October 7 to discuss the pace of clean ups. Staff's approach is phased and dynamic. Mr. Shepard expected modifications would occur as part of moving the work forward.

Councilor Bull inquired whether the Men's Cold Weather Shelter would be included with the service providers, and she asked that they be given significant deference considering the impacts to that facility. Mr. Shepard said Shawn Collins has been part of conversations with Community Development. He was not certain if Mr. Collins was part of the service provider group, but he said staff understands the impact and wants to work with the Shelter.

Councilor Lytle said her constituents are interested in any changes to the plan. Mr. Shepard said staff may be able to provide that once they have a more complete understanding of the scope of the work, which includes moving forward with service providers and understand the pace of the cleanups. He agreed staff could provide an update on the current phase and how long they expected to be in that phase.

Mayor Traber noted there would be more discussion at the October 19, 2020 Council meeting. He said any updates to the plan should be shared at that meeting.

Councilor Ellis said to frame the staff report, it would it be helpful to send questions to Mr. Bilotta and Ms. Chavez.

2. Economic Development Office 2019-2020 Annual Report

The item was for information only.

3. Other

Mr. Shepard said City Recorder Holzworth was recently appointed as Region III Director for the Oregon Association of Municipal Recorders for a term of two years. The region covers Benton, Lincoln, Linn, Marion, and Polk Counties.

Mr. Shepard said annexation-related updates to the Land Development Code have been a long-term project for Community Development. The matter will be coming to the Planning Commission in the coming weeks, and then to the Council.

Mr. Shepard provided an update on the Bias Response Initiative. He met with Oregon Cascades West Council of Governments (OCWCOG) Executive Director Vogt, who indicated that other agencies have expressed interest around the issue. Mr. Vogt recently distributed a survey to their member cities and counties to understand their

needs, such as training or other programs. Mr. Shepard said he asked Mr. Vogt, if after completion of the survey, to convene a group of city managers, county administrators, and school district superintendents to discuss a regional approach to bias response. In the short term, Mr. Shepard is working with Jonathan Stoll and Jason Dorsette to schedule training for Council and Department Directors. Session topics include Identity and Race; Implicit Bias; Representation Matters; and Taking Action for Social Change. He is also working with Mr. Stoll and Mr. Dorsette on community conversation sessions. Councilor Struthers asked that Councilors-elect be included in the training. Councilor Bull asked that the National Association for the Advancement of Colored People (NAACP) be included in the regional discussion with OCWCOG. NAACP has experience and understanding about the needs, perhaps more than the organizations that do not yet have staff to handle the concerns. Mr. Shepard said he was keeping Mr. Stoll and Mr. Dorsette informed on the progress of that effort. He said the initial conversation he is seeking from the OCWCOG is whether a regional group could be formed, whether the OCWCOG would be the convener, and the level of interest from the agencies. He agreed the NAACP should provide perspective and guidance. Councilor Junkins said Mr. Dorsette and Mr. Stoll are the experts in this region. Councilor Lytle thanked Mr. Shepard for his work on the matter.

Mr. Shepard noted that Mr. Bilotta emailed the Council with information about HB 2001, which is the legislative mandate for middle housing. The Community Development Department has formed a department advisory committee on the topic and Councilor Maughan is serving as the Council representative.

Mr. Shepard addressed Councilor concerns about his participation in Council deliberations. He noted, as the City Attorney clarified earlier, the City Manager's participation is included in the City Charter, so it is part of his job. His goal is to provide information so the Council can make informed decisions. He comes on screen to be recognized when he feels there is a gap in information, or clarification is needed. Councilor Maughan supported the City Manager providing information; however, he was concerned about times where he believed Mr. Shepard was providing his opinion. Councilor Wyse agreed with Councilor Maughan. Councilor Junkins said the City Manager's opinion and information is important. He thanked Mr. Shepard for his work.

Mr. Shepard will be on vacation from October 6 to October 16. Community Development Director Bilotta and Library Director Chavez will act in his capacity.

Councilor Bull inquired why staff did not share ODOT's response on the VBB application before the Council packet was distributed. Mr. Shepard said he received an email from ODOT on September 22 that included a copy of the response letter and he met with Council Leadership on the following Monday. In the interim, he was working on what options were available to the Council based on what ODOT provided. He viewed providing that information to the Council as part of his job and he needed time to develop a response.

D. City Attorney's Reports

Mr. Brewer said there was a pressing need to hold an Executive Session regarding pending litigation. The Council agreed to schedule it for Thursday, October 8,

immediately following adjournment of the Work Session. City Recorder Holzworth will post the meeting and provide public notice.

X. ADJOURNMENT

The meeting adjourned at 9:15 pm.

APPROVED:

MAYOR

ATTEST:

CITY RECORDER

2025 SW 45TH STREET
ANNEXATION

ANN-2020-01

Applicant's Proposal

- Annexation of a 0.34-acre lot
- The Planning Commission approved an accompanying Zone Change on September 2, 2020.
 - (UR)-5 to RS-6
 - The Zone Change approval is contingent on City Council's annexation decision

Aerial View



Existing Conditions



Existing Conditions – Looking North



Existing Conditions – Looking South





PROCEDURES

- 2.6.30.01 - Determination of Annexation Type
- The Director shall determine whether an application is for a Minor or Major Annexation as follows:
 - a. Minor Annexation - Intended to address situations where properties are proposed for Annexation and, by virtue of their size and development potential, have negligible impacts on surrounding properties and neighborhoods, and on the community as a whole. These Annexations are typically proposed to gain access to public services, such as sanitary sewer and water facilities, before actual Health Hazards are declared; to incorporate infill sites into the City; and/or to allow a limited level of urban development to occur on existing parcels. Minor Annexation provisions are not intended to provide piecemeal Annexations whereby a property owner within the county partitions a small piece of land specifically to be classified as a Minor Annexation, and then continues to partition small sites and propose multiple Minor Annexations.

PROCEDURES

- 2.6.30.01 - Determination of Annexation Type
- An Annexation shall be considered Minor if all of the following conditions exist:
 - 1. No more than one parcel is involved;
 - 2. For residential Annexations, the parcel is capable of providing not more than 10 dwelling units (at maximum allowed density per gross acre). For commercial and industrial Annexations, the parcel is no greater than one acre; and
 - 3. City services are contiguous to the parcel.
- When addressing the review criteria in Section 2.6.30.06.a and Section 2.6.30.06.b, a Minor Annexation proposal need not provide the same level of detail as a Major Annexation proposal. See Section 2.6.30.06 and Section 2.6.30.07 for specifics. All other submittal requirements and review criteria, however, are applicable.

Annexation Review Criteria

- 2.6.30.06 - Review Criteria
- Requests for Annexations shall be reviewed to ensure consistency with the applicable policies of the Comprehensive Plan, particularly Article 14, and other applicable policies and standards adopted by the City Council and State of Oregon.
- Annexations can only be referred to the voters when the proposed Annexation site is within the City's Urban Growth Boundary (UGB), and where the findings below are made. The criteria are highlighted in bold type.

Annexation Review Criteria

a. The applicant has demonstrated a public need for the Annexation -

1. Minor Annexations - Factors to be considered in evaluating public need for Minor Annexations shall include, but are not limited to:

- a) Reason for the Annexation;
- b) Health issues;
- c) Adequate demonstration that the Annexation provides for the logical urbanization of land;
- d) Whether the site can be served with public facilities; and
- e) Discussion of the applicable livability indicators and benchmarks as specified in Section 2.6.30.07.c.

Minor Annexation proposals need not include the calculations relative to a five-year supply of serviceable land that are required in "2," below, for Major Annexations.

Methodologies 2.6.30.07.c.2.a

"The livability indicators and benchmarks in the following table are intended to be balanced and identified as advantages and disadvantages relative to an Annexation proposal. Compliance with all benchmarks is not required. However, when balanced and viewed in aggregate, the decision-makers need to find that the advantages to the community outweigh the disadvantages."

Annexation Review Criteria

b. The Annexation provides more advantages to the community than disadvantages
– To provide guidance to applicants, examples of topics to address for the advantages versus disadvantages discussion are highlighted in Section 2.6.30.07.

1. Minor Annexations – Minor Annexation proposals shall include a general discussion regarding:

- a) Advantages and disadvantages of the Annexation. Examples include the existence of a Health Hazard situation or the existence of Significant Natural Features addressed in Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and/or Chapter 4.14 - Landslide Hazard and Hillside Development Provisions. Also relevant is whether or not the Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA) is applicable; and

Annexation Review Criteria

b. The Annexation provides more advantages to the community than disadvantages
– To provide guidance to applicants, examples of topics to address for the advantages versus disadvantages discussion are highlighted in Section 2.6.30.07.

1. Minor Annexations – Minor Annexation proposals shall include a general discussion regarding:

- b) Applicable livability indicators and benchmarks identified in Section 2.6.30.07.c.

Annexation Review Criteria

c. The site is capable of being served by urban services and facilities required with development – The developer is required to provide urban services and facilities to and through the site. At minimum, both Minor and Major Annexations shall include consideration of the following:

1. Sanitary sewer facilities consistent with the City's Sanitary Sewer Master Plan and Chapter 4.0 - Improvements Required with Development;
2. Water facilities consistent with the City's Water Master Plan, Chapter 4.0 - Improvements Required with Development, and fire flow and hydrant placement;
3. Storm drainage facilities and drainageway corridors consistent with the City's Stormwater Master Plan, Chapter 2.11 - Floodplain Development Permit, Chapter 4.0 - Improvements Required with Development, Chapter 4.5 - Floodplain Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions;
4. Transportation facilities consistent with the City's Transportation Plan and Chapter 4.0 - Improvements Required with Development; and
5. Park facilities consistent with the City's Parks Master Plan.

Annexation Review Criteria

d. If the Annexation proposal includes areas planned for open space, general community use, or public or semi-public ownerships, the Annexation request shall be accompanied by a Comprehensive Plan Map Amendment as outlined in "1," and "2," below -

1. Areas planned for open spaces or future general community use, including planned parks, preserves, and general drainageway corridors, shall be re-designated on the Comprehensive Plan Map as Open Space-Conservation.
2. Existing, proposed, or planned areas of public or semi-public ownership, such as Oregon State University facilities or lands, school sites, City reservoirs, and portions of the Corvallis Municipal Airport, shall be re-designated on the Comprehensive Plan Map as Public Institutional

Such required Comprehensive Plan Map Amendments shall be filed by the applicant concurrent with the Annexation request, in accordance with Chapter 2.1 - Comprehensive Plan Amendment Procedures.

Annexation Review Criteria

e. Compatibility - The application shall demonstrate compatibility in the following areas, as applicable:

1. **Basic site design** (e.g., the organization of uses on a site and the uses' relationships to neighboring properties;
2. **Visual elements** (scale, structural design and form, materials, etc.)
3. **Noise attenuation**
4. **Odors and emissions**
5. **Lighting**
6. **Signage**
7. **Landscaping for buffering and screening**

Annexation Review Criteria

The application shall demonstrate compatibility in the following areas, as applicable:

8. **Transportation facilities**
9. **Traffic and off-site parking impacts**
10. **Utility infrastructure**

Annexation Review Criteria

The application shall demonstrate compatibility in the following areas, as applicable:

11. **Effects on air and water quality** (note: a DEQ permit is not sufficient to meet this criterion)
12. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards**
13. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.**

Staff Conclusion

Based on the criteria, findings, and conclusions addressed in the staff report, staff finds the application is consistent with the applicable LDC review criteria for an Annexation and Zone Change.

Recommendation

CC Staff Report page 2 (e-packet page 7)

- ANN: **Approval**

Adoption of three ordinances

1. Annexation proposal
2. Ministerial decision of adopting the related Zone Change
3. Removing the property from the Corvallis Rural Fire Protection District

Questions



Annexation Review Criteria Overview

- a) The applicant has demonstrated a public need for the Annexation
- b) The Annexation provides more advantages to the community than disadvantages
- c) The site is capable of being served by urban services and facilities required with development
- d) If the Annexation proposal includes areas planned for open space, general community use, or public or semi-public ownerships, the Annexation request shall be accompanied by a Comprehensive Plan Map Amendment as outlined in "1," and "2," below
- e) Compatibility (13 areas)

October 3, 2020

Dear City Council, Mayor Traber, and City Manager Shepard,

I am providing written testimony to support my presented testimony regarding the City Plan to clear and clean camps in Corvallis.

Like many of the Councilors, I was surprised to read the details of the City's plan presented at the Sept 21 Council meeting to clear and clean illegal camps throughout the City in a phased approach.

I've been a South Corvallis community member for twelve years, and I greatly value our parks, rivers, and our natural areas. I am very concerned about the issue of trash, fires, and threats to public safety in our parks and waters, and I am sympathetic to anyone who is frustrated with this problem and feels that actions must be taken.

However, I am shocked at the plan the City has put forth to deal with this issue, which seems to lack due diligence, prudence, community input, and fundamental safety concerns we have as a City. I share some of our Councilors stated concerns of (1) how the plan was prepared without discourse at the City Council level, and (2) how such a plan can be safely and humanely implemented, particularly in the midst of a pandemic.

My chief concern is how this plan aims to clear and clean all camps on City land with the exception of the BMX Park near the Men's Cold Weather shelter, where illegal camping is essentially being endorsed through Step/Phase 4 and beyond, and would presumably increase after the displacement of people from other areas. The City's reasoning that the MCWS "has some level of oversight from MCWS volunteers and staff" is presumptuous and seems to completely ignore two fundamental problems:

- 1) **The BMX Park, the Men's Shelter, and the adjacent ODOT lands lay at one of the most dangerous points in our town.** To Southtowners and commuters, this area is a transportation bottleneck, and the crux of many drivers', bikers', and walkers' daily commute. There are known issues with traffic flow, speed, confusion, and a lack of walking/biking pathway options at this site, and we have lost 3 community members here in the last 3 years, in addition to numerous accidents and injuries. This area has had illegal camping for years, and related issues with trash, flood impacts, fires, theft, violence, intoxicated and erratic individuals, and a homicide of a camper in 2016.

Since the Men's Shelter assumed its interim location on Chapman Place, the camps and related issues have increased dramatically, and almost everyone I know who commutes through this area has had recent experiences with threatening altercations, navigating through trash and debris in pathways, and avoiding erratic behaviors... all while

ATTACHMENT B

negotiating busy intersections along a highway and on-ramp. I don't know of anyone who considers these camps as managed or effectively "overseen" to reduce or mitigate for these issues.

I do not disagree with providing serviced and managed camping areas, but from a safety standpoint, it is irresponsible to endorse camping at this location, which is already fraught with safety issues that are well known by Southtowners, and well documented in City Plans like the Transportation Systems Plan.

- 2) **As far as community planning and process go, the Men's Cold Weather Shelter is still housed in an interim location on Chapman Place.** In truth, the Shelter 'landed' on our neighborhood, while a deliberate, yet-unresolved community discourse occurred over at least three other locations that were rejected. As a community, South Corvallis residents were never deliberately involved in this discussion, and the Shelter will now enter its 4th year at a location that has not had adequate planning and community input, and for the safety reasons above will continue to compound tension and conflicts at an inherently dangerous area for our citizens.

For the City to now condense camping and encourage microshelters and services at this site is unacceptable without community level discourse, and this feels like another 'solution' is being handed to our neighborhood without our input.

I urge Councilors to 1) demand more discussion and scrutiny of this plan, 2) to continue the difficult work of providing long-term solutions to the challenge of serving the homelessness in our City, and 3) to pursue a discourse with South Corvallis community that might help reconcile how we can provide solutions and protect public safety in areas that are critical for safe transportation.

Despite my concerns, **I remain optimistic that Southtown will continue to offer and support solutions to the challenge of homelessness in our City, but we are owed an opportunity for discussion as to how and where is best to do that in our neighborhoods.**

Thank you for your time and consideration,

Jeremy Monroe
Chester Ave
Ward 3

Written Text of Verbal Testimony at the Corvallis City Council Meeting, as the audio was described as difficult to hear

TO: City Council and Mayor
FROM: Patricia Benner
SUBJECT: Visitors' Propositions at the City Council meeting in support of the Van Buren Bridge
DATE: October 4, 2020

Thank you for hearing me this evening. I have submitted to you written testimony about the death of Rhiana Daniel, an eleven-year old girl who was hit by a vehicle at the Chapman pedestrian crossing by the COOP on South Third St. last January. This accident came in the footsteps of Eric Austin's death, who also died at this crossing less than a year before.

What I did not include in my written testimony is that there is a significant lesson to be learned from their deaths, because of a common thread between this particular South Third St. crossing and the Van Buren Bridge location. This is a lesson that can be applied to the new Van Buren Bridge.

I live in South Corvallis, and regularly observe driver behavior in this area. In the case of drivers traveling south, while they are in the Downtown there is the tendency to drive at slower speeds. After a driver has left the Downtown area, there is the inclination to increase speed, possibly because South Third St. is not as enclosed by buildings, trees, etc.. And, then there are the other drivers who intentionally increase their speed to even faster levels, putting "foot to the pedal" to expedite reaching their destination.

At the Van Buren Bridge river crossing, a similar scenario occurs. A driver has just left town, and is focusing on heading out onto the highway, on the open road.

With the new bridge being two-lane, and without the physical features of the existing Van Buren such as the single lane and the girders that enclose the driver, the average driver speed will increase from what it is currently occurring on the old Van Buren Bridge. These girders also protect the pedestrian.

Currently that typical speed on the existing Van Buren Bridge is beyond the speed limit. My husband and I have monitored the speeds of vehicles on the existing Van Buren Bridge, and most drivers speed up as they approach the bridge, and commonly travel across the bridge at speeds beginning at 30 mph, on up to 45 mph.

We must also be cognizant of the fact that the new bridge, unlike the Van Buren bridge, has minimal protective separation of pedestrians and bicyclists. There is also no where to "escape" should a vehicle cross over into the pedestrian/bicycle path.

The synthesis of these points is that the new bridge with drivers leaving town and its design create a much higher risk for pedestrians and bicyclists than what we now experience with the existing Van Buren Bridge.

The history of transportation design for pedestrians and bicyclists is discriminatory. This *secondary* status is often compounded when non-motorized uses are piggy-backed onto vehicular infrastructure that parallels the roadway in an unsafe manner.

The historic Van Buren Bridge provides an opportunity to move beyond this archaic strategy, by re-purposing the Van Buren Bridge for non-vehicular travel. ODOT also has a chance to implement its own guidance 2020 document, *Blueprint for Urban Design: ODOT's Approach for Design in Urban Communities* (January, 2020), that separates pedestrian and bicycle from vehicular traffic.

This bridge's purpose is NOT a path to a natural area. It will be one with Highway 34 corridor. But, in addition will allow Downtown residents to connect with the natural area rather than driving to another part of town to walk.

Should it come up, please do not let the argument sway you that saving the Van Buren Bridge will delay the project. It certainly would not have been the case a couple of years ago. If ODOT takes this position and it is true, that is the consequence of ODOT leadership ignoring the plans that were in place for the Van Buren Bridge.

Please continue to negotiate with ODOT make this project happen. AS ODOT has offered, the arbitrary deadline can be slid as promising grants can be further flushed out. At one time ODOT mentioned that its concern was maintenance costs. That need is also is being resolved.

The pieces of this project are amazingly coming together through hard, competent work by community members and City Council. Please do not abort this process at this time. This is more than worth doing!

Patricia Benner
2030 SE DeBord St.
Corvallis, OR 97333
541-753-9318
bennerp@peak.org

October 4, 2020

Mayor and City Council
501 SW Madison Ave.
Corvallis, OR 97333

Re: The Van Buren Bridge

Mayor and City Councilors:

Can you please keep the discussion of saving the Van Buren Bridge afloat? Please extend ODOT's "deadline" with the City of Corvallis. There are emerging, straightforward, financial solutions for moving the Van Buren Bridge, and ODOT must be encouraged to contribute its available project funds.

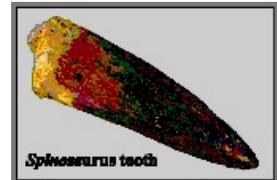
Please Put Your Van Buren Bridge Perspective in a Larger Context



Rhiana Daniel was an eleven-year old girl who would have received a *Spinosaurus* dinosaur fossil tooth on this Halloween (or after COVID-19 is past). But, as you probably know, she was hit by a car while within a marked pedestrian crossing in South Corvallis this past January, and died the next day.

My husband and I knew Rhiana because of Halloween. We give out fossils rather than candy to Trick-or-Treaters.

Even at age eight, Rhiana was passionate about fossils, and on Halloween when she came to our house, I would consult with her about what fossil to give out the following year. It still hurts to realize that she will not receive this fossil, the specimen which I think that she was most excited about.



After she died, I vowed that I would do all that I could to enable pedestrians and bicyclists to be safer in our town and elsewhere; to make sure that pedestrians and bicyclists *have equal standing* when it comes to the design and construction of safe transportation infrastructure.

And, as you probably know, she is *not* the first to die at this particular location. There is more to Rhiana's story, as Eric Austin also died at the crossing less than a year earlier.

The point is that some transportation designs are inherently inadequate, because they are a true design compromise when it comes to pedestrian and bicycle safety.

The new bridge design creates a higher risk for pedestrians and bicyclists, with its minimal protective separation of pedestrians and bicyclists in a confined space of a bridge, from vehicles that will commonly travel at speeds of up to 45-50 mph (current driver behavior on the Van Buren Bridge).

I don't want our community to look back on ODOT's choice to throw away a functional bridge, and later realize that we could have avoided other deaths.

I have come to believe that ODOT has been stonewalling a successful end to re-using the Van Buren Bridge, and I am not sure why. I know that the reasons for re-using the bridge significantly outweigh the negatives, especially for safety objectives. Saving the bridge will also fulfill Federal, State *and* local historic preservation law.

And, ODOT should follow its own guidance in *Blueprint for Urban Design: ODOT's Approach for Design in Urban Communities* (January, 2020) that separates pedestrian and bicycle from vehicular traffic.

I am sure that the ODOT folks on the front lines, who I like, are not guiding this decision. Are we not being given the opportunity to have a discussion with the ODOT decision-makers on this project?

Please do not let the argument that saving the Van Buren Bridge will delay the project. It certainly would not have been the case in 2017. If ODOT takes this position and it is true, it is all on ODOT leadership. I would not let my students procrastinate, then say, "Oh well."

So, for those of you who are currently opposed or undecided about the Van Buren Bridge, please think outside of the current variables that are shaping your opinion. Please do everything in your power to keep the Van Buren Bridge discussion moving forward and ultimately successful. I do not think that you will ultimately regret it

Sincerely,

Patricia Benner

2030 SE DeBord St.
Corvallis, OR 97333
bennerp@peak.org
541-753-9318

to: city.council@corvallisoregon.gov
cc. Carla Holzworth at carla.holzworth@corvallisoregon.gov

From: Notification Services <NotificationServices@corvallisoregon.gov>
Sent: Wednesday, September 23, 2020 8:58 AM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - Timber Hill Deforestation/ New House Building
RECEIVED: 9/23/2020 - 9/23/2020 8:58:17 AM
NAME/ADDRESS: Kiran Neal Gibson, 3018 NW Snowberry pl 97330
CONTACT (if any): Kiran.n.gibson@gmail.com
TOPIC: Timber Hill Deforestation/ New House Building
MEETING DATE: 10/5/2020

The Timber Hill Corp is trying to turn their 20 acres of wildlife into a subdivision. The city voted against it but the state bypassed the city's vote and told the THC that they could make the subdivision and the city has to build a Road connecting Glenn Eden to Kings. I propose that the city does not build the road and tell the THC that they are willing to buy the 20 acres for 6 to 20 Million dollars (6 million would be preferred) And preserve the land by planting NATIVE trees and plants to undo the work done by the THC. Yes, yes the THC did already cut down trees and mark trees to save. The city needs to save this forest to keep wildlife thriving but by letting big corporations shave the wilderness is not a way to go.
Disclaimer: This e-mail message is a public record of the City of Corvallis. The contents may be subject to public disclosure under Oregon Public Records Law and subject to the State of Oregon Records Retention Schedules. (OAR:166.200.0200-405)

From: Breeze Kelley <breezekelley@gmail.com>
Sent: Tuesday, September 29, 2020 10:25 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: BMX Homeless camping and the City's dismissal of Southtown concerns

Hello -

I am writing in regards to the dramatic and dangerous homeless problem in Corvallis. Though it is not a new problem, and not unique to this town, it has skyrocketed in scale and visibility in the last few years. As a homeowner in Southtown, I am particularly concerned with the problem of illegal camping at the BMX park, though the damage in all city parks and to the river is awful as well.

According to the city's announcement, you plan to begin cleaning up illegal campsites in all parks EXCEPT the BMX park/warming/hygiene center area. This seems extremely unfair and will almost certainly lead to a surge in camping in this area.

Though the biking and pedestrian routes are few and dangerous if commuting from South Corvallis, many residents still want to be able to safely get from their homes to town. Due to the City's blessing of the camps in this area, this is even less possible than before.

It appears the reason the City is allowing illegal camping at the BMX park is the camp's proximity to the hygiene center. This illegal camping is on public land, and dramatically interferes with public streets and walkways. When was our neighborhood allowed to discuss this change from a warming center to a hygiene center? This was supposed to be a temporary, seasonal shelter. Year round camping, crime, pollution, and harassment is not acceptable.

It simply isn't right that the City is placing what was supposed to be a temporary shelter in a neighborhood that should be just as much a part of discussion as the rest of the city. We pay taxes and contribute to this town and we should have a chance to choose what happens where we live.

ATTACHMENT D

The illegal camping plan outlined by the City says it wants to provide safety for ALL community members. How will you do that for your Southtown residents?

Please let me know how you will address this issue.

Breeze Kelley
Southtown Corvallis

From: John Detweiler <detweij@peak.org>
Sent: Wednesday, September 30, 2020 2:07 PM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: Proposal for Van Buren Bridge Ownership

Carla,

The Shepard memo of 9/29/2020 asks for direction regarding the next steps in the process to require the Van Buren Bridge.

The next step should be to stop the process before Corvallis or ODOT spends more of the taxpayer's money on this white elephant.

We can't afford a bridge to nowhere.

John H. Detweiler

From: notification.services@corvallisoregon.gov <notification.services@corvallisoregon.gov>
Sent: Wednesday, September 30, 2020 3:09 PM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - City funding for moving the existing Van Buren Bridge
RECEIVED: 9/30/2020 - 9/30/2020 3:08:46 PM
NAME/ADDRESS: Steven Douglas Lee, 4958 SW Roseberry Street, Corvallis
CONTACT (if any): stevelee@alyrica.net
TOPIC: City funding for moving the existing Van Buren Bridge
MEETING DATE: 10/5/2020

As a member of the City of Corvallis Budget Commission, I strongly oppose using city funds for moving the existing Van Buren Bridge. All three options presented in the Council agenda for the October 5, 2020 meeting are unacceptable to me and will significantly degrade the city's financial situation.

From: Notification Services <NotificationServices@corvallisoregon.gov>
Sent: Wednesday, September 30, 2020 3:30 PM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - Unfinished business - Van Buren Bridge update
RECEIVED: 9/30/2020 - 9/30/2020 3:29:36 PM

NAME/ADDRESS: Laurie Chaplen, 1250 NW GARFIELD AVE
CONTACT (if any): lauriechaplenforcitycouncil@gmail.com
TOPIC: Unfinished business - Van Buren Bridge update
MEETING DATE: 10/5/2020

I understand ODOT will not finance the move of the Van Buren bridge. I strongly urge all councilors vote to have the City decline to take ownership of the Van Buren bridge.

If the bridge proponents want to take ownership, then they must be demonstratively fiscally responsible and legally responsible for any incidents causing harm.

In addition they must fund any special election given the movement will be a change in park usage and must be voted by the city of Corvallis residents.

The proponents must have a demonstrated reserve fund to demolish the bridge in such time after they fund the bridge movement, when they cannot perform annual maintenance or meet State/Federal standards at any time. At such time the reserve fund must be use to immediately start removal of the bridge.

The city is likely facing hard fiscal times ahead due to the impacts of Covid and any discretionary funds should be used in a more strategic way to help citizens rather than be used on the bridge.

Kind regards
Laurie Chaplen

From: Rick Hangartner <hangarr09@gmail.com>
Sent: Wednesday, September 30, 2020 5:19 PM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: October 5 Council meeting public input

Dear Ms. Holzworth,

Please include this as community testimony for the Oct. 5, 2020 Council meeting.

It's my understanding that the Oregon Department of Transportation has notified the City Council that it will not pay for moving the Van Buren Bridge. I wholeheartedly support ODOT's decision.

Please end any further Council consideration of moving the Van Buren Bridge. Also please formally notify ODOT that Council supports demolition or whatever other plan ODOT has for removing the old bridge so that construction of the new bridge can proceed as soon and as cheaply as possible.

Thank You.

Best Regards,
Rick Hangartner

From: Sonya Bacheller <sonyambacheller@gmail.com>
Sent: Thursday, October 1, 2020 7:25 PM

To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>

Subject: Bmx park

I am writing in regards to the plan to close all areas of Corvallis to the homeless except the bmx park without gathering community input. There needs to be more discussion and specifically, a Southtown-focused discourse around the location/operation of the Men's Shelter and any City-endorsed camping areas or related solutions to homelessness.

I hope you will consider this as a necessity and right of the Corvallis community.

Sincerely,

Sonya & Noel Bacheller

1 October 2020

Dear Mayor and City Council:

The plan debated at last Monday's Council meeting, created by staff, needs much work before it can be approved.

1. Where are the displaced campers going to be located?
2. What are the provisions for preventing a public health problem with the displacements?
3. Is it a good idea to have a large contingent of campers, if that is part of the plan, adjacent to the new bypass path around the north and east side of the Mens Shelter? Will families with children want to use that portion of the new path in those circumstances?
4. What is the status of any larger plan to help people without homes? Has the city tried, with agency help, to create transition housing as Eugene and Medford have? Will there be public input to the location of any such housing?

The creation of emergency camping at the edge of South Corvallis has not worked well. There need to be some changes to the siting of people without homes. Other parts of Corvallis need to share in the responsibility.

Sincerely,

Denis White

752 SE Summerfield Place

Corvallis

3334 SE Summerfield Drive
Corvallis, Or 97333
Jeremy.colson@comcast.net

October 1st, 2020

Dear Members of the City Council:

I am writing out of concern for our houseless population in Benton county in the upcoming wet and cold winter months, and the inadequate “Phased Approach to Address Illegal Camping” letter submitted by Directors and Chiefs of the City.

From the letter it appears they recognize the large problem of houselessness, admit they are not trying to address it and are instead narrowly focusing on simpler framed problem – that of “illegal camping”. They utterly fail to address the impact their actions will have on the houseless population itself. Clearing campsites (Step 2) starts in November, which will exacerbate conditions at the BMX track, placing a strain on the MCWS. Then in December (!) during step 3 they start clearing out the BMX Track. In January, we reach step four which is basically hoping MCWS and churches solve the problem that we as a city are not addressing with this plan. The timing is awful, and that last portion is wishful thinking. I hope MCWS and other services, which are stretched thin by the letter’s own admission, are up to it.

Shelter is one of the basic human needs, along with food and clothing (and I would add warmth and love) and Corvallis needs to take a good hard look at what we want to do with our fellow citizens that do not have permanent shelter available to them. With the library closed and soup kitchens serving to-go meals only, the houseless have even fewer places to go and be dry and warm. This is a serious problem that must be dealt with. While the houseless community will bear the brunt of the challenge, the housed community will also be affected by our neglect.

Clearing out camp sites without alternatives would be harmful and irresponsible. Before an illegal camping plan, Corvallis needs a plan for the houseless - at the very least through the winter. I for one am in favor of identifying site locations for managed camps.

And finally, illegal camping sounds like something college kids would do on a lark. We are talking about people trying to create homes and stability with what little they have and then being told to clear off. This, during a pandemic (with county cases increasing), financial uncertainty and a cold wet season that is just about to begin.

I have been glad that the city has allowed tents to spring up all over town in an effort to reduce strain on its citizens. Does it look pretty? Of course not, but houselessness isn’t pretty and we can’t make this issue disappear by having folks just clear out and move along.

Respectfully,
Jeremy Colson

From: notification.services@corvallisoregon.gov <notification.services@corvallisoregon.gov>

Sent: Sunday, October 4, 2020 6:25 PM

To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>

Subject: PUBLIC INPUT - City ownership of Van Buren Bridge

RECEIVED: 10/4/2020 - 10/4/2020 6:25:13 PM

NAME/ADDRESS: Gerald D. & Barbara J. Carr, 4984 SW Hollyhock Cir, Corvallis

CONTACT (if any): gdcarr@comcast.net

TOPIC: City ownership of Van Buren Bridge

MEETING DATE: 10/5/2020

It has come to our attention that there is a proposal before the City Council of Corvallis to commit the 8.3 million dollars in the Fund Balance Reserve to gain ownership and move the existing Van Buren Street Bridge a short distance south of its present location to be used as a pedestrian/bicycle throughway over the Willamette river to points east. While such action might be considered desirable and potentially feasible during strong or even "normal" economic times, it appears to us to be very unwise to commit reserve funds to this project when so many of our citizens are struggling to make ends meet or even put food on the table.

The citizens of Corvallis have traditionally stepped up to approve tax referendums that benefit the city in various ways. We feel that any available City Fund Balance Reserves would be better allocated to finding innovative ways to help local businesses and citizens struggling to survive in the current economic crisis.

From: Deborah Gile <deborah.gile@gmail.com>

Sent: Sunday, October 4, 2020 4:15 PM

To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>

Subject: van buren bridge

Please do NOT take ownership of the Van Buren bridge. A token chunk of commemoration would be more than enough. In the tough economic times we are facing with forest fire displacements, coronavirus loss of jobs, and resultant decreased tax revenue, it is no time to cut other programs. We need system development fees for other park project maintenance, especially for clean up after extra homeless encampments. This bridge is not a rainy day/reserve project. It is a needed update to our transportation network that is seismically safe and already includes bike and pedestrian paths as part of the plan.

I will not offer financial support for any part of "saving the bridge" or it's maintenance. All my contributions will be saved for the Benton County Courthouse, a true iconic Corvallis landmark.

Please share this letter with the public or at least the city council.

Thank you,

Debi Gile

4425 SW Golf View Ave

Corvallis, OR 97333

541-752-8456

From: Lyn Larson <llarson@peak.org>

Sent: Sunday, October 4, 2020 1:50 PM

To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>

Cc: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>

Subject: Van Buren Bridge

Dear Mayor and City Councilors,

I'll try to be brief but there's so much to point out to you. As you know, PreservationWORKS! (www.presworks.org) is working hard to save the historic Van Buren Street Bridge (VBB) from

demolition. This offers a golden opportunity to repurpose the VBB as a bike/pedestrian facility separate from the new, seismic bridge that's currently in design by ODOT. Oddly enough, until February 2017 the preferred alternative, of several proposed alternatives, was to move the VBB upstream and repurpose it as a bike/ped facility. PreservationWORKS! is trying to determine exactly when ODOT redefined the project scope without this preferred alternative (which had been decided by extensive community involvement and input in both 1993 and 2004-2006). ODOT has ignored all that previous input, yet nothing about the project site or circumstance has changed since then! (NOTE: they've ignored the public on the Rose Quarter project, too. I see a pattern here, and not a good one.)

ODOT put the bridge up for sale as an alternative to demolition. But PreservationWORKS! has come up with a workable alternative, paying \$30k for an engineering study (Relocation Study) showing the feasibility of sliding the VBB upriver, providing an impartial assessment, not designed to simply support our viewpoint. Yet ODOT persists in pursuing demolition of this historic resource. Two problems: first, by pursuing demolition when a workable solution has been provided, 4f rules for historic properties aren't being followed, especially now that there is a viable candidate to buy the VBB (City of Corvallis, with the condition that ODOT move the VBB as part of their new seismic bridge project). They could ignore 4f when there was no willing buyer. Second, FHWA has not ruled on the "prudent and feasible" nature of our proposal to slide the VBB (it's had this case for at least a month). This is a crucial ruling before any final decision on the fate of the VBB can be made.

Funding the move needs resolution. The antiquated Coast Guard bridge height rule has been resolved by our Relocation Study showing how the VBB can be opened – specifics can be provided once both our engineers and ODOT can see exactly how the historic mechanism was disabled. Use of ODOT's work bridge is the third main issue that ODOT rebuts in the City's proposal to own the VBB (which as you know was prepared by PreservationWORKS! at no cost to the City). We will request an additional week beyond ODOT's October 12 deadline to answer ODOT's questions. (PreservationWORKS! didn't get their response, which is dated September 22, from the City until September 30.)

PreservationWORKS! has funds in hand that will cover future, initial maintenance costs, estimated by one of the engineers who authored our Relocation Study to average \$20k/year. (NOTE: this is an average over decades and does not mean that \$20k would be an annual expense.) ODOT grossly misrepresented maintenance costs to the City Council, citing over \$100k annually. We have established a Bridge Maintenance Task Force to research costs and potential partners so the City won't have to pay for bridge maintenance (as they will not undertake the responsibility for funding).

The new seismic bridge project would save around \$2M if the multi-modal path were established instead on the relocated VBB. (Nine feet of paved width could be removed from the profile of the new seismic bridge). The steeper approach grades on the new seismic bridge, similar to the 5% grade on the Harrison Street bridge, makes the relocated VBB a much safer and easier to negotiate alternative, because it is almost flat in comparison. It would begin on the riverfront's multi-modal path and cross the Willamette River to the Orleans Natural Area park, whereas the new seismic bridge starts at a complicated traffic light configuration on First Street.

Please refer to the Governor's Executive Order 20-04, on climate change, and ODOT's implementation plan for that order. The mission of ODOT's Climate Office is to "...identify and pursue actions that reduce transportation GHG emissions and the Agency's carbon footprint." The VBB proposal is a perfect fit, from both emissions-reduction and sustainable re-use of resources standpoints. When it comes to reducing the width of the new seismic concrete bridge, it is good to note that the production of concrete has one of the worst carbon footprints on the planet. ODOT also has a mandate to include the safest bike/ped alternative whenever possible. Is this all just words on paper? I hope not.

Even if moving the VBB extends the project timeline, this will not cancel the funding. ODOT asserted the opposite to the City Council when they pressured them to decide prematurely and without adequate information on taking ownership of the VBB, citing the 2-year funding cycle for HB 2017 and giving them incomplete but inflated costs, resulting in the Council initially declining to take ownership of the VBB. ODOT's lack of transparency and issuing timely information has been an ongoing problem.

Bottom line, ODOT says in their September 22, 2020 response that they are "committed to maintaining an open dialogue with the City." I hope so; however, they don't even follow their own manual when it comes to public involvement (there has been very little throughout this entire project—shades of the Rose Quarter debacle), or creating bike/ped-friendly facilities wherever possible. We have a golden opportunity to save ODOT money, improve their new seismic bridge project, and save a genuinely historic bridge, something the people of Corvallis have said they prefer not once but twice over a period of 13 years. We have solved many of their problems for them, and are doing the City's work as well. We should be given the time to tie up the loose ends that still exist before we destroy this bridge.

Sincerely,
Lyn Larson
Secretary, PreservationWORKS!

From: Elizabeth Sonstegaard <sonstega@gmail.com>
Sent: Sunday, October 4, 2020 10:40 AM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject:

Dear City Council and Mayor,

I'm writing to oppose the 'saving' of the Van Buren Bridge. I'm frankly shocked and disappointed that the City is even considering investing \$6 million that we don't have on a bridge to nowhere. I proudly supported the Library levee and the more recent Public Safety and 911 district utility fees because it was my understanding that the City needed additional funds for these essential services. However, I struggle to understand how the City doesn't have enough money to properly staff these departments and services we already have in place, yet they continue to entertain this Van Buren Bridge proposal. If this was truly a priority for our community then I would have expected a response and a plan to have been put in place many years ago. I see no mention of preserving a functionally obsolete bridge in the Corvallis 2040 plan. It also strikes me as redundant to convert the current Van Buren bridge into a pedestrian bridge, considering the new bridge will already have a separated multi-use path. How can we justify committing more limited resources to another bridge over the Willamette River when Highway 99 has proven deadly time and time again?

Rather than investing in an alternative way for pedestrians to cross the river, I'd love to see improved ways to get IN the river. As a frequent paddler I am very disappointed in the lack of facilities and accessibility to both the Willamette and Mary's Rivers. Michael's Landing is a pot-holed mess, launching a boat at Willamette Park requires dodging blackberries down a steep embankment, and Mary's River is surrounded on both sides by camps and garbage, a humanitarian issue that has gone largely unaddressed by City leadership. \$6 million could go a long way in improving safety, accessibility, and recreation opportunities to these waterways. Corvallis has long neglected our river access and I hope that will change but funding this bridge is not the way. I hope that Corvallis will not continue to sway to the interests of a few over the greater good.

Thank you for your time and service.

Sincerely,
Elizabeth Sonstegaard
Ward 7

From: notification.services@corvallisoregon.gov <notification.services@corvallisoregon.gov>
Sent: Sunday, October 4, 2020 8:52 AM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - Proposal for Van Buren Bridge
RECEIVED: 10/4/2020 - 10/4/2020 8:52:13 AM
NAME/ADDRESS: Elizabeth Kohler, 6655 NW Burgundy Dr
CONTACT (if any): Ekohler159@gmail.com
TOPIC: Proposal for Van Buren Bridge
MEETING DATE: 10/5/2020

I am encouraging the City of Corvallis to remove the application of ownership of the Van Buren bridge. The cost to move the bridge and maintain at a new location is over 6 million dollars! This public money should be allocated to a better use. The small minority of people wanting the city to keep the bridge is far outweighed by the silent majority that want the Van Buren bridge to be removed permanently. The bridge is currently too small for the traffic flow AND is not constructed to withstand an earthquake. Odot should put in a new bridge that will provide the needs of the city. If the vocal minority of people want to move the bridge and upkeep- let them purchase, move and maintain the bridge on their own. To mollify the vocal minority, perhaps ODOT could use the black girders that "decorate" the bridge and use it as art work in the new bridge.

Respectfully submitted,
Elizabeth Kohler RPh

----- **From:** Traber, Biff <Biff.Traber@corvallisoregon.gov>
Sent: Sunday, October 4, 2020 8:32 AM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: Fwd: Please do NOT fund Van Buren Bridge relocation

FYI

Biff Traber, Mayor, Corvallis
 541-766-6985
Biff.Traber@corvallisoregon.gov

Begin forwarded message:

From: Melissa Carr <melissacarr321@gmail.com>
Date: October 3, 2020 at 9:46:34 PM PDT
To: "Struthers, Andrew" <andrew.struthers@corvallisoregon.gov>, "Traber, Biff" <Biff.Traber@corvallisoregon.gov>
Subject: Please do NOT fund Van Buren Bridge relocation

Hello Counselor Struthers and Mayor Trabor,

I urge the City Council NOT to use City funds to assume ownership of the Van Buren Bridge and pay for its relocation. The expense and liability involved is far too great, especially during major health and economic crises when so many Corvallis residents are experiencing hardships, and the state and federal governments are facing massive budget shortfalls.

The \$6 million proposed for the bridge project would have far greater impact if used to address the city's burgeoning housing crisis, invest in renewable energy and energy efficiency upgrades, and provide aid to local businesses crippled by the COVID-19 pandemic.

While I share the desire to preserve our history, I can't justify putting our future at risk to do so.

Sincerely,
Melissa Carr
272 NE Plymouth Circle, Corvallis

From: Russ Weaver <russell.weaver@comcast.net>
Sent: Saturday, October 3, 2020 3:38 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: Van Buren Bridge

Dear Corvallis City Council,

Please do not take ownership of the Van Buren Bridge. As a citizen of Corvallis, I do not want any of the three funding options identified by the City Manager and Finance Director to be used.

Besides initial cost to move, the ongoing costs to maintain the bridge should be used for more basic needs. I feel it would be irresponsible for current leadership to sign up for costs that will go on forever. I do not believe that the bridge advocates can put together a plan that will keep either the move or maintenance costs from eventually falling back on the City.

Please keep in mind that taking on the bridge will make it MUCH more difficult to pass funding requests requiring voter approval.

I believe the vast majority of Corvallis citizens do not align with the preservation advocates and are ready for the bridge to be let go.

I think we are also lucky that ODOT has put up with the continuing efforts to deal with the old bridge and pulled the plug.

Please vote to not take on the Van Buren bridge move.

Regards,
Russ Weaver
541-740-6355

From: Dennis Sheldrick <dennis.sheldrick@yahoo.com>
Sent: Saturday, October 3, 2020 8:31 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: Voter/Citizen Comments on VAN BUREN bridge for City Council Meeting

Please do not spend another minute of city staff time or any more dollars on the idiotic, hare-brained scheme to save an old obsolete bridge.

STOP WASTING TIME AND MONEY ON TRYING TO SAVE THE VAN BUREN BRIDGE.

**** Dennis Sheldrick Email: dennis.sheldrick@yahoo.com ****

From: William Lauer <lauerwll@gmail.com>
 Sent: Saturday, October 3, 2020 8:15 AM
 To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
 Subject: Van Buren bridge

I am OPPOSED to using tax generated funds to take ownership of the Van Buren bridge. Those taxes were intended to be used for other purposes and should not be diverted to a project the general public has not approved. There are many more humanitarian uses for public monies, especially in this time of economic and health crises.

Photos with a narrative about the old bridge and, perhaps, a small scale model of the bridge could be part of a display in our new museum.

Bill Lauer
 Corvallis

From: Meryl Miasek <merylmiasek@hotmail.com>
Sent: Saturday, October 3, 2020 7:12 AM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Cc: Meryl Miasek <merylmiasek@hotmail.com>
Subject: Van Buren Bridge - Comments to City Councilors

To the City Councilors:

The Van Buren bridge is not just “historic”, it’s old, outdated and ugly. If the preservationists want to keep it they should be responsible – in perpetuity – for maintaining it! And that would require quite a substantial amount of money paid into an escrow account, IN ADVANCE. And you know that will never happen!! In a time when the economy is in such distress and people’s lives are being torn apart due to circumstances beyond their control, being forced to pay for the relocation or maintenance for such a structure through taxes, or any other way, would be criminal. And that is exactly what will happen in the end. The City, and thus the citizens, will eventually become financially responsible for this monstrosity regardless of what initial deal is struck with the state. I can think of 50 ways this money can be better used for Corvallis and its citizenry. PLEASE DROP this bridge nonsense. It’s been such a complete waste of everyone’s time and effort already. Thank you.

Meryl Miasek
 Corvallis, OR

From: Jay Gile <jaygile@gmail.com>
 Sent: Saturday, October 3, 2020 6:45 AM
 To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
 Subject: Van Buren Bridge

I am completely opposed to the city and tax payers having any responsibility for the old bridge. We shouldn't cut other programs. The systems development fees should be used for existing parks not a new park in a flood plane. We should not use reserve funds for the bridge. I view those funds just like maintaining my personal funds for emergencies.

From: notification.services@corvallisoregon.gov <notification.services@corvallisoregon.gov>
Sent: Monday, October 5, 2020 12:07 AM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - Bridge Removal
RECEIVED: 10/5/2020 - 10/5/2020 12:06:56 AM
NAME/ADDRESS: Grace Kohler, 6655 NW Burgundy DR
CONTACT (if any):
TOPIC: Bridge Removal
MEETING DATE: 10/5/2020

I write you today in regards to the issue of the provision of funding to move the bridge. For starters, I am a person who cares deeply about historical value and virtue of architecture, recognise that this is a concern, and do not write this response without thought. However, I'd recommend not extending funding for the moving of this bridge for the following reasons:

1) Covid-19 has presented a number of economic issues to our community. Given the number of individuals with reduced or lost work, with health challenges, and with so many other issues, wouldn't it be wise to instead direct funding to address the chronic systemic issues that are hurting our community during this time? Shouldn't funds be directed to the creation of a more equitable stable community?

2) Lack of funding. In recent years, there have been a variety of tax levies for funding within the city of Corvallis. Given the economic recession as well as the financial constraints of the town, is it truly a wise decision to throw millions to moving a bridge that the city may not have? While it is a nice idea, I express concern about the economic consequences of this choice, and know that this is neither the wisest nor fiscally responsible choice for our community in the long term.

Because of the myriad of issues this town faces and economic constraints, I encourage you to vote no on the extension of funding for the bridge.

Thank you.

October 4, 2020

Mayor & City Council
 501 SW Madison Avenue
 Corvallis, OR 97333

Re: Consideration of ODOT's Response to City's Application for Ownership of the Van Buren Bridge

Mayor & City Councilors:

Thank you for your decision in August to apply for ownership of the Van Buren Bridge. Even those of you who did not support the decision contributed in making a stronger case for the financial contingencies included in the application.

Now we are at the next step in what has always been anticipated as a **negotiation** process. ODOT has rejected the City's proposal that they pay the full cost of moving the bridge, and has attempted to redefine the scope of the project as initially proposed to the Legislature. However, ODOT has not denied that they have adequate funds within the project to cover all of the cost of moving the bridge, instead relying on, "but we don't have to."

Although ODOT has not been showing themselves to be good community partners in Corvallis and elsewhere, there is still an opportunity to help them fulfill their stated goals of:

- Collaborating with communities in highway design to ensure community benefit,
- Faithfully implementing their *Blueprint for Urban Design*, which calls for separating pedestrian and bicyclists from vehicular traffic, and
- Implementing the Governor's goals for reducing carbon emissions to combat global warming (which will require more use of non-vehicular transportation modes).

In the future, with increases in Hwy. 34 vehicular commuter traffic and marked increases in truck traffic accessing the multi-modal transportation hub in Millersburg, the new Van Buren Bridge will become even less safe and more intimidating to average bicyclists and pedestrians, and will decrease the attractiveness of commuting to Albany by way of the Hwy. 34 / Riverside Drive multimodal path. It is in the future that ODOT's shortsightedness will become clear.

There is still time to help ODOT be something other than the bully portrayed by its treatment of the Albina neighborhood in Portland. The funds they are trying to save in this project are not likely to be used elsewhere for other than maximizing vehicular transportation. If invested in a separate multimodal bridge in Corvallis, they can begin to give equal weight to the needs of non-vehicular modes.

I strongly encourage the Council to keep negotiating with ODOT. Unfortunately, the motions included in your packet take ODOT's initial rejection as their final offer, and only provide you the options of paying the full cost or withdrawing the application.

Instead, you should pursue a middle road, and counter-offer that the City will pursue grant opportunities, including an application this month for funding from the *Community Paths Program*, and partner with ODOT to identify other funding mechanisms for moving the bridge.

This does not commit the City to spending any of its current reserves, and will allow ODOT an opportunity to listen to its better angels and contribute its appropriate share of the cost.

Sincerely,
Tony Howell
2030 SE DeBord Street
Corvallis, OR 97333
541-760-3828
howellt@peak.org

From: City Manager <City.Manager@corvallisoregon.gov>
Sent: Monday, October 5, 2020 8:38 AM
To: Shepard, Mark <Mark.Shepard@corvallisoregon.gov>

Cc: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>
Subject: FW: Regarding the steel bridge the city wants to buy

From: Lyn Cornell <lscorn@comcast.net>
Sent: Sunday, October 4, 2020 10:08 AM
To: City Manager <City.Manager@corvallisoregon.gov>
Subject: Regarding the steel bridge the city wants to buy

Mr Mark Shepard,

I'm writing you to encourage you to vote NO for buying the bridge that ODOT will be replacing.

The article in the Gazette Times says the city council is voting on whether to buy the bridge or not, again. https://www.gazettetimes.com/news/local/corvallis-council-to-vote-again-on-bridge/article_e649a4d8-5747-5ca6-aa8d-24e91b5b3f5b.html

It is disturbing that the city is willing to take money from existing programs or borrow from system development, or other means. It is not acceptable to go into debt for something that is not needed. Or worse, to sacrifice other programs. No doubt the city will then cry that they don't have enough money for programs (that they sacrificed) and want to raise taxes again.

During times like we are experiencing where we are in extreme financial stress, it is unreasonable and irresponsible for the city to pursue this avenue. The bridge replacement that ODOT will build already has a bike/ped lane on it.

The old bridge will not go to waste. If it is not bought by someone or some entity who can afford it, it will be parted out and reused somewhere else. ODOT does not waste valuable materials.

While a bridge for bikes & peds would be "nice", it is certainly NOT necessary. The city needs to spend our tax dollars wisely, and this certainly is not a wise investment. Therefore, I encourage you to vote NO on the issue.

Sincerely,
Lyn Cornell
Corvallis resident

From: Dustin Kassman <dustin.kassman@gmail.com>
Sent: Monday, October 5, 2020 10:56 AM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: More important priorities than the Van Buren Bridge

Corvallis City Council members.,

Although you are aware of this, I want to remind you that the city budget is not unlimited and choosing to fund item A means that item B may not get funded. If you choose to spend multi-millions of dollars on the Van Buren street bridge then the taxpayers are left to assume that the you view the bridge as more important than spending our money on infrastructure improvements and maintenance, police and firefighter services, a real solution for homelessness, decreasing the city's environmental impact, or even reducing the tax burden on businesses and individuals. Perhaps I would agree with this priority if the council would present a real budget for moving and maintaining the bridge, along with a realistic forecast

for the bridge's impact on business and tourism. It is possible that a repurposed bridge might be a money maker for our city, but I am not yet convinced.

Dustin Kassman
2966 SE Greenmore Place
Corvallis, Oregon 97333

From: Patrick O'Dell <patricko46@comcast.net>
Sent: Monday, October 5, 2020 1:16 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>; Traber, Biff <Biff.Traber@corvallisoregon.gov>
Subject: Bridge

Dear City Management,

As a voting citizen, I am strongly opposed to the City of Corvallis spending **any monies** on the Van Buren Street Bridge to make it a pedestrian/bicycle path, or for any purpose. This city has far more important **human need** projects and causes on which it could spend money, such as the houseless population, medical needs of the poor, and a expanding hunger problem. I am frankly appalled that a "luxury project" like this would even be considered during this time of a open ended pandemic, whose economic ramifications are not yet at all clear.

Thank you for your consideration in this manner,
Patrick O'Dell
2500 NW Princess St. #202
Corvallis, OR 97330

From: Rosalind Keeney <rozkeeney@comcast.net>
Sent: Monday, October 5, 2020 2:31 PM
To: Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Cc: rozkeeney@comcast.net
Subject: Van Buren Bridge

There are other funding options for the Van Buren Bridge relocation.

Honorable Corvallis Mayor and City Council,

First of all, I want to thank you for your time and consideration over the past months dealing with the fate of the historic Van Buren Bridge.

- Thank you for listening to the community that wants to save and reuse/recycle the bridge as a safer, separated pedestrian/bicycle bridge that connects two city parks.
- Thank you for acknowledging that the Relocation Study, prepared by SMG Engineers for PreservationWORKS had enough merit to challenge the original findings of ODOT on possible alternatives that would save and move the bridge.
- And, thank you for submitting a proposal asking ODOT to give the historic bridge to Corvallis after it has been moved and for asking ODOT to include the move in their current project. It was a very impressive that you pushed back at ODOT to live up to its past promises to Corvallis.

Based on ODOT's reluctance to live up to its commitment to save the historic Van Buren Bridge thus far it is not a big surprise that they deny their culpability and have rejected your current proposal to incorporate moving and reusing the bridge into their current project. They are asking for the City to respond with a new plan within eight days knowing full well that it will take several months to develop a plan and negotiate a partnership between the City and ODOT. I believe that they said we would have until March 2021 to work out the details. Does this remind you of the pressure they put on you when this all started, giving you only a month to decide on their narrowly developed project alternatives?

In response to ODOT's letter to the City, Mark Shepard has given you another narrow choice to make: accept ODOT's decision not to incorporate moving the bridge into the current project and have the City pay the entire amount of the project by cutting current programs, borrowing funds from system development charges, or taking money from the City's fund balance reserves, or allowing to ODOT to continue with its current plan to demolish the bridge.

There are other choices that you can make. The first choice is simply to ask ODOT for more time to develop plans and work with ODOT to develop a new win/win strategy. Negotiating with ODOT could result savings of at least \$2M dollars in design and applying for permits and using the same contractors for both a new bridge at the same time would save time.

Another choice is to investigate ways to leverage the funds by apply for grants and possibly partnering with other agencies. For example, I received this email from Alan Thompson, ODOT Community Paths Programs Manager, for the new ODOT multiuse pedestrian/bicycle grant program,

" The moving and re-installation of the (Van Buren) bridge for the purposes of making a bicycle/pedestrian bridge is an eligible project type for the community paths program... construction projects are capped by the program at \$4 million and the overall program is around \$12-14 million through 2024 depending upon revenue (\$8.2M Federal and \$4-6M estimated for state funds).

We are accepting Letters of Interest beginning October 1st through October 31st. The Letters of Interest are designed to determine eligibility prior to submitting applications and will be available for submission on our website beginning October 1st.

<https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>."

I think we should at least submit a letter of interest to see if Corvallis could apply for this grant.

Rather than give up the potential to have a safe pedestrian/Bike bridge that will attract visitors and create a new asset for the City, I ask you to ask ODOT for an extension of the proposal.

Sincerely, Roz Keeney
1205 NW Fernwood Circle
Corvallis Ore

From: Sarah Chaney <chaneysjean@gmail.com>
Sent: Monday, October 5, 2020 4:23 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: Using City Funds for Van Buren Bridge

Dear Mr. Trabor and All Council Members,
According to the Gazette Times, you will be discussing the issues surrounding the Van Buren Bridge this evening.

My husband and I are opposed to spending city funds to preserve the bridge for the following reasons:

1. The new bridge will allow pedestrians and bicycles to cross the river in a safe manner. Spending millions of dollars on a non-seismically-secure crossing that will benefit just a few is not a responsible way to spend tax-payers' money. I guess that only a very small percent of the population of Corvallis uses the current bridge for commuting on a bicycle. It's nice to consider saving something for the sake of nostalgia, but in this case the opportunity cost is far too great. In addition, it's time to start thinking about the **entire** population of Corvallis.
2. Almost all the streets we drive on in Corvallis need re-surfacing, including bike paths. There are some streets that are so rough that I avoid them on my bicycle because I don't think they are safe. I've almost been thrown off my bike a couple of times because there was a sudden bump or hole in a bike path that I couldn't see beforehand. And the poorly done patches on many streets aggravate the arthritis in my hands.
3. Given the increased threat of fire, the city needs to consider cleaning up its forest areas and greenbelts to create defensible space and to decrease the rate at which a fire will move through an area. For example, the greenbelt in Timberhill is overgrown with a great deal of dead organic material throughout.
4. Does Corvallis need to build a shelter that people can go to after experiencing natural disasters like fire or an earthquake with excellent solar-powered ventilation that can accommodate a great deal of people while social distancing? (Covid-19 or other viruses are here for a long time.)
5. The next few years the U.S. economy will experience a significant down-turn and the funds for our city will most likely be compromised. It is not responsible to tie up hundreds of thousands of dollars out into the future to save a bridge that in the grand scheme of things is not nearly as important as other city services that people depend on.

Our world and environment is changing quickly, and holding on to the past is not going to help us move forward in a way that is best for ALL people.

Thank you for reading our email and considering our voices.
 Sarah and David Chaney
 3120 NW Manzanita Pl
 Corvallis, OR 97330

Oct 5, 2020

Dear Corvallis City Council,

I am interested in asking City Council and City Staff to work to save an intact functioning, Original Van Buren Bridge by designing funding mechanisms which support moving the Van Buren Bridge to the south and re-purpose it across the Willamette River, for future use in area recreation and tourism as a historic resource in Corvallis and Oregon.

Possibly consider the three options for specific funding strategies, to pay the City as the bridge owner again, to allow the bridge to be move and refitted onto new pillions, and retooled to use for pedestrian and bike access. Currently the Harrison Blvd Bridge and 20/34 Bi-Pass bridges will not withstand x magnitude earthquake event. Additionally, the new Van Buren Street Bridge could also, only withstand an x magnitude earthquake event. Retention of the original Van Buren Bridge will be important for access to the east side of the Willamette River should an x magnitude event topple all three bridges, (the

new Van Buren Bridge, Harrison Blvd bridge and the 20/34bypass bridge). What magnitude event is the new Van Buren Street Bridge currently on paper, rated for? Is this the same engineering stability rating as the Harrison Street and 20/34 Bridge earthquake stability rating?

I would support having Council and Staff work to create possibly a City of Corvallis taxpayer bond, to pay for the Original Van Buren Bridge's conservation and relocation effort. Keeping it across the Willamette River, and south of the new Van Buren Bridge. The New Van Buren Bridge will be less user friendly due to noise, speed of traffic, and accessibility issues due to greater slope angle of the span.

People may prefer to continue to access the east side of the river, using the conserved, historic flat crossing of the Original Van Buren Bridge to cross the Willamette River in future.

The Original Van Buren Bridge will bring tourism dollars to Corvallis to experience this historically significant engineered key operated bridge. The bridge may one day be operable/be restored, to open and close, and this will support area special events and festivals here, and become a tourist attraction for Corvallis.

Can the City accounting Dept. develop a property tax supported bond or consider using one of the three proposed, existing financial outlay resources as outlined, so this expense or bond can then be paid down in the future? From securing outside funding sources for recreation, funding for conservation of historic structures, excepting financial gifts, and financial endowments to the City, in support of retaining, moving and re-purposing the Original Van Buren Bridge currently?

Thanks, Rana Foster 980 SE Mason PL Corvallis Oregon 97333.

From: notification.services@corvallisoregon.gov <notification.services@corvallisoregon.gov>
Sent: Monday, October 5, 2020 5:15 PM
To: Acevedo, Thomas <Tom.Acevedo@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Rollens, Patrick <Patrick.Rollens@corvallisoregon.gov>
Subject: PUBLIC INPUT - Invest in our homeless and BIPOC communities

RECEIVED: 10/5/2020 - 10/5/2020 5:15:00 PM

NAME/ADDRESS: Sam Morris Ballard, 3200 SE Midvale Dr Apt M201, Corvallis, OR

CONTACT (if any): samavril@yahoo.com

TOPIC: Invest in our homeless and BIPOC communities

MEETING DATE: 10/19/2020

Good afternoon,

My name is Sam Ballard and I am a resident here in Corvallis. I strongly recommend that the city council and mayor discuss plans for defunding our police and use those funds to invest more in our communities.

Our homeless population is comparable to a large city with so many camping on the side of our highways and in our parks. Our homeless neighbors need more resources and support from the city. Other citizens who decide to call the police on the homeless should be given an alternative option that does not criminalize the many disadvantages the homeless have faced to end up in their situation. Instead of a police officer, our homeless neighbors could be met with a social worker who can assist them with getting the help they need.

The city also needs to invest in our black, indigenous, and people of color (BIPOC) communities. The majority of Corvallis businesses are owned and run by white people. The majority of your council consists of the white people. We need to invest in our BIPOC neighbors to uplift them and fight white supremacy. The police protect white supremacy and thus divesting funds from them into our BIPOC communities is a great start toward an antiracist society.

I sincerely hope this suggestion will be taken seriously and it is understood by the council and mayor that Corvallis needs to move toward equity for all.

Thanks,
Sam Ballard
pronouns: she/they

-----Original Message-----

From: William H.Jenkins <jenkins.w@comcast.net>
Sent: Monday, October 5, 2020 6:03 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: Van Buren Bridge

Dear Mayor and City Council:

The last local levy was passed by voters to avoid reductions to city services. One of the proposed sources of funding for retaining and moving the bridge is to cut city services, which directly contravenes the intent of the voters who voted in favor of the local levy.

The other alternative of using reserve funds in system development charges begs the issue of addressing the backlog of city infrastructure repairs.

The third given alternative of drawing down the city's general reserves leaves the city unable to react to future emergencies.

Please vote no to relocation and retention of the old bridge and remove this item from any future consideration.

Sincerely yours,

Bill Jenkins
2168 NW Maser Place
Corvallis
541-758-4390

-----Original Message-----

From: Alan Ayres <alpinecrane95@gmail.com>

Sent: Monday, October 5, 2020 6:14 PM

To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>

Subject: bridge

Please don't give up on re purposing our historic bridge. It is as much a part of Corvallis identity as the Court House and it's preservation will pay us back many times over in economic rewards that come with having a unique and aesthetically appealing community.

Alan Ayres

Oct. 4, 2020



Dear Mayor Traber and Members of the Corvallis City Council,

As a nation we're experiencing a time of increasing unwillingness to work together to solve problems towards achieving goals, even when those achievements are beneficial to all. Let's not allow Corvallis to follow that dubious path by turning away from a visionary approach to repurposing the Van Buren Street Bridge for the benefit of the community for many decades to come.

Let's look at the pertinent facts:

- In public outreach spanning two decades, a repurposed bicycle/pedestrian Van Buren Street Bridge, originally proposed by ODOT, has enjoyed broad support from community groups and the general public, and has remained the preferred alternative to this day.
- This low-gradient path would be accessible to all – pedestrians, casual cyclists, “soldier commuters”, stroller-pushers, kids on bikes, wheelchairs – and would be safe and free of cars, trucks, and motorcycles, with their attendant noise, emissions, vibration, and risk.
- The \$2+M that ODOT estimates spending on extra width for the new concrete bridge's ostensible “multi-use path” will not represent money well spent. With its steep gradients, busy intersections, and heavy traffic, this new bridge will not encourage the climate-friendly modes and users we seek to serve. Why not direct those dollars towards building a safe and hospitable path instead?
- Numerous similar bridge repurposing projects from Oregon, across our nation, and around the world repeatedly demonstrate significant economic stimulus to businesses; magnetism for tourists and locals alike; enhancement of community pride; and functionality as iconic hubs for activities and celebrations.

What is preventing us from taking the time to develop this unique and valuable asset to our community?

- A rush to judgement, stating that a long-range project requires immediate decision deadlines and funding commitments – this is false.
- Presentation of options that are unpalatable to those open to preserving this asset, and inadequate functional options for retaining it. (see Staff Report Options 1 and 2).
- Lack of will and/or opportunity to find solutions in a collaborative and open-minded manner demonstrating the desires of our community.

How can we reach a compromise that buys us time to make it work?

- Let's take a brief time out. ODOT has provided an opportunity to re-submit the proposal. The bridge is not listed in ODOT's Bridge Replacement program as an immediate, critical need of replacement – let's take a breath here.
- Let's initiate talks between our elected state officials and ODOT, with the goal of open consideration of solutions and ideas. Expenditures and priorities of the agency are subject to

stated objectives of our lawmakers, and our local legislators have shown a willingness to listen to community input on this project.

- Finalize a potential maintenance strategy for ongoing costs. Progress has begun on this plan, and it is clear to members of the Maintenance Strategy Group that annual maintenance costs could realistically be realized through a combination of public, private, and grant funding, at little or incidental cost to the City. But the City Manager's October 5 memorandum appears to offer only "all or nothing" financial and policy options. These options seem to be presented as though a short decision timeframe is critical – we respectfully disagree. We have waited this long to replace the bridge, surely a pause to review options will not halt our progress.

We request that the City extend ODOT's deadline, and convene involved parties with the willingness and the decision-making ability to solve this issue. It cannot be solved solely by the City Council, nor by the City Manager.

Respectfully Submitted,

Members of the Van Buren Street Bridge Maintenance Strategy Team

- Rolland Baxter, Retired Engineer and prior Corvallis Public Works Director
- Roger Irvin, Retired Engineer and prior Benton County Public Works Director
- Chris Bentley, Retired Senior Community Planner and HRC Staff, Benton County
- Doug Eaton, Retired Educator, Benton County Historic Resource Commission (14 yrs) President Madison Avenue Task Force
- Lee K. Lazaro, Retired, Certified Community Transit Manager; County, State, and City Government senior & program manager (44 yrs)

From: Bull, Barbara <Barbara.Bull@corvallisoregon.gov>
Sent: Sunday, October 4, 2020 11:52 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Cc: City Attorney Brewer <jkbrewer@peak.org>; Gescher, Greg <Greg.Gescher@corvallisoregon.gov>; Pat Malone <patrick.malone@co.benton.or.us>; Nick Meltzer <nmeltzer@ocwcog.org>; Lehman Jack <Jack.Lehman@oregonlegislature.gov>; Rep Rayfield <Rep.DanRayfield@oregonlegislature.gov>; Sen Gelser <Sen.SaraGelser@oregonlegislature.gov>; lindsay.baker@odot.state.or.us; Savannah Crawford (savannah.crawford@odot.state.or.us) <savannah.crawford@odot.state.or.us>
Subject: Van Buren Bridge info

Hello Councilors,

I want to give you a heads up that I hope to draft at least one motion tomorrow about the Van Buren Bridge for your consideration.

I am including tonight my personal notes from a meeting that Dan Rayfield convened with ODOT, a representative from PreservationWorks, the City Manager, Mary Steckel, Adam Steele, and myself. I wrote up my notes, added some requests for further clarification, and shared them with the attendees of the meeting asking for any corrections so that I could share them with Council. I haven't received any comments or corrections so am sharing them with you with the understanding this is not an official record of the meeting, just my personal notes. *(Added comments and requests for clarification are in italics.)*

You will see in the notes that there is mention of the fact that ODOT does in some cases partner on projects. Since that meeting I have tried to learn how these partnerships can be formed. The present opportunity seems to be to respond to ODOT's email.

Toward this end, I will attempt to draft a motion or motions that seek(s) to develop a cooperative option for accomplishing a Van Buren Bridge project that

- leverages partnerships to minimize overall cost and time delays,
- preserves and repurposes the existing bridge,
- brings additional resources to the project (rather than relying solely on ODOT or the City of Corvallis), and
- minimizes any impact on City of Corvallis staff.

The option would need to be accepted by ODOT and all parties involved. I hope you will give this possibility your consideration. It is my belief that it has the potential to offer people on all sides of this issue the opportunity to better understand possibilities as well as limitations and to be more satisfied with the eventual outcome as a result.

Thanks in advance,

Barbara Bull
Corvallis City Council, Ward 4
barbara.bull@corvallisoregon.gov
541-766-6494

ATTACHMENT E

Rayfield meeting with ODOT, City, PreservationWorks on VBB

September 15, 2020

Summarized by Barbara Bull, *with comments in italics*

Attending (11 people total, who am I missing?)

(FHWA invited but not present on the call)

Dan Rayfield (State Representative)

Jack Lehman (Rayfield's office)

Lindsey Baker (ODOT External Relations)

Savannah Crawford (ODOT Regional Manager)

Anna Henson (ODOT Project Manager)

Mark Shepard (City of Corvallis)

Mary Steckel (City of Corvallis)

Adam (City of Corvallis, invited)

Roz Keeney (PreservationWorks)

Barbara Bull (City Council)

Dan began the meeting by clarifying roles and purpose of the meeting.

Roles: Rayfield acting as a facilitator

Purpose is: "How do we get the right information to people to make informed decisions?"

Mark: Role is representing the City, directed to submit a proposal which has happened

Barb: Representing self and constituents, not the council

Rayfield's office prepared nine questions to have answered (not clear if answers to some questions were combined in the discussion or some were not covered)

1. Who is responsible for moving the bridge?

It remains ODOT's interpretation (position) that ODOT is not responsible. The \$900,000 is all that is available. Legislative council has been consulted. (In later answer to question from Barbara: Rayfield's office has requested a position on the proposal as "prudent and feasible" from FHWA which has not yet been received.)

Request: Please help me understand when in this process the formal determination is made.

2. Project Information Page (PIP) Lindsey Baker

PreservationWorks provided a 2017 project description including the intention that the VBB would be moved upstream and used as a bike and ped facility, and that jurisdiction would be transferred to the City. This was in a 2017 PIP presented for funding as part of the 2017 Transportation Package. VBB was not included in this package, it was funded later with earthquake resilience money which is directed by the Region rather than the Legislature.

(Barbara later requested assistance developing a history of the project that was funded, Anna said she could help with this or provide it.)

3. Timeline (Savannah)

Two possible ways forward: ODOT moving the bridge as part of its project, someone else moving the bridge.

A: If ODOT moves the bridge there would be a one-year (?) delay. Mentioned design work, and an additional in-water season. Research would be needed on things like soils and archaeological impacts, contractor would have to be identified.

B: If someone else moved the bridge it would take longer.

Question: is the time due to the specific proposal or would any proposal to take ownership of/preserve the bridge (the stated purpose of putting it up for sale) require this delay regardless of the approach?

It is likely that any proposal involving use of the bridge over the Willamette would require a similar delay.

Comment:

It is my understanding that the proposal as submitted is "80% concurrent" with the existing project. I'm sure that is based on assumptions about permits, etcetera. I think it would be very helpful to have more info on this such as: is there a more efficient approach that ODOT would prefer?

Question: does the current consultant contract address involvement in possible scenarios that would preserve the bridge? Alternatively, does it allow for this kind of modification?

Also, I believe significant archaeological work has been done in the relevant area that might be sufficient. Can this be checked?

4. Safety (Savannah)

ODOT will continue to have bike/ped facilities on the new bridge whether or not the multiuse path remains on the bridge, as required by the bike bill. Therefore, if the multi-use path is removed, the width of the new bridge would not be reduced by the entire 14' of the path, it would be reduced by 9'. (Mention of 6' sidewalk and 7' bike lane.)

Clarifications:

Does the bike bill requirement apply to the new bridge only (and require 5' of the 14'), or would the relocated multi-use path be serving to meet the requirement in some way?

This topic was introduced as safety but safety wasn't discussed. Will ODOT address how policies in the Blueprint for Urban Design apply to this project? And specifically, whether a separate bike/ped facility is safer and more desirable from a bike and ADA perspective?

5. Project Funding (Savannah)

Breakdown and cost

The design phase of the project has cost \$12M which includes: design, ROW acquisition, and utility relocation. This leaves \$60M for construction. At the time of the DAP (Design Acceptance Package) which represents 30% design, the estimate for construction was \$53.6M. The project will not be bid until the design process is complete. This would normally happen in November. (Not clear if this is 2020 or 2021.)

Lindsey: By policy, excess funds are reallocated based on priorities at the state level.

Confirmed later in the meeting: this means that according to current estimates there is \$60M - \$53.6M = \$6.4M remaining in the budget or allocation for this project.

Request: Will ODOT (Lindsey and/or Savannah) please help me understand the options around amending the current project (freeway + multi-use path on the same bridge → freeway with multi-use path on separate bridge)? Is there such a process? Otherwise, what, if any, process is there to appeal to direct a portion of the balance of the funds?

6. The status of the proposal (Savannah)

ODOT is working on its initial review of the proposal. ODOT will be identifying issues for clarification. "This is not ODOT rejecting the proposal." Any follow-up regarding the proposal should be between Savannah at ODOT and Mark for the City.

7. Other points:

In some situations, ODOT has partnered with other jurisdictions on projects. In those situations, the partner has some skin in the game.

Mark requested information about this be included in ODOT's response.

Question: How are decisions about partnering made? Is this something to be "negotiated" at the regional level, or does it require a different kind of engagement?

Barbara clarified that PreservationWorks' assertion that ODOT had responsibility for moving the bridge was based on the understanding that the proposal was "prudent and feasible," and asked if there

would be any response to that assertion, or some description of how that evaluation or decision would be made.

Mark clarified that the City is not requesting information about whether the proposal meets the “prudent and feasible” criteria. Savannah said that ODOT could provide their evaluation.

From: David Eckert <deckert@willamettewatershed.com>
Sent: Monday, September 7, 2020 1:41 PM
To: Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>
Subject: NEW Marys Peak Field Trip video just released on-line

Corvallis City Council –

I hope you are doing well during these strange times. You may, in your capacity as a City Councilor, find a video I just completed worth your time to watch. Segment #21 at the 50:17 minute mark is specific to City land and infrastructure.

The Marys Peak Alliance of AFRANA just released a new video, ***Marys Peak Field Trip***, on-line for local students and the public. During normal times, we take many hundreds of local students (Cheldelin and Linus Pauling Middle School) and adults on interpreted field trips of Marys Peak annually. Since those activities have been placed on hold this year, we produced, with a generous grant from the Frenkel Family Trust, a video showing many of the remarkable aspects of Marys Peak. We have found that this video can be as enlightening to veteran Marys Peak visitors as it is to the first time visitor.

To view the ***Marys Peak Field Trip*** video, visit www.AFRANA.org.

Scroll down and click on “Marys Peak Field Trip”.

You may want to watch the full video or individual segments, as designated in the Program Time Code below.

Program

Time Code	Segment Title	Presenter
1. 00:00-01:52	– <i>Welcome to Marys Peak</i>	– Brian Hoeh
2. 01:57-04:37	– <i>The Kalapuya People and Marys Peak</i>	– David Harrelson
3. 04:41-06:30	– <i>The Soils of Marys Peak</i>	– Dr. Jenny Davis
4. 06:34-09:30	– <i>The Blowdown on Marys Peak</i>	– Cindy McCain
5. 09:35-11:30	– <i>Early Euro-American Uses of Marys Peak</i>	– Judy Juntunen
6. 11:34-12:59	– <i>The Marys Peak Trek</i>	– Judy Juntunen
7. 13:05-15:55	– <i>Marys Peak Meadow Restoration</i>	– Cindy McCain
8. 16:00-18:43	– <i>The Stump in the Marys Peak Meadows</i>	– Dick Mossey
9. 18:48-22:34	– <i>The Grasses of Marys Peak</i>	– Dr. Barbara Wilson
10. 22:35-24:12	– <i>The Marys Peak Summit Plant Communities</i>	– Esther McEvoy
11. 24:18-26:19	– <i>The Rock Garden Flowering Eruption</i>	– Ellen Tappan
12. 26:21-29:09	– <i>The Marys Peak Scenic Botanical Special Interest Area</i>	– Tony Vanderheide
13. 29:14-31:42	– <i>The Marys Peak Desert in a Rainforest</i>	– Dr. Phil Hays
14. 31:45-34:41	– <i>The Marys Peak Summit Structures</i>	– Dr. Phil Hays
15. 34:44-37:16	– <i>The Formation of Marys Peak</i>	– Dr. Robert Lillie
16. 37:19-40:45	– <i>The Views from Marys Peak</i>	– Dr. Robert Lillie
17. 40:47-44:08	– <i>The Marys Peak Forests</i>	– Ken McCall
18. 44:11-46:43	– <i>Mosses, Fungi and Lichens on Marys Peak</i>	– Dr. Barry Wulff
19. 46:47-48:05	– <i>The Trails of Marys Peak</i>	– Brian Hoeh
20. 48:09-50:12	– <i>The Three Waters of Marys Peak</i>	– David Eckert
21. 50:17-51:50	– <i>The Marys Peak Corvallis Watershed</i>	– Jeff Hollenbeck
22. 51:54-52:49	– <i>See You Soon Up on Marys Peak</i>	– Brian Hoeh

We are considering whether to make additional informational segments about Marys Peak (such as weather, fauna, waterfalls, watercourses, forest flowers, trail details and other cultural topics). Please let me know if you have any questions or comments regarding the video, including suggestions for new Marys Peak topic segments you recommend we explore.

Please feel free to share this video link.

Dave Eckert

Marys Peak Alliance (a committee of AFRANA)

<http://afrana.org>

(541) 230-1237 (NO Texting)

deckert@willamettewatershed.com

*I live within the traditional homeland of the **Ampinefu** Band of Kalapuya. Following the Willamette Valley Treaty of 1855 (Kalapuya ...Treaty), Kalapuya people were forcibly removed to reservations at either Grand Ronde or Siletz. Today, Kalapuya live either within the public reservations or in public non-reservation communities throughout the region. Many Kalapuya are active members of the sovereign nations of the [Confederated Tribes of the Grand Ronde](#) or the [Confederated Tribes of Siletz Indians](#). Kalapuya culture is alive.*

From: Napack, Jan <jan.napack@corvallisoregon.gov>

Sent: Monday, October 5, 2020 8:59 PM

To: citycouncil@corvallisoregon.gov; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>; Traber, Biff <Biff.Traber@corvallisoregon.gov>; Holzworth, Carla <Carla.Holzworth@corvallisoregon.gov>

Subject: Camping Options

Just released information from Eugene:

"Rest Stops" and "Micro-sites" are locations with managed, legalized camping. The city also has a website that describes allowable camping options. This last link illustrates their approach to mitigating camping within city parks.

<https://www.klcc.org/post/eugene-city-council-approves-additional-rest-stop-sites>



[Eugene City Council Approves Additional Rest Stop Sites | KLCC](#)

www.klcc.org

The Eugene City Council approved a motion, 6-2, on Wednesday to provide additional rest stops for unsheltered people. These sites could provide up to 100

<https://www.eugene-or.gov/4491/Microsites>

[Microsites | Eugene, OR Website](#)

www.eugene-or.gov

A microsite is a location that provides transitional shelter to a small group of individuals who are currently experiencing homelessness.

<https://www.eugene-or.gov/3706/Rest-Stops>

[Rest Stops | Eugene, OR Website](#)

www.eugene-or.gov

Rest Stops allow up to 20 people, age 18 and older, to sleep overnight in tents or Conestoga huts on designated sites approved by the City Council.

<https://www.eugene-or.gov/3484/Illegal-Camping>

[Illegal Camping | Eugene, OR Website](#)

www.eugene-or.gov

Eugene City Code 4.815 prohibits camping in public right-of-ways, parks and other publicly-owned property. The City recognizes this is a very challenging issue and works hard with its partners toward solutions that balance neighborhood livability, safety, health, and compassionate and humane responses to homelessness.

Disclaimer: This e-mail message is a public record of the City of Corvallis. The contents may be subject to public disclosure under Oregon Public Records Law and subject to the State of Oregon Records Retention Schedules. (OAR: 166.200.0200-405)

CITY OF CORVALLIS
COUNCIL WORK SESSION MINUTES
October 8, 2020

I. CALL TO ORDER

Via video conference, at 4:00 pm on October 8, 2020, Mayor Traber called to order the work session of the City Council of the City of Corvallis, Oregon. The work session was available for the public to observe live via the internet.

PRESENT: Mayor Traber; Councilors Struthers, Junkins, Shaffer, Wyse, Ellis, Bull, Lytle, Maughan, Napack (arrived 4:38 pm)

II. OREGON STATE UNIVERSITY (OSU) REOPENING UPDATE

Mayor Traber welcomed the new Director of the Benton County Health Department Suzanne Hoffman. Ms. Hoffman introduced herself and provided brief remarks about her background, which includes work in public health and behavioral health.

Steve Clark, OSU Vice President of University Relations and Marketing, said over the weekend of September 26 and 27, as part of the TRACE Community program, OSU completed the fifth week of Corvallis-wide community sampling. Five hundred and eighty Corvallis residents participated, which represents 70 percent of those whom OSU contacted. Results indicated an estimated three people per 1,000 tested positive for COVID-19. OSU creates the estimate from the positive cases resulting from the door-to-door sampling, as well as scientific evaluation of other prevalence modifiers. Mr. Clark noted it is scientifically possible that the number could be as high as nine people per 1,000.

Weekly wastewater testing and analysis is continuing. Results indicated a prevalence in four out of six Corvallis neighborhoods. No prevalence was indicated in the area around Good Samaritan Regional Medical Center and Southwest Corvallis. Markers were low on the OSU campus and in Downtown Corvallis, and moderate in mid-Corvallis. Viral markers were found in the Gem and Sackett Hall. OSU implemented rapid response screening among the students who live in those facilities. Of those who agreed to be tested, there were no positive results. Students who did not wish to be tested isolated themselves.

TRACE OSU continues with up to 1,000 students, employees, and faculty members being tested each week on the Corvallis campus. New weekly dashboard updates are available on the OSU Safety and Success website.

On October 5, University officials decided that winter term classes would be predominantly remote. The plan for spring term unknown at this time, but Mr. Clark said it is likely that a significant percentage of classes will be online.

Intercollegiate athletics will begin on November 6; however, there will be no spectators, bands, or tailgating on campus.

Staff at OSU's Office of Student Conduct are investigating reports of student misconduct, and addressing cases as appropriate. Mr. Clark said 68 conduct reports have been filed since school started, many of which were provided by students. There have been six complaints about large parties and Student Conduct staff addressed those as well.

Mr. Clark appreciated the October 2 gathering of community leaders to discuss the expansion of crisis support services. He responded to Councilors' inquiries as follows:

OSU is happy to provide more community testing; however, funding is needed. The cost is estimated at \$142,000 per week and OSU is continually seeking contributions for the effort. OSU will continue to conduct wastewater testing.

OSU investigates and addresses concerns about student behavior related to COVID-19; however, they cannot provide information about specific cases due to privacy. Examples of actions include removal of privileges at the University, which can be up to and including suspension or expulsion. Mayor Traber asked if OSU could create a de-identified report to provide a sense of the response to the complaints. Doing so would reinforce the value of the submitting complaints. Mr. Clark agreed to look into the request.

People who test positive can shed viral markers for up to 30 days.

Fall enrollment of international students was down this year by between 700 and 800 students.

Charlie Fautin, Benton County Deputy Director of Public Health, said the pace of new cases in the last week is down from those associated with the Labor Day holiday and with the arrival of new students. It is still not down to the September level, although it is moving in right direction. He was pleased to report that lab capacity and test turnaround is averaging below two days. OSU tests have more variability in negatives, but there is a high confidence in positives. He noted Governor Brown's announcement of increased testing capacity. Labs are ramping up significantly with more staff and more equipment. Benton County is on the watch list, where it will remain for at least the three-week minimum. He said social gatherings are the biggest driver of cases and he is concerned about the upcoming holidays will affect the number. He thanked OSU for their work.

III. MEETING WITH MUNICIPAL JUDGE CANDIDATE JUDGE LARRY BLAKE, JR.

Mayor Traber welcomed Judge Larry J. Blake, Jr. Councilors Lytle and Wyse provided an overview of the framework for today's discussion. Councilors introduced themselves and described their ward locations.

Judge Blake introduced himself to the Council. He was raised in Kalispell MT, attended the University of Washington, and received his law degree from Lewis and Clark College. He worked for a district attorney's office for many years, and has been a judge for 24 years. He is currently a judge in eight cities, one of which is Philomath, and he has a law firm in Portland. He is starting community courts in Sweet Home and Newberg. He prefers to resolve non-criminal mental health and housing issues in a noncriminal court setting if possible. He responded to Councilors' questions as follows:

He addressed diversity, inclusion, and equity concerns, noting that being respectful goes a long way in working with people. He encounters many people who are first time offenders. Sometimes a more informal approach is best, as once someone is convicted of a crime, it can be difficult to get a job or obtain housing. He tries to humanize the court system, regardless of the defendant's circumstances. He is a proponent of diversions and deferred prosecutions if appropriate. He shares concerns regarding how people of color are treated, noting that one of his first jobs was working with the native population in Montana and he learned a lot from that experience.

He did not see any jurisdictional issues in working with Deputy City Attorney Greenshields, who works for both Corvallis and Philomath. She does an excellent job and he is happy to work with her. He seeks to resolve cases informally whenever he can, regardless of whether the defendant may be appearing in both cities' municipal courts.

To hold people accountable as an alternative to incarceration, he utilizes community service whenever he can. He prefers such service is provided to in a way that gives back to the community. Work crews are another alternative in some communities. He expects people to complete community service timely, but understands the need for flexibility in certain circumstances, such as accommodating work schedules and challenges associated with the COVID-19 pandemic. He also likes the community court approach, noting it can provide a noncriminal resolution to a criminal problem. Peer support is a critical piece of success, as peers can serve as an advocate during the process. He brings providers into court at the same time to assess the defendant's circumstances, set appointments, and ensure a clear plan is established by the end of the court session, including a requirement to report back to him in one month.

For Failure to Appear (FTA) cases, he believes the underlying problem needs to be addressed for chronic violators. He tries to work collaboratively with the jail, such as understanding which days clients are transported to contracted facilities. Others, who usually have issues with drugs and alcohol, or mental health challenges, could benefit from community court. If an informal resolution is offered as an alternative to jail, the defendant is more likely to appear in court. He sees jail as a last resort, but recognizes that it is sometimes necessary to protect citizens. He said the FTA goal should be zero, but he understands that is not likely to be met, so hopes to reduce it as much as possible. He said having a high number of FTAs creates a bad reputation for the court.

He would be happy to provide periodic reports to the Council to discuss how the municipal court is operating. He encouraged Councilors to visit the courtroom.

He uses a handout to help communicate the courtroom process to defendants. He divides cases into violations and criminal matters where a city prosecutor is present. He tries to put people at ease if he can. It is important to him that people feel they were heard in court and treated fairly.

Setting up a community court can involve as much as six months of planning to ensure community providers and involved police officers are present. It is a bit of advance work, but once it is up and running, it can result in fewer cases and FTAs.

His favorite part of being a judge is seeing people succeed. The worst part for him is when people fail, no matter how hard he tries to help them be successful.

Judge Blake responded to questions staff provided in advance of the work session:

When considering the preponderance of evidence and officer testimony, his expectation is that police officers will tell the truth. To do otherwise risks perjury, their reputation, as well as possible loss of their job and pension.

He has been on hundreds of ride alongs with police officers and he values the perspectives those experiences provide. He would be happy to accompany Livability Officers downtown at night to get a sense of alcohol related behaviors and to visit Pioneer Park with them to understand the illegal camping conditions there.

He has run radar during his ride alongs, so he is familiar with it. He has also received LiIDAR training.

Community court can be a great help in addressing FTAs. It is also important to work with jail officials to help resolve problems.

He is supportive of adjudicating code violations; however, it is vital to address the underlying issues about why code enforcement was necessary. For example, if a yard has not been maintained, it could be that an elderly person lost their spouse and cannot do the work themselves. In that case, identifying community support organizations can resolve the issue. For chronic violators, sometimes assessing a fine per day, per violation can result in successful resolution.

He recognizes the value of municipal court staff, noting that they are the ones who do the work. He said they share the goal of making court run smoothly and he seeks to work collaboratively with them.

Whether to be lenient or stringent with extensions on court sanctions depends on the circumstances. He said a year ago, he was more stringent, but with the COVID-19 pandemic and economic downturn, he has had to modify his approach.

He would be open to regular meetings with court staff. He said staff is free to call or text him any time if they have questions or need something. He hoped to work out issues informally.

Judge Blake did not have any questions for the Council.

Council Leadership will discuss next steps at their October 12 meeting.

- IV. COMMUNITY COMMENTS (WRITTEN ONLY) – None
- V. REVIEW OF THREE-MONTH SCHEDULE – None
- VI. OTHER COUNCILOR COMMENTS

Councilor Struthers said the Advisory Board Restructuring ad hoc committee will offer an online community presentation on October 14 at 4:00 pm.

VII. ADJOURNMENT

The meeting adjourned at 5:32 pm. Council then met in Executive Session under ORS 192.660(2)(h)(status of pending litigation or litigation likely to be filed).

APPROVED:

MAYOR

ATTEST:

CITY RECORDER