

RESOLUTION NO. 3826

**A RESOLUTION ESTABLISHING SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM AND ESTABLISHING AN APPEAL FEE AND REPEALING RESOLUTION NO. 3424.**

WHEREAS, the Council of the City of Albany has duly adopted Ordinance No. 5157 declaring their intent to comply with the provisions of ORS 223.207 through 223.208, and 223.297 through 223.314, an ordinance regarding system development charges; and

WHEREAS, a methodology for the calculation of an improvement fee system development charge for the transportation system in Albany has been developed as specifically described in Resolution No. 3825; and

WHEREAS, the methodology could have been developed at \$2,340; however, in the interest of promoting economic development, the citizen and technical advisory committee members deemed it desirable to charge less than the legally allowable charges, to identify some future needs to be unfunded, and a methodology was developed at a lower rate; and

WHEREAS, the methodology assigns additional reduction factors to maintain Albany's competitiveness with comparable communities and identifies some future needs to be paid by developers or unfunded; and

WHEREAS, the Engineering News Record (ENR) Construction Cost Index (Seattle) at the time of this Resolution is 6337.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 3424 is hereby repealed effective October 1, 1997; and

BE IT FURTHER RESOLVED that an improvement fee transportation system development charge for Albany hereby be established as described herein; and

BE IT FURTHER RESOLVED that an appeal fee is hereby established as described herein; and

BE IT FURTHER RESOLVED that the improvement fee system development charge herein established become effective October 1, 1997.

**BASE FEE ESTABLISHED**

The base unit for the transportation system development charge (SDC) improvement fee will be average weekday trip end as defined in the latest version of the Trip Generation manual by the Institute of Transportation Engineers (ITE). The average weekday trip end generation rates for representative land uses are as shown in Attachment 'A' included herein. The base fee for a single trip end is \$140.31. The entire base fee is an improvement fee as defined by the implementing methodology.

**CALCULATING THE SYSTEM DEVELOPMENT CHARGE**

Residential, institutional, business and commercial, office, and industrial development SDC improvement fees are computed by multiplying the base SDC fee by the associated basis for trip determination and by the associated weekday average trip end rate with pass-by credit for the given land use specified in Attachment 'A.' This calculated fee is further reduced by 6 percent for residential land uses (ITE Categories 200-299) and 26 percent for all other land use categories to maintain Albany's regional market competitiveness. For land uses not applicable to categories listed in Attachment 'A,' the City Engineer will determine an appropriate trip end rate based on information in the ITE Trip Generation manual.

A sample SDC calculation for a single family house (ITE category 210) and a quality restaurant (ITE category 831) is given in Table 1.

| <b>TABLE 1: SAMPLE SDC CALCULATIONS</b> |   |  |   |                                       |  |
|---|---|--|---|---------------------------------------|--|
| <b>ITE Category</b>                     | <b>(A)<br/>Basis for trip end determination</b> | <b>(B)<br/>Weekday average trip end rate with pass-by credit</b> | <b>(C)<br/>Base fee for single trip end</b> | <b>(D)<br/>Competitiveness Factor</b> | <b>(A*B*C*D)<br/>SDC Improvement Fee</b> |
| 210                                     | 1 Unit  | 9.55   | \$140.31                                    | .94                                   | \$1,260                                  |
| 831                                     | 5 TSF   | 48.00  | \$140.31                                    | .74                                   | \$24,919                                 |

**NOTES:**

(A) and (B) are defined in Attachment 'A'

(C) will always be \$140.31 per trip end

(D) a factor that reduces residential ITE categories 200-299 by 6 percent and all other ITE categories by 26 percent.

**SDC CREDITS**

Pursuant to Albany Municipal Code Section 15.16.090 (2), a credit against the transportation SDC improvement fee shall be given for the cost of a qualified public transportation improvement required as a condition of development approval and identified in Attachment 'B' as a 20-Year Transportation Plan SDC-Funded Capacity Improvement List project to be wholly or partially funded with transportation SDC improvement fees. The credit shall not exceed the dollar amount (inflated using ENR Seattle Construction Cost Index in July of each year) in the SDC column of Attachment 'B' associated with the qualified transportation improvement. If the credit exceeds the amount of transportation SDC improvement fee to be paid by the development, then the excess credit may be applied against transportation improvement fees that accrue in subsequent phases of the original development project. In summary, credits are possible only for projects on the attached list and only to the extent that it is SDC funded.

**On Site:** A qualified transportation improvement listed in Attachment 'B' that is located in whole or in part, on or contiguous to the property, and that is required to be built with greater capacity than is necessary for the particular development needs and exceeds the minimum standard facility size, will have reserve capacity. The applicant shall have the burden of demonstrating that a particular qualified transportation improvement will have a reserve capacity. The Highway Capacity Manual (HCM), or other City-approved traffic engineering methodology, shall be the approved method for calculating reserve capacity. The reserve capacity shall be expressed as a percent of the construction cost for said improvement. That portion of the construction cost that represents the reserve capacity, when multiplied by the percent of said project funded with the SDC improvement fee as identified in Attachment 'B,' will be the estimated credit. The actual credit will be the lower of the estimated credit and the dollar amount (inflated using ENR Seattle Construction Cost Index in July of each year) in the SDC column of Attachment 'B' associated with said project.

**Off Site:** A qualified transportation improvement required as a condition of development approval and identified in the TSP and listed in Attachment 'B' that is not located on or contiguous to property (an off-site improvement) is qualified for a SDC improvement fee credit. The credit shall be the lower of the actual construction cost or the dollar amount in Attachment 'B' identified as SDC improvement fee funding for said improvement.

Other: A credit may be possible if the development is in an established transit or pedestrian district or if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of trip ends the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied. The reduced SDC will be calculated based upon the number of trip ends the development will generate with the trip end reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

**APPEAL PROCEDURE AND FEE:**

Pursuant to Albany Municipal Code Section 15.16.100(5), an appeal fee of \$100 per appeal is hereby established.

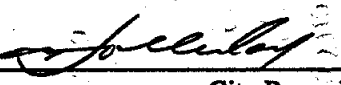
Appeal submittals by parties appealing their calculated fee (AMC Section 15.16.100(3)) shall:


- (a) conform to AMC Section 15.16.100 procedure;
- (b) use standard study methodology and data collection forms and procedures for conducting a local trip generation study described in Albany's adopted "Traffic Impact Study Guidelines" and the ITE Trip Generation Manual; and
- (c) be prepared by or under the direct supervision of a Professional Civil or Transportation Engineer currently licensed to practice within the State of Oregon, and with special training and experience in transportation engineering and planning. The engineer shall certify the document by providing a signature and seal of approval.

DATED THIS 13TH DAY OF AUGUST 1997.

  
\_\_\_\_\_  
Council President

ATTEST:

  
\_\_\_\_\_  
City Recorder



**ATTACHMENT 'A'**  
*City of Albany*  
**Transportation System Development Charge**  
**Trip End Generation Rates**  
**August 13, 1997**

| ITE<br>CODE   | LAND USE<br>DESCRIPTION              | BASIS FOR TRIP END<br>DETERMINATION | WEEKDAY<br>AVG. TRIP<br>END RATE | ITE<br>REF.<br>PAGE |
|---|--------------------------------------|-------------------------------------|----------------------------------|---------------------|
| <b><u>INDUSTRIAL</u></b> (ITE Categories 000 - 199. Allow 8% reduction for pass-by trips)     |                                      |                                     |                                  |                     |
| 030   | Truck Terminals                      | T.S.F.G.F.A.                        | 9.85                             | 70                  |
| 090   | Bus Park and Ride Station            | Parking Spaces                      | 4.18                             | 81                  |
| 110   | General Light Industrial             | T.S.F.G.F.A.                        | 6.97                             | 92                  |
| 130   | Industrial Park                      | T.S.F.G.F.A.                        | 6.97                             | 135                 |
| 140   | Manufacturing                        | T.S.F.G.F.A.                        | 3.85                             | 164                 |
| 150   | Warehouse                            | T.S.F.G.F.A.                        | 4.88                             | 193                 |
| 151   | Mini-Warehouse                       | T.S.F.G.F.A.                        | 2.61                             | 221                 |
| <b><u>RESIDENTIAL</u></b> (ITE Categories 200 - 299. No reduction for pass-by trips)          |                                      |                                     |                                  |                     |
| 210   | Single-Family Detached Housing       | Dwelling Unit                       | 9.55                             | 257                 |
| 220   | Apartment/Duplex                     | Dwelling Unit                       | 6.47                             | 311                 |
| 230   | Residential Condominium/Townhouse    | Dwelling Unit                       | 5.86                             | 382                 |
| 240   | Mobile Home Park                     | Dwelling Unit                       | 4.81                             | 427                 |
| 252   | Congregate Care Facility             | Dwelling Unit                       | 2.15                             | 473                 |
| <b><u>INSTITUTIONAL</u></b> (ITE Categories 300 - 699. Allow 20% reduction for pass-by trips) |                                      |                                     |                                  |                     |
| 310   | Hotel                                | No. of Rooms                        | 8.70                             | 519                 |
| 320   | Motel                                | No. of Rooms                        | 10.19                            | 550                 |
| 411   | City Park                            | Acres                               | 2.23                             | 585                 |
| 412   | County Park                          | Acres                               | 2.99                             | 590                 |
| 413   | State Park                           | Acres                               | 0.50                             | 602                 |
| 414   | Water Slide Park                     | Parking Spaces                      | 1.67                             | 613                 |
| 415   | Beach Park                           | Acres                               | 15.77                            | 615                 |
| 416   | Campground/Recreational Vehicle Park | Acres                               | 74.38                            | 624                 |
| 417   | Regional Park                        | Acres                               | 19.15                            | 626                 |
| 420   | Marina                               | Boat Berths                         | 2.96                             | 643                 |
| 430   | Golf Course                          | Acres                               | 7.54                             | 664                 |
| 443   | Movie Theater w/o Matinee            | Movie Screens                       | 220.00                           | 678                 |
| 444   | Movie Theater w/ Matinee             | Movie Screens                       | 153.33                           | 682                 |
| 452   | Horse Race Track                     | Acres                               | 43.00                            | 692                 |
| 460   | Arena                                | Acres                               | 33.33                            | 696                 |
| 480   | Amusement Park                       | Acres                               | 75.76                            | 698                 |
| 481   | Zoo                                  | Acres                               | 114.88                           | 708                 |

| ITE CODE | LAND USE DESCRIPTION     | BASIS FOR TRIP END DETERMINATION | WEEKDAY AVG. TRIP END RATE | ITE REF. PAGE |
|----------|--------------------------|----------------------------------|----------------------------|---------------|
| 491      | Tennis Courts            | No. of Courts                    | 33.33                      | 710           |
| 492      | Racquet Clubs            | No. of Courts                    | 42.90                      | 731           |
| 494      | Bowling Alley            | Bowling Lanes                    | 33.33                      | 749           |
| 520      | Elementary School        | T.S.F.G.F.A.                     | 10.72                      | 772           |
| 530      | High School              | T.S.F.G.F.A.                     | 10.90                      | 791           |
| 540      | Junior/Community College | T.S.F.G.F.A.                     | 12.87                      | 796           |
| 550      | University/College       | No. of Students                  | 2.37                       | 800           |
| 560      | Church                   | T.S.F.G.F.A.                     | 9.32                       | 813           |
| 561      | Synagogue                | T.S.F.G.F.A.                     | 10.64                      | 823           |
| 565      | Day Care Center          | T.S.F.G.F.A.                     | 79.26                      | 11*           |
| 566      | Cemetery                 | Acres                            | 4.16                       | 853           |
| 590      | Library                  | T.S.F.G.F.A.                     | 45.50                      | 873           |
| 610      | Hospital                 | T.S.F.G.F.A.                     | 16.78                      | 894           |
| 620      | Nursing Home             | No. of Beds                      | 2.60                       | 920           |
| 630      | Clinic                   | T.S.F.G.F.A.                     | 23.79                      | 934           |

**OFFICE** (ITE Categories 700 - 799. Allow 8% reduction for pass-by trips)

|     |                                 |              |             |      |
|-----|---------------------------------|--------------|-------------|------|
| 710 | General Office Building         | T.S.F.G.F.A. | SEE TABLE 4 | 942  |
| 714 | Corporate Headquarters Building | T.S.F.G.F.A. | 6.27        | 965  |
| 715 | Single Tenant Office Building   | T.S.F.G.F.A. | 11.50       | 972  |
| 720 | Medical Office Building         | T.S.F.G.F.A. | 34.17       | 985  |
| 730 | Government Office Building      | T.S.F.G.F.A. | 68.93       | 995  |
| 731 | State Motor Vehicles Department | T.S.F.G.F.A. | 166.02      | 1006 |
| 732 | U.S. Post Office                | T.S.F.G.F.A. | 87.12       | 1016 |
| 733 | Government Office Complex       | T.S.F.G.F.A. | 25.00       | 1035 |
| 750 | Office Park                     | T.S.F.G.F.A. | 11.42       | 1044 |
| 760 | Research and Development Center | T.S.F.G.F.A. | 7.70        | 1066 |
| 770 | Business Park                   | T.S.F.G.F.A. | 14.37       | 1086 |

**BUSINESS & COMMERCIAL** (ITE Categories 800 - 999. Allow 50% reduction for pass-by trips)

|     |   |              |                    |      |
|-----|---|--------------|--------------------|------|
| 810 | Retail - General Merchandise                  | T.S.F.G.F.A. | 48.00 <sup>1</sup> | 1097 |
| 812 | Building Materials and Lumber Store           | T.S.F.G.F.A. | 30.56              | 1108 |
| 813 | Discount Superstore                           | T.S.F.G.F.A. | 46.96              | 30*  |
| 814 | Specialty Retail Center                       | T.S.F.G.L.A. | 40.67              | 1127 |
| 815 | Discount Store                                | T.S.F.G.F.A. | 57.06              | 41*  |
| 816 | Hardware/Paint Store                          | T.S.F.G.F.A. | 51.29              | 1158 |
| 817 | Nursery (Garden Center)                       | T.S.F.G.F.A. | 36.08              | 1186 |
| 818 | Nursery (Wholesale)                           | T.S.F.G.F.A. | 39.00              | 1205 |
| 820 | Shopping Center                               | T.S.F.G.L.A. | SEE TABLE 1        | 1231 |
| 831 | Quality Restaurant                            | T.S.F.G.F.A. | 95.99              | 48*  |
| 832 | High-Turnover, Sit-Down Restaurant            | T.S.F.G.F.A. | 177.87             | 67*  |
| 833 | Fast Food Restaurant w/o Drive-Through Window | T.S.F.G.F.A. | 786.22             | 86*  |

| ITE<br>CODE | LAND USE<br>DESCRIPTION                          | BASIS FOR TRIP END<br>DETERMINATION | WEEKDAY<br>AVG. TRIP<br>END RATE | ITE<br>REF.<br>PAGE |
|-------------|--|-------------------------------------|----------------------------------|---------------------|
| 834         | Fast Food Restaurant w/ Drive-<br>Through Window | T.S.F.G.F.A.                        | 710.08                           | 105*                |
| 841         | New Car Sales                                    | T.S.F.G.F.A.                        | 47.91                            | 1339                |
| 847         | Self Service Car Wash                            | Wash Stalls                         | 108.00                           | 1370                |
| 850         | Supermarket                                      | T.S.F.G.F.A.                        | 123.90 <sup>1</sup>              | 1392                |
| 851         | Convenience Market (Open 24 Hours)               | T.S.F.G.F.A.                        | 737.99                           | 1399                |
| 860         | Wholesale Market                                 | T.S.F.G.F.A.                        | 6.73                             | 1434                |
| 861         | Discount Club                                    | T.S.F.G.F.A.                        | 42.63                            | 172*                |
| 890         | Furniture Store                                  | T.S.F.G.F.A.                        | 4.34                             | 1448                |
| 911         | Walk-In Bank                                     | T.S.F.G.F.A.                        | 140.61                           | 1478                |
| 912         | Drive-In Bank                                    | T.S.F.G.F.A.                        | 265.21                           | 1497                |
| 913         | Walk-In Savings and Loan                         | T.S.F.G.F.A.                        | 61.00                            | 1516                |
| 914         | Drive-In Savings and Loan                        | T.S.F.G.F.A.                        | 74.17                            | 1518                |

**NOTES:**

<sup>1</sup>Calculated as (P.M. Peak rate x 10)

- T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area  
= The sum (in square feet) of the area at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of exterior walls, not including architectural setbacks or projections.
- T.S.F.G.L.A. = Thousand Square Feet Gross Leasable Area  
= Total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces.

All trip end generation figures for SDC calculations shall be from the latest edition of the Trip Generation manual from the Institute of Transportation Engineers. In most cases, data on this summary sheet is obtained from ITE's 5th Edition, however, ITE reference page numbers on this sheet followed by a star (\*) are obtained from the ITE's Update to the 5th Edition. Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University. Applicability of a particular land use to categories listed herein shall be as determined by the City Engineer. For uses not listed, the City Engineer will determine the generation rate using available resources.

**ATTACHMENT 'B'**  
**20-YEAR TRANSPORTATION PLAN SDC-FUNDED CAPACITY**  
**IMPROVEMENT LIST**

*Construction Costs Correspond to April 1997 Seattle ENR Index 6337*

| <b>INTERSECTION - CURRENT NEEDS (Includes extra capacity for growth)</b> |   |   |           |       |             |             |
|--|---|---|-----------|-------|-------------|-------------|
| #  | Project Location  | Project Description   | SDC       | % SDC | Other       | Total       |
| 1  | Pacific Blvd/SR 99E EB Ramps and 9th Ave Underpass                            | Reconfigure existing lanes, construct bike lane and new lane on ramp and bridge to Pacific/9th Couplet, increase cycle length   | \$165,000 | 10%   | \$1,485,000 | \$1,650,000 |
| 2  | Pacific Blvd/SR 99E and Queen Ave   | Construct additional EB left turn lane, NB right turn lane, SB left turn lane, WB through lane, reconfigure existing lanes  | \$262,500 | 17.5% | \$1,237,500 | \$1,500,000 |
| 3  | Pacific Blvd/SR 99E and Airport Rd/Albany Ave, Salem Avenue and Albany Avenue | Reconfigure lanes on Albany & Airport approaches to Pacific, signalize Salem & Albany intersection, widen Albany to 4 to 5 lanes, construct sidewalks.  | \$246,050 | 35%   | \$456,950   | \$703,000   |
| 4  | US 20/Santiam Highway and Waverly Dr  | Construct EB right turn lane, additional NB & SB through lanes, WB left turn lane   | \$707,000 | 35%   | \$1,313,000 | \$2,020,000 |
| 5  | 34th Ave and Waverly Dr   | Install traffic signal  | \$59,500  | 35%   | \$110,500   | \$170,000   |
| 6  | Main Street intersections with 1st Ave, 2nd Ave, Salem Ave, Santiam Rd        | Widen Main to 4 lanes from 2nd Ave to 3rd Ave. Realign Salem to align with 3rd Ave. Realign Santiam Rd intersection with Main St. Install traffic signal @ intersection of Main & 3rd. Cul-de-sac 2nd Ave @ Main and Sherman @ Salem. | \$824,250 | 35%   | \$1,530,750 | \$2,355,000 |
| 7  | US 20 and NW Scenic Dr  | Construct SB right turn lane  | \$14,000  | 35%   | \$26,000    | \$40,000    |

| <b>BIKEWAY - CURRENT NEEDS (Includes extra capacity for growth)</b> |  |   |         |       |           |           |
|---|--|---|---------|-------|-----------|-----------|
| #   | Project Location                                   | Project Description                               | SDC     | % SDC | Other     | Total     |
| 83  | 1st Ave, Washington St to Lyon St                  | Restripe roadway to provide 14' wide outside lane | \$287   | 7%    | \$3,813   | \$4,100   |
| 84  | 2nd Ave, Washington St to Lyon St                  | Restripe roadway to provide 14' wide outside lane | \$287   | 7%    | \$3,813   | \$4,100   |
| 85  | 3rd Ave, Vine St to Washington St                  | Remove parking from one side, stripe bike lanes   | \$140   | 7%    | \$1,860   | \$2,000   |
| 86  | 9th Ave, US 20/Ellsworth St to Pacific Blvd/SR 99E | Restripe roadway, stripe bike lanes               | \$98    | 7%    | \$1,302   | \$1,400   |
| 87  | 20th Ave, 21st Ave to Waverly Drive                | Remove parking from one side, stripe bike lanes   | \$315   | 7%    | \$4,185   | \$4,500   |
| 88  | 21st Ave, Geary St to 20th Ave                     | Remove parking from one side, stripe bike lanes   | \$301   | 7%    | \$3,999   | \$4,300   |
| 89  | 24th Ave, Liberty St to Pacific Blvd/SR 99E        | Remove parking from one side, stripe bike lanes   | \$350   | 7%    | \$4,650   | \$5,000   |
| 91  | Belmont Ave, Looney Lane to Lanier St              | Stripe bike lanes                                 | \$441   | 7%    | \$5,859   | \$6,300   |
| 92  | Bryant Way, Vine Street to Albany UGB              | Widen pavement, construct bike lanes              | \$8,820 | 7%    | \$117,180 | \$126,000 |
| 94  | Elm St, 5th Ave to 9th Ave                         | Remove parking from one side, stripe bike lanes   | \$245   | 7%    | \$3,255   | \$3,500   |
| 95  | Ferry St, Queen Ave to 34th Ave                    | Remove parking from one side, stripe bike lanes   | \$1,120 | 7%    | \$14,880  | \$16,000  |
| 96  | Fescue St, south of Spicer Dr                      | Remove parking from one side, stripe bike lanes   | \$504   | 7%    | \$6,696   | \$7,200   |

| <b>BIKEWAY - CURRENT NEEDS (Continued) (Includes extra capacity for growth)</b> |   |  |       |       |          |          |
|---|---|--|-------|-------|----------|----------|
| #   | Project Location                                  | Project Description  | SDC   | % SDC | Other    | Total    |
| 99  | Hill St, 19th Ave to 34th Ave                     | Remove parking from one side, stripe bike lanes  | \$987 | 7%    | \$13,113 | \$14,100 |
| 101   | Lanier St, Belmont St to Pacific Boulevard/SR 99E | Remove parking from both sides, stripe bike lanes  | \$105 | 7%    | \$1,395  | \$1,500  |
| 102   | Liberty St, 24th Ave to Queen Ave                 | Restripe roadway, stripe bike lanes  | \$392 | 7%    | \$5,208  | \$5,600  |
| 103   | Looney Lane, south of Belmont Ave                 | Restripe roadway, stripe bike lanes  | \$98  | 7%    | \$1,302  | \$1,400  |
| 113   | US 20/Ellsworth St, NW Spring Hill Rd to 1st Ave  | Construct ramps to sidewalk on bridge, install guide signage   | \$500 | 10%   | \$4,500  | \$5,000  |
| 114   | US 20/Ellsworth St, 1st Ave to 9th Ave            | North of 4th Ave: remove parking from one side, stripe bike lane<br>South of 4th Ave: restripe roadway, stripe bike lane | \$700 | 10%   | \$6,300  | \$7,000  |
| 115   | US 20/Lyon St, 9th Ave to 1st Ave                 | North of 4th Ave: remove parking from one side, stripe bike lane<br>South of 4th Ave: restripe roadway, stripe bike lane | \$700 | 10%   | \$6,300  | \$7,000  |
| 116   | Washington St, 9th Ave to 14th Ave                | Remove parking from one side, stripe bike lanes  | \$434 | 7%    | \$5,766  | \$6,200  |

| <b>PEDESTRIAN - CURRENT NEEDS (Includes extra capacity for growth)</b> |  |  |          |       |           |           |
|--|--|--|----------|-------|-----------|-----------|
| #  | Project Location   | Project Description  | SDC      | % SDC | Other     | Total     |
| 118  | 24th Ave, Liberty St to Pacific Blvd/SR 99E                        | Construct sidewalk on south side   | \$4,130  | 7%    | \$54,870  | \$59,000  |
| 119  | 34th Ave, various locations from Pacific Blvd/SR 99E to Waverly Dr | Construct sidewalks where needed   | \$13,020 | 7%    | \$172,980 | \$186,000 |
| 121  | Bryant Way, Albany UGB to Calapooia River bridge                   | Construct sidewalks on both sides  | \$8,400  | 7%    | \$111,600 | \$120,000 |
| 122  | Columbus St, Del Rio Ave to Waverly Drive                          | Construct sidewalks on both sides  | \$3,710  | 7%    | \$49,290  | \$53,000  |
| 123  | Connection between commercial areas on Waverly Dr and 16th Ave     | Construct paved pedestrian/bicycle path  | \$8,260  | 7%    | \$109,740 | \$118,000 |
| 124  | Connection between Linn Ave and Knox Butte Rd, east of Timber St   | Construct paved pedestrian/bicycle path  | \$980    | 7%    | \$13,020  | \$14,000  |
| 125  | Connection between Linn-Benton Community College and Looney Ln     | Construct paved pedestrian/bicycle path  | \$6,790  | 7%    | \$90,210  | \$97,000  |
| 126  | Connection between North Albany Schools and NW Quarry Rd.          | Construct paved pedestrian/bicycle path, improve crossing of NW Quarry Rd, install crosswalk and warning signage | \$3,570  | 7%    | \$47,430  | \$51,000  |
| 127  | Connection between North Albany Schools and NW Shady Lane          | Construct paved pedestrian/bicycle path  | \$17,220 | 7%    | \$228,780 | \$246,000 |
| 128  | Del Rio Ave, Columbus St to Shortridge St                          | Construct sidewalks where needed   | \$3,290  | 7%    | \$43,710  | \$47,000  |
| 129  | Ferry Street, Queen Ave to 34th Ave.                               | Construct sidewalks on both sides  | \$13,440 | 7%    | \$178,560 | \$192,000 |
| 130  | Geary St, 21st Ave. to Geary Place                                 | Construct sidewalks on both sides  | \$5,390  | 7%    | \$71,610  | \$77,000  |
| 131  | Geary St, Grand Prairie Rd to 34th Ave                             | Construct sidewalks on both sides  | \$7,560  | 7%    | \$100,440 | \$108,000 |
| 132  | Hill Street, Queen Ave to 14th Ave                                 | Repair existing sidewalks  | \$2,030  | 7%    | \$26,970  | \$29,000  |
| 133  | Liberty St, Queen Ave to 24th Ave                                  | Construct sidewalks on west side   | \$2,310  | 7%    | \$30,690  | \$33,000  |
| 134  | Main St, 2nd Ave to Santiam Ave                                    | Repair existing sidewalks  | \$2,520  | 7%    | \$33,480  | \$36,000  |
| 135  | NW Edgewood Dr, NW Skyline Dr to W. Thornton Lake Dr               | Construct sidewalks on both sides  | \$17,990 | 7%    | \$239,010 | \$257,000 |



| <b>PEDESTRIAN - CURRENT NEEDS (Continued) (Includes extra capacity for growth)</b> |   |   |          |       |           |           |
|--|---|---|----------|-------|-----------|-----------|
| #  | Project Location  | Project Description                                     | SDC      | % SDC | Other     | Total     |
| 136  | NW Gibson Hill Rd at NW Sunny Ln and NW Pulver Ln           | Improve crossing: Install crosswalk and warning signage | \$350    | 7%    | \$4,650   | \$5,000   |
| 137  | NW Scenic Dr at NW Gibson Hill Rd                           | Improve crossing: Install crosswalk and warning signage | \$350    | 7%    | \$4,650   | \$5,000   |
| 138  | NW Spring Hill Rd, US 20 to NW Hickory Rd.                  | Repair existing sidewalks                               | \$1,470  | 7%    | \$19,530  | \$21,000  |
| 139  | Pacific Blvd/SR 99E, Albany Ave/Airport Rd to Knox Butte Rd | Construct sidewalks on WB direction                     | \$2,700  | 7%    | \$24,300  | \$27,000  |
| 140  | Salem Ave, Albany Ave to Albany UGB                         | Construct sidewalks on the south side                   | \$1,540  | 7%    | \$20,460  | \$22,000  |
| 142  | US 20, North Albany Road to NW Spring Hill Dr               | Construct sidewalks on both sides                       | \$26,100 | 10%   | \$234,900 | \$261,000 |
| 143  | Waverly Dr at South Shore Dr                                | Improve crossing: Install crosswalk and warning signage | \$350    | 7%    | \$4,650   | \$5,000   |
| 144  | Waverly Dr, 14th to Queen                                   | Construct sidewalks on east side                        | \$1,540  | 7%    | \$20,460  | \$22,000  |

| <b>NEW ROADWAY - DEVELOPMENT DRIVEN NEEDS</b> |   |  |             |       |             |             |
|---|---|--|-------------|-------|-------------|-------------|
| #   | Project Location  | Project Description  | SDC         | % SDC | Other       | Total       |
| 155   | Principal arterial in South Albany, Pacific Blvd/SR 99E to Lochner Road | Acquire oversized portion of 124' ROW for new 5 lane roadway with bike lanes and sidewalks and future railroad overpass. | \$1,542,501 | 100%  | \$0         | \$1,542,501 |
| 221   | Ellingson Rd, Columbus to I-5 future alignment                          | Acquire ROW for future roadway.  | \$2,000,000 | 100%  | \$0         | \$2,000,000 |
| 224   | Collector between Pacific & Airport                                     | Construct road with bikelanes and sidewalks  | \$385,250   | 24%   | \$1,224,050 | \$1,609,300 |

| <b>INTERSECTION - DEVELOPMENT DRIVEN NEEDS</b> |   |   |           |      |           |           |
|--|---|---|-----------|------|-----------|-----------|
| #  | Project Location  | Project Description   | SDC       | %SDC | Other     | Total     |
| 161  | Pacific Blvd/SR 99E and Waverly Dr  | Construct additional SB through lane  | \$650,000 | 100% | \$0       | \$650,000 |
| 162  | Queen Ave and Hill St   | Construct EB right turn lane  | \$170,000 | 100% | \$0       | \$170,000 |
| 163  | US 20 and NW Spring Hill Rd   | Reconfigure existing lanes  | \$25,000  | 100% | \$0       | \$25,000  |
| 164  | US 20 and NW North Albany Rd  | Construct SB left turn lane & signal modifications  | \$445,000 | 100% | \$0       | \$445,000 |
| 165  | US 20 intersections with NW North Albany Rd, NW Spring Hill Rd, downtown intersections on Lyon/Ellsworth St couplet | Time-based signal coordination  | \$10,000  | 10%  | \$90,000  | \$100,000 |
| 167  | US 20/Lyon St and 1st Ave   | Reconfigure existing lanes, update signal timing plans on downtown couplet.                       | \$10,000  | 50%  | \$10,000  | \$20,000  |
| 168  | 34th Ave and Ferry St   | Stripe SB right turn lane   | \$15,000  | 100% | \$0       | \$15,000  |
| 170  | US 20/Ellsworth St and 4th Ave  | Remove parking on 4th, stripe WB through lane   | \$5,000   | 50%  | \$5,000   | \$10,000  |
| 171  | US 20/Lyon St and 4th Ave   | Remove parking on 4th, stripe EB through lane   | \$5,000   | 50%  | \$5,000   | \$10,000  |
| 172  | Pacific Blvd/SR 99E and Airport Rd/Albany Ave   | Construct additional left turn lane on WB/SB Pacific. Make NB Airport Rd approach right turn only | \$50,000  | 10%  | \$450,000 | \$500,000 |
| 173  | US 20/Santiam Highway and Spicer Dr/I-5 NB Ramps  | Make Spicer Drive one-way SB after new Timber St connection is completed                          | \$5,000   | 10%  | \$45,000  | \$50,000  |
| 174  | 34th Ave and Geary St   | Install traffic signal when warranted by traffic volumes or accidents                             | \$170,000 | 100% | \$0       | \$170,000 |

| <b>INTERSECTION - DEVELOPMENT DRIVEN NEEDS (Continued)</b> |  |   |             |      |           |             |
|--|--|---|-------------|------|-----------|-------------|
| #  | Project Location   | Project Description   | SDC         | %SDC | Other     | Total       |
| 175  | NW Gibson Hill Rd and NW Crocker Ln                              | Install traffic signal when warranted   | \$170,000   | 100% | \$0       | \$170,000   |
| 176  | Knox Butte Rd and Century Dr/I-5 NB Off-Ramp                     | Disconnect Century Dr from Knox Butte Rd after alternate connection is completed    | \$57,500    | 50%  | \$57,500  | \$115,000   |
| 177  | Knox Butte Rd and I-5 NB Off-Ramp                                | Install traffic signal when warranted after ramps are realigned with project #187   | \$24,000    | 10%  | \$216,000 | \$240,000   |
| 178  | NW North Albany Rd and NW Hickory Rd                             | Install traffic signal when warranted   | \$170,000   | 100% | \$0       | \$170,000   |
| 179  | NW North Albany Rd and West Thornton Lake Dr                     | Install traffic signal when warranted, realign intersection                         | \$1,199,000 | 100% | \$0       | \$1,199,000 |
| 180  | Pacific Blvd/SR 99E and 53rd Ave/New Principal Arterial          | Install traffic signal when warranted   | \$120,000   | 50%  | \$120,000 | \$240,000   |
| 181  | NW Spring Hill Dr and NW Hickory Rd                              | Install traffic signal when warranted   | \$170,000   | 100% | \$0       | \$170,000   |
| 182  | US 20/Santiam Highway and Goldfish Farm Rd                       | Install traffic signal when warranted   | \$120,000   | 50%  | \$120,000 | \$240,000   |
| 215  | NW North Albany Road/New Major Collector and NW Gibson Hill Road | Improve intersection, install traffic signal when new major collector is completed. | \$570,000   | 100% | \$0       | \$570,000   |
| 216  | US 20/Santiam Highway and Timber Street                          | Install traffic signal when Timber St connection is completed                       | \$110,000   | 50%  | \$110,000 | \$220,000   |
| 226  | Pacific/SR99 and New Collector                                   | Install traffic signal after new roadway is completed                               | \$240,000   | 100% | \$0       | \$240,000   |

| <b>STREET WIDENING - DEVELOPMENT DRIVEN NEEDS</b> |   |  |             |       |             |             |
|---|---|--|-------------|-------|-------------|-------------|
| #   | Project Location                          | Project Description  | SDC         | % SDC | Other       | Total       |
| 183   | Geary St, 9th Ave to Queen Ave            | Widen to 5 lane section with center turn lane, bike lanes and sidewalks  | \$2,261,000 | 100%  | \$0         | \$2,261,000 |
| 185   | US 20, NW Scenic Dr to NW North Albany Rd | Widen to 4 lane section with left turn pockets, bike lanes, and sidewalks                                      | \$895,400   | 10%   | \$8,058,600 | \$8,954,000 |
| 186   | Waverly Dr, Queen Ave to Grand Prairie Rd | Widen to a 4-5 lane section with median or center turn lane, bike lanes, construct sidewalks on the east side. | \$1,687,000 | 100%  | \$0         | \$1,687,000 |

| <b>BIKEWAY - DEVELOPMENT DRIVEN NEEDS</b> |  |   |          |       |       |          |
|---|--|---|----------|-------|-------|----------|
| #   | Project Location   | Project Description                             | SDC      | % SDC | Other | Total    |
| 207                                       | 9th Ave, Broadway St to US 20/Ellsworth St if traffic exceeds 3000 ADT | Remove parking from one side, stripe bike lanes | \$14,000 | 100%  | \$0   | \$14,000 |
| 208                                       | Del Rio Ave, Columbus St to Chestnut Ct if traffic exceeds 3000 ADT    | Remove parking from one side, stripe bike lanes | \$9,000  | 100%  | \$0   | \$9,000  |

| <b>PEDESTRIAN - DEVELOPMENT DRIVEN NEEDS</b> |   |   |           |       |       |           |
|--|---|---|-----------|-------|-------|-----------|
| #  | Project Location  | Project Description                     | SDC       | % SDC | Other | Total     |
| 209  | Connection between NW Briarwood Pl and NW Scenic Dr neighborhood  | Construct paved pedestrian/bicycle path | \$140,000 | 100%  | \$0   | \$140,000 |
| 210  | Connection between NW Jones Ave and residential areas to the west | Construct paved pedestrian/bicycle path | \$27,000  | 100%  | \$0   | \$27,000  |

**TOTAL 20-YEAR TRANSPORTATION PLAN SDC-FUNDED CAPACITY IMPROVEMENTS IS \$15,921,785.**