

ORDINANCE NO. 5496

AN ORDINANCE ADOPTING FINDINGS, APPROVING THE CENTRAL ALBANY REVITALIZATION AREA URBAN RENEWAL PLAN, AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED AND THAT THE ORDINANCE BE RECORDED.

WHEREAS, the Central Albany Revitalization Agency (the "Agency") has prepared and has proposed to the City Council for its approval an urban renewal plan for an urban renewal area within the boundaries of the City of Albany, which urban renewal plan is known as the Central Albany Revitalization Area Urban Renewal Plan (the "Plan"); and

WHEREAS, such Plan and its accompanying Report have been prepared in conformity with the requirements of ORS 457.085 and with public involvement in all stages of the development of the Plan; and

WHEREAS, additional notice of the public hearing on adoption of the Plan has been provided to all owners of real property located in the City as required by ORS 457.120; and

WHEREAS, the Plan and Report were forwarded to the governing body of each taxing district affected by the Plan with an invitation to meet and discuss the Plan and to forward comments on the Plan; and

WHEREAS, pursuant to ORS 457.105, on June 20, 2001, the Plan and Report and maximum indebtedness were submitted to the Linn County Commission, which deliberated on the Plan and Report; and

WHEREAS, the Plan and Report were forwarded to the Albany Planning Commission for recommendation; and

WHEREAS, following a hearing on June 18, 2001, the Albany Planning Commission unanimously recommended that the Council make the findings required by ORS 457.095; and

WHEREAS, pursuant to ORS 457.095, the Albany City Council held public hearings on July 11, 2001, and July 25, 2001, to review and consider the Plan, the Report, the recommendation of the Planning Commission, and public testimony, and

WHEREAS, the Albany City Council finds the Plan should be approved and adopted, based on the findings listed below.

THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: Findings. The following Findings of Fact are hereby adopted in support of the adoption of the Central Albany Revitalization Area Urban Renewal Plan in conformance with ORS 457.095:

- (1) The area described in the Plan is blighted.
- (2) Rehabilitation and redevelopment within the area are necessary to protect the public health, safety, and welfare of the City of Albany.
- (3) The Plan conforms to the City of Albany Comprehensive Plan as a whole, and provides an outline for accomplishing the projects that the Plan proposes.

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- (4) Provisions have been made in the Plan to house displaced persons within their financial means and in accordance with ORS 281.045-ORS 281.105 if the need arises, and, except in the relocation of elderly or handicapped individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing.
- (5) Provisions have been made in the Plan that if acquisition of real property is considered, such acquisition must be necessary.
- (6) The adoption and carrying out of the Plan is economically sound and feasible.
- (7) The City shall assume and complete any activities prescribed it by the Plan.

**Section 2: Incorporation of Plan by Reference.** The Central Albany Revitalization Area Urban Renewal Plan, attached to this Ordinance as Exhibit A, and the Central Albany Revitalization Area Report, attached to this Ordinance as Exhibit B, are hereby incorporated by reference and are hereby relied upon.

**Section 3: Reliance on Planning Commission Recommendation and Public Testimony.** The recommendation of the Planning Commission, the testimony received at public hearings and the entire record before the City Council in this matter are hereby relied upon.

**Section 4: Plan Approval and Publication of Adoption.** The Central Albany Revitalization Area Urban Renewal Plan, incorporated by reference, is hereby approved and adopted, pursuant to the provision of ORS 457, and the City Recorder is directed to publish notice of the adoption of this Ordinance in accordance with the requirements of ORS 457.115.

**Section 5: Recordation.** The City Recorder is hereby directed, in accordance with the requirements of ORS 457.125, to record a copy of this Ordinance approving the Central Albany Revitalization Area Urban Renewal Plan with the Recording Officer of Linn County, Oregon, and to send a copy of this Ordinance to the Central Albany Revitalization Agency of the City of Albany, Oregon.

STATE OF OREGON }  
 County of Linn } SS  
 City of Albany }

Passed by Council: August 8, 2001

Approved by Mayor: August 8, 2001

Effective Date: September 7, 2001

I hereby certify that I have compared the (foregoing,  
 with the original thereof, and that it is a correct  
 copy therefrom and of the whole thereof.

August 10 2 001  
*Betty Langwell, City Clerk*

*Charles McFarlan*  
 Mayor

ATTEST:

*Ken Thompson*  
 City Recorder

STATE OF OREGON  
County of Linn

I hereby certify that the attached  
was received and duly recorded  
by me in Linn County records.

STEVE DRUCKENMILLER  
Linn County Clerk

By SR, Deputy

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Treasure yesterday...



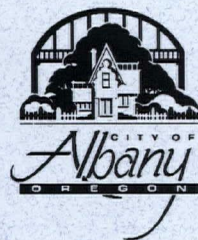
Live for today...



Plan for tomorrow!

# Central Albany Revitalization Area

## *Urban Renewal Plan*



Prepared by  
Charles Kupper  
and the  
City of Albany

Adopted August 2001



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**Central Albany Revitalization Area (CARA)**

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## ACKNOWLEDGEMENTS

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*The Central Albany Revitalization Area Plan was  
adopted by the Albany City Council on August 8, 2001.*

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**URBAN RENEWAL PLAN**  
for the  
**CENTRAL ALBANY REVITALIZATION AREA**

*Part I - Text*

**1. INTRODUCTION**

**Purpose:** The City of Albany has prepared this Central Albany Revitalization Area (CARA) Plan, with accompanying Report, to meet the requirements for the formation of an urban renewal district. The purpose of this urban renewal effort is to revitalize Central Albany by providing a variety of activities and projects that implement the Town Center Plan. By creating an environment in which the private sector may develop uses compatible with the purposes of this Plan, this urban renewal effort will work to eliminate blight and its causes within the CARA.

**Background:** The City of Albany completed a Town Center Plan in 1995 based on the recommendations of the community-based Central Albany Land Use and Transportation Study (CALUTS). This award-winning strategy identifies how to reenergize the Central Albany area by respecting existing historic fabric, taking advantage of the several unique water features found in Central Albany, improving the pedestrian environment along key connections to and within commercial areas, and providing a mix of housing opportunities. In the CALUTS effort, the community identified several public space improvements that would serve as catalysts in attracting private sector rehabilitation and development interest and reinvestment in Central Albany.

The City has been successful in funding some of the public improvements identified, including a \$10 million grant for redevelopment of the train station area into a regional transportation center. However, a significant amount of public investment is still needed to revitalize this area and draw in needed private investment and reinvestment. It is expected that this CARA urban renewal effort will provide the energy needed to revitalize Central Albany.

When the Albany City Council identified the examination of urban renewal for revitalization of Central Albany as one of the priority goals for 2000-01, they made it clear that this effort would need to be a "redevelopment tool" rather than a "bulldozer tool." The Council was also clear that this effort should build from the CALUTS base and be developed through a citizen-driven process.

**Legal Basis:** This Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and of the City of Albany, respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

**Organization of Plan:** This Central Albany Revitalization Area Plan is made up of two parts. Part I provides the text of the Plan, including explanations of the community's participation in developing this Plan, how this Plan meets other City planning objectives, planned development activities, projects to be undertaken under this revitalization effort, property acquisition and disposition procedures, maximum indebtedness and financing methods, relocation assistance and general definitions. Part II of this Plan provides exhibits and attachments. The separate, but linked, "Central Albany Revitalization Area Report" provides more detail on financial projections and blighting conditions.

**Enabling Provisions:** The Albany City Council acts as the Urban Renewal Agency of the City of Albany, Oregon as provided by City of Albany Ordinance No. 5483 adopted on June 27, 2001. The Urban Renewal Plan for the Central Albany Revitalization Area was approved by the City Council of the City of Albany on August 8, 2001 by Ordinance No. 5496.

**Boundary:** The CARA is a single geographic area with a single continuous boundary. A map indicating the CARA boundary is attached as Exhibit 1. A legal description of this boundary is included as Attachment A of this Plan.

A community-based process was used to define the actual area of the CARA. The CARA boundary includes the traditional downtown core of Albany, the surrounding Central Albany area planned for in the CALUTS, and gateway areas to the south and east of Central Albany. The community also considered, but elected not to include at this time, a vacant industrial site along Pacific Boulevard at the south boundary, the vacant industrial site to the east of Bowman Park, and the riparian and commercial areas of North Albany near Highway 20.

Redevelopment of the area selected is important to creating a sustainable urban pattern in Albany. By encouraging redevelopment of the Central Albany area, the community expects to reduce the demand to develop green fields and to expand into the urban fringe.



## 2. CITIZEN PARTICIPATION

The Albany City Council elected to use a citizen-driven process to explore and define how urban renewal might work in the revitalization of Central Albany. A series of community forums were held to allow the community to mold and define this CARA Plan. Beginning in January 2001, the City and Albany Downtown Association co-sponsored four community forums. These Forums were open to the public, and were conducted in a way that maximized public discussion and comment opportunities.

- ♦ At Community Forum #1, the community considered the concept of Urban Renewal, discussed conditions that needed to be addressed, and identified an area that might be the focus for an Urban Renewal effort.
- ♦ At Community Forum #2, participants developed a focus for revitalization efforts and identified potential projects that would address area needs and opportunities.
- ♦ During Community Forum #3, participants refined a strategy for revitalization of the area, including a goal statement, key objectives, additional objectives, a boundary and refinement of projects for consideration by the City Council.
- ♦ The Albany City Council evaluated and agreed with the community's recommendations for the goal and objectives, boundary and general needs during a March Work Session that was attended by several of the community participants.
- ♦ At Community Forum #4, the community considered the projected maximum indebtedness for the CARA and identified how needs might be balanced within the income available.

The City also provided outreach to the Albany Area Chamber of Commerce's Governmental Affairs Committee and promoted the opportunity to provide input during two radio talk show interviews. The "City Bridges" newsletter, delivered to every address in the City of Albany, featured the findings of the Community Forums and provided background information on Urban Renewal.

The Albany Planning Commission met to review this Plan on June 18, 2001. The Albany City Council held public hearings on adoption of this Plan on July 11 and 25, 2001. Additional public notice on the City Council adoption of this Plan was provided, as required by ORS 457.120.

### 3. RELATIONSHIP TO LOCAL PLANS

**Overview:** As required by ORS 457.085, the goal and objectives for the CARA relate to the goals and objectives provided in other guiding City documents. The following outline profiles the relationship between the goal and objectives of the CARA and those of the Albany Comprehensive Plan, City Vision and Goals, Transportation System Plan, and the Town Center Plan developed through the CALUTS.

**CARA Goal & Objectives:** The purpose of this CARA Plan is to eliminate blighting influences found in the CARA, to implement goals and objectives of the City of Albany Comprehensive Plan, and to implement development strategies and objectives for the CARA. The goal and objectives for the CARA have been defined as follows:

**CARA Goal:** To revitalize the Central Albany Revitalization Area by implementing the Town Center Plan developed through the Central Albany Land Use & Transportation Study (CALUTS) using a citizen-driven process.

**CARA Key Objectives:**

- ♦ Attract new private investment to the area.
- ♦ Retain and enhance the value of existing private investment and public investment in the area.

**CARA Additional Objectives:**

- ♦ Provide a safe and convenient transportation network that encourages pedestrian & bicycle access to and within the town center.
- ♦ Preserve the Historic Districts, historic resources and existing housing in the area.
- ♦ Create a readily identifiable core that is unique and vibrant with a mixture of entertainment, housing, specialty shops, offices, and other commercial uses.
- ♦ Increase residential density in the area.
- ♦ Encourage the development of new forms of housing and home ownership.
- ♦ Enhance and protect the community and environmental values of waterway corridors in the area.
- ♦ Provide an enriching environment and livable neighborhoods.

**City of Albany Comprehensive Plan:** The Albany Comprehensive Plan provides a framework for a wide range of goals and policies relating to land uses, transportation, public utilities, recreation and community facilities, economic development, housing and environmental protection. An outline of the Comprehensive Plan Goals and related Policies that relate to the goal and objectives of the CARA is provided as Attachment B in Part Two of this Plan.

**Goal 1: Citizen Involvement -** *Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process.* The CARA Goal intends to use a citizen-driven process to revitalize the CARA.

**Goal 14: Urbanization** - *Achieve stable land use growth which results in a desirable and efficient land use pattern.* The Town Center Plan provides for increased densities and land use mixes that provide a higher level of development efficiency. These land use patterns are relayed in the CARA Objectives of creating an identifiable core, increasing residential densities, and providing livable neighborhoods.

**Goal 9: Economic Development** - *Enhance the economic position of all elements of the area's established economic base.* The community elevated the Objective of retaining and enhancing the value of existing investments in the CARA to a Key Objective to convey the importance of stabilizing the investment in existing businesses in the CARA. The CARA focus on attracting new private investment and the Objective of creating a vibrant core will also work to meet this Goal.

**Goal 10: Housing** - *Provide a variety of development and program opportunities that meet the housing needs of all Albany's citizens.* The CARA Objectives of increasing residential density, creating a mixture of uses in the core, and encouraging the development of new forms of housing and home ownership relate to this Comprehensive Plan Goal.

**Goal 12: Transportation** - *Provide a safe, diversified, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, and cultural and scenic values.* The CARA Objective for providing a safe and convenient transportation network that encourages pedestrian and bicycle access to and within the town center will help meet this Comprehensive Plan Goal.

**Goal 8: Recreational Needs** - *Provide a high quality and diversified system of safe and attractive parks, open space, recreation programs, and facilities to:* 1. *Facilitate community access to leisure, recreation, open space, and cultural opportunities.* 2. *Meet the varied recreation and leisure needs of Albany's citizens for self-expression, creativity, achievement, imagination, relaxation, and enjoyment.* 3. *Enhance the beauty, livability, and positive image of Albany.* The CARA Objectives for providing a unique and vibrant core, and providing an enriching environment and livable neighborhoods will work to meet this Comprehensive Plan Goal.

**Goal 5: Open Spaces, Scenic & Historic Areas, & Natural Resources -**

- *Ensure vegetation is and remains an integral part of Albany's environment.*
- *Ensure the provision of open space and protection of natural and scenic resources.*
- *Protect Albany's historic resources and utilize and enhance those resources for Albany residents and visitors.*
- *Improve Albany's image, livability, appearance, and design quality through aesthetic enhancement.*

The CARA will work to achieve these Comprehensive Plan Goals through the CARA Objectives of providing an enriching environment and livable neighborhoods, preserving Historic Districts and historic resources, and enhancing and protecting the values of waterway corridors.

**Goal 15: Willamette River Greenway** - *Protect, conserve, enhance and maintain the natural, scenic, historic, economic, and recreational qualities of the Willamette River, its banks, and adjacent lands.* Enhancing and protecting the community and environmental values of waterway corridors in the area is an Objective of the CARA.

**City of Albany Mission, Vision and Goals:** This Plan is consistent with and builds toward the City of Albany's Mission and Vision, as well as several of the City's Long-Term Goals.

**City of Albany Mission Statement:** Providing quality public services for a better Albany.

**City of Albany Vision Statement:** A vital and diversified community that promotes a high quality of life, great neighborhoods, balanced economic growth, and quality public services.

**Applicable Long-Term City of Albany Goals:**

- ♦ Enhance Albany livability and physical environment.
- ♦ Develop and maintain education and economic development strategies and incentives to support existing businesses and to meet the needs of desired new businesses.
- ♦ Achieve an adequate and self-sustaining public infrastructure.

**Albany Town Center Plan:** The Goal of this CARA effort is to implement the Town Center Plan developed through CALUTS using a citizen-driven process. The Albany Town Center Plan is available at the City of Albany Community Development Department. The Key Objectives of the Town Center Plan have been blended into the CARA Objectives presented earlier in this Section. The implementation strategy of the Town Center Plan was refined by the community during four forums into the list of proposed projects provided as Attachment D in Part II of this Plan.

**City of Albany Transportation System Plan:** The goal statement and several objectives of the Albany Transportation System Plan directly relate to the CARA objectives.

**Transportation System Plan Goal:** *Provide a safe, diversified, economical, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, cultural, and scenic values. For the purposes of this document, a transportation system includes auto, transit, bicycles, pedestrian, rail and air transportation.*

**Applicable Transportation System Plan Policies:**

- ♦ III. Develop a roadway system that is efficient and safe for the traveling public while preserving neighborhood quality and character.
- ♦ IV. Develop a transportation system, encourage land use patterns and design standards, and promote transportation projects, programs, and policies which reduce dependency on the automobile and encourage alternatives such as public transit, bicycling, walking, car and van pools.
- ♦ VIII. Develop an adequately connected bicycle and pedestrian system to encourage bicycling and walking as alternative modes of transportation.

**Oregon Quality Development Objectives:** In 1997 the State of Oregon signed into Executive Order six principles, called "Quality Development Objectives", that express the State's interest in maintaining and increasing Oregon's livability. All of the Oregon Quality Development Objectives will be met as the CARA works to achieve the development patterns envisioned in the Albany Town Center Plan.

- ♦ **Compact development within UGB:** This project would stimulate redevelopment in the heart

of the community, where traditional land use patterns still respect and respond favorably to development density. Reinvigorating this area will reduce, or eliminate, the need to sprawl into the urban fringe.

- ♦ **Quality mix of development that address economic and community goals:** The redevelopment of the CARA will encourage a balance in the mix of uses, meeting the vision of the community-based Town Center Plan. Redevelopment of housing and infill of additional housing, office and retail opportunities will be encouraged by this project.
- ♦ **Mixed use development designed to encourage biking, walking and transit use:** Through several water-oriented pedestrian/bike linkages and streetscape improvement activities, the CARA will encourage non-vehicle movement within the Downtown core.
- ♦ **Development compatible with ability to provide public facilities and services:** By promoting redevelopment of an existing area in the heart of the community, the CARA will utilize existing investments in public facilities and services. This project allows the community to return to a sustainable development pattern.
- ♦ **Development compatible with community and regional environmental concerns and natural resources:** This project will reduce environmental impacts created by auto-dependency. The community has focused on tying access to natural resources (Willamette River, canal systems) via corridors that make biking and walking the preferred mode of transportation between anchors.
- ♦ **Balance of jobs and housing:** By re-energizing the CARA, this project will increase housing opportunities through re-development and infill, and provide increased employment opportunities within a walking distance.

**Oregon Livability Initiative:** In 1999, the Oregon Legislature developed an effort focused on creating livable communities entitled the "Oregon Livability Initiative". This CARA effort directly addresses all of the Oregon Livability Initiative goals.

- ♦ **Revitalize urban centers, downtown areas and main streets:** This project will serve as a catalyst for the revitalization of Albany's traditional core. By reconnecting the Downtown to the Willamette River, encouraging pedestrian movement within the Downtown, and providing an environment attractive to reinvestment, this project will energize the Downtown and surrounding Central Albany area. This project has the potential to stimulate the area economy, incite redevelopment of upper-floor housing, encourage density and infill, and improve transportation connectivity while reducing conflicts.
- ♦ **Reduce sprawling development patterns:** Central Albany retains a traditional land use pattern that respects, and responds to a mix and a higher density of development. By providing increased housing opportunities and encouraging a mix of uses at higher densities, the Town Center Plan directly reduces the need for the community to sprawl further. This project is critical to reaching the level of re-development and infill envisioned.
- ♦ **Increase the supply of affordable housing near jobs and transportation:** Dilapidated apartment units and single family homes are found throughout the CARA. This project will serve as a catalyst for redevelopment of these housing units. These units will provide affordable housing options within the Downtown employment center, near/adjacent to a joint Albany Transit System and Linn-Benton Loop transit stations.
- ♦ **Create more jobs:** Additional employment opportunities are expected to result from this project as Central Albany becomes a more active retail, office and housing area. Further, this activity will spur redevelopment and infill development in Central Albany area. This project is critical to the revitalization effort that is needed to attract these employment generators.



#### 4. PROPOSED LAND USES

**Basis:** This Plan shall be in accordance with the approved City of Albany Comprehensive Plan and Zoning Maps of the City of Albany. The use and development of land in the CARA shall be in accordance with the regulations prescribed in the Comprehensive Plan, Zoning Ordinance, Development Code, City Charter, and any other applicable local, county, state or federal laws regulating the use of property in the CARA.

**Land Uses:** The Land Use Plan for the CARA consists of the Albany Zoning Map, with zoning districts provided as Part II Exhibit I of this Plan, and the descriptive material and regulatory provisions contained in this Section (both those directly stated and those included by reference). The Zoning Map provides the location of the principal land uses that are applicable to the CARA.

A description of the land uses within the CARA is provided as Attachment C in Part II of this Plan. Most of the zoning districts found within the CARA are detailed in Albany Development Code Article 14 – Central Albany. Additional zoning districts are CC – Community Commercial, CH – Heavy Commercial, LI – Light Industrial, NC – Neighborhood Commercial, and several higher density residential zoning districts.

This land use plan is consistent with the Albany Comprehensive Plan.

**Notification and Review:** The Agency will be provided notification to it or its designee of any Comprehensive Plan/Zoning amendment applications, conditional use or other development permits requested within the CARA. Developers, as defined in this Plan, shall comply with the Developers' Obligations found in Section 8 of this Plan. The Agency will be provided comment opportunity on all applications for funding assistance that require City approval for projects that are included in, or are related to, this Plan.

## 5. OUTLINE OF DEVELOPMENT

This CARA effort consists of activities and actions that treat the causes of blight and deterioration in the CARA. The blighting conditions found in the CARA constrain future development called for in the Comprehensive Plan and other City planning documents. Project activities that will treat these conditions of blight are profiled below. Additional details are included in Part II of this Plan as Attachment D – Community Based Project List.

**Development Partnership** activities to revitalize the deteriorated built environment within the CARA through rehabilitation of existing structures and infill with new development including, but not limited to:

- ◆ Property acquisition and assembly as required
- ◆ Business retention and recruitment assistance
- ◆ Development of catalyst public projects such as Albany Square and pedestrian connections
- ◆ Rehabilitation and renovation of commercial buildings through technical assistance, storefront revitalization, and building rehabilitation programs
- ◆ Housing ownership, rehabilitation and affordable housing efforts
- ◆ Infrastructure required to allow infill or redevelopment projects to proceed including communications, water, sanitary sewer, storm sewer and transportation systems
- ◆ Addressing development barriers and opportunities in CARA transition areas

**Public Space Improvement** activities that will address blighting conditions by creating a more attractive area for business operation and an active environment including, but not limited to:

- ◆ Streetscape treatments such as trees, gateways, removal and organization of overhead utilities
- ◆ Landscaping treatments in parking areas, in and along gateways, and as buffering
- ◆ Pedestrian amenities such as benches, trash receptacles, information kiosks, art, and pedestrian-oriented lighting
- ◆ Awnings to provide pedestrian cover, street color and movement
- ◆ Sidewalk and alleyway connection improvements
- ◆ Piazzas, oases, pocket parks and other areas for pedestrian resting and gathering
- ◆ Signage, both directional and informational
- ◆ Year-round color and movement such as banners, flower baskets, holiday decorations
- ◆ Parking structures that will allow infill or redevelopment
- ◆ Waterway improvements including bike and pedestrian trails; and riparian area protection, restoration and enhancement
- ◆ Replacement of public space improvements as required during the life of the CARA

**Infrastructure** related activities to address the blighting influences of inadequate and deteriorated facilities and to provide for safety including, but not limited to:

- ◆ Water, sanitary sewer and storm sewer lines
- ◆ Transportation system including streets, alleys, bridges, traffic calming, bike paths, sidewalks and rail crossing improvements
- ◆ Communications infrastructure and organization of overhead utilities
- ◆ Restoration and enhancement of park facilities, including Swanson pool

**Pedestrian and Bicycle Connectivity** activities, in addition to Streetscape projects outlined above, to provide non-automotive connections between and within the CARA including, but not limited to:

- ♦ Esplanades along the Santiam/Vine Street Canal, 8<sup>th</sup> Avenue Canal and Thurston Canal
- ♦ Willamette Riverfront Path, including a widened Riverwalk, pier, dock, and natural trail
- ♦ Linking the Santiam Canal with the Willamette Riverfront Path along the Calapooia River
- ♦ Connecting Monteith and Bryant Parks by bridging the Calapooia River

**Watershed Health** activities to monitor, restore, protect and enhance the value of the surface waters and riparian areas in the CARA.

**Community Facilities** activities to serve the needs of the area population including, but not limited to parks, libraries, museums, performance and art centers.

**Land Acquisition and Disposition** activities for public improvements, rights-of-way, utility improvements and private development.

**Technical Support** for the design and administration of activities to establish and implement this CARA Plan including, but not limited to management of CARA resources, design and development oversight of CARA activities, business development support, and administration of the Agency and CARA Plan.

## 6. DESCRIPTION OF PROJECTS TO BE UNDERTAKEN

**Basis:** The following project activities will be undertaken to achieve the Goal and Objectives of this Plan. These activities will be undertaken on behalf of the City of Albany by the Agency in accordance with applicable federal, state, county and city laws, policies and procedures subject to availability of appropriate funding. The Agency may fund these project activities in full, in part, or seek other sources of funding for them. The description of project activities herein provides general authority for the CARA to undertake these activities.

**Amendment:** The project activities provided in this Plan may be modified or expanded on as needed to meet Plan objectives. Changes will be made in accordance with the procedures for amendment to this Plan provided in Section 9.

**Activity Profiles:** The project activities outlined on the following pages are directed at treating and improving the substandard blighting conditions in the CARA. They are consistent with the goals and policies contained in the Albany Comprehensive Plan and other adopted City policy documents. These project activities were developed through a community-based process that resulted in a larger list of potential activities, included as Attachment D to this Plan. All activities will be located within the boundary of the CARA.

The activities listed on the following pages have been generally grouped by type of activity. However, many activities easily could fit within more than one of the groupings.

Numbering to the left of the activity titles is provided for reference use only. These activities have not been prioritized in any way.





**Project Activities – Continued**

<b>PUBLIC SPACE IMPROVEMENTS</b>		
13	<b>Gateways to Central Albany</b>	Gateway amenities near Pacific & Santiam, & along Pacific near Queen.
14	<b>Gateways to Downtown</b>	Gateway amenities along Lyon near 8th, at Ellsworth near 1st, on 1st near Thurston.
15	<b>Broadalbin Promenade</b>	Pedestrian way improvement to Broadalbin from 4th to Water Avenues including pedestrian crossings, sidewalk repairs, moving overhead utilities, trees, benches, lighting, public art, information signage & other pedestrian amenities.
16	<b>Albany Square</b>	Create a plaza at Willamette River on end of Broadalbin including art, benches, potential Heritage Center with tower or water feature, River Terrace overlook & related amenities.
17	<b>Albany Landing</b>	Pier and dock on Willamette River at Albany Square.
18	<b>Downtown Streetscape</b>	Pedestrian amenities including trees with walkable grates, benches, public art, curb bulbouts, landscaping, Victorian style lighting, garbage receptacles, information kiosks, moving overhead utilities, with oases and piazza areas for rest and gathering such as Burkhart Square.
19	<b>Downtown Beautification</b>	Create year-round light and color in Downtown through placement of holiday lighting, hanging baskets, flowers, banners, flags and other seasonal displays. Multi-year program. Partnership potential.
20	<b>Awning Program</b>	Establish a program for design and placement of pedestrian-oriented awnings covering public sidewalks in the Downtown.
21	<b>Riverfront Housing Area Streetscape</b>	Provide street trees and pedestrian enhancements along Water Avenue from Jackson through Main to create identity & improve redevelopment opportunity.
22	<b>Main Street Area Streetscape</b>	Provide traffic calming and pedestrian enhancements as the MS zone redevelops.
23	<b>Sidewalk Program</b>	Financing program for sidewalk repair / replacement.
24	<b>Street Tree Planting</b>	Provide technical & financial support for planting of street trees.
25	<b>Historic Districts Signage</b>	Improve & provide public signage for Historic Districts including sign posts, directional signage, information kiosks & interpretive signage.
26	<b>Downtown Parking Areas</b>	Improve existing public parking areas including pavement repair/repave, landscaping, shade trees, retaining walls, striping, signage & lighting.
27	<b>Government Center Parking Structure</b>	Construct parking structure with ground floor retail and/or office in the vicinity of City Hall and the Courthouse. Partnership potential.
28	<b>Water Avenue Area Parking Structure</b>	Construct multi-floor-parking structure in the general area south of Water & east of Lyon. May be developed as public-private partnership.

**Project Activities - Continued**

<b>INFRASTRUCTURE – Specific Infrastructure Projects Included in "Development Partnerships"</b>		
29	<b>Communications Infrastructure</b>	Plan and develop fiber optic, phone & other communication linkages into & around Central Albany.
30	<b>Overhead Utilities</b>	Where feasible, place all currently overhead utilities underground. In all areas, reduce clutter of overhead lines by coordinating drops, etc.
31	<b>Roads, Water, Sewer, Storm Sewer, Rail Crossing</b>	Repair/replace/construct water, sewer, storm sewer, & roadways including rail crossings and bridges, in connection to other projects & to allow development.
32	<b>Street Redevelopment</b>	Bring City streets into current public standards throughout the URD.
33	<b>Alley Redevelopment</b>	Improve drainage and pavement in Downtown alleys and establish an alley maintenance program.
34	<b>Downtown Grid System</b>	Consider re-implementing 2-way traffic on 1st & 2nd Avenues &/or diagonal parking.
35	<b>Traffic Calming</b>	Provide traffic calming improvements throughout the area.
36	<b>Queen Avenue Rail Crossing</b>	Plan and provide improvements to reduce/eliminate conflict between rail switching & public crossing at Queen. Includes Pacific warning signal.
37	<b>1st Avenue Undercrossing</b>	Modify 1st Avenue rail undercrossing at Lafayette.
<b>PEDESTIAN/BIKE CONNECTIVITY - Also see "Public Space Improvement"</b>		
38	<b>Willamette Riverfront Path</b>	Create bike/pedestrian path along Willamette River connecting Bryant, Monteith & Bowman Parks including land acquisition, Calapooia River bridge, interpretive signage, lighting, benches, art & other pedestrian amenities.
39	<b>Willamette Riverwalk</b>	Widen and provide pedestrian amenities along Willamette Riverfront Trail in the general area between Ferry and Lyon.
40	<b>Calapooia Riverwalk</b>	Pedestrian/bike way connecting Santiam Canal Esplanade to Willamette Riverwalk including overlook & interpretive signage.
41	<b>Santiam Canal Esplanade</b>	Pedestrian/bike way connecting Downtown and riverfront along Vine Street with plantings, trees, benches, lighting, interpretive signage & related amenities.
42	<b>8th Avenue Canal Esplanade</b>	Pedestrian oriented connection of Santiam & Thurston Canals including Ellsworth & Lyon crossings, path east of Lyon, Victorian Garden & Gazebo improvement, pedestrian amenities, etc.
43	<b>Thurston Canal Esplanade</b>	Develop a pedestrian/bike way along Thurston Canal with increased water flow, reopen canal, riparian filtration, pocket parks & pedestrian amenities.
<b>WATERSHED HEALTH &amp; EDUCATION</b>		
44	<b>Watershed Health</b>	Establish & implement programs for monitoring & enhancing watershed health of area waterways.
45	<b>Riparian Restoration</b>	Restore and protect riparian habitat along rivers & streams in the area.

**Project Activities – Continued**

<b>COMMUNITY FACILITIES</b>		
47	<b>Public Facilities</b>	Establish and enhance public facilities such as libraries, museums, performance areas, parks and the arts.
<b>TECHNICAL SUPPORT</b>		
48	<b>Plan Administration</b>	Administration of Plan such as indebtedness from Plan preparation; design, land use, engineering, market and other technical studies and plans; auditing; insurance; marketing materials and programs; personnel; other management costs.
49	<b>Plan Refinement</b>	Professional consulting services to refine urban design concepts, provide engineering, conduct environmental analyses, prepare financial plans, etc. for UR projects.
50	<b>Business Retention &amp; Recruitment</b>	Commercial business development, retention and location assistance program focused on Downtown core. Multi-year program.
51	<b>Promotion of Downtown</b>	Foster image of Downtown as a destination through support services, promotion, events & hospitality training. Multi-year program.

## 7. PROPERTY ACQUISITION PROCEDURES

Acquisition of real property may be necessary to carry out the Objectives of this Plan. Property for public or private preservation, rehabilitation, development, or redevelopment may be acquired by gift, eminent domain or any other lawful method for the purpose of the redevelopment.

### **Purposes and Procedures for Acquisition Under This Plan:**

- ♦ The Agency is authorized to acquire property within the CARA, if necessary, by any legal means to achieve the objectives of this Plan.
- ♦ Property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the objectives of this Plan.
- ♦ All acquisition of property will require a minor amendment to the Plan, as set forth in Section 9.

**Acquisition Requiring City Council Ratification:** Acquisition for the following purposes shall be undertaken only following completion of a minor amendment to the Plan as provided under "Minor Amendment Requiring Approval by City Council" in Section 9 of this Plan:

- ♦ Assembling land for development by the public or private sector.
- ♦ Where conditions exist that may affect the health, safety and welfare of the Area, and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard and blighting conditions.
- ♦ Acquisition for any purpose that requires the use of the Agency's powers of eminent domain.

**Acquisition Not Requiring City Council Ratification:** Land acquisition not requiring City Council ratification requires a minor amendment to this Plan as set forth in Section 9 of this Plan. The minor amendment to the Plan may be adopted by the Agency by Resolution. The Agency may acquire land without Council ratification where the following conditions exist:

- ♦ Where it is determined that the property is needed to provide public improvements and facilities as follows:
  - (a) Right-of-way acquisition for streets, alleys or pedestrian ways;
  - (b) Right-of-way and easement acquisition for water, sewer, and other utilities; or
  - (c) Property acquisition for public use, or for public buildings and facilities.
- ♦ Where the owner of real property within the boundaries of the CARA wishes to convey title of such property by any means, including by gift.

**Properties to be Acquired:** At the time this Plan is prepared, no properties are identified for acquisition. If Plan amendments to acquire property are approved, a map exhibit shall be prepared showing the properties to be acquired, and the property will be added to the list of properties to be acquired. The list of properties acquired will be shown in this Section of the Plan. The map exhibit shall be appropriately numbered and shall be included in Part Two as an official part of this Plan.

## 8. PROPERTY DISPOSITION & DEVELOPERS' OBLIGATIONS

**Property Disposition and Redevelopment:** The Agency is authorized to dispose of acquired property by sale, lease, exchange, or other appropriate means for redevelopment for uses and purposes specified in this Plan. If property is identified for acquisition in this Plan, the Agency proposes to commence disposition of property within five (5) years from the date of identifying those properties in this Plan, and to complete disposition within ten (10) years from such approval. Properties shall be subject to disposition by sale, lease or dedication for the following purposes:

- ♦ Road, street, pedestrian, bikeway, and utility projects, and other right-of-way improvements listed in Section 6 of this Plan.
- ♦ Construction of public facilities in Section 6 of this Plan.
- ♦ Redevelopment by private developers for purposes consistent with the uses and objectives of this Plan. Such disposition will be in accordance with the terms of a Disposition and Development Agreement between the developer and the Agency, and with the developer's obligations in Section 8 of this Plan.

The Agency may dispose of any land it has acquired at fair reuse value, and define the fair reuse value of any land.

**Developers' Obligations:** Developers, as defined in this Plan, within the CARA will be subject to controls and obligations imposed by the provisions of this Plan. Developers also will be obligated by the following requirements:

- ♦ The developer shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan.
- ♦ The Agency may require the developer to execute an agreement acceptable to the Agency as a condition of any form of assistance by the Agency. The developer shall accept all conditions and agreements as may be required by the Agency.
- ♦ The developer shall submit all plans and specifications for construction of improvements on the land to the Agency or its designated agent, for review and conceptual approval prior to distribution to reviewing bodies as required by the City.
- ♦ The developer shall commence and complete the development of such property for the use provided in this Plan within a reasonable time as determined by the Agency.
- ♦ The developer shall not effect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.



## 9. AMENDMENTS TO THE PLAN

It is anticipated that this Plan will be reviewed periodically during the execution of the project. The Plan may be changed, modified, or amended as future conditions warrant. Types of Plan amendments and the procedure to be followed for each are outlined below.

**Substantial Amendments:** Substantial amendments consist of:

- ♦ Increases in the CARA boundary in cumulative excess of 1% shall be substantial amendments requiring approval per ORS 457.095, and notice as provided in ORS 457.120.
- ♦ Increasing the maximum amount of indebtedness to be issued under the Plan shall be a substantial amendment requiring approval per ORS 457.095, and notice as provided in ORS 457.120.
- ♦ The addition of improvements or activities which represent a substantial change in the purpose and objectives of this Plan, and which cost more than \$500,000, shall be a substantial amendment requiring approval per ORS 457.095, but not requiring notice as provided in ORS 457.120. The \$500,000 amount will be adjusted annually from the year 2000 according to the "Engineering News Record" Construction Cost Index for the Northwest.
- ♦ The addition of improvements or activities that substantially alter the Goal and Objectives of this Plan.

**Minor Amendments Requiring Approval by City Council:** Amendments to the Plan defined in this Section shall require approval by the Agency by Resolution, and approval by the City Council by Ordinance. Such amendments are defined as:

- ♦ Acquisition of property for purposes specified in Section 7 of this Plan under "Acquisitions Requiring City Council Ratification."

**Other Minor Amendments:** Minor amendments may be approved by the Agency by Resolution. Such amendments are defined as:

- ♦ Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of this Plan.
- ♦ Acquisition of property for purposes specified in Section 6 of this Plan.
- ♦ Addition of a project substantially different from those identified in Section 6 of this Plan or substantial modification of a project identified in Section 6 if the addition or modification of the project costs less than \$500,000 in 2000 dollars.
- ♦ Increases in the CARA boundary not in cumulative excess of 1%.

## 10. MAXIMUM INDEBTEDNESS

The Maximum Indebtedness authorized under this Plan is fifty six million dollars (\$56,000,000).

## 11. FINANCING METHODS

**General:** The Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private, for the purposes of paying indebtedness incurred in undertaking and carrying out this Plan. In addition, the Agency may borrow money from, or lend money to, a public agency in conjunction with a joint undertaking of a project authorized by this Plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

**Tax Increment Financing:** It is contemplated that the project will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

**Prior Indebtedness:** Any indebtedness permitted by law and incurred by CARA or the City in connection with pre-planning for this Plan shall be repaid from tax increment proceeds generated pursuant to this Section.

## 12. RELOCATION

**Relocation Assistance:** The Agency will provide relocation assistance to all persons or businesses displaced by project activities. Those displaced will be given assistance in finding replacement facilities. All persons or businesses that may be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations.

**Relocation Payments:** Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expenses will be made to residents and businesses displaced. The Agency may contract with the Oregon Department of Transportation or other parties to help administer its relocation program.

### 13. PUBLIC PROCESS

**Citizen-Driven Process:** The goal of this urban renewal effort is to “Revitalize the CARA . . . using a citizen-driven process.” As such, it is expected that the Agency will provide ample opportunity for individuals and various entities to have a say in refining and implementing this Plan. In addition to the following public process opportunities, the Agency will define specific participation processes that will allow this goal to be met.

**Meetings:** The Agency shall conduct business according to Oregon’s “Open Meetings Law” (ORS 192.610 to 192.690) which requires, in part:

“All meetings of the governing body of a public body shall be open to the public and all persons shall be permitted to attend any meeting except as otherwise provided by ORS 192.610 to 192.690.”

“No quorum of a governing body shall meet in private for the purpose of deciding on or deliberating toward a decision on any matter except as otherwise provided by ORS 192.610 to 192.690.”

The law allows exceptions to some of the open meeting requirements for a limited number of specific instances such as conferences, on-site inspections and executive sessions.

**Annual Budget Process:** The Agency shall follow Oregon’s public budgeting regulations which include public notice, open meetings and public hearing opportunities.

**Plan Amendments:** As defined in Section 9, it is expected that this Plan will be reviewed periodically. The Agency must consider all forms of Plan amendment in compliance with Oregon’s Public Meetings Law. The Albany City Council will also be required to consider some of the “Minor Amendments” to the Plan, and approve them by Ordinance. For “Substantial Amendments,” the Agency must follow the same procedures specified by the ORS for adoption of Plans.

**Review of Financial Impact:** The Agency shall consider the financial impact of this Plan on area taxing districts at least once every five (5) years, beginning in FY 2007-08. The purpose of this consideration is to review how the continuation of this Plan will impact the public health, safety and welfare of the community.

## 14. DEFINITIONS

These definitions govern the construction of this Plan unless the context requires otherwise.

**Agency, Renewal Agency, or Urban Renewal Agency** means the Central Albany Revitalization Area Urban Renewal Agency of the City of Albany, Oregon.

**Agreement for Disposition or Development** means an agreement between the Agency and a private developer which sets forth the terms and conditions which will govern the disposition of land to a private developer.

**Area** means the area included within the boundaries of the Central Albany Revitalization Area.

**Central Albany Revitalization Area, CARA, Urban Renewal Area, or Renewal Area** means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Renewal Area is described in Exhibits made a part of this Plan.

**City** means the City of Albany, State of Oregon.

**City Council** means the City Council of the City of Albany, Oregon.

**Comprehensive Plan** means the City of Albany Comprehensive Plan and its implementing Ordinances, policies and development standards.

**County** means the County of Linn, State of Oregon.

**Developer** means any individual or group acquiring property from the Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

**Displaced person or business** means any person or business required to relocate as a result of action by the Agency to vacate a property for public use or purpose.

**Exhibit** means an attachment, either narrative or map, to the Plan provided in Part Two of the Plan.

**ORS** means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

**Plan** means the Urban Renewal Plan for the Central Albany Revitalization Area, Parts One & Two.

**Planning Commission** means the Planning Commission of the City of Albany, Oregon.

**Project, Activity, or Project Activity** means any undertaking or activity within the Area, such as a public improvement, street project or other activity which is authorized and for which implementing provisions are set forth in the Plan.

**Report** means the Report accompanying the Plan, as provided in ORS 457.085 (3).

**Text** means the Urban Renewal Plan for the Central Albany Revitalization Area, Part One - Text.

**URBAN RENEWAL DISTRICT PLAN  
for the  
CENTRAL ALBANY REVITALIZATION AREA**

*Part II – Exhibits & Attachments*

EXHIBIT 1.....Boundary and Land Use Map

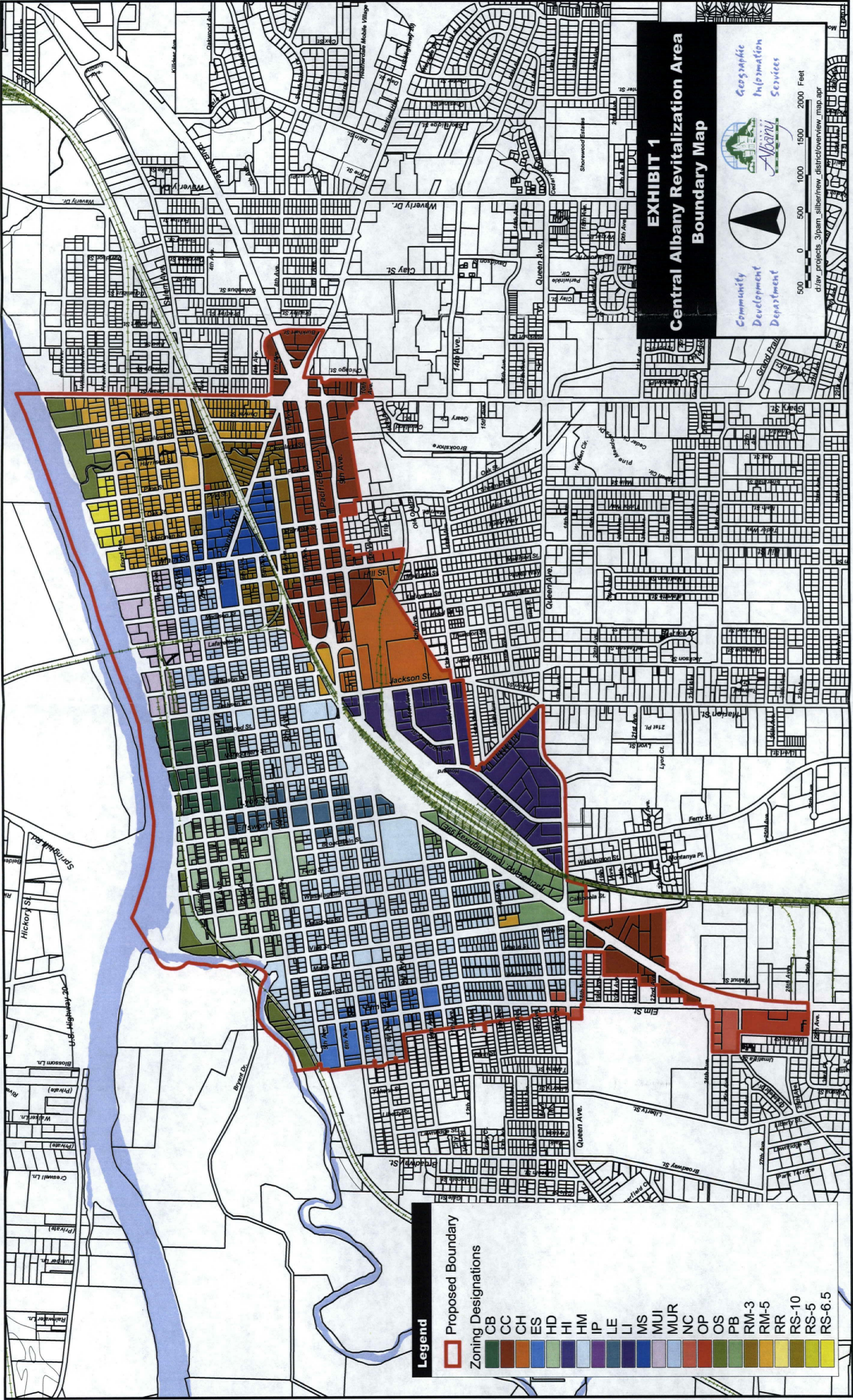
ATTACHMENT A..... Boundary Description

ATTACHMENT B..... Comprehensive Plan Goals

ATTACHMENT C..... Zoning Descriptions

ATTACHMENT D..... Community-Based Project List





**EXHIBIT 1**  
**Central Albany Revitalization Area**  
**Boundary Map**

Community Development Department  
 Geographic Information Services

Albany

0 500 1000 1500 2000 Feet

d:\av\_projects\_3\pam\_silver/new\_district/overview\_map.apr

- Legend**
- Proposed Boundary
  - Zoning Designations
  - CB
  - CC
  - CH
  - ES
  - HD
  - HI
  - HM
  - IP
  - LE
  - LI
  - MS
  - MUI
  - MUR
  - NC
  - OP
  - OS
  - PB
  - RM-3
  - RM-5
  - RR
  - RS-10
  - RS-5
  - RS-6.5



## ATTACHMENT A

### LEGAL DESCRIPTION OF PROJECT BOUNDARY CENTRAL ALBANY REVITALIZATION AREA PLAN

Beginning at the intersection of the south right-of-way line of 19<sup>th</sup> Avenue (a 40 foot wide right-of-way) with the west right-of-way line of Maple Street (a 60 foot wide right-of-way), which point being South 01°32'49" East 40.00 feet from the southeast corner of Block 3 of "PIPES SOUTH ALBANY ADDITION", a subdivision of record in Linn County, Oregon; thence North 01°18'57" East 275.24 feet to the southeast corner of Block 2 of said "PIPES SOUTH ALBANY ADDITION"; which point being on the northerly right-of-way line of 18<sup>th</sup> Avenue (a 40 foot wide right-of-way); thence North 89°58'10" West, along said northerly right-of-way line and the westerly extension thereof, 701.19 feet to a point in the centerline of Elm Street; thence North 00°58'34" East, along said centerline, 29.58 feet to a point on the easterly extension of the south line of that Wallace Tract described by deed recorded in MF Volume 132, Page 84 of the Linn County Deed Records on April 26, 1976; thence South 89°11'08" West 189.92 feet to the southwest corner of said Wallace Tract; thence North 00°39'28" East, along the westerly line of said Wallace Tract and northerly extension thereof, 179.43 feet to a point the centerline of Queen Avenue; thence North 88°49'08" East, along the said centerline, 62.10 feet to the southerly extension of the east line of that Weiss and Kearny Tract described by deed recorded in MF Volume 901, Page 511 of the Linn County Deed Records on October 27, 1997; thence North 00°55'29" West, along the said easterly line and the northerly extension thereof, 134.46 feet to a point on the south line of Lot 3, Block 9 of "LINNMONT ADDITION", a subdivision of record in Linn County; thence North 82°42'27" East 16.54 feet to the southeast corner of said Lot 3; thence North 07°24'59" West, along the easterly line of Lot 3 and the northerly extension thereof, 248.76 feet to the northeast corner of Lot 22, Block 8 in said "LINNMONT ADDITION"; thence North 83°19'51" East 18.08 feet to the southeast corner of that Reiger Tract described by deed recorded in MF Volume 533, Page 504 of the Linn County Deed Records on June 8, 1990; thence North 07°10'52" West 100.00 feet to the northeast corner of said Reiger Tract; thence North 43°29'48" West 60.64 feet to the southeast corner of that Leopard Tract described by deed recorded in MF Volume 611, Page 644 of the Linn County Deed Records on September 1, 1992 ; thence North 07°10'52" West, along the east line of said Leopard Tract, 100.00 feet to a point on the southerly line of Lot 4, Block 7 of said "LINNMONT ADDITION"; thence North 83°21'28" East 17.81 feet to the southeast corner of said

Lot 4; thence North 07°06'49" West 500.33 feet to the northeast corner of Lot 4, Block 1 of said "LINNMONT ADDITION"; thence South 83°01'24" West, along the said north line of Block 1, a distance of 111.56 feet to the southwest corner of "THE MENNONITE CHURCH ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; thence North 06°03'59" West 17.79 feet to the southwest corner of Block 2 of said "MENNONITE CHURCH ADDITION"; thence North 83°01'07" East 98.00 feet to the southeast corner of said Block 2; thence North 07°04'53" West 200.00 feet to the northeast corner of said Block 2; thence North 07°04'53" West 61.87 feet to the southwest corner of Lot 10, Block 3 of "WRIGHTS ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon, said point being on the east right-of-way line of Willetta Street (a 47.5 foot wide right-of-way ); thence North 07°04'53" West, along said east right-of-way line, 825.00 feet to a point on the centerline of 9<sup>th</sup> Avenue (a 66 foot wide right-of-way); thence South 82°32'15" West, along said centerline, 353.80 feet to a point on the southerly extension of the west line of Lot 4, Block 2 in "MOUNTAIN VIEW ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; thence North 07°15'53" West 137.28 feet to the northwest corner of said Lot 4; thence North 82°52'03" East 56.62 feet to the northeast corner of said Lot 4; thence North 07°06'58" West 16.06 feet to the southeast corner of Lot 3 of said Block 2; thence South 82°52'35" West, along the south line of said Lot 3, a distance of 50.96 feet to the southwest corner of that Puckett Tract described by deed recorded in MF Volume 444, page 61 of the Linn County Deed Records on July 3, 1987; thence North 07°06'05" West 102.41 feet to the northwest corner of said Puckett Tract; thence North 34°18'47" West 74.24 feet to the southwest corner of that Henry Tract described by deed recorded in MF Volume 175, Page 186 of the Linn County Deed Records on August 19, 1977; thence North 06°59'50" West 102.86 feet to the northwest corner of said Henry Tract, which point being on the south right-of-way line of an alley; thence North 82°59'19" East, along said south right-of-way line, 85.12 feet to the northeast corner of Lot 4, Block 1 of said "MOUNTAIN VIEW ADDITION to the City of Albany"; thence North 06°54'02" West 16.15 feet to the southeast corner of Lot 3 in said Block 1, which point being on the north right-of-way line of said alley; thence South 82°59'25" West, along said north right-of-way line, 70.96 feet to the southwest corner of that Seventh Avenue Medical Building, LLC Tract described by deed recorded in MF Volume 803, Page 716 of the Linn County Deed Records on May 17, 1996; thence North 06°59'04" West 103.04 feet to the northwest corner of said Seventh Avenue Medical Building, LLC Tract; thence North 03°19'04" East 67.04 feet to a point



on the northerly right-of-way line of 7<sup>th</sup> Avenue (a 66 foot wide right-of-way), which point being the southeast corner of that Riverside Cemetery Association Tract described by deed recorded in Book 136, Page 485 of the Linn County Deed Records on May 27, 1929; thence North 07°05'57" West 446.56 feet to the northwest corner of said Riverside Cemetery Association Tract, which point being on the south right-of-way line of the Oregon Electric Railroad; thence North 83°02'37" East, along said south right-of-way line, 24.85 feet to a point on the centerline of vacated Umatilla Street; thence North 07°10'07" West, along said centerline, 94.48 feet to a point on the centerline of vacated 5<sup>th</sup> Avenue; thence North 83°20'48" East, along said centerline, 83.03 feet to the southwest corner of Parcel 1 of Partition Plat No. 1991-58, a partition of record in Linn County, Oregon; thence North 07°19'47" West 33.00 feet to the northwest corner of said Parcel 1; thence North 60°51'38" West 62.23 feet to the southwest corner of Parcel 2 of said Partition Plat No. 1991-58; thence North 07°22'04" West, along the westerly line of said Parcel 2 and the northerly extension thereof, 278.31 feet to a point on the Mean High Water Line on the northerly bank of the Calapooia River; thence along said Mean High Water Line the following eleven (11) courses: 1) north 72°37'25" East 249.76 feet; 2) thence North 45°27'58" East 607.11 feet; 3) thence South 88°35'10" East 355.69 feet; 4) thence South 69°31'04" East 292.94 feet; 5) thence North 30°05'15" East 213.27 feet; 6) thence North 01°50'13" West 493.67 feet; 7) thence North 07°31'13" East 367.41 feet; 8) thence North 23°24'28" West 197.06 feet; 9) thence North 07°25'44" East 146.25 feet; 10) thence North 46°04'49" East 155.39 feet; 11) thence North 58°57'59" East, along said Mean High Water Line and northerly extension thereof, 636.30 feet to the center of the Willamette River; thence along the center of said Willamette River, the following ten (10) courses: 1) South 70°35'57" East 613.14 feet; 2) thence South 83°23'30" East 664.49 feet; 3) thence North 83°17'50" East 661.45 feet; 4) thence South 83°53'16" East 1906.16 feet; 5) thence North 81°26'56" East 671.46 feet; 6) thence North 69°21'50" East 1479.76 feet; 7) thence North 74°23'31" East 468.61 feet; 8) thence North 66°26'20" East 552.41 feet; 9) thence North 71°02'20" East 658.21 feet; 10) thence North 68°37'22" East 1539.68 feet to the northerly extension of the east right-of-way line of Geary Street (a 60 foot wide right-of-way); thence South 00°37'36" West, along said easterly right-of-way line, 3435.42 feet to the northwest corner of Block 6 of "BRYANTS ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon, which point being on the south right-of-way line of 7<sup>th</sup> Avenue (a 50 foot wide right-of-way); thence South 88°59'08" East, along said south right-of-way line, 497.17 feet to the east boundary line

of said "BRYANTS ADDITION to the City of Albany"; thence North 01°01'13" East, along said east boundary line, 50.00 feet to the southeast corner of Lot 3, Block 3 of said "BRYANTS ADDITION to the City of Albany"; thence North 60°12'06" East 54.55 feet; thence North 76°41'06" East 55.49 feet; thence North 82°50'45" East 58.46 feet; thence South 83°08'19" East 60.94 feet; thence South 58°23'16" East 46.97 feet; thence South 39°24'37" East 51.98 feet; thence South 25°41'54" East 14.78 feet to a point on the north right-of-way line of Pacific Boulevard, which point being on the south line of Parcel 2 of Partition Plat 1997-13, a partition of record in Linn County, Oregon; thence South 21°11'00" East 129.79 feet; thence South 18°56'09" East 36.18 feet; thence South 14°02'46" East 28.55 feet; thence South 09°08'29" East 36.38 feet; thence South 03°42'38" East 35.38 feet to a point on the west right-of-way line of Burkhart Street (a 60 foot wide right-of-way); thence South 00°41'10" West, along said west right-of-way line, 456.72 feet to a point located inside the right-of-way of Santiam Highway; thence North 59°22'52" West 183.20 feet; thence North 64°27'00" West 249.15 feet; thence North 73°50'52" West 252.31 feet to a point on the centerline of Chicago Street; thence South 00°32'05" West, along said centerline, 234.68 feet; thence South 79°56'25" West 65.44 feet; thence South 00°54'29" West 55.53 feet; thence South 31°56'05" East 66.19 feet to a point on the west right-of-way line of said Chicago Street (a 60 foot wide right-of-way); thence South 00°37'39" West, along said westerly right-of-way line, 509.24 feet to the southerly terminus of said right-of-way; thence South 74°42'10" West 229.20 feet to a point on the east right-of-way line of said Geary Street (a 60 foot wide right-of-way); thence North 00°37'54" East, along said right-of-way line, 155.08 feet; thence South 88°42'27" West 30.15 feet to a point on the centerline of said Geary Street; thence North 00°43'41" East, along said centerline, 78.70 feet; thence South 79°53'44" West 32.72 feet to the southeast corner of that Stoakes Tract described by deed recorded in MF Volume 82, Page 489 of the Linn County Deed Records on March 18, 1974; thence along the boundary line of said Stoakes Tract the following three (3) courses: 1) South 80°50'46" West 89.45 feet; 2) thence North 07°24'29" West 58.01 feet; 3) thence North 58°49'59" West 108.75 feet; thence South 82°48'37" West 33.00 feet to a point on the centerline of vacated Warner Street; thence North 07°23'43" West, along said centerline, 14.99 feet to a point on the easterly extension of the north line of Lot 5, Block 2 of "PRICE'S 2<sup>ND</sup> ADDITION", a subdivision of record in Linn County; thence South 81°11'37" West 1092.85 feet to a point on the centerline of Oak Drive (a 60 foot wide right-of-way); thence North 05°07'29" West,

along said centerline, 79.71 feet; thence South  $83^{\circ}01'55''$  West 185.63 feet to a point on the west line of that Ping's Inc. Tract described by deed recorded in MF Volume 791, Page 691 of the Linn County Deed Records on March 11, 1996; thence North  $07^{\circ}09'38''$  West, along said west line, 214.20 feet to the south right-of-way line of 9<sup>th</sup> Street; thence South  $82^{\circ}51'23''$  West, along said south right-of-way line, 407.95 feet to the northeast corner of Lot 4, Block 1 of "PRICE'S ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; thence South  $07^{\circ}08'54''$  East 100.05 feet to the southeast corner of said Lot 4; thence South  $82^{\circ}54'41''$  West 132.49 feet to the southwest corner of Lot 3 in said Block 1; thence South  $07^{\circ}09'17''$  East 538.17 feet to the southeast corner of Lot 4, Block 1 of "HACKLEMAN'S GROVE ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon, which point also being the northeast corner of Parcel 2 of Partition Plat No. 1993-03, a partition of record in Linn County, Oregon; thence South  $07^{\circ}07'42''$  East 147.63 feet to the southeast corner of said Parcel 2, said point being on the northerly right-of-way line of the Willamette Valley and Coast Railroad (a 60 foot wide right-of-way); thence along said right-of-way line on the arc of a 823.23 foot radius curve to the right (chord bears North  $70^{\circ}00'45''$  West 575.72 feet) a distance of 588.15 feet to a point on the northeasterly extension of the northerly boundary line of "WINONA PARK", a subdivision of record in Linn County, Oregon; thence South  $56^{\circ}30'06''$  West, along said northerly boundary line, 1288.59 feet to the northeast corner of Lot 2, Block 1 of said "WINONA PARK" subdivision; thence South  $07^{\circ}38'47''$  East 103.34 feet to the southeast corner of said Lot 2; thence South  $82^{\circ}50'46''$  West, along the southerly line of said Block 1 and the westerly extension thereof, 156.98 feet to a point on the centerline of Jackson Street; thence South  $06^{\circ}57'08''$  East, along said centerline, 157.55 feet to a point on the easterly extension of the northerly boundary line of Block 1 of "BACON ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; thence South  $83^{\circ}27'28''$  West 1128.03 feet to the northwest corner of Lot 1 in said Block 1; thence South  $89^{\circ}51'59''$  West 30.00 feet to a point on the west line of the Abram Hackleman Donation Land Claim No. 62 in Township 11 South, Range 3 West, Willamette Meridian, Linn County, Oregon; thence North  $00^{\circ}06'53''$  West, along said west line, 24.96 feet; thence along the arc of a 489.88 foot radius curve to the right (chord bears South  $26^{\circ}21'56''$  West 109.12 feet) a distance of 109.35 feet to the most westerly corner of Parcel "A" of "MARY B. INDUSTRIAL SUBDIVISION", a subdivision of record in Linn County, Oregon; thence South  $48^{\circ}09'37''$  East 23.99 feet to the most southerly corner of said Parcel "A"; thence North  $69^{\circ}59'24''$  East 32.79 feet to the northwesterly extension of the

centerline of Howard Drive (a 60 foot wide right-of-way); thence South 45°45'12" East, along the extension of said centerline, 73.69 feet; thence South 44°14'37" West 30.00 feet to a point on the southwesterly right-of-way line of said Howard Drive; thence South 45°45'04" East, along said southwesterly right-of-way line, 1063.32 feet to a point on the north right-of-way line of Queen Avenue; thence South 05°27'24" East 65.31 feet to the point of intersection of the south right-of-way line of said Queen Avenue with the west right-of-way line of Marion Street; thence along said south right-of-way line the following eleven (11) courses: 1) North 89°10'10" West 316.62 feet; 2) thence South 00°48'13" West 4.99 feet; 3) thence North 88°58'21" West 219.70 feet; 4) thence South 78°03'17" West 115.66 feet; 5) thence along said right-of-way line on the arc of a 251.30 foot radius curve to the left (chord bears South 55°23'16" West 76.51 feet) a distance of 76.81 feet; 6) thence South 46°38'38" West 201.88 feet; 7) thence along the arc of a 321.58 foot radius curve to the right (chord bears South 67°46'37" West 231.85 feet) a distance of 237.19 feet; 8) thence South 88°55'16" West 138.08 feet; 9) thence North 00°20'38" East 5.00 feet; 10) thence South 89°00'45" West 1028.26 feet to the northwest corner of Lot 1, Block 6 of "ELKINS ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; 11) thence South 87°09'20" West 80.65 feet to a point on the west right-of-way line of the Southern Pacific Railroad; thence South 14°26'51" West, along said right-of-way line, 254.07 feet; thence South 86°53'56" West 88.73 feet to the southwest corner of Lot 10, Block 1 of "SUPPLEMENTAL PLAT TO RUITER'S ADDITION", a subdivision of record in Linn County, Oregon; thence South 89°26'12" West 317.41 feet to the southwest corner of Lot 9 in said Block 1; thence North 72°42'43" West 54.82 feet to a point on the west right-of-way line of the Albany-Santiam Canal; thence South 06°55'28" East, along said west right-of-way line, 1072.51 feet; thence South 84°01'59" West 10.00 feet to the southeast corner of that Fisher Implement Co. Tract described by deed recorded in MF Volume 706, Page 284 of the Linn County Deed Records on July 19, 1994; thence along the southerly boundary line of said Fisher Implement Co. Tract the following three (3) courses: 1) North 89°16'47" West 596.69 feet; 2) thence South 26°35'08" West 50.01 feet; 3) thence North 89°16'43" West 150.11 feet to a point on the easterly right-of-way line of Pacific Highway; thence along said easterly right-of-way line the following ten (10) courses: 1) South 26°35'01" West 150.97 feet; 2) thence South 48°17'10" West 74.13 feet; 3) thence South 22°25'48" West 200.21 feet; 4) thence South 18°46'29" West 305.52 feet; 5) thence South 15°11'08" West

134.23 feet; 6) thence South 12°35'18" West 255.43 feet; 7) thence South 00°14'26" West 49.99 feet; 8) thence South 07°33'07" West 327.19 feet; 9) thence South 04°23'07" West 250.83 feet; 10) thence South 01°26'34" West 233.13 feet; thence North 89°47'48" West 109.89 feet to a point on the westerly right-of-way line of said Pacific Highway; thence South 46°37'24" West 6.99 feet to a point on the north right-of-way line of 29<sup>th</sup> Avenue; thence North 87°40'18" West, along said north right-of-way line, 304.25 feet to the east right-of-way line of Willetta Street; thence North 02°17'52" East, along said east right-of-way line, 932.62 feet to the south line of Block 1 of "HOUCK'S ADDITION to the City of Albany", a subdivision of record in Linn County, Oregon; thence North 89°15'57" West, along the south line of said Block 1, a distance of 270.76 feet to the east right-of-way line of Umatilla Street ( a 50 foot wide right-of-way); thence North 01°00'01" East, along said east right-of-way line, 345.96 feet to the south right-of-way line of 24<sup>th</sup> Avenue; thence South 89°12'31" East, along said south right-of-way line and easterly extension thereof 632.36 feet to the east right-of-way line of Elm Street; thence North 00°58'09" East 377.12 feet to the southwest corner of Lot 5, Block 20 of "SOUTH ALBANY", a subdivision of record in Linn County, Oregon; thence North 89°57'39" East 102.35 feet to the southeast corner of said Lot 5; thence North 00°50'03" East 349.60 feet to the northeast corner of Lot 6, Block 21 of said "SOUTH ALBANY" subdivision, which point being on the south right-of-way line of 22<sup>nd</sup> Avenue; thence South 89°23'46" East, along said south right-of-way line, 144.25 feet to a point on the centerline of vacated "B" Street (a 60 foot wide right-of-way) identified on the plat of said "SOUTH ALBANY" subdivision; thence North 00°17'29" East 263.43 feet to a point on the south right-of-way line of 21<sup>st</sup> Avenue (a 50 foot wide right-of-way); thence South 89°36'07" East, along said south right-of-way line, 123.81 feet to the east right-of-way line of Walnut Street (a 40 foot wide right-of-way); thence North 00°57'04" East, along said east right-of-way line, 477.68 feet to the south right-of-way line of said 19<sup>th</sup> Avenue; thence South 89°37'53" East, along said south right-of-way line, 303.11 feet to the Point of Beginning.

July 3, 2001  
URBAN RENEWAL DISTRICT  
BOUNDARY DESCRIPTION  
(01-81) JRB:ls

File Ref: nlm/winword/legal/01-81urban renewal district boundary desc.doc

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Jack R. Burrell*  
OREGON  
JACK R. BURRELL  
1630

RENEWAL DATE 12/31/01

## ATTACHMENT B

### COMPREHENSIVE PLAN GOALS AND POLICIES

The following Albany Comprehensive Plan Goal and Policy statements directly relate to the CARA Goal, Objectives and Projects as provided in this Plan.

#### **Goal 1: Citizen Involvement**

*Goal: Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process.*

#### **Goal 14: Urbanization**

*Goal: Achieve stable land use growth which results in a desirable and efficient land use pattern.*

**Policy 9.** Encourage the use of already serviced vacant and underdeveloped land through adaptive reuse of older areas of the community and the development and/or partitioning of lots which can meet minimum lot size requirements.

**Policy 12.** Discourage future strip commercial development and promote clustered commercial opportunities and the infilling of existing commercial areas which will foster: a. Efficient and safe utilization of transportation facilities. b. A variety of attractive and comfortable shopping opportunities that encourage shopping in a number of stores without auto use. c. Compatibility between land uses, particularly adjacent residential neighborhoods. d. Efficient extension of public facilities and services.

**Policy 15.** Encourage land use patterns and development plans which take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations which increase the efficiency of energy use.

**Implementation Methods:** #6, #7a, #7c, #7d, #7e.

#### **Goal 9: Economic Development**

*Goal: Enhance the economic position of all elements of the area's established economic base.*

**Policy 1.** Provide opportunities to develop the full range of commercial, recreational, and professional services to meet the needs of Albany's residents and others.

**Policy 5.** Encourage opportunities for the Downtown Business District to develop as a cultural, financial, business, and government center of the Albany area by . . .

**Policy 21.** Encourage the Albany Downtown Association to develop measures to protect and enhance the viability of the Downtown Business District.

**Implementation Methods:** #1, #14, #15d, #29.

### **Goal 10: Housing**

**Goal:** *Provide a variety of development and program opportunities that meet the housing needs of all Albany's citizens.*

**Policy 1.** Ensure that there is an adequate supply of residentially zoned land in areas accessible to employment and public services to provide a variety of choices regarding type, location, density, and cost of housing units commensurate to the needs of city residents.

**Policy 2.** Encourage conservation of existing housing by rehabilitation of substandard units.

**Policy 4.** Encourage innovation in housing types, densities, and design to promote a variety of housing alternatives and prices such as: . . . b. The adaptive reuse of upper floors of structures within the Downtown Business District for residential purposes.

**Policy 6.** Preserve and enhance Albany's historic housing as a unique and valuable resource.

**Policy 11.** Encourage residential development on already serviced and vacant residential lots or in areas within which services are available or can be economically provided.

**Implementation Methods:** #1.

### **Goal 12: Transportation**

**Goal:** *Provide a safe, diversified, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, and cultural and scenic values.*

**Policy 6.** Ensure that street design provides for high levels of efficiency and safety and, when necessary, incorporate design modifications to help preserve neighborhood quality and character.

**Policy 17.** Encourage transportation projects, programs, and policies which reduce dependency on the automobile and promote transportation alternatives such as public transit, bikeways, car and van pools.

**Implementation Methods:** #1, #2, #11, #17g.

### **Goal 8: Recreational Needs**

**Goal:** *Provide a high quality and diversified system of safe and attractive parks, open space, recreation programs, and facilities to: 1. Facilitate community access to leisure, recreation, open*

space, and cultural opportunities. 2. Meet the varied recreation and leisure needs of Albany's citizens for self-expression, creativity, achievement, imagination, relaxation, and enjoyment. 3. Enhance the beauty, livability, and positive image of Albany.

**Policy 1.** Continue to provide and develop a system of multi-purpose parks and facilities . . .

**Policy 5.** Develop Albany's Willamette River parklands and encourage development of those parklands within proximity to the Albany area as a major recreational focus. In particular, promote the following: a. Continued use of Monteith Riverpark for a variety of cultural and social events. . . c. The development of pedestrian and bicycle paths along the Willamette River linking major recreation facilities and nearby communities.

Implementation Methods: #1, #7, #9, #12.

### **Goal 5: Open Spaces, Scenic & Historic Areas, & Natural Resources**

**Goal:** *Ensure vegetation is and remains an integral part of Albany's environment.*

**Policy 1.** Protect existing vegetation which possesses significant environmental, wildlife habitat, and aesthetic qualities, particularly along the Santiam Canal and the Willamette and Calapooia Rivers, their tributaries, and associated floodplains and drainageways.

Implementation Methods: #1, #4, #8, #9.

**Goal:** *Ensure the provision of open space and protection of natural and scenic resources.*

**Policy 3.** Where possible, utilize major utility easements, rights-of-way, abandoned railroad rights-of-way, and drainageways for bicycle and pedestrian pathways.

Implementation Methods: #1c, #5.

**Goal:** *Protect Albany's historic resources and utilize and enhance those resources for Albany residents and visitors.*

**Policy 1.** Support the identification, recognition, development, and promotion of Albany's historic buildings and districts through City programs or other organizations.

Implementation Methods: #1, #2, #3, #5, #6, #7, #16.

**Goal:** *Improve Albany's image, livability, appearance, and design quality through aesthetic enhancement.*

**Policy 4.** Continue to develop and implement aesthetic enhancement programs that will improve Albany's image.

**Policy 5.** Recognize and protect the unique aesthetic contribution that the Willamette and Calapooia Rivers lend to the Albany area.



**Policy 6.** Preserve and enhance desirable and distinctive neighborhood features which satisfy the following criteria: a. Are commonly recognized features by neighborhood residents as desirable and distinctive. b. Are features which can be preserved and enhanced without significantly impairing development or redevelopment opportunities in conformance with other Comprehensive Plan and Development Code provisions. c. Are features which can be preserved and enhanced through consideration of design alternatives in development and redevelopment projects.

Implementation Methods: #1b, #1c, #5, #6, #7b, #7d, #7e, #7f, #8a-g.

### **Goal 15: Willamette River Greenway**

**Goal:** *Protect, conserve, enhance and maintain the natural, scenic, historic, economic, and recreational qualities of the Willamette River, its banks, and adjacent lands.*

**Policy 3.** Encourage the protection, rehabilitation, and restoration of historic sites and structures within the Greenway boundary.

**Policy 4.** Continue to acquire land and public access easements in order to protect the natural resource qualities of the Greenway and provide continuous public access along Albany's riverfront through the development of recreation trails and park sites in accordance with adopted recreation plans.

**Policy 5.** Utilize the potential of the Willamette River Greenway to promote events and activities that attract tourism and to enhance Albany's livability.

**Policy 8.** Provide development incentives and otherwise encourage water-oriented, water-dependent, and water-related uses such as public parks, boat launches and landings, restaurants, and other community-related activities whose use is enhanced by views and access to the river, subject to applicable setbacks and other standards that preserve Greenway values.

Implementation Methods: #2, #3c.

## ATTACHMENT C

### ZONING CLASSIFICATIONS *As Defined in the Albany Development Code*

**Article 14 – Central Albany:** The ten zoning districts described in this article are intended to implement the land use districts identified in the Town Center Plan. The differences among the zones in permitted uses and development standards relate to the urban design objectives and concepts described in the Town Center Plan. These Central Albany zoning districts were created to implement the Town Center Plan.

The districts can be divided into two categories, one primarily residential and the other primarily commercial in character. The HM and MUR zones are intended to be primarily residential zones, with some commercial uses allowed in the MUR zone to provide a mixed use environment both horizontally and vertically. The other zones are primarily commercial in character, but, in some cases, allow high-density residential development. The MUI zone is intended to allow existing light industrial uses to continue, but to facilitate a transition to a mixed use residential zone.

- ◆ **HD – Historic Downtown District:** The HD district is intended primarily for a dense mixture of uses with an emphasis on entertainment, theaters, restaurants, night life and specialty shops. High density residential infill is encouraged, as is the continued presence of the government center and supporting uses.
- ◆ **CB – Downtown Central Business District:** The CB district is intended primarily for retail and services that support Historic Downtown businesses and residents. Mixed uses are encouraged both horizontally and vertically. High density residential infill and office employment are both encouraged.
- ◆ **MUR – Mixed Use Residential District:** The MUR district is intended primarily to create a residential district with a mixture of neighborhood commercial uses allowed to meet daily needs of area residents. Water and open space oriented high density residential uses are encouraged.
- ◆ **MUI – Mixed Use Light Industrial District:** The MUI district is intended to preserve the viability of existing light industrial businesses in this area, but at the same time provide the opportunity for the area to transition to high density residential use along the Willamette River. Both light industrial and residential uses are allowed in this zoning district, and regulations are provided to facilitate compatibility.
- ◆ **MS – Main Street District:** The MS district is intended primarily as an industrial park/research and development employment center with supporting commercial and retail services for residents and employees in the area. Retail, restaurant or night uses that impact surrounding residences are discouraged.
- ◆ **LE – Lyon-Ellsworth District:** The LE district is intended primarily as a location for development that serves the Historic Downtown district and Downtown Central Business

District. This district is the most desirable location in the Central Albany area for parking structures with ground floor commercial uses and screened surface parking lots.

- ◆ **TD – Transit District:** The TD district is intended primarily for regional transit facilities and related uses. This district is suitable as a major office employment center because of easy access to mass transit. Mixed use development including a multi-modal transportation facility, a park and ride facility, and office space should be developed within this district.
- ◆ **PB – Pacific Boulevard District:** The PB district is intended primarily as an auto-oriented commercial area. Design guidelines should be developed for the district to provide a coordinated look. Sound and visual buffers should be used to mitigate impacts on nearby residential areas.
- ◆ **HM – Hackleman-Monteith District:** The HM district is intended primarily to preserve the existing single-family residential character of the Hackleman and Monteith Historic Districts. Conversion of single-family residential structures to other uses, including multi-family residential, is not allowed. Accessory apartments are allowed.

The intent of the HM district is to preserve existing single-family residences for that use, but not make existing multi-family development non-conforming. There are existing multi-family developments within the HM district that were constructed for that purpose and these uses will remain conforming uses, as will other existing duplex and multi-family developments. A list of these specific existing developments is included in Section 14.080. The duplex and multi-family developments on this list are allowed uses, and are not subject to the restrictions that would otherwise apply if they were non-conforming uses. The requirements of any applicable overlay district do apply.

- ◆ **ES – Elm Street Medical District:** The ES district is intended primarily to provide an adequate amount of land for Albany General Hospital and associated medical uses. The impact of parking facilities should be mitigated by screening. Removal of existing residences and landscapes is discouraged. Only the amount of parking that is necessary should be allowed for uses in this district, in order to minimize the amount of land used for parking.

**Other Zoning Districts in the CARA:** The CARA also includes the following residential, commercial and industrial land use districts.

- ◆ **RM-3 - Residential Multiple Family District:** The RM-3 district is intended primarily for medium to high density urban residential development. Development should occur at 20-40 units per acre.
- ◆ **RM-5 - Residential Limited Multiple Family District:** The RM-5 district is primarily intended for low to medium density multiple family residential urban development. Development should occur at 10-20 units per acre.
- ◆ **RS-6.5 - Residential Single Family District:** The RS-6.5 district is intended primarily for low density urban single family residential development. Development should occur at 6-8 units per acre.

- ♦ **NC - Neighborhood Commercial District:** The NC district is intended primarily for small areas of retail establishments serving frequently recurring nearby residents' needs in convenient locations. The NC district is typically appropriate to small clusters or service centers located within residential neighborhoods. Generally, uses located within NC districts should have as their primary market area the population within a one-half mile radius.
- ♦ **CC - Community Commercial District:** The CC district is intended primarily for developments which have a wide range of retail sales and service establishments. The CC district is typically appropriate to large commercial clusters near intersections or along major thoroughfares.
- ♦ **CH - Heavy Commercial District:** The CH district is intended primarily for areas where a mixture of commercial and light industrial activities which may have extensive outside storage, truck traffic and/or noise characteristics can occur. This district is most appropriate in outlying areas or in areas intended to be compatible with or a buffer to heavier industrial uses.
- ♦ **LI - Light Industrial District** is intended primarily for a wide range of manufacturing, warehousing, processing, and related establishments which have a limited impact on surrounding properties.
- ♦ **OS - Open Space District** is intended for the establishment, continuation, and preservation of agricultural uses, park and recreation areas, wildlife habitats, wetlands, natural areas, and other uses that do not involve the construction of structures other than minor facilities that might be required to conduct the principal use.

## ATTACHMENT D

### COMMUNITY-BASED PROJECT LIST

*Developed Through Community Forums - Basis for Plan Project Activities*

<i>Project Name</i>	<i>Brief Project Description</i>
<b>DEVELOPMENT PARTNERSHIPS</b>	
Property Acquisition & Assembly	Acquire property and assemble sites as required to implement Urban Renewal objectives.
Business Retention & Recruitment	Commercial business development, retention and location assistance program focused on Downtown core. Multi-year program.
Albany Square Development	Address development issues/opportunities, developer recruitment, & partnership with developers on mixed use infill along Water between Broadalbin & Ferry. Requires Water Ave. Improvements.
Water Avenue Improvements	Realign & reconstruct portions of Water between Washington & Montgomery including moving overhead utilities, infrastructure, sidewalks, trees with walkable grates, Victorian style lighting, & other pedestrian amenities. Needed for Albany Square & Water St. Parking Structure.
Commercial Building Rehabilitation	Provide technical assistance and financing for the redevelopment of commercial structures, including focus on allowing active re-use of Downtown upper floors and structural issues.
Storefront Revitalization Program	Multi-year program to provide design, financing &/or grants to renovate commercial facades in HD, CD, LE, MS zones including awnings and signage.
Property Redevelopment Assistance	Provide assistance & support to developers including technical assistance & financing of joint-venture efforts.
Painting Program	Provide a free paint or similar program to incite sprucing up of residences and commercial properties.
Housing Demonstration	Development of, &/or financing for, affordable home ownership, including first time homebuyer support. Partnership opportunity.
Housing Development	Pre-development, property acquisition &/or development in partnership for affordable housing &/or mixed use. May include St. Francis redevelopment.
Housing Rehabilitation	Financing of renovation & rehabilitation of owner & renter occupied housing, including upper floor housing, consistent with Historic Preservation standards.
Riverfront Housing Infrastructure	In partnership as needed for housing projects extend/reconstruct streets, sidewalks, water, sewer, storm Montgomery through Main north of 1st.
Communications Infrastructure	Plan and develop fiber optic, phone & other communication linkages into & around Central Albany.
Water, Sewer and Storm Sewers	Repair/replace dilapidated and undersized water, sewer and storm sewer lines in connection to other projects & to allow development.
Pacific Boulevard Redevelopment	Address development issues/opportunities, developer recruitment, assistance to existing owners, and partnership with developers in redeveloping areas along the Pacific-9th corridor.
Lyon-Ellsworth Redevelopment	Address development issues/opportunities, developer recruitment, & partnership with developers in redeveloping Lyon Ellsworth zone.
Main Street Transition Area	Address development issues/opportunities, developer recruitment, & partnership with developers in transitioning MS zone. May include acquisition & assembly of lots.
Water Avenue MUI Transition Area	Address development issues/opportunities, developer recruitment, & partnership with developers to incite transition of MUI area along Water. May include acquisition & assembly of lots.
Central Business Area Transition & Infill	Address development issues/opportunities, developer recruitment, & partnership with developers in CB zone. May include acquisition & assembly of lots.

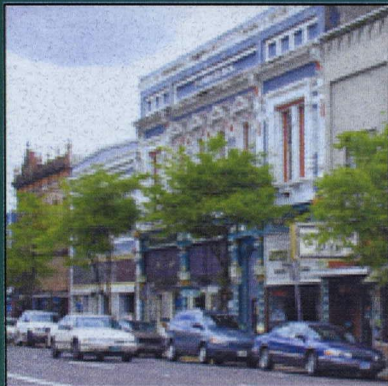
<b>ROADS &amp; PARKING</b>	
Alley Maintenance	Improve drainage and pavement in Downtown alleys and establish an alley maintenance program.
Covered Bridge to Bryant Park	Develop a reproduction of the covered bridge that crossed the Calapooia at 3rd to Bryant Park.
Downtown Grid System	Consider re-implementing 2-way traffic on 1st and 2nd Avenues and/or diagonal parking.
Government Center Parking Structure	Parking structure with ground floor commercial between 3rd & 4th, Broadalbin & Ferry. Partnership potential.
Main Street Improve.	Reconfigure Main/Santiam/Salem intersections.
Queen Avenue Rail Crossing	Plan and provide improvements to reduce/eliminate conflict between rail switching & public crossing at Queen. Includes Pacific warning signal.
Street Redevelopment	Bring City streets into current public standards throughout the URD.
Traffic Calming	Provide traffic calming improvements throughout the area.
Water Street Parking Structure	Construct multi-floor parking structure located south of Water & east of Lyon. May be developed as public-private partnership.
<b>STREETSCAPE</b>	
Albany Square	Plaza at Willamette River on end of Broadalbin including art, benches, potential Heritage Center with tower or water feature, River Terrace overlook & related amenities.
Alleyway Pedestrian Corridors	Create pedestrian corridors along Downtown alleys through screening trash receptacles, pavement restoration, lighting, rear business access & related improvements. Needs Alley Imp.
Awning Program	Establish a program for design and placement of pedestrian-oriented awnings covering public sidewalks in the Downtown.
Broadalbin Promenade	Pedestrian way improvement to Broadalbin from 4th to Water Avenues including sidewalk extensions & repairs, moving overhead utilities, trees, benches, lighting, public art & other pedestrian amenities.
Burkhart Square	Provide pedestrian amenities including benches, plantings, etc.
Downtown Beautification	Year-round light and color in Downtown through placement of holiday lighting, hanging baskets, flowers, banners, flags and other seasonal displays. Multi-year program. Partnership potential.
Downtown Parking Areas	Improve existing public parking areas including pavement repair/repave, landscaping, shade trees, retaining walls, striping, signage & lighting.
Downtown Streetscape	Pedestrian amenities including trees with walkable grates, benches, public art, curb bulbouts, landscaping, Victorian style lighting, garbage receptacles, information kiosks & moving overhead utilities.
Gateways to Central Alb.	Gateway amenities near Pacific & Santiam, & along Pacific near Queen.
Gateways to Downtown	Gateway amenities along Lyon near 8th, at Ellsworth near 1st, on 1st near Thurston.
Heart of Albany	Create a new center for Albany with piazza at SE 1st & Ferry and mid-block connections to nearby parking areas.
Historic Districts Signage	Improve & provide public signage for Historic Districts including sign posts, directional signage, information kiosks & interpretive signage.
Main Street Area Streetscape	Provide traffic calming and pedestrian enhancements as the Main Street area redevelops.
Overhead Utilities	Where feasible, place all currently overhead utilities underground. In all areas, reduce clutter of overhead lines by coordinating drops, etc.
Sidewalk Program	Financing program for sidewalk repair / replacement.
Street Tree Planting	Provide technical & financial support for planting of street trees throughout the URD.
Streetscape Riverfront Housing Area	Provide street trees and pedestrian enhancements along Water Avenue from Jackson through Main to create identity & improve redevelopment opportunity.

<b>PLAN DEVELOPMENT</b>	
Plan Refinement	Professional consulting services to refine urban design concepts, provide engineering, conduct environmental analyses, prepare financial plans, etc. for UR projects.
Project Administration	UR management, professional services, bond sales, etc.
Promotion of Downtown	Foster image of Downtown as a destination through support services, promotion, events & hospitality training. Multi-year program.
<b>WATERSHED HEALTH</b>	
Riparian Restoration	Restore riparian habitat along rivers & streams in the area.
Stormwater Program	Establish & implement projects that demonstrate impact of decreasing impervious area, especially along waterways.
Watershed Health	Establish & implement programs for monitoring & enhancing watershed health of area waterways.
<b>BIKE/PED CONNECTIVITY</b>	
8th Avenue Canal Esplanade	Provide pedestrian amenities including Victorian Garden & Gazebo improvement, benches, plantings, etc.
Albany Grove	Improve river view from Albany Square with plantings and natural trail on lower terrace.
Albany Landing	Pier and dock on Willamette River at Albany Square.
Calapooia Riverwalk	Pedestrian/bike way connecting Vine Street Esplanade to Willamette Riverwalk including overlook & interpretive signage.
Monteith-Bryant Bridge	Provide connection between Monteith & Bryant Parks.
Periwinkle Creek Parkway	Establish a lineal parkway enhancing the natural values & functions of Periwinkle Creek connecting Bowman Park/Wil. Riverfront Path with Periwinkle path, including land acquisition.
Santiam Canal Esplanade	Pedestrian/bike way connecting Downtown and riverfront along Vine Street with plantings, trees, benches, lighting, interpretive signage & related amenities.
Thurston Canal Esplanade	Develop a pedestrian/bike way along Thurston Canal with increased water flows, pocket park at Willamette River, & pedestrian amenities.
Willamette Riverfront Path	Continue extension of bike/pedestrian walk along Willamette River connecting Bryant, Monteith & Bowman Parks including land acquisition, interpretive signage, benches & art.
Willamette Riverwalk	Widen and provide pedestrian amenities along Willamette Riverfront Trail between Ferry and Lyon.
<b>RECREATION, LEISURE &amp; CULTURE</b>	
Carnegie Library	Restoration and renovation of the Downtown Carnegie Library.
Museums	Establish additional museums in Downtown including acquire & renovate site, inventory & displays.
Library Development	Acquire land, design & construct a main library facility including related infrastructure.
Monteith House & Regional Museum	Provide planning & financing to expand tourism efforts at Albany Regional Museum & Monteith House.
Monteith Riverpark Stage	Refurbish stage at Monteith Riverpark. Partnership potential.
Swanson Pool	Redevelopment of an aquatic facility at Swanson Park.
Whitespires Restoration	Restore & renovate Whitespires Church at Washington & 5th for community use. Acquisition potential.
Community Playgrounds	Provide playground equipment and site amenities for neighborhoods in the area.





Treasure yesterday...

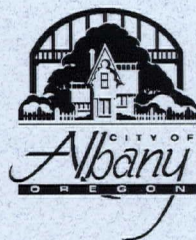


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# Central Albany Revitalization Area *Report*



Prepared by  
Charles Kupper  
and the  
City of Albany

Adopted August 2001



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# REPORT FOR THE CENTRAL ALBANY REVITALIZATION AREA

## SECTION 1

### Physical, Social and Economic Conditions

#### A. LAND AREA AND PROPERTY VALUATION

**Area of CARA:** Oregon urban renewal law limits the total acreage in urban renewal areas to 25% of the total acreage within a city. The City of Albany contains approximately 10,219 acres within its City limits as of July 2001. At the State's allowed maximum of 25%, this would allow the City of Albany to have 2,555 acres within renewal areas. The Central Albany Revitalization Area (CARA) boundary contains 986 acres, and there are no other urban renewal areas in the City of Albany. With only 9.7% of the total acreage in Albany within an urban renewal area, this boundary would be well within the State's 25% of acreage limitation on renewal areas.

**Value in CARA:** Oregon urban renewal law limits the total valuation in urban renewal areas to 25% of the total value within a city. Linn County and Benton County Assessor's records identify \$1,911,817,066 (\$1,614,022,242 and \$297,794,824, respectively) in assessed values within the Albany City limits for the 2001-02. At the State's allowed maximum of 25%, this value would allow the City of Albany to include \$477,954,267 in value within renewal areas. The assessed value of real property within the CARA boundary is \$218,887,653 (per Linn County Assessor's Records), and there are no other urban renewal areas in the City. With only 11.45% of the total assessed value in Albany within an urban renewal area, the CARA boundary would be well within the State's 25% of value limitation on renewal areas.

#### B. GEOGRAPHIC AND ENVIRONMENTAL CONDITIONS

The CARA boundary is irregularly shaped. It includes the traditional core area of Albany, known as Central Albany, with surrounding neighborhoods and areas of mixed commercial and industrial uses to the south and east.

The Willamette River defines the northern edge of the area. The Calapooia River runs through part of the western edge of the area. Periwinkle Creek runs through the eastern section of the CARA. Several channeled waterways are also found within the CARA boundary, including the Santiam Canal, 8<sup>th</sup> Avenue Canal and Thurston Canal/Creek/Ditch.

The topography of the area is generally flat. There are no known sub-soil conditions or problems that might hinder development in the area.

Prominent man-made features in the area include Oregon Highway 99E/Pacific Boulevard, U.S. Highway 20/Santiam Road, a major north-south rail main line with switching yard, an east-west rail main line, and the Santiam Canal. These features fragment the area, making access to and within the core area confusing and difficult.

### C. EXISTING LAND USE AND DEVELOPMENT

Table 1, below, outlines the amount of land utilization within the CARA by land use zone. Because public streets, waterways and similar areas are not included within a land use zone, the total amount of land outlined in the following Table will be less than the amount of land within the CARA boundary.

**Table 1  
LAND USE BY ACREAGE**

<i>City of Albany Land Use District</i>	<i>Acreage</i>
CB - Downtown Central Business	20.6
CC - Community Commercial	70.0
CH - Heavy Commercial	28.7
ES - Elm Street Medical	14.9
HD - Historic Downtown	32.0
HM - Hackleman-Monteith	159.3
LE - Lyon-Ellsworth	14.5
LI - Light Industrial	50.2
MS - Main Street	20.1
MUI - Mixed Use Light Industrial	19.4
MUR - Mixed Use Residential	15.9
NC - Neighborhood Commercial	6.1
OP - Office Professional	10.2
OS - Open Space	25.4
PB - Pacific Boulevard	18.4
RM-3 - Residential Multiple Family (20-40 Units/A)	23.7
RM-5 - Residential Multiple Family (10-20 Units/A)	47.8
RS-6.5 - Residential Single Family (6-8 Units/A)	7.0

The Town Center Plan zoning districts that apply to most of the CARA call for transition of several areas to a higher value and/or a more intensive land use pattern. Areas where existing land uses may not meet the Town Center vision include:

- ♦ Blocks in the Historic Downtown zone along the Willamette River currently used for parking are to transition to public gathering space and mixed-use commercial.

- ♦ Blocks in the Mixed Use Industrial zone along the Willamette River currently in industrial use are to transition to high-density housing.
- ♦ The many vacant upper-floor units in the Historic Downtown zone are to be rehabilitated for housing and office uses.
- ♦ The Elm Street Medical zone around Albany General Hospital is to transition further as an office district.
- ♦ Vacant and underutilized lands in the Downtown Central Business zone are to infill or transition as mixed-use office employment and high-density residential.
- ♦ The Main Street zone is to redevelop as an industrial park/research and development center with supporting mixed uses.
- ♦ The Lyon-Ellsworth zone is appropriate for infill and parking areas.
- ♦ Recent efforts to encourage the redevelopment of a grocery on the former Safeway site have called attention to several land use and transportation conflicts in the Pacific Boulevard zone.

The inability to meet the land use designations of these and other areas of the CARA is an indication of blighting conditions.

#### **D. DEPRECIATED VALUES AND REDUCED UTILIZATION CONDITIONS**

A significant portion of the area consists of vacant and underutilized buildings and land. Almost five blocks of vacant, serviced, developable properties exist within just the Central Business and Historic Downtown districts of the CARA. Underutilized properties include the upper floors of many Downtown buildings.

There is also a significant percentage of dilapidated structures (see "Exterior Condition of Buildings," below) that are not economically or physically practical to correct. These buildings could be appraised as having "Incurable Functional Obsolescence."

The vacant and underutilized land and properties within the CARA do not provide employment opportunities or significant tax revenues. These under-productive areas also result in added costs to the taxpayer for the creation of new public facilities and services elsewhere. The presence of these underutilized areas meets the ORS definition of blight.

## **E. EXTERIOR CONDITION OF BUILDINGS**

A windshield survey of the preliminary area in July 2000 was used to identify commercial and industrial buildings that had become obsolete, deteriorated, and/or dilapidated. This survey identified over one hundred commercial and industrial buildings as deteriorated or obsolete to the point that substantial repairs would be required to bring them fully into fit and/or safe occupancy standard. Of these buildings, about 15% appear to require such substantial repair that an economical rehabilitation to put the structure back into active reuse is questionable. The deteriorated state of these buildings meets the ORS definition of blight.

The deteriorated exteriors of many homes located in the area also contribute to blighting conditions in the CARA. Following public hearings in the summer of 2000, the Albany City Council identified several neighborhoods in the area for priority home restoration assistance. The deteriorated state of these residential buildings also meets the ORS definition of blight.

## **F. TRANSPORTATION, TRAFFIC AND CIRCULATION CONDITIONS**

The City of Albany Capital Improvement Program, supported by the Albany Transportation System Plan, identifies many transportation issues and deficiencies within the CARA. Further, the CALUTS-based Town Center Plan identifies many specific system inadequacies in Central Albany that must be remedied to provide a pedestrian-oriented environment and to provide an opportunity for infill and redevelopment. These conditions meet the ORS definition of blight.

Transportation needs documented in City plans include:

- ◆ Preservation or rehabilitation of deteriorating pavement on most City streets in the area
- ◆ Failed pavement requiring reconstruction of several City streets
- ◆ Street urban upgrades and safety improvements on various streets throughout the area
- ◆ Repair or replacement of at least eight bridge systems in the area
- ◆ Modifications at several intersections to meet safety needs
- ◆ Streets and intersections which are expected to fall to a level of service of E or F
- ◆ Pedestrian orientation to create more activity in the Downtown business area
- ◆ Several non-auto connections and creation of a pedestrian environment to curb transportation system demands created by auto-dependency

In addition, the Town Center Plan calls for areas such as Water Avenue to evolve to more

intense and/or more public uses that cannot be served by the inadequate existing infrastructure. Transportation requirements that will constrain the ability of these areas to evolve into more intense uses include deteriorated road conditions requiring road reconstruction or substantial repairs, and pedestrian access limitations.

#### **G. WATER, SEWER AND STORM DRAINAGE CONDITIONS**

As documented in City of Albany facility plans and the Capital Improvement Program, there are many deficiencies in area water, sewer, and storm sewer facilities. These deficiencies meet the ORS definition of blight. Infrastructure issues in the area include:

- ♦ Deteriorated sanitary sewer lines throughout the area that allow infiltration and inflow
- ♦ Deteriorated and undersized water lines
- ♦ Storm sewer systems that deposit waters directly into the Willamette River without filtration
- ♦ Inadequate storm water facilities in some areas

#### **H. PUBLIC FACILITIES, PARKS AND OPEN SPACE CONDITIONS**

The Town Center Plan calls for overcoming several public facility deficiencies to attract redevelopment and infill to the area. These inadequacies meet the ORS definition of blight.

- ♦ Improvement of existing parking areas and additional parking facilities are needed to overcome existing maintenance and capacity issues in the Downtown.
- ♦ Bicycle and pedestrian corridors are needed to improve linkages to and within the CARA.
- ♦ Public area enhancements are needed to connect the Downtown to the riverfront.

Many other public facility improvements are needed to overcome existing public space inadequacies. Examples of the deterioration of public facilities includes:

- ♦ The 2000 washout of the footbridge that had connected Monteith and Bryant Parks.
- ♦ The 2000 closure of the City's outdoor pool at Swanson Park due to deterioration.

These inadequacies meet the ORS definition of blight.

## **I. PROTECTIVE SERVICES**

Police and fire services are provided in the area by the City of Albany. Police and fire protection to the area is adequate in comparison to City-wide service levels.

## **J. ECONOMIC CONDITIONS**

A leading indicator of economic conditions in an urban area is the value of real estate. Mature urban areas, especially those containing the community's commercial core, are expected to exhibit improvement-to-land value ratios in the 5:1 or 6:1 range. The core of a city is expected to produce high property values and exhibit an intensive development of land.

The value of improvements to the value of land in the CARA is quite low, with a ratio of improvement to land value of 2:1. Only 5% of the properties in the CARA have a ratio of 5:1 or above. Further, 86% of the properties in the CARA have a ratio of less than 3:1.

## SECTION 2

### Population, Service and Fiscal Impacts

#### A. POPULATION GROWTH

CARA Plan activities are aimed at alleviating blighting conditions in the CARA. Blighting conditions to be addressed include infrastructure deficiencies, transportation connections and building conditions in the CARA. As such, carrying out the CARA Plan is not expected to result in any additional population growth impacts for the City of Albany. However, the Plan is expected to facilitate planned, orderly growth as anticipated in the Albany Comprehensive Plan.

#### B. SERVICE IMPACTS

New development within the CARA is expected to occur primarily as infill through commercial and light industrial development of small lots, with limited residential development through redevelopment of existing areas. The size and expected pace of development in the area is not expected to place major new demands on police or fire services (as noted in Section 1, police and fire protection to the area is adequate in comparison to the remainder of the City), or on the school system. Carrying out the CARA Plan is not expected to have a significant impact on demand for water or sewer treatment.

#### C. FISCAL IMPACTS

Carrying out the CARA Plan will require the use of tax increment revenues. Tax increment financing may affect the property tax revenues and the bond tax rates of other taxing bodies which share values with Albany's Agency. The tax impacts of the CARA Plan are discussed in detail in Section 5 of this report.

The CARA effort is expected to produce positive fiscal and service impacts for Albany. Increasing economic vitality, encouraging the use of vacant and underutilized land, and rehabilitating structures will increase property values within the CARA and the City of Albany. In Oregon's tax environment, adding new property values represents a safeguard against loss of existing service levels.

The expenditure of tax increment funds is expected to produce new property values in Albany. Total value growth within the renewal area over the duration of the plan is expected to be approximately \$230 million. When the project is completed, these values will be returned to the property tax rolls, and the various taxing bodies will receive an increase in property tax collections. At current tax rates, the increase in values from the CARA will produce approximately \$3.5 million in property tax income for the overlapping taxing bodies.



## SECTION 3

### Selection of the Urban Renewal Area

Conditions exist within the CARA which meet the definitions of blight in ORS 457.010. The CARA was selected based on this existence of blighting conditions and on the Albany Comprehensive Plan goals, objectives, and policies. Most of the CARA was reviewed under the community-based CALUTS process that resulted in the Town Center Plan.

As described in Section 1 of this Report, blight in the CARA is evidenced by:

- ◆ Areas that require substantial redevelopment in order to meet intended land uses
- ◆ Depreciated values and lack of investment
- ◆ Reduced land utilization
- ◆ Buildings with incurable functional obsolescence
- ◆ Dilapidated building exteriors
- ◆ Housing that does not meet codes
- ◆ Deteriorated public streets, alleys and bridges
- ◆ Inadequate and unsafe transportation network
- ◆ Inadequate pedestrian orientation
- ◆ Inadequate pedestrian/bicycle connections
- ◆ Inadequate transportation system to meet transition requirements
- ◆ Deteriorated and undersized sewer and water lines
- ◆ Direct discharge of storm waters in area waterways
- ◆ Limited public facilities
- ◆ Parking deficiencies in the Downtown

## SECTION 4

### Relationship Between Activities and Conditions

The CARA Plan includes the following types of activities that address the deficiencies noted in Section 1 of this Report on the Plan:

- ♦ Impaired investments in property and dilapidated building exteriors will be addressed through funding for design, rehabilitation and revitalization of structures.
- ♦ Reduced land utilization and functional obsolescence will be addressed through various activities that support private-sector development.
- ♦ Housing that does not meet code will be addressed through housing rehabilitation efforts.
- ♦ Depreciated values and lack of investment will be addressed through partnerships with private developers and through public space improvements.
- ♦ Limited pedestrian orientation will be addressed through several activities, including gateways, streetscape improvements, awning and sidewalk financing.
- ♦ Limited pedestrian/bicycle connectivity will be addressed through development of corridors.
- ♦ Deteriorated public streets, bridges and alleys will be addressed through a street redevelopment activity.
- ♦ Water, sewer and storm drainage deficiencies will be addressed through the repair/replacement of lines.
- ♦ Storm water impacts on area waterways will be addressed through watershed health and education activities.
- ♦ Public facility deficiencies will be addressed through creation of community gathering spaces, pedestrian/bike ways, and community facilities.
- ♦ Parking deficiencies in the Downtown will be addressed through improvement to some existing parking areas and construction of parking structures.

Further information on activities is included in the CARA Plan.

## SECTION 5

### Financial Analysis of Plan

#### A. ESTIMATED PROJECT COST

Table 2 of this Report provides the estimated total costs of Central Albany Revitalization Area activities. From receipt of first funding in 2002-03 until anticipated termination, total costs for project activities, exclusive of debt service, are estimated at \$34,820,000 in 2002-03 dollars. The total capital cost of activities over the duration of the project, with inflation and without debt service, is anticipated to be \$56,000,000. This \$56,000,000 amount will be used as the maximum indebtedness of the project.

Table 2 includes a column that outlines potential revolving funds that would be expended during the life of the project, but also would be recuperated during the life of the project. Because these are not capital costs, they were not included in the calculation of maximum indebtedness.

#### B. ESTIMATED REVENUE SOURCES

The principal method of funding the project share of costs will be use of tax increment financing as authorized by ORS 457. In addition, the Agency will apply for, and make use of, funding from additional federal, state, local, or private sources as such funds become available.

**TABLE 2**  
**Project Activities and Costs**

Ref #	Activity Title	Brief Description of Activity	Est. of Hard Cost	Revolving Funds
<b>DEVELOPMENT PARTNERSHIPS</b>				
1	Property Acquisition & Assembly	Acquire land and buildings for public and private development purposes and assemble sites as required to implement Urban Renewal objectives.	\$250,000	\$2,000,000
2	Commercial Building Rehabilitation	Provide technical assistance and financing &/or grants for the redevelopment of commercial structures, including focus on allowing active re-use of Downtown upper floors and structural issues.	\$1,750,000	\$2,000,000
3	Storefront Revitalization Program	Multi-year program to provide design, financing &/or grants to renovate commercial facades in HD, CD, LE, MS zones including awnings and signage.	\$600,000	\$600,000
4	Property Redevelopment Assistance	Provide assistance & support to developers including technical assistance, financing &/or grants of joint-venture efforts outside of the Downtown area.	\$1,000,000	\$2,000,000
5	Paint Program	Provide a free paint or similar program to incite sprucing up of residences and commercial properties.	\$100,000	
6	Albany Square Development	Address development issues/opportunities, developer recruitment, & partnership with developers on mixed use infill along Water between Broadalbin & Ferry. Requires Water Ave. Improvements.	\$150,000	
7	Water Avenue Improvements	Realign & reconstruct portions of Water between Washington & Montgomery including moving overhead utilities, infrastructure, sidewalks, trees with walkable grates, Victorian style lighting, & other pedestrian amenities. May require acquisition of rail ROW. Needed for Albany Square & Water Avenue Parking Structure.	\$2,000,000	
8	Riverfront Housing Infrastructure	In partnership as needed for housing projects extend/reconstruct streets, sidewalks, water, sewer, storm Montgomery through Main north of 1st.	\$2,625,000	
9	Transition Areas Redevelopment	Address development issues/opportunities to allow areas to transition to planned land uses including developer recruitment, assistance to owners, & partnership with developers in areas such as Pacific Blvd. corridor, LE zone, MS zone, Water Avenue MUI zone, CD zone.	\$1,250,000	\$2,000,000
10	Housing Demonstration	Development of, &/or financing for, affordable home ownership including first time homebuyer support. Partnership opportunity.	\$250,000	\$500,000
11	Housing Development	Pre-development, property acquisition &/or development in partnership for affordable housing &/or mixed use. May include St. Francis redevelopment. Partnership opportunity.	\$825,000	
12	Housing Rehabilitation	Financing of renovation & rehabilitation of owner & renter occupied housing, including upper floor housing, consistent with Historic Preservation standards.	\$700,000	

**TABLE 2**  
**Project Activities and Costs**

Ref #	Activity Title	Brief Description of Activity	Est. of Hard Cost	Revolving Funds
<b>PUBLIC SPACE IMPROVEMENTS</b>				
13	Gateways to Central Albany	Gateway amenities near Pacific & Santiam, & along Pacific near Queen.	\$150,000	
14	Gateways to Downtown	Gateway amenities along Lyon near 8th, at Ellsworth near 1st, on 1st near Thurston.	\$150,000	
15	Broadalbin Promenade	Pedestrian way improvement to Broadalbin from 4th to Water Avenues including pedestrian crossings, sidewalk repairs, moving overhead utilities, trees, benches, lighting, public art, information signage & other pedestrian amenities.	\$350,000	
16	Albany Square	Create a plaza at Willamette River on end of Broadalbin including art, benches, potential Heritage Center with tower or water feature, River Terrace overlook & related amenities.	\$1,000,000	
17	Albany Landing	Pier and dock on Willamette River at Albany Square.	\$350,000	
18	Downtown Streetscape	Pedestrian amenities including trees with walkable grates, benches, public art, curb bulbouts, landscaping, Victorian style lighting, garbage receptacles, information kiosks, moving overhead utilities, with oases and piazza areas for rest and gathering such as Burkhart Square.	\$560,000	
19	Downtown Beautification	Create year-round light and color in Downtown through placement of holiday lighting, hanging baskets, flowers, banners, flags and other seasonal displays. Multi-year program. Partnership potential.	\$300,000	
20	Awning Program	Establish a program for design and placement of pedestrian-oriented awnings covering public sidewalks in the Downtown.	\$125,000	\$250,000
21	Riverfront Housing Area Streetscape	Provide street trees and pedestrian enhancements along Water Avenue from Jackson through Main to create identity & improve redevelopment opportunity.	\$120,000	
22	Main Street Area Streetscape	Provide traffic calming and pedestrian enhancements as the MS zone redevelops.	\$75,000	
23	Sidewalk Program	Financing program for sidewalk repair / replacement.	\$250,000	\$250,000
24	Street Tree Planting	Provide technical & financial support for planting of street trees throughout the URD.	\$250,000	
25	Historic Districts Signage	Improve & provide public signage for Historic Districts including sign posts, directional signage, information kiosks & interpretive signage.	\$200,000	
26	Downtown Parking Areas	Improve existing public parking areas including pavement repair/repave, landscaping, shade trees, retaining walls, striping, signage & lighting.	\$350,000	
27	Government Center Parking Structure	Construct parking structure with ground-floor retail and/or office in the vicinity of City Hall and the Courthouse. Partnership potential.	\$2,000,000	
28	Water Avenue Area Parking Structure	Construct multi-floor parking structure in the general area south of Water & east of Lyon. May be developed as public-private partnership.	\$1,500,000	

**TABLE 2**  
**Project Activities and Costs**

Ref #	Activity Title	Brief Description of Activity	Est. of Hard Cost	Revolving Funds
<b>INFRASTRUCTURE</b> <i>Specific Infrastructure Projects Included in "Development Partnerships"</i>				
29	Communications Infrastructure	Plan and develop fiber optic, phone & other communication linkages into & around Central Albany.	\$500,000	
30	Overhead Utilities	Where feasible, place all currently overhead utilities underground. In all areas, reduce clutter of overhead lines by coordinating drops, etc.	\$1,000,000	
31	Roads, Water, Sewer, Storm Sewer, Rail Crossing	Repair/replace/construct water, sewer, storm sewer, & roadways including rail crossings and bridges, in connection to other projects & to allow development.	\$3,000,000	
32	Street Redevelopment	Bring City streets into current public standards throughout the URD.	\$2,000,000	
33	Alley Redevelopment	Improve drainage and pavement in Downtown alleys and establish an alley maintenance program.	\$725,000	
34	Downtown Grid System	Consider re-implementing 2-way traffic on 1st & 2nd Avenues &/or diagonal parking.	\$100,000	
35	Traffic Calming	Provide traffic calming improvements throughout the area.	\$250,000	
36	Queen Avenue Rail Crossing	Plan and provide improvements to reduce/eliminate conflict between rail switching & public crossing at Queen. Includes Pacific warning signal.	\$300,000	
37	1st Avenue Undercrossing	Modify 1st Avenue rail undercrossing at Lafayette.	\$500,000	
<b>PEDESTIAN/BIKE CONNECTIVITY</b> <i>Also see "Public Space Improvement"</i>				
38	Willamette Riverfront Path	Create bike/pedestrian walk along Willamette River connecting Bryant, Monteith & Bowman Parks including land acquisition, Calapooia River bridge, interpretive signage, lighting, benches, art & other pedestrian amenities.	\$1,000,000	
39	Willamette Riverwalk	Widen and provide pedestrian amenities along Willamette Riverfront Trail in the general area between Ferry and Lyon.	\$250,000	
40	Calapooia Riverwalk	Pedestrian/bike way connecting Santiam Canal Esplanade to Willamette Riverwalk including overlook & interpretive signage.	\$500,000	
41	Santiam Canal Esplanade	Pedestrian/bike way connecting Downtown and riverfront along Vine Street with plantings, trees, benches, lighting, interpretive signage & related amenities.	\$2,500,000	
42	8th Avenue Canal Esplanade	Pedestrian oriented connection of Santiam & Thurston Canals including Ellsworth & Lyon crossings, path east of Lyon, Victorian Garden & Gazebo improvement, pedestrian amenities, etc.	\$500,000	
43	Thurston Canal Esplanade	Develop a pedestrian/bike way along Thurston Canal with increased water flow, reopening canal, riparian filtration, pocket parks & pedestrian amenities.	\$600,000	

**TABLE 2  
Project Activities and Costs**

Ref #	Activity Title	Brief Description of Activity	Est. of Hard Cost	Revolving Funds
<b>WATERSHED HEALTH &amp; EDUCATION</b>				
44	Watershed Health	Establish & implement programs for monitoring & enhancing watershed health of area waterways.	\$265,000	\$150,000
45	Riparian Restoration	Restore riparian habitat along rivers & streams in the area.	\$50,000	
46	Albany Grove	Improve river view from Albany Square with plantings and natural trail on lower terrace.	\$75,000	
<b>COMMUNITY FACILITIES</b>				
47	Public Facilities	Establish and enhance public facilities such as libraries, museums, performance areas, parks and the arts.	\$550,000	
<b>TECHNICAL SUPPORT</b>				
48	Plan Administration	Administration of Plan such as indebtedness from Plan preparation; design, land use, engineering, market and other technical studies and plans; auditing; insurance; marketing materials and programs; personnel; other management costs.	10% of Costs	
49	Plan Refinement	Professional consulting services to refine urban design concepts, provide engineering, conduct environmental analyses, prepare financial plans, etc. for UR projects.	\$500,000	
50	Business Retention & Recruitment	Commercial business development, retention and location assistance program focused on Downtown core. Multi-year program.	\$375,000	
51	Promotion of Downtown	Foster image of Downtown as a destination through support services, promotion, events & hospitality training. Multi-year program.	\$50,000	
<b>Total Cost Estimate (2002-03 Values)</b>			\$34,820,000	\$9,600,000
<b>2002-03 Value of Maximum Indebtedness</b>			\$34,820,000	

### **C. ANTICIPATED START AND FINISH DATES OF PROJECT ACTIVITIES**

Project activities are expected to begin with the first receipt of tax increment funds in the 2002-03 tax year. Projected annual revenues from the project and inflation of project costs indicate that project activities will continue until the tax year 2026-27. At that time, it is estimated that there will be sufficient funds to complete all programmed project activities, retire outstanding bonded indebtedness and end the project's tax increment financing provisions.

The actual sequencing and prioritization of project activities will be done by the Agency and any citizen advisory bodies that the Agency calls upon to assist in this process. The priority of projects and annual funding will be as established in the annual budget process. It is anticipated that a five-year Implementation Strategy will also be prepared and utilized to help guide decisions on initial priorities and funding. Completion dates for individual activities may be impacted by changes to local economic and market conditions, changes in the availability of tax increment funds, and changes in priorities for carrying out project activities.

### **D. ESTIMATED EXPENDITURES AND YEAR OF DEBT RETIREMENT**

It is estimated that the CARA project will collect tax increment receipts from the year 2002-2003 through 2026-27. It is estimated that the project will produce \$58,835,000 in tax increment receipts during this period. These funds, along with other revenues, will be utilized to finance project activities and to pay all debt service costs associated with undertaking project activities.

It is anticipated that available project revenues and funds accumulated in a special fund for debt redemption will be sufficient to retire outstanding bonded indebtedness in the year 2026-27, allowing termination of the tax increment financing provisions of the project. After all project debt is retired and the project closed out, it is estimated that there will be surplus tax increment funds. These funds will be distributed to taxing bodies affected by the CARA Plan, as provided in ORS 457.

Table 3 of this Report indicates the anticipated tax increment receipts for each year of the project, and the use of those receipts. As noted in the Table, funding priorities will be established in the annual budget process and in other capital planning documents for the area. Table 3 follows on the next page.



**Table 3  
RESOURCES AND REQUIREMENTS**

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
<b>RESOURCES</b>													
Beginning Balance	\$0	\$53,489	\$73,876	\$12,877	\$20,124	\$19,848	\$66,251	\$111,136	\$69,276	\$86,768	\$187,040	\$105,189	\$89,611
Tax Increment Revenue	\$299,004	\$411,803	\$527,760	\$646,963	\$787,011	\$931,539	\$1,080,693	\$1,234,620	\$1,393,472	\$1,572,776	\$1,756,357	\$1,950,432	\$2,149,230
Delinquency at 3% Average	(\$8,970)	(\$12,354)	(\$15,833)	(\$19,409)	(\$23,610)	(\$27,946)	(\$32,421)	(\$37,039)	(\$41,804)	(\$47,183)	(\$52,751)	(\$58,513)	(\$64,477)
Proceeds of Borrowings	\$0	\$1,680,000	\$0	\$0	\$0	\$0	\$5,545,000	\$0	\$0	\$0	\$2,925,000	\$0	\$0
Investment Earnings at 4.5%	\$13,455	\$20,938	\$27,074	\$29,693	\$36,321	\$42,812	\$51,612	\$60,559	\$65,824	\$74,679	\$87,543	\$92,503	\$100,748
<b>Total Resources</b>	<b>\$303,489</b>	<b>\$2,153,876</b>	<b>\$612,877</b>	<b>\$670,124</b>	<b>\$819,846</b>	<b>\$966,251</b>	<b>\$6,711,136</b>	<b>\$1,369,276</b>	<b>\$1,486,768</b>	<b>\$1,687,040</b>	<b>\$4,905,189</b>	<b>\$2,089,611</b>	<b>\$2,275,112</b>
<b>REQUIREMENTS</b>													
Project Activities from Plan *	\$250,000	\$1,680,000	\$200,000	\$250,000	\$400,000	\$500,000	\$5,700,000	\$400,000	\$500,000	\$600,000	\$3,200,000	\$400,000	\$600,000
<b>Total Project Costs Funded In Year</b>	<b>\$250,000</b>	<b>\$1,680,000</b>	<b>\$200,000</b>	<b>\$250,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$5,700,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$3,200,000</b>	<b>\$400,000</b>	<b>\$600,000</b>
Debt Service - Borrowing A: 5 yrs @6.5%	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Borrowing B: 8 yrs @6.5%	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
Debt Service - Borrowing C: 5 yrs @6.5%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000	\$700,000
Debt Service - Borrowing D: 5 yrs @6.5%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Outlays</b>	<b>\$250,000</b>	<b>\$2,080,000</b>	<b>\$600,000</b>	<b>\$650,000</b>	<b>\$800,000</b>	<b>\$900,000</b>	<b>\$6,600,000</b>	<b>\$1,300,000</b>	<b>\$1,400,000</b>	<b>\$1,500,000</b>	<b>\$4,800,000</b>	<b>\$2,000,000</b>	<b>\$2,200,000</b>
<b>Total Resources</b>	<b>\$303,489</b>	<b>\$2,153,876</b>	<b>\$612,877</b>	<b>\$670,124</b>	<b>\$819,846</b>	<b>\$966,251</b>	<b>\$6,711,136</b>	<b>\$1,369,276</b>	<b>\$1,486,768</b>	<b>\$1,687,040</b>	<b>\$4,905,189</b>	<b>\$2,089,611</b>	<b>\$2,275,112</b>
Ending Balance	\$53,489	\$73,876	\$12,877	\$20,124	\$19,848	\$66,251	\$111,136	\$69,276	\$86,768	\$187,040	\$105,189	\$89,611	\$75,112

\* Project funding priorities will be established in annual budget process, and other capital planning documents for the Area

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
<b>RESOURCES</b>												
Beginning Balance	\$75,112	\$68,803	\$128,362	\$264,318	\$137,940	\$45,526	\$96,992	\$207,495	\$288,677	\$148,517	\$86,680	\$116,654
Tax Increment Revenue	\$2,354,886	\$2,567,944	\$2,788,355	\$3,016,480	\$3,252,690	\$3,496,963	\$3,749,890	\$4,011,669	\$4,282,611	\$4,563,035	\$4,853,274	\$5,153,672
Delinquency at 3% Average	(\$70,650)	(\$77,038)	(\$83,651)	(\$90,494)	(\$97,578)	(\$104,909)	(\$112,497)	(\$120,350)	(\$128,478)	(\$136,891)	(\$145,598)	(\$154,610)
Proceeds of Borrowings	\$0	\$7,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Investment Earnings at 4.5%	\$109,354	\$118,654	\$131,252	\$147,636	\$152,574	\$159,412	\$173,110	\$189,862	\$205,708	\$212,020	\$222,298	\$237,165
<b>Total Resources</b>	<b>\$2,468,803</b>	<b>\$9,828,362</b>	<b>\$2,964,318</b>	<b>\$3,337,940</b>	<b>\$3,445,526</b>	<b>\$3,596,992</b>	<b>\$3,907,495</b>	<b>\$4,288,677</b>	<b>\$4,648,517</b>	<b>\$4,786,680</b>	<b>\$5,016,654</b>	<b>\$5,352,880</b>
<b>REQUIREMENTS</b>												
Project Activities from Plan *	\$800,000	\$7,300,000	\$1,000,000	\$1,500,000	\$1,700,000	\$1,800,000	\$21,000,000	\$3,500,000	\$3,600,000	\$3,700,000	\$4,000,000	\$4,200,000
<b>Total Project Costs Funded In Year</b>	<b>\$800,000</b>	<b>\$7,300,000</b>	<b>\$1,000,000</b>	<b>\$1,500,000</b>	<b>\$1,700,000</b>	<b>\$1,800,000</b>	<b>\$3,700,000</b>	<b>\$4,000,000</b>	<b>\$4,500,000</b>	<b>\$4,700,000</b>	<b>\$4,900,000</b>	<b>\$5,200,000</b>
Debt Service - Borrowing A: 5 yrs @6.5%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Borrowing B: 8 yrs @6.5%	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Borrowing C: 5 yrs @6.5%	\$700,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Borrowing D: 5 yrs @6.5%	\$0	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Outlays</b>	<b>\$2,400,000</b>	<b>\$9,700,000</b>	<b>\$2,700,000</b>	<b>\$3,200,000</b>	<b>\$3,400,000</b>	<b>\$3,500,000</b>	<b>\$3,700,000</b>	<b>\$4,000,000</b>	<b>\$4,500,000</b>	<b>\$4,700,000</b>	<b>\$4,900,000</b>	<b>\$5,200,000</b>
<b>Total Resources</b>	<b>\$2,468,803</b>	<b>\$9,828,362</b>	<b>\$2,964,318</b>	<b>\$3,337,940</b>	<b>\$3,445,526</b>	<b>\$3,596,992</b>	<b>\$3,907,495</b>	<b>\$4,288,677</b>	<b>\$4,648,517</b>	<b>\$4,786,680</b>	<b>\$5,016,654</b>	<b>\$5,352,880</b>
Ending Balance	\$88,803	\$128,362	\$264,318	\$137,940	\$45,526	\$96,992	\$207,495	\$288,677	\$148,517	\$86,680	\$116,654	\$152,880

\* Project funding priorities will be established

## E. IMPACT OF TAX INCREMENT FINANCING

The passage of Ballot Measure 50 has changed Oregon's property tax system, and with it, the impacts of urban renewal on taxpayers and taxing bodies. Prior to BM50, collection of tax increment revenues for a renewal agency resulted in an increase in the taxpayer's property tax rate. Taxing bodies suffered no revenue losses, unless there was overall compression of property tax revenues.

Under Ballot Measure 50, collection of tax increment revenue can impact the potential property tax revenues received by overlapping tax bodies. These taxing bodies will not be able to apply their permanent BM50 tax rates against the new values added within the urban renewal area. As a result, the taxing bodies will forego revenue they otherwise might have had if there was no renewal plan in effect.

In addition, the presence of an urban renewal program could impact the tax rates for future local option levies and exempt bond issues by taxing bodies. New values in the urban renewal area will not be included in the calculation of the rates for these bonds and levies. Among overlapping taxing bodies, the City of Albany, Linn County, the Greater Albany School District 8J and Linn-Benton Community College have bond issues currently outstanding. The impact of the CARA project on these exempt bond rates is expected to be approximately one cent per thousand dollars of valuation.

Table 4 indicates the anticipated cumulative incremental values in the Renewal Area over the life of the Plan, and the anticipated property tax revenues foregone as a result of taxing bodies not being able to apply their permanent BM50 tax rates to those values. *Table 4 presumes that the taxing bodies would get the benefit of every dollar of new assessed value in the renewal area, even if there were no renewal effort at all.* In fact, it is realistic to assume that the public expenditures on renewal activities will have some effect on the growth of values within the urban renewal area. This assumption is especially valid in an area where there has been little value growth or private investment in the recent past. This Report earlier noted conditions in CARA that are impeding growth and private investment in the renewal area.

***Important Note on Schools:*** *Under Oregon's current method of funding K-12 level education, the CARA urban renewal program will not result in revenue losses for those educational units of government.*

**Table 4  
ESTIMATED REVENUE IMPACT ON TAXING BODIES**

Year	Cumulative New Incremental Values in CARA	Linn County Tax Foregone on New Values	City of Albany Tax Foregone on New Values	GAPS Tax Foregone on New Values	LBCC Tax Foregone on New Values	L-B ESD Tax Foregone on New Values
Rate 2001-02		3.2183	6.3984	4.5855	0.5019	0.3049
2002-03	\$17,516,367	\$56,373	\$112,077	\$80,321	\$8,791	\$5,341
2003-04	\$24,124,363	\$77,639	\$154,357	\$110,622	\$12,108	\$7,356
2004-05	\$30,917,384	\$99,501	\$197,822	\$141,772	\$15,517	\$9,427
2005-06	\$37,900,608	\$121,976	\$242,503	\$173,793	\$19,022	\$11,556
2006-07	\$46,104,900	\$148,379	\$294,998	\$211,414	\$23,140	\$14,057
2007-08	\$54,571,729	\$175,628	\$349,172	\$250,239	\$27,390	\$16,639
2008-09	\$63,309,496	\$203,749	\$405,079	\$290,306	\$31,775	\$19,303
2009-10	\$72,326,872	\$232,770	\$462,776	\$331,655	\$36,301	\$22,052
2010-11	\$81,632,804	\$262,719	\$522,319	\$374,327	\$40,972	\$24,890
2011-12	\$92,136,874	\$296,524	\$589,529	\$422,494	\$46,243	\$28,093
2012-13	\$103,008,587	\$331,513	\$659,090	\$472,346	\$51,700	\$31,407
2013-14	\$114,260,810	\$367,726	\$731,086	\$523,943	\$57,348	\$34,838
2014-15	\$125,906,861	\$405,206	\$805,602	\$577,346	\$63,193	\$38,389
2015-16	\$137,960,524	\$443,998	\$882,727	\$632,618	\$69,242	\$42,064
2016-17	\$150,436,065	\$484,148	\$962,550	\$689,825	\$75,504	\$45,868
2017-18	\$163,348,249	\$525,704	\$1,045,167	\$749,033	\$81,984	\$49,805
2018-19	\$176,712,361	\$568,713	\$1,130,676	\$810,315	\$88,692	\$53,880
2019-20	\$190,544,216	\$613,228	\$1,219,178	\$873,741	\$95,634	\$58,097
2020-21	\$204,860,186	\$659,302	\$1,310,777	\$939,386	\$102,819	\$62,462
2021-22	\$219,677,215	\$706,987	\$1,405,583	\$1,007,330	\$110,256	\$66,980
2022-23	\$235,012,840	\$756,342	\$1,503,706	\$1,077,651	\$117,953	\$71,655
2023-24	\$250,885,212	\$807,424	\$1,605,264	\$1,150,434	\$125,919	\$76,495
2024-25	\$267,313,117	\$860,294	\$1,710,376	\$1,225,764	\$134,164	\$81,504
2025-26	\$284,315,998	\$915,014	\$1,819,167	\$1,303,731	\$142,698	\$86,688
2026-27	\$301,913,981	\$971,650	\$1,931,766	\$1,384,427	\$151,531	\$92,054
Total		\$11,092,510	\$22,053,356	\$15,804,837	\$1,729,898	\$1,050,898

## F. FINANCIAL FEASIBILITY OF PLAN

Table 3 in Section 5 of this Report on the CARA Plan provides the anticipated costs of project activities and the estimated time required to carry out all project activities and pay off indebtedness. The principal source of revenue to carry out project activities will be annual tax increment revenues of the Agency.

Anticipated tax increment revenues are provided in Table 3. These tax increment revenues are based on the following assumptions:

- ♦ It is assumed that total assessed value within the CARA will increase
  - 2.8% annually in years one through five of the project.
  - 3.2% annually in years six through ten of the project
  - 3.5% annually in years eleven through the end of the project
- ♦ Approximately \$7 million in new values will be added when Synthetec comes out of Enterprise Zone status.
- ♦ Except for Synthetec, no other new values are assumed. The growth takes into account all new value growth in the renewal area.

The revenues indicated in Table 3 are expected to be sufficient to carry out all project activities currently shown in the Urban Renewal Plan for the Central Albany Revitalization Area, and to retire project indebtedness. It is financially feasible to carry out the Urban Renewal Plan for the Central Albany Revitalization Area.

## SECTION 6

### Relocation

#### A. PROPERTIES REQUIRING RELOCATION

No relocation is anticipated at the adoption of this Plan.

#### B. RELOCATION METHODS

Prior to any actual relocation, the Agency will establish a Relocation Policy that will call for assistance to residents and businesses displaced. Assistance will include providing information on suitable locations, payment of moving expenses, and other payment as deemed necessary. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

#### C. HOUSING COST ENUMERATION

The CARA Plan and redevelopment strategy anticipates development and redevelopment of new housing in the renewal area. At this time, there is no estimate of the total number of housing units that might be developed in the renewal area, or of the range of the rental and sales prices of new housing units. CARA Renewal Plan Objectives and activities anticipate lending assistance to the development of a variety of housing types, accommodating a wide range of incomes. The CARA Renewal Plan does not propose removal of existing housing units.