Appendix F

Task 6: Plan Implementation

Revised Project Memo 5: South Albany Area Plan Outline – October 2, 2012
(original draft dated June 26, 2012)

Revised Project Memo 6: 2010 TSP Amendments – November 13, 2012
(original draft dated June 11, 2012)

Revised Project Memo 7: Comprehensive Plan Amendments – October 26, 2012
(original draft dated June 11, 2012)

Revised Project Memo 8: Development Code Amendments – October 26, 2012
(original draft dated July 3, 2012)

Revised Project Memo 9: Funding and Implementation – October 24, 2012
(original draft dated June 15, 2012)

Memorandum

To:	Heather Hansen
From:	Martin Glastra van Loon
Copies:	David Helton, Jennifer Mannhard
Date:	October 2, 2012
Subject:	South Albany Area Plan – Plan Outline (Revised Project Memorandum#5)
Project No.:	16056

Introduction

This memorandum is an update of the draft outline for the South Albany Area Plan document and incorporates comments received from the City. The revisions were minimal and are limited to the appendix section of the outline.

As stated in the draft memorandum, the Plan will include two documents:

- South Albany Area Plan Report – This document will be a summary report that captures the purpose, process, key background, and recommendations of the project. It will be prepared primarily from excerpts from the project deliverables, and include graphics and pictures. It will be formatted in landscape format.

- South Albany Area Plan Appendix – This document will be compilation of key deliverables from the project, in their original format. The final versions of each deliverable will be included. TAC-PAC agendas, minutes and packets will not be included and will remain in electronic form only.

A table of contents level outline is attached for each of the documents. An excerpt from a recently completed TGM project – The NE Gateway Plan in McMinnville – is also attached to show the intended style for the South Albany Area Plan Report. This is just an example.

South Albany Area Plan Report

Cover (TGM statement on inside cover)

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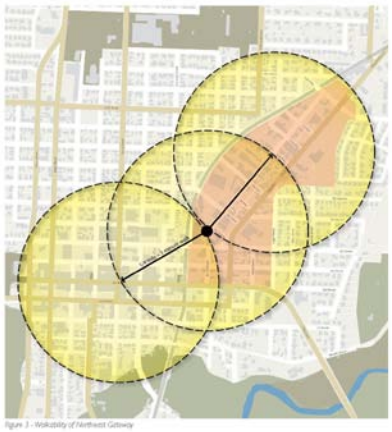
CONTEXT

The Northeast Gateway District is a 75-acre area that occupies a prime location northeast of downtown McMinnville. While the area has strong redevelopment potential, there is a lack of street connectivity, paved streets, bicycle facilities, and sidewalks that hinders walking and cycling activity throughout the District and discourages redevelopment.

The Northeast Gateway District was originally platted as the Oak Park Addition for new residential lots in 1890 with a highly connected, fine-grained urban pattern of streets. The plat oriented the street grid between the railroad tracks and Lafayette Avenue to Lafayette's diagonal alignment, which created a unique characteristic for the area that is not seen anywhere else in the city.

Quickly, the area transitioned to industrial uses and became the original industrial core for the City of McMinnville. Over time, industry has largely moved to more suitable areas and the Northeast Gateway District has become underutilized. Today, it contains residual heavy industrial businesses, including a roofing business, rubber manufacturer, sheet metal shop, cabinet business, and a wrecking yard.

Figure 2 - City of McMinnville showing Northeast Gateway District



For planning purposes, a dimension of ¼ mile is important to consider. This 1320-foot dimension is the minimum that average people can and will cover in a 5 -10 minute walk. As shown in Figure 3, the length of Northeast Gateway is a little less than three 1/4 mile walks (15-30 minutes; 3/4 mile) and the width is just short of one 1/4 mile walk. These dimensions suggest that theoretically the site is small enough to be a pedestrian destination from surrounding areas or an origin for pedestrian trips to surrounding destinations, such as NE 3rd Street in downtown, the high school, St. James Catholic School, and surrounding neighborhoods.

Figure 3 - Walkability of Northeast Gateway

ALPINE AVENUE IMPROVEMENTS

Alpine will be the central spine and primary pedestrian route through the District. It should be a unique street that complements the craft workshop atmosphere of the businesses along Alpine and within the Granary District. The design of Alpine should consider curb-less, shared space road treatments, as well as sustainable storm-water facilities.

Closest to the Granary District, Alpine should be a "festival street," which is a flexible space for cars, bikes, and pedestrians that can easily be blocked off for festivals. It would be wired for electricity for setting up booths and entertainment. North of the festival street treatment, the design could give way to a "woonerf" (a Dutch term that means "living street"), which is similar in that it is a curb-less, shared road space, with low speed limits to improve pedestrian, bicycle, and automobile safety.

Figure 6 - Urban Design Framework Alpine Avenue Element

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MEMORANDUM

Date: October 16, 2012 Project #: 11500

To: Martin Glastra Van Loon, Otak

From: Susie Wright, P.E.; Kelly Laustsen; Kittelson & Associates, Inc.

Project: South Albany Area Plan

Subject: Memo 6 – 2010 TSP Amendments

This memorandum identifies the amendments to the 2010 Albany Transportation System Plan (TSP) necessary to implement the Preferred Land Use and Street Framework for the South Albany Area Plan (SAAP). It includes a description of the SAAP preferred alternative, current projects in the Albany TSP, and anticipated transportation impacts of the SAAP. This memorandum also identifies amendments to the Albany TSP intended to alter the currently planned transportation facilities and create new projects to mitigate the 20-year horizon impacts of the SAAP and/or full build-out of the SAAP (40-50 year horizon).

PREFERRED ALTERNATIVE

A full description of the preferred SAAP alternative, including the land use and neighborhood framework, street framework, trails framework, land use concept, and community park and elementary school sites, is provided in the Revised Project Memorandum #4. The following will focus on the transportation-related elements of the preferred alternative.

Land Use

The SAAP land use concept assumes an increase of 1,200 dwellings and 1,340 jobs in South Albany, which are projections consistent with the Comprehensive Plan and TSP. Analysis of the SAAP indicates an estimated capacity for 3,684 households and a population of 8,952 at build out – about 3 times the 20-year growth forecast for the study area. This estimate is based on a key assumption - that 75% of the City-mapped non-significant wetlands outside of constrained areas would be available for development over time. Full capacity build-out of the planned land uses beyond the 20 year horizon will have transportation impacts and costs not considered in the TSP that are identified further in this memorandum.

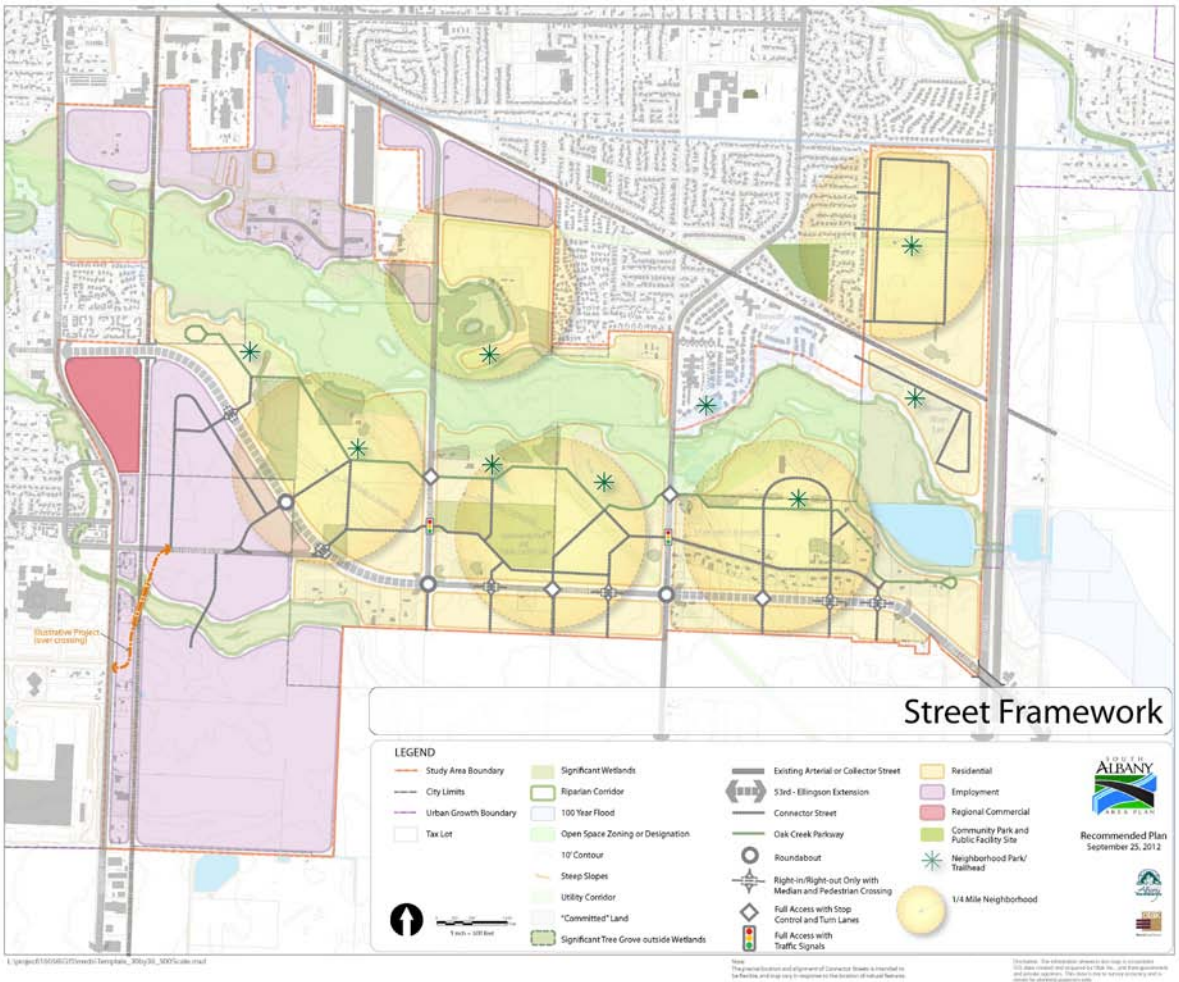
The SAAP (and existing zoning) concentrates industrial and commercial uses in the western side of South Albany in close proximity to Highway 99E, south of the planned 53rd-Avenue Extension. These uses are intended as employment lands and will likely generate a significant amount of commercial and commuting traffic. Residential land uses are organized into neighborhoods north and south of Oak Creek.

Street Framework

The SAAP street framework identifies the existing and previously planned arterial and collector streets from the TSP, as well as an additional network of "connector" streets and the "Oak Creek Parkway" (originally identified in the South Albany Concept Diagram as the Oak Creek Greenway, a road for homes to front the adjacent open space.).

Figures from the existing TSP identifying future roadway projects (Figure 7-1) and functional classifications (Figure 7-4) are included in Attachment "A". The TSP currently includes projects for the construction of the 53rd Avenue Extension (Project #L1), Ellingson Road Extension (Project #L28) and Lochner-Columbus Connector (Project #L8). It also plans for urban upgrades to Columbus Street, Ellingson Road, and Lochner Road (Projects #L46, 53, and 54). These roads are all included as existing or planned roadways in the SAAP Street Framework shown below.

The SAAP street framework includes two east-west "connectors" (one being the Oak Creek Parkway) between Ellingson Road and Oak Creek to provide parallel routes to Ellingson Road for local traffic and inter-neighborhood connectivity. The "connector" streets and "Oak Creek Parkway" are assumed to represent the backbone network of local streets that will connect to the arterial and collector roadway



network. The plan intends for additional local streets to be added, resulting in a connected and walkable network of blocks. The street framework shows the north "connector" intersection on Columbus Street as being full access. The final design of the intersection, including its location and allowed movements, may vary based on additional traffic and site information provided during the land development process.

The series of connections in the employment area south of the 53rd-Ellingson Extension is intended to support a business park in the area south of the 53rd-Ellingson connection. An illustrative railroad crossing is also shown that would provide a second grade-separated connection from OR 99E to the business park area. A second connection between the study area and OR 99E is anticipated to be necessary beyond the 20-year horizon. Please see additional discussion in the Railroad Crossing section of this memorandum. The connector street system shown in the business park is illustrative. The number and location of connector streets needed to accommodate industrial development in the area will be dependent on the size and pattern of development that occurs.

It should be noted that all new roads in the SAAP street framework, not currently identified in the TSP, are envisioned as local streets, some with enhanced amenities, but are recommended for inclusion in the SAAP to guide the basic development of the local street system.

Oak Creek Parkway

Oak Creek Parkway is anticipated to be a local street paralleling Oak Creek. It was first identified as part of the South Albany Concept Diagram and planning process in 2007. The proposed alignment shown is conceptual – the specific alignment will be established in future planning or development review. Oak Creek Parkway is a particularly important street because it will connect neighborhood parks, provide access to a future elementary school, and help provide visual and physical access to the open spaces of the Oak Creek Greenway. To help support these objectives, the Oak Creek loop trail is proposed as a multi-use path on the north side of Oak Creek Parkway. A unique cross-section is proposed – the cross section may vary depending upon if there is development on the creek side or not.

Although it is classified as a local street, Oak Creek Parkway will be added as a project to the TSP in order to allow for SDC credits for the single loaded portions of the street. Oak Creek Trail is already a TSP project, allowing for some SDC credits should portions of the trail be constructed by developers.

Connector Roadways

A typical cross-section for the "connector" streets will be necessary – the city's current standards provide flexibility in the local street cross-sections that may not be appropriate for the connector roadways. Connector roadways are not recommended as minor collectors because of the desire for driveways and on-street parking; however, some of the connector roadways may require some restriction of driveways near the intersections of Ellingson Road, Lochner Road, and Columbus Street. It is anticipated that the traffic volumes would be supportive of bikes sharing the road (the use of painted "sharrows" may be appropriate). The connector streets are recommended to be designed as Network Local Streets but with parking on both sides of the road.

Modifications to the typical cross-sections for a Principal Arterial on Ellingson Road and Minor Arterial on Lochner Road and a section of Columbus Street are also recommended to provide high quality bicycle facilities such as a two-way mixed-use path or cycle track on one side of the roadway (*see the proposed study area roadway cross-sections in Attachment "A").*

Trails Framework Concept

The SAAP is intended to support the goal of a walkable community through an extensive network of trails (paved multi-use paths as well as soft-surface trails). *The multi-use trails planned in the existing TSP are shown on Figure 7-5 in Attachment "B".* The TSP includes the Oak Creek Trail (Project #M2). It provides an east-west connection south of Oak Creek from the proposed Lebanon Trail (Project #M9) to Oregon 99W. The SAAP envisions a trail paralleling Oak Creek on the north side as well with multiple north-south connections. Together these trails would create the ability to make various length loops using the network. The trails paralleling Oak Creek are proposed to be constructed by the City, and may be either soft or hard-surfaced multi-use paths. The north-south connections along Lochner Road and Columbus Street will be hard surfaced multi-use paths. The multi-use path on Lochner Road is proposed to be extended south to Ellingson Road to provide a continuous high quality bike facility from the trail system to the high quality bicycle facility proposed on Ellingson Road.

Four soft surface trails crossing Oak Creek are proposed. These trails could be seasonal and would allow users to have a closer experience with the wetlands and creek area. They will likely include a combination of bark dust or other material trails, elevated walkways, and small bridges as needed. The combination of hard-surface and soft-surface trials will provide important multi-modal connections between key destinations, neighborhoods, and focal points within the study area.

Neighborhood Centers/Activity Centers

Neighborhood centers are intended for serving retail, personal services, and community uses. Three neighborhood centers are included in the SAAP: at the intersection of Ellingson and Lochner Road; at the intersection of Columbus and Seven Mile Lane extension (west side); and, in Mennonite Village. These neighborhood centers should be accessible by walking, bicycle, and automobile. Other activity centers included in the SAAP include a community park and recommended school site, located on Lochner Road north of Ellingson Road. Access to these locations for all users is a priority. It is important to consider the location of neighborhood centers and other trip-generating locations when assessing the transportation needs in the SAAP.

PROJECTS IN 2010 ALBANY TSP

As noted above, the 2010 Albany TSP includes several projects in the South Albany Area Plan study area. These projects were selected based on the growth assumptions in the TSP 2030 Most Likely Land Use Scenario. This scenario assumed 1,576 households, a population of 3,741, and 2,058 jobs in the SAAP study area. This reflects significant growth over the current household, population, and employment base in the SAAP study area. The current TSP projects located in the SAAP study area are listed in Table 1. *A map of these projects is provided in Attachment "B". Full prospectus sheets for these projects are provided in Attachment "C".* Recommended changes to these projects and additional projects necessitated by the SAAP will be detailed in the following section.

Table 1 TSP Projects Located in the SAAP Study Area

ID	Project Name	Project Type	Timeline	Project Cost	MAX SDC Growth Allocation
L1	53rd Avenue Extension	New Road or Alignment	Long-term	$17,986,000	54%
L8	Lochner-Columbus Connector	New Road or Alignment	Long-term	$2,742,000	100%
L28	Ellingson Road Extension	New Road or Alignment	Long-term	$4,430,000	61%
L46	Columbus Street	Urban Upgrade	Long-term	$2,727,000	49%
L53	Ellingson Road	Urban Upgrade	Long-term	$5,847,000	49%
L54	Lochner Road	Urban Upgrade	Long-term	$5,756,000	44%
I16	Ellingson Road/Columbus Street	Intersection Control Change	Long-term	$345,000	100%
I40	OR 99E/53rd Avenue	Intersection Add Lane(s)	Long-term	$550,000	38%
M2	Oak Creek Trail	Multiuse Path	Long-Term	$2,645,000	70%
M9	Lebanon Trail	Multiuse Path	Long-term	$581,000	70%
M12	99E/Oak Creek	Crossing Improvement	Long-term	$129,000	70%

TRANSPORTATION IMPACTS OF THE SAAP AND RECOMMENED TSP AMENDMENTS

The likely transportation impacts of the SAAP were assessed to determine what modifications to the TSP may be needed and to identify how the necessary infrastructure may differ between year 2030 conditions and full build-out of the SAAP area. The 2030 transportation needs of the SAAP are based on the same growth and trip assumptions in the TSP but with the land use, neighborhood, and street frameworks in mind. The TSP amendments provide additional detail within the study area than currently included for this area in the TSP. There are no proposed TSP modifications outside of the study as the 20-year trip projections to be entering and exiting the study area are the same as assumed in the current TSP and no additional external impacts are anticipated. The anticipated needs within the study area for roadways, intersections, pedestrian/bike facilities, and rail crossings are described below along with a summary of the proposed TSP amendments. The TSP amendments are intended to:

- Amend and update currently planned transportation facilities;
- Add projects and policies necessary to serve the 20-year horizon needs of the SAAP; and,
- Identify potential transportation needs for full build-out of the SAAP (40-50 year horizon).

Roadways

The following describes the existing TSP roadway ("link") projects and describes the recommended modifications to accommodate the 2030 and full build-out impacts of the SAAP. *The TSP figure identifying the projects below is included in Attachment "B" (Figure 7-1). Project prospectus sheets for the existing TSP projects are included in Attachment "C".*

53rd Avenue Extension between OR 99E and Lochner Road (Project #L1)

The TSP includes a 1.4 mile extension of 53rd Avenue east from OR 99E to Ellingson Road, including a 4-lane grade-separated rail-crossing. It is planned as a 3-lane cross-section with a 110-foot right-of-way for a future 5-lane cross-section from the rail-crossing to the Lochner Road/Ellingson Road intersection. Based on the SAAP roadway framework, the future cross-section would be four lanes instead of five (no left-turns are anticipated to be permitted in this segment) but the right-of-way would be approximately the same as a landscaped median is proposed. Access from connector roadways to the 53rd Avenue Extension would be right-in/right-out only with the exception of the proposed full access to the industrial area that would be controlled with a roundabout.

The TSP forecasts that the roadway will operate at a demand to capacity ratio of 0.74 with four lanes in 2030 under the "Most Likely Land Use Scenario". The SAAP includes the potential for substantially more development under full build-out conditions in the vicinity of the extension than assumed in the TSP. The 53rd Avenue Extension will be a critical roadway for traffic moving between the employment areas in the western section of the study area and residential areas centered north and east of the extension. It will also carry a large part of the traffic traveling to and from the regional commercial site (aka the "piano" property) just east of OR 99E, depending upon how that site is accessed.

It should be noted that the TSP traffic volumes at the intersection of OR 99E and 53rd Avenue assumed that the regional commercial site had direct access to OR 99E. A Traffic Impact Assessment (TIA)

completed for the PepsiCo site assumed full development of the regional commercial site for planning purposes and it assumed that site had no access to OR 99E, thus routing all traffic for the regional commercial site onto 53rd Avenue. Together, these two potential developments (the regional commercial site and PepsiCo) generated higher traffic volumes on 53rd Avenue than assumed in the TSP because of site access as well as more job growth in this area than anticipated in the TSP. However, based on this analysis, full build-out of the SAAP will warrant the 4- to 5-lane section identified for right-of-way preservation in the TSP.

The timing for the need for four lanes will depend upon the rate of job and housing growth in the area as well as if secondary access is provided to the industrial area. The need for four lanes is likely to occur from the railroad crossing to the proposed roundabout at the main entrance to the industrial area prior to being necessary to Lochner Road and is likely to be necessary within the 2030 horizon if the jobs growth in the TSP of approximately 2,000 jobs occurs in that timeframe. The roundabout at the industrial area entrance would provide a good transition point from a 4-lane to 2-lane facility, would help separate residential traffic from industrial traffic in the roundabout, and would provide a good transition into the residential area.

Proposed Amendment: Modify the 53rd Avenue Extension Project (#L1) to include construction of a 4-lane section plus a landscaped median east of the bridge structure (or per the ultimately proposed 53rd Avenue/Ellingson Road cross-section) from OR 99E to the industrial area roundabout and with a 2-lane section plus landscaped median from the industrial area roundabout to Lochner Road with right-of-way preservation for four lanes.

Costs: The construction/engineering costs in the TSP would increase from the $17,000,000 assumed by approximately $614,000 for the additional travel lane between 99E and the industrial roundabout and landscaped medians. The right-of-way would remain approximately the same. The total new project cost in 2010 dollars[1], including construction/engineering and right-of-way costs is approximately $18,600,000.

Ellingson Road Urban Upgrade (Project # L53)

The current TSP includes an urban upgrade for Ellingson Road from Lochner Road to Columbus Street as a 3-lane facility with right-of-way preservation for five lanes. The roadway framework includes three intersections with connector roadways located along with segment of Ellingson Road with two planned as right-in/right-out only intersections and the most central intersection being full access.

The operational analysis for this segment of roadway indicates that it would function acceptably in the 2030 horizon as a 3-lane section with the exception of the full access intersection. It is recommended that this intersection be modified to a right-in/right-out/left-in only intersection so that this segment may operate as 2- to 3-lane roadway, without traffic signals, in the 2030 horizon. The 4- to 5-lane section will be necessary to support full build-out of the SAAP and is anticipated to be adequate for full build-out.

[1] All project costs are estimated using the same unit costs as assumed in the 2010 TSP.

Proposed Amendment: This project would remain a 2- to 3-lane roadway with right-of-way preservation for a 4- to 5-lane roadway. The only modification to the Project #L53 would be to update the cross-section to the ultimately proposed 53rd Avenue/Ellingson Road cross-section that includes high quality bicycle facilities. The description could also be modified to describe that the segment will have two right-in/right-out intersections and one right-in/right-out/left-in intersection.

Costs: The construction/engineering and right-of-way costs in the TSP would remain approximately the same.

Ellingson Road Extension (Project # L28)

The current TSP includes the extension of Ellingson Road from Columbus Street to Interstate 5 with an overcrossing at Seven Mile Lane. The roadway is planned to be two lanes and indicates that right-of-way preservation for a 5-lane section should be reviewed during the next TSP update. The Ellingson Road Extension should be constructed as a 2- to 3-lane facility to allow for a center left-turn lane at the proposed connector street intersections. Preservation for a 5-lane section should continue to be reviewed during the next TSP update as it may be needed to support travel demand from Albany to OR 34 and Lebanon using Seven Mile Lane. under full build-out conditions of the SAAP depending upon the number of railroad crossings and accesses to OR 99E and regional travel patterns beyond 2030.

Proposed Amendment: Modify the project description and cross-section to include a 2- to 3-lane section.

Costs: The construction/engineering and right-of-way costs in the TSP would increase from the current estimate of $4,430,000 to $5,740,000 with the cross-section modification.

Columbus Street (Project #L46)

Columbus Street is currently identified to be a 2-lane roadway with a two-way-left-turn lane at intersections. The current TSP includes upgrading Columbus Street to urban standards by adding a sidewalk, curb, and gutter on the west side of the roadway only. The TSP forecasts that the roadway will operate at a demand to capacity ratio of 0.89 and above in 2030 under the preferred land use scenario. The roadway is likely to operate over capacity with full build-out of the planned land uses. It would be recommended that right-of-way for a 5-lane section be preserved to support full build-out of the SAAP; however, significant right-of-way constraints on Columbus Street north of Oak Creek will prevent expansion of Columbus Street to a continuous 5-lane section up to 34th Avenue. Dual southbound entry lanes are anticipated to be necessary by 2030 at the Ellingson Road/Columbus Street roundabout and dual northbound exit lanes will be needed for full build-out. It is recommended that Columbus Street be constructed as a 3-lane facility allowing for turn lanes at the connector roadway and Oak Creek Parkway and that full urban facilities be provided on both sides of the roadway. Right-of-way preservation for a 5-lane section is recommended from south of Ellingson Road to north of the connector roadway to allow for dual entry and exit lanes from the roundabout and potentially extended through the connector roadway intersection north of Ellingson Road to provide for queue storage if this intersection requires signalization in the future.

Proposed Amendment: Modify the project description and cross-section to include a 2- to 3-lane section with urban facilities on both sides of the roadway and right-of-way preservation for five lanes from south of Ellingson Road to north of the connector roadway. Dual southbound lanes may be necessary from the connector roadway north of Ellingson Road to Ellingson Road by 2030.

Costs: The construction/engineering and right-of-way costs in the TSP would increase from the current estimate of $2,727,000 to $4,549,000 with the proposed amendment.

Lochner Road (Project #L54)

Lochner Road is currently a 2-lane roadway. The current TSP includes upgrading Lochner Road to urban standards but does not include any capacity improvement projects. Lochner Road is forecast to operate at a demand to capacity ratio of 0.18 or less under the preferred land use scenario. The recommended school site is located on Lochner Road. Although the SAAP will add significant traffic volumes to Lochner Road, the roadway will likely continue to operate below capacity with full build-out of the land uses in the SAAP. Providing turn lanes at the connector roadway and Oak Creek Parkway intersections will be necessary. The trails framework also proposes to include a multi-use path on one side of the roadway connecting the Oak Creek Trails to the high quality bike facility proposed on Ellingson Road.

Proposed Amendment: Modify the project description and cross-section to include a 2- 3-lane section and identify the proposed cross-section that includes the multi-use path on the east side of the roadway.

Costs: The construction/engineering and right-of-way costs in the TSP would increase from the current estimate of $5,756,000 to $8,270,000 due to the turn lanes and enhanced cross-section.

Lochner –Columbus Connector (Project #L8)

The current TSP proposes a minor collector street connecting Lochner Road and Columbus Street north of Oak Creek Parkway. Its' primary function was to provide property access to potentially land locked properties. Recent land development activity indicates this is no longer an issue. It is recommended that this project be removed from the TSP.

Proposed Amendment: Remove this project from the TSP.

Costs: Removes $2,742,000 of costs from the necessary improvements in the SAAP study area.

Oak Creek Parkway (NEW Project # 1)

The street framework for the TSP identifies the need for a local street paralleling Oak Creek to connect neighborhood parks, provide access to a future elementary school, and help provide visual and physical access to the open spaces of the Oak Creek Greenway. The proposed alignment of the roadway is conceptual, as the specific alignment will be established in future planning or development review.

Proposed Amendment: Add a new project to the TSP that identifies the Oak Creek Parkway as a new local street with a multi-use path provided on the north side of the roadway.

Costs: The construction/engineering and right-of-way costs would be approximately $16,456,000 including right-of-way ($11,400,000 for construction/engineering only).

Oregon 99E

The Albany TSP does not include any roadway projects on 99E in South Albany with the exception of an additional southbound left-turn lane at 53rd Avenue (discussed below). The portion of 99E north of the 53rd Avenue Extension is forecast to operate at a demand to capacity ratio of 0.74 in the TSP. Full build-out of the SAAP will add significant demand to 99E, particularly with the commercial and employment uses planned for the area. Therefore, Oregon 99E north of the 53rd Avenue Extension will likely not have sufficient capacity to support full build-out of the study area, particularly at intersections, unless regional travel patterns change significantly over time as a result of increased fuel prices, better local jobs and housing balances, shorter trip lengths, and increased use of transit.

Intersections

The following describes the existing TSP intersection projects and describes the recommended modifications to accommodate the 2030 and full build-out impacts of the SAAP. *The TSP figure identifying the projects below is included in Attachment "B" (Figure 7-1). Project prospectus sheets for the existing TSP projects are included in Attachment "C".*

OR 99E & 53rd Avenue (Project #I40)

The current TSP includes an intersection project to install a second southbound left-turn lane on 99E. The TSP volumes assume that access is provided on OR 99E to the regional commercial area southeast of the intersection of OR 99E and the 53rd Avenue Extension.

The improvements necessary at the intersection by 2030 are contingent on the proposed commercial development access and intensity of industrial development; however, full build-out of the SAAP will require this improvement.

Proposed Amendment: None.

Costs: The construction/engineering and right-of-way costs in the TSP would remain the same.

Ellingson Road /Columbus Street (Project #I16)

The current TSP includes an intersection project to install a traffic signal at Ellingson Road and Columbus Street with a single lane approach on all entries except for the northbound approach, which includes a separate left-turn lane. With a traffic signal and the traffic volumes forecasted for 2030 under the preferred land use scenario in the TSP, the intersection operates at a volume-to-capacity ratio of 0.69.

The street framework for the SAAP identifies a roundabout as the desired intersection treatment. A single-lane roundabout is anticipated to operate acceptably in the 2030 horizon provided there is a southbound right-turn by-pass lane. A multi-lane roundabout will be necessary to support full build-out of the SAAP. It

will need dual entry and exit lanes eastbound, westbound, and southbound requiring right-of-way preservation for a 4- to 5-lane facility on the Columbus Street approaches.

Proposed Amendment: Modify the project description to identify a roundabout as the planned intersection control treatment. It will likely be a single-lane roundabout with a southbound right-turn by-pass lane in 2030 that is constructed to accommodate a multi-lane roundabout for full build-out.

Costs: The construction/engineering and right-of-way costs in the TSP would increase from the current estimate of $345,000 to approximately $500,000.

Ellingson Road/53rd Avenue Extension & Lochner Road Intersection (NEW Project #2)

The current TSP does not identify an intersection treatment for the Ellingson Road/53rd Avenue/Lochner Road intersection. The intersection is currently a T-legged intersection with Lochner Road stop controlled. The TSP predicts volumes of traffic on Ellingson Road/53rd Avenue Extension over 850 vehicles during the PM Peak Hour. The SAAP street framework extends Lochner Road south of the intersection to create a four-legged intersection. The SAAP adds significantly more development near the intersection, which will likely increase traffic volumes at the intersection significantly.

The street framework for the SAAP identifies a roundabout as the desired intersection treatment. A single-lane roundabout is anticipated to operate acceptably in the 2030 horizon. A multi-lane roundabout will be necessary to support full build-out of the SAAP. It will need dual entry and exit lanes eastbound and westbound only.

Proposed Amendment: Add a new project to the TSP that identifies a roundabout as the planned intersection control treatment. It will likely be a single-lane roundabout in 2030 that is constructed to accommodate a multi-lane roundabout for full build-out of the SAAP.

Costs: The construction/engineering and right-of-way costs would be approximately $500,000.

53rd Avenue Extension/Industrial Property Access (NEW Project #3)

The street framework for the SAAP identifies a roundabout as the desired intersection treatment for the full access intersection to the industrial property located on the 53rd Avenue Extension. The 53rd Avenue Extension is recommended to be constructed as a 4-lane facility from OR 99E to this intersection (see Project #L1). This intersection is recommended to serve as the transition point from the 4-lane section to a 2- to 3-lane section to the east. It should be constructed as multi-lane roundabout to help separate residential traffic from industrial traffic and transition the 53rd Avenue Extension from a 4-lane facility to a 2-lane facility. A full multi-lane roundabout with dual entry and exit lanes eastbound and westbound will be necessary to support full build-out of the SAAP.

Proposed Amendment: Add a new project to the TSP that identifies a roundabout as the planned intersection control treatment. It will likely be a multi-lane roundabout in 2030 to transition the 53rd Avenue Extension from a 4-lane to 2-lane facility.

Costs: The construction/engineering and right-of-way costs would be approximately $500,000.

Intersections along Lochner and Columbus (NEW Projects #4 and #5)

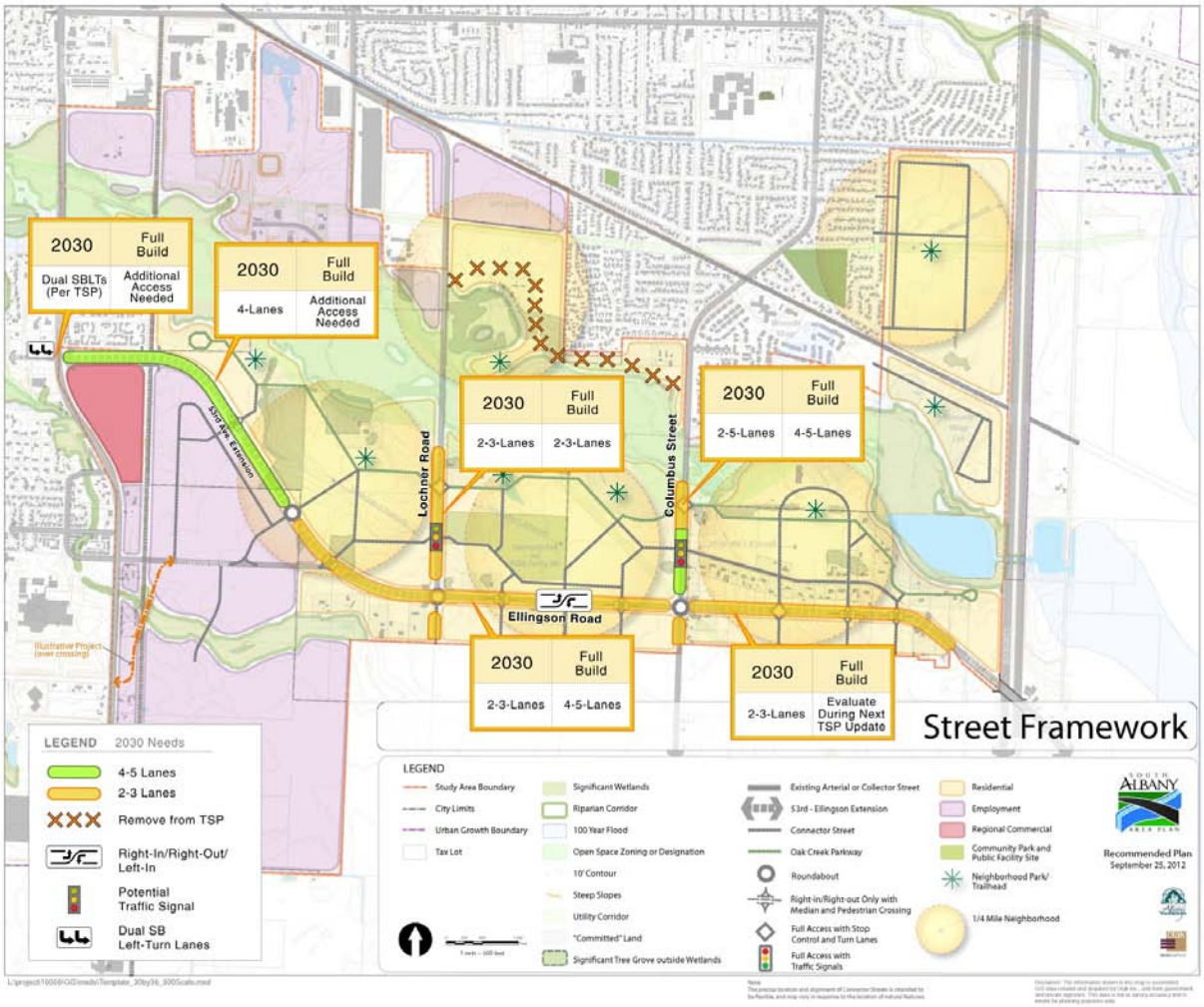
Lochner Road and Columbus Street are both classified as minor arterials in the Albany TSP. This means access should be limited when feasible in favor of mobility. Intersections are only anticipated at the connector roadways and at Oak Creek Parkway.

Unsignalized intersections on Lochner Road and Columbus Street at the connector roadways may operate acceptably in 2030 and at full build-out; however, it is possible that signals may be needed at the intersections of the connector roadways. The Lochner Road/Connector Road intersection could warrant a signal depending upon the type of commercial development and the intensity of use of the City Park. While commercial development is anticipated to be less intense on Columbus Street, the through volumes are higher and a signal may be necessary at the Columbus Street/Connector Road intersection at some point in the future.

Proposed Amendment: No amendment to the TSP is proposed for these intersections. The need for traffic signals will be monitored as part of the development review process.

Costs: The construction/engineering costs would be approximately $345,000 per signalized intersection.

The figure below summarizes the roadway and intersection needs for 2030 and to support full build-out of the SAAP. “Additional Access Needed” refers to the need for additional access to the area and across the railroad to serve the industrial land. Additional discussion on this subject is provided in subsequent sections**.** *Traffic operations analysis output are provided in Attachment “D”.*



Pedestrian/Bicycle Facilities

The current TSP includes pedestrian and bicycle facilities on the 53rd Avenue Extension, Ellingson Road, Ellingson Road Extension, Columbus Street, and Lochner Road. It also includes a multi-use path along the Oak Creek corridor with a hybrid pedestrian signalized crossing improvement at Highway 99E. The SAAP trails framework builds upon this to also provide a multi-use path along the north side of the Oak Creek corridor with several connections across the creek. It also identifies the desire for a multi-use trail (or higher quality bike facilities) along Ellingson Road, Lochner Road, and Columbus Street between the trail connections.

Intersection treatments for bicyclists and pedestrians should be considered at all new intersections in South Albany. Other bike treatments, such as sharrows *(shown on a local street in the picture to the right)* should be considered on the new connector roadways. The Albany TSP provides guidance on recommended crossing improvements for pedestrians and bicyclists and these should be considered during the design phases of all of the roadway extensions and urban upgrades.

The following describes the existing TSP pedestrian/bicycle projects and describes the recommended modifications to accommodate the 2030 and full build-out impacts of the SAAP. *The TSP figure identifying*

the projects below is included in Attachment "B" (Figure 7-5). Project prospectus sheets for the existing TSP projects are included in Attachment "C".

Oak Creek Trail (Project #M2)

As described above, the Oak Creek Trail is proposed to be expanded to include a parallel route on the north side of Oak Creek as well. The connections along Lochner Road and Columbus Street would be part of the roadway projects identified for those facilities. Not all trail segments shown in the SAAP Trail Framework are proposed to be added to the TSP (such as the segments under the BPA easement and paralleling the Union Pacific and I-5, for example) but will remain as part of the SAAP. Those proposed to be added to the TSP are described below.

Proposed Amendment: Modify project M2 in the TSP to include the expanded route identified in the trails framework. The proposed new trails are broken into the following segments:

1. Oak Creek Loop trail that parallels the south side of Oak Creek (Project #M2-a)
2. Oak Creek Loop trail north of Oak Creek (Project #M2-b)
3. Oak Creek crossing trails (Project #M2-c)

Costs: The construction/engineering costs would increase from the $2,645,000 assumed previously to approximately $5,305,000.

Lebanon Trail (Project #M9)

The Lebanon Trail is an additional trail project within the SAAP study area that would run parallel to the railroad tracks south of Del Rio Avenue from Columbus Street to the UGB (crossing under the existing I-5 bridges over the railroad tracks) to provide for a future connection to Lebanon. There are no changes proposed to this project.

Proposed Amendment: None.

Costs: No change.

OR 99E/Oak Creek Trail Crossing Improvement (Project #M12)

The TSP identifies the need for a crossing treatment at OR 99E and the Oak Creek Trail. It is identified as a hybrid pedestrian signal. There are no changes proposed to this project.

Proposed Amendment: None.

Costs: No change.

RAIL CROSSINGS

The Albany TSP includes a 4-lane grade-separated rail crossing with the 53rd Avenue Extension project. Currently there are existing railroad crossings at Ellingson Road and Beta Drive. Although closure of the Ellingson Road railroad crossing is not identified in the City's TSP, traffic analysis for the TSP and for the SAAP assumed closure of this connection. The year 2030 SAAP traffic analysis assumes that the 53rd Avenue Extension is the only vehicular access from OR 99E into the SAAP study area (with the exception of the regional commercial site which was assumed to have an access directly to OR 99E but it does not require a railroad crossing). The traffic analysis shows that while the 53rd Avenue Extension is sufficient to serve projected growth in the 2030 horizon, full build-out of the South Albany area beyond 2030 will cause traffic demand to exceed the capacity of 53rd Avenue intersection at OR 99E. Therefore, it is recommended that an additional grade-separated railroad crossing be considered beyond the 2030 horizon (illustratively identified in the previous figures in the vicinity of the business park) connecting OR 99E to the SAAP study area to provide the roadway capacity necessary for the SAAP to develop beyond the 2030 forecast. This connection should be designed to serve as the primary access to the industrial properties, reducing heavy vehicle traffic on 53rd Avenue. This connection will also provide significant benefits for pedestrians and bicycles as well. *Traffic operations analysis output are provided in Attachment "D".*

The SAAP Trails Framework shows a trail paralleling the railroad tracks as well as a multi-use path along Ellingson Road from 53rd Extension/Ellingson Road. It also includes a a grade-separated crossing of the railroad just south of Ellingson Road (most likely an undercrossing in the same area as the creek undercrossing) and connecting to Oregon 99E. Without this connection, significant out of direction travel for pedestrians and bicycles from Linn-Benton Community College, neighborhoods west of the SAAP study area, or from the south on Oregon 99E would be required to access the industrial, residential or village center areas in the study area as well as to access other areas to the north. The SAAP study area will be a destination for people from outside of the study area and its pedestrian and bicycle facilities will be attractive for multi-modal trips through the study area, helping the City achieve its goal of a larger mode split. Creating out of direction travel for pedestrian and bicycles to access the area and amenities will reduce access to the area for multi-modal trips and will make the amenities beneficial only to its residents and could reduce the viability of its neighborhood commercial centers.

It is also recommended that the Beta Drive crossing be maintained as a secondary emergency vehicle access to the industrial area. The industrial land in the SAAP is bisected by a creek and Beta Drive would provide the most direct access to the southern portion of the industrial area from OR 99E for emergency vehicles. A decision regarding the crossing should be deferred to development of the industrial area south of Ellingson Avenue.

Grade-Separated Multi-Use Trail Railroad Crossing south of Ellingson (NEW Project #6)

Add a project to include a grade-separated multi-use path railroad crossing south of Ellingson Road. This crossing is likely to be an undercrossing utilizing the existing creek undercrossing.

Proposed Amendment: None. Although part of the SAAP, this project is not proposed to be added to the TSP.

Costs: TBD

AREAS FOR FURTHER PLANNING

Gateway Design

The Albany Comprehensive Plan includes policy direction that promotes "creating attractive gateways into Albany". Examination of specific gateway designs for Oregon 99E and Columbus Street are beyond the scope of the South Albany Area Plan. It is recommended that the City plan a future project to develop alternatives and approve design concepts for Oregon 99E and Columbus Street as gateway streets.

Green Streets and Low Impact Development Practices

The City is currently prepared a storm waster master plan that will include consideration of Low Impact Development practices. The South Albany Area should be considered for application of these concepts, and pilot projects.

Illustrative Railroad Crossing

The "illustrative" diagonal RR crossing shown in the Street Framework may be needed beyond the 2030 horizon; however, additional analysis is necessary to determine if there is sufficient separation between Oregon 99E and the railroad. It is not known if there is sufficient separation between Oregon 99E and the railroad to make this diagonal alignment feasible. Future analysis will be necessary to verify it's feasibility and its need. The need for additional access to Oregon 99E beyond 2030 will need to be continued to be monitored during each TSP update.

SUMMARY AND RECOMMENATIONS

The following summarizes the transportation recommendations. Table 2 summarizes the recommended TSP amendments and identifies the anticipated 2030 and Build-out needs of the study area.

Roadways

- All new roads in the SAAP street framework, not currently identified in the TSP, are envisioned as local streets, some with enhanced amenities, but are recommended for inclusion in the SAAP to guide the basic development of the local street system.

- "Connector" roadways were not identified as minor collectors because of the desire for driveways and on-street parking; however, some of the connector roadways may require some restriction of driveways near the intersections of Ellingson Road, Lochner Road, and Columbus Street. The connector street cross-section is recommended to have the attributes of an Albany "Network Local Street" but with parking provided on both sides.

- A new project should be added to the TSP that identifies the Oak Creek Parkway as a new local street with a multi-use path provided on the north side of the roadway. The Oak Creek Parkway will connect neighborhood parks, provide access to a future elementary school, and help provide visual and physical access to the open spaces of the Oak Creek Greenway. The proposed alignment of the roadway is conceptual, as the specific alignment will be established in future planning or development review.

- Modifications to the cross-sections in the TSP for Ellingson Road, Lochner Road, and a section of Columbus Street are recommended to provide high quality bicycle facilities such as a two-way mixed-use path or cycle track on one side of the roadway.

- The full access connector roadway access originally proposed on Ellingson Road between Lochner Road and Columbus Street should be modified to a right-in/right-out/left-in only intersection so that this segment may operate as 2- to 3-lane roadway, without traffic signals, in the 2030 horizon.

- Preservation for a 5-lane section on Ellingson Road near I-5 should continue to be reviewed during the next TSP update as it may be needed to accommodate travel demand from Albany to OR 34 and Lebanon using Seven Mile Lane under full build-out conditions of the SAAP depending upon the number of railroad crossings and accesses to OR 99E and regional travel patterns beyond 2030.

- Columbus Street should be constructed as a 3-lane facility allowing for turn lanes at the connector roadway and Oak Creek Parkway and full urban facilities should be provided on both sides of the roadway as opposed to one side as indicated in the TSP. Right-of-way preservation for a 5-lane section is recommended from south of Ellingson Road to north of the connector roadway to allow for future dual entry and exit lanes from the roundabout and potentially extended through the

connector roadway intersection north of Ellingson Road to provide for queue storage if this intersection requires signalization in the future.

- The 53rd Avenue Extension should be constructed as a 4-lane facility from OR 99E to the industrial property access at the proposed roundabout. This intersection is recommended to serve as the transition point from the 4-lane section to a 2- to 3-lane section to the east.

- Full build-out of the South Albany area beyond 2030 may cause traffic demand to exceed the capacity of 53rd Avenue intersection at OR 99E. A second grade-separated railroad crossing should be considered beyond the 2030 horizon (illustratively identified in the previous figures in the vicinity of the business park) connecting OR 99E to the SAAP study area to provide the roadway capacity necessary for the SAAP to develop beyond the 2030 forecast and support full build-out. Additional analysis is necessary to determine the feasibility of the illustrative diagonal crossing and other potential options.

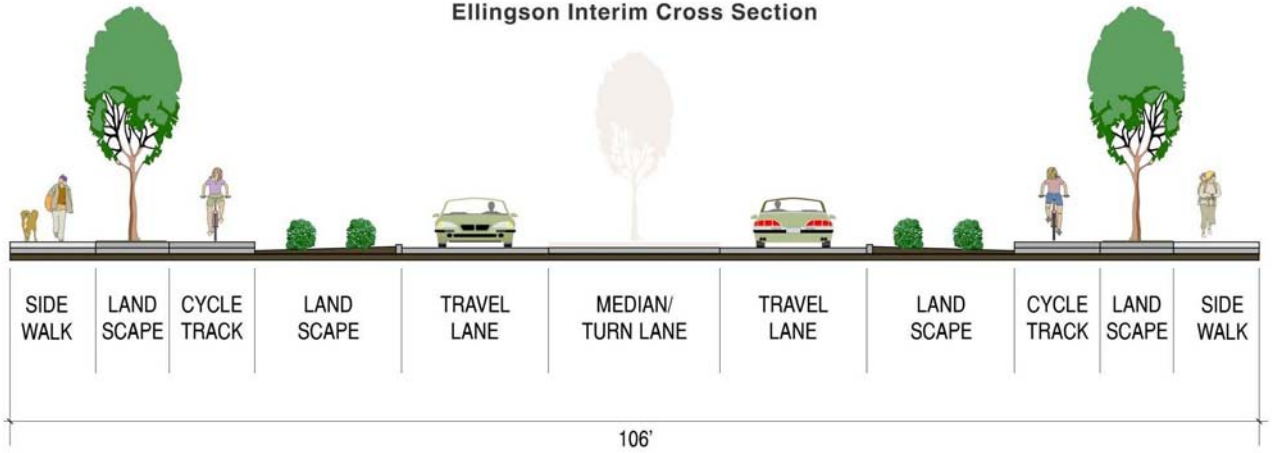
- The Beta Drive crossing may need to be maintained as a secondary emergency vehicle access to the industrial area. A decision regarding the crossing should be deferred to development of the industrial area south of Ellingson Avenue.

Table 2 Recommended TSP Amendments

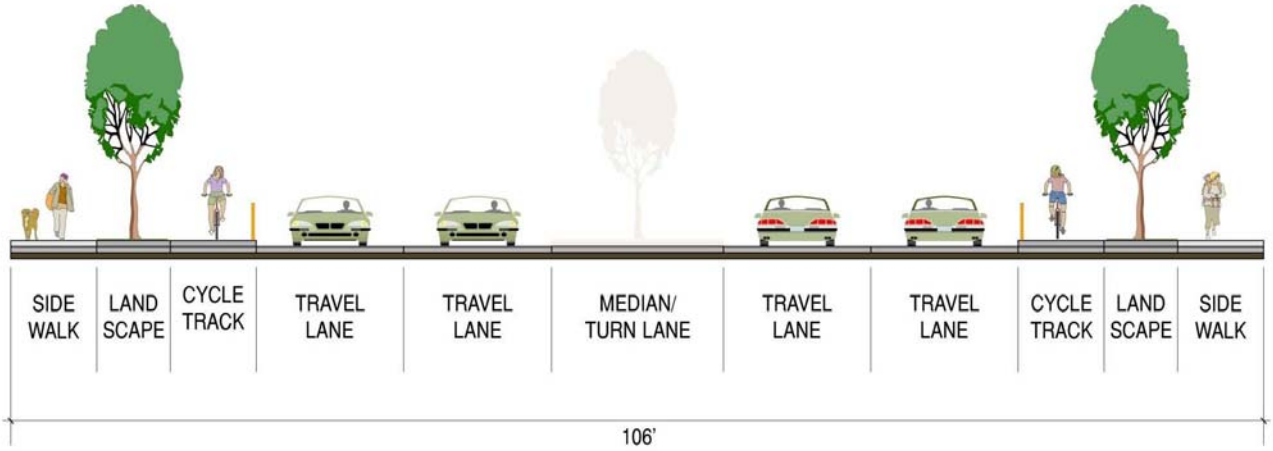
ID	Project Name	Project Type	TSP Amendment	2030 Need	Build-out Need	TSP Project Cost	Amended Cost
L1	53rd Avenue Extension	New Road or Alignment	Extend 4-lane section to 1st roundabout	2-4 Lanes	4 Lanes	$17,986,000	$18,600,000
L8	Lochner-Columbus Connector	New Road or Alignment	Remove from TSP	NA	NA	$2,742,000	$0
L28	Ellingson Road Extension	New Road or Alignment	Widen from 2 to 3 lanes	2-3 Lanes	4-5 Lanes if interchange identified in future TSP	$4,430,000	$5,740,000
L46	Columbus Street	Urban Upgrade	5-lane ROW preservation near Ellingson Road	3-5 Lanes (near Ellingson only)	5 Lanes (north to Oak Creek Parkway only)	$2,727,000	$4,549,000
L53	Ellingson Road	Urban Upgrade	Update cross-section for high quality bike facility	3 Lanes	5 Lanes	$5,847,000	$5,847,000
L54	Lochner Road	Urban Upgrade	Update cross-section for high quality bike facility	2-3 Lanes	2-3 Lanes	$5,756,000	$8,270,000
NEW 1	Oak Creek Parkway	New Road	Add new local roadway	2 lanes	2 lanes	NA	$16,456,000
I16	Ellingson Road/ Columbus Street	Intersection Control Change (Roundabout)	Change from signal to roundabout	Partial multi-lane roundabout	Multi-lane roundabout	$345,000	$500,000
M2	Oak Creek Trail	Multiuse Path	Expanded and split into 3 projects (see below)	NA	NA	$2,645,000	see segment cost estimates
M2-a	Oak Creek Loop Trail (south of Oak Creek)	Multiuse Path	Create trail	NA	NA	NA	$2,680,000
M2-b	Oak Creek Loop Trail (north of Oak Creek)	Multiuse Path	Create trail	NA	NA	NA	$1,787,000
M2-c	Oak Creek Crossing Trails	Multiuse Path	Create trail	NA	NA	NA	$838,000
NEW 2	Ellingson Road/ Lochner Road	Roundabout	Identify roundabout as treatment	Single Lane roundabout	Multi-Lane roundabout	NA	$500,000
NEW 3	53rd Avenue Extension/Industrial Property Access	Roundabout	Identify roundabout as treatment	Partial multi-lane roundabout	Multi-lane roundabout	NA	$500,000

ATTACHMENT A – PROPOSED CROSS-SECTIONS

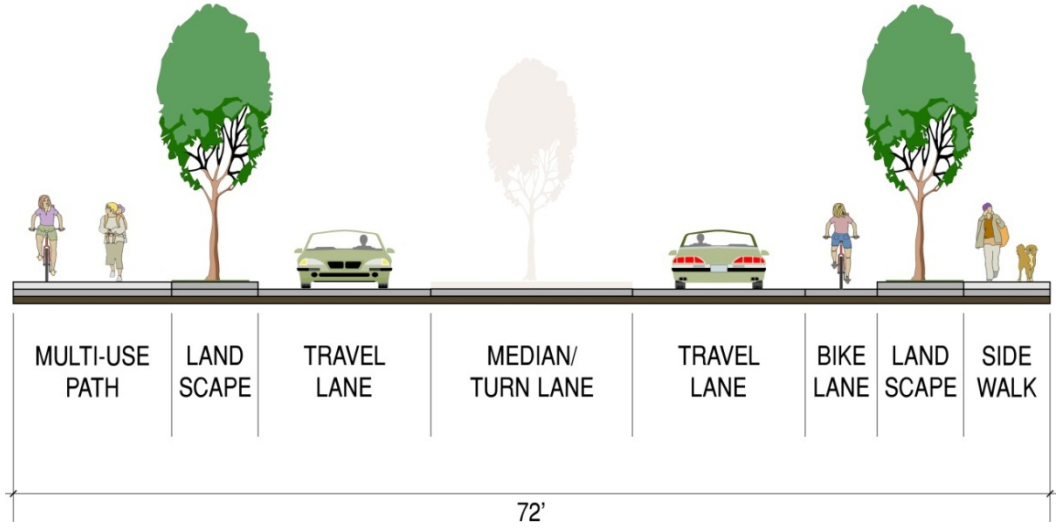
Ellingson Interim Cross Section



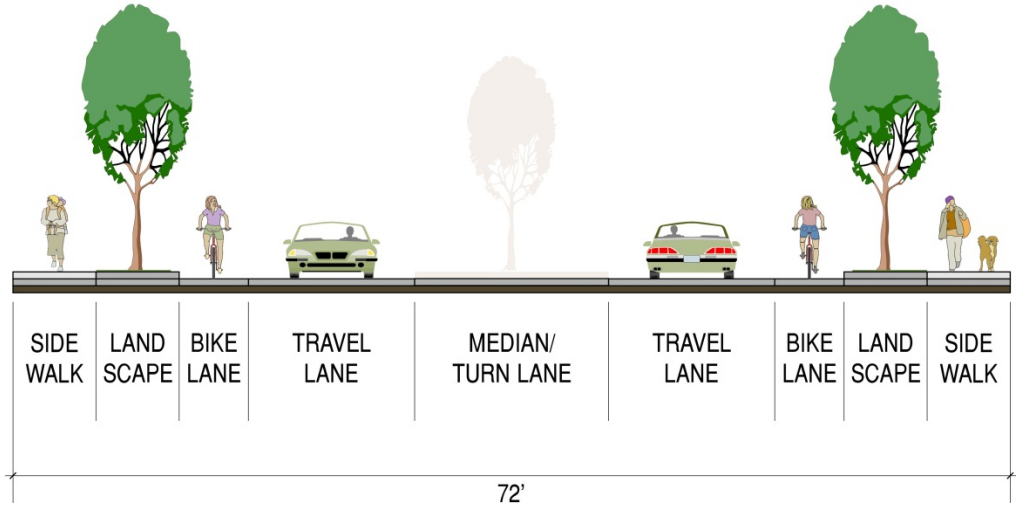
Ellingson Build-out Cross Section



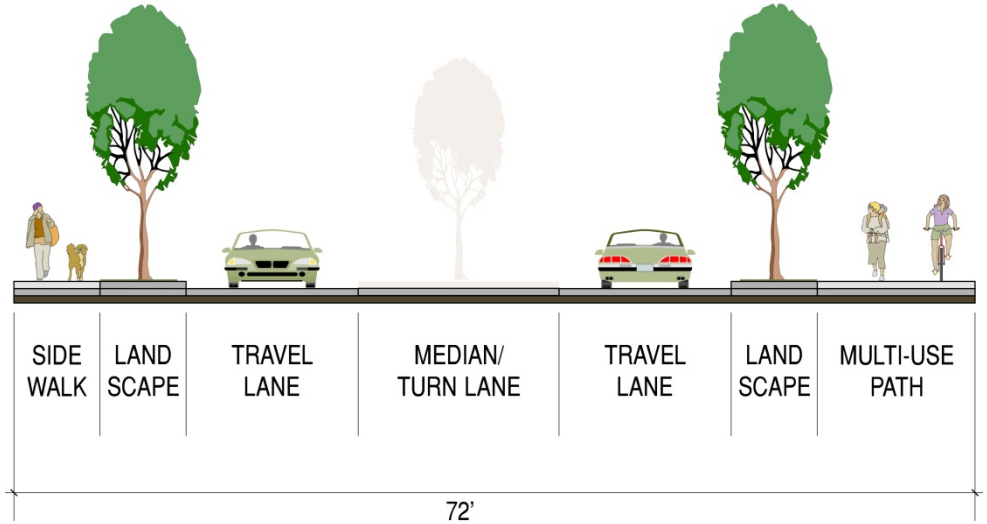
Columbus Multi-Use Trail Cross Section



Columbus Typical Cross Section



Lochner Multi-Use Trail Cross Section



ATTACHMENT B – TSP MAPS

Figure 7-1

Willamette River

L43 L38 L10 L42 I35 L40 L41 L50 L37 L36 L6 L44 L27 L26 I34 I8 L60 I9 S2 L3 I20 I21/I22 I23 I12 L59 I1 I2 L5 L30 I38 I24 I29 I39 I27 I37 I14/I28 I40 L1 L8 L54 L46 L53 I16 L28 L45 L34 L58 I18 L9 I6 L2 I7 I11 I15 I19 I13 I25/I26 I3 I4 I5/I17 S10 I30/I31 L11 L12 L56 L57 L4 I36 L48 L13 L31 L32 L55 L33 L33A L47 L61 L39 L25A L25B L25C S9 I10 L17 L18 L15 L19 L57 L20 L24 L22 L23 I33 L21 L35 L49 L14 L52 L16

Improvement Timeframe

- Short-term
- Medium-term
- Long-term/ Project-driven

Improvements

- Intersection Improvement
- Capacity Improvement
- Urban Upgrade
- New Roadway
- Alternative Alignment
- Study Refinement Area

Destinations

- School
- Major Employer
- Other
- Albany General Hospital
- Amtrak Station
- Public Library
- Public Building

Boundaries

- Parks
- Urban Growth Boundary
- City Limitis

Other Roads

- Study Roads
- Local Roads

0 0.25 0.5 0.75 1 Miles

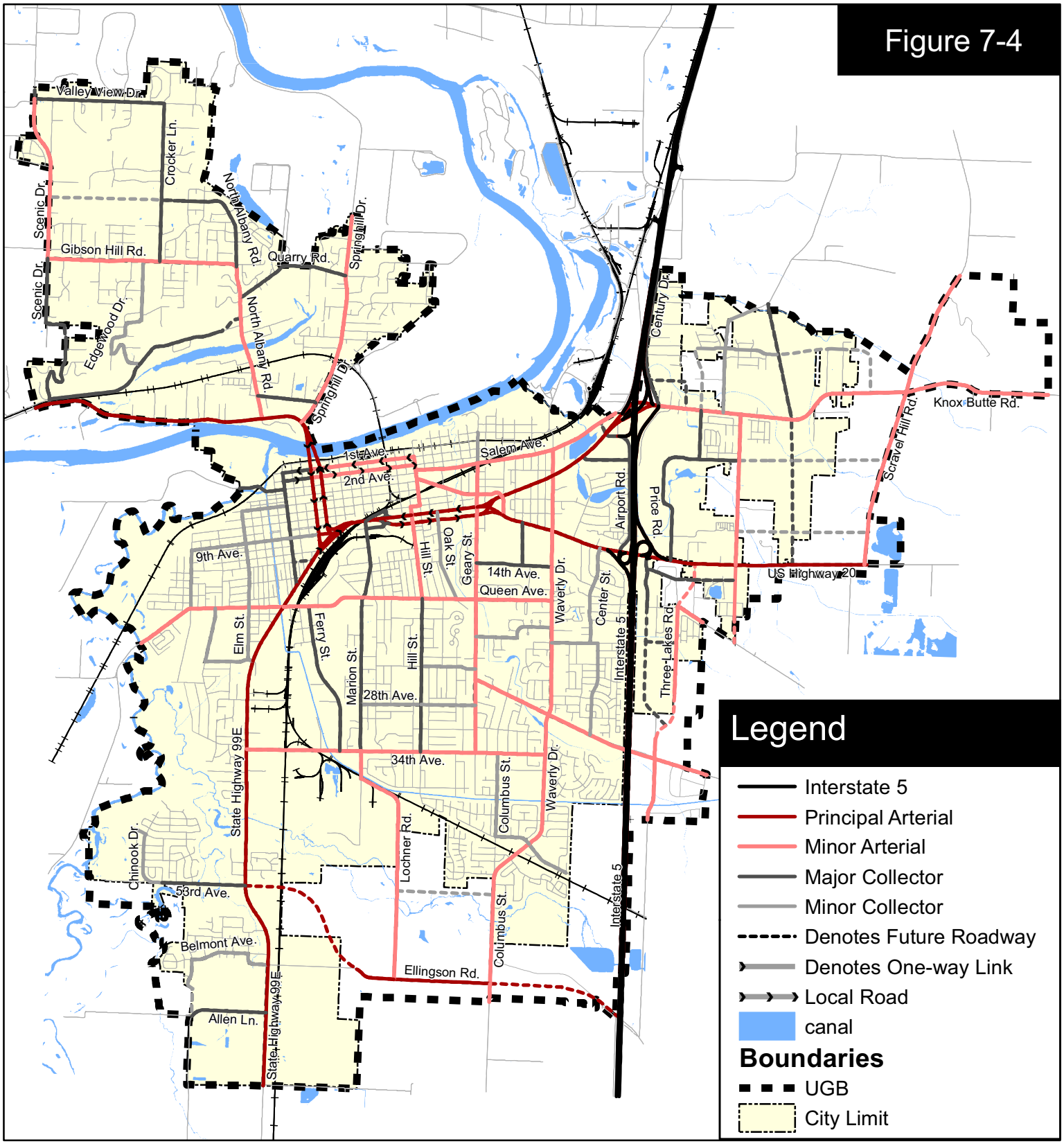
City of Albany, Oregon

Albany Transportation System Plan

Planned Auto Improvements

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

CITY OF Albany OREGON



City of Albany, Oregon

Albany Transportation System Plan

Roadway Functional Classification Map

0 0.25 0.5 1 Miles

Kittelson & Associates, Inc.
Transportation Engineering/Planning

Figure 7-5

Willamette River

P12 P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12
M1 M2 M3 M4 M5 M6 M7 M8 M9 M10 M11 M12 M13
B1 B2 B3 B4 B5 B6 B7 B8 B9 B10 B11 B12 B13 B14 B15 B16 B17 B18 B19 B20 B21

Project T1: Proposed Transit Stop Improvements

Improvement Timeframe

- Short-term
- Medium-term
- Long-term/ Project-Driven

Improvement Type

- Crossing Improvement
- Bike Project
- Pedestrian Project
- Multi-Use Path Project

Destinations

- School
- Major Employer
- Other
- Albany General Hospital
- Amtrak Station
- Public Library
- Public Building

Boundaries

- Parks
- Urban Growth Boundary
- City Limitis

Other Roads

- Study Roads
- Local Roads

0 0.25 0.5 0.75 1 Miles

City of Albany, Oregon

Albany Transportation System Plan

Planned Bicycle and Pedestrian Improvements

Note: This map shows stand-alone projects only. All new roadway and urban upgrade projects will include bike and ped facilities

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TRANSPORTATION ENGINEERING/PLANNING

CITY OF Albany

ATTACHMENT C – TSP PROJECT PROSPECTUS SHEETS

Project #: L1	**53rd Avenue Extension**

Description: A 1.4 mile extension of 53rd Avenue east from OR 99E to Ellingson Road, including a four-lane grade-separated rail-crossing. The road will have a three-lane cross-section with 110-foot right-of-way for a future five-lane cross-section from the rail-crossing to the Lochner Road/Ellingson Road intersection. It is assumed that ROW for the three-lane section will be dedicated and the additional ROW for a five-lane section will be purchased. The cross-section shown assumes 110-feet of right-of-way with three travel lanes. The extra wide landscape strips are where future lanes would be added.

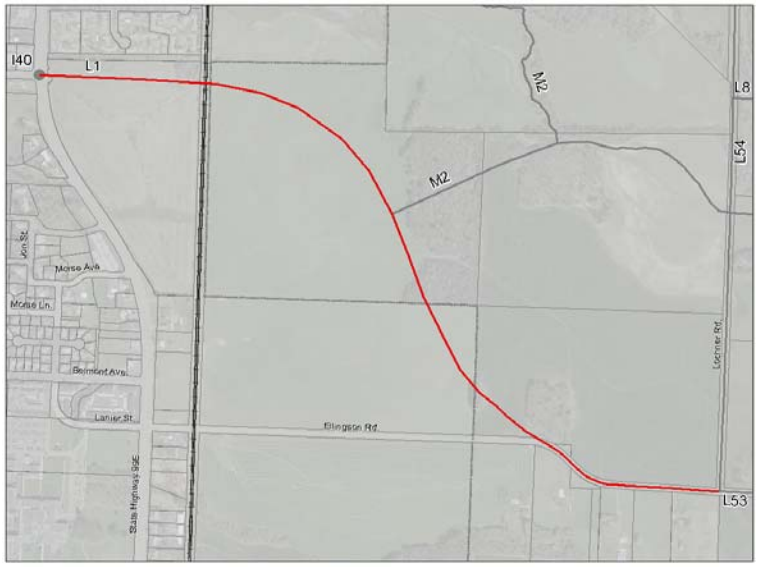
Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
New Road or Alignment	Principal Arterial	ODOT, Linn County, Railroad & ODOT Rail	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$17,000,000	$986,000	$0	**$17,986,000**	*54%*

Project Goals Met:

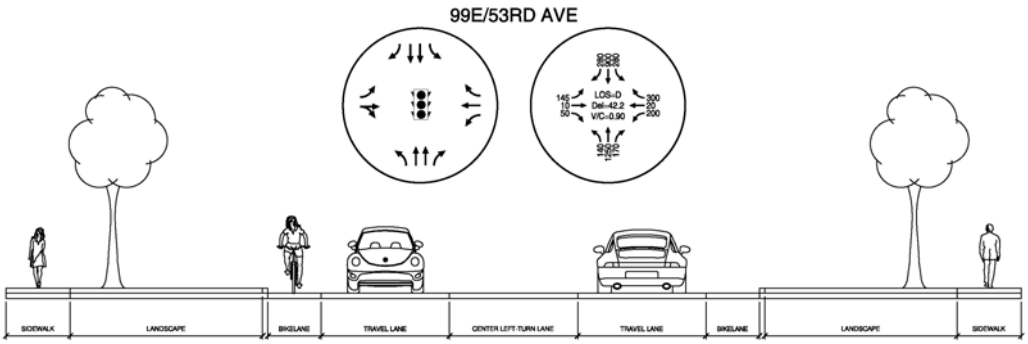
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☐	☑	☐	☐	☐

Project Location:



Related Projects:
L53, L54, M2

Illustrative Section:



Project #: L8	**Lochner-Columbus Connector**

Description: Develop a new collector street that provides connectivity to Oak Creek residential area between Lochner Road and Columbus Street. Project cost assumes ROW will be dedicated.

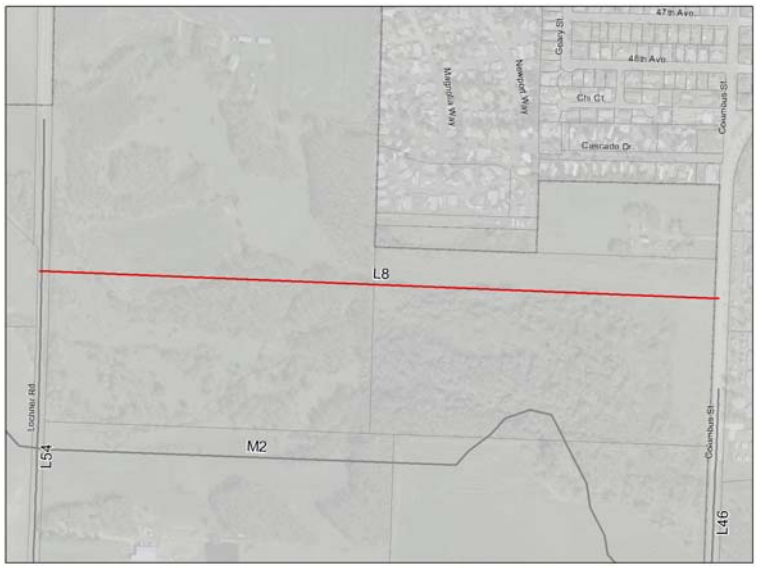
Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
New Road or Alignment	Minor Collector		Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$2,742,000	$0	$0	**$2,742,000**	*100%*

Project Goals Met:

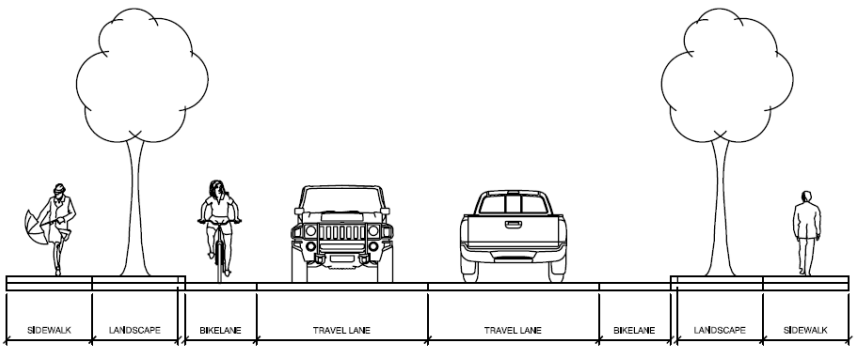
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☑	☐

Project Location:



Related Projects:
L46, L54

Illustrative Section:



Project #: L28	**Ellingson Road Extension**

Description: Extends Ellingson Road from Columbus Avenue to Interstate 5 overcrossing at Seven Mile Lane. Realign Seven Mile Lane on the west side of I-5 to align with current Ellingson Road, forming a four-leg intersection at Columbus Street. This section of Ellingson Road should be evaluated for the need to preserve right-of-way for a future five-lane section at the next TSP Update. Project cost assumes ROW will be dedicated.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
New Road or Alignment	Principal Arterial		Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$3,930,000	$0	$500,000	**$4,430,000**	*61%*

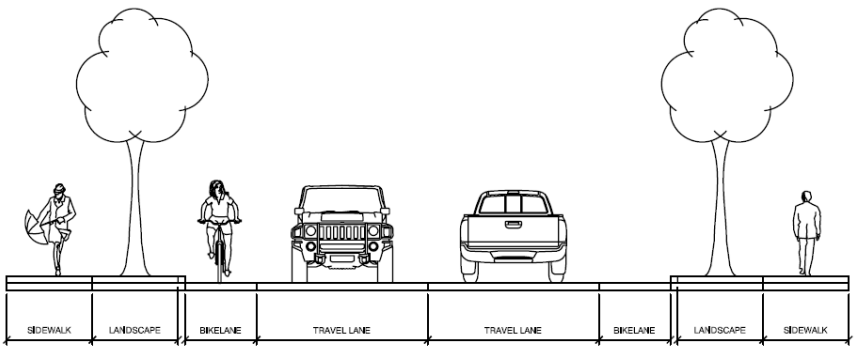
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:

Related Projects:
L46, L53, I16

Illustrative Section:



Project #: L46	**Columbus Street**

Description: Add sidewalk, curb, and gutter from Waverly Drive to urban growth boundary, west side of roadway only.

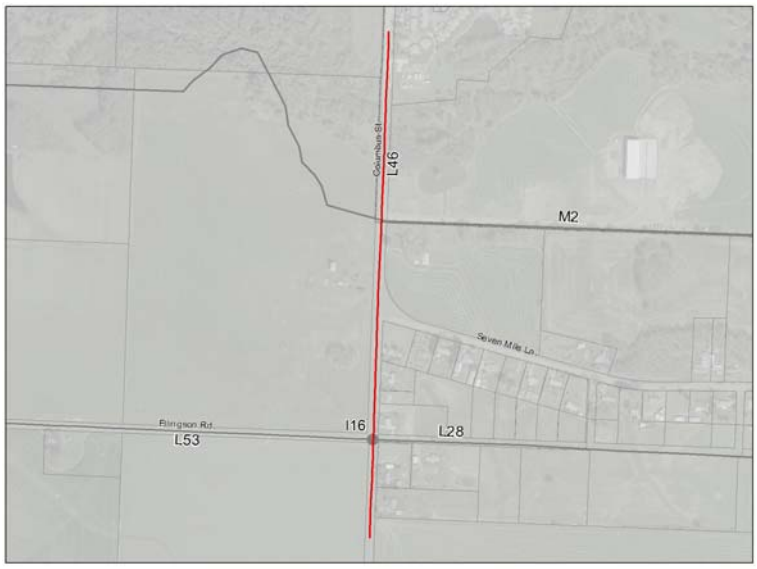
Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Urban Upgrade	Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$2,687,000	$40,000	$0	**$2,727,000**	*49%*

Project Goals Met:

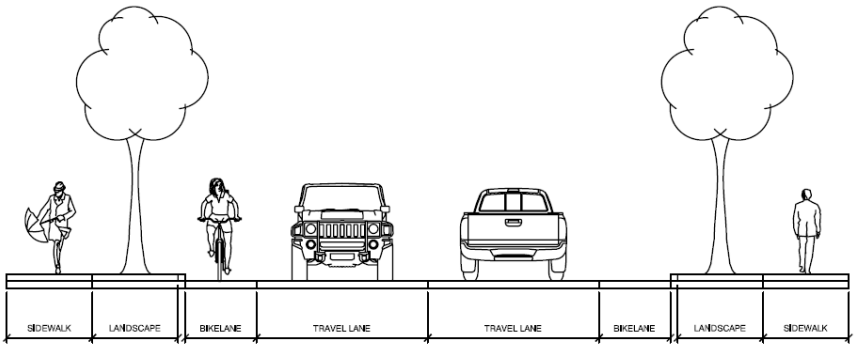
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L28, L53, I16, M2

Illustrative Section:



Project #: L53	**Ellingson Road**

Description: Add sidewalk, curb, gutter, and bike lanes from 53rd Avenue Extension to Columbus Street. Construct with three travel lanes but future right-of-way for five-lanes. The cost estimate assumes ROW is available for the three-lane section but purchased for the five-lane section.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Urban Upgrade	Principal Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$5,157,000	$690,000	$0	**$5,847,000**	*49%*

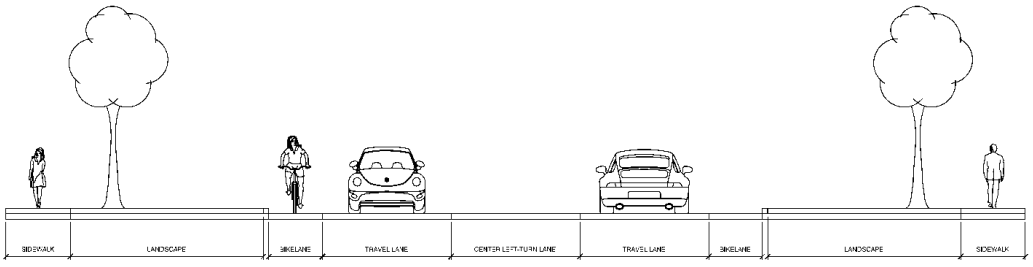
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:

Related Projects:
L1, L28, L46, L54, I16

Illustrative Section:



Project #: L54	**Lochner Road**

Description: Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road, from 34th Avenue to Ellingson Road, excluding the portion already constructed.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Urban Upgrade	Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$5,756,000	$0	$0	**$5,756,000**	*44%*

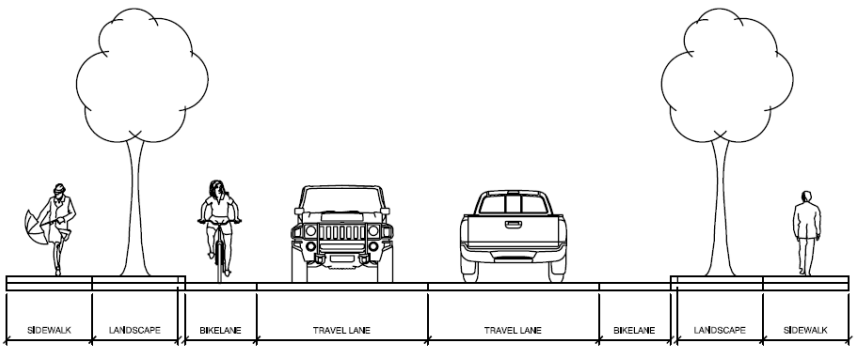
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:

Related Projects:
L1, L8, L53, I11, M2

Illustrative Section:



Project #: I16	**Ellingson Road/Columbus Street**

Description: Install a new traffic signal

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Intersection Control Change	Principal Arterial / Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$345,000	$0	$0	**$345,000**	*100%*

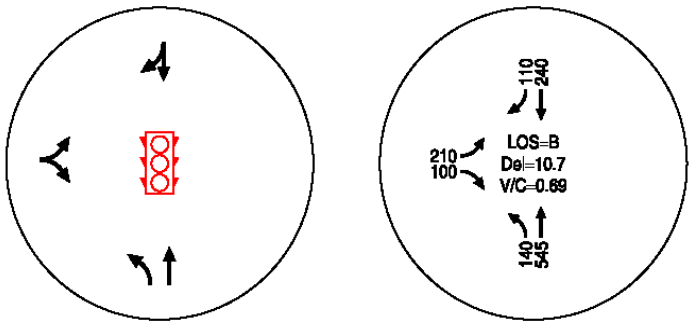
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:

Related Projects:
L28, L46, L53

Illustrative Section:



Project #: I40	**OR 99E/53rd Avenue**

Description: Install second southbound left-turn lane on 99E (the need for this project should be reviewed after development of the parcel in the southeast corner of the intersection, otherwise known as the "Piano" shaped parcel, as dual southbound lefts may not be required if a southbound left-turn lane in to the "piano" parcel is provided).

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Intersection Add Lane(s)	Principal Arterial/Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$421,000	$54,000	$75,000	**$550,000**	*38%*

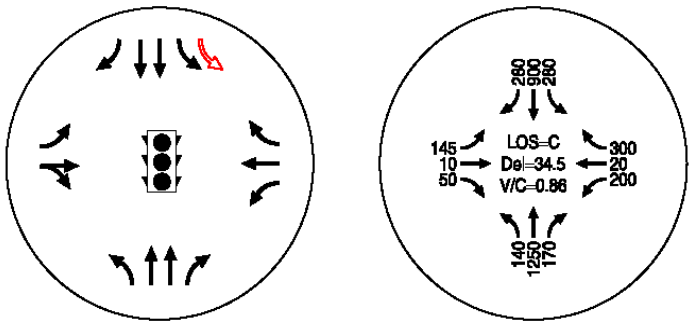
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:

Related Projects:
L1

Illustrative Section:



Project #: M2	**Oak Creek Trail**

Description: Construct multi-use path along Oak Creek corridor from Three Lakes Road to west of Oregon 99E.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Multiuse Path	NA	ODOT, Railroad & ODOT Rail	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$940,000	$1,705,000	$0	**$2,645,000**	*70%*

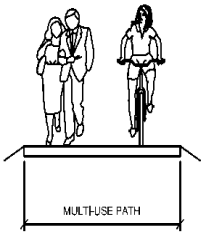
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☐	☐	☑	☑

Project Location:

Related Projects:
L1, L46, L54, M12

Illustrative Section:



Project #: M9	**Lebanon Trail**

Description: Construct a multi-use path parallel to the railroad tracks south of Del Rio Avenue from Columbus Street to the Urban Growth Boundary to provide for a future connection to Lebanon.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Multiuse Path	NA	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$206,000	$374,000	$0	**$581,000**	*70%*

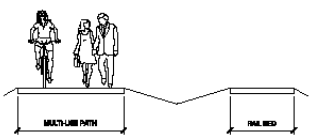
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☐	☐	☑	☑

Project Location:

Related Projects:
B19, M2, P5

Illustrative Section:



ATTACHMENT D – SYNCHRO OUTPUT SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	10	50	200	20	300	140	1250	170	280	900	280
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1510		1554	1716	1452	1662	3292	1342	3162	3228	1437
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1646	1510		1554	1716	1452	1662	3292	1342	3162	3228	1437
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	153	11	53	211	21	316	147	1316	179	295	947	295
RTOR Reduction (vph)	0	47	0	0	0	39	0	0	100	0	0	157
Lane Group Flow (vph)	153	17	0	211	21	277	147	1316	79	295	947	138
Confl. Peds. (#/hr)			2			2			10			2
Heavy Vehicles (%)	1%	2%	0%	7%	2%	2%	0%	1%	8%	2%	3%	1%
Turn Type	Prot			Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	18.0	10.8		13.7	6.5	21.8	13.1	43.6	43.6	15.3	46.3	46.3
Effective Green, g (s)	18.0	10.8		14.2	7.0	22.8	13.1	44.6	44.6	15.8	47.3	47.3
Actuated g/C Ratio	0.18	0.11		0.14	0.07	0.22	0.13	0.44	0.44	0.16	0.47	0.47
Clearance Time (s)	4.0	4.0		4.5	4.5	4.5	4.0	5.0	5.0	4.5	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	292	161		218	118	384	215	1448	590	493	1506	670
v/s Ratio Prot	0.09	c0.01		c0.14	0.01	c0.11	0.09	c0.40		0.09	c0.29	
v/s Ratio Perm						0.08			0.06			0.10
v/c Ratio	0.52	0.10		0.97	0.18	0.72	0.68	0.91	0.13	0.60	0.63	0.21
Uniform Delay, d1	37.8	40.9		43.4	44.5	36.4	42.2	26.5	16.9	39.8	20.4	16.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.3		51.2	0.7	6.6	8.7	8.6	0.1	2.0	0.8	0.2
Delay (s)	39.5	41.2		94.6	45.2	42.9	50.8	35.1	17.0	41.8	21.3	16.1
Level of Service	D	D		F	D	D	D	D	B	D	C	B
Approach Delay (s)		40.0			62.9			34.5			24.2	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

MOVEMENT SUMMARY

Site: Ellingson/Industrial

53rd Ave/Industrial Property Access
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Access											
3	L	109	3.0	0.636	21.7	LOS C	3.5	90.7	0.77	1.09	21.2
8	T	217	3.0	0.636	21.7	LOS C	3.5	90.7	0.77	0.97	22.2
18	R	326	3.0	0.509	13.8	LOS B	2.6	66.6	0.67	0.88	25.4
Approach		652	3.0	0.636	17.8	LOS C	3.5	90.7	0.72	0.94	23.5
East: 53rd Avenue Extension											
1	L	109	3.0	0.694	21.2	LOS C	4.8	122.7	0.79	1.10	21.4
6	T	543	3.0	0.694	21.2	LOS C	4.8	122.7	0.79	0.99	22.5
16	R	217	3.0	0.694	21.2	LOS C	4.8	122.7	0.79	1.02	22.3
Approach		870	3.0	0.694	21.2	LOS C	4.8	122.7	0.79	1.01	22.3
North: Access											
7	L	109	3.0	0.343	10.3	LOS B	1.1	27.1	0.53	0.94	25.1
4	T	109	3.0	0.343	10.3	LOS B	1.1	27.1	0.53	0.73	27.2
14	R	109	3.0	0.159	7.0	LOS A	0.4	10.6	0.44	0.71	29.1
Approach		326	3.0	0.343	9.2	LOS A	1.1	27.1	0.50	0.80	27.0
West: 53rd Avenue Extension											
5	L	217	3.0	0.804	24.6	LOS C	8.7	222.1	0.86	1.11	20.4
2	T	413	3.0	0.804	24.6	LOS C	8.7	222.1	0.86	1.04	21.2
12	R	109	3.0	0.124	5.3	LOS A	0.4	11.3	0.34	0.56	30.2
Approach		739	3.0	0.804	21.7	LOS C	8.7	222.1	0.79	0.99	21.9
All Vehicles		2587	3.0	0.804	19.0	LOS C	8.7	222.1	0.73	0.96	23.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used.

MOVEMENT SUMMARY

Site: Ellingson_Lochner_2030

Ellingson_Lochner_2030

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Lochner Rd. (new)											
3	L	78	3.0	0.192	7.5	LOS A	0.7	17.5	0.51	0.88	26.3
8	T	26	3.0	0.192	7.5	LOS A	0.7	17.5	0.51	0.67	28.7
18	R	26	3.0	0.192	7.5	LOS A	0.7	17.5	0.51	0.72	28.4
Approach		130	3.0	0.192	7.5	LOS A	0.7	17.5	0.51	0.81	27.1
East: WB Ellingson Rd.											
1	L	30	3.0	0.514	10.6	LOS B	2.8	72.5	0.48	0.86	25.1
6	T	365	3.0	0.514	10.6	LOS B	2.8	72.5	0.48	0.59	27.3
16	R	72	3.0	0.514	10.6	LOS B	2.8	72.5	0.48	0.64	27.0
Approach		467	3.0	0.514	10.6	LOS B	2.8	72.5	0.48	0.61	27.1
North: SB Lochner Rd.											
7	L	59	3.0	0.174	7.3	LOS A	0.6	15.7	0.51	0.89	26.4
4	T	26	3.0	0.174	7.3	LOS A	0.6	15.7	0.51	0.68	28.9
14	R	33	3.0	0.174	7.3	LOS A	0.6	15.7	0.51	0.72	28.5
Approach		117	3.0	0.174	7.3	LOS A	0.6	15.7	0.51	0.79	27.4
West: EB Ellingson Rd.											
5	L	78	3.0	0.469	9.3	LOS A	2.6	65.4	0.37	0.82	25.6
2	T	326	3.0	0.469	9.3	LOS A	2.6	65.4	0.37	0.50	28.1
12	R	52	3.0	0.469	9.3	LOS A	2.6	65.4	0.37	0.56	27.7
Approach		457	3.0	0.469	9.3	LOS A	2.6	65.4	0.37	0.56	27.5
All Vehicles		1172	3.0	0.514	9.4	LOS A	2.8	72.5	0.44	0.63	27.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used.

MOVEMENT SUMMARY

Site: Ellingson_Lochner_Buildout

Ellingson_Lochner_BuildOut

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Lochner Rd. (new)											
3	L	180	3.0	0.589	19.7	LOS C	2.3	59.1	0.73	1.02	21.6
8	T	60	3.0	0.589	19.7	LOS C	2.3	59.1	0.73	0.91	22.8
18	R	60	3.0	0.589	19.7	LOS C	2.3	59.1	0.73	0.94	22.6
Approach		300	3.0	0.589	19.7	LOS C	2.3	59.1	0.73	0.98	22.0
East: WB Ellingson Rd.											
1	L	120	3.0	0.791	25.3	LOS D	7.5	192.5	0.86	1.15	20.3
6	T	840	3.0	0.791	25.3	LOS D	7.5	192.5	0.86	1.08	21.1
16	R	165	3.0	0.791	25.3	LOS D	7.5	192.5	0.86	1.10	20.9
Approach		1125	3.0	0.791	25.3	LOS D	7.5	192.5	0.86	1.09	21.0
North: SB Lochner Rd.											
7	L	135	3.0	0.559	19.3	LOS C	2.1	53.0	0.74	1.02	21.8
4	T	60	3.0	0.559	19.3	LOS C	2.1	53.0	0.74	0.91	22.9
14	R	75	3.0	0.559	19.3	LOS C	2.1	53.0	0.74	0.94	22.8
Approach		270	3.0	0.559	19.3	LOS C	2.1	53.0	0.74	0.97	22.3
West: EB Ellingson Rd.											
5	L	180	3.0	0.661	16.2	LOS C	5.0	127.2	0.70	0.99	23.0
2	T	750	3.0	0.661	16.2	LOS C	5.0	127.2	0.70	0.85	24.5
12	R	120	3.0	0.661	16.2	LOS C	5.0	127.2	0.70	0.90	24.3
Approach		1050	3.0	0.661	16.2	LOS C	5.0	127.2	0.70	0.88	24.2
All Vehicles		2745	3.0	0.791	20.6	LOS C	7.5	192.5	0.77	0.99	22.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used.

MOVEMENT SUMMARY

Site: Ellingson_Columbus_2030

Ellingson_Columbus_2030

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: SB Columbus											
3	L	54	3.0	0.178	6.6	LOS A	0.6	16.5	0.45	0.85	26.7
8	T	27	3.0	0.178	6.6	LOS A	0.6	16.5	0.45	0.61	29.4
18	R	54	3.0	0.178	6.6	LOS A	0.6	16.5	0.45	0.66	29.0
Approach		136	3.0	0.178	6.6	LOS A	0.6	16.5	0.45	0.72	28.1
East: WB Ellingson Rd.											
1	L	54	3.0	0.410	8.6	LOS A	2.0	51.2	0.40	0.84	25.9
6	T	217	3.0	0.410	8.6	LOS A	2.0	51.2	0.40	0.53	28.4
16	R	109	3.0	0.410	8.6	LOS A	2.0	51.2	0.40	0.60	28.0
Approach		380	3.0	0.410	8.6	LOS A	2.0	51.2	0.40	0.59	27.9
North: SB Columbus											
7	L	109	3.0	0.693	17.7	LOS C	5.6	142.4	0.74	1.04	22.5
4	T	435	3.0	0.693	17.7	LOS C	5.6	142.4	0.74	0.90	23.9
14	R	326	3.0	0.393	9.1	LOS A	1.8	45.4	0.49	0.66	27.9
Approach		870	3.0	0.693	14.5	LOS B	5.6	142.4	0.64	0.83	25.0
West: EB Ellingson Rd.											
5	L	82	3.0	0.550	16.0	LOS C	2.9	74.2	0.71	1.04	23.0
2	T	163	3.0	0.550	16.0	LOS C	2.9	74.2	0.71	0.90	24.5
12	R	82	3.0	0.550	16.0	LOS C	2.9	74.2	0.71	0.93	24.3
Approach		326	3.0	0.550	16.0	LOS C	2.9	74.2	0.71	0.94	24.0
All Vehicles		1712	3.0	0.693	12.9	LOS B	5.6	142.4	0.59	0.79	25.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used.

MOVEMENT SUMMARY

Site: Ellingson_Columbus_BuildOut

Ellingson_Columbus_BuildOut

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Lochner Rd. (new)											
3	L	125	3.0	0.408	15.1	LOS C	1.3	32.7	0.70	0.98	23.2
8	T	63	3.0	0.408	15.1	LOS C	1.3	32.7	0.70	0.85	24.7
18	R	125	3.0	0.237	10.1	LOS B	0.6	16.2	0.58	0.78	27.3
Approach		313	3.0	0.408	13.1	LOS B	1.3	32.7	0.65	0.88	24.9
East: WB Ellingson Rd.											
1	L	125	3.0	0.377	8.9	LOS A	1.3	33.2	0.44	0.91	25.7
6	T	500	3.0	0.377	8.8	LOS A	1.3	33.2	0.43	0.65	28.4
16	R	250	3.0	0.273	6.8	LOS A	0.8	21.0	0.31	0.59	29.1
Approach		875	3.0	0.377	8.2	LOS A	1.3	33.2	0.40	0.67	28.1
North: SB Lochner Rd.											
7	L	652	3.0	1.021	66.4	LOS F	18.4	471.1	1.00	1.80	12.8
4	T	652	3.0	0.531	14.9	LOS B	2.2	56.0	0.63	0.85	25.2
14	R	750	3.0	0.476	0.1	X	X	X	X	0.51	33.7
Approach		2054	3.0	1.021	25.9	LOS D	18.4	471.1	0.52	1.03	20.4
West: EB Ellingson Rd.											
5	L	188	3.0	0.738	36.6	LOS E	3.2	82.8	0.88	1.13	17.3
2	T	375	3.0	0.738	35.0	LOS D	3.2	82.8	0.87	1.07	18.4
12	R	188	3.0	0.300	9.7	LOS A	0.9	22.4	0.52	0.77	27.4
Approach		751	3.0	0.738	29.0	LOS D	3.2	82.8	0.78	1.01	19.6
All Vehicles		3993	3.0	1.021	21.6	LOS C	18.4	471.1	0.55	0.93	21.9

X: Not applicable for Continuous movement.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used.

SIDRA INTERSECTION

Memorandum

To:	Heather Hansen
From:	Martin Glastra van Loon
Copies:	David Helton, Jennifer Mannhard
Date:	October 26, 2012
Subject:	South Albany Area Plan – Amendments to Albany Comprehensive Plan (Revised Project Memo #7)
Project No.:	16056

This memorandum provides the revised draft amendments to the Albany Comprehensive Plan to implement the South Albany Area Plan (SAAP). The draft amendments and figures have been revised based on thorough review and consideration by the City, Project Advisory Committee (PAC), and Technical Advisory Committee (TAC). The amendments were also reviewed by the Planning Commission and City Council.

As noted in the draft memorandum, the approach is to create a new, South Albany-specific section in Chapter 8 of the Comprehensive Plan. The new section will contain goals, policies, and implementation measures as well as reference figures.

The text of the policies captures the vision statement and plan objectives approved by the TAC and PAC. The policies also:

- Reference the figures/maps and state that future planning and development shall be consistent with the maps;
- Capture ideas generated during the SAAP process; and
- Include a few of the policies adopted for North Albany, where they are applicable in South Albany.

The policies provide the foundation for zoning and long term implementation by all parties. The land use policies include a conversion table for determining the Comprehensive Plan and Zoning Map designations for each land use type on the SAAP Land Use Concept. In some cases, there are multiple zones that could implement a particular land use type and Comprehensive Plan designation.

The draft Comprehensive Plan amendments incorporate the comments and feedback received on the draft version. Amendments are shown in adoption ready format with bolding and strike outs. Staff commentary on the proposed amendments is also provided within the body of the document. The language of the goals, policies and measures has been updated to reflect the tone and text of the Albany Comprehensive Plan. Finally, the draft amendments references SAAP figures.

CHAPTER 8: URBANIZATION

GOAL 14: URBANIZATION

STAFF COMMENT: The following is proposed as a new section of the Comprehensive Plan. It is not shown in bold for ease of reading.

SOUTH ALBANY AREA PLAN
GOALS, POLICIES, AND IMPLEMENTATION METHODS

Development of the South Albany Area Plan (SAAP) was supported by a grant from the State of Oregon's Transportation and Growth Management program. The City of Albany, and a consultant team lead by Otak, completed the plan in 2012. The SAAP, which includes a series of maps and technical memos, is adopted as a supporting document to the Comprehensive Plan. It should be used to guide all future development in the South Albany Area.

The SAAP goals, policies and implementation measures are organized under the following headings:

Vision for South Albany
Land Use
Transportation
Natural and Cultural Resources
Parks, Schools and Community Facilities

In addition to the following South Albany policies, city-wide goals and policies throughout the Comprehensive Plan also apply in South Albany. Where there is inconsistency, the South Albany policies take precedence over the application of other Comprehensive Plan policies.

VISION FOR SOUTH ALBANY

GOALS

The Vision Statement for the South Albany Area Plan establishes the Goals for the area, cited below.

South Albany will be:

1. A complete, walkable and welcoming community;
2. The home of new “neighborhoods of choice” in Albany;
3. Known for having Oak Creek as its “front yard”;
4. A thriving employment center and gateway to Albany;
5. Integrated with greater Albany and the region;
6. Developed with a commitment to resource stewardship; and
7. A community with village centers that provide local services.

LAND USE

POLICIES

1. South Albany will be further planned and developed as a complete and livable community. It will include livable neighborhoods, varied housing, mixed use centers, schools, employment sites (commercial and industrial), parks, and natural resource areas – all tied together by a connected pattern of streets, pathways and open space.

2. Development in South Albany will be a showcase of implementation for Albany's Great Neighborhoods concepts and guidelines. Each neighborhood will be connected to a community focal point.

3. South Albany's overall land use pattern of residential, employment, and open space areas shall be generally consistent with the Organizational Framework (see Figure 1).

4. Development patterns in South Albany should promote the efficient use of land and infrastructure and conservation of significant natural resources.

5. Development on individual properties within each of five neighborhoods as shown on the Organizational Framework (Figure 1) shall contribute to the creation of a cohesive total neighborhood with: variety of housing, local community services, connected and walkable streets and paths, physical and visual access to open spaces, parks and other community facilities.

6. Development that is not at its ultimate urban density shall be approved only when it can be shown that such development will not preclude or inhibit further development in the surrounding area from occurring in a logical and efficient manner. All development on, or resulting in, parcels larger than the minimum lot size for the zoning district shall be designed so as not to interfere nor conflict with the subsequent orderly transition to efficient, higher density planned urban uses. This also applies to construction of all single family units on existing lots of record which are outside platted subdivisions. Urban conversion plans are required for all such development demonstrating that the proposed lot and/or development can accommodate future development at the density range allowed by the Albany Comprehensive Plan and/or Zoning Map will allow the logical and efficient extension of streets and city services.

7. Transitions between land uses will be carefully planned to promote compatibility. This policy applies particularly to the transitions between industrial and residential areas, and between developed areas and natural features.

8. The City supports preservation of South Albany's natural and cultural features by allowing and encouraging cluster development. As used here, natural features include wetlands (with an emphasis on significant wetlands), Oak Creek and its tributaries, the unnamed tributary near the PepsiCo property, and the Oak groves. Key cultural facilities to preserve include archeological resources and historic properties including the Gerig Farm.

9. Views of the Coast Range, oak groves, and Oak Creek shall be preserved when reasonably feasible.

10. New residential development bordering designated and zoned farmland outside the UGB should be adequately set back, screened and buffered to minimize potential conflicts between residential and farm activities.

11. Neighborhood Centers will be located at the intersection of Lochner and Ellingson, west of the intersection of Columbus and Seven Mile Lane, and in the Mennonite Village generally as shown on the Land Use Plan (Figure 5).

12. Within Neighborhood Centers, up to 50% of the gross area of land zoned Mixed Use Commercial (MUC) may be developed for residential use. The remaining 50% of the MUC zone shall be developed with non-residential uses, allowing residential units above the ground level. The purpose of this policy is to ensure that local-serving retail and services are developed within the Neighborhood Centers.

13. The City shall allow flexibility in the size and exact location of lands zoned MUC. The South Albany Land Use Concept indicates the general size and location of Neighborhood Centers and future MUC zones. Flexibility is permitted consistent with the following:

    a. Location – An applicant may request a "shifting" of the Neighborhood Center boundaries (MUC zoning) from those shown on the Land Use Concept for the purpose of accommodating site specific design factors (wetlands, trees, road locations), provided, the design of a pedestrian-oriented center is not compromised.

    b. Size – An applicant may request an increase in the land area up to a maximum of 10 acres for Neighborhood Centers**,** for developments that include food stores and vertical mixed use.

14. Commercial and Industrial lands in South Albany will help fulfill the City's Economic Opportunities Analysis, take advantage of South Albany's location in the region, and fulfill the economic role of the area defined by the plan. Zoning regulations for employment lands will incorporate flexibility in order to respond to changes in business and industry trends.

15. Within areas designated as Residential, densities and building types shall generally follow a pattern where higher densities will be closer to Medium Density and Village Center areas, and lower densities closer to Open Space areas. This pattern does not preclude usage of cluster developments. Where clustered housing will be beneficial to preserving natural or cultural features, and/or providing housing variety, it is encouraged.

16. Open Space designations on the Comprehensive Plan Map are intended to maintain open space in areas generally unsuitable for development and to identify linear linkages between undevelopable, open space areas.

17. Comprehensive Plan and Zoning Map designations shall implement the Land Use Plan (see Figure 5), and be consistent with the following table.

SAAP Land Use Concept	Comprehensive Plan Map Designation	Zone Map Designation*
Residential – Low Density	Residential – Low Density	RS-5, RS-6.5, RS-10
Residential – Medium Density	Village Center *at the Lochner and Columbus centers*	RM
	Residential – Medium Density *elsewhere*	RM, RS-5
Neighborhood Center	Village Center *at the Lochner and Columbus centers*	MUC
	Residential-Medium Density *at the Mennonite Village*	**NC**
Regional Commercial	Commercial - General	RC
Neighborhood Commercial	Commercial - Light	NC
Industrial Park	Light Commercial	IP
Industrial – Light	Light Industrial	LI
Industrial – Heavy	Heavy Industrial	HI
Community Park	Residential – Low Density	RS-5
Open Space	Open Space	OS

*Note: Overlay districts apply as applicable. Examples include Floodplain and Significant Natural Resource Overlay Districts

IMPLEMENTATION MEASURES

1. Annexation agreements are a tool to implement the vision, goals and policies South Albany. Annexation Agreements are required for all lands proposing to be annexed in South Albany to ensure all annexations are in the public interest. The terms of annexation agreements may include, but are not limited to, dedication of land for future public facilities, construction of public improvements, waiver of compensation claims, or other commitments and public benefits deemed valuable to the City of Albany. Annexation agreements are typically recorded as a covenant running with the land.

2. The City may require the submittal of a conceptual master plan as part of the review of proposed annexation agreements. Such master plans are intended to show how a property will be consistent with the South Albany Area Plan.

3. Provide the opportunity to cluster development within areas subject to environmental constraints to achieve allowed densities and protect public safety and environmental values.

4. The City will prepare design and development standards for Industrial Parks that are consistent with the Comprehensive Plan goals and policies, and of the South Albany Area Plan.

TRANSPORTATION

POLICIES

1. South Albany will be a walkable community, with pedestrian-friendly streets, a clearly defined network of blocks and pedestrian ways, and an excellent trail system.

2. Multiple options for local, intra-city, and regional travel will be provided through a connected street and pathway network, and land uses which support walking, biking and future public transit.

3. Highway 99E and Columbus Street/Waverly Road will be planned as safe, aesthetically pleasing, multi-modal gateways into Albany.

4. Streets, transportation facilities and development shall be consistent with the Street Framework (Figure 2), the street cross-sections in the South Albany Area Plan (SAAP), and the Transportation System Plan (TSP). The Street Framework shows the type and general location of transportation facilities planned for South Albany. It is intended to guide the alignment and connectivity of streets and intersections, and support the land uses planned for South Albany. The actual type and location of transportation facilities may vary in response to site-specific conditions and land uses, but they must still be consistent with the goals and policies established for the SAAP.

5. Connector streets and additional local streets will be required by the City to form the full walkable block pattern for the area. The Street Framework (Figure 2) includes a network of "connector" streets. The connector streets supplement the streets designated as arterials and collectors in the TSP, providing a partial local street plan for South Albany. They are not the full network of local streets. It is recognized that site specific conditions, such as wetlands, will need to be considered in the actual development of both connectors and additional local streets.

6. In all cases, Oak Creek Parkway shall provide visual and physical access to the undeveloped areas of the Oak Creek Transition Area.

7. Where feasible, Oak Creek Parkway, a connector street that parallels Oak Creek on the creek's south side, should serve as the southern physical edge between developed areas and undeveloped areas in the Oak Creek Transition Area. This two lane street will connect three neighborhood parks, two trailheads, and a potential elementary school. This is intended as recommended and guiding, not mandatory. Preferred, permitted, and prohibited development patterns adjacent to Oak Creek Parkway are illustrated in the SAAP.

8. The City supports access and sufficient rail crossings in the industrial areas of South Albany in order to provide:

    a. Access for emergency vehicles;
    b. Freight access for industrial developments;
    c. Connectivity between the Study Area and Linn-Benton Community College (LBCC); and
    d. Capacity to support development of the study area at full build-out.

9. All trails, trailheads and related development shall be consistent with the Trails Framework (Figure 3). The Trails Framework is intended to provide a series of trail loops and connections that link designations within South Albany, and connect South Albany with the rest of the City. The Trails Framework provides general alignment for trails in the Albany TSP, and additional trails that were identified during the SAAP process.

10. Connect every street stub to another street, existing or proposed. An exception will be made where there are existing hazardous conditions for pedestrians, such as no sidewalks, or for vehicles, such as poor sight distance or accident history. An exception is also warranted where it is not practical to extend the street due to on-site physical constraints, such as existing development, steep slopes, wetlands, or drainageways, in which case the new development shall provide for a cul-de-sac to end the street.

11. Extend all streets in new subdivisions and partitions to the boundary of the property where a continuation of the street will intersect a property line. Right-of-way should be dedicated and the street should also be constructed. An exception will be made where there are physical limitations on adjoining property due to existing development, steep slopes, wetlands, or drainageways. Street extensions should generally extend the overall block pattern of the neighborhood or the interval should follow the block design pattern established in the Development Code.

12. Allow cul-de-sacs only where physical circumstances (e.g., existing development, natural features) impair internal or perimeter street connections. Make street connections whenever possible, especially to attractors such as parks, schools, transit routes, and other neighborhoods. Cul-de-sac design should allow for a sidewalk to the adjacent attractor so that a pedestrian corridor is preserved even though the vehicle corridor is closed. Design pavement for pedestrian ways to support maintenance or emergency vehicles.

13. Support the development of alternate street standards that may be considered on a site-specific basis if unusual environmental conditions exist and long-term operational and maintenance costs are acceptable to the Director of Public Works.

IMPLEMENTATION MEASURES

1. Work with property owners and developers to coordinate street and transportation facility improvements that will serve multiple properties and co-located public facilities.

2. Develop a funding strategy for all trails on the Trails Framework.

3. Conduct more detailed planning for all trails. For the Oak Creek crossings, the surface types, feasibility of bridges and boardwalks, seasonal usage, interpretive signage, and minimization of environmental impacts will be considered.

4. Coordinate with Oregon Department Of Transportation Rail (ODOT Rail) on all rail crossings in South Albany.

5. Develop and adopt alternate street designs that allow consideration of unusual site conditions while addressing the following: availability of adequate right-of-way, slope restrictive issues, surface water impacts, natural drainage features, transportation needs, pedestrian and bicycle needs, drainage requirements, and impacts to significant trees.

NATURAL AND CULTURAL RESOURCES

POLICIES

1. Future planning and development within and adjacent to designated open space, significant wetlands, and areas mapped as the Oak Creek Transition area shall be consistent with the following objectives for Oak Creek and the transition area:

    a. Integrate open space areas, both public and private, near Oak Creek;
    b. Be the centerpiece of the South Albany open space system and provide multiple benefits including wetland protection and mitigation, habitat, flood storage, pathways, recreation, history, environmental education and visual identity for the area;
    c. Be South Albany's "front yard" - physically and visually accessible to adjacent development;
    d. Create a multitude of public connections (parks, trails, trailheads, visual, etc.) between Oak Creek Parkway (an east-west street) and the public edge of undeveloped areas; and
    e. Include a continuous east-west pathway, and other pathways that connect north and south to community destinations.

2. Wetlands, tree groves, flood storage, and other key resources will be preserved when feasible so they may serve as amenities or functional elements of development in South Albany.

3. The City supports planning and programs needed to mitigate development challenges posed by wetlands and other constraints, so that: (1) cohesive areas of developable land are created as envisioned in the South Albany Area Plan; (2) mitigation is coordinated and encompasses larger, ecologically sustainable areas; and (3) high value resources (e.g., Oak Creek and connected wetlands) are preserved and integrated into the area as amenities.

4. Public and private development should avoid impacts to archaeological resources and historic sites to the fullest extent feasible.

5. The City will be proactive in recording, avoiding and minimizing impact to archeological resources. It is recognized that even the creation or modification of recreation areas, wetland mitigation areas, and other recreational and habitat enhancements can result in the disturbance or destruction of an archaeological site through earth-moving activities. Archaeological sites should be identified through field survey early in the planning process; they can likely be avoided and protected to a great extent through design adjustments.

6. Historic properties should be preserved and enhanced, where feasible. Three potentially significant historic properties were identified in the project area: (1) 6732 Seven Mile Way, (2) 6061 Columbia Street, and (3) 3795 Lochner Road. Properties from the 1800s are becoming increasingly rare in Oregon as structures become more fragile through weathering and difficulties with maintenance. For those historic structures that can survive and even be rehabilitated, they can become anchor points in the community.

7. The City supports the preservation and enhancement of the historic Gerig Farm as a historic farm and heritage site. The Dorris Ranch Living History Filbert Farm in Lane County is a good example where a historic property provides broad-reaching opportunities to the community for education, recreation, and historic interpretation. The trailhead on the Gerig property is an opportunity for interpretive information about the area's history, archeological resources, and environment.

IMPLEMENTATION MEASURES

1. The City will create a program, and/or support efforts by others, to develop wetland mitigation bank(s) and other ecologically suitable mitigation options to offset unavoidable wetland impacts in South Albany. This action may occur in a phased manner over time (e.g., on a neighborhood-by neighborhood basis).

2. Where creek or tributary crossings are necessary, the City will require designs that minimize impacts (e.g., boardwalks and other permeable surfaces for trails, open bottom culverts).

3. Where appropriate and available, the City will use nationwide permits (under Section 404 of the Clean Water Act) and general permits (under Oregon's Fill and Removal Law) for public trails and similar improvements. These federal and state regulations authorize limited wetland fill actions when legal and programmatic criteria are met. They are a tool for streamlining permitting, while achieving best practices.

4. During the South Albany Area Plan process, a review of past archeological surveys indicated a zone of archaeological potential that overlaps to a great extent with wetlands and with the Oak Creek Transition Area, generally in areas below the 230 MSL contour. These are priority areas for careful planning and impact avoidance.

5. An archeological survey should be prepared for the un-surveyed areas of South Albany. An archaeological management plan should be developed to outline efficient means of surveying area parcels and for identifying specific options for the treatment of identified archaeological sites. Prior to the SAAP, approximately one-third of South Albany had been previously surveyed for cultural resources.

6. The City will support the following conservation measures to reduce impacts to sensitive wildlife, plant, and fish species in South Albany:

    a. Clearly identify sensitive wildlife, plant, and fish habitats in the field prior to development;
    b. Improve degraded wildlife habitat or abandoned agricultural areas within the proposed project areas with new plantings of native species. Introduce native shrub and tree species that provide cover and food sources for wildlife during landscaping. Mitigation plantings would include a diverse assemblage of species native to the proposed project areas;
    c. Monitor all new mitigation and restoration areas until they meet compliance criteria established by applicable environmental permits;
    d. Incorporate noxious weed removal and management into any future proposed actions; and
    e. Work with property owners to limit tree removal activities to between September 30 and March 1 to avoid conflicts with nesting migratory birds in compliance with the Migratory Bird Treaty Act (MBTA).

7. The significant oak tree groves in South Albany provide a specialized niche for sensitive species. Existing significant oak tree groves outside the Oak Creek corridor should be considered for protection through incentives built into the development review process.

PARKS, SCHOOLS, AND COMMUNITY FACILITIES

POLICIES

1. Parks in South Albany shall be located consistent with the Park and School Framework (Figure 4), and the Albany Park and Recreation Master Plan.

2. The school sites shown on the Park and School Framework (Figure 4) are suggested locations that were supported during the development of the South Albany Area Plan. They are guiding, not binding, on the Greater Albany Public School district.

3. The City supports the co-location of parks, schools and other community facilities.

IMPLEMENTATION MEASURES

1. The Community Park is the site to be included in the SAAP. The site labeled "Alternative Community Park Site" on the Park and School Framework was an alternative option identified during the process but not favored by a majority of participants. It could be considered in the future by the City if a specific proposal is brought forward.

2. The City will support and facilitate the co-location of a fire station, reservoir, and elementary school near the Community Park site on Lochner Road.

3. "Active" community facilities, such as community centers and branch libraries, should be located within Village Centers or co-located with the Community Park.

BACKGROUND INFORMATION

The South Albany Area Plan prepared by the City of Albany, and a consultant team lead by Otak, dated xxxx 2012, is adopted in its entirety as a supporting document to the Comprehensive Plan (Ordinance xyz).

Maps and Graphics following this section:

Figure 1. Organizational Framework

Figure 2. Street Framework

Figure 3. Trails Framework

Figure 4. Park and School Framework

Figure 5. Land Use Plan

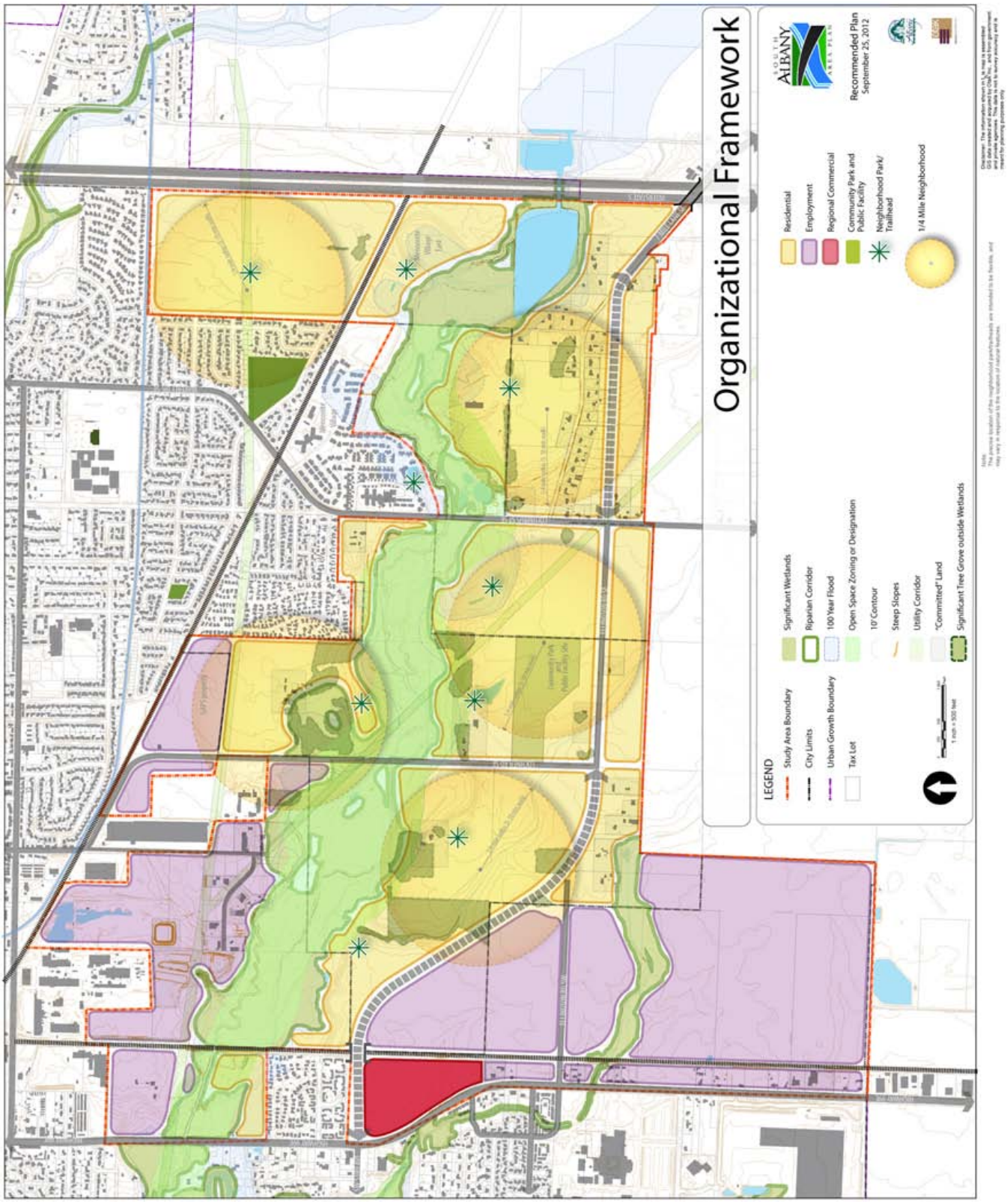


Figure 1. Organizational Framework

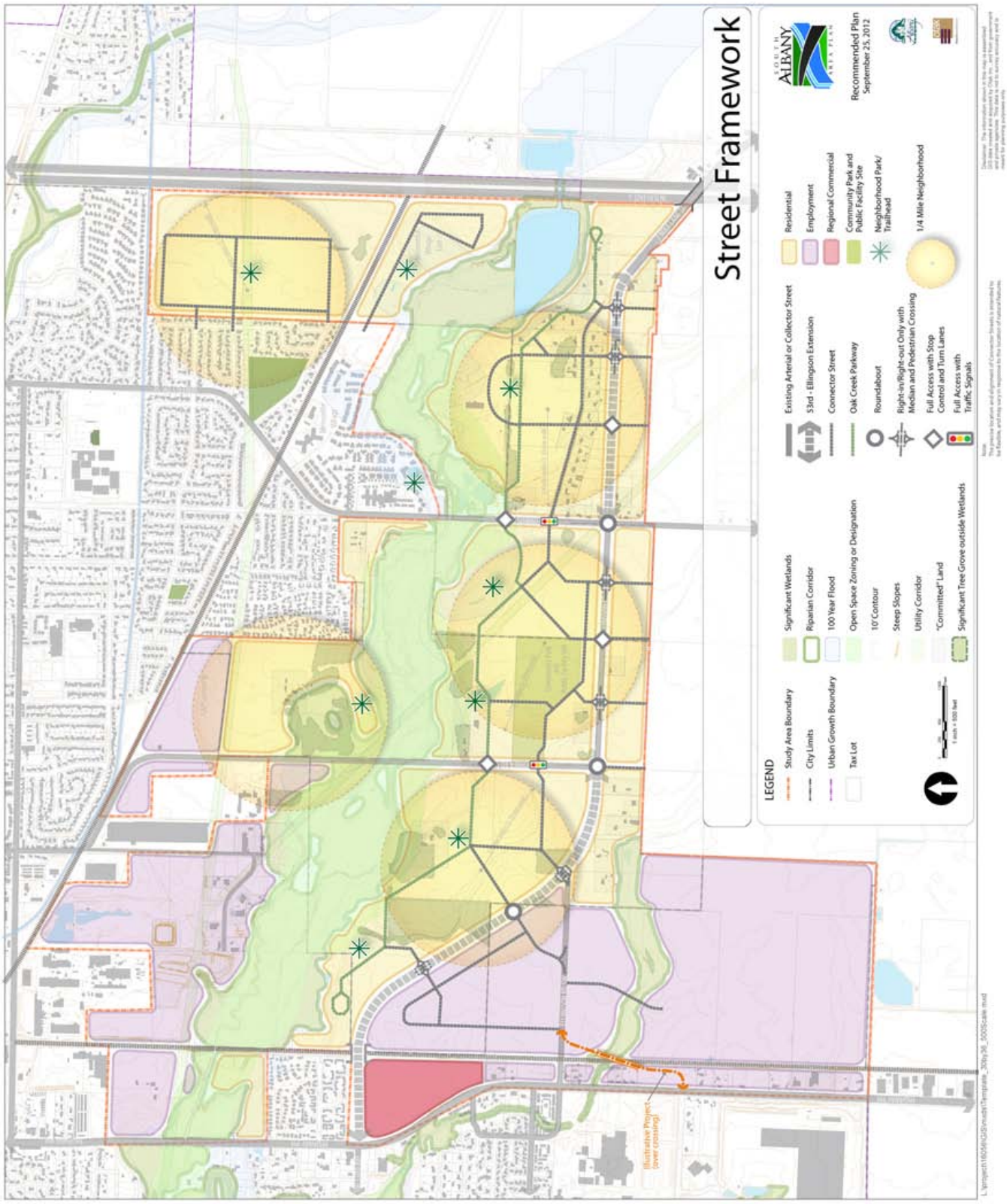


Figure 2. Street Framework

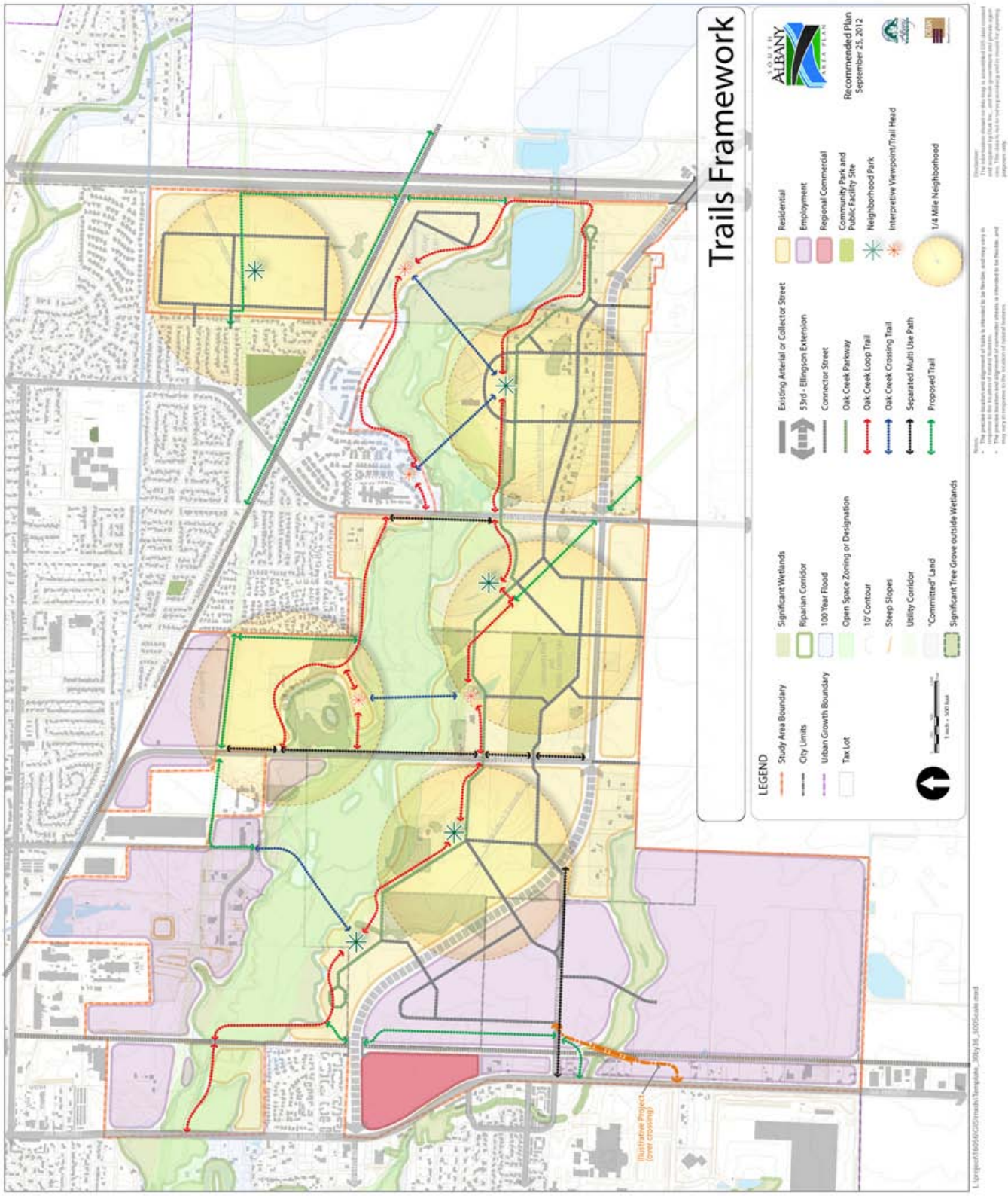


Figure 3. Trails Framework

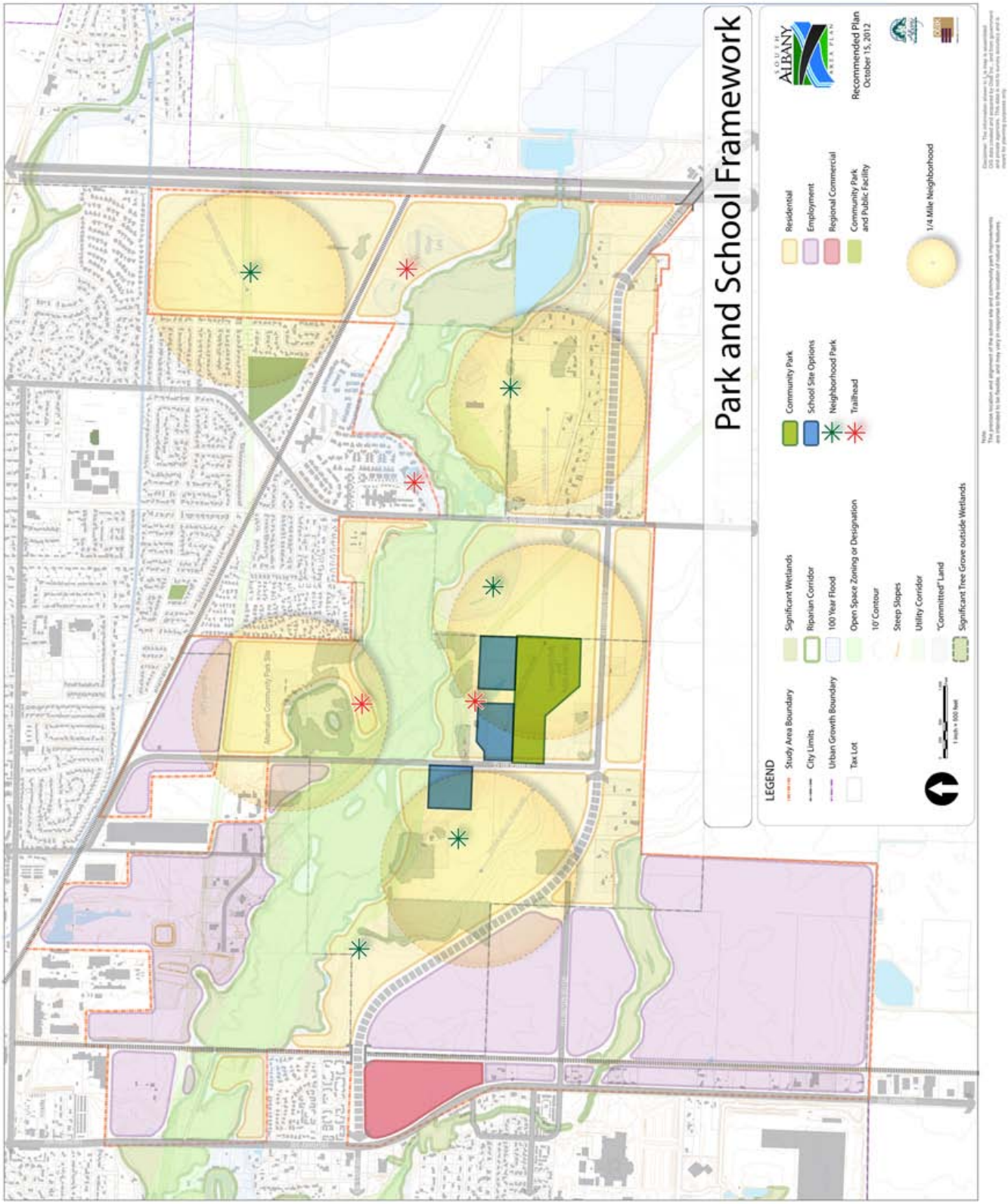


Figure 4. Park and School Framework

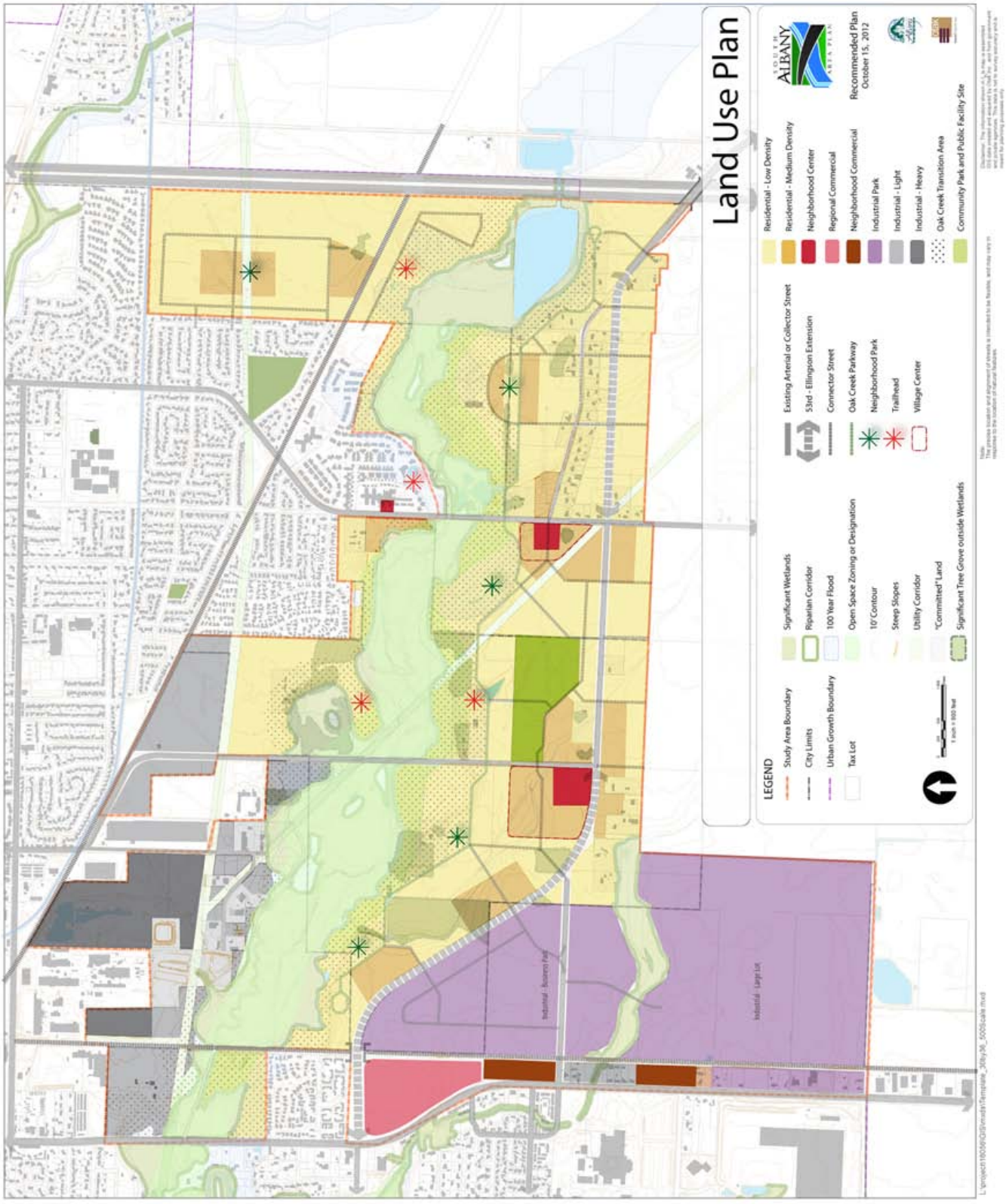


Figure 5. Land Use Plan

Memorandum

To:	Heather Hansen
From:	Martin Glastra van Loon
Copies:	David Helton, Jennifer Mannhard
Date:	October 26, 2012
Subject:	South Albany Area Plan – Amendments to Albany Development Code (Revised Project Memo #8)
Project No.:	16056

This memorandum provides the revised draft amendments to the Albany Development Code to implement the South Albany Area Plan (SAAP). The draft amendments and figures have been revised based on thorough review and consideration by the City, Project Advisory Committee (PAC), Technical Advisory Committee (TAC) and representatives of land owners and developers in the study area. The amendments were also reviewed by the Planning Commission and City Council.

The proposed amendments are as follows:

- **New Section 8.600 – Supplemental Design Standards for Oak Creek Transition Area.** The purpose of this amendment is to implement the Oak Creek Transition Area (OCTA) concept. This amendment adds standards that regulate the amount, location, and design of development in the OCTA.
- **Amendment to Article 11 – Land Divisions.**

  Amendments in this article are to provide specific references to the SAAP with respect to the designation of permanent natural areas, development standards to reflect the plan area's maximum gross densities and exception to the Perimeter Lot Compatibility standard for cluster development.
- **Amendment to Article 3 – Residential Zoning Districts.**

  The Schedule of Permitted Uses has been refined in order to encourage protection of South Albany's natural features, allow for the transfer of development density, and support a variety of housing types and developments within the boundaries of the SAAP. The revisions allow for a variety of housing types as long as density limits are not exceeded by zone.

- **Amendment to Article 12, Streets.** Cross-sections for the Oak Creek Parkway, Ellingson Road, and Lochner Road would be added as a new Section 12.123. These streets have been envisioned as having unique features, so additional cross-sections are needed in the Code.

Other than the above amendments, the City's existing base zones, overlay zones, standards, procedures, and other Development Code requirements would apply in South Albany.

The Amendments to Albany Development Code incorporate the comments and feedback received on the draft version. Amendments are shown in adoption ready format with bolding and strike outs. Staff commentary on the proposed amendments is also provided within the body of the document.

PROPOSED STANDARDS IN **ARTICLE 8** FOR OAK CREEK TRANSITION AREA:

Staff Comments: In order to protect the Oak Creek corridor and provide visual and physical access to Oak Creek, supplemental development standards are proposed for the Oak Creek "Transition Area." ***This is a new section, but is not shown in bold for ease of reading.***

SUPPLEMENTAL DESIGN STANDARDS FOR THE OAK CREEK TRANSTION AREA

8.600 Purpose and Intent. The purpose of the Oak Creek Transition Area (OCTA) is to guide development review and more detailed planning for the transitional areas between Oak Creek and adjacent developed and developable areas. The OCTA works in combination with the Open Space zone, natural resource overlay zones and the development review process to ensure that the larger Oak Creek corridor is protected for the long term and provides benefits to all of Albany. The OCTA is specifically intended to:

(1) Integrate open space areas, both public and private, near Oak Creek;

(2) Be the centerpiece of the South Albany open space system and provide multiple benefits including wetland protection and mitigation, habitat, flood storage, pathways, recreation, history, environmental education and visual identity for the area;

(3) Be South Albany's "front yard" - physically and visually accessible to adjacent development;

(4) Create a multitude of public spaces and connections (parks, trails, trailheads, visual, etc.) between "Oak Creek Parkway" (an east-west street) and the public edge of undeveloped areas;

(5) Include a continuous east-west pathway, and other pathways that connect north and south to community destinations; and

(6) Preserve archeological and historical resources as heritage sites if feasible.

8.610 Applicability. The OCTA supplemental standards apply as follows:

(1) South of Oak Creek, the standards apply between the Riparian Corridor overlay boundary around Oak Creek and the north edge of the right-of-way for Oak Creek Parkway. Oak Creek Parkway's location is generally identified in the South Albany Area Plan chapter of the Comprehensive Plan, on Figure ____, Street Framework.

(2) North of Oak Creek, the standards apply within 100 feet from the upland edge of the Riparian Corridor Overlay District (/RC).

8.620 OCTA Development Standards. Development within the Transition Area must satisfy all of the following standards.

(1) The design and construction of the development, utilities and trails shall limit disturbance to natural features as much as reasonably feasible.

(2) Fences are limited to within developed areas.

(3) Development between Oak Creek and the Oak Creek Parkway, and between 99E and Columbus Street must meet the following standards:

(a) The "development area" cannot exceed either 40 percent of the site's land area within the OCTA or 40 percent of the frontage on the north side of Oak Creek Parkway. See the illustrations in Figure 1. The "development area" shall include all residential lots and development, all areas taken up by buildings, private yards, paving, streets, grading and non-native landscaping, but does not include parks, low-impact outdoor recreation, trails, paths, wetland mitigation or restoration; and

(b) Native vegetation that is impacted in the developed area is mitigated through the enhancement or restoration of native vegetation in undeveloped areas per the relevant standards in ADC 6.400-6.420.

(4) In addition to the abovementioned standards, development shall meet the standards in either (a) or (b):

(a) Clear and Objective Standards (Type I-L Process).

i. Development shall avoid the Significant Wetland and Waterway Overlay District (/SW), the Riparian Corridor Overlay District (/RC), oak groves and oak trees over 25-inches in diameter measured at 4.5 feet from the ground; and

ii. Trails or paths shall be provided that connect the development to any existing or proposed trails or paths shown on the Trails Framework in the South Albany Area Plan and to adjacent neighborhood parks, or other public and semi-public amenities in the vicinity.

iii. Neighborhood parks or trail heads shall be incorporated into proposed developments in the locations as generally shown on the Land Use Concept Map in the South Albany Area Plan.

(b) Subjective Standards (Type III Process). Development is consistent with the purpose and intent of the Oak Creek Transition Area in Section 8.600 and with the applicable policies in the South Albany Area Plan section of the Albany Comprehensive Plan. *Staff comment: Staff will go through the Comp Plan and identify the applicable policies prior to adoption, otherwise it would be too cumbersome.*

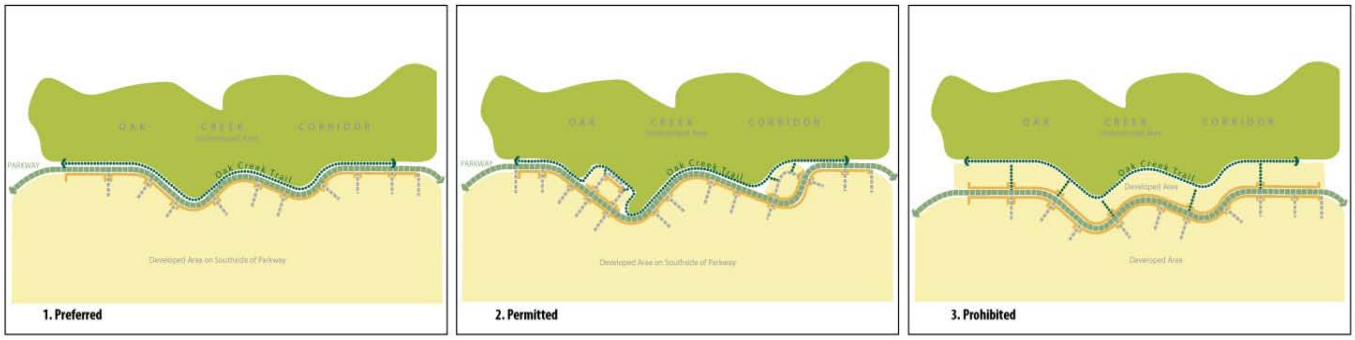


Figure 1. Oak Creek Parkway Development

Illustrative Diagram

PROPOSED AMENDMENTS TO STANDARDS IN **ARTICLE 11 - LAND DIVISIONS**:

PLANNED DEVELOPMENTS

Staff Comment: The density calculation is being moved from Section 11.330 Living and Recreational Area to its own section.

11.335 **Density Calculations.** ~~(6)~~ When calculating density of a proposed planned development ~~the regulations of the basic use district in which the development is located shall apply except when calculating density of the proposed planned development,~~ the total area including street and one-half of park land dedications shall be included. **The maximum density per zoning district is outlined below.**

	RS-10	RS-6.5	RS-5	RM	RMA
Maximum dwelling units per acre	4	6	8	25	35

CLUSTER DEVELOPMENT

11.400 Purpose. Cluster development is intended to protect natural and other special features that either would not otherwise be protected, or otherwise restored to good quality, in the development of a site. In return, the more flexible standards found in this section may supersede other more strict standards of this Code. Cluster developments may provide greater flexibility, reduced and/or varied lot sizes, and more variety in permitted uses. It is not the intent of cluster development to increase the overall housing density of property above the density that would have been allowed in a standard subdivision. Developments must satisfy high-quality master planning and design requirements.

11.405 Optional Nature. Cluster development is an optional form of development. Cluster development proposals are reviewed as part of the land division, site plan, or conditional use application processes.

11.410 Eligibility. To be eligible to apply for cluster development, all of the following are required:

(1) Residential Zoning. The site must be located in a residential zoning district.

(2) Natural and Other Special Features. The site must contain one or more of the features listed in Section 11.460~~(1)~~. *Staff Comment: #1 was referenced in error – it should be the entire section.*

(3) Professional Designer. An applicant for cluster development approval must certify in writing that a certified landscape architect, site planner, or landscape designer, approved by the Director, will be used in the planning and design process for the proposed development. [Ord. 5668, 4/11/07]

11.420 through 11.450. *No Changes proposed.*

11.450 Natural Area Requirements. Cluster developments must provide a minimum of 20 percent of the site as permanent natural areas. Land designated as Open Space on the Comprehensive Plan or Zoning maps may not be used to fulfill this requirement.

11.460 Designation of Permanent Natural Area. The required natural area may be public or private. The minimum 20 percent of the gross acreage of the development site set aside as natural area in a cluster development should be designated in the following priority order:

(1) The first priority for natural area designation is **oak groves, and oak trees in the South Albany Area Plan boundary over 25-inches in diameter measured at 4.5 feet from the ground.** *Staff Comment: Need to define an oak grove.*

(2) The second priority for natural area designation is natural resources within the Significant Natural Resource overlay districts that are of degraded or marginal quality and subsequently restored to good quality in accordance with the quality levels in ADC Section 6.410(5). This priority shall be satisfied in the following order:

(a) Habitat for western painted and northwestern pond turtles within the Habitat Assessment Overlay (/HA), as identified by a turtle habitat assessment, that is restored to good quality.

(b) Wetland within the Significant Wetland overlay district (/SW) that is restored to good quality.

(c) Riparian area within the Riparian Corridor overlay district (/RC) that is restored to good quality.

(~~2~~**3**) The ~~second~~ **third** priority for natural area designation is protection of other environmentally sensitive areas, natural and scenic features of the site. This priority shall be satisfied in the following order:

(a) Good quality habitat for western painted and northwestern pond turtles near Thornton Lakes within the Habitat Assessment overlay (/HA) as identified by a turtle habitat assessment.

(b) Good quality wetland within the Significant Wetland overlay district (/SW).

(c) Good quality riparian area within the Riparian Corridor overlay district (/RC).

(d) Other wetlands not within the Significant Wetland overlay district, as shown on the City's Local Wetland Inventories, or by a delineation approved by the Oregon Department of State Lands.

(e) Existing channels identified in the most current version of the City of Albany Storm Water Master Plan.

(f) Springs.

(g) Land with natural slopes 12 percent or greater as designated by the Hillside Development overlay district (/HD).

(h) Wooded area with five or more healthy trees over 8 inches in diameter measured 4½ feet from the ground, if approved by the City Forester.

(i) Land that provide**s** bike or walking trails that connect to existing or proposed parks or trails, inventoried natural features, or areas zoned Open Space**;** or **areas** otherwise protected as permanent natural areas.

(j) Incorporate public parks, trails, trailheads or open space designated in the Parks, Recreation and Open Space Plan, the North Albany Refinement Plan, and the South Albany Area Plan. *Staff Comments: moved (4) here since similar to (i).*

(k) Other features of the site unique to Albany, if approved by the Director.

(~~3~~**4**) The ~~third~~ **fourth** priority for natural area designation is to create "open spaces" in and around neighborhoods. This priority is satisfied by any of the following:

(a) Continuity of adjacent open space corridors or parkways.

(b) A network of interconnected open space corridors.

(c) A buffer between neighborhoods.

~~(4) The fourth priority for natural area designation is to incorporate public parks, trails or open space designated in the Parks, Recreation and Open Space Plan and the North Albany Refinement Plan.~~ *Staff Comments: Relocated to (2)(j).*

11.470 and 11.480. *No changes proposed.*

11.~~500~~**490** Permitted Uses. The uses allowed within cluster developments outside the permanent natural areas are determined by the underlying zoning district standards in Section 3.050, with the following exceptions:

(1) On development sites greater than 20 acres, up to 20 percent of the housing units in RS-6.5 and RS-10 may be attached single-family or condominium housing.

(2) On development sites greater than 50 acres, up to 2 acres may be developed with neighborhood commercial uses through a conditional use review. The maximum building footprint of commercial or office uses shall be 3,000 square feet. Commercial and office uses shall be limited to restaurants with no drive-through service, and convenience-oriented and personal service-oriented uses as described in Article 22.

(3) Within the South Albany Area Plan boundary, attached single-family, duplexes, and 3 or 4 unit buildings will be permitted in the RS-5, RS-6.5 and RS-10 zoning districts for up to 25 percent of the total units provided when transferring density from within the Oak Creek Transition Area or when transferring density from the area necessary to preserve oak groves and oak trees over 25-inches in diameter measured at 4.5 feet from the ground. Developments may not exceed the maximum density by zoning district in 11.495 and must meet all applicable standards in the Code.

11.~~490~~**495** Development Standards. In a cluster development, the following development standards supersede the same standards in Section 3.190, Table 1. The number of allowable ~~lots~~ **dwelling units** is based on the density range for the zone as specified in the following table.

Staff comment: The RMA zone was not included in the table and is proposed to be added.

Standard	**RS-10**	**RS-6.5**	**RS-5**	**RM**	**RMA**
Max. dwelling units per gross acre	4	6	8	25	**35**
Minimum Lot Size (1)	None	None	None	None	**None**
Minimum Lot Width	None	None	None	None	**None**
Minimum Lot Depth	None	None	None	None	**None**
Minimum front ~~house~~ setback (2)	15 ft.	10 ft.	10 ft.	10 ft.	**10 ft**
Maximum Lot Coverage (3)	70%	70%	70%	70%	**75%**

(1) Lots on the perimeter of the cluster development shall meet the standards in 11.**500**~~495~~.
(2) Except, when lots are adjacent to existing development on the same side of the street, the setback shall be within 5 feet of the adjacent house(s) setback(s).
(3) The maximum lot coverage may be up to 100 percent for lots that provide land only for the building footprint.

11.~~495~~**500** Perimeter Lot Compatibility. The following standards and exceptions will apply to the lots on the perimeter of a proposed cluster development **except those within the South Albany Area Plan boundaries.** *Staff comment: The rest of this section is not changing and is not shown.*

11.510 Street Standards for Cluster Development. ~~All l~~**L**ocal streets in a cluster development may be constructed to the Residential Street Design for Constrained Sites as described in Section 12.122(6).

11.520 South Albany Connectivity. Developments within the South Albany Area Plan boundary shall provide a connected street and pathway network.

PROPOSED AMENDMENTS IN **ARTICLE 3 – RESIDENTIAL ZONING DISTRICTS**:

Staff Comments: In order to encourage protection of South Albany's natural features, especially the existing mature oak trees and groves, density may be transferred through the Cluster or Planned Development and additional housing types (duplex, triplexes and fourplexes) will be permitted to accommodate the density transfer as long as density limits are not exceeded by zone. A new row is needed under Residential: Multiple units per property is necessary - "3 or 4 Units" in the table below and in Article 22, Definitions and Use Categories

3.050 Schedule of Permitted Uses.

SCHEDULE OF PERMITTED USES

Uses Allowed in Residential Zoning Districts								
Use Categories (See Article 22 for use descriptions.)	**Spec. Cond.**	**RR**	**RS-10**	**RS-6.5**	**HM**	**RS-5**	**RM**	**RMA**
RESIDENTIAL SINGLE FAMILY: One unit per property								
Single-Family, detached	19	Y	Y	Y	Y	Y	Y	N
Single-Family, attached (zero lot line)		N	PD/CD	PD/CD	N	Y	Y	Y
RESIDENTIAL TWO FAMILY: Two units per property								
2 attached units (Duplex)	3	N	Y-1, **PD CD-20**	Y-1, **PD CD-20**	N	Y-1, **PD CD-20**	Y	Y
2 detached units	2	N	PD/**CD**	PD/**CD**	S	PD/**CD**	Y	Y
Primary Residence with one accessory unit	4	Y	Y	Y	Y	Y	Y	Y
RESIDENTIAL MULTI-FAMILY: 3 or more units per property								
~~3 or More Single-Family Attached Units~~	~~3~~	~~N~~	~~PD/CD~~	~~PD/CD~~	~~N~~	~~S~~	~~S~~	~~S~~
3 or 4 Units (Triplex, Fourplex, or detached)	**3**	**N**	**PD/ CD-20**	**PD/ CD-20**	**N**	**PD/ CD-20**	**S**	**S**
~~3~~**5** or More ~~Multiple-Family~~ Units	3	N	~~N~~ **PD**	~~N~~ **PD**	N	~~N~~ **PD**	S	S

SPECIAL CONDITIONS

3.080 **(20) Within the South Albany Area Plan boundary, attached single-family, duplexes, and 3 or 4 unit developments will be permitted in the RS-5, RS-6.5 and RS-10 zoning districts for up to 25 percent of the total units provided when transferring density within the Oak Creek Transition Area or when transferring density of the area necessary to preserve oak groves and oak trees over 25-inches in diameter measured at 4.5 feet from the ground. Developments may not exceed the maximum density by zoning district in 11.495 and must meet all applicable standards in the Code.**

PROPOSED AMENDMENTS IN **ARTICLE 22 – USE CATEGORIES & DEFINITIONS**:

USE CATEGORIES

22.010 Introduction to the Use Categories. This section classifies land uses and activities into use categories based on common functional, product, or physical characteristics. The use categories provide a systematic basis for assigning present and future uses to zones. The decision to allow or prohibit the use categories in the various zones is based on the zoning district purpose statements.

The Schedules of Permitted Uses (by zoning district), special conditions and the development standards are located in Article 3, Residential Zoning Districts; Article 4, Commercial and Industrial Zoning Districts; and Article 5, Mixed Use Village Center Zoning Districts. The environmental

performance standards in Article 9, On-site Development and Environmental Standards, may limit the placement of certain uses in some zoning districts.

RESIDENTIAL USE CATEGORIES

22.260 Residential Care or Treatment Facility
22.270 Assisted Living Facility
22.280 Single Family, Two Family
22.300 **Multiple Family:** Three or More Units
22.310 Unit(s) Above or Attached to a Business
22.320 Residential Accessory Buildings
22.235 Recreational Vehicle Park

22.300 **Multiple Family:** Three or More Units ~~(Multiple Family)~~

(1) **A Multiple Family development is** ~~T~~**t**hree or ~~M~~**m**ore ~~U~~**u**nits **on one property or development site, attached or detached, including a building or collection of buildings under single or common ownership designed and used for occupancy by three or more families, all living independently of each other, and having separate housekeeping facilities for each family.**~~is a building, or site containing three or more dwelling units on one lot occupied by three or more households. A structure containing at least three dwelling units in any vertical or horizontal arrangement, located on a single lot or development site, but excluding single family attached building types on two or more contiguous lots~~.

[Ord. 5742, 7/14/10]

Use Examples. **Three or more detached dwelling units on one property, triplexes, fourplexes, single-room occupancy development, a building containing three or more dwelling units in any vertical or horizontal arrangement often called an apartment building, and any other similar configuration of 3 or more units on one property or development site.**

Accessory Uses. Accessory uses commonly found are recreational activities, raising of pets, hobbies, and parking of the occupants' vehicles. Home occupations, accessory dwelling units, and bed and breakfast facilities are accessory uses that are subject to additional regulations.

(4) *Exceptions*.

(a) Lodging in a dwelling unit or Single Room Occupancy (SRO) unit where less than two thirds of the units are rented on a monthly basis is considered a hotel or motel use and is classified in the Retail Sales and Service category.

(b) **Single-room occupancy situations where** ~~SROs that contain~~ **where care is provided** ~~programs that include common dining are~~ **is** classified as **a** Group or Residential Care **Home or Residential Care or Treatment** Facilit~~y~~**y**~~ies~~.

22.400 Definitions.

Accessory Apartment: A self-contained living unit that is attached to or a part of a single-family dwelling, or constructed within a detached accessory structure built before February 1, 1998 **or constructed in a subdivision platted after July 1, 2007**, and **that** ~~which~~ is incidental and subordinate to the principal dwelling unit. [Ord. 5338, 1/28/98]

Duplex: A building under single or common ownership designed or used exclusively for the occupancy of two families living independently of each other and having separate housekeeping facilities**.** ~~for each family.~~

Dwelling, Multiple Family: Three **or more** units on one property **or development site**, attached or

detached, including a building or collection of buildings under single or common ownership designed and used for occupancy by three or more families, all living independently of each other, and having separate housekeeping facilities for each family. [Ord. 5742, 7/14/10]

~~Dwelling Unit, Quad~~**Single-Room Occupancy Dwellings**: A ~~dwelling~~ **building**~~, which for purposes of this Code shall count as two dwelling units, which~~ **that** has separate sleeping and living quarters for four **or more** individuals ~~but which is centered around a~~ **that provides a** common kitchen facility. **For purposes of this Code, density shall be calculated as one unit for every 2 rooms or fraction thereof.**

~~Dwelling Unit, Quint: A dwellingwhich for purposes of this Code shall count as two and one-half dwelling units, that has separate sleeping and living quarters for five individuals but that which is centered around a a common kitchen facility~~.

Fourplex: A single structure containing four dwelling units.

Triplex: A single structure containing three dwelling units.

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October 24, 2012 Project #: 20475

TO: **City of Albany**
FROM: **Lorelei Juntunen and Nick Popenuk**
SUBJECT: **PROJECT MEMORANDUM #9: SOUTH ALBANY AREA PLAN - INFRASTRUCTURE FUNDING & IMPLEMENTATION STRATEGY**

1 INTRODUCTION

The South Albany Area Plan (SAAP) outlines an integrated land use and transportation plan for the South Albany Area (Area). In coordination with City of Albany staff, the project team has identified the public infrastructure improvements that are necessary to support and catalyze the Area's redevelopment as this vision is implemented. The purpose of this memorandum is to identify the planned public infrastructure projects necessary for implementation of the SAAP, and to describe a funding plan for these projects. Note that in this draft memorandum, specific projects, and cost estimates are preliminary, and subject to further refinement in conversations with City staff.

This document also identifies three sites within the SAAP area that have experienced recent development interest and the anticipated public infrastructure necessary to develop these sites.

2 SUMMARY OF FUNDING PLAN

In this document, we identify likely potential funding sources for the City share of costs, identify needed capital projects, and estimated the project costs.

This funding strategy recognizes and accommodates the practicalities of funding public projects in a context in which many of the key inputs must remain as variables, potentially for many years. As is true for most communities across the nation, many of the growth opportunities for South Albany are not known with certainty at this time. Rather than making significant public investments in infrastructure in the Area and hoping to attract appropriate adjacent development, this strategy calls for investments in public infrastructure to be made concurrently with private development, and in response to market conditions.

The benefits of this approach include opportunities to: (1) work directly with private developers and property owners to fund infrastructure, (2) size infrastructure to meet the needs of the associated development, and (3) time infrastructure investments to

match a corresponding increase in tax base or jobs. The approach requires the City to remain flexible so that it can accommodate opportunities as they arise, and to have a clear understanding of the infrastructure needs associated with developable parcels so that it can act quickly, in concert with private partners. It also places a non-trivial amount of responsibility on the City's economic development and other staff to recruit potential industrial tenants and land developers, and to communicate the City's plan for funding infrastructure. Without that activity, implementation will probably be slower.

With this development-driven approach, the exact timing of development, likelihood and ability of private partners to participate in funding infrastructure, and needs for infrastructure (size of pipe, capacity of transportation system, etc.) are unknown. This means that detailed infrastructure phasing schedules and funding plans would be premature. The funding strategy does not attempt to determine the specific infrastructure projects that should be built first, hoping that the subareas served by those infrastructure projects are the first areas to receive interest from private developers. Likewise, it does not identify the specific amount of funding from each potential funding source for each project. The City recognizes that many of the infrastructure projects included in the SAAP will require multiple funding sources, and likely a combination of public and private resources. In the future, when there is demand for private development, the City will consider negotiating partnerships with the interested parties from the private sector. Through these partnerships, the City will determine the exact share of project costs to be covered by the private developers vs. public sources, should they be available.

Overall, the emphasis is on flexibility, public-private co-investment in infrastructure, and an opportunity-driven approach to infrastructure funding. This strategy does not preclude the implementation of individual public investments prior to private investment, but the emphasis and primary approach is co-investment.

In section 4 of this memorandum, we describe a funding strategy for each type of infrastructure project. Below is a brief summary:

- **Transportation** infrastructure will be funded largely through public-private partnerships, with the City's portion of funding consisting largely of SDCs. The 53rd Ave. extension project is likely to require additional funding sources, and urban renewal may be a logical funding source.
- **Water** infrastructure (similar to transportation) will be funded largely through public-private partnerships, with the City's portion of funding consisting largely of SDCs.
- **Wastewater** infrastructure (similar to transportation) will be funded largely through public-private partnerships, with the City's portion of funding consisting largely of SDCs.

- **Storm water** infrastructure needs within the Area are not yet known. A citywide storm water master plan is being developed and the applicable results should be incorporated into this study when available. However, at this time, there are no dedicated funding sources for storm water improvements.
- **Parks** infrastructure consists of a community park to serve residents of the entire City, and neighborhood parks to serve the population in South Albany. The neighborhood parks would likely be funded through SDCs and grants. The community park would require additional funding sources. Logical funding sources may include urban renewal or a general obligation bond.
- **Emergency Services** infrastructure consists of one fire station to serve South Albany and the adjacent areas. There are no SDCs for fire infrastructure, so additional funding sources would be needed. Potential funding sources may include urban renewal, a general obligation bond, or an annexation agreement.

3 FUNDING SOURCES

There are a variety of funding sources available to the City of Albany to fund the share of project costs that are beyond the responsibility of an individual developer. Many of these funding sources are ones that the City already uses to fund similar capital projects. Some funding sources are ones that the City does not currently use, but could choose to adopt, if additional funding is determined to be necessary or desirable. In this section, we briefly describe each funding source (including the type of projects they could be used for). For more detailed information on these funding sources, see Appendix A. In particular, Appendix A provides some details about the constraints associated with using each of these funding sources.

- **Local Improvement District (LID)**: A geographic area in which real property is assessed to defray all or part of the costs of specified public improvements benefitting each property. All projects identified in the SAAP could be eligible for LID funding. Funding is limited by the amount that benefiting property owners contribute to the improvement.
- **Tax Increment Financing (TIF)**: Diverts property tax revenues from growth in assessed value inside an urban renewal area (URA) for investment in capital projects within the URA to alleviate blight. All projects identified in the SAAP could be eligible for TIF funding. Funding is constrained by the ability to increase assessed values within the URA to generate sufficient TIF to service debt on long-term bonds.
- **Grants**: Available from Federal, State, and private/non-profit sources. All types of projects identified in the SAAP could be eligible for grant funding, but transportation projects have the most numerous grant opportunities from the State and Federal governments. Grant funding is dependent on the ability of the City to successfully apply for and receive grant funding, and the size of the grants are largely determined by the fiscal position, and political priorities of the State and

Federal governments. The City's budget for FY 2012-13 includes only $1.1 million in the grant fund for all projects citywide.

- **General Obligation (GO) Bonds**: Voter-approved temporary property tax increase to support the sale of tax-exempt bonds for infrastructure projects. All projects identified in the SAAP could be eligible for GO bond funding. Funding is limited by the amount of property tax increase that can be approved by voters citywide. For example, a $10M bond would result in a citywide tax increase of about $0.30 per $1,000 of assessed value for 20 years.
- **System Development Charges (SDCs)**: Charges on new development for capital projects to accommodate new development. Many transportation, water, wastewater, and parks projects identified in the SAAP are eligible for SDC funding. The proposed fire station is the notable exception. The 2012-13 City budget includes $848,000 in SDCs, but much of this projected revenue is required for debt service payments for previous infrastructure projects. SDC revenues are variable based on the level of development within the community. If the pace of new development increases in future years, then the amount of SDC funding should also increase.
- **Annexation Agreements**: Typically, an agreement to use a portion or all of the property tax revenue collected by the City from an annexed area for projects related to the annexed area. Annexation agreements can also be used to require private developers to agree to provide specific public infrastructure projects associated with their proposed development. All projects identified in the SAAP could be eligible for funding from annexation agreements.
- **Transportation Utility Fee**: A monthly fee collected from residents and businesses citywide. The City currently does not collect a transportation utility fee. Other communities typically levy the fee based on land use (and underlying assumptions on the number of trips generated by each land use). If the City adopted a transportation utility fee, it is possible that many of the transportation projects in the SAAP could be eligible for funding.
- **Local Gas Tax**: A tax on the sale of gasoline and other fuels, levied as a fixed dollar amount per gallon. Typically, the use of local gas tax revenues are limited to transportation projects, but all projects identified in the SAAP are potentially eligible for funding from a local gas tax. However, state statutes have imposed a temporary moratorium on enacting local gas taxes. This moratorium is in place until at least 2014.
- **Franchise Fees and Other General Purpose Revenues**: Fees levied on utility and cable providers, levied as a percent of gross revenues. All projects identified in the SAAP are potentially eligible for funding from franchise fees. The City of Albany, however, has already budgeted franchise fee revenues for other uses. The 2012-13 budget for Albany includes $3.9 million from franchise fees. Note that franchise fees are just one example of general purpose revenues, and many other revenue sources that flow into the City's General Fund could be allocated to infrastructure

projects in South Albany. Using any of these general purpose revenues, however, would lead to corresponding cuts to other existing City projects or programs.

4 PROJECT COSTS AND FUNDING STRATEGY BY INFRASTRUCTURE TYPE

In this section, we describe the proposed infrastructure projects necessary for development of the Area. This work represents master plan level project identification and does not represent all of the public improvements necessary for full buildout of the Area. For example, internal site extensions of public infrastructure can't be identified until a general site layout is proposed for a specific development.

The projects in this section are organized by type of infrastructure. Project costs were estimated by City staff and Kittelson (transportation) , using available City documents (e.g., facility plans and the Capital Improvement Plan) and a SAAP specific transportation analysis. The lists were then reviewed by City staff to verify their completeness and accuracy. Project costs from older plan documents were updated and converted to constant 2012 dollars using the May 2012 Engineering News Record (ENR) Construction Cost Index for Seattle of 9075. A list of all infrastructure projects identified in this section is included as Appendix B.

4.1 TRANSPORTATION

Necessary transportation infrastructure in the Area includes improvements to existing roads and intersections, upgrading existing roads to accommodate increased traffic, and construction of new roads, roundabouts, and pathways/trails. By far the largest infrastructure project in the Area is the planned 53rd Ave. extension, which would connect Hwy 99E to Lochner Rd. SE, including construction of a new overpass to cross existing rail tracks. Total project costs for transportation infrastructure in the Area are estimated to be $67.5 million.[1] Exhibit 1 shows the list of transportation projects in the Area.

[1] All cost estimates are presented in 2012 constant dollars, and do not account for inflation which will increase the nominal costs of projects over time.

Exhibit 1. Summary of planned transportation infrastructure projects to accommodate development of South Albany Area

Project ID	Project Name (ID from Kittelson Memo)	Project Type	Estimated Cost
SAP - T1	53rd Avenue Extension (L1)	New Road or Alignment	$ 18,600,000
SAP - T2	Ellingson Road Extension (L28)	New Road or Alignment	$ 5,740,000
SAP - T3	Columbus Street (L46)	Urban Upgrade	$ 4,549,000
SAP - T4	Ellingson Road (L53)	Urban Upgrade	$ 5,847,000
SAP - T5	Lochner Road (L54)	Urban Upgrade	$ 8,270,000
SAP - T6	Oak Creek Parkway (NEW 1)	New Road	$ 16,456,000
SAP - T7	Ellingson Road/Columbus Street (I16)	Intersection Control Change (Roundabout)	$ 500,000
SAP - T8	OR 99E/53rd Avenue (I40)	Intersection Add Lane(s)	$ 550,000
SAP - T9	Oak Creek Loop Trail - south of Oak Creek (M2-a)	Multiuse Path	$ 2,680,000
SAP - T10	Oak Creek Loop Trail -north of Oak Creek (M2-b)	Multiuse Path	$ 1,787,000
SAP - T11	Oak Creek Crossing Trails (M2-c)	Multiuse Path	$ 838,000
SAP - T12	Lebanon Trail (M9)	Multiuse Path	$ 581,000
SAP - T13	99E/Oak Creek (M12)	Crossing Improvement	$ 129,000
SAP - T14	Ellingson Road/Lochner Road (NEW 2)	Roundabout	$ 500,000
SAP - T15	53rd Avenue Extension/Industrial Property Access (NEW 3)	Roundabout	$ 500,000
			$ 67,527,000

Source: Kittelson & Associates, Inc., Project Memorandum #2: Existing and Planned Conditions
All values in constant 2012 dollars.

Many transportation projects are partially eligible for SDC funding, but most have not been allocated significant SDC funding at this time. The City envisions private developers funding a portion of the cost for transportation infrastructure. As private developers express interest in the Area, the City will negotiate public-private partnerships that determine the exact share of infrastructure funding to be covered by the City vs. private developers.

A key issue for funding transportation infrastructure in the Area is: when will the 53rd Ave. extension be required? As the most expensive project in the Area, funding will be a challenge. Any one private developer (or even a combination of several developers) would have difficulty funding a substantial portion of the cost. Likewise, City funds for transportation capital projects (largely SDCs) are stretched thin, with competing priorities throughout the City. Urban renewal could have the potential to fund a significant portion of the project, but for urban renewal to be most effective, an urban renewal area needs to be in place for many years, capturing significant growth in assessed value over the frozen base.

A possible funding strategy for the 53rd Ave. extension would be to establish an urban renewal area that includes the right-of-way for the project, as well as vacant land in the Area that is likely to develop in the near future. The URA should be in place before development occurs, to capture the benefit of that development. Then, when the URA is generating sufficient tax increment financing (TIF) revenue per year, the URA could issue bonds to finance part of the project, in conjunction with contributions from private developers, SDCs, and other City funds.

If the City determines that urban renewal is undesirable or unfeasible for the Area, it will need to either prioritize the 53rd Ave. extension above other infrastructure projects citywide, or will need to create new funding sources for the project. Examples of potential new funding sources (identified in section 3 of this document) include: LID,

GO Bonds, or a local gas tax (if moratorium is lifted). Attempting to adopt any of these new funding sources is likely to be a difficult process.

4.2 WATER

Necessary water infrastructure in the Area includes construction of a new reservoir, and new pipelines. The Ellingson Road Reservoir project is the most expensive project in Area, with a total cost of $9.1 million (including $5.2 million in Phase 1 and $3.9 million in Phase 2). Total project costs for water infrastructure in the Area are estimated to be $14.1 million. Exhibit 2 shows the list of water projects in the Area.

Exhibit 2. Summary of planned water infrastructure projects to accommodate development of South Albany Area

Project ID	Project Name	Project Description	Estimated Cost
SAP - W1	Ellingson Road Reservoir-Phase I	5 million gallon reservoir and 7.5 MGD pumping station (CIP#1639)(WFP PS13, S6)	$ 5,150,000
SAP - W2	Ellingson Road Reservoir-Phase II	5 million gallon reservoir and increase pumping station to 12.5 MGD (CIP#1639)(WFP PS14, S9)	$ 3,912,000
SAP - W3	16-inch diameter main; 5,100 lineal feet	Remaining portion of pipeline from 34th Ave. along Hill Street alignment to Lochner Rd., along Lochner Rd. to Ellingson Rd. (WFP P28)	$ 1,359,000
SAP - W4	16-inch transmission main, 800 lineal feet	Remaining portion of pipeline from the east end of 47th Ave. southeast parallel to the railroad tracks and then north crossing the railroad tracks. (WFP P29)	$ 213,000
SAP - W5	12-inch transmission main; 7,640 lineal feet	Pipeline from SAP-W4, parallel to Shortridge Street, to 40th Ave., east to Three Lakes Road, north to Grand Prairie Road (WFP P30)	$ 1,617,000
SAP - W6	24-inch diameter main; 2,000 lineal feet	Remaining portion of pipeline along Ellingson Road from reservoir site identified in water facility plan to Lochner Rd. (WFP P37)	$ 625,000
SAP - W7	16-inch diameter main; 4,766 lineal feet	Pipeline along Ellingson Road from Lochner Rd. to Columbus Street, Columbus Street to existing 16-inch pipeline (WFP P38)	$ 1,270,000
		Total	**$ 14,146,000**

Source: City of Albany Public Works Department
Cost estimates for Ellingson Road Reservoir project (Phases I and II) from CIP (FY 2011-12). Cost estimates for all other projects from Water Facilities Plan (2004), updated to May 2012 dollars using Seattle ENR CCI, and updated to reflect portions of projects already completed.

Many water projects are partially eligible for SDC funding. The City envisions private developers funding a significant portion of the cost for water infrastructure. As private developers express interest in the Area, the City will negotiate public-private partnerships that determine the exact share of infrastructure funding to be covered by the City vs. private developers.

4.3 WASTEWATER

Necessary wastewater infrastructure in the Area includes construction of a new lift station and force main, and new gravity mains. The Oak Creek Lift Station and force main improvements is the one project in the Area that has been allocated 100% of funding, and (at the time of writing this document) is scheduled to begin construction in the Summer of 2013. The lift station and force main improvements are critical for allowing development throughout the entire Area. Total project costs for wastewater infrastructure in the Area are estimated to be $8.9 million. Exhibit 3 shows the list of wastewater projects in the Area.

Exhibit 3. Summary of planned wastewater infrastructure projects to accommodate development of South Albany Area

Project ID	Project Name	Project Description	Estimated Cost
SAP - S1	Oak Creek Lift Station and force main improvements	From the Oak Creek lift station east to the Columbus Street interceptor, with a connection for the Marion Street lift station. (CIP#1630)	$ 4,900,000
SAP - S2	Ellingson Road – 24" diameter gravity main	Extend 24-inch gravity main east from existing end of pipe to Lochner Road, approximately 2100 LF	$ 700,000
SAP - S3	Ellingson Road – 8" diameter gravity main	From SAP-S2 east, approximately 1,800 LF	$ 400,000
SAP - S4	Hwy 99E/Morse Rd Intersection - 12" diameter gravity main	From stubout under Highway 99E east approximately 4,300 LF	$ 1,100,000
SAP - S5	Columbus Street – 15" gravity main	From Columbus Street Interceptor south approximately 750 LF	$ 200,000
SAP - S6	Columbus Street – 10" gravity main	From SAP-5, south approximately 600 LF to Seven Mile Lane	$ 140,000
SAP - S7	Columbus Street & Seven Mile Lane – 8" gravity main	From SAP-S6 south to Ellingson Road approximately 800 LF, and extension to east in Seven Mile Lane approximately 2,700 LF	$ 770,000
SAP - S8	Mennonite Village - 8" gravity mains	Extension of Mennonite Village sewer line east and south, paralleling Oak Creek to near Freeway Lakes (approximately 2,200 LF)	$ 490,000
SAP - S9	Northeast - 8" gravity mains	NE corner of study area, extension of 8" gravity main east from Shortridge Street and Moraga Avenue approximately 1,000 LF	$ 150,000
		Total	**$ 8,850,000**

Source: City of Albany Public Works Department.
All costs represent May 2012 dollars using Seattle ENR CCI.

Many wastewater projects are partially eligible for SDC funding. The Oak Creek Lift Station is the only fully funded project, as it has been allocated 100% of funding for FY 2013. The City envisions private developers funding a portion of the cost for wastewater infrastructure. As private developers express interest in the Area, the City will negotiate public-private partnerships that determine the exact share of infrastructure funding to be covered by the City vs. private developers.

It is worth noting that, at the time this report is being written, information on planned wastewater infrastructure projects is out of date. The City is currently undertaking an effort to update the citywide list of necessary waste water capital projects, and the project list shown in Exhibit 3 should be updated when more current and accurate information is available.

4.4 STORMWATER

No stormwater infrastructure projects have been included in this plan. Costs for infrastructure required for standard street drainage are included within each of the

identified transportation projects. A citywide stormwater master plan is being developed and the applicable results should be incorporated into this study when available. However, at this time, there are no dedicated funding sources for stormwater improvements.

4.5 PARKS

Necessary parks infrastructure in the Area includes construction of a new community park, and five neighborhood parks. The community park project would include eleven soccer fields, and other amenities that are intended to serve residents throughout the City. The facility would likely be used to host regional tournaments for youth sports. Total project costs for parks infrastructure in the Area are estimated to be $9.1 million. Exhibit 4 shows the list of parks projects in the Area.

Exhibit 4. Summary of planned parks infrastructure projects to accommodate development of South Albany Area

Project ID	Project Name	Project Description	Estimated Cost
SAP - P1	Community Park, Phase 1	Based on 11 soccer fields, 400 parking spaces with entry road, utilities, 2 restroom buildings, engineering and planning, wetland delineation and mitigation (Assuming it would impact 15 acres of wetland out of 26 acres total).	$ 3,000,000
SAP - P2	Community Park, Phase 2		$ 2,700,000
SAP - P3	Neighborhood park 1	Passive recreation space with modest amenities such as play structure, sport court, trails, irrigation. Includes site clearing, grading, topsoil, planting, some soft costs. Does not include significant earth work, parking or infrastructure upgrades beyond irrigation. Does not include land.	$ 680,000
SAP - P4	Neighborhood park 2		$ 680,000
SAP - P5	Neighborhood park 3		$ 680,000
SAP - P6	Neighborhood park 4		$ 680,000
SAP - P7	Neighborhood park 5		$ 680,000
		Total	**$ 9,100,000**

Source: City of Albany Parks and Recreation Department.
Cost Estimates from Otak, based on recent comparable projects, and confirmed by conversations with City of Albany Parks and Recreation Director. All values in constant 2012 dollars.

The neighborhood parks are likely to be covered almost entirely with SDCs and grants. Detailed plans and cost estimates are not available for these parks, and cost estimates are based on average costs per acre for recent similar projects. As the projects are dependent upon SDC funding, the phasing of the neighborhood parks will be based on the pace of new development.

For the community park, no funding sources have been identified, but since the project is intended to serve the entire City, a potential approach is to tap into several citywide funding sources. Thus, the funding strategy for the park may have more to do with the availability of citywide funds, and less to do with negotiating specific development agreements and partnerships with private developers. In this way, the community park offers the potential for the public sector to lead the way for development in the Area, as the presence of a regional park facility could be an attractive amenity for prospective private developers.

The specific funding plan for the community park may include a general obligation bond (GO bond), as this is the type of project likely to garner public support. A GO bond could be more likely to pass, if it included a package of projects that were located

in other parts of the City as well. In addition to GO bond funding, the park could be a good candidate for urban renewal funding, assuming the City chooses to establish an urban renewal area that is able to capture the growth in assessed value from future development in South Albany.

4.6 EMERGENCY SERVICES

The only emergency services project in the Area is a new fire station. Total project costs for emergency services infrastructure in the Area are estimated to be $2.9 million. A summary of the key characteristics of the fire station is shown in Exhibit 5.

Exhibit 5. Summary of planned emergency services infrastructure projects to accommodate development of South Albany Area

Project ID	Project Name	Project Description	Estimated Cost
SAP - E1	SAAP Fire Station	Smaller station (approximately 8,000 square feet) on 2 acres. Will include structure, land, and wetland mitigation. Approximately $200 to $240 per square foot.	$ 2,850,000
		Total	**$ 2,850,000**

Source: City of Albany Fire Department.
Cost estimate from City of Albany Fire Chief. All values in constant 2012 dollars.

Unlike the other types of public infrastructure necessary for the development of the Area, the City does not collect an SDC for fire department infrastructure. Thus, alternative funding sources must be considered. Fortunately, the fire station is anticipated to be relatively small (approximately 8,000 sq. ft.), which makes the total estimated project cost ($2.9 million) relatively affordable. Similar to the community park, the fire station could be a potential candidate for funding from a general obligation bond or urban renewal area. Additionally, annexation agreements could be reached with properties in the Area that are currently outside of the City limits to dedicate a portion of property tax revenues to fund the fire station, if the property is to be annexed to the City.

5 SUBAREA INFRASTRUCTURE PACKAGES

Conversations with City staff identified three subareas that could be most likely to develop in the near future. These three subareas include: (1) South Albany Industrial Park site, (2) Piano Site, and (3) Central Area. In this section, we describe these three areas, and the public infrastructure necessary to accommodate each new development. References to infrastructure projects discussed in the previous section are provided where applicable. Some smaller site-specific requirements are also identified where known.

It is important to recognize that this information was compiled at one point in time. As development, capital improvements, engineering standards, and operational strategies of the utilities change over time, the information will become outdated. As a result, the data provided in this section should only be used for general informational purpose and should specifically not be used for investment purposes.

5.1 SOUTH ALBANY INDUSTRIAL PARK SITE

The South Albany Industrial Park site is zoned for employment use, and is located South of Ellingson Rd., and East of the Union Pacific Railroad tracks. Infrastructure needs for the South Albany Industrial Park site are described below.

Transportation

The proximity of the UPRR track crossing on Ellingson Road to Highway 99E restricts development of an intense industrial use on the site. Development of the site with an intense use could result in the need to extend 53rd Avenue east from 99E over the UPRR tracks to Ellingson Road (53rd Avenue Extension and 53rd/Industrial Access projects) (SAP-T1 & SAP-T15). Development will need to be carefully designed to minimize the potential for adverse impacts due to capacity constraints along the highway system.

Water

The site has access to a 24-inch main in Ellingson Road. The water system can supply a fire flow of 4,542 gpm from the main in Ellingson Road. If more water is needed to serve the site, the 24-inchmain in Ellingson could be extended and connected to 16-inch mains in Lochner Road and Columbus Street (SAP–W5 & SAP-W6). The 2004 Water Master Plan assumed that non-fire flow related water use from the sites would require 2,000 gallons per acre per day for commercial uses, 1,600 gallons per acre per day for light industrial uses and 4,800 gallons per acre per day for heavy industrial uses. Each proposed development's water requirements would need to be examined individually to determine if additional public or private water extensions are required.

Storm Water

The storm drainage infrastructure serving this area consists of a large drainageway that crosses the site from east-to-west. New development on the site must include a storm water detention system that meets the City of Albany engineering standards. Any new streets would also need to be served by new storm drainage systems.

Wastewater

The site has access to a 24-inch sewer main in Ellingson Road. The 1998 City of Albany Wastewater Facility Plan is based upon assumed sewage flows for various land uses. The Facility Plan assumes that the site would produce the following flows, not including inflow and infiltration – 2,869,256 gallons/day from the 293.4 acres of Industrial Park uses. If a development proposed a more intense wastewater discharge, additional downstream capacity analyses will need to be completed.

The existing sewer mains can serve the site. Any development will trigger the rerouting of the Oak Creek Lift Station force main and upgrading the lift station's capacity (SAP-S1). The City has listed the Oak Creek Lift Station improvements in the budget for fiscal year 2012-2013.

Parks

No parks projects are required for development of this area.

Emergency Services

No emergency services projects are required for development of this area.

5.2 PIANO SITE

The "Piano site" is the property zoned for regional commercial development, located between Hwy 99E and the Union Pacific Railroad tracks, South of 53rd Ave. Infrastructure needs for the Piano site are described below.

Transportation

Development on this site will require an application for new access permits to ODOT for access to Pacific Boulevard (Highway 99E). Albany's Transportation System Plan includes a project that would extend 53rd Avenue east from Highway 99E across the northern portion of this site and over the Union Pacific Railroad line. Dedication of right-of-way for the extension of 53rd Avenue would be a condition of any development on this site. While the site would ultimately need to participate in the construction of the 53rd Avenue improvement (SAP-T1), those improvements might be able to be deferred if the site is able to initially secure approval for sufficient highway access.

Water

The site has access to a 16-inch main in Pacific Boulevard. The water system can supply a fire flow ranging from 4,729 gpm to 6,279 gpm at the intersection of Pacific Boulevard and 53rd Avenue. The 2004 Water Master Plan assumed that non-fire flow related water use from the sites would require 2,000 gallons per acre per day for commercial uses. Each proposed development's water requirements would need to be examined individually to determine if additional public or private water extensions are required. The extension of a public water main to the east property line of the site might be required to provide water service to the properties east of this site (estimated at approximately $130,000).

Storm Water

The storm drainage infrastructure serving this area consists of a large drainageway that crosses the site from east-to-west. New development on the site must include a storm water detention system that meets the City of Albany engineering standards. Any new streets must also include storm drainage improvements.

Wastewater

The site has access to a 12-inch sewer main that is stubbed-out into the site from Pacific Boulevard. The 1998 City of Albany Wastewater Facility Plan is based upon assumed sewage flows for various land uses. The Facility Plan assumes that the site would produce the following flows, not including inflow and infiltration – 87,971

gallons/day from the 36.0 acres of Regional Commercial uses. If a development proposed a more intense wastewater discharge, additional downstream capacity analyses will need to be completed.

The existing sewer mains can serve the site. In order to provide access to properties east of this site, the 12-inch sewer main must be extended to the east property line of site (portion of SAP-S4). Any development will trigger the rerouting of the Oak Creek Lift Station force main and upgrading the lift station's capacity (SAP-S1). The City has listed the Oak Creek Lift Station improvements in the budget for fiscal year 2012-2013.

Parks

No parks projects are required for development of this area.

Emergency Services

No emergency services projects are required for development of this area.

5.3 CENTRAL AREA

The "Central Area" is roughly defined as property bordered by Lochner Rd. to the West, Ellingson Rd. to the South, Columbus St., to the East, and Oak Creek to the North. The Area is planned for residential development, as well as colocation of multiple public facilities. Infrastructure needs in the Central Area are described below.

Transportation

Development on this site will need to be compatible with Albany's Transportation System Plan. Transportation improvements necessary for development will include: urban upgrade (curb, gutter, and sidewalk) along Columbus Street (portion of SAP-T3); the urban upgrade of Ellingson Road (portion of SAP-T4); and improvements to the Ellingson Road/Columbus Street intersection (SAP-T7). The site will also be responsible for on-site transportation improvements contained in the South Albany Area Plan (SAAP), which include a frontage road along the south side of Oak Creek (portion of SAP-T6) and potentially include an internal trail system

Water

The site has access to a 16-inch main in Columbus Street. The existing water system in Columbus Street can supply a fire flow of 2,587 gpm at the Columbus Street driveway to the church east of the site. As lines are extended south and west to serve this site, the available fire flow will be reduced in this dead-end line. In order to supply acceptable fire flows to serve the development, the 16-inch water main must be extended south along Columbus Street and west along Ellingson Drive to Lochner Road (SAP-W6). From there a 24-inch main must also be extended west along Ellingson Road to the existing 24-inch main dead-end, 2,400 feet east of Pacific Highway (SAP-W5). An extension of the Columbus Street line to the properties southern boundary may also be required (estimated at approximately $110,000).

Stormwater

The storm drainage infrastructure serving this area consists of Oak Creek along the northern end of this site, a 36-inch pipe along the west side of Columbus Street, and ditches along Ellingson Road. New development on the site must include a storm water detention system that meets the City of Albany engineering standards. Any new streets must also include storm drainage improvements.

Wastewater

The site has access to a 12-inch sewer main that is stubbed-out on the south side of Oak Creek on the east side of Columbus Street. That sewer can be extended south along Columbus Street and westerly through the site to provide sewer service to this site.

This site is included in the "Columbus Street Lift Station Special Connection Charge Benefitted Area". Properties within the benefitted area are required to pay Connection Charges based upon acres contributing sanitary sewerage to the Columbus Street sanitary sewer pump station. As of July 1, 2012 this site has a pending connection Charge of $141,054.29 for 98.31 benefitted acres.

The existing sewer main can serve the site. In order to provide access to properties south of this site, the sewer main must be extended south in Columbus Street to the southern edge of this property (SAP-S5, SAP-S6, and a portion of SAP-S7)(extension to the southern edge of the property at the UGB will require an additional investment of approximately $130,000). The sewer main in Columbus must be installed a minimum grade and maximum depth to serve the entire sewer basin that is planned to be served by the Columbus Street lift station. Extensions along Ellingson Road across the properties frontage may also be required (estimated at up to $320,000 depending on length of required extension).

Parks

While no parks facilities are technically "required" for development in this area, the Central Area is planned to have both a neighborhood park (SAP-P3 through SAP-P7), and community park (SAP-P1 & SAP-P2). As discussed previously in Section 4.4, the neighborhood park has not been programmed in detail, but would include passive recreation space, and modest amenities, meant to serve residents of new development in the Area. The community park would be a regional facility, meant to serve residents citywide. The community park would be built in two phases, and the pace of development in the Central Area, as well as the availability of funds would likely determine the timing of when these each phase of the community park is built.

Emergency Services

While no emergency services facilities are technically "required" for development in this area, the Central Area is planned to be the location of a new fire station (SAP-E1). Planning for the fire station is preliminary at this time, and the facility could range in size from 8,000 to 20,000 sq. ft.

6 IMPLICATIONS

An analysis of the South Albany Area Plan Infrastructure Funding Strategy leads to the following implications:

- **Public-private partnerships will be crucial**. The City does not have sufficient resources to fund 100% of each project identified in the SAAP. While many projects are eligible for partial funding from SDCs, it is uncertain how much SDC funding any project will receive, given the limited pool of funds, and competing priorities citywide. Thus, most infrastructure projects in the Area will only be possible through collaboration between the City and private developers. The City will have to work with developers to come up with plans for funding specific projects, in a fair, equitable and strategic fashion.
- **The 53rd Ave. extension will be the most difficult project to fund**. With an estimated cost of $19 million, the 53rd Ave. extension is the most expensive project in the SAAP. The funding strategy relies heavily on partnerships with private developers, but the cost of the 53rd Ave. extension project is so high, that it will be difficult for a small number of developers to make significant financial contributions to the project, while maintaining the Area as a profitable and attractive place for development. Thus, new funding sources are especially important for the 53rd Ave. extension, and urban renewal is a logical source for the City to explore.
- **Urban renewal has great potential to help, if used strategically**. Preliminary estimates of urban renewal TIF capacity, suggests that a new urban renewal area could fund up to $60 million of projects in South Albany over the next three decades. However, State Statutes limit the amount of acreage and assessed value within urban renewal areas citywide, and only a fraction of the total Area (not more than 708 acres) could be included in a new URA. For a URA to reach its full TIF-generating potential, it needs a strategically drawn boundary that includes land that is expected to experience a significant increase in assessed value (e.g., new development), and land where infrastructure investments, like the 53rd Ave. extension, will occur. Accomplishing this with less than 708 acres could be challenging. Additionally, for urban renewal to be most effective, a URA needs to be formed up front, prior to any new development occurring.
- **Public investment principles should be adopted to help guide the broad strategy for opportunity and market driven partnerships in South Albany.** Such principles may include: Public investments in South Albany will: (1) Be consistent with and help implement the long-term vision expressed in the SAAP; (2) Emphasize co-investment with private development and project partners; (3) Support catalytic projects that set the stage for additional investment; (4) Support orderly and efficient development and infill.

Attachment A: Options for Funding Infrastructure for SAAP

	Definition/Source	Eligible Projects	Preemptions/limitations	Notes on Capacity
Local Improvement District (LID)	A geographic area in which real property is assessed a fee to defray all or part of the costs of a public improvement. Costs are apportioned according to the estimated benefit that will accrue to each property.	Must be capital projects. Typically, with benefits tied to a small geographic area. Examples include paving streets, building sidewalks, installing storm water management, and improving streetscapes.	May have relatively high administrative costs. Usually requires extensive political outreach, as it is desirable to have property owners agree to the tax increase. In Albany, the City Council may require an LID to fund improvements that are considered essential to the welfare of the city.	Local improvement districts can vary in their financial capacity. Capacity may be constrained by the willingness of local property owners to increase their financial burden to fund the project, which means LIDs are usually limited to smaller infrastructure improvements.
Tax Increment Financing	Captures property tax revenues from growth in assessed value inside an Urban Renewal Area for reinvestment in capital projects that reduce blight.	Any capital projects that alleviate blight and are included in URA plan. Property acquisition, storefront and streetscape improvements, public infrastructure – such as streets, parks, affordable housing, and civic buildings.	Requires urban renewal plan and report Must meet the State definition of blight. Limits on maximum acreage and assessed value – 15% of jurisdiction's total acreage or 15% of jurisdiction's total assessed property value. Currently, about 9% of the City's acreage is within an urban renewal area, which means the maximum size of a new URA would be about 700 acres.	The old Oak Creek urban renewal area plan that was previously adopted by the City estimated that a URA with $3.3M in assessed value could generate $25M in TIF by 2020, which would service the debt on $16M of projects. Ultimately, the urban renewal potential for the area depends on the specific boundaries of the URA, the timeline of projects, the duration of the URA, and the pace of new development and RMV growth within the URA.
Grants	Grants are available from Federal, State, and private/non-profit sources for a variety of projects. Some common sources of grants include the State of Oregon (e.g. ODOT) and Federal agencies such as the EPA, FAA, FHWA, and FTA.	Grants may be available for all types of infrastructure projects, especially parks and transportation projects.	Typically grants require an application process, a process that can be time consuming and competitive. For projects to receive grant funding, they may require local matching funds. Each specific grant will have specific limitations.	In recent years the City Grant Fund has been between $2 and $3 million annually. However the proposed 2012-13 budget shows only $1.1M in the Grant Fund, and most of these grants are unrelated to capital investment in infrastructure.
General Obligation Bonds	Voter-approved temporary property tax increase to support the sale of tax-exempt bonds for infrastructure projects. The City borrows against its future stream of tax revenues to generate capital to cover costs. Projects typically benefit the community as a whole, and loans are backed by full faith and credit of the City.	No restrictions. Projects typically benefit the community as a whole. Major capital projects such as schools, water and sewage treatment facilities, bridges, and major road improvements.	Must be authorized by a vote of the public.	Bonding capacity depends on the term of the bond, interest rate, and other factors. Given the City's current assessed value of $2.5 billion, and reasonable bonding assumptions, a $10M bond would result in a tax increase of about $0.30 per $1,000 of AV for 20 years.

	Definition/Source	Eligible Projects	Preemptions/Limitations	Notes on Capacity
SDCs	Charges on new development to pay for capital projects that increase growth capacity. Charges are formula-based and tied to the cost of infrastructure needed to serve the planned development. Jurisdictions may also establish *Sole Source SDCs. Sole Source SDCs* make the fees collected by an area available for use within that area only, rather than available for use city-wide.	Parks, transportation, water, or sewer-related projects (depending on SDC source).	Must be capital projects to expand capacity to accommodate new growth. Must be a type of project permitted in ORS 223.297. Furthermore, it must be included in the adopted SDC methodology. Rising SDCs could be a disincentive to development.	Citywide SDCs budgeted for 2012-13 are: - Parks: $75,000 - Transportation: $217,000 - Sewer: $300,000 - Water: $256,000 However, SDC collections have been much higher in past years, when development activity was more robust. Development within the SAAP through 2030, could be expected to generate $6M or more for transportation SDCs.
Annexation Agreements	An agreement to use a portion or all of the property tax revenue collected by the City from the annexed area for projects related to the annexed area. Annexation agreements can also be used to require private developers to agree to provide specific public infrastructure projects associated with their proposed development, prior to the City putting the question of annexation on the ballot.	No restrictions.	This revenue source is technically property tax revenue from the city's permanent tax rate. As such, these revenues would be part of the General Fund, and would be subject to annual appropriation by city council and cannot legally be committed to long-term debt service for infrastructure projects.	Capacity is limited to whatever amount the City is able to negotiate with interested property owners.
Street Utility Fee	A monthly fee collected from residents and businesses citywide, typically based on land use (and underlying assumptions on the number of trips generated by each land use).	Limited to transportation projects.	No significant preemptions or limitations.	Capacity is constrained by the political acceptability of whatever fee may be proposed.
Local Gas Tax	A tax on the sale of gasoline and other fuels, levied as a fixed dollar amount per gallon.	Local ordinances have typically limited use of revenues to road and highway uses – including construction, improvement, reconstruction, repair, maintenance, preservation, and operations. Exceptions are sidewalks, street planning and design, streetlights and storm water, parks and public buildings.	Currently, only 14 cities and 2 counties in Oregon collect a local gas tax. High gas prices could make a gas tax an unpopular option, politically. Voters must approve local gas taxes, but no limit is stated in the statute.	Based on OR S319.950 local gas taxes cannot be enacted until after 2014.
Franchise Fees	The cost utility and cable providers incur for being allowed to place their facilities and equipment in the public's right-of-way. Fees are levied as a percent of gross revenue	No restrictions.	The city already collects franchise fees from utility providers. These funds are collected in the General Fund and used at the discretion of the jurisdiction. Fees are limited to 7% for telecommunications and 5% for other utilities.	Total franchise fees in Albany are budgeted at $3.9M for FY 2012-13, which is inline with prior year collections.

Attachment B: Summary of SAAP projects and costs

Transportation

Project Name (ID from Kittelson Memo)	Project Type	Estimated Cost
53rd Avenue Extension (L1)	New Road or Alignment	$ 18,600,000
Ellingson Road Extension (L28)	New Road or Alignment	$ 5,740,000
Columbus Street (L46)	Urban Upgrade	$ 4,549,000
Ellingson Road (L53)	Urban Upgrade	$ 5,847,000
Lochner Road (L54)	Urban Upgrade	$ 8,270,000
Oak Creek Parkway (NEW 1)	New Road	$ 16,456,000
Ellingson Road/Columbus Street (I16)	Intersection Control Change (Roundabout)	$ 500,000
OR 99E/53rd Avenue (I40)	Intersection Add Lane(s)	$ 550,000
Oak Creek Loop Trail - south of Oak Creek (M2-a)	Multiuse Path	$ 2,680,000
Oak Creek Loop Trail -north of Oak Creek (M2-b)	Multiuse Path	$ 1,787,000
Oak Creek Crossing Trails (M2-c)	Multiuse Path	$ 838,000
Lebanon Trail (M9)	Multiuse Path	$ 581,000
99E/Oak Creek (M12)	Crossing Improvement	$ 129,000
Ellingson Road/Lochner Road (NEW 2)	Roundabout	$ 500,000
53rd Avenue Extension/Industrial Property Access (NEW 3)	Roundabout	$ 500,000
		$ 67,527,000

Water

Project Name	Project Description	Estimated Cost
Ellingson Road Reservoir-Phase I	5 million gallon reservoir and 7.5 MGD pumping station (CIP#1639)(WFP PS13, S6)	$ 5,150,000
Ellingson Road Reservoir-Phase II	5 million gallon reservoir and increase pumping station to 12.5 MGD (CIP#1639)(WFP PS14, S9)	$ 3,912,000
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16-inch transmission main, 800 lineal feet	Remaining portion of pipeline from the east end of 47th Ave. southeast parallel to the railroad tracks and then north crossing the railroad tracks. (WFP P29)	$ 213,000
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24-inch diameter main; 2,000 lineal feet	Remaining portion of pipeline along Ellingson Road from reservoir site identified in water facility plan to Lochner Rd. (WFP P37)	$ 625,000
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	Total	**$ 14,146,000**

Wastewater

Project Name	Project Description	Estimated Cost
Oak Creek Lift Station and force main improvements	From the Oak Creek lift station east to the Columbus Street interceptor, with a connection for the Marion Street lift station. (CIP#1630)	$ 4,900,000
Ellingson Road – 24" diameter gravity main	Extend 24-inch gravity main east from existing end of pipe to Lochner Road, approximately 2100 LF	$ 700,000
Ellingson Road – 8" diameter gravity main	From SAP-S2 east, approximately 1,800 LF	$ 400,000
Hwy 99E/Morse Rd Intersection - 12" diameter gravity main	From stubout under Highway 99E east approximately 4,300 LF	$ 1,100,000
Columbus Street – 15" gravity main	From Columbus Street Interceptor south approximately 750 LF	$ 200,000
Columbus Street – 10" gravity main	From SAP-5, south approximately 600 LF to Seven Mile Lane	$ 140,000
Columbus Street & Seven Mile Lane – 8" gravity main	From SAP-S6 south to Ellingson Road approximately 800 LF, and extension to east in Seven Mile Lane approximately 2,700 LF	$ 770,000
Mennonite Village - 8" gravity mains	Extension of Mennonite Village sewer line east and south, paralleling Oak Creek to near Freeway Lakes (approximately 2,200 LF)	$ 490,000
Northeast - 8" gravity mains	NE corner of study area, extension of 8" gravity main east from Shortridge Street and Moraga Avenue approximately 1,000 LF	$ 150,000
	Total	**$ 8,850,000**

Parks

Project Name	Project Description	Estimated Cost
Community Park, Phase 1	Based on 11 soccer fields, 400 parking spaces with entry road, utilities, 2 restroom buildings, engineering and planning, wetland delineation and mitigation (Assuming it would impact 15 acres of wetland out of 26 acres total)	$ 3,000,000
Community Park, Phase 2		$ 2,700,000
Neighborhood park 1	Passive recreation space with modest amenities such as play structure, sport court, trails, irrigation. Includes site clearing, grading, topsoil, planting, some soft costs. Does not include significant earth work, parking or infrastructure upgrades beyond irrigation. Does not include land.	$ 680,000
Neighborhood park 2		$ 680,000
Neighborhood park 3		$ 680,000
Neighborhood park 4		$ 680,000
Neighborhood park 5		$ 680,000
	Total	**$ 9,100,000**

Emergency Services

Project Name	Project Description	Estimated Cost
SAAP Fire Station	Smaller station (approximately 8,000 square feet) on 2 acres. Will include structure, land, and wetland mitigation. Approximately $200 to $240 per square foot.	$ 2,850,000
	Total	**$ 13,990,000**