



MEMORANDUM

TO: RICH CATLIN, ANNE GIFFEN
FROM: DAVID AUSERMAN
SUBJECT: MAY 10-12 EAST I-5 SUB-AREA WORKSHOP SUMMARY
DATE: 5/16/01

**Albany Development Patterns
Summary of East I-5 Sub-area Workshops #1-3**

These notes detail the three-day East I-5 Workshop in Albany on May 10-12, 2001. This was the second series of workshops for the Balanced Development Patterns project for the City of Albany. This series of workshops started with the overall concept for the City of Albany and considered in detail one of the sub-areas within the City.

**Workshop 1
Thursday May 10 2001**

The first workshop was held on Thursday, May 10 at the Expo Center in East Albany. Approximately 35 people, including Albany staff, attended the meeting.

Rich Catlin introduced the process with a review of previous work that had been done on the east side and the purpose of the current process. These included the East I-5 Vision Plan completed in 1995 that set the stage for much of the current employment land uses. Wetlands and riparian areas have also been surveyed.

John Fregonese presented the results of previous workshops. These included the Village and Enhanced Redevelopment alternatives that captured citizen input as well as the draft of the preferred alternative for the City of Albany. He discussed the general issues that helped shape the plan including 'pinch points' that limit transportation capacity. At this point he introduced Chuck Green, the transportation consultant on the team to present findings from the model run.

Chuck Green then presented the results of the transportation model runs for the Base Case and preferred alternative. The results of these concluded that most of the congestion problems resulted from growth in neighboring communities. These trips, originating outside Albany, will result in congestion of major roads in the city. Land use changes within Albany have little effect on traffic problems in the future, but could affect the ability of residents to avoid major congestion by locating retail and services to serve new neighborhoods and reduce the necessity for peak hour trips to obtain goods and services.

John Fregonese then introduced the workshop participants to the base maps and chip sets to be used in laying out a future land use scenario. Two sets of chips were provided that accommodated the forecast for jobs and housing through 2020. One set used conventional separated uses while the other introduced mixed-use as an alternative.

The groups worked on their maps for about 2 hours and then presented the results to the group. Seven separate maps were produced in the process. (see attached photocopies of maps and notes)

Workshop 2 Friday May 11 2001

On Friday, Fregonese Calthorpe and Associates took digital photographs of the workshop maps and divided the study area into 4 sub-areas; Knox Butte, North, Central and South. This helped focus on variations amongst the results. By comparing the results in individual areas a composite map was produced that included a major streets plan, commercial center, residential and employment areas. This was transferred to a graphics program that allowed overlaying individual layers on the workshop base map for presentation to the participants on Friday evening.

Included in the presentation was an idea that had emerged from the Thursday workshop that considered locating a new hospital on the site of Timber Linn Park and relocating the park to a new location further east. The proposed site would provide the hospital with additional land they require for expansion of the facility as well as accessibility to other nearby communities and airport facilities.

At the evening meeting each of the workshop maps was presented as a whole and then by sub-area. This helped explain the process that was followed to build the alternative. Following this, the draft composite plan was presented, layer-by-layer, to attendees for comment. The results were as follow:

Transportation

Overall the transportation system was well received. The proposal to straighten Knox Butte Road garnered the most comments, primarily in the detail of the proposal. In concept the idea was welcomed, though the specific alignment was not decisively agreed-upon. The north-south roads were proposed to have traffic calming devices integral to the design to avoid potential speeding through neighborhoods. Housing facing these roads will be planned for alley-loaded access. Secondary roads were presented and minor changes were made to reflect comments. These will be designed to emphasize pedestrian and other non-auto uses.

It was noted that the map should include land outside the current UGB to the north so that an underpass below I-5 is included in the potential transportation linkages.

Village Center

There was general consensus on the location of the village center and surrounding land uses.

School Location

We identified a general site for a combination elementary/middle school associated with at park in the north sub-area. Base on input from the workshop, the school was moved further to the south toward Knox Butte Road to place it more conveniently to the majority of single-family housing. This location seems to work well with the surrounding land uses. The school/park relationship was widely supported so that facilities could be shared with the community.

Hospital Location

Location of the new hospital on the current Timber Linn Park was discussed at length and two additional locations were proposed. One was along Knox Butte Road just west of the town center. Because of surrounding residential land uses and access problems from I-5 this site was abandoned. Another site along Highway 20 to the east of the airport was chosen as a better potential location since it was more compatible with surrounding land uses and access to the freeway is better. It could also have a beneficial impact on surrounding comprehensive plan designations which currently are planned for commercial uses. This location is more convenient to other local cities that would want access to the hospital.

It was recommended that, since relocation of the hospital to East I-5 is very tentative at this point, the plan not be reliant on its location there. The potential should be kept open as long as possible to allow the move, but not depend it.

Gateways

Two gateways near the UGB on Knox Butte Road and Highway 20 were identified. These will most likely be reflected as corridors using a change in the street cross-section to signal a change from rural to urban land uses.

Workshop 3 Saturday 12 May 2001

The Saturday meeting was primarily focused on implementation of the plan and to incorporate additional input from participants. There were several issues that needed final approval in order to move ahead with a final plan.

1. The attendees affirmed the alternative hospital location along Highway 20.
2. Realignment of Knox Butte Road, while unanimously supported, was not finally decided. It was decided to include alternative alignments that could be finally determined closer to the time of improvement.
3. The school location was affirmed further to the south of the original proposal.
4. Bike lanes along collectors, but not along residential streets, was agreed. There was a strong direction to include an off-road bike path for more recreational use and for use by children that would follow the riparian areas and connect the village center and school to the residential area.
5. Transit should be planned for the area to connect the hospital and village center to Albany's downtown.
6. Street character will include access management to limit driveways along residential collectors. Housing facing these streets will be alley loaded and orientation of buildings will be toward the street.
7. The Village Center will require some means of reserving commercial land for development when economically feasible. This might include interim uses to reserve the land such as farmers markets, Christmas tree sales or other temporary uses.

Next Steps

The project will result in two products – a citywide plan developed in the first phase and a sub-area plan that will detail street layouts and building massing. There will also be a draft manual of elements of the master plan including standards for access management. If budget allows, we will produce a second newsletter/information sheet about the process and design for East Albany.