

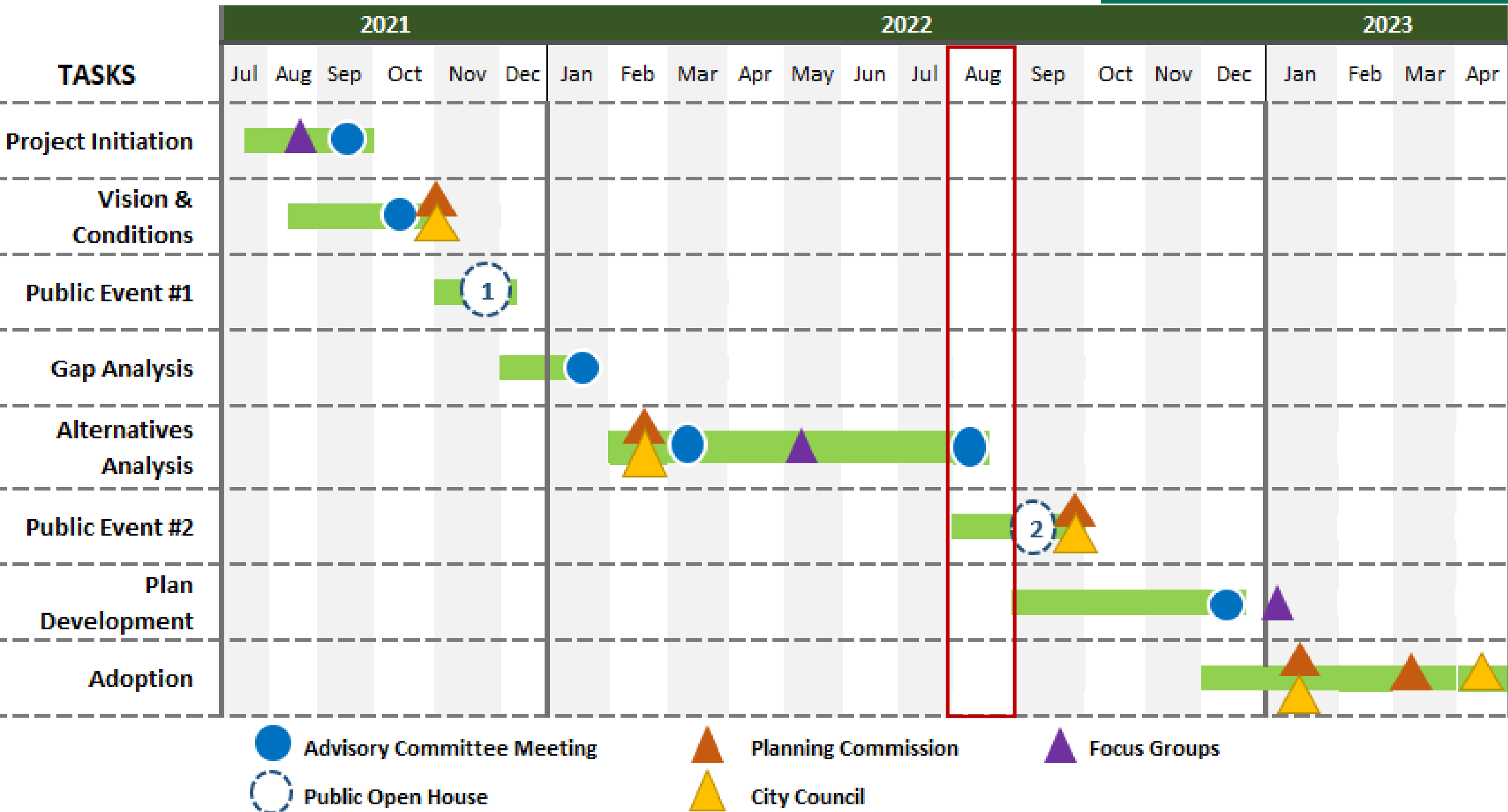


Project Advisory Committee #5  
August 30, 2022

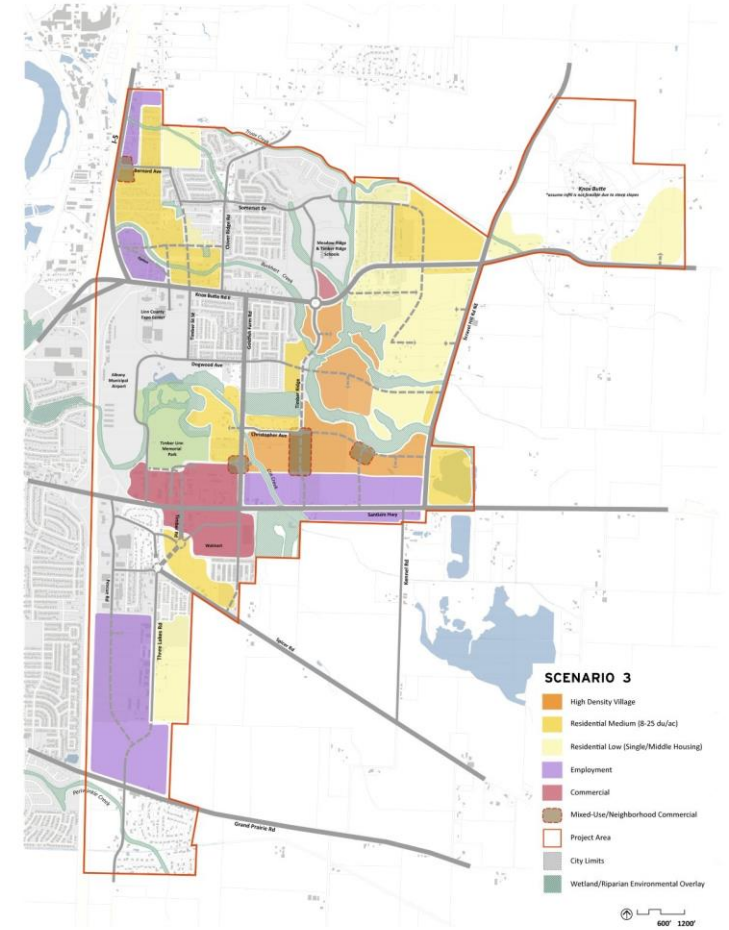
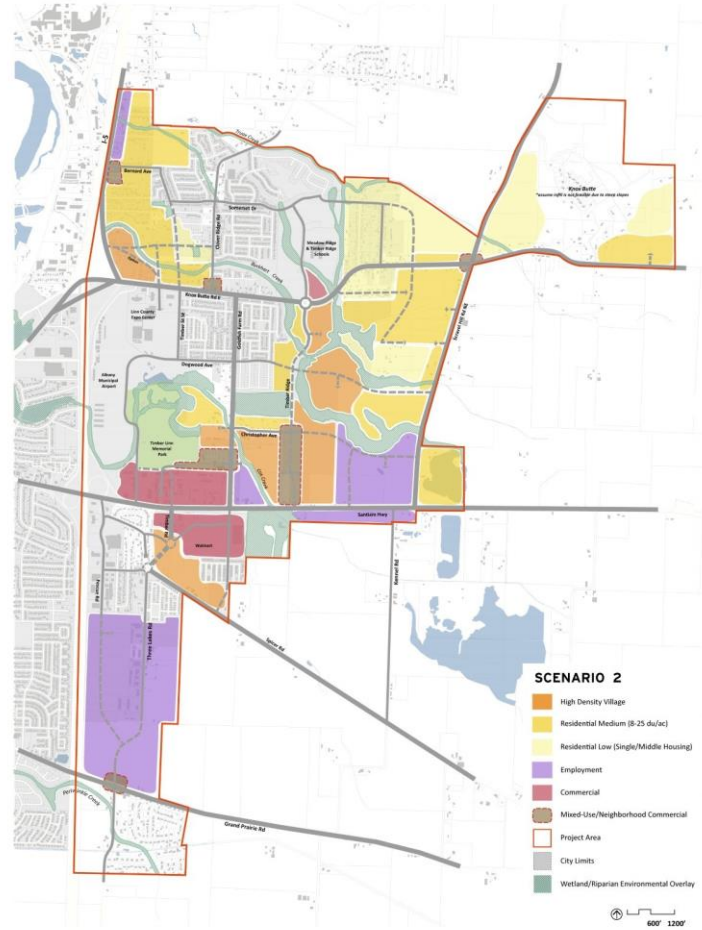
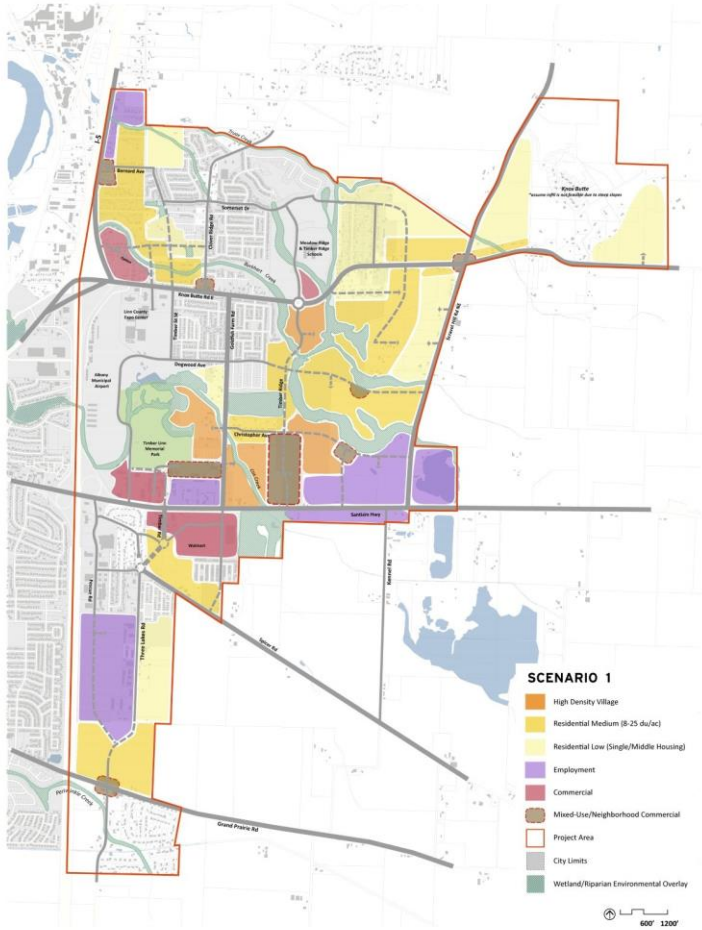
1. *Welcome and Introductions*
2. *Status Report*
3. *Development Scenarios Analysis & Scenario Refinements*
4. *Next Steps*

# Agenda





# Development Scenarios





# Land Use & Residential Capacity

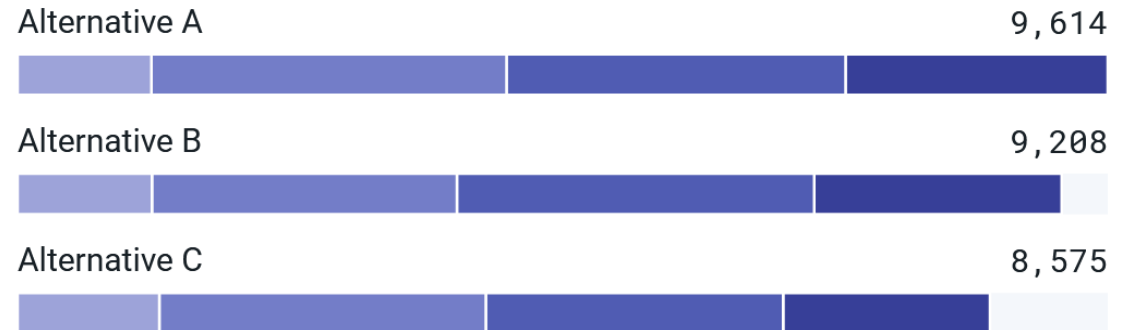
Table 1. Land Uses within Each Scenario (Urban Footprint Model)

Land Use Designation	Scenario 1 Gross Acres	Scenario 2 Gross Acres	Scenario 3 Gross Acres
Low Density Residential	407	429	426
Medium/High Density Residential	785	690	667
Mixed Use	206	329	304
Commercial	155	87	129
Industrial	19	20	19
Retail	50	50	52
Civic Uses	42	42	42
Education	26	26	26
Transportation/Utilities	90	90	90
Natural Area	579	600	602
Parks & Recreation	105	105	105
Other	18	15	19
<b>Grand Total</b>	<b>2482</b>	<b>2482</b>	<b>2482</b>

## Housing by Type

Number of dwelling units

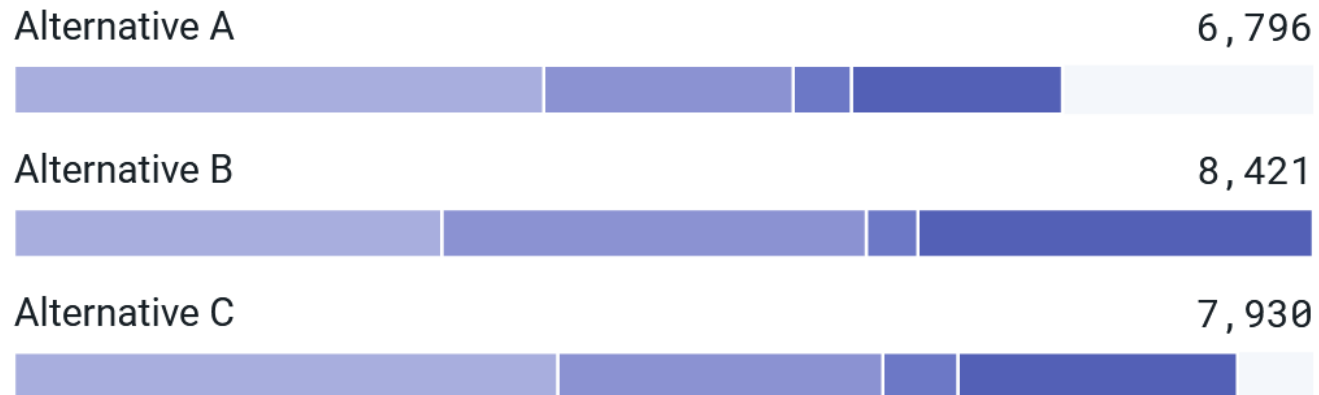
- Detached Single-Family, Large Lot
- Detached Single-Family, Small Lot
- Single-Family Attached
- Multifamily



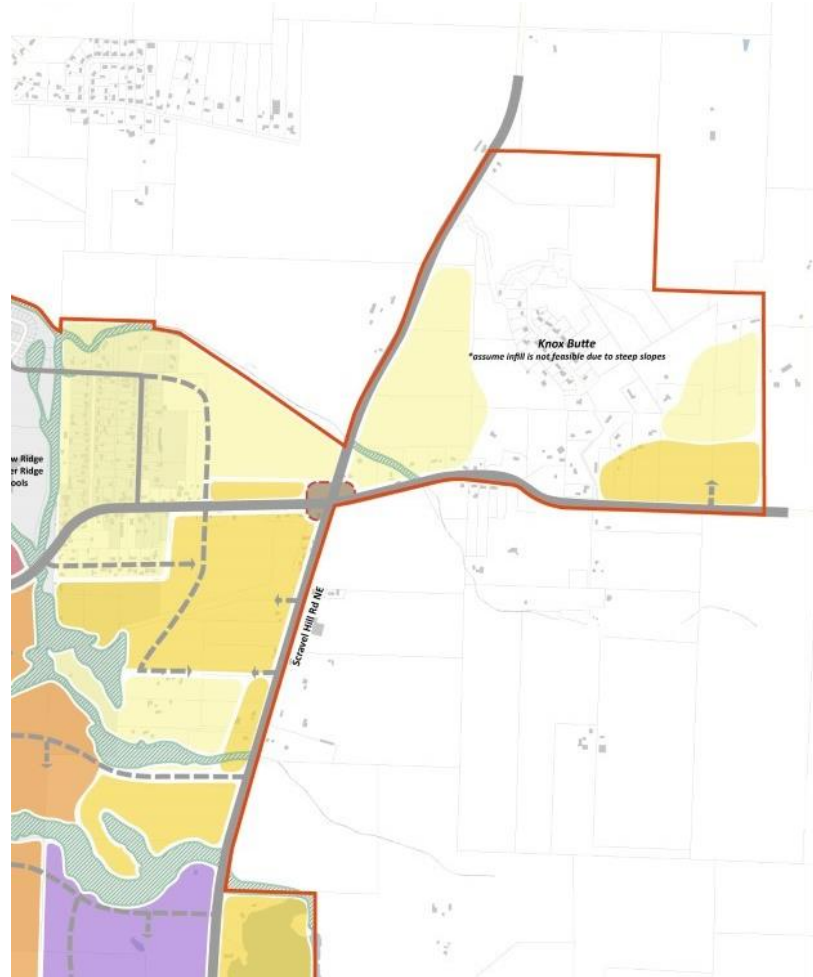
# Employment Capacity

## Jobs by Sector

Number of employees



The major difference between the scenarios is related to water and sanitary sewer demands/loads that occur in the northeast area of the East Albany Zone.



## Infrastructure

**Scenario 3:**  
Least Cost

**Scenario 2:**  
Middle Cost

**Scenario 1:**  
Highest Cost

# Transportation Findings

- Buildout is very long term (post 2043). Significant differences do not exist among the three scenarios over the 20-year period.
- The Preferred Alternative should:
  - Create a transportation system that provides relief to existing streets
  - Encourage shorter, multimodal trips through the location of complementary land uses
  - Place high intensity uses on transit routes
  - Locate large employment areas that may require regional travel near east-west roads that provide access to I-5 (e.g., US 20)





- A** Public Street Frontage on Greenway
- B** Homes on Public Street Face Greenway
- C** Pocket Parks and Pedestrian Connections
- D** Neighborhood Park/Trailhead with Play Area
- E** Creek Crossings
- F** Creek Restoration and Revegetation
- G** Alley-accessed homes facing Greenway
- H** Multi-use regional trail

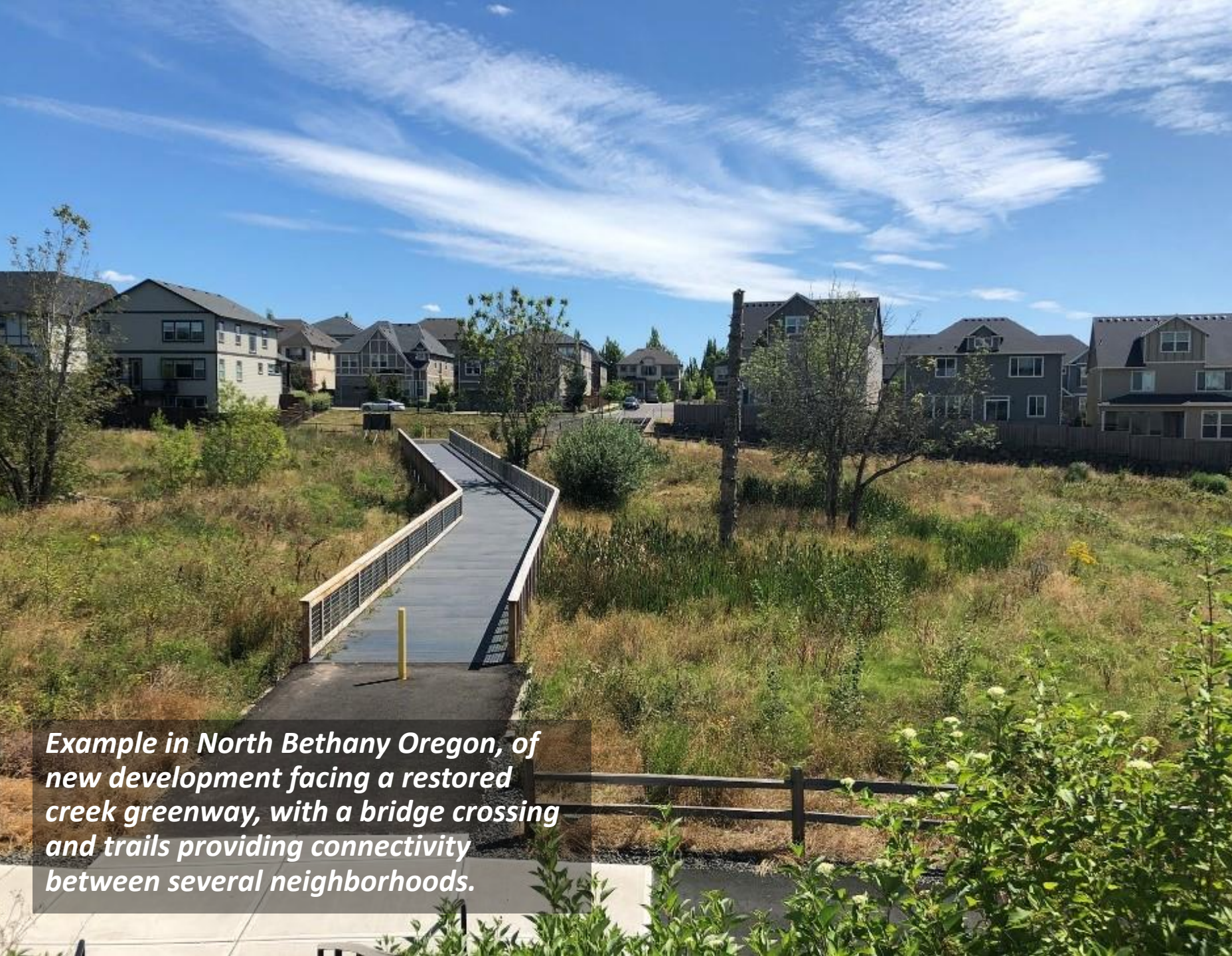






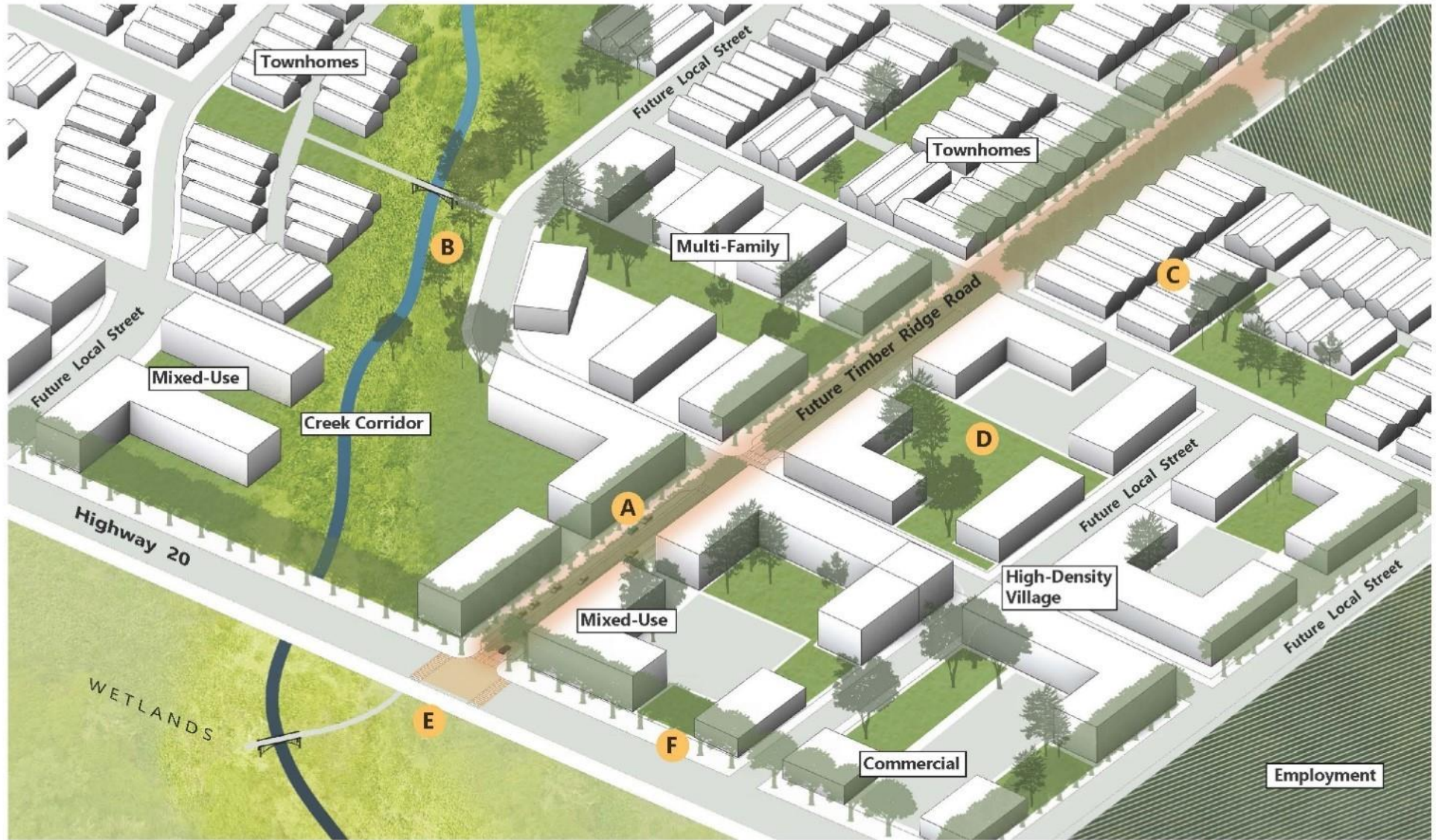
*Example in Hillsboro Oregon, of new development facing a restored creek greenway, with natural play areas and trails providing a visual amenity for neighbors as well as a regional open space resource*





*Example in North Bethany Oregon, of new development facing a restored creek greenway, with a bridge crossing and trails providing connectivity between several neighborhoods.*





- A** Mixed-use 'Main Street' with wide sidewalks, on-street parking and tree canopy
- D** Courtyards for gathering spaces, landscape and parking (reduced in climate-friendly area)
- B** Greenway with restored creek, multi-use trails, bridge crossings and public street frontage
- E** Signalized node with safe pedestrian crossings, wide sidewalks & access to wetlands
- C** Density Transitions away from Mixed Use Main Street
- F** Improvements to Highway 20 frontage with sidewalks and new commercial buildings





*Example of a mixed-use development, featuring apartments over retail uses and generous public spaces.*





***Example of high-density multi-family development, enclosing a courtyard with public gathering spaces.***

***This example, in Hillsboro, shows a mixed-use 'main street' situated perpendicular to a busy arterial (like Highway 20). Parking is placed behind buildings and density transitions down from this main street towards single-family neighborhoods.***

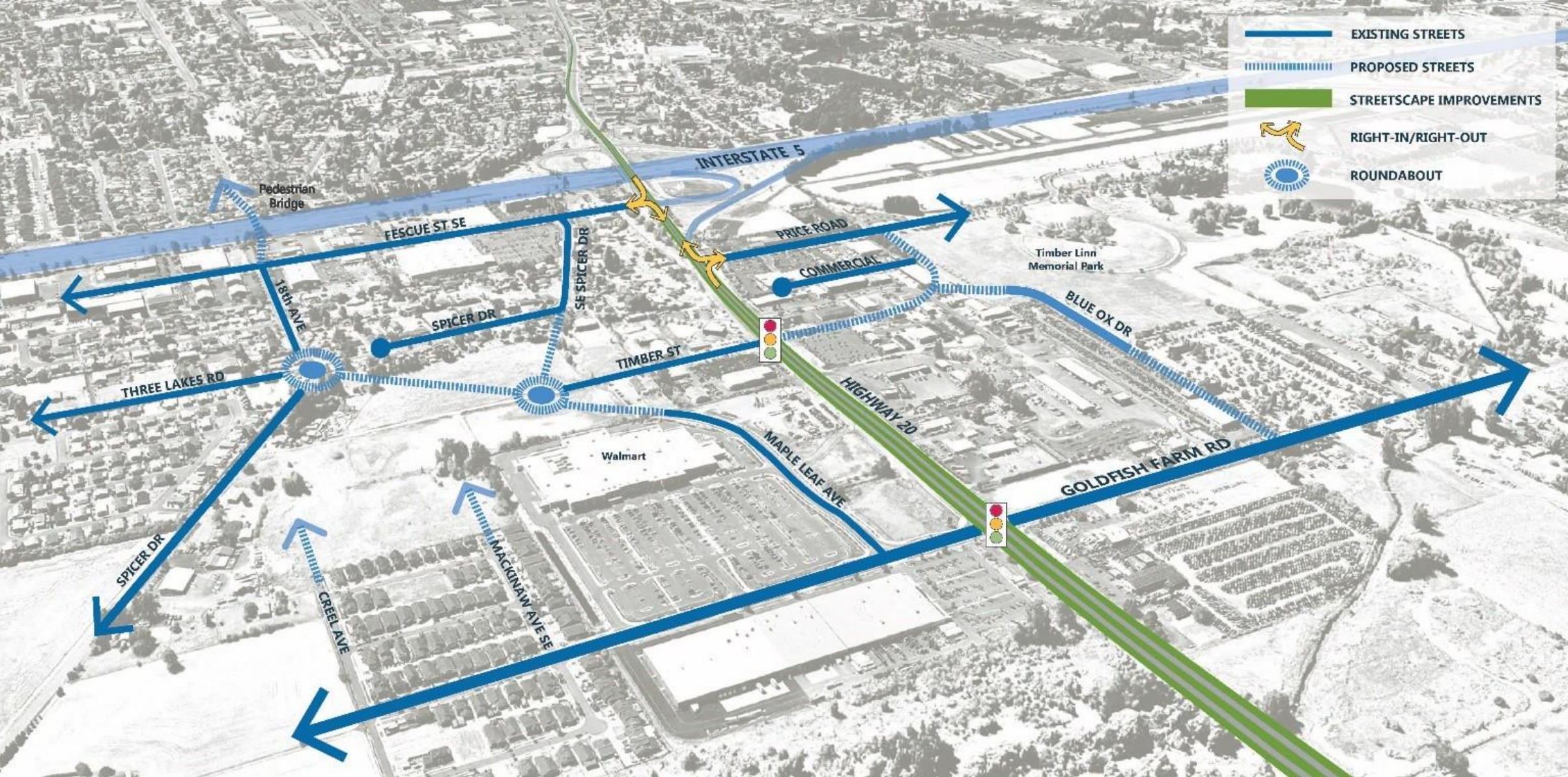






*Example of a townhome development integrated with adjacent public open space.*





# Proposed Circulation Changes – Price Rd. Area

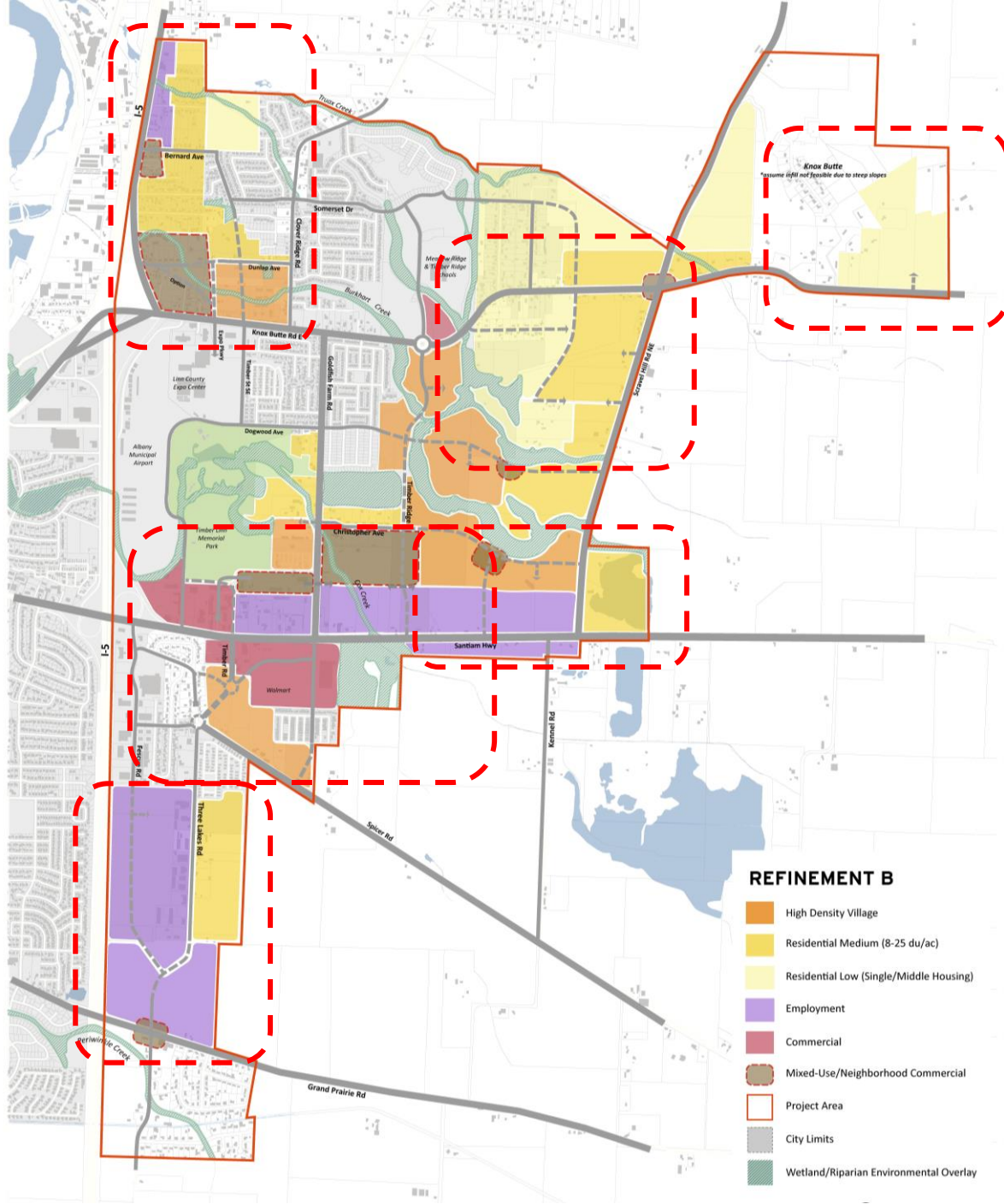


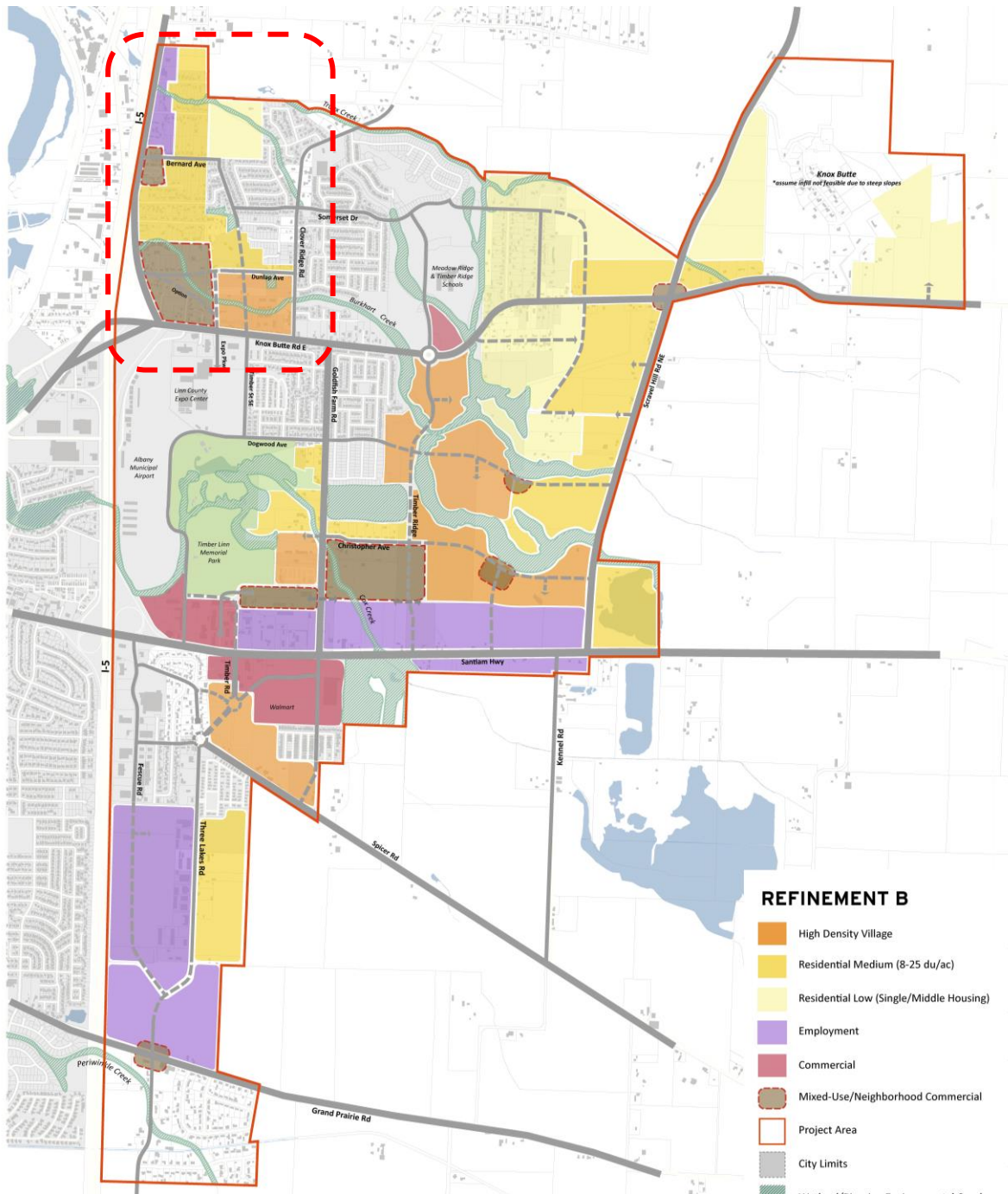


***Example of arterial-scale streetscape improvements similar to those possible on Highway 20, showing new sidewalks, lighting, bike lanes, mid-block crossings and median landscape (Boones Ferry Road, Lake Oswego, OR)***



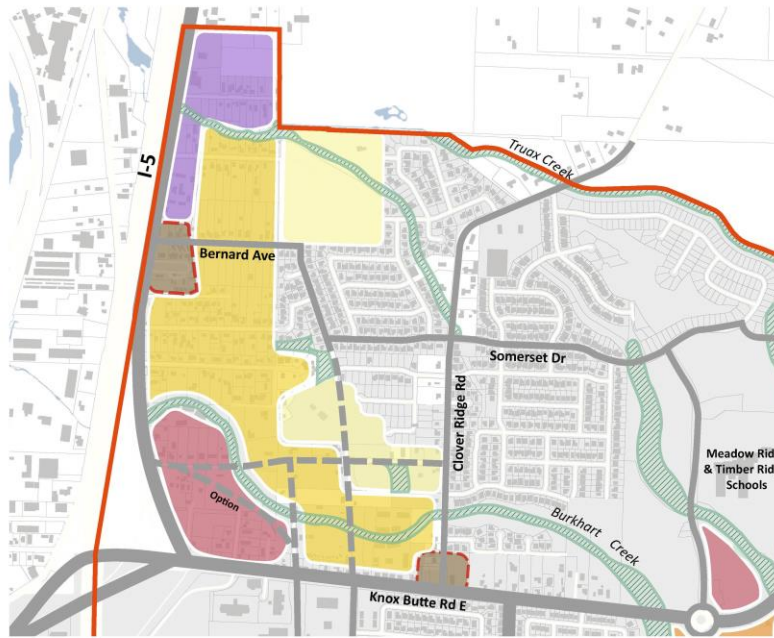
# Refinement Areas



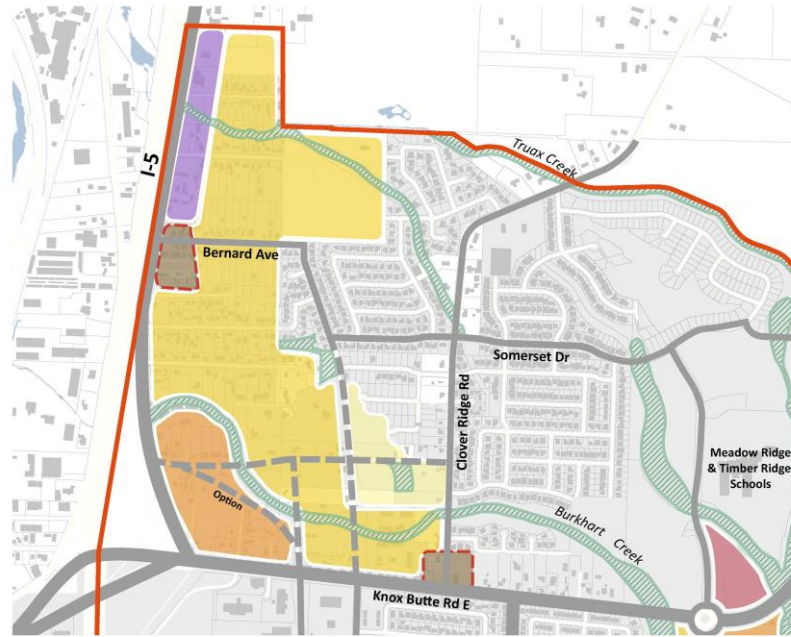




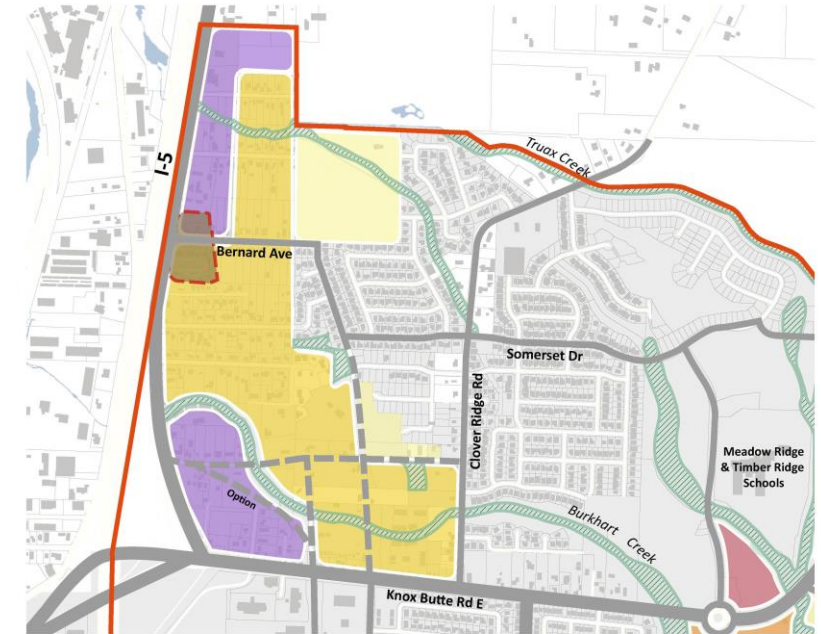
## Scenario 1



## Scenario 2

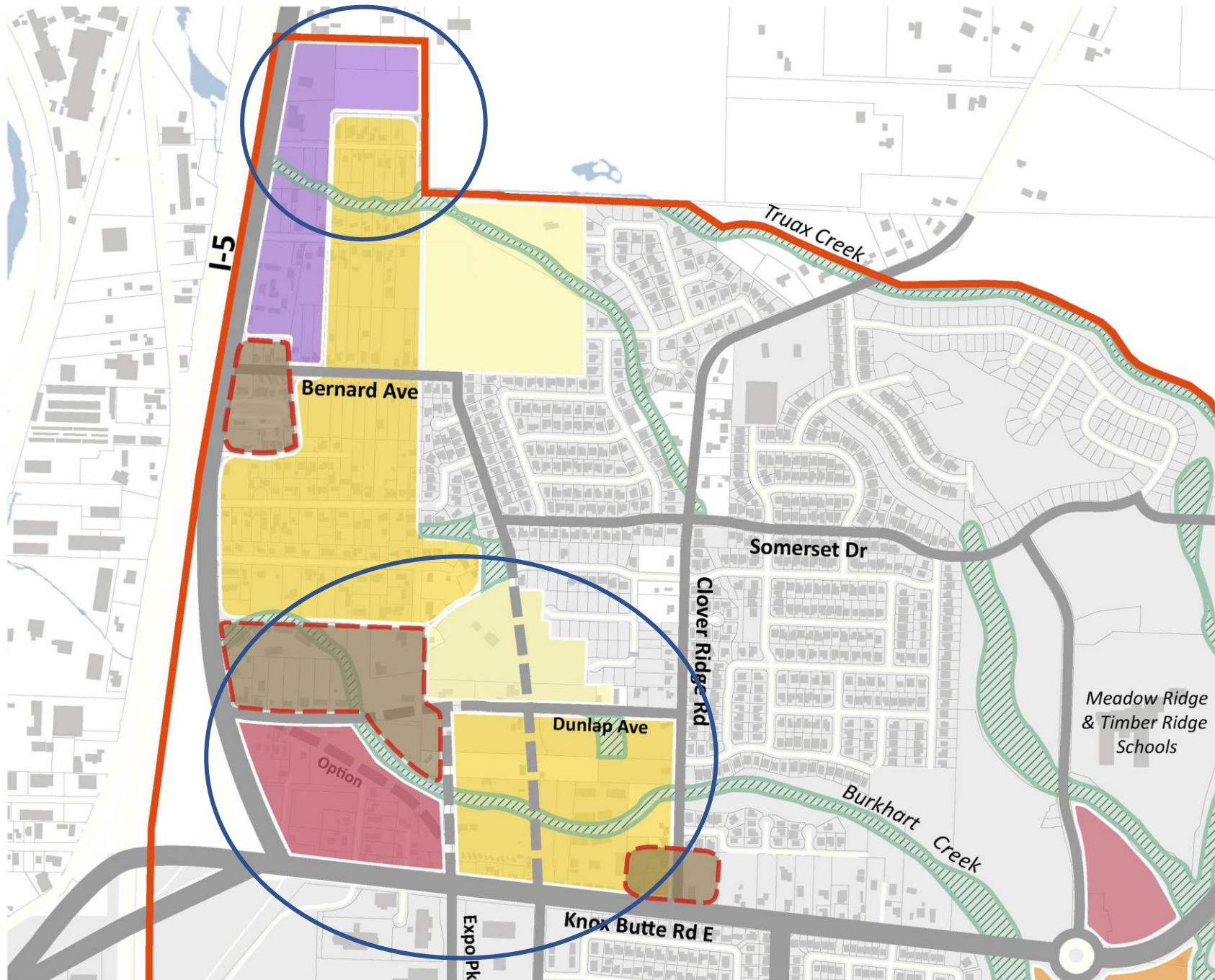


## Scenario 3

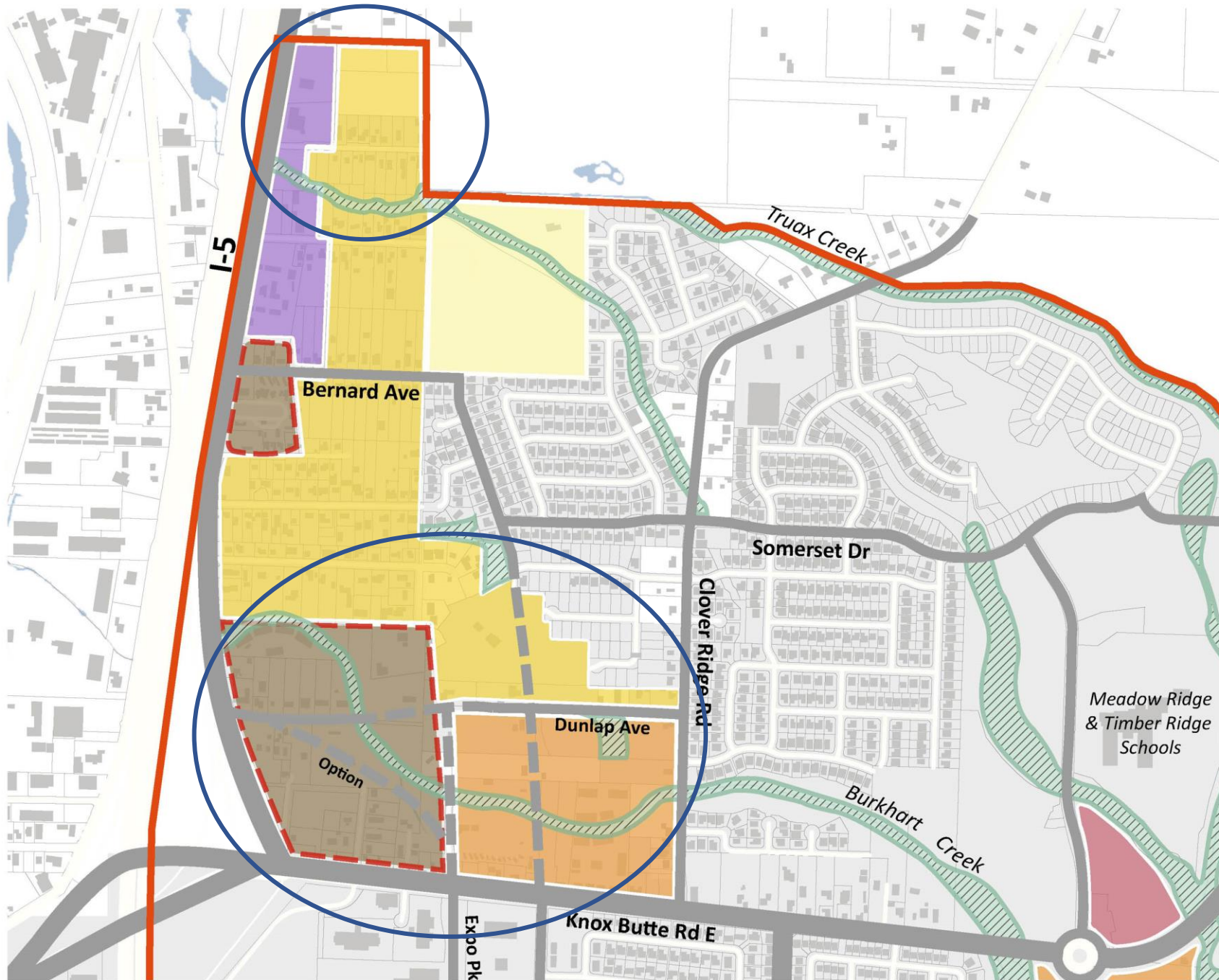




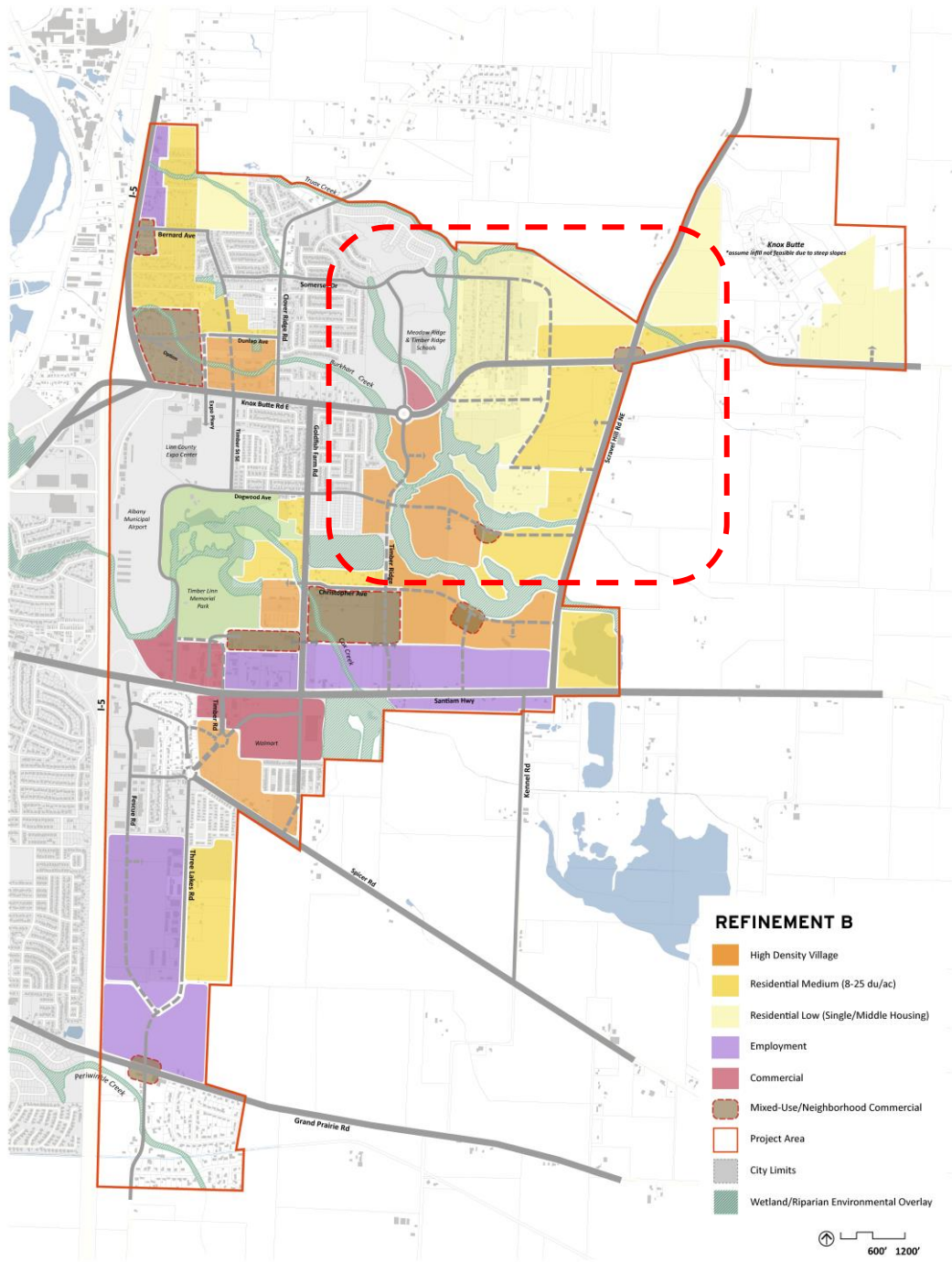
# Refinement A



# Refinement B

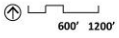


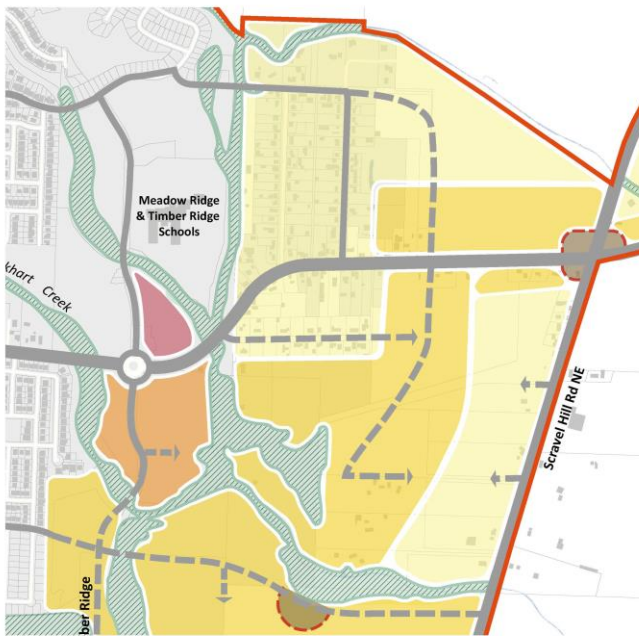




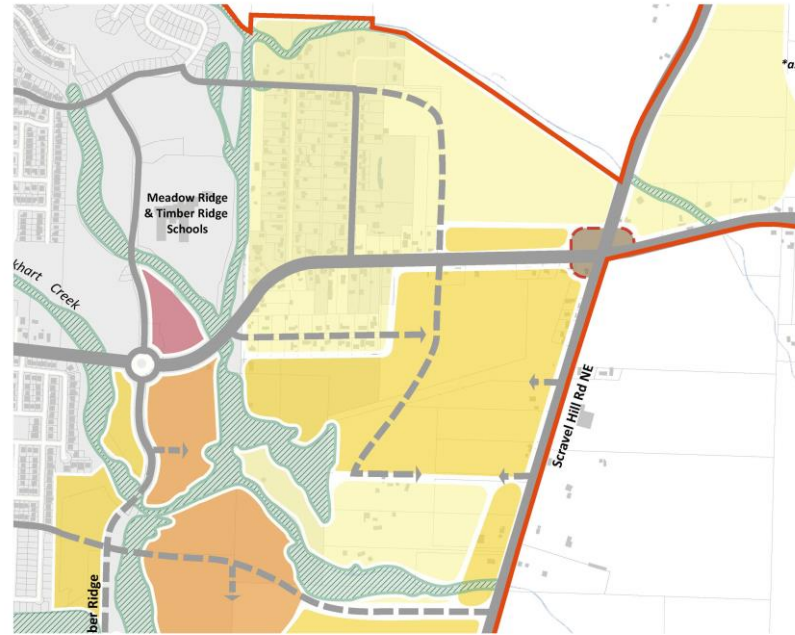
**REFINEMENT B**

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- Residential Medium (8-25 du/ac)
- Residential Low (Single/Middle Housing)
- Employment
- Commercial
- Mixed-Use/Neighborhood Commercial
- Project Area
- City Limits
- Wetland/Riparian Environmental Overlay

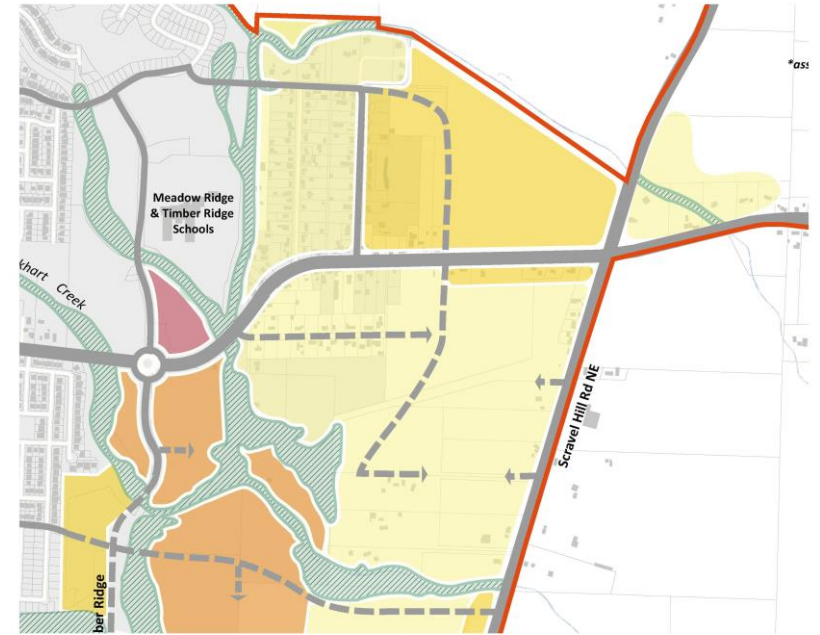




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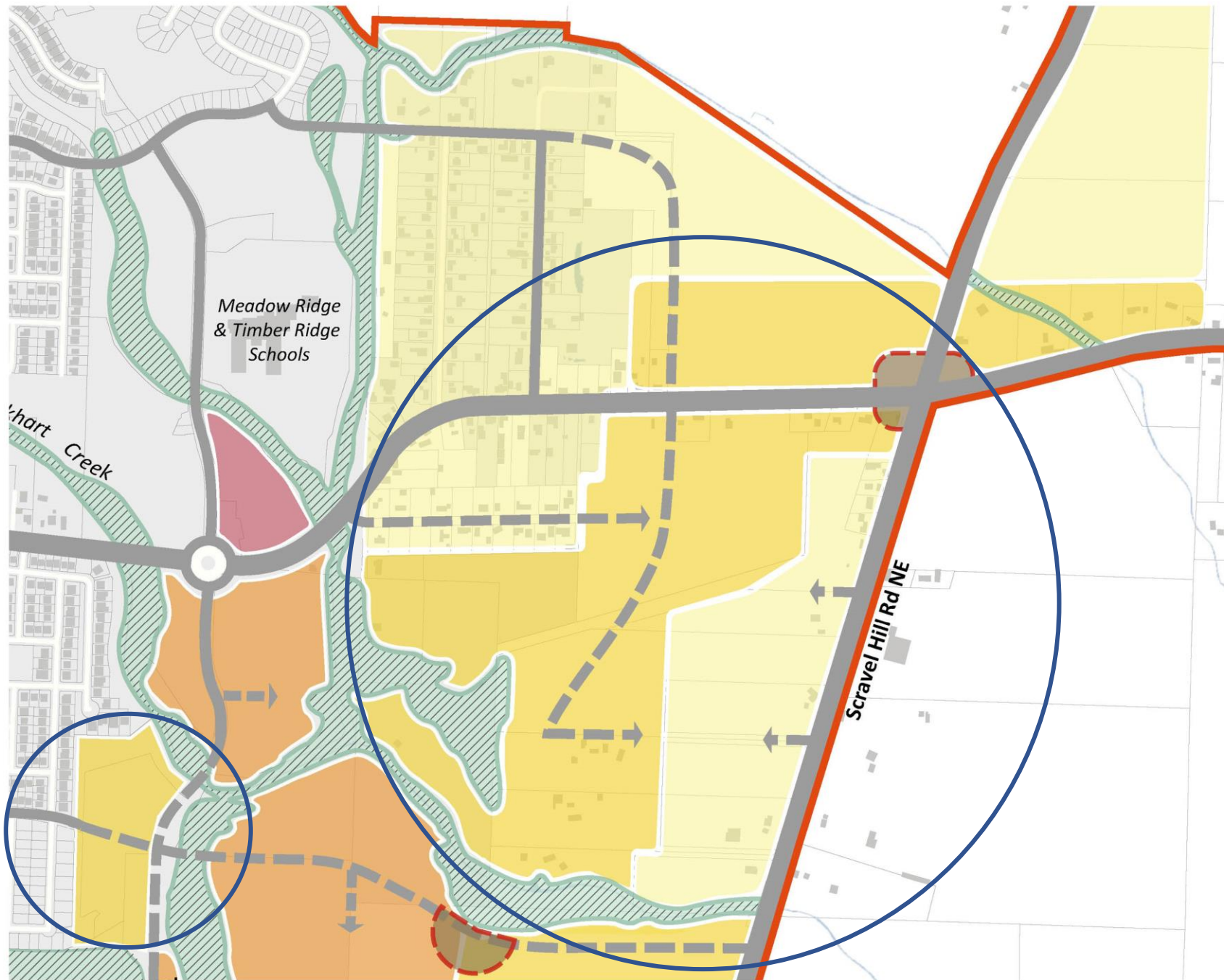


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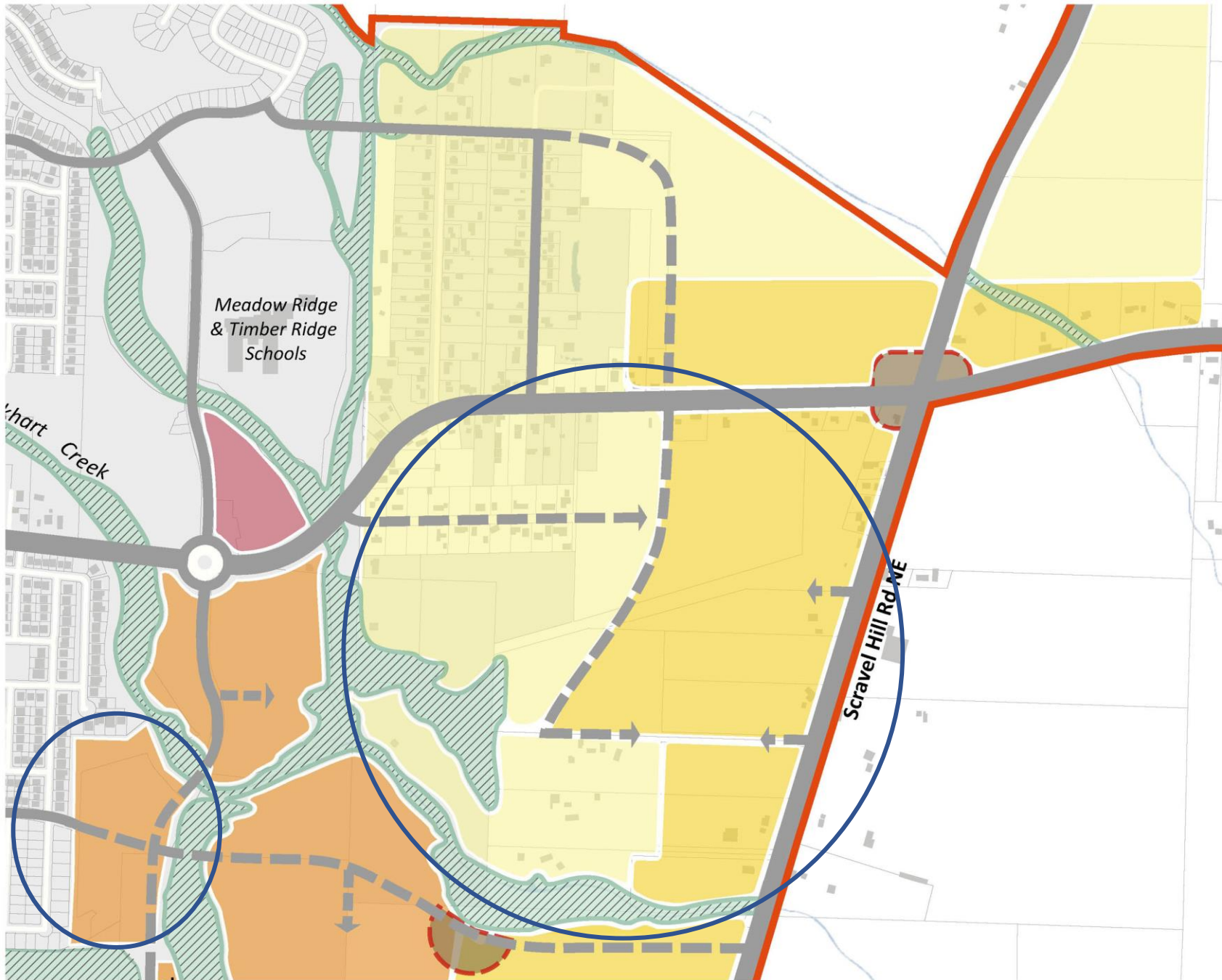
**Scenario 3**

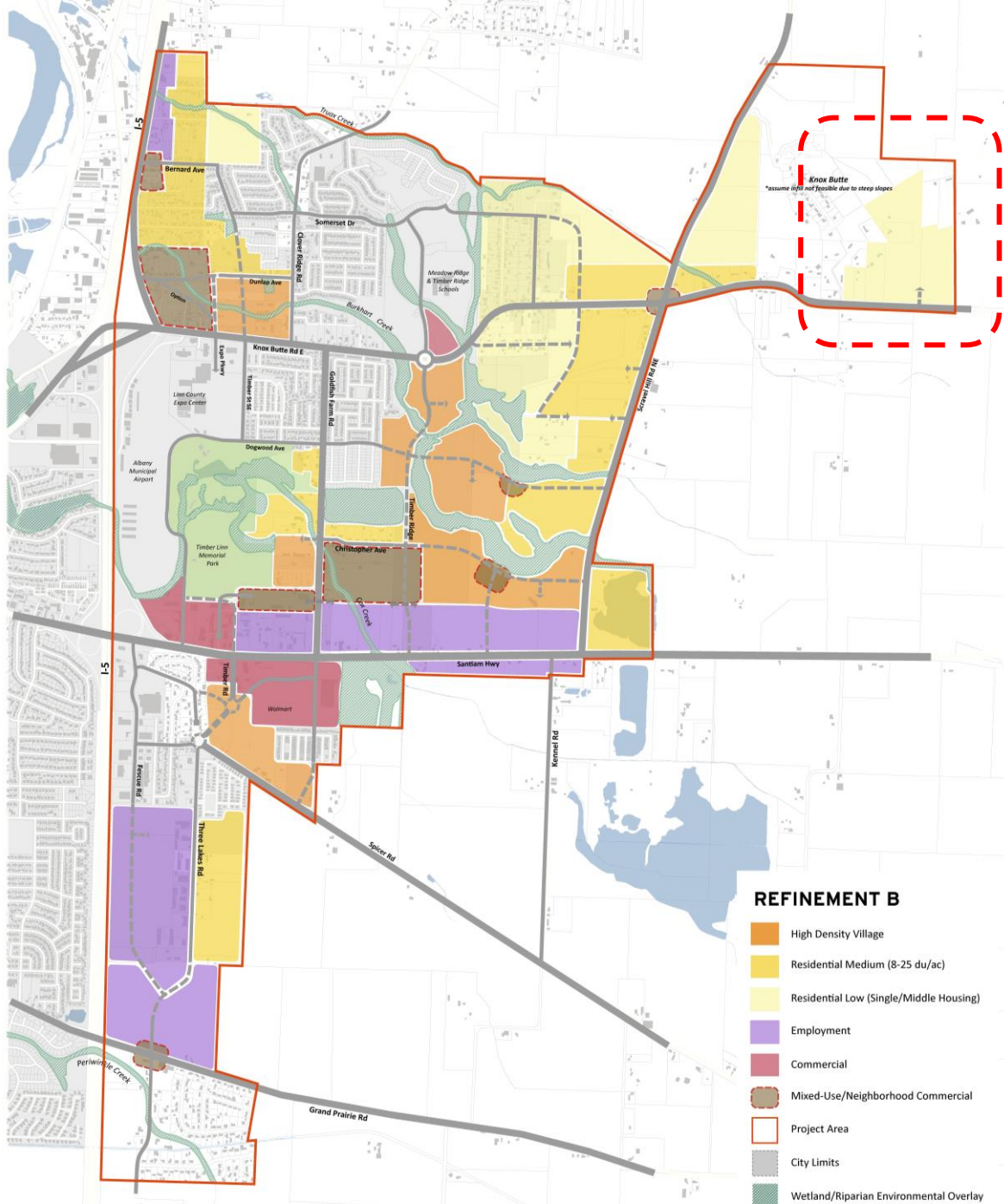
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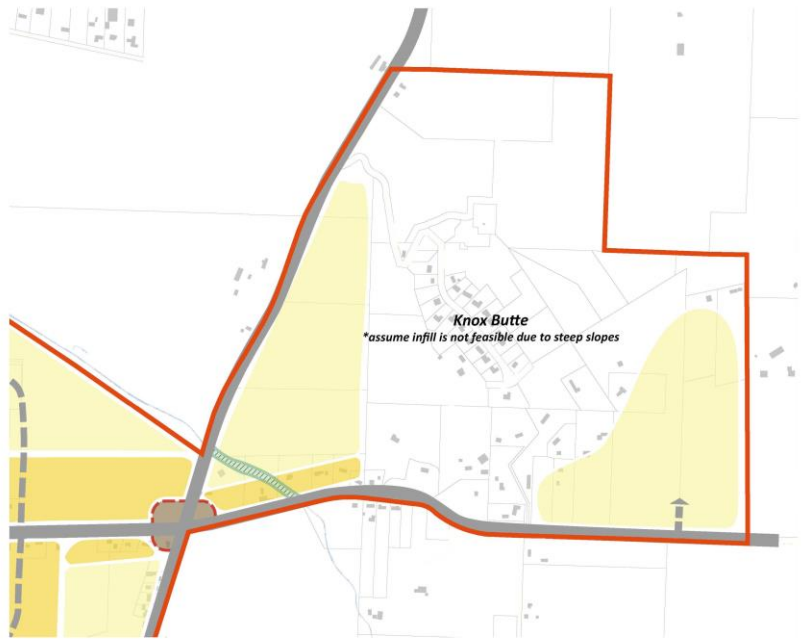




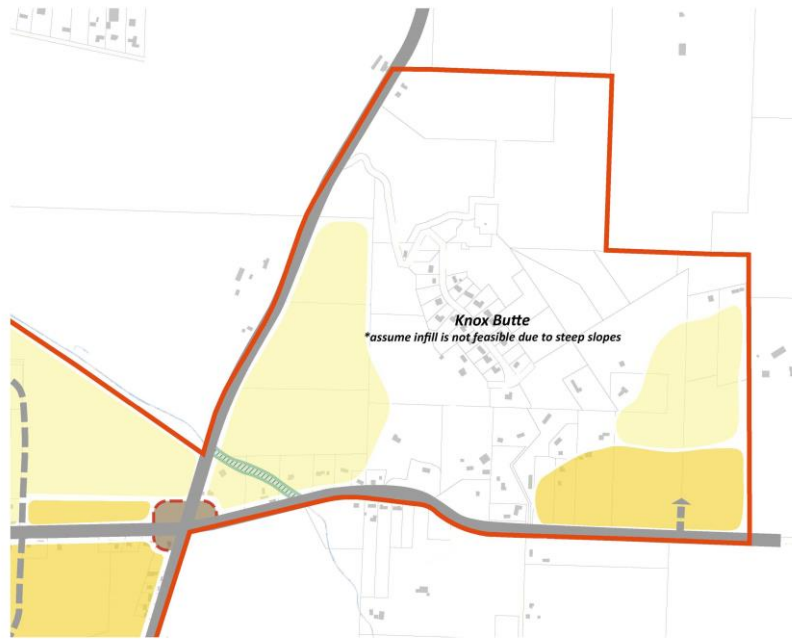
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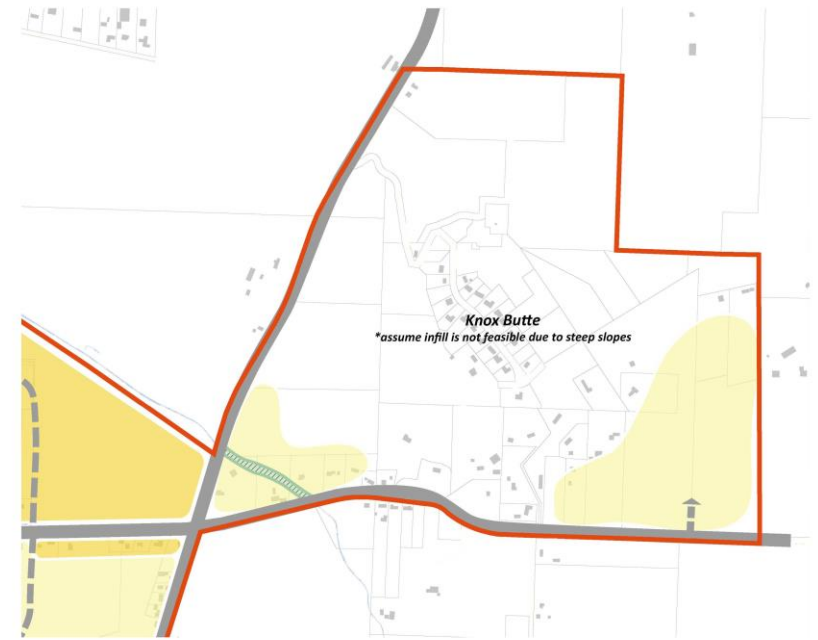




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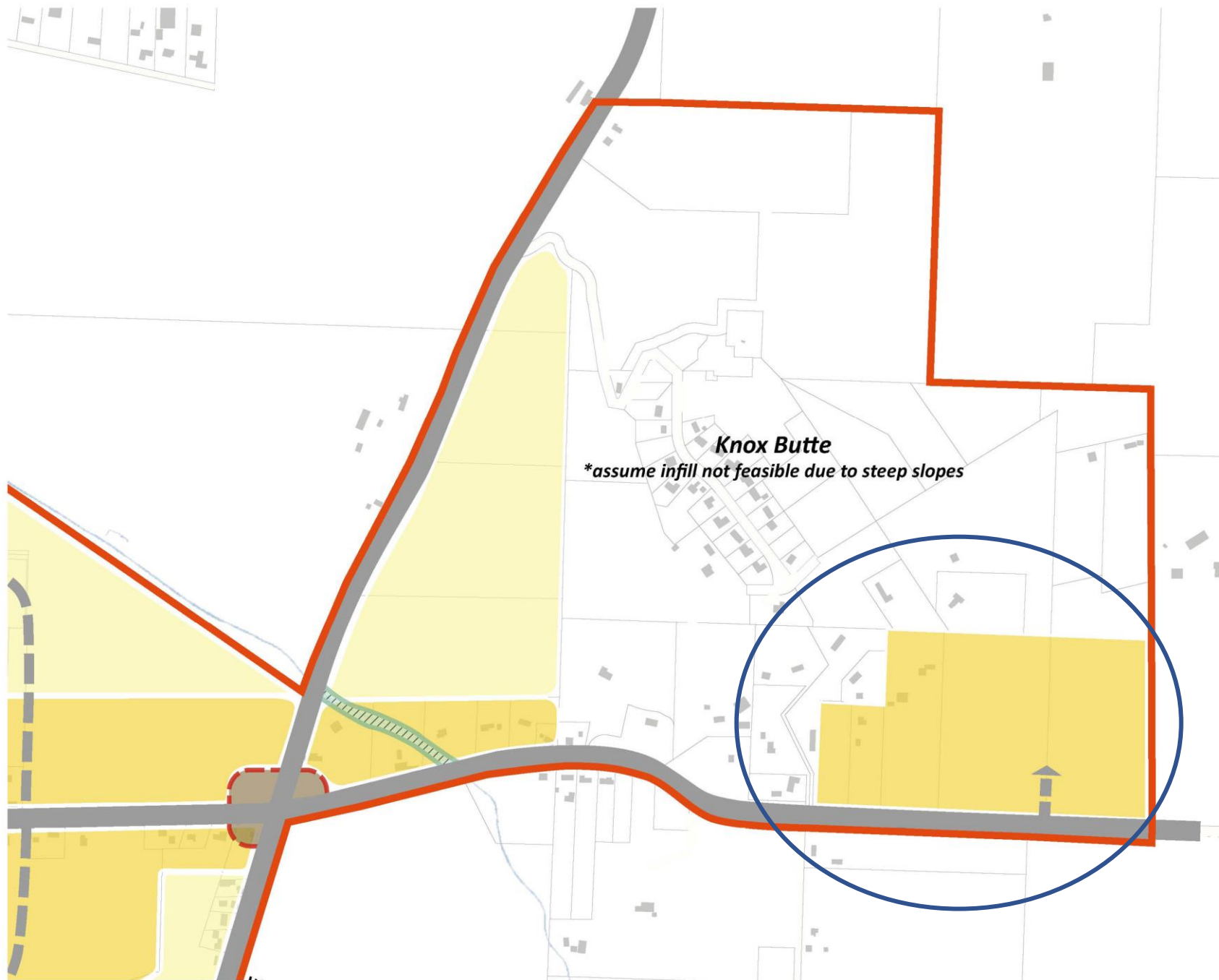
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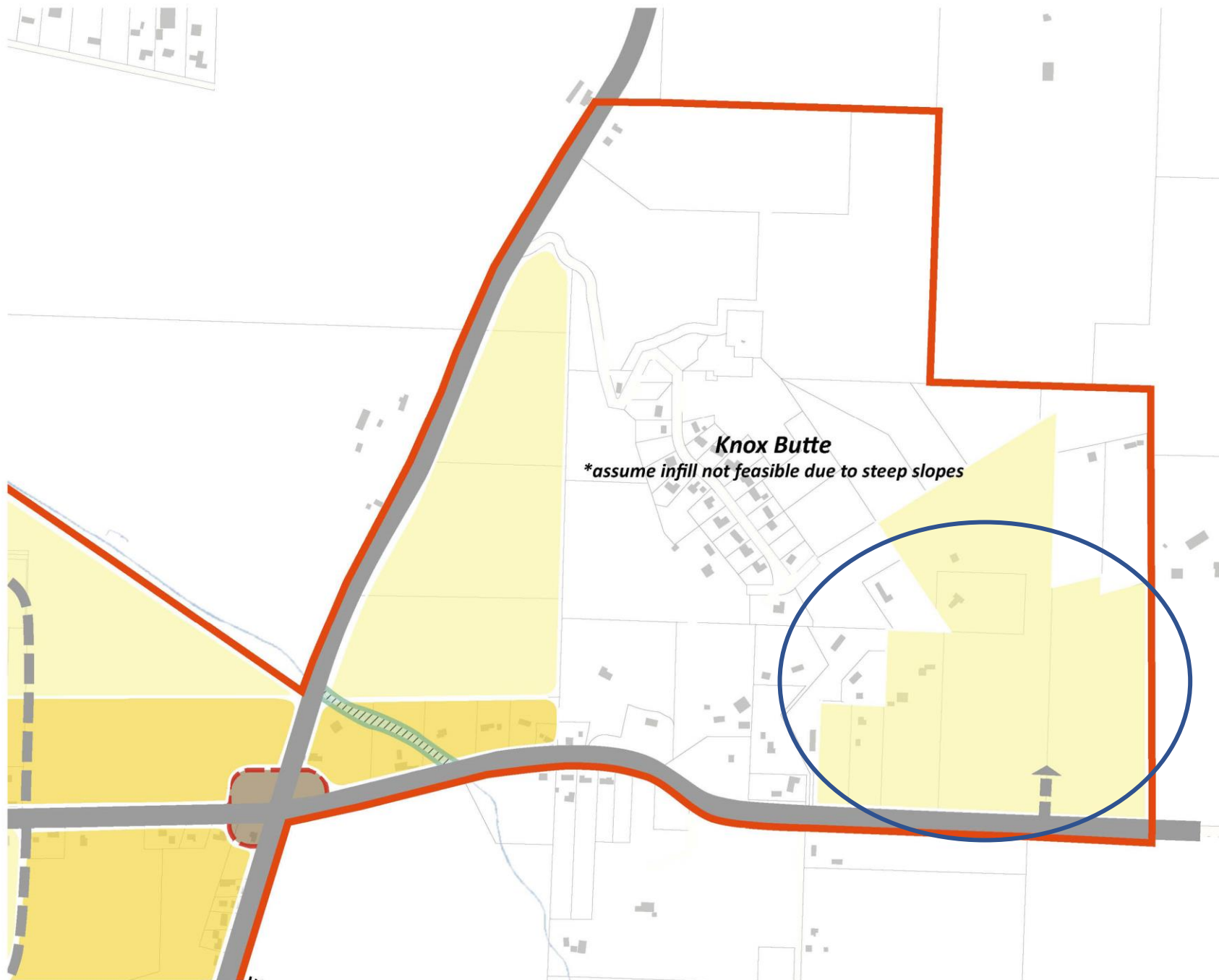
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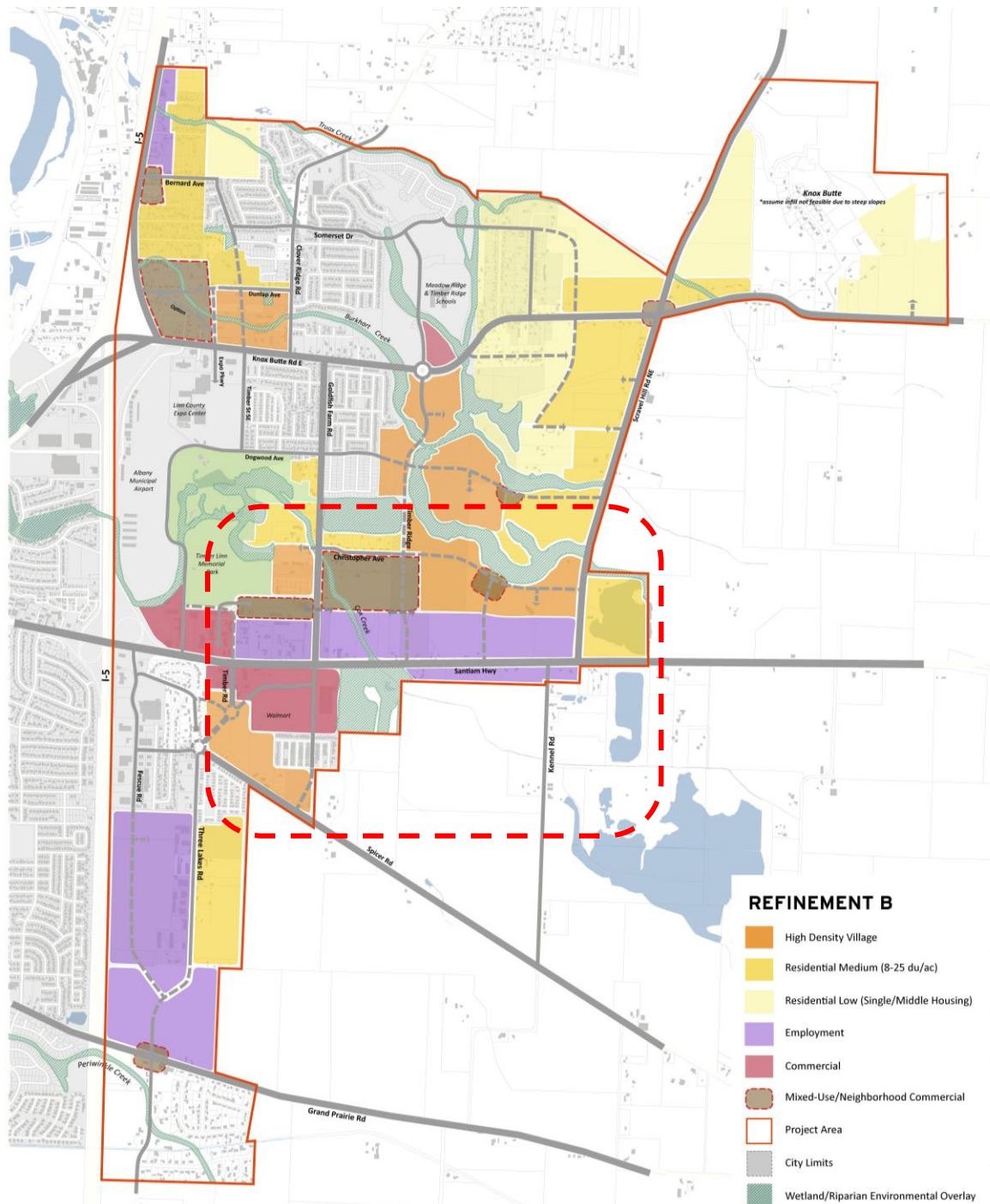
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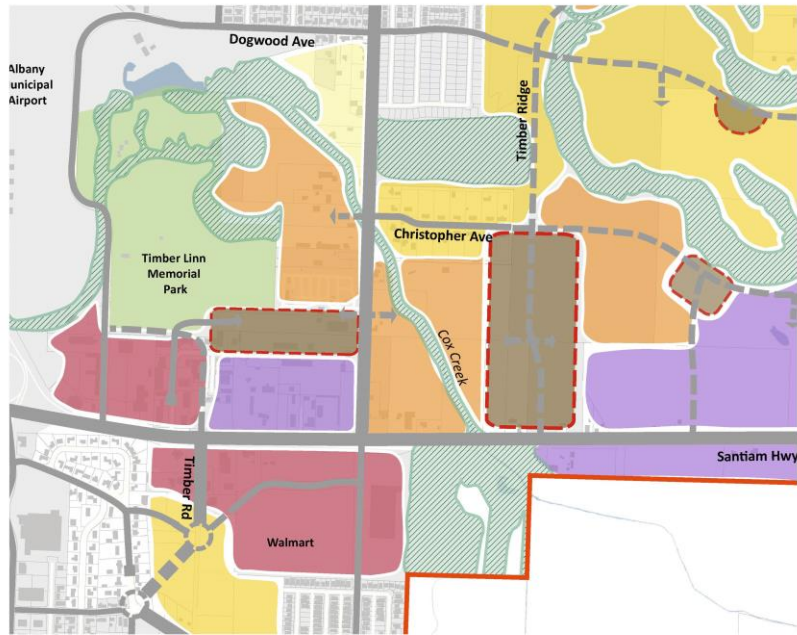
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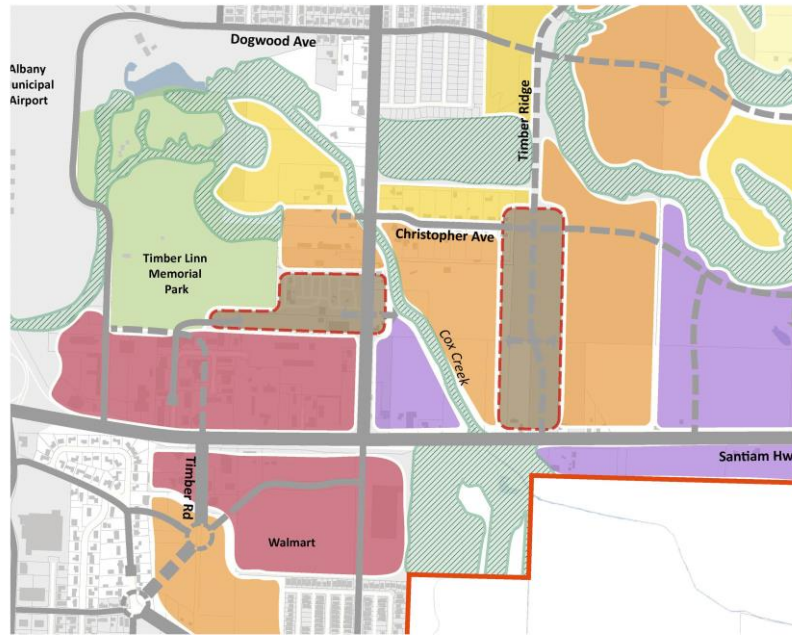
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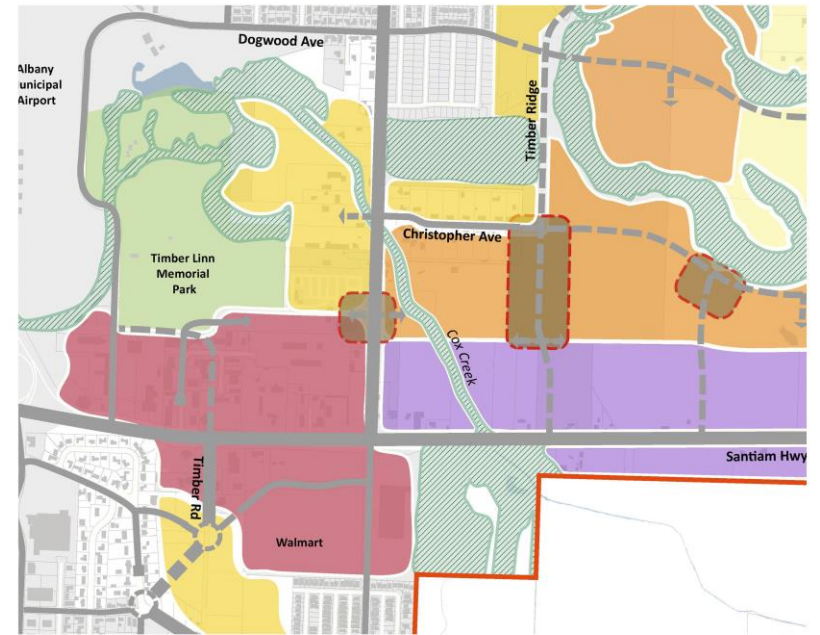




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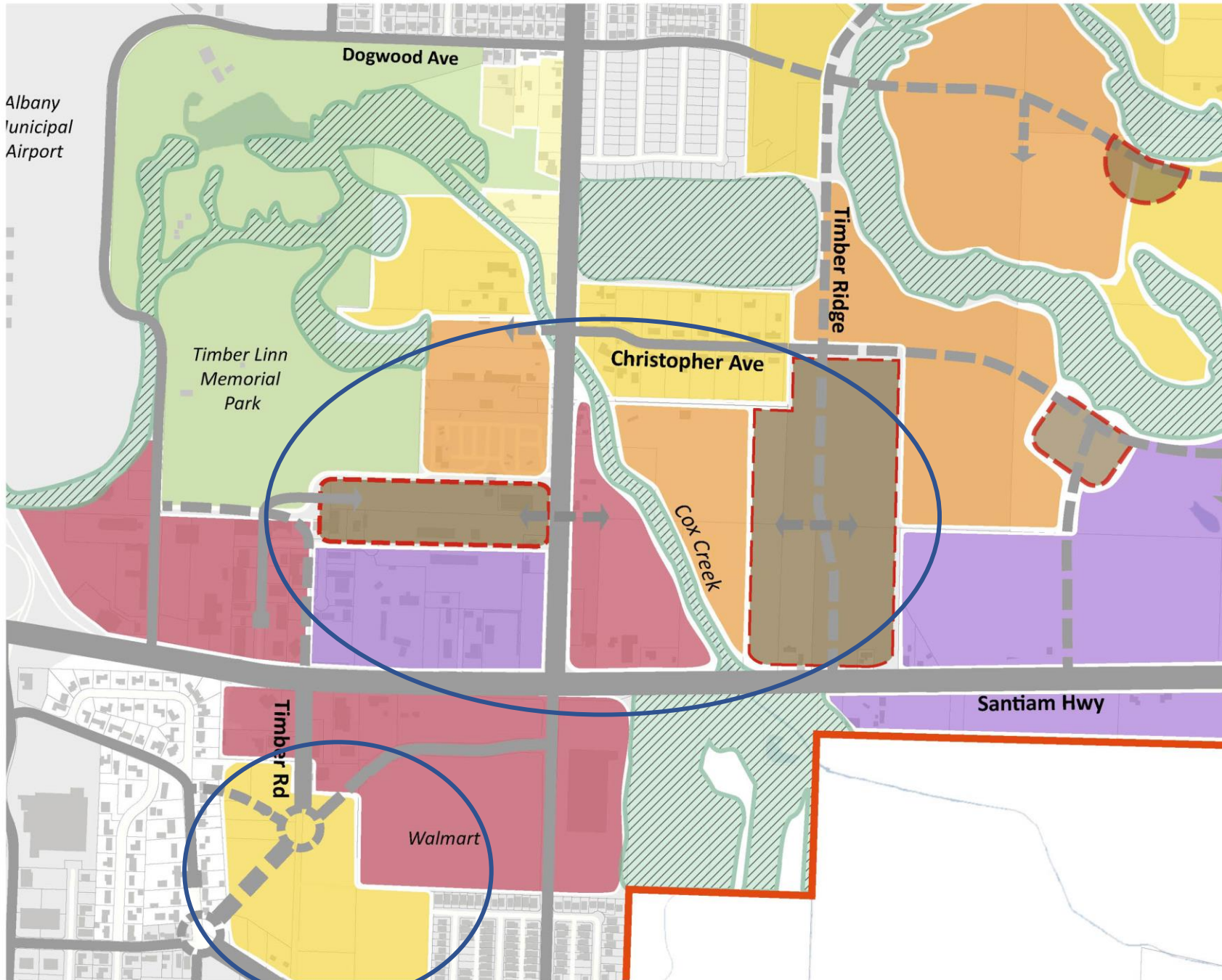


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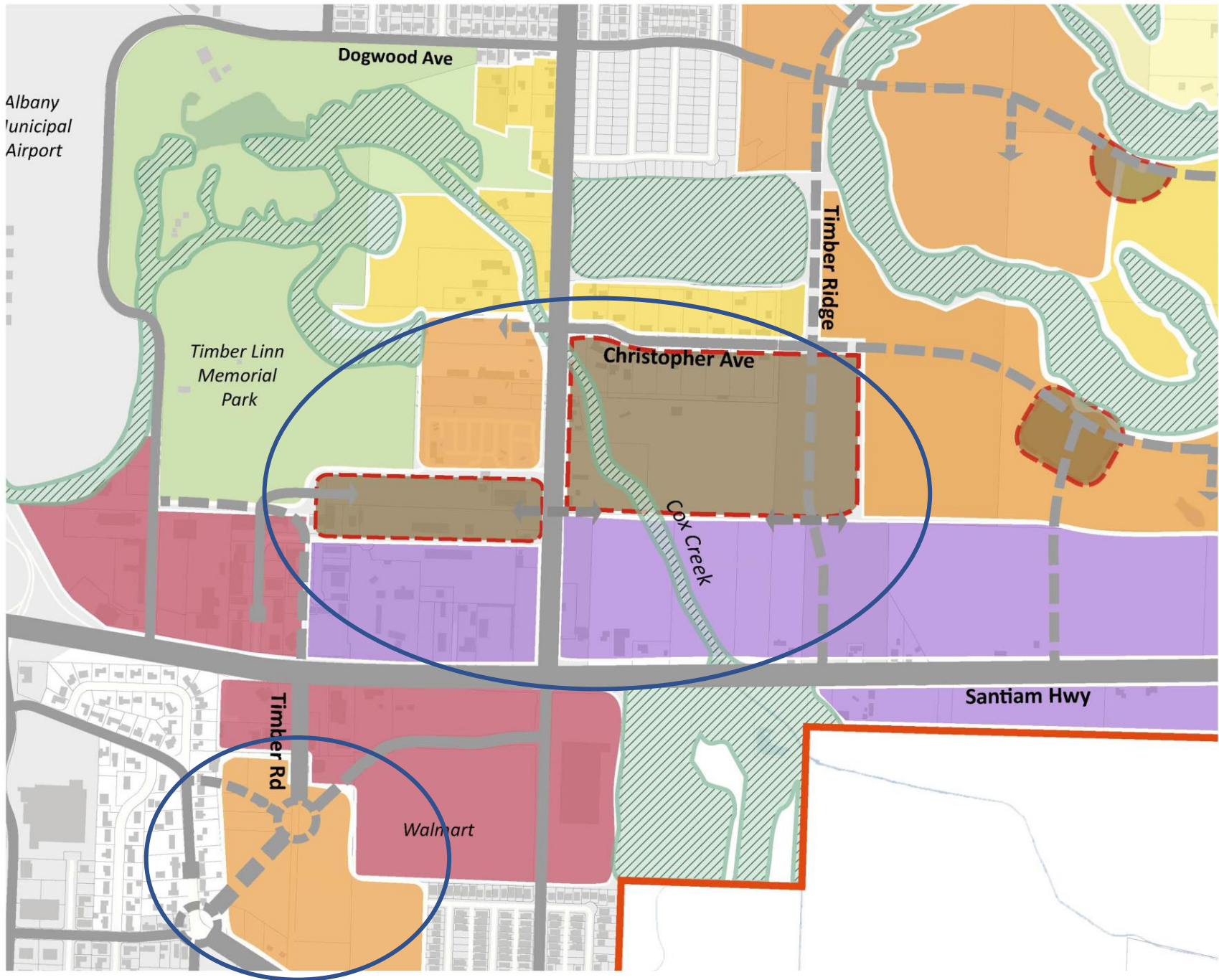
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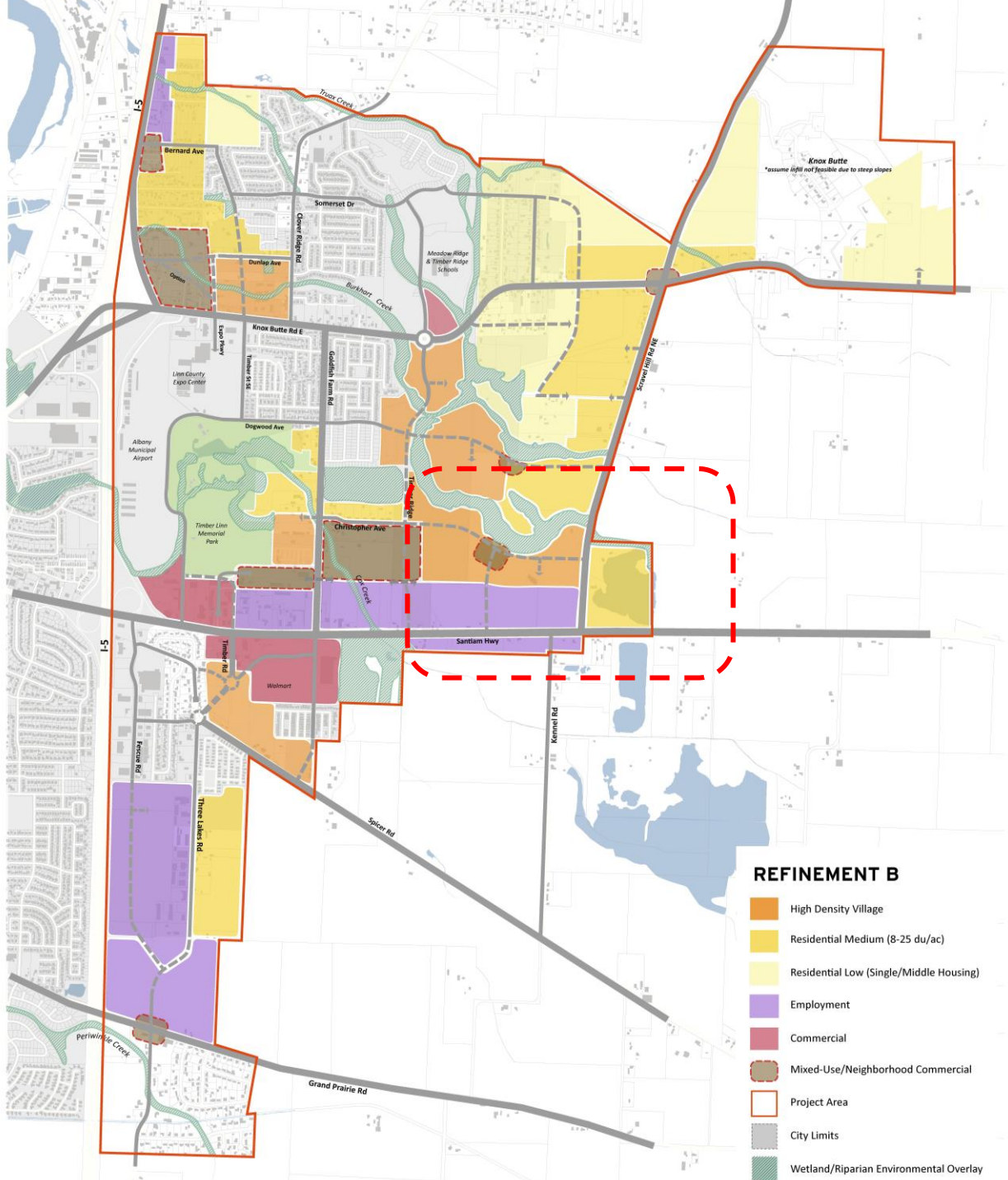
Albany Municipal Airport

Timber Linn Memorial Park

Walmart

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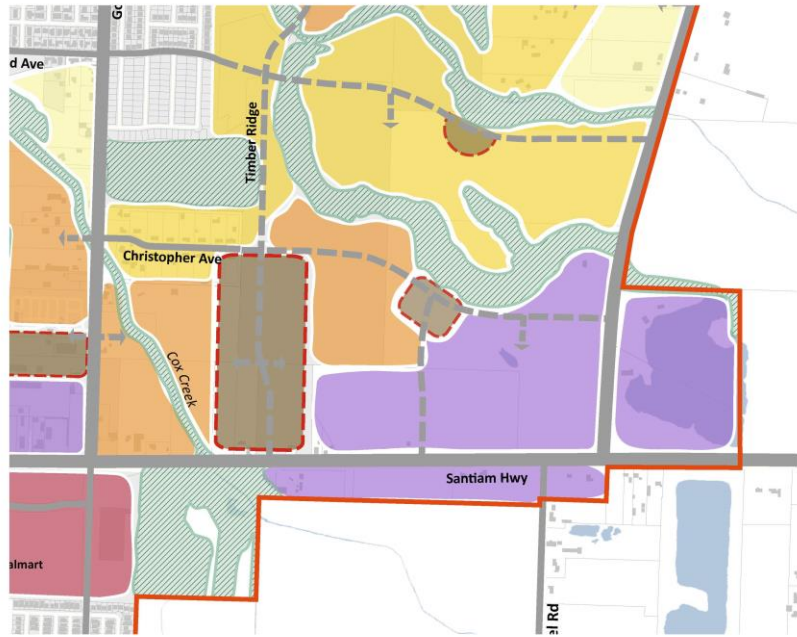
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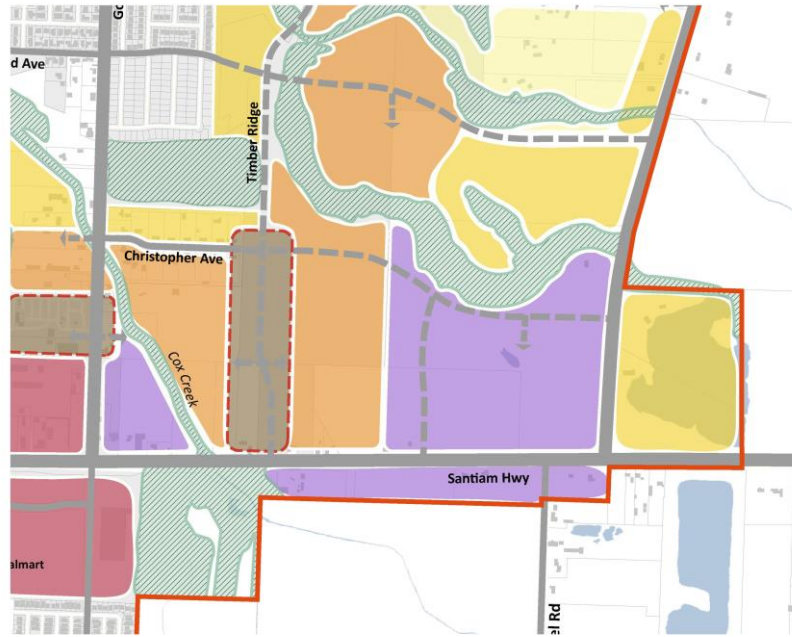
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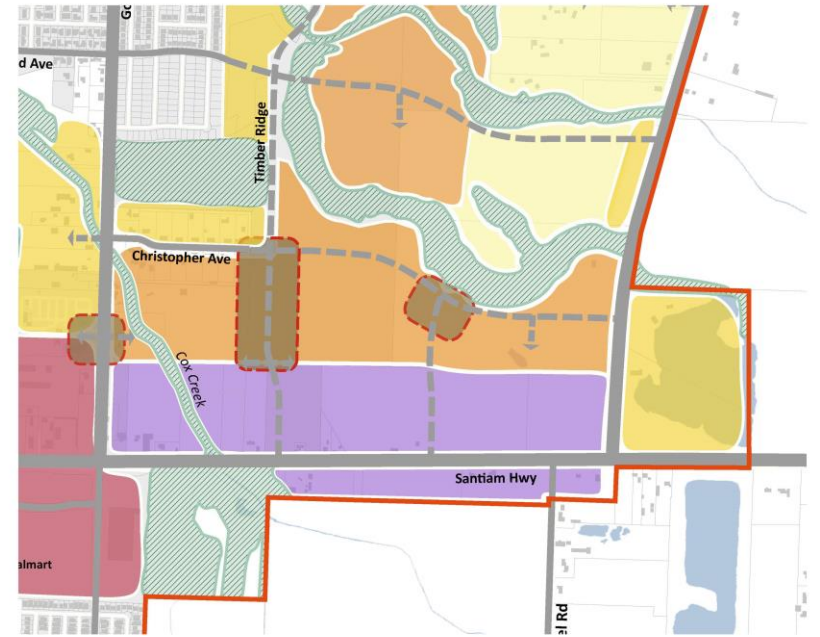




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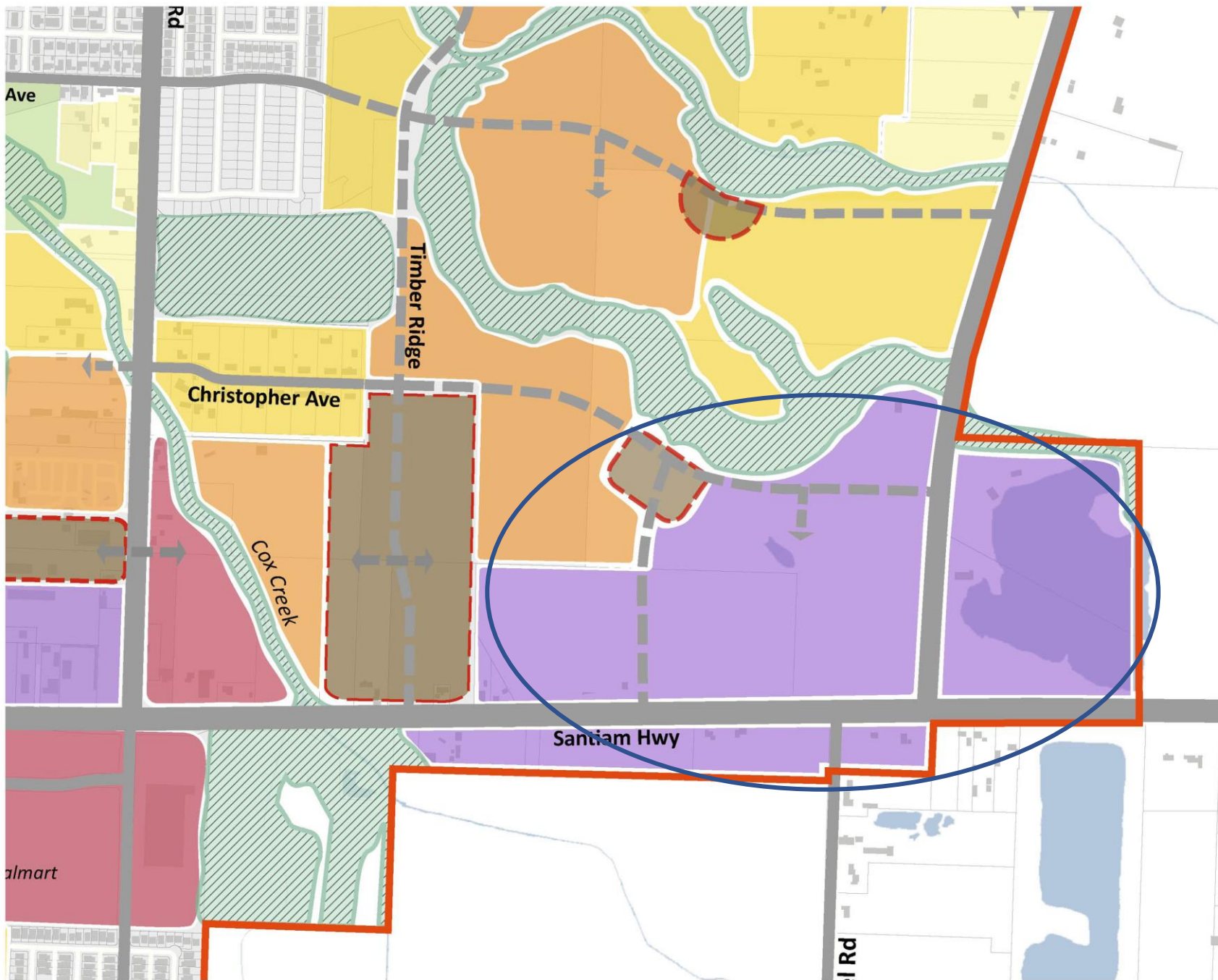
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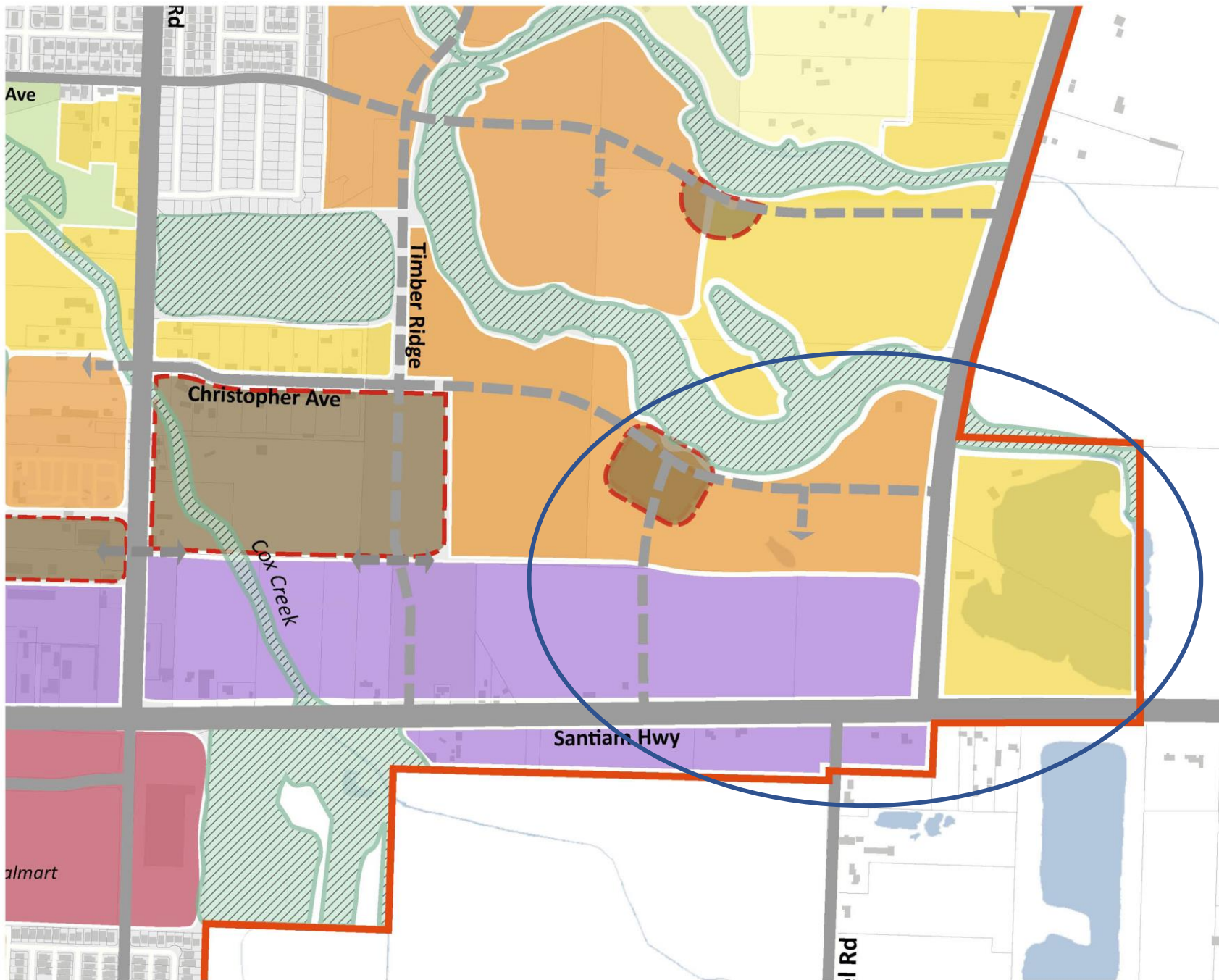
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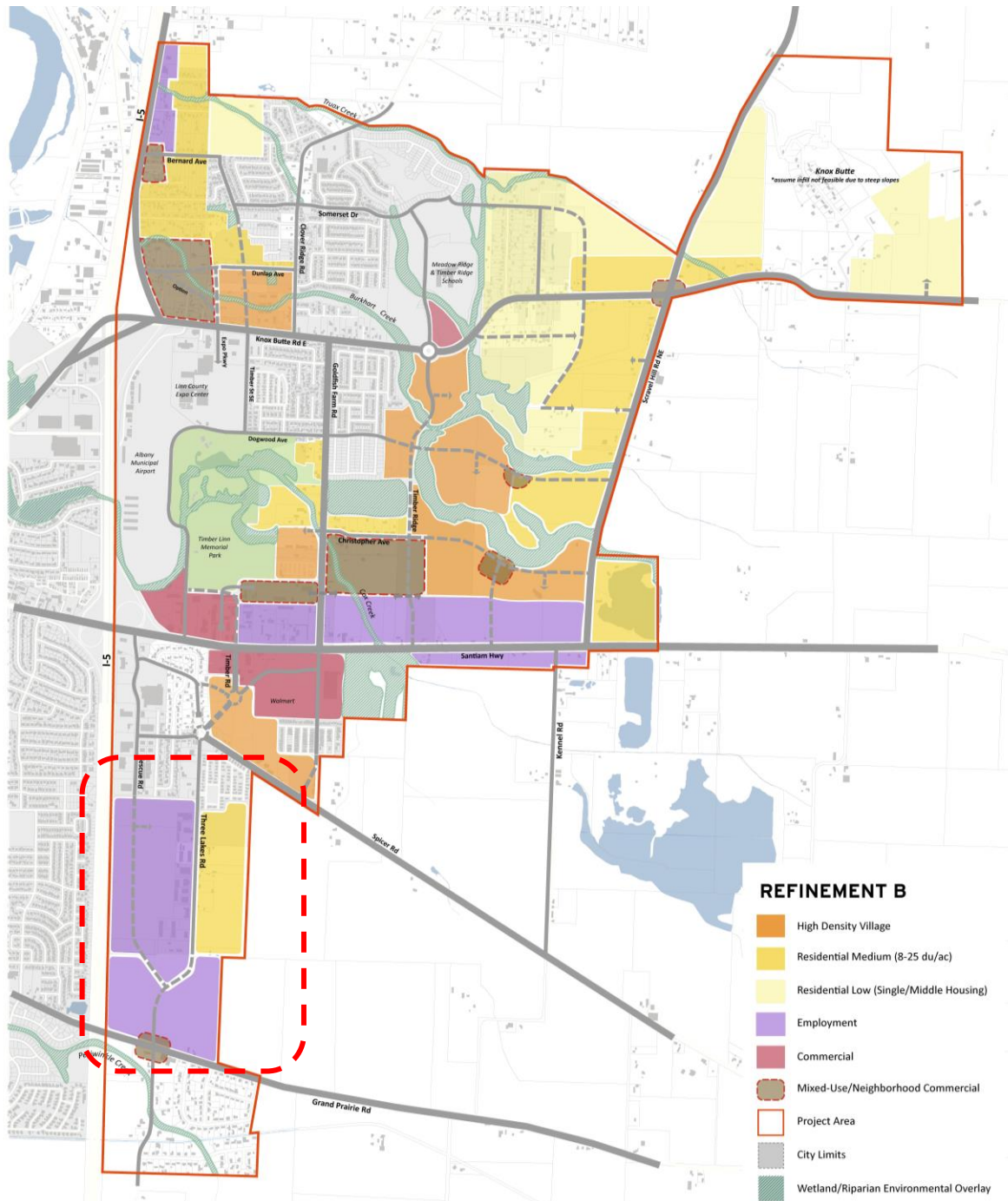
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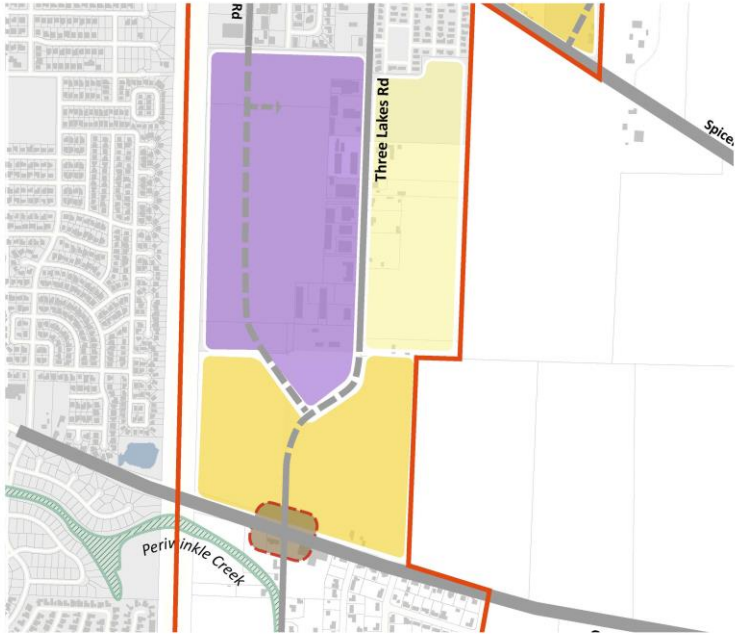


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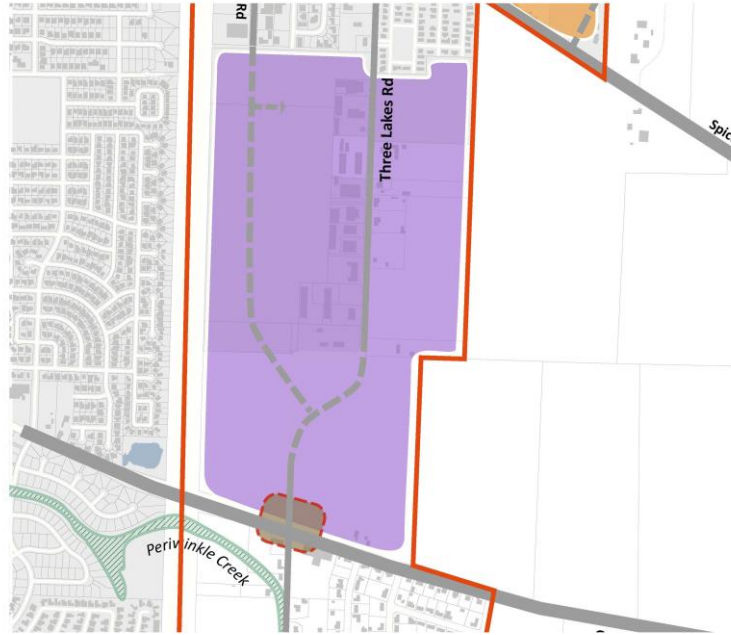




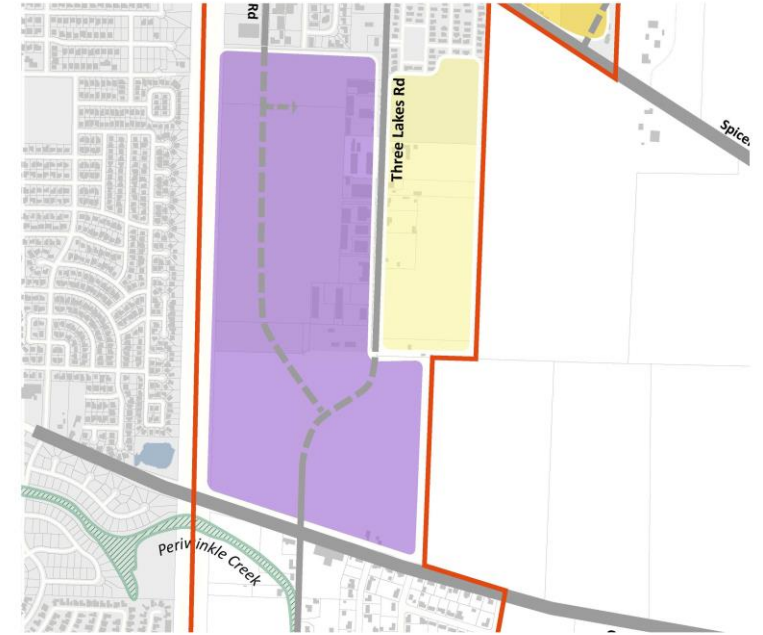




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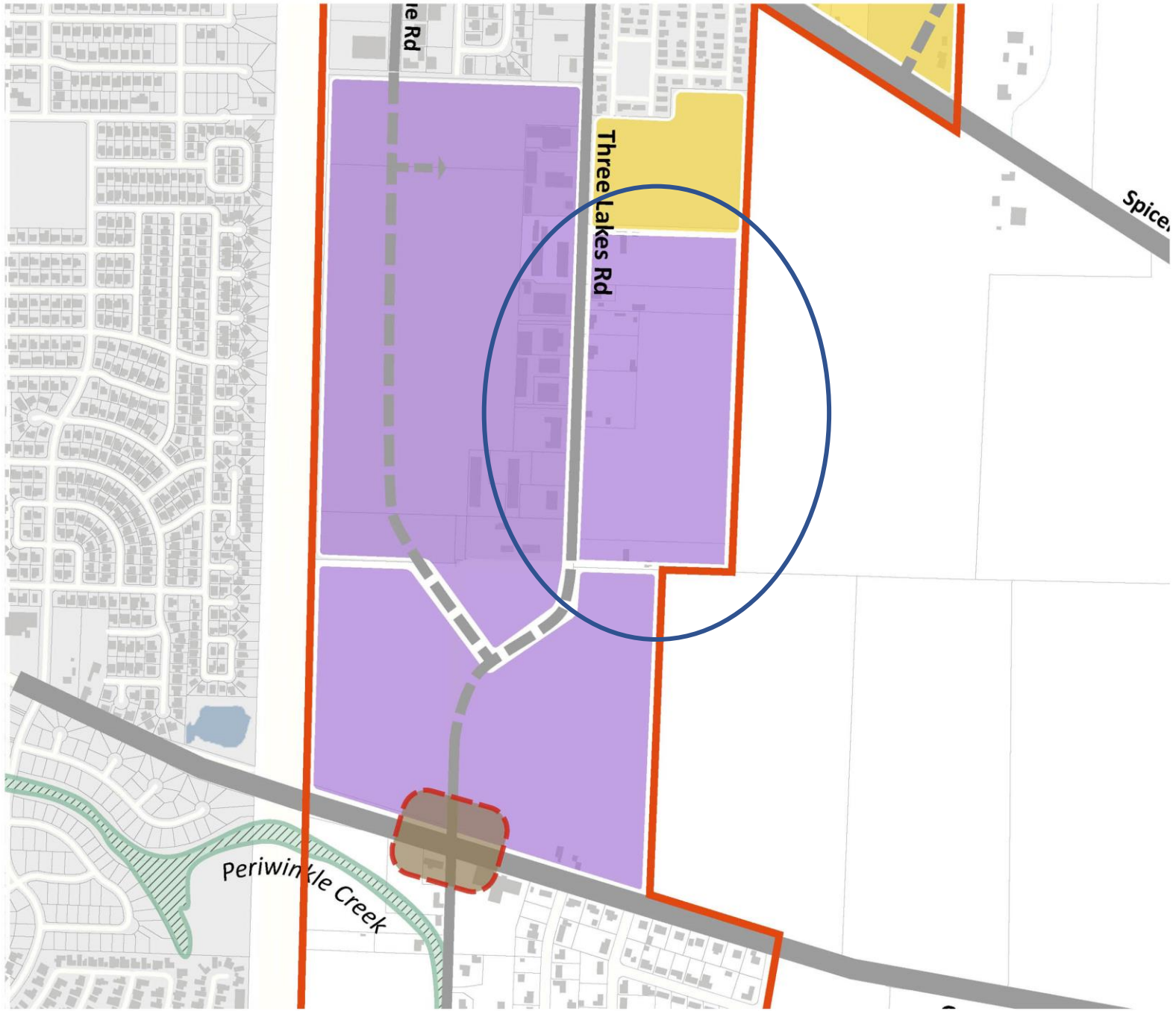
**Scenario 2**



**Scenario 3**

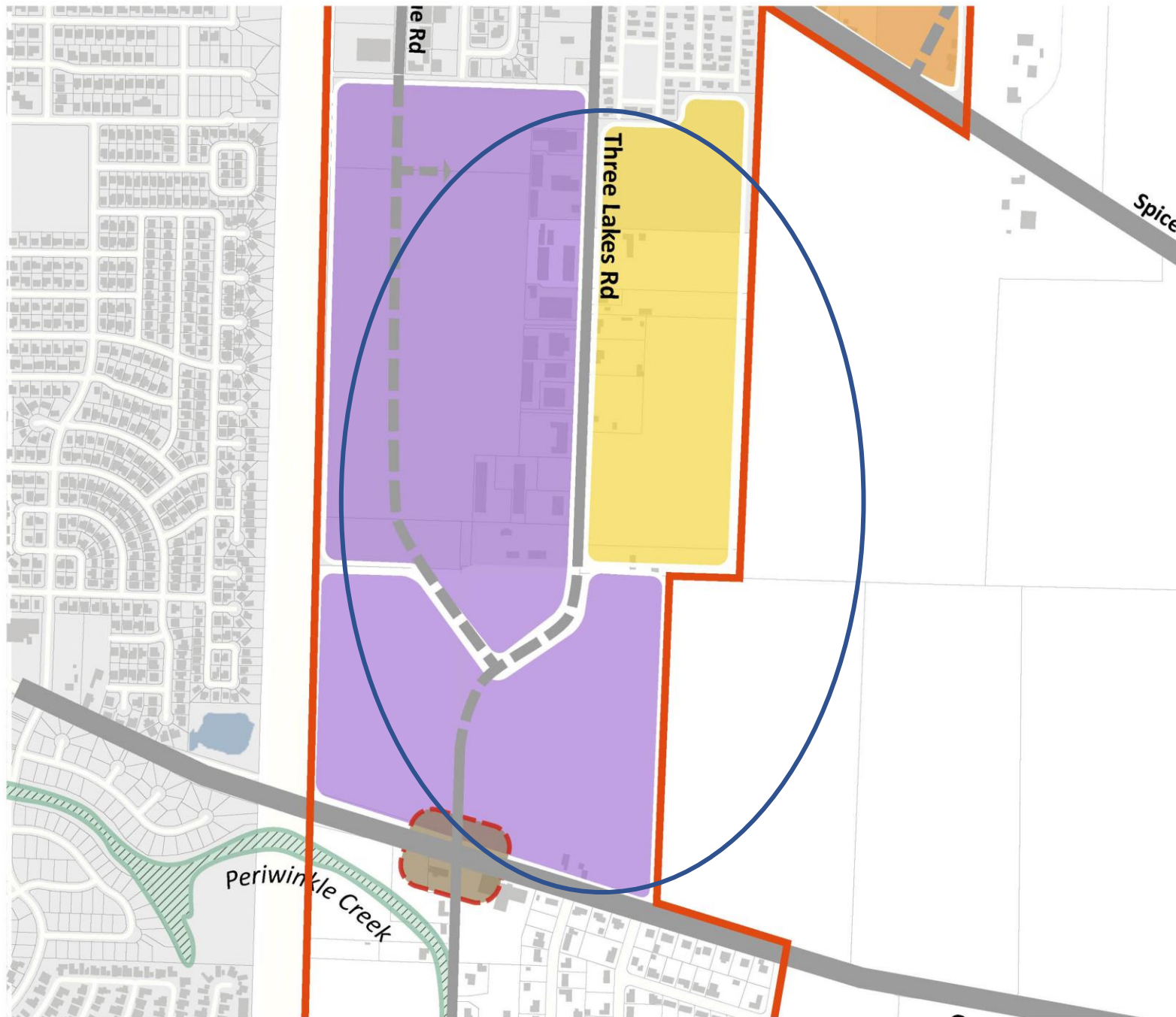


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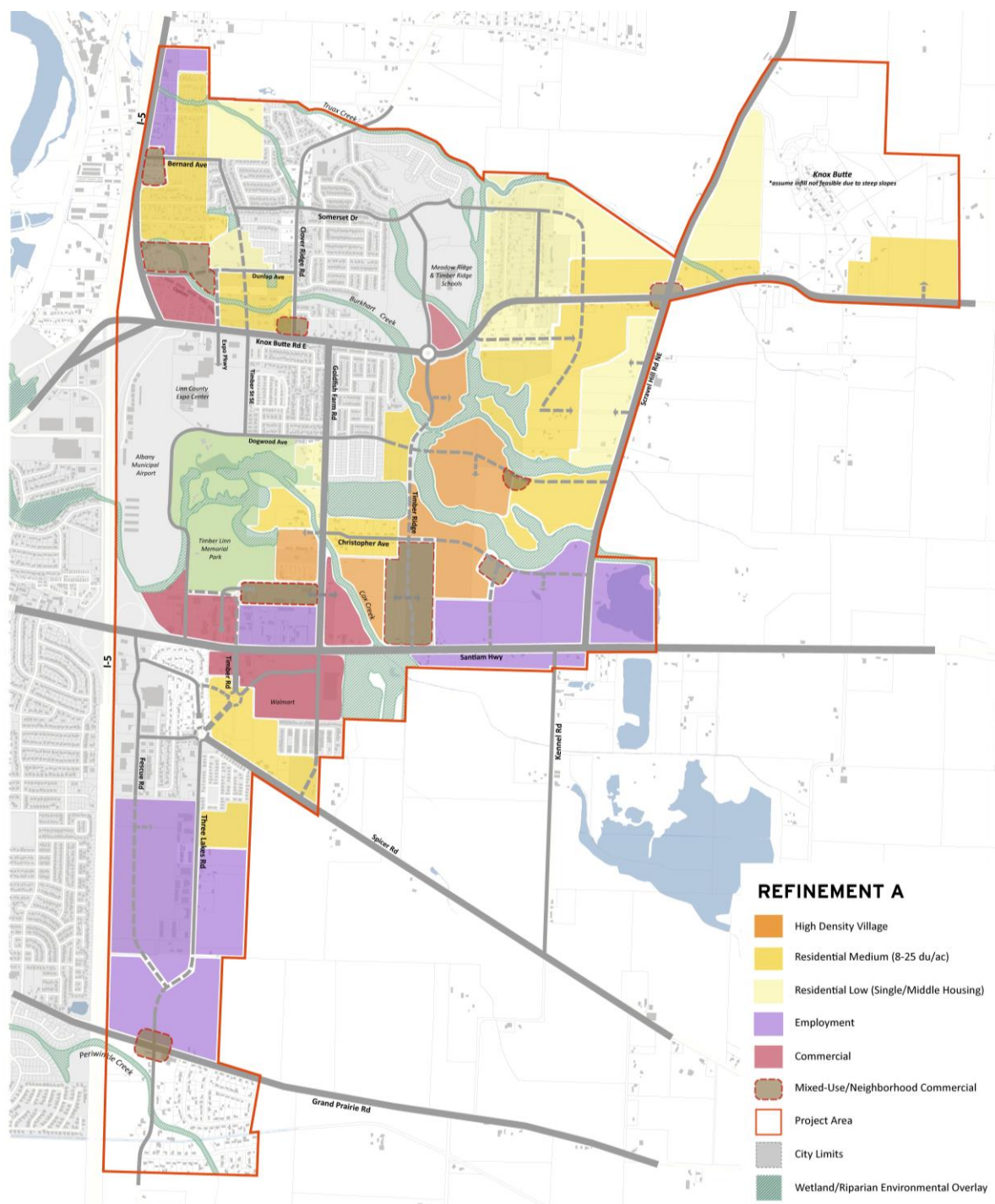
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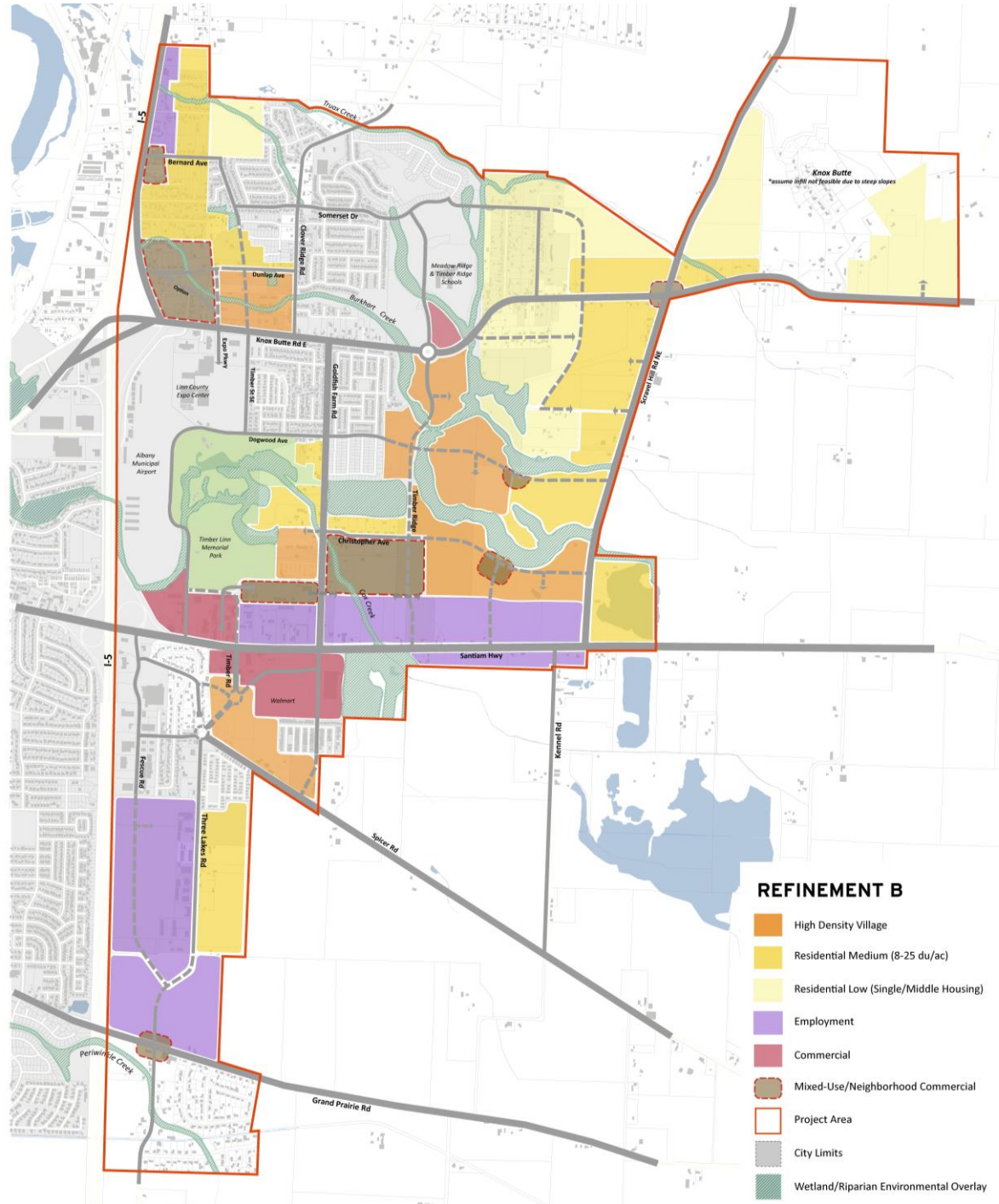
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# Refinement B





# Next Steps

- Community Outreach to review refinement options
  - Online Survey
  - Community Open House
- Prepare Draft East Albany Plan and Implementation Plan
- Review with PAC (December)
- Stakeholder Outreach
- Conduct Adoption Process – Planning Commission and City Council hearings (March-April, 2023)