

Current Position (deletions noted with strikethrough)

COMMUNITY PLANNING – adopted 1970

Support of Comprehensive Planning, ~~effectively implemented~~;
Support of ~~Adequate~~ Local Transportation; Support of Open Space.
Support of urbanization policies which foster ~~complete~~, healthy and diverse communities where people can live, work, shop and play.

Comprehensive Planning

1. Support of comprehensive planning which involves consideration of social, cultural, and aesthetic factors, as well as land use, public facilities, and major streets.
2. Support of extensive, representative community (city, county, region) participation and of emphasis on livability and environmental quality in the development and implementation of the plan.
 - A. The LWV of Corvallis concurs: Support for citizens' right to determine by ballot the expansion of municipal limits resulting from proposed annexations, delayed or otherwise, excepting only state-mandated annexations. (Adopted April 1997)
 - B. The LWV of Corvallis concurs: Support for development impact fees, such as system development charges (SDC), which require new development to pay a fair share of the costs of development impact on the community. (Adopted April 1997)
3. Support of measures to insure effective, impartial, prudent, and lawful or legitimate enforcement of the implementation of the plan.
4. ~~Support of a highway bypass to protect the riverfront, enhance revitalization of the downtown and improve traffic circulation and air quality.~~
5. Support for a strong central core of urban and governmental activity, including commercial, residential and recreational facilities. Encourage energy conservation through promotion of an efficient transportation system.

Proposed Update (new language underlined)

LWV CORVALLIS COMMUNITY PLANNING POSITION

(Originally Adopted 1970, Updated 2019)

League supports healthy, diverse, and **inclusive** communities where people can live, work, shop and play. This is accomplished through comprehensive planning, urbanization policies, local transportation, and open space.

Comprehensive Planning

League supports:

1. **Long term** comprehensive planning which involves consideration of social, cultural, and aesthetic factors, as well as land use, utilities and transportation facilities.
2. Extensive, representative community (city, county, region) participation in the development and implementation of the plan.
3. Citizens' right to determine by ballot the expansion of municipal limits resulting from proposed annexations, delayed or otherwise, excepting only state-mandated annexations. (Adopted April 1997)
4. Development impact fees, such as Systems Development Charge (SDC), which require new development to pay a fair share of the costs of development impact on the community. (Adopted April 1997)
5. Measures to insure effective, impartial, prudent, and lawful or legitimate enforcement of the implementation of the comprehensive plan.
6. A strong central core of urban and governmental activity, including commercial, residential and recreational facilities while protecting the riverfront and historic structures, and maintaining the vitality of downtown.
7. Encouraging energy conservation through promotion of an efficient transportation system.
8. **Emphasis on livability, sustainability and environmental quality in the development and implementation of the Comprehensive plan.**

Current Position (deletions noted with strikethrough)

Urbanization

Support for comprehensive, ~~citizen-based~~ land use planning that maintains and enhances community livability and protects resource lands by:

1. preventing urban sprawl;
2. concentrating development within urban areas by utilizing infill, redevelopment and other compact development forms;
3. making efficient use of land as a resource;
4. integrating multi-modal transportation planning and implementation, emphasizing connectivity and pedestrian orientation;
5. providing opportunities for a variety, range and mix of housing densities, types and prices;
6. allowing for a range of land uses, taking into consideration compatibility with surrounding neighborhood(s);
7. providing for high quality public areas and open space;
8. providing for delivery of high quality public services in an orderly, economic and efficient manner;
9. assuring citizen participation in all decision-making processes.

Proposed Update (new language underlined)

Urbanization

League supports

1. Comprehensive land use planning developed with public participation that maintains and enhances community livability and protects resource lands.
2. Efficient use of land.
3. Prevention of urban sprawl by:
 - a. concentrating development by utilizing infill, redevelopment and other compact development forms,
 - b. taking into consideration compatibility with surrounding neighborhoods.
4. Integrating multi-modal transportation planning and implementation with emphasis on connectivity and pedestrian orientation.
5. Providing opportunities for a variety, range, and mix of housing densities, types, and prices.
6. Allowing for a range of land uses for all community needs, i.e. residential, institutional, commercial, industrial, etc.
7. Providing for public areas, parks and open space (see also Open Space).
8. Delivery of public services in an orderly, economic and efficient manner.
9. Assuring public participation in all decision-making processes.

Current Position (deletions noted with strikethrough)

Transportation (Adopted 1974)

1. Support adequate public transit systems. ~~League members agree that:~~
 - A. Adequate funding of transit systems is necessary, either by public ownership or public financial support.
 - B. It is most important that equitable access should be provided to places of employment; equitable access should also be provided to educational, shopping, medical, and social services, and recreational and cultural facilities. Members recommended that Sunday and evening service should be provided.
 - C. Special services should be provided where necessary to overcome inequities of access for particular groups. This might include special equipment (e.g. , for handling wheelchairs) or special financial help (e.g. , low-cost tokens).
 - D. Local government should ensure adequate operational standards, particularly with regard to qualifications of drivers, public safety, and frequency of service.
 - E. Local government should provide for coordination of all local public transit systems, and should work toward coordination with regional systems.
2. Provide for traffic flow (vehicular and pedestrian) including necessary street and parking facilities, but put emphasis on providing an adequate public transportation system. ~~Members agreed that government should no longer cater to the private car.~~
3. Encourage car-pooling where mass transit is impractical. ~~Members felt that buses are more dependable and safer than carpools.~~
4. Develop safe, adequate bikeways for transportation as well as recreation; enforce traffic regulations for bicycles.
5. Provide for the safety of pedestrians, especially at crosswalks.
6. Plan and manage transportation systems to promote good land use, conserve natural resources (including non-renewable energy resources) and to maintain environmental quality.

Proposed Update (new language underlined)

Transportation (Originally adopted 1974)

League supports

1. Planning and management of multi-modal transportation systems that promote good land use, conserve natural resources, and maintain environmental quality.
2. Adequate public transit systems.
 - a. Funding transit systems operated by the government or private entities with government contracts.
 - b. Providing access to places of employment, education, shopping, medical and social services, and recreational and cultural facilities during the day and evening seven days a week.
 - c. Provision of special services to overcome inequities of access for particular groups such as the disabled, elderly, low income.
 - d. Adequate operational standards, particularly with regard to qualifications of drivers, public safety, and frequency of service ensured by local government.
 - e. Coordination of all local and regional transit systems by local government.
3. Provision of a multi-modal transportation system that includes safe and efficient right-sized streets, walkways, and bikeways.
 - a. Development of safe bikeways for transportation as well as recreation.
 - b. Ensuring safe and convenient pedestrian facilities.
 - c. Providing onnectivity between various modes.
4. Encouragement of ride-sharing to help decrease reliance on single occupancy vehicles.
5. Adoption of a comprehensive parking management system.
6. Promotion of non-fossil fuel transportation choices.

Current Position (deletions noted with strikethrough)

Open Space . (Adopted Nov. '91)

1. Support of protection through identification, regulation and/or preservation of areas of critical concern, such as rare and valuable ecosystems, wetlands, borders of rivers and streams, unique scenic and historic areas and significant wildlife habitat.
2. Support of regulation of natural hazard lands where development could endanger life and property, such as flood plains and areas of unstable geologic formations.
3. Support of acquisition of land to provide green belts around urban areas in Benton County

Proposed Update (new language underlined)

Parks and Open Space . (Originally adopted November 1991)

League supports:

1. Protection through identification, regulation and/or preservation of areas of critical concern, such as rare and valuable ecosystems, wetlands, borders of rivers and streams, unique scenic and historic areas and significant wildlife habitat.
2. Regulation of natural hazard lands where development could endanger life and property, such as flood plains and areas of unstable geologic formations.
3. Acquisition of land to provide green belts around urban areas in Benton County
4. Provision of open spaces for active community recreation.
5. Access to parks in all neighborhoods for recreation and nourishment for the soul.