



## INTRODUCTION AND PURPOSE

East Albany represents a key growth area for the City, with a large land base that represents much of the community's future growth and expansion. Since the 2001 "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, development of neighborhood commercial services and creation of an integrated transportation, parks and trails system has lagged. The East Albany Plan is a fresh look at this key growth area for the City to create a new plan focused on connectivity, transportation choices, housing variety, and vibrant mixed-use and employment centers around the area's natural resources and viewsheds.

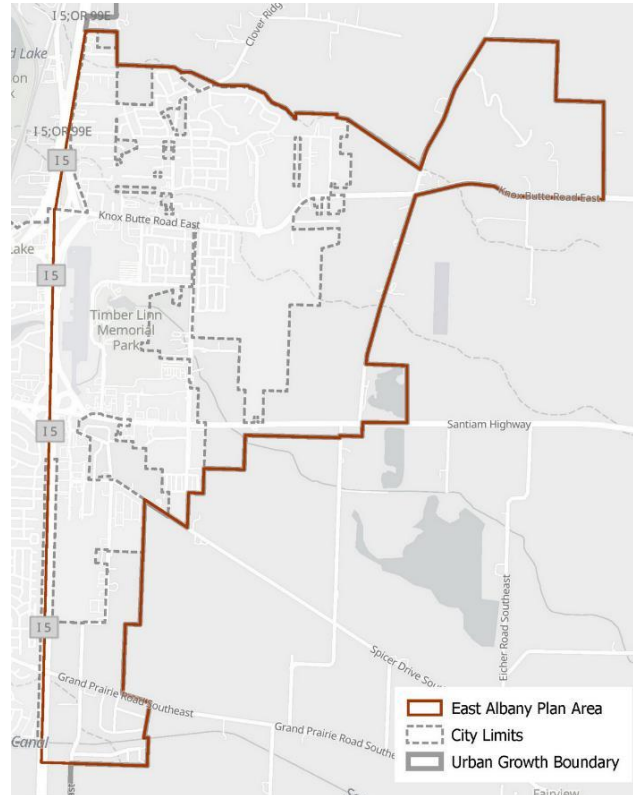
The purpose of this document is to provide an analysis of the "gap" between the future conditions described in the East Albany Plan's Goals and Objectives, and the likely conditions resulting from a "business as usual" approach to future development in the area.

This analysis is organized in three main sections:

- 1. Baseline Future Conditions** are described using the categories of Land Use, Transportation, and Infrastructure.
- 2. A Gap Analysis** compares these baseline future conditions to the project's vision statement and goals.
- 3. Recommendations and Strategies** are provided for addressing identified gaps, and these recommendations and strategies are evaluated in terms of their feasibility and appropriateness for East Albany.

## Baseline Future Conditions

The project team has evaluated the baseline future conditions of the East Albany area, summarized below. This analysis is the result of:

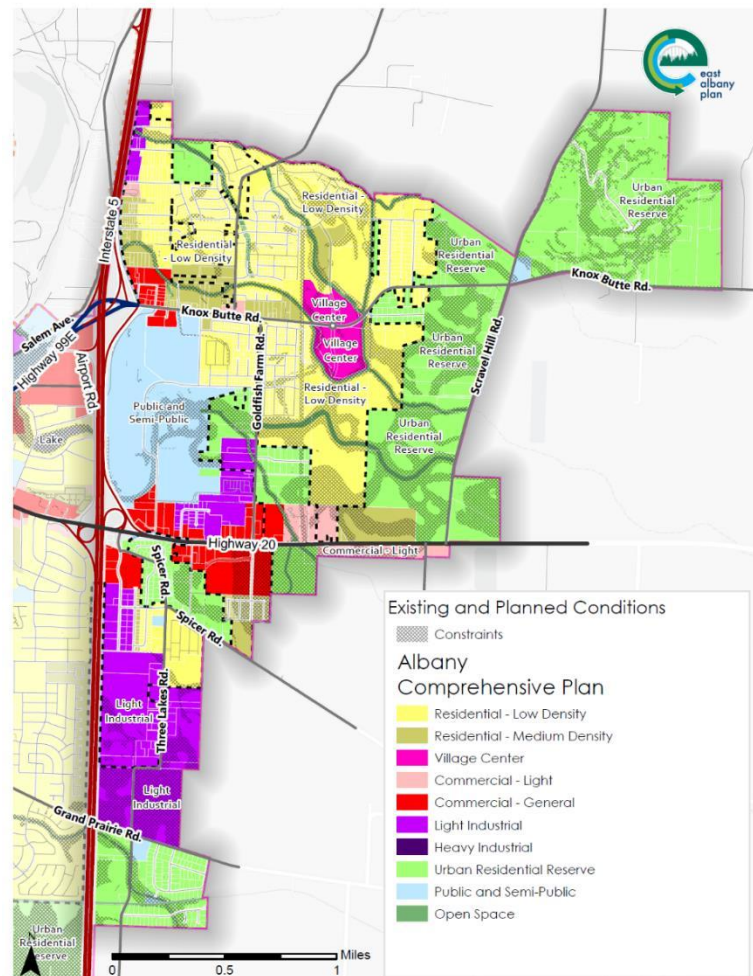


- An evaluation of current zoning, development code provisions, and development patterns in the area
- An assessment of market conditions and market feasibility of desired development types
- A transportation analysis conducted by DKS (detailed in Appendix A)
- A brief summary of potential impacts on other infrastructure and associated improvements (water, wastewater and stormwater facilities)

## LAND USE, URBAN DESIGN, AND LIKELY DEVELOPMENT

Baseline future land uses are consistent with existing comprehensive plan designations, which are shown in the figure on the left. East Albany contains land designated Low- and Medium-Density Residential, Village Center (a mixed-use designation), General Commercial, Light Commercial, Light Industrial, Public/Semi-Public, and Open Space. A significant portion of the study area is designated Urban Residential Reserve (URR) and is not currently within the Albany city limits. As described in the Albany Comprehensive Plan, the URR identifies areas between the developed urban area and the Urban Growth Boundary within which a variety of residential zones may be permitted to accommodate all needed housing types without a Plan change; and may be up to 35 units per acre.

The development of East Albany under these land use designations is likely to resemble other recent developments in the area, though the details of specific developments are subject to property owner desires and the City’s development process. Generally, the project team expects the following may occur:



- **Automobile-oriented development patterns** may result from the development of self-contained subdivisions that limit bicycle and pedestrian connectivity to existing or future neighboring developments and new streets that prioritize vehicular movement over pedestrians and bicycles. Uncoordinated street development may also result in gaps in sidewalks and bike lanes or inconsistent improvements, such as half-street improvements or different sidewalk widths.

- **Lack of variety in housing types**, such as large areas with only single-family development. Market forces are likely to guide East Albany in a continued pattern of suburban residential growth, which is supportive of some of the goals of this planning effort, but in other ways would likely prevent the full vision of the East Albany Plan from being achieved. If left to current trends, the most likely development pattern is relatively low-density housing where allowed. Where zoning limits single-family housing, multi-family housing or some “missing middle” housing development is viable. The addition of middle housing types such as duplexes, triplexes, and ADU’s mixed within single-family neighborhoods in keeping with new state rules should be viable, but the prevalence of this activity is yet to be seen. As new development occurs, duplex units built as rental units may be the most common form.
- **Natural areas such as creeks and wetlands** relegated to the rear of new homes and other developments, rather than taking better advantage of these areas as amenities for residents. This may also result in increased flood hazard for existing and new developments due to the degradation of the natural flood storage potential of riparian corridors and wetlands.
- **More opportunistic parks and open space development** as part of subdivisions and piecemeal development, missing the opportunity to build a fully connected network of green spaces or combine open space tracts into large, more usable parcels. This is likely to result in missed opportunities for a more coordinated and connected park system as piecemeal development occurs. Albany Development Code Table 8.220-1 identifies existing requirements for open space only as part of multi-family developments.

**TABLE 8.220-1. Recreation and Open Space Requirements by Zoning District**

Open Space	CB, HD, DMU, LE, WF and MUR Zoning Districts	All Other Zoning Districts
Common Open Space		
• Developments with fewer than 10 units	Not required	Not required
• Developments with 10 or more units as part of a multiple-family development or 10 or more units above or attached to a business	250 square feet (useable floor area) in size subject to ADC 8.220(1)	15% of the total development site area, and subject to the standards in ADC 8.220(2)
Children’s Play Areas		
• Developments with fewer than 10 units that each have 2 or more bedrooms	Not required	Not required
• Developments with 10 or more units that each have 2 or more bedrooms	Not required	Required and subject to the standards in ADC 8.220(2)(a)(ix)
Private Open Space	Not required	Required for at least 80% of units and subject to the standards in ADC 8.220(3)

[Ord. 5947, 1/01/21]

- **Wetlands and access issues may result in continued vacancy** of industrial parcels where barriers to development and financial feasibility continue to stymie construction of new employment areas, and of large parcels under ownership by Samaritan Health Services and Legacy RH, absent further coordination and discussions with these organizations. Some industrial and employment land is available to accommodate new growth. Some aging low-intensity industrial uses might be candidates for redevelopment over time. The remaining vacant industrial lands, south of Santiam Highway are likely to remain undeveloped until challenges to serving these parcels with improved streets and utilities are resolved. The largest available site is a 66-acre property east of I-5 and south

of Highway 20, with high visibility and few wetlands. Utilities are at the site, but development of the site is expected to exceed the amount of traffic that ODOT will permit to access highway 20 near the I-5 interchange. The site's reliance on broader transportation improvements throughout the area is likely to make it a poor short-term development candidate. There may be a lack of market incentive for owners of uses like auto repair yards to replace a low intensity (and noxious) use with denser, more coordinated mixed use development.

- **Commercial development that is single use, surface-parked, and auto-oriented**, rather than creating a desirable character through orientation to natural or common areas, walkability to nearby housing, and pedestrian orientation through street frontage. Expanding residential neighborhoods are likely to remain mostly dependent on the commercial services and employment found to the west of the freeway, and some extent to the south on Santiam Highway. Without local services and amenities, the area is likely to remain largely auto-dependent and low density. As the number of households in the market grows, some new commercial businesses might seek locations in the northern part of plan area, but options will be scarce, with most commercial land already developed.
- **Significant tree removal for new development.** Tree protection is addressed in ADC 9.202 – 9.206 and applied on a site-by-site basis as part of Site Plan Review. Approval is required for the felling of 5 or more trees greater than about 8 inches in diameter.
- **No public initiatives to ensure East Albany has distinctive identity and character**, and no intent to mark the gateways of the district to and from the rest of Albany. Advisory committee members have expressed the desire to “Bring Albany to East Albany,” which would require public policy and investment in the area.

## TRANSPORTATION

Baseline future conditions for transportation are summarized here and provided in detail in the memorandum from DKS Associates included as Appendix A.

- Regional 2040 land use projections and assumptions based on existing Comprehensive Plan designations were coordinated with local agencies during the development of the Corvallis-Albany-Lebanon Model (CALM) development in 2014.
- The regional 2040 land use projections were used to develop traffic growth forecasts as part of the 2018 Albany Areal Metropolitan Planning Organization (AAMPO) Regional Transportation Plan (RTP). City staff have indicated that these forecasts may underestimate future growth potential.
- The land use assumptions in the East Albany area included the following changes from 2010 to 2040 (see Table 1 on the following page):
  - Employment growth throughout, but primarily south of US 20. There is also moderate growth assumed along Knox Butte Road and US 20 corridors.
  - Significant residential growth north of Knox Butte Road (some new developments have already occurred), and high growth east of Goldfish Farm Road between Knox Butte Road and US 20.
- The East Albany area has limited connectivity with Knox Butte Road and US 20 providing the only east-west connections to I-5 and the portion of Albany west of I-5. North-south connections are also limited and are not continuous through the full area.

- The land use growth in the area is projected to add additional traffic and further degrade the primary routes. Traffic intersection operations would degrade, and some intersections would not meet mobility targets.
- The additional traffic on streets will further degrade the pedestrian and bicycle experience traveling along these facilities. Many streets lack sidewalks, have curb-tight sidewalks or limited shoulders. In addition, the ability to safely cross these roads will become more difficult with increases in traffic.
- The Regional transportation plan identifies numerous future transportation projects to address regional transportation needs. These projects include approximately \$10 million in active transportation investments and \$30 million in roadway capacity enhancements. It is anticipated that some of these projects cannot be funded through 2040 with current revenue levels. Additional local projects would be needed to provide localized spot treatments and strategies, such as safe crossing opportunities.
- There are long term plans to modify I-5 and interchange configuration within and adjacent to the project area. While the timing of these improvements is not known, they will require future local circulation modifications adjacent to I-5.

Table 1. East Albany Land Use Growth Projections (2010 to 2040)

AREA	HOUSEHOLDS	EMPLOYEES	SCHOOL ENROLLMENT
NORTH OF KNOX BUTTE RD	1,606	174	823
KNOX BUTTE TO US 20	795	236	0
SOUTH OF US 20	156	870	0
<b>TOTAL</b>	<b>2,557</b>	<b>1,280</b>	<b>823</b>

Source: AAMPO RTP

## INFRASTRUCTURE

The following figures show existing water, sewer, and storm infrastructure including projects identified in the 5-year Capital Improvement Program (CIP). Existing water, sewer, and storm infrastructure have been updated by a “business as usual” approach and continuing this method will have varying results.

### Water

Water infrastructure has been updated to accommodate growth in East Albany based on the 2005 Water Facility Plan. A higher intensity of uses in this area will have higher fire flow requirements and may require larger distribution piping and additional storage volume in the Knox Butte area.

### Wastewater

The 2015 Wastewater Facility Master Plan calls out several CIP projects in the East Albany region. Most of these projects are intended to address peak buildout flows during a 5-year storm event. A higher intensity of uses in East Albany will increase base flows for the region but should not have a major impact on existing or planned infrastructure.

### Stormwater

The 2021 Stormwater Master Plan Figures 8.2 (Cox Creek Basin), and 8.5 (Periwinkle Creek Basin) show deficiencies in the existing storm system and are excerpted on the following pages. Deficiencies are shown in red and noted with numbers corresponding to specific facilities in the Master Plan. Generally:



- Cox Creek Basin: most significant deficiencies in this basin occur within the Albany Municipal Airport and along Price Road adjacent to Timber-Linn Park. Deficiencies in Price Road are caused by backwater from Cox Creek. Deficiencies in the airport are caused by a combination of backwater from Cox Creek and Swan Lake and from on-site pipe deficiencies. Another deficiency is the section of Center Street from 14th Avenue to Highway 20.
- Periwinkle Creek Basin: These deficiencies are a result of a combination of backwater effects from Periwinkle Creek and inadequate pipe conveyance. Many of these pipes have been in service for over 50 years. Increased flow in the build-out condition in Periwinkle Creek cause a propagation of existing deficiencies due to high backwater conditions causing decreased flow capacity in trunk and collector lines.

An increase in residential densities will cause more impervious area and the need to allocate more square footage to storm water capacity and water quality improvements. The 2021 Storm Water Master Plan calls for Build-Out CIPs in figures 9.5.2 and 9.5.5. Overall, when planning for utilities for land use and transportation, team members from Keller Associates recommend accounting for the potential to increase pipe sizes and relocating pipeline alignments to maintain utilities in the right of way.

Figure 1. Cox Creek Stormwater Deficiencies, portion. 2021 Stormwater Master Plan

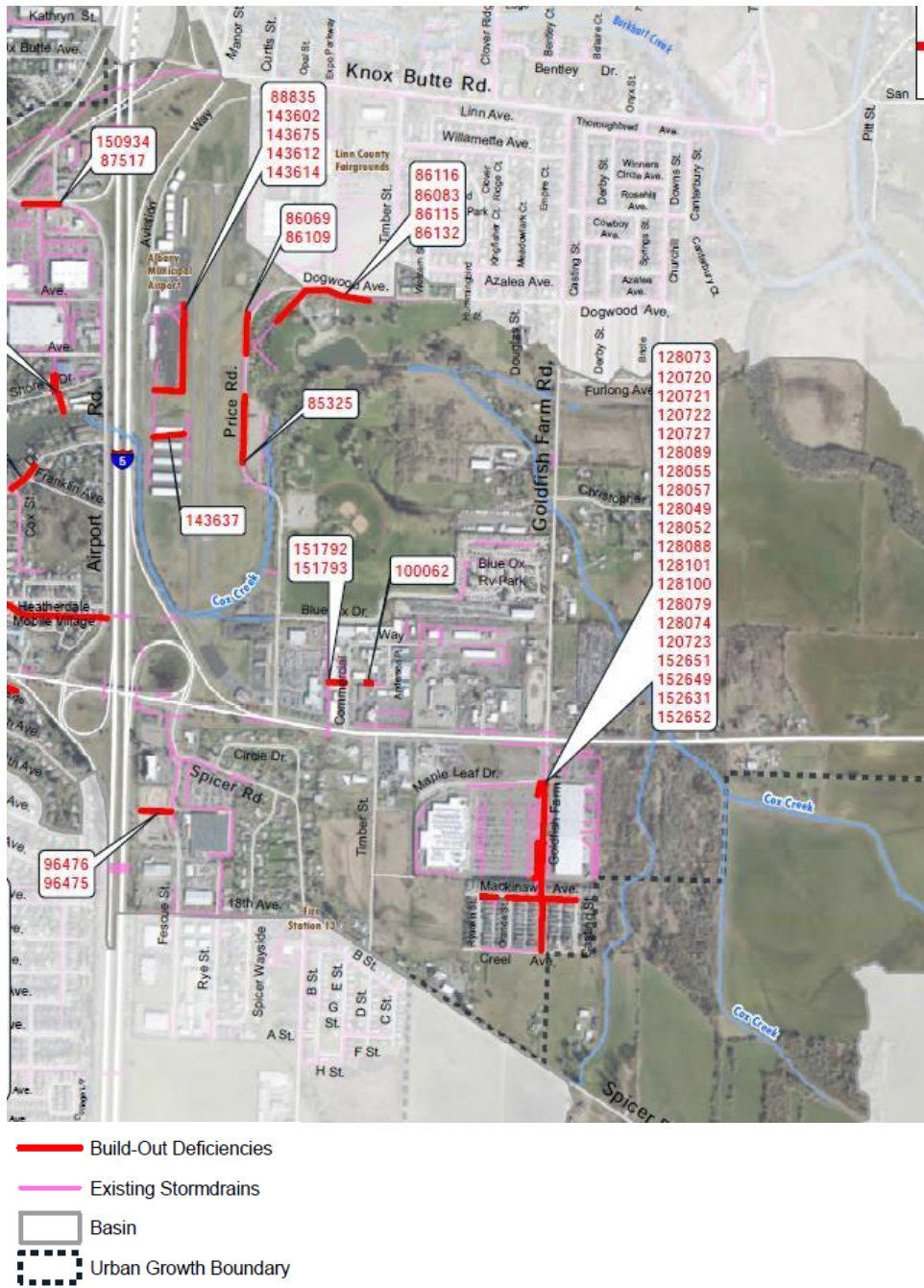


Figure 2. Periwinkle Creek Stormwater Deficiencies, portion. 2021 Stormwater Master Plan.



- Build-Out Deficiencies
- Existing Stormdrains
- Basin
- Urban Growth Boundary



## Gap Analysis

This section of the report assesses the gap between baseline future conditions and the project's Vision and Goals, shown below.

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### **VISION STATEMENT**

*East Albany is a vibrant part of the City that contains residential neighborhoods with a wide variety of housing types, significant employers, regional facilities and destinations, medical and other services, and locally-serving commercial areas where residents can meet daily shopping, dining and other needs. A network of trails and pathways provides recreation opportunities and transportation connections for residents, visitors, and employees in the area. Multi-modal roadways help connect East Albany to the rest of the City and help bring Albany to East Albany, safely connecting transit users, pedestrians, bicyclists, and automobile drivers across the area and to and from the rest of the City. East Albany's creeks, wetlands, and other natural areas are protected and enhanced through development; they serve as an open space amenity for the public and also help manage stormwater and maintain water quality.*

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The following table lists the project goals and identifies their consistency with the Baseline Future described in the previous section of this report. The resulting gap is described in terms of any impediments and potential implementation steps to address gaps. An additional analysis of the feasibility of recommendations is provided in the following section.

Table 2. Gaps and Consistency with Project Goals

PROJECT GOAL	CONSISTENCY WITH BASELINE	BARRIERS/ IMPEDIMENTS	POTENTIAL STRATEGIES
<p><b>Goal 1: Provide a transportation system that provides access, mobility and safety for all modes of travel and supports anticipated residential and employment growth.</b></p>	<p>Moderate</p>	<ul style="list-style-type: none"> <li>Existing roadway network, including County facilities not built to City standards</li> </ul>	<ul style="list-style-type: none"> <li>Adopt development code provisions requiring multimodal connectivity through subdivisions</li> <li>Add multimodal connections in TSP</li> </ul>
<p><b>Goal 2: Connect residential, employment, commercial, and recreational uses with a functional, safe, and equitable multi-modal transportation system that promotes walking, biking, and transit and supports public health and climate change goals.</b></p>	<p>Low/Moderate</p>	<ul style="list-style-type: none"> <li>I-5 and US-20 as barriers for non-automotive travel</li> <li>Wetlands and other natural features as barriers</li> <li>Property owner interests</li> </ul>	<ul style="list-style-type: none"> <li>Establish or obtain significant and innovative funding resources and strategies needed to improve system.</li> <li>Engage state representatives on federal infrastructure funding</li> <li>Provide public amenities to spur development</li> <li>Partner with Linn County on road improvements</li> <li>Utilize bridges or large culverts to cross natural resource areas in a more environmentally-sensitive manner</li> </ul>
<p><b>Goal 3: Support the City's economic development and employment goals and address barriers to achieving those objectives.</b></p>	<p>Moderate</p>	<ul style="list-style-type: none"> <li>Access issues for industrial/employment properties</li> <li>Wetland issues for industrial/employment properties Existing uses (auto wrecking)</li> </ul>	<ul style="list-style-type: none"> <li>Identify strategic initiatives for large parcels – such as Local Improvement Districts, tax increment financing district</li> <li>Establish or partner to create Citywide/regional wetland mitigation programs – Cascades West Regional Wetlands Consortium</li> <li>Conduct City-initiated site preparation</li> </ul>



PROJECT GOAL	CONSISTENCY WITH BASELINE	BARRIERS/ IMPEDIMENTS	POTENTIAL STRATEGIES
<p><b>Goal 4: Establish a development pattern of diverse, connected neighborhoods through an appropriate mix of zoning designations.</b></p>	<p>Low/Moderate</p>	<ul style="list-style-type: none"> <li>• Pattern of existing zoning and comprehensive plan designations</li> <li>• Existing development pattern and uses</li> </ul>	<ul style="list-style-type: none"> <li>• Rezone land within City Limits</li> <li>• Apply new comprehensive plan designations outside City Limits</li> <li>• Ensure new zoning and Comprehensive Plan designations are consistent with Vision and Goals</li> </ul>
<p><b>Goal 5: Increase the variety of housing types, densities, and mixed-use developments to accommodate the needs of current and future residents, including housing that is affordable and accessible to all Albany residents at all income levels.</b></p>	<p>Moderate</p>	<ul style="list-style-type: none"> <li>• Lack of unentitled mixed-use zoning in area</li> <li>• High cost of new residential development statewide</li> <li>• Natural resource constraints and impacts on costs</li> <li>• Transportation impacts of new residential development on I-5 interchanges</li> <li>• Concerns from existing residents about new development</li> </ul>	<ul style="list-style-type: none"> <li>• Rely on recent code updates to address some housing barriers; consider additional amendments, as needed</li> <li>• Designate one or more new Mixed-Use centers and possible incentives in plan area</li> <li>• Support or incentivize subsidized affordable housing in the area</li> <li>• Pursue public/private partnerships to address transportation and other infrastructure improvements to address transportation, other impacts</li> </ul>
<p><b>Goal 6: Protect and improve the area's watersheds, riparian and wildlife corridors, wetlands and drainage ways for stormwater functions and to help mitigate and adapt to climate change.</b></p>	<p>Moderate</p>	<ul style="list-style-type: none"> <li>• State law regulates natural features to some extent</li> <li>• Additional protections/mitigation requirements may reduce</li> </ul>	<ul style="list-style-type: none"> <li>• Rely on existing code when sufficient</li> <li>• Create Trails and Open Space plan to design open space corridors that protect resources and provide trail connections; ensure future development is consistent with this plan.</li> </ul>



PROJECT GOAL	CONSISTENCY WITH BASELINE	BARRIERS/ IMPEDIMENTS	POTENTIAL STRATEGIES
<p><b>Goal 7: Use interconnected natural resource corridors and greenway trail system to provide pedestrian, open space and wildlife connectivity between neighborhoods and will help protect scenic vistas and rural character.</b></p>	<p>developability of some areas</p>	<ul style="list-style-type: none"> <li>• Provide incentives (density transfer, credits) for developments that implement protections/open spaces (“carrots”)</li> <li>• Create requirements for protections/open spaces (“sticks”)</li> <li>• Acquire open space land through development or prior to development and build greenway system</li> </ul>	
<p><b>Goal 8: Identify opportunities to provide and enhance aesthetic, recreational, and open-space and amenities, including existing and new parks in the area. Multi-modal access to Timber Linn Park is a key opportunity for this plan.</b></p>	<p>Low/Moderate</p> <ul style="list-style-type: none"> <li>• Neighborhood Parks aren’t required with subdivisions but may be provided in an uncoordinated way without intentional efforts to meet recreational needs and implement park system plan</li> <li>• Aesthetic/recreational amenities (existing or potential) that are not associated with a development unlikely to be improved</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate common space required with development</li> <li>• Address in continued refinements to and implementation of Trails and Open Space plan</li> <li>• Identify funding sources for improvements, including SDCs, other development funding strategies, grants, etc.</li> </ul>	
<p><b>Goal 9: Create attractive gateways into Albany from I-5 and US 20.</b></p>	<p>Low</p> <ul style="list-style-type: none"> <li>• Existing uses (auto wrecking, outdoor storage)</li> <li>• Community vision and public funds needed for gateways</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate zoning, uses allowed, and development standards</li> <li>• Conduct design competition for local artists</li> <li>• Provide for City or state grant funding for gateway improvements</li> </ul>	



PROJECT GOAL	CONSISTENCY WITH BASELINE	BARRIERS/ IMPEDIMENTS	POTENTIAL STRATEGIES
<p><b>Goal 10: Work with local and regional government partnering agencies to implement a coordinated approach to future annexation and development within the area and ensure that public facilities and infrastructure are sized and designed to serve planned levels of development.</b></p>	<p>Low/Moderate</p>	<ul style="list-style-type: none"> <li>• ODOT policies regarding gateway features as part of interchanges or in ODOT ROW.</li> <li>• Existing facilities built to County standards need to be upgraded to City standards</li> <li>• Piecemeal development absent thoughtful public facilities planning can lead to less-than-optimal infrastructure provision (playing catch-up)</li> </ul>	<ul style="list-style-type: none"> <li>• Secure employer or business sponsorship or contributions</li> <li>• Use art grants or programs to fund selected projects</li> <li>• Update infrastructure plans</li> <li>• Ensure development in unincorporated areas does not preclude urbanization and infrastructure upgrades</li> <li>• Address already-identified deficiencies</li> </ul>
<p><b>Goal 11: Explore a variety of strategies, including “people-mover” and public transit facilities, for supporting travel to regional destinations and events in the area such as activities and events at Timber Linn Park, the Expo Center and similar locations, while reducing traffic congestion.</b></p>	<p>Low/Moderate</p>	<ul style="list-style-type: none"> <li>• Funding for transit</li> <li>• Existing street network/lack of connectivity to these destinations</li> <li>• COVID concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to work with Albany Transit System and regional providers</li> <li>• Study and if warranted implement pilot projects for people movers (model – Portland Central Eastside circulator, others)</li> <li>• Improve roadway connections</li> <li>• Partner with regional facilities and users to identify solutions</li> </ul>
<p><b>Goal 12: Identify a strategy for implementation, including short-term and long-term measures and funding sources the City can take</b></p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>



PROJECT GOAL	CONSISTENCY WITH BASELINE	BARRIERS/ IMPEDIMENTS	POTENTIAL STRATEGIES
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that will help achieve its goals for Project Study Area.

## Recommendations/Strategies

The following is an evaluation of the recommendations and investments identified in the previous section, in terms of their feasibility in the East Albany context. This evaluation is preliminary and will be updated through further discussion with the Project team, advisory committee, and other stakeholders.

Symbol	Meaning
●	Very Appropriate
◐	Somewhat Appropriate
○	Not Appropriate

### GOALS 1 AND 2: CONNECTED TRANSPORTATION SYSTEM

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Development code provisions requiring multimodal connectivity through subdivisions</b>	Code audit and updates (as part of this planning effort)	● Will be completed as part of the East Albany Plan.
<b>Add multimodal connections in TSP</b>	TSP Update	● Funding may be a challenge for all identified connections.
<b>Public Provision of Facilities and Amenities (parks, trails, sidewalks, transportation improvements)</b>	Identify funding and prioritize amenities Design/construct amenities	◐ Issues of cost, timing, and coordination with property owners may make providing amenities a challenge prior to development.
<b>Establish or obtain significant and innovative funding resources and strategies needed to improve system.</b>		● This is a necessary component of the East Albany Plan.

<b>Engage state representatives on federal infrastructure funding</b>	Coordinate with League of Oregon Cities and others	●
<b>Partner with Linn County on road improvements</b>	Coordination through East Albany Plan and thereafter	●
<b>Utilize bridges or large culverts to cross natural resource areas in a more environmentally-sensitive manner</b>	<p>Establish policy for environmentally-sensitive crossings</p> <p>Identify funding</p> <p>Design/build structures</p>	<p>Creating a well-connected area while crossing East Albany’s wetlands in an environmentally sensitive way may be challenging and potentially costly, but a goal worth pursuing to the extent possible.</p>

**GOAL 3: SUPPORT CITY’S ECONOMIC DEVELOPMENT GOALS**



STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Citywide/regional wetland mitigation programs</b>	City-initiated site preparation	<p>Public funding resources may be necessary to unlock the development capacity of remaining industrial lands south of Santiam Highway. A Local Improvement District, urban renewal, or other program might help overcome challenges to access and servicing of this land, as well as help mitigate wetlands on the southernmost parcels.</p>
<b>Identify strategic initiatives for large parcels – such as Local Improvement Districts, new TIF district</b>	<p>Property owner coordination</p> <p>Planning Commission/Council adoption</p>	<p>Investigation of these strategies is warranted, uncertain whether these strategies are appropriate for East Albany parcels at this point.</p>



### GOAL 4: DIVERSE, CONNECTED NEIGHBORHOODS

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Rezone land within City Limits</b>	City-initiated comprehensive plan and/or zone change	 <p>May be appropriate for some properties with willing landowners, but less effective for developed sites and unwilling properties.</p>
<b>Apply new comprehensive plan designations outside City Limits</b>	City-initiated comprehensive plan change	 <p>Provides additional certainty for property owners in the “Reserve” area and helps the City understand future needs.</p>
<b>Comprehensive Plan changes for specific large parcels</b>	Stakeholder outreach, planning	 <p>Sites such as the Samaritan Health site are a good opportunity for a close look and discussion with property owners.</p>

### GOAL 5: HOUSING

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Rely on recent code updates to address housing</b>	Adoption of HB2001 and related code updates	 <p>Appropriate, but potentially insufficient</p>
<b>Designate one or more new Mixed-Use centers in plan area</b>	Identify potential locations for mixed-use centers City-initiated (legislative) Plan/zone changes	 <p>The East Albany Plan will examine potential locations for new Mixed-Use centers.</p>

	Property-owner initiated plan/zone changes	
<b>Partner with affordable housing providers to create affordable housing in East Albany</b>	<p>Highlight opportunity sites and solicit proposals for any publicly owned land</p> <p>Support providers in pursuing development applications</p>	<p>●</p> <p>Producing affordable housing in East Albany will require partnership with many stakeholders.</p>
<b>Require affordable housing as a component of some development types</b>	<p>Establish citywide Inclusionary Zoning program</p>	<p>○</p> <p>Requirements for affordable housing, sometimes called “Inclusionary Zoning,” are allowed within certain bounds set forth in statute. However, only the City of Portland has created such a program and it is not likely to be feasible in Albany.</p>
<b>Provide incentives for affordable housing as a component of some development types</b>	<p>Consider use of tax abatements, density or height bonuses, or City provision of public facilities in exchange for long-term affordable housing.</p>	<p>●</p> <p>Incentives for affordable housing are allowed in state statute and may be effective at providing this housing type.</p>
<b>Transportation improvements to address transportation impacts</b>	<p>Assess relevance of RTP/TSP findings</p> <p>Develop new transportation impact analysis</p>	<p>●</p> <p>Further evaluation of transportation needs in East Albany are part of this planning process.</p>

GOALS 6 AND 7: NATURAL RESOURCES AND GREENWAYS

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Rely on existing code</b>	No further actions needed	○

		Unlikely to result in a cohesive greenway system or functional wetlands if addressed only through individual developments.
<b>Create Trails and Open Space Plan to design open space corridors that protect resources</b>	Draft and refine as part of East Albany Plan process Create policy language	This is an expected part of this planning process. An overall Trails and Open Space Plan for East Albany will allow the City to implement a cohesive system through many separate developments over time.
<b>Provide incentives (density transfer, credits) for developments that implement protections/open spaces</b>	Create new Overlay Zone	Code provisions of an overlay could implement policies about open space protection and creation of a connected greenway system. Providing allowances or development incentives could result in more interest in providing these amenities.
<b>Create stricter requirements for resource protections/open space</b>	Create new Overlay Zone	A combination of “carrots” and “sticks” are likely required to achieve the desired outcome. However, “sticks” have the potential to decrease the developability of land if not coupled with strategies such as density transfer provisions.
<b>Acquire land prior to development and build greenway system</b>	Negotiate and purchase land Implement open space/greenway plan	This strategy is likely cost prohibitive for the City but may be appropriate for certain key pieces of land.

## GOAL 8: AESTHETIC AND RECREATIONAL AMENITIES

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Address in Trails and Open Space plan</b>	Create Trails and Open Space Plan Adopt East Albany Plan	The East Albany Plan will identify high priority projects that can be used to seek funding and implement through development.

**Identify funding sources for improvements**

Identify potential sources  
Seek funding through grants, exactions, etc.

The parks master plan identifies potential new parks in the area but notes that the costs are *“far more than the City can implement in the next ten years.”*



GOAL 9: GATEWAYS

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<b>Evaluate Zoning, uses allowed, and development standards</b>	Conduct code audit through this planning effort	Development code evaluation will be part of this planning effort and will include suggestions toward implementing gateways.
<b>Design competition for local artists</b>	Work with Albany Art Commission, improvement districts, boosters, youth organizations.	Likely requires a keystone project, node, or location. Implementation depends on other items under this heading.
<b>City funding for gateways</b>	Seek grant funding Identify other funds	Funding will be important to implementing a gateway feature.
<b>Developer exaction for gateways</b>	Establish requirements in zone/overlay/comprehensive plan Require dedication and construction as part of development process	Potential for property owner pushback. Subject to legal requirements of rough proportionality and nexus. Property ownership/land use that could support gateway feature may not coincide with the appropriate site.
<b>ODOT Coordination on gateway possibilities</b>	Discussions with TGM Grant Manager and others at ODOT	Underway as part of this planning process

GOAL 10: INFRASTRUCTURE

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
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<p><b>Update infrastructure plans</b></p>	<p>Evaluate needs as part of this planning effort</p> <p>Adopt updates to relevant infrastructure plans</p>	<p>This is an expected part of the East Albany Plan.</p>
<p><b>Ensure development in unincorporated areas does not preclude urbanization and infrastructure upgrades</b></p>	<p>Conduct code audit and update of URR plan designation</p> <p>Re-designate URR land in study area</p> <p>Create overlay zone</p>	<p>The URR designation could be modified to add language to implement this strategy, or re-designated. Alternatively, an overlay could be used for the study area that addresses this item. Some provisions could include:</p> <ul style="list-style-type: none"> <li>Shadow platting (requiring applications to show future development locations)</li> <li>Other requirements to locate development on lot edges or other locations which will not preclude additional future development</li> <li>Requirements to connect to future City services and improve facilities to city standards</li> </ul>

GOAL 11: TRANSIT

STRATEGY	IMPLEMENTING ACTIONS	EVALUATION
<p><b>Continue to work with Albany Transit System and regional providers</b></p>	<p>Conduct meetings/workshops with transit providers as part of East Albany Plan</p>	<p>The Albany Transit System (ATS) has recently updated its plans for the East Albany area. Further coordination can inform both ATS plans and the East Albany plan.</p>
<p><b>Pilot projects for people movers (model – Portland Central Eastside circulator, others)</b></p>	<p>Conduct Case Studies</p> <p>Identify partners and funding</p> <p>Initiate Pilot</p> <p>Study Results</p>	<p>Partners could include the Expo Center, Timber Linn Park, and others.</p>

**Improve roadway connections**

Identify priority roadway connections to support transit

Add/modify projects in the City's TSP

Fund and construct improvements

●  
Coordinating transit planning with other roadway planning as part of the East Albany Plan will be an important part of this process.

## Next Steps

This memorandum will be refined through conversations with City staff, the Project Advisory Committee, and other stakeholders in January. The resulting list of strategies will be the subject of a design workshop in February/March to create several Development Alternatives that show different ways the City could meet the goals for the East Albany Plan.

These alternatives will be the subject of additional conversations with the Advisory Committee and broader public in the Spring of 2022. The alternatives will be evaluated, and their best attributes combined into a preferred plan in Summer, and further refined and adopted through the Fall of 2022.