



Revised

NOTICE OF PUBLIC MEETING
CITY OF ALBANY
CITY COUNCIL
Council Chambers
333 Broadalbin Street SW
Wednesday, February 24, 2010
7:15 p.m.

OUR MISSION IS

*"Providing quality public services
for a better Albany community."*

OUR VISION IS

*"A vital and diversified community
that promotes a high quality of life,
great neighborhoods, balanced
economic growth, and quality public
services."*

AGENDA

Rules of Conduct for Public Hearing

1. No person shall be disorderly, abusive, or disruptive of the orderly conduct of the hearing.
2. Persons shall not testify without first receiving recognition from the presiding officer and stating their full name and residence address.
3. No person shall present irrelevant, immaterial, or repetitious testimony or evidence.
4. There shall be no audience demonstrations such as applause, cheering, display of signs, or other conduct disruptive of the hearing.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE TO THE FLAG
3. ROLL CALL
4. SCHEDULED BUSINESS

a. Public Hearing

- 1) Amending the fee schedule for certain Building Division fees. [Pages 1-20]

Action: _____ RES. NO. _____

b. Continued Legislative Public Hearing

- 1) CP-02-09, amending Ordinance No. 4477, which adopted the Albany Comprehensive Plan, adopting findings; and declaring an emergency. [Pages 21-171]

Action: _____ ORD. NO. _____

c. Business from the Public

d. First Reading of Ordinances

- 1) Creating the Airport Advisory Commission, establishing membership criteria, appointment procedure, term, and duties. [Pages 172-173]

Action: _____ ORD. NO. _____

- 2) Levying assessments against property specifically benefited by sewer and water connections and the assessment of sewer, water, parks, and transportation system development charges for property described as Tax Lot 3800, Parcel 11S-03W-17AA, site address 2476 Bain Court SE; and declaring an emergency. [Pages 174-176]

Action: _____ ORD. NO. _____

- 3) Levying assessments against property specifically benefited by sewer and water connections and the assessment of sewer, water, parks, and transportation system development charges for property described as Tax Lot 3900, Parcel 11S-03W-17AA, site address 2502 Bain Court SE; and declaring an emergency. [Pages 177-179]

Action: _____ ORD. NO. _____

- 4) Amending Ordinance No. 5719, segregating in-lieu-of assessments for interceptor sewer and collector sewer against property described as Tax Lot 1600, Parcel 10S-04W-25; and declaring an emergency. [Pages 180-197]

Action: _____ ORD. NO. _____

e. Adoption of Consent Calendar

- 1) Approval of Minutes
 - a) January 25, 2010, Work Session. [Pages 198-200]
 - b) February 8, 2010, Work Session. [Pages 201-204]
 - c) February 10, 2010, Regular Session. [Pages 205-209]
- 2) Certifying properties exempt from taxes:
 - a) Songbird Village. [Pages 210-211] RES. NO. _____
 - b) Periwinkle Place. [Page 210 & 212] RES. NO. _____
 - c) Park Rose Properties. [Page 210 & 213] RES. NO. _____
- 3) ~~Applying for a Land and Water Conservation Fund grant from the Oregon Parks and Recreation Department for the renovation of Henderson Park playground.~~ RES. NO. _____
- 4) Approving liquor licenses for:
 - a) Yong's Inc., D/B/A Momiji Japanese Restaurant, 641 Hickory Street NW. [Page 216]
 - b) House of Noodle, 2025 Santiam Highway SE. [Page 217]

Action: _____

f. Personnel Request

- 1) Fire Department position restructuring. [Page 218]

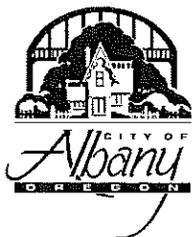
Action: _____

5. BUSINESS FROM THE COUNCIL

6. NEXT MEETING DATE: Regular Session March 10, 2010
Work Session March 22, 2010

7. ADJOURNMENT

City of Albany Web site: www.cityofalbany.net



TO: Albany City Council
VIA: Wes Hare, City Manager
FROM: Greg Byrne, Community Development Director
Melanie Adams, Building Official *MMA*
DATE: February 18, 2010, for the February 24, 2010 City Council Meeting
SUBJECT: Building Division Fees

RELATES TO STRATEGIC PLAN THEME: ● Safe City

RELATES TO: ● Effective Government

Action Requested:

Adopt the attached Resolution setting fees for Albany Building Division.

Discussion:

After several work sessions, the City Council decided to bring forward a proposal to raise Building Division fees for public hearing. The last fee increase was in 2001.

Current City policies call for recovery of reasonable costs of operation from fees charged to customers. Nevertheless, in the current fiscal year, the general fund is supporting the operation with a \$350,000 subsidy. This represents a current and projected shortfall of approximately 40%, although future revenue projections are extraordinarily difficult to make in this economic climate.

Another general fund subsidy for the Building Division in the coming year is not recommended.

The shortfall is a result of the economic downturn combined with increased labor, service, and material costs. Understandably, fees were not increased during periods of high activity, when revenue covered costs.

In the last two years, the Division has reduced staffing by about 50%, and reduced elective spending by 75%. For a period of time last fiscal year we placed employees on a staggered four-day week, while keeping the office open five days.

The current proposal would raise fees on all types of plan review and inspection activities, and would place Albany's fee schedule on a par with neighboring jurisdictions.

It appears inevitable that services would have to be eliminated without additional revenue from fees. Builders and developers have options if Albany does not provide the services; however, the costs would be higher, and the response times to customers slower.

We have conducted public notice and outreach through the Oregon Building Codes Division, the Homebuilders Association, the Chamber of Commerce, and local print and electronic media.

Budget Impact:

Adopting the new fee schedule should return the Building Division operation to self-sufficiency, matching costs to provide building safety services with the revenues generated by the customers. As building activity increases, it will allow the Division to fill vacant positions in order to continue responsive service.

Attachment: A (proposed fee schedule showing revisions), B (finalized proposed fee schedule)

RESOLUTION NO. _____

A RESOLUTION AMENDING THE FEE SCHEDULE FOR CERTAIN BUILDING DIVISION FEES AND REPEALING RESOLUTION NO. 5715.

WHEREAS, Building Division fees were last updated on December 17, 2008, by Resolution No. 5715; and

WHEREAS, Building Division fees were last increased on October 24, 2001, by Resolution No. 4534; and

WHEREAS, the City Council reviewed the existing fees and held a public hearing on the proposed amended fees on February 24, 2010; and

WHEREAS, that it is in the interest of the City to recover the costs of providing building inspection services by charging a fee to those persons and entities that generate the need for such services rather than by City taxpayers; and

WHEREAS, the cost of providing building inspection services has increased;

NOW, THEREFORE, BE IT RESOLVED that the building inspection, electrical inspection, and related permit fees shown in Exhibit A, attached hereto, are adopted by the City of Albany; and

BE IT FURTHER RESOLVED that it is the policy of the City Council that fees for building inspection services will be covered by those who generate the need for such services; and

BE IT FURTHER RESOLVED that Resolution No. 5715 is repealed and is superseded by the updated fee schedule on February 25, 2010; and

BE IT FURTHER RESOLVED that the need to adjust building fees shall be reviewed annually by the City Manager and reported to the City Council.

DATED AND ADOPTED THIS 24th DAY OF FEBRUARY, 2010.

Mayor

ATTEST:

Deputy City Clerk

CITY OF ALBANY BUILDING PERMIT FEES

1. CONSTRUCTION BUILDING PERMITS:

Residential & Commercial

Total Valuation**	Fee Residential	Commercial
\$0 to \$25,000	\$60.00 ^{50.00} * for the first \$2,000 plus \$8.90 ^{7.40} for each additional \$1,000 or fraction	\$75.00 ^{75.00} * for the first \$2,000 plus \$11.10 ^{11.10} for each additional \$1,000 or fraction
\$25,001 to \$50,000	\$264.00 ^{220.00} for the first \$25,000 plus \$6.60 ^{5.50} for each additional \$1,000 or fraction	\$330.00 ^{330.00} for the first \$25,000 plus \$8.25 ^{8.25} for each additional \$1,000 or fraction
\$50,001 to \$100,000	\$432.00 ^{360.00} for the first \$50,000 plus \$5.20 ^{4.30} for each additional \$1,000 or fraction	\$540.00 ^{540.00} for the first \$50,000 plus \$6.45 ^{6.45} for each additional \$1,000 or fraction
\$100,001 and up	\$690.00 ^{575.00} for the first \$100,000 plus \$3.90 ^{3.20} for each additional \$1,000 or fraction	\$863.00 ^{863.00} for the first \$100,000 plus \$4.80 ^{4.80} for each additional \$1,000 or fraction

*Maximum of one inspection.

**See Valuation Table located on previous page.

Plus 12% state surcharge

Plus \$1.00 per square foot residential and \$.50 per square foot commercial School Construction Excise Tax.

Plus Document Imaging Charge of \$1.00 per page

2. PLUMBING PERMITS:

New 1 & 2 Family Dwelling

Fee includes the first 100 ft of water and sewer service, hose bibbs, icemakers, underfloor low-point drains and rain drain packages that include the piping, gutters, downspouts and perimeter system.

Note: A half bath is equivalent to a single bathroom.

One Bathroom & Kitchen.....	\$313.00
Two Bathrooms & Kitchen	400.00 ^{363.00}
Three Bathrooms & Kitchen	500.00 ^{413.00}
Each additional Bath/Kitchen.....	75.00 ^{50.00}

**Commercial, Multifamily, Manufactured Dwellings, 1 & 2 Family Dwelling
New*, Additions, Alterations, Repairs, & Accessory Structures**

*Excludes 1 & 2 Family Dwelling, see fee schedule above.

Backflow preventer (water).....	\$50.00
Backwater valve (storm sewer).....	50.00
Minimum Base -permit fee.....	\$72.00 50.00
Each plus-p Plumbing fixture or items (per fixture or item).....	19.00 10.00
Includes: Absorption valve, clothes washer, dishwasher, drinking fountain, ejectors/sump, expansion tank, floor drain/sink/tub, garbage disposal, hose bibb, icemaker, primer, sewer cap, sink/basin/lavatory, tub/shower/shower pan, urinal, water closet, gas water heater, tankless water heater, backflow preventer (water), backwater valve (storm sewer) , other fixtures or items not named above.	
Other Plumbing Fees:	
Sewer:	
First 100 50 feet.....	\$100.00 33.00
For each additional 100 feet or portion	35.00 28.00
Water service:	
First 100 50 feet.....	\$100.00 33.00
For each additional 100 feet or portion	35.00 28.00
Storm and rain drain:	
First 100 50 feet.....	\$100.00 33.00
For each additional 100 feet or portion	35.00 28.00
Manufactured home space (if not covered by siting fee)	\$72.00 28.00
Gas water heater	\$7.00
Plumbing Plan Review – When required or requested.....	40 25 % of the permit fee
Minimum permit fee.....	50.00
Minor Label with Corrections.....	\$75.00/hr (1 hr min.)

Medical Gas Installation

Fees based on valuation of installation costs and system equipment, including but not limited to, inlets, outlets, fixtures and appliances (rounded up to the nearest dollar).

Total Valuation**	Fee
\$0 to \$5,000 25,000	\$100.00 \$50.00* for the first \$2,000 plus \$7.40 for each additional \$1,000 or fraction
\$5,001 25,001 to \$10,000 50,000	\$100.00 plus \$1.50 for each additional \$100 or fraction thereof over \$5,000 \$220.00 for the first \$25,000 plus \$5.50 for each additional \$1,000 or fraction
\$10,001 50,001 to \$100,000	\$175.00 plus \$10.20 for each additional \$1,000 or fraction thereof over \$10,000 \$360.00 for the first \$50,000 plus \$4.30 for each additional \$1,000 or fraction

\$100,001 and more up	\$575.00 for the first \$100,000 plus \$3.20 for each additional \$1,000 or fraction \$1,195.00 plus \$7.00 for each additional \$1,000 or fraction thereof over 100,000
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*Maximum of one inspection.

Minimum permit fee ~~\$100.00~~ **\$50.00**
 Plumbing plan review** ~~40~~ **25** % of the permit fee
 **Plan review is required on all Medical Gas installations

Plus 12% state surcharge
 Plus Document Imaging Charge of \$1.00 per page

3. MECHANICAL PERMITS:

**1 & 2 Family Dwelling/ Manufactured Dwellings:
 New, Additions, Alterations, Repairs, & Accessory Structures**

~~Minimum Base~~ permit fee ~~\$72.00~~ **\$50.00**
 Gas connections 7.00 each

Appliances 20.00 each
 Venting 10.00 each
 Radon mitigation, LP-tank connections and venting, gas fireplace..... 30.00 each

Unit Fee Schedule:

~~Wood stove — freestanding/insert (pellet stove) \$17.00~~
~~Gas Stoves — freestanding/insert 39.00~~
~~Additional gas appliances 7.00~~
~~Air conditioner/compressor or forced air or gravity type furnace or burner, including ducts and vents~~
~~— to and including 100,000 Btu/h 7.00~~
~~— over 100,000 Btu/h 8.50~~
~~Each ventilation fan connected to a single duct 3.50~~
~~Other equipment 7.00~~

Remodel:

~~— Each duct line extension \$7.00 ea~~
~~— Each gas line extension or outlet 7.00 ea~~

Commercial & Multifamily: New, Alterations, Additions, Repairs, & Accessory Structures

The valuation used to determine the commercial mechanical permit fee shall include the value (rounded up to the nearest dollar) of all mechanical materials, equipment, labor, overhead and profit.

Total Valuation**	Fee
\$0 to \$25,000	\$75.00 \$50.00 * for the first \$2,000 plus \$11.10 7.40 for each additional \$1,000 or fraction
\$25,001 to \$50,000	\$330.00 220.00 for the first \$25,000 plus \$8.25 5.50 for each additional \$1,000 or fraction
\$50,001 to \$100,000	\$540.00 360.00 for the first \$50,000

	plus \$ 6.45 4.30 for each additional \$1,000 or fraction
\$100,001 and up	\$ 863.00 575.00 for the first \$100,000 plus \$ 4.80 3.20 for each additional \$1,000 or fraction

*Maximum of one inspection.

Mechanical Plan Review – When required or requested.....~~35~~~~25~~% of the permit fee

Plus 12% state surcharge
Plus Document Imaging Charge of \$1.00 per page

4. PLAN REVIEW:

Residential & Commercial

65% of building permit fee PLUS ~~40~~~~25~~% of plumbing (when required) and **35%** of mechanical permit fees for the review of applicable requirements such as limit controls, storm drainage, fixture clearances, ventilation, combustion air, etc. Hourly rate for additional or predevelopment consultation plan review/research is \$~~70.00~~~~50.00~~ per hour. **Additional** 40% of building permit fee for fire/life safety on commercial permits.

Plus land use plan review for building permits:

Minimum.....\$~~70.00~~~~50~~/hr (1/2 hr min.)

Plus floodplain/flood hazard zone review:

5% of building permit fee when project is within flood hazard zone.

Third-party plan review.....~~70.00~~~~50~~/hr (2 hr min.)

Application for alternate materials and methods; or

Review of non-code state-approved items~~70.00~~~~50~~/hr (2 hr min.)

5. PARKING LOT PERMITS:

New Parking Lot

Spaces	Fee
1 - 25,000 square feet	\$0.06/sq. ft.
25,001 - 99,999 square feet	0.04/sq. ft.
100,000 and more square feet	0.03/sq. ft.

New parking lot plan review 65% of permit fee

Remodel/review 0.03/sq. ft.

Plus \$70.00/hr review (2 hour min.)

Re-striping Only

Spaces	Fee
1 – 2 spaces	\$125.00
3 – 5 spaces	\$265.00
6+ spaces	\$355.00

Additional consultation as needed\$70.00/hr (1 hr min.)

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

~~1 – 25,000 square feet \$0.04/sq. ft.~~

~~25,001 – 99,999 square feet 0.025/sq. ft.~~

~~100,000 and more square feet 0.01/sq. ft.~~

~~Remodel/review 0.02/sq. ft.~~

~~plus \$50/hr review (2 hour min.)~~

~~New parking lot plan review 65% of permit fee~~

Plus Document Imaging Charge of \$1.00 per page

6. **MANUFACTURED HOME PERMITS:**

Manufactured home setup ~~\$275.00~~^{222.50}

plus 12% state surcharge..... ~~33.00~~^{26.70}

State fee 30.00

~~\$275.00~~^{222.50} installation fee allows three inspections total. These include the stand and lot preparation, all support blocking, Earthquake-Resistant Bracing System (ERBS), flood and wind anchoring devices, perimeter skirting, underfloor access and ventilation, mechanical crossovers and terminations and temporary steps. This fee also includes electrical feeder, plumbing connections, and all cross-over connections. Accessory structures, utility connections beyond 30 lineal feet and/or new or additional electrical services or plumbing may require additional permits. This permit does not include an electrical service.

Plus Document Imaging Charge of \$1.00 per page

7. **MISCELLANEOUS PERMITS/FEES:**

➤ Moving a building 140.00

~~Minimum permit fee — \$35.00~~

➤ Demolition..... ~~70.00~~^{40.00}

plus plumbing fee also assessed if sewer is to be capped

➤ Change of occupancy ~~140.00~~^{100.00}

plus research fee as needed..... ~~70.00~~^{50.00}/hr

- Deferred Submittal** 65% of building permit fee calculated using
- ~~Address reassignment or change~~ ~~35.00~~

(Applies to both separate and combo permits)..... value of deferred portion(s)
Deferrals are defined by plan review staff \$250.00 ~~50.00~~ minimum

- Phased Project** In addition to regular permit fees, 10% of total
..... project building permit fee for each phase.
..... \$70.00~~50.00~~ minimum, not to exceed \$1,500 for each phase **plus \$250.00 application fee.**

..... ** In addition to plan review fees.

- **Additional Plan Review due to amendments to the construction documents 70.00/hr (1 hr min.)**
- **Inspections for which no fee is specifically indicated70.00/hr (1 hr min.)**
- **Compliance inspections.....70.00/hr (1 hr min.)**
- **Re-inspections-Fee 70.00~~50.00~~/hr (1 hr min.)**

➤ ~~Investigations: Costs for additional inspections/review/engineering required for investigations needed by the Building Official shall be recovered at cost plus 30% overhead. These activities may include, but are not limited to, actions necessary to issue a new or revised Certificate of Occupancy, costs associated~~

- ~~with third-party review, complaint investigation, additional inspections, annual reviews, etc.~~

- **Work without a Permit..... Amount equal to and in addition to the building permit fee.**

➤ **Temporary Certificate of Occupancy:**

- Each 30 days 200.00
- 1 & 2 Family Dwellings each 30 days 75.00

➤ **Expedited Services:**

Fees are in addition to regular permit fees – see expedited fee application for details.

*Please request at time of permit application.

- Plan review75.00 hr/ (2 hr min.)
- After hours inspections.....75.00 hr/ (2 hr min.)
- Minor on-site plan review75.00 hr/ (2 hr min.)

- **Onsite inspector – daily rate..... 1,000/ 8 hr block (min.)**

- **Expired permit reinstatement 50% of current permit fee**
*Eligibility for reinstatement is determined by the Building Official.

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

9. **SIGN PERMITS:**

- Freestanding, projecting and monument signs (per sq. ft.) 0.50
- All other signs (per sq. ft.)..... 0.40
- Base (Minimum) \$40.00~~28.00~~**
- Structural inspection and review covered under Construction Permits/Plan Review.
- Temporary Signs **50.00 base fee plus \$10.00 per sign~~11.00~~**

10. ELECTRICAL PERMITS:

RESIDENTIAL PER UNIT:

1000 sq. ft. or less.....	\$135.00	94.50
Each additional 500 sq. ft. or portion	25.00	16.50
Limited energy (in conjunction with above or other permit only)	65.00	25.00
Each manufactured home/modular service/feeder	65.00	44.50

SERVICES OR FEEDERS:

Installation, Alterations or Relocation – no circuits included

200 amps or less	\$80.00	55.50
201 to 400 amps	95.00	66.50
401 to 600 amps	158.00	89.00
601 to 1000 amps	205.00	144.50
1000+ amps or volts	475.00	333.50
Reconnect only	65.00	39.00

TEMPORARY SERVICES OR FEEDERS:

Installation, Alterations, or Relocation

200 amps or less	\$ 65.00	39.00
201 to 400 amps	86.00	44.50
401 to 600 amps	125.00	89.00
601 to 1000 amps.....	205.00	
1000+ amps or volts.....	475.00	333.50

BRANCH CIRCUITS:

New, alteration, or extension per panel

Branch circuits with purchase of service or feeder fee.....	\$5.50	2.25 each
Branch circuits without purchase of service or feeder fee.....	65.00	39.00
Each additional.....	5.50	2.25

MISCELLANEOUS:

Service or feeder NOT included

Pump or irrigation circle.....	\$65.00	40.00
Sign or outline lighting.....	65.00	40.00
Signal circuits or limited energy panel, alteration/extensions.....	65.00	40.00
Master Label Permit set-up fee.....	100.00	
Each Master Label inspection	75.00/hr (1 hr min.)	
Minor Label with corrections.....	75.00/hr (1 hr min.)	
Fire alarm panel, see Section 11		

ADDITIONAL INSPECTION FEES OVER THE ALLOWABLE IN ANY OF THE ABOVE:

Per inspection or re-inspection when added to an existing permit	\$49.00	39.00
Miscellaneous hourly fee for inspections and industrial plant inspections	75.00/hr (1 hr min.)	65.00

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

PLAN REVIEW FEE:

25% of electrical permit, if required (see application).

11. FIRE SPRINKLER PERMITS:

Residential Fire Suppression Systems

**Fee includes plan review*

Square Footage	Fee
0 to 2,000 SF	\$200.00
2,001 to 3,600 SF	\$250.00
3,601 to 7,200 SF	\$325.00
7,201 SF +	\$410.00

Note: WIRSBO systems require licensed plumber to perform work.
Separate plumbing permit may be required for all systems.

Commercial Fire Suppression Systems

Add/replace valves, attachments or devices..... ~~\$59.50~~ ~~42.50~~ each
 Fire pump installation or replacement (less than 1000 gpm) ~~140.00~~ ~~100.00~~ each
 Fire pump installation or replacement (1000 gpm or more)..... ~~280.00~~ ~~200.00~~ each
 Hood suppression systems (per hood)..... ~~112.00~~ ~~80.00~~

Hydrants (including PIVs)

1 to 3..... ~~\$252.00~~ ~~180.00~~
 More than 3 ~~84.00~~ ~~60.00~~ each

New, lower/raise, and relocate fire sprinkler heads

1 to 25..... ~~\$105.00~~ ~~75.00~~
 26 to 50..... ~~175.00~~ ~~125.00~~
 51 to 100..... ~~280.00~~ ~~200.00~~
 101 to 200..... ~~399.00~~ ~~285.00~~
 201 to 300..... ~~455.00~~ ~~325.00~~
 301 to 500..... ~~672.00~~ ~~480.00~~
 501 to 1000..... ~~1400.00~~ ~~1000.00~~
 1001 to 2000..... ~~2436.00~~ ~~1740.00~~
 2001 to 3000..... ~~3150.00~~ ~~2250.00~~
 3001 to 4000..... ~~3752.00~~ ~~2680.00~~
 4001 to 5000..... ~~3990.00~~ ~~2850.00~~
 5001 to 6000..... ~~4200.00~~ ~~3000.00~~
each 100 heads or fraction thereof over 6000 28.00
~~over 6000 fire sprinkler heads, for the first 6000 2000.00~~
~~each 100 heads or fraction thereof over 6000 20.00~~

Each riser..... ~~\$70.00~~ ~~50.00~~
 Hydrostatic test (per riser)..... ~~56.00~~ ~~40.00~~
 Flush test (per test/per riser)..... ~~56.00~~ ~~40.00~~
 Storage tank (in addition to separate building permit) ~~210.00~~ ~~150.00~~
Standpipe or other testing \$70.00 per staff/hr (\$280.00 min.)

PLAN REVIEW FEE:

40% of fire sprinkler permit (~~\$70.00~~ ~~50.00~~ minimum).

Revisions, **including field review inspection of as-builts** ~~\$70.00~~ ~~50.00~~/hr (1 hr min.)

Additional inspections/plan review as required by Building Official ~~70.00~~~~50.00~~/hr

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

12. FIRE ALARM PERMITS:

****Separate electrical permit required in addition:**

Each riser ~~\$70.00~~~~50.00~~
Fire alarm control panel ~~70.00~~~~50.00~~

SIGNAL INITIATING AND NOTIFICATION TYPES:

Signal initiating devices: detectors, manual pull stations, water flow, tamper switches

1-10 ~~\$70.00~~~~50.00~~
11-20 ~~126.00~~~~75.00~~
Each additional 30 (or fraction thereof) ~~42.00~~~~25.00~~

Notification devices: bells, chimes, strobes, horns, annunciators, etc.

1-10 ~~\$70.00~~~~50.00~~
11-20 ~~126.00~~~~75.00~~
Each additional 30 (or fraction thereof) ~~42.00~~~~25.00~~

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

PLAN REVIEW:

40 % of fire alarm permit, ~~\$70.00~~~~50.00~~ minimum.

Each permit receives up to 3 rough and up to 2 final inspections, 1 hour each, at no additional charge.

CITY OF ALBANY BUILDING PERMIT FEES

1. CONSTRUCTION BUILDING PERMITS:

Residential & Commercial

Total Valuation**	Residential	Commercial
\$0 to \$25,000	\$60.00* for the first \$2,000 plus \$8.90 for each additional \$1,000 or fraction	\$75.00* for the first \$2,000 plus \$11.10 for each additional \$1,000 or fraction
\$25,001 to \$50,000	\$264.00 for the first \$25,000 plus \$6.60 for each additional \$1,000 or fraction	\$330.00 for the first \$25,000 plus \$8.25 for each additional \$1,000 or fraction
\$50,001 to \$100,000	\$432.00 for the first \$50,000 plus \$5.20 for each additional \$1,000 or fraction	\$540.00 for the first \$50,000 plus \$6.45 for each additional \$1,000 or fraction
\$100,001 and up	\$690.00 for the first \$100,000 plus \$3.90 for each additional \$1,000 or fraction	\$863.00 for the first \$100,000 plus \$4.80 for each additional \$1,000 or fraction

*Maximum of one inspection.

**See Valuation Table located on previous page.

Plus 12% state surcharge

Plus \$1.00 per square foot residential and \$.50 per square foot commercial School Construction Excise Tax.

Plus Document Imaging Charge of \$1.00 per page

2. PLUMBING PERMITS:

New 1 & 2 Family Dwelling

Fee includes the first 100 ft of water and sewer service, hose bibbs, icemakers, underfloor low-point drains and rain drain packages that include the piping, gutters, downspouts and perimeter system.

Note: A half bath is equivalent to a single bathroom.

One Bathroom & Kitchen.....	\$313.00
Two Bathrooms & Kitchen	400.00
Three Bathrooms & Kitchen	500.00
Each additional Bath/Kitchen.....	75.00

**Commercial, Multifamily, Manufactured Dwellings, 1 & 2 Family Dwelling
New*, Additions, Alterations, Repairs, & Accessory Structures**

*Excludes 1 & 2 Family Dwelling, see fee schedule above.

Minimum permit fee.....	\$72.00
Each plumbing fixture or items (per fixture or item)	19.00
Includes: Absorption valve, clothes washer, dishwasher, drinking fountain, ejectors/sump, expansion tank, floor drain/sink/tub, garbage disposal, hose bibb, icemaker, primer, sewer cap, sink/basin/lavatory, tub/shower/shower pan, urinal, water closet, gas water heater, tankless water heater, backflow preventer (water), backwater valve (storm sewer), other fixtures or items not named above.	
Other Plumbing Fees:	
Sewer:	
First 100 feet.....	\$100.00
For each additional 100 feet or portion	35.00
Water service:	
First 100 feet.....	\$100.00
For each additional 100 feet or portion	35.00
Storm and rain drain:	
First 100 feet.....	\$100.00
For each additional 100 feet or portion	35.00
Manufactured home space (if not covered by siting fee)	\$72.00
Plumbing Plan Review – When required or requested.....	40% of the permit fee
Minor Label with Corrections	\$75.00/hr (1 hr min.)

Medical Gas Installation

Fees based on valuation of installation costs and system equipment, including but not limited to, inlets, outlets, fixtures and appliances (rounded up to the nearest dollar).

Total Valuation**	Fee
\$0 to \$5,000*	\$100.00
\$5,001 to \$10,000	\$100.00 plus \$1.50 for each additional \$100 or fraction thereof over \$5,000
\$10,001 to \$100,000	\$175.00 plus \$10.20 for each additional \$1,000 or fraction thereof over \$10,000
\$100,001 and more	\$1,195.00 plus \$7.00 for each additional \$1,000 or fraction thereof over 100,000

*Maximum of one inspection.

Minimum permit fee.....	\$100.00
Plumbing plan review**	40 % of the permit fee

**Plan review is required on all Medical Gas installations

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

3. MECHANICAL PERMITS:

**1 & 2 Family Dwelling/ Manufactured Dwellings:
New, Additions, Alterations, Repairs, & Accessory Structures**

Minimum permit fee.....	\$72.00
Gas connections.....	7.00 each
Appliances.....	20.00 each
Venting.....	10.00 each
Radon mitigation, LP-tank connections and venting, gas fireplace	30.00 each

Commercial & Multifamily: New, Alterations, Additions, Repairs, & Accessory Structures

The valuation used to determine the commercial mechanical permit fee shall include the value (rounded up to the nearest dollar) of all mechanical materials, equipment, labor, overhead and profit.

Total Valuation**	Fee
\$0 to \$25,000	\$75.00* for the first \$2,000 plus \$11.10 for each additional \$1,000 or fraction
\$25,001 to \$50,000	\$330.00 for the first \$25,000 plus \$8.25 for each additional \$1,000 or fraction
\$50,001 to \$100,000	\$540.00 for the first \$50,000 plus \$6.45 for each additional \$1,000 or fraction
\$100,001 and up	\$863.00 for the first \$100,000 plus \$4.80 for each additional \$1,000 or fraction

*Maximum of one inspection.

Mechanical Plan Review – When required or requested.....35% of the permit fee

Plus 12% state surcharge
Plus Document Imaging Charge of \$1.00 per page

4. PLAN REVIEW:

Residential & Commercial

65% of building permit fee PLUS 40% of plumbing (when required) and 35% of mechanical permit fees for the review of applicable requirements such as limit controls, storm drainage, fixture clearances, ventilation, combustion air, etc. Hourly rate for additional or predevelopment consultation plan review/research is \$70.00 per hour. Additional 40% of building permit fee for fire/life safety on commercial permits.

Plus land use plan review for building permits:

Minimum..... \$70.00/hr (1/2 hr min.)

Plus floodplain/flood hazard zone review:

5% of building permit fee when project is within flood hazard zone.

Third-party plan review.....70.00/hr (2 hr min.)

Application for alternate materials and methods; or

Review of non-code state-approved items70.00/hr (2 hr min.)

5. PARKING LOT PERMITS:

New Parking Lot

Spaces	Fee
1 - 25,000 square feet	\$0.06/sq. ft.
25,001 - 99,999 square feet	0.04/sq. ft.
100,000 and more square feet	0.03/sq. ft.

New parking lot plan review 65% of permit fee
 Remodel/review 0.03/sq. ft.
Plus \$70.00/hr review (2 hour min.)

Re-striping Only

Spaces	Fee
1 - 2 spaces	\$125.00
3 - 5 spaces	\$265.00
6+ spaces	\$355.00

Additional consultation as needed \$70.00/hr (1 hr min.)

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

6. MANUFACTURED HOME PERMITS:

Manufactured home setup \$275.00
plus 12% state surcharge..... 33.00
 State fee 30.00

\$275.00 installation fee allows three inspections total. These include the stand and lot preparation, all support blocking, Earthquake-Resistant Bracing System (ERBS), flood and wind anchoring devices, perimeter skirting, underfloor access and ventilation, mechanical crossovers and terminations and temporary steps. This fee also includes electrical feeder, plumbing connections, and all cross-over connections. Accessory structures, utility connections beyond 30 lineal feet and/or new or additional electrical services or plumbing may require additional permits. This permit does not include an electrical service.

Plus Document Imaging Charge of \$1.00 per page

7. MISCELLANEOUS PERMITS/FEES:

- Moving a building 140.00
- Demolition..... 70.00
plus plumbing fee also assessed if sewer is to be capped

- Change of occupancy 140.00
 plus research fee as needed..... 70.00/hr
- Deferred Submittal**65% of building permit fee calculated using
 (Applies to both separate and combo permits)..... value of deferred portion(s)
 Deferrals are defined by plan review staff..... \$250.00 minimum
- Phased Project**In addition to regular permit fees, 10% of total
 project building permit fee for each phase.
 \$70.00 minimum, not to exceed \$1,500 for each phase **plus** \$250.00 application fee.
 ** In addition to plan review fees.
- Additional Plan Review due to amendments to the construction documents ... 70.00/hr (1 hr min.)
- Inspections for which no fee is specifically indicated..... 70.00/hr (1 hr min.)
- Compliance inspections..... 70.00/hr (1 hr min.)
- Re-inspections..... 70.00/hr (1 hr min.)
- Investigations: Costs for additional inspections/review/engineering required for investigations
 needed by the Building Official shall be recovered at cost plus 30% overhead. These
 activities may include, but are not limited to, actions necessary to issue a new or revised
 Certificate of Occupancy, costs associated with third-party review, complaint investigation,
 additional inspections, annual reviews, etc.
- Work without a PermitAmount equal to and in addition to the building permit fee.
- Temporary Certificate of Occupancy:
 Each 30 days200.00
 1 & 2 Family Dwellings each 30 days..... 75.00
- Expedited Services:
 Fees are in addition to regular permit fees – see expedited fee application for details.
 *Please request at time of permit application.
 Plan review..... 75.00 hr/ (2 hr min.)
 After hours inspections 75.00 hr/ (2 hr min.)
 Minor on-site plan review 75.00 hr/ (2 hr min.)
- Onsite inspector – daily rate..... 1,000/ 8 hr block (min.)
- Expired permit reinstatement50% of current permit fee
 *Eligibility for reinstatement is determined by the Building Official.

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

9. SIGN PERMITS:

- Freestanding, projecting and monument signs (per sq. ft.) 0.50
- All other signs (per sq. ft.)..... 0.40
- Minimum..... \$40.00
- Structural inspection and review covered under Construction Permits/Plan Review.
- Temporary Signs50.00 base fee plus \$10.00 per sign

Plus Document Imaging Charge of \$1.00 per page

10. ELECTRICAL PERMITS:

RESIDENTIAL PER UNIT:

1000 sq. ft. or less.....	\$135.00
Each additional 500 sq. ft. or portion	25.00
Limited energy (in conjunction with above or other permit only)	65.00
Each manufactured home/modular service/feeder	65.00

SERVICES OR FEEDERS:

Installation, Alterations or Relocation – no circuits included

200 amps or less	\$80.00
201 to 400 amps	95.00
401 to 600 amps	158.00
601 to 1000 amps	205.00
1000+ amps or volts.....	475.00
Reconnect only.....	65.00

TEMPORARY SERVICES OR FEEDERS:

Installation, Alterations, or Relocation

200 amps or less	\$ 65.00
201 to 400 amps	86.00
401 to 600 amps	125.00
601 to 1000 amps.....	205.00
1000+ amps or volts.....	475.00

BRANCH CIRCUITS:

New, alteration, or extension per panel

Branch circuits with purchase of service or feeder fee.....	\$5.50 each
Branch circuits without purchase of service or feeder fee.....	65.00
Each additional.....	5.50

MISCELLANEOUS:

Service or feeder NOT included

Pump or irrigation circle.....	\$65.00
Sign or outline lighting.....	65.00
Signal circuits or limited energy panel, alteration/extensions.....	65.00
Master Label Permit set-up fee	100.00
Each Master Label inspection	75.00/hr (1 hr min.)
Minor Label with corrections	75.00/hr (1 hr min.)
Fire alarm panel, see Section 11	

ADDITIONAL INSPECTION FEES OVER THE ALLOWABLE IN ANY OF THE ABOVE:

Per inspection or re-inspection when added to an existing permit.....	\$49.00
Miscellaneous hourly fee for inspections.....	75.00/hr (1 hr min.)

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

PLAN REVIEW FEE:

25% of electrical permit, if required (see application).

11. FIRE SPRINKLER PERMITS:

Residential Fire Suppression Systems

**Fee includes plan review*

Square Footage	Fee
0 to 2,000 SF	\$200.00
2,001 to 3,600 SF	\$250.00
3,601 to 7,200 SF	\$325.00
7,201 SF +	\$410.00

Note: WIRSBO systems require licensed plumber to perform work.

Separate plumbing permit may be required for all systems.

Commercial Fire Suppression Systems

Add/replace valves, attachments or devices \$59.50 each
 Fire pump installation or replacement (less than 1000 gpm) 140.00 each
 Fire pump installation or replacement (1000 gpm or more)..... 280.00 each
 Hood suppression systems (per hood)..... 112.00

Hydrants (including PIVs)

1 to 3..... \$252.00
 More than 3 84.00 each

New, lower/raise, and relocate fire sprinkler heads

1 to 25..... \$105.00
 26 to 50..... 175.00
 51 to 100..... 280.00
 101 to 200..... 399.00
 201 to 300..... 455.00
 301 to 500..... 672.00
 501 to 1000..... 1400.00
 1001 to 2000..... 2436.00
 2001 to 3000..... 3150.00
 3001 to 4000..... 3752.00
 4001 to 5000..... 3990.00
 5001 to 6000..... 4200.00
 each 100 heads or fraction thereof over 6000 28.00

Each riser..... \$70.00
 Hydrostatic test (per riser)..... 56.00
 Flush test (per test/per riser)..... 56.00
 Storage tank (in addition to separate building permit) 210.00
 Standpipe or other testing..... \$70.00 per staff/hr (\$280.00 min.)

PLAN REVIEW FEE:

40% of fire sprinkler permit (\$70.00 minimum).
 Revisions, including field review inspection of as-builts.....\$70.00/hr (1 hr min.)
 Additional inspections/plan review as required by Building Official 70.00/hr

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

12. FIRE ALARM PERMITS:

****Separate electrical permit required in addition:**

Each riser \$70.00
Fire alarm control panel 70.00

SIGNAL INITIATING AND NOTIFICATION TYPES:

Signal initiating devices: detectors, manual pull stations, water flow, tamper switches

1-10 \$70.00
11-20 126.00
Each additional 30 (or fraction thereof) 42.00

Notification devices: bells, chimes, strobes, horns, annunciators, etc.

1-10 \$70.00
11-20 126.00
Each additional 30 (or fraction thereof) 42.00

Plus 12% state surcharge

Plus Document Imaging Charge of \$1.00 per page

PLAN REVIEW:

40 % of fire alarm permit, \$70.00 minimum.

Each permit receives up to 3 rough and up to 2 final inspections, 1 hour each, at no additional charge.

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 4477, WHICH ADOPTED THE ALBANY COMPREHENSIVE PLAN, BY ADOPTING THE FEBRUARY 2010 TRANSPORTATION SYSTEM PLAN; BY REVISING TEXT IN CHAPTER 5 OF THE COMPREHENSIVE PLAN; REVISING COMPREHENSIVE PLAN PLATE 12; DELETING COMPREHENSIVE PLAN PLATE 13; ADOPTING FINDINGS; AND DECLARING AN EMERGENCY.

WHEREAS, on August 27, 2009, the Albany City Council and the Planning Commission held a joint work session to discuss a revised Transportation System Plan prepared by City of Albany staff and consultants Kittleson & Associates; and

WHEREAS, on November 16, 2009, the Planning Commission held a public hearing on adoption of the revised Transportation System Plan and related Albany Comprehensive Plan amendments and recommended the City Council adopt the Transportation System Plan and related amendments; and

WHEREAS, Albany Development Code (ADC) Section 1.580, says the Albany City Council may make changes to the Comprehensive Plan by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area; and

WHEREAS, on December 9, 2009, the Albany City Council opened a public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments, and continued the hearing to January 13, 2010; and

WHEREAS, on January 13, 2010, the Albany City Council held a continued public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments and continued the hearing to hear additional testimony on TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP; and

WHEREAS, on February 24, 2010, the Albany City Council held a continued public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments and voted to approve the revised TSP and related amendments, and adopt this ordinance; and

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: The Transportation System Plan, dated February 2010, prepared by City of Albany staff and consultants Kittleson & Associates, is hereby adopted, including the revisions listed on the addenda sheet attached to the staff report as Attachment #1; the revisions attached to the staff report as Attachments #8 and #9; and the revisions referenced in the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010, City Council Meeting and attached to the memo as Attachments A, B, C, and D. The staff report and memo are attached to this ordinance as Exhibit A and Exhibit B.

Section 2: The existing text in Comprehensive Plan Chapter 5: Transportation, pages 5-1 through 5-7 is deleted and replaced with revised text. The text that will be deleted is included with the staff report as Attachment #3. The text that will replace the deleted text is included with the staff report as Attachment #4.

Section 3: Existing Comprehensive Plan Plate 12, Master Street Plan is deleted and replaced with the Roadway Functional Classification Map included in the new TSP. The plate that will be deleted is

attached to the staff report as Attachment #5. The new Functional Classification Map that will be the new Plate 12 is attached to the staff report as Attachment #6.

Section 4: Existing Comprehensive Plan Plate 13, Master Bikeways Plan is deleted. A new Planned Bicycle and Pedestrian Improvements map is included in the TSP (Figure 7-5, page 79). The plate that will be deleted is attached to the staff report as Attachment #7.

Section 5: The Findings of Fact and Conclusions included in the staff report are adopted in support of the City Council decision.

Section 6: Emergency Clause. Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the citizens of the City of Albany, an emergency is hereby declared to exist. This ordinance will be in full force and effect immediately upon its passage by the Council and approval by the Mayor.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

ATTEST:

Mayor

Deputy City Clerk



TO: Albany City Council

VIA: Wes Hare, City Manager
Greg Byrne, Community Development Director
Diane Taniguchi-Dennis, P.E., Public Works Director

FROM: Don Donovan, Planning Manager *DD*
Jeni Richardson, P.E., Civil Engineer III *JRM*
Ronald G. Irish, Transportation Systems Analyst

DATE: February 17, 2010, for the February 24, 2010, City Council Meeting

SUBJECT: File CP-02-09, Adoption of TSP and Related Comprehensive Plan Amendments

Action Requested:

Hold a public hearing on TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP.

Adopt the attached ordinance that will approve Comprehensive Plan amendments, including the revised Transportation System Plan (TSP) and related revisions.

If there is additional testimony at the hearing that is not adequately addressed in the staff report findings, we may have to write additional findings and come to the next City Council meeting for adoption of the ordinance.

Discussion:

Background: On December 9, 2010, the City Council opened a public hearing on the Comprehensive Plan amendments referenced above, and continued the hearing to the January 13, 2010, City Council meeting. At the January 13, 2010, meeting, the City Council heard public testimony and passed a resolution to adopt the proposed amendments, except for projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP.

Projects L17 and L18 relate to the proposed extension of Expo Parkway north of Knox Butte Road. Studies S9 and S10 relate to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5. A particular concern was raised about routing traffic from Airport Road to South Shore Drive. The City Council decided to continue the hearing for discussion of the two projects, but a date for the continued hearing was not set. Council directed staff to have additional meetings and discussions about the two projects with citizens before a date for the continued hearing was set.

Additional Meetings with Citizens: Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3rd to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns.

At a City Council work session on February 8, 2010, staff provided to the Council a verbal report on the results of the meetings and discussions about the two projects.

Topics for the February 24, 2010, Public Hearing: Testimony at the February 24, 2010 hearing will be limited to discussion of the two projects discussed above and listed below:

1. TSP projects L17 and L18 related to the proposed extension of Expo Parkway or Timber Street north of Knox Butte Road; and
2. TSP studies S9 and S10, and the text in the first paragraph on page 73 of the TSP related to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5 and traffic on South Shore Drive.

Staff Recommendations:

1. Retain the Expo Parkway option to serve the Century Drive traffic and the regional commercial area. Develop a new Timber Street option to serve the future residential properties to the north. This requires modification of projects L18, L25, and L21. The modifications are shown on Attachments A, B, and C attached to this memo. No changes will be needed to project L17.
2. Retain the S9 and S10 project sheets with no changes and modify the first paragraph on page 73 of the TSP as shown on Attachment D of this memo.

Revised TSP on the City's Web Site: A revised version of the TSP now dated February 2010 that incorporates the recommendations from the January 13, 2010, public hearing and the staff recommendations listed above is available for review on the City's web site at www.cityofalbany.net/tmp. Following adoption, the TSP will be posted on the City's web site and will also be available for public distribution on CDs for a nominal fee.

Budget Impact:

None.

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Timber Street Extension to Somerset Avenue

~~Expo Parkway Extension (north of Dunlap)~~

Project #: L18

Description: ~~Extends Expo Parkway north from the intersection with Dunlap Avenue extension to Somerset Avenue. Project cost assumes ROW will be dedicated.~~

Extends Timber Street north from the intersection with Knox Butte Road to Somerset Avenue. For that portion of the road through single family residential (dashed) will have on-street parking instead of bike lanes, ROW will be dedicated, and the exact alignment will be determined with site plan review.

Category: New Road or Alignment	Classification: Minor Collector	Agency Coordination:	Time Frame: Long-term
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Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$1,169,000	\$0	\$0	\$1,169,000	100%

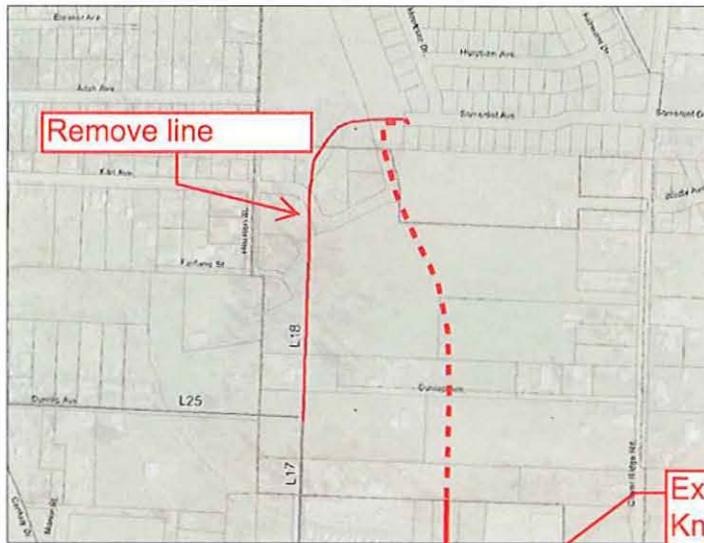
Recalculate cost

Project Goals Met:

Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input type="checkbox"/>
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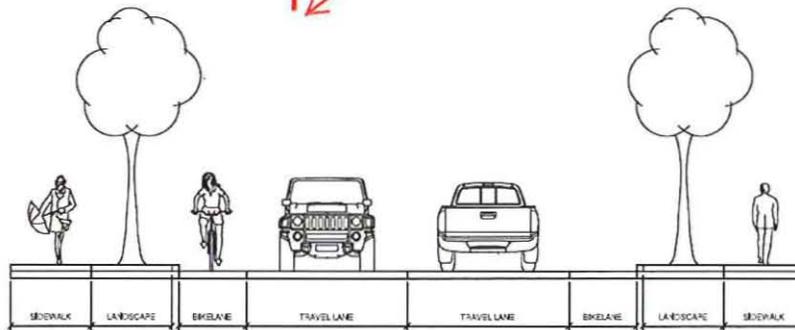
Project Location:

Related Projects:
L17, L25, L39, S9



Extend map to Knox Butte Road

Illustrative Section:



Project #: L21		Knox Butte Road Widening			
Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase. <u>Final design should mitigate access and driveway impacts to the houses that remain</u>					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination:	
				Time Frame: ROW - Short-term, Construction - Long-term	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$3,169,000	\$228,000	\$1,250,000	\$4,647,000	60%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: I10, L17, L22, L25, L39, S9		
Illustrative Section:					

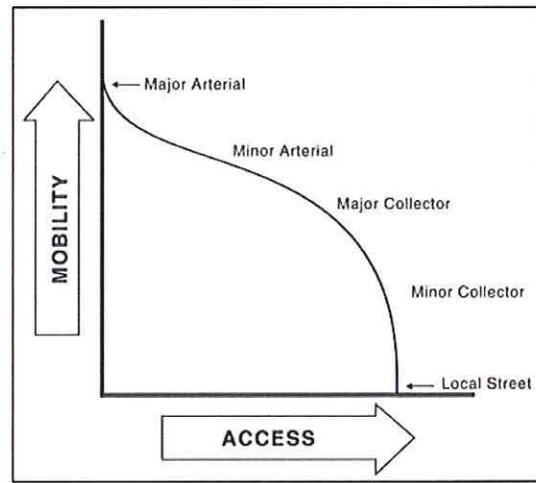
Project #: L25		Dunlap Avenue Extension			
Description: Improve and extend Dunlap Avenue east to the intersection with Expo Parkway extension. Project cost assumes ROW will be dedicated.					
Exact alignment to be determined with site plan review. Cost estimate is for route A.					
Category: New Road or Alignment		Classification: Major Collector		Agency Coordination:	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$1,045,000	\$0	\$0	\$1,045,000	100%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: L17, L18, L39, I10, S9		
Illustrative Section:					

I-5 at US-20 and OR-99E

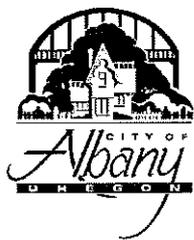
The I-5 interchanges with US-20 and OR-99E are undergoing refinement planning as part of the I-5: South Jefferson Interchange to Santiam Interchange Environmental Assessment. This is an ODOT project to meet state and federal requirements. The City of Albany is participating in the project, a portion of which includes development of Interchange Area Management Plans (IAMPs) for the two interchanges. Oregon Administrative Rule 734-051-0155 calls for preparation of IAMPs for new interchanges and for significant modifications to existing interchanges, and OAR 731-015-0075 requires that changes to comprehensive plans needed to construct a highway project must be adopted by affected local governments before any phase of a project can be constructed. The IAMPs will be developed between the draft and final environmental documents. ODOT will ultimately ask Albany to review and adopt the portions of the IAMPs into its Comprehensive Plan and Development Code that are identified as needed to protect the development and operation of the interchanges. The City Council will go through a public process to review and consider adoption of the IAMP. It is the recommendation of this City Council that the IAMP not incorporate interchange designs that would redirect highway and commercial traffic through existing residential neighborhoods (e.g. the South Shore Drive neighborhood). Figures 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" are endorsed as part of the TSP until the Albany I-5 Corridor Refinement Plan is completed and adopted by the City of Albany. These two figures do not show specific locations where existing roads will be terminated or the specific location of road extensions. Albany's future contribution to the local implementation of these plans is acknowledged in the TSP and identified in the project map and prospectus sheets as Projects #S9 and #S10.

FUNCTIONAL CLASSIFICATION PLAN

The purpose of classifying roadways is to create a mechanism through which a balanced transportation system can be developed that facilitates mobility for all modes of transportation as well as access to adjacent land uses. A roadway's functional classification determines its intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. It is imperative that a roadway's classification considers the adjacent land uses and the transportation modes that should be accommodated.



The functional classification plan for the City of Albany is shown in Figure 7-4. The functional classification plan incorporates four functional categories: interstate, arterials (principal and minor), collectors (major and minor), and local streets. The design of arterial and collector streets with the same functional classification should vary based on a several factors including: adjoining land uses, volume, access, and speed.



Community Development Department

333 Broadalbin Street SW, P.O. Box 490
Albany, OR 97321

Phone: 541-917-7550 Facsimile: 541-917-7598
www.cityofalbany.net

STAFF REPORT Comprehensive Plan Amendment

<u>HEARING BODY</u>	CITY COUNCIL
<u>HEARING DATE</u>	Wednesday, February 24, 2010
<u>HEARING TIME</u>	7:15 p.m.
<u>HEARING LOCATION</u>	Council Chambers, Albany City Hall, 333 Broadalbin Street SW

GENERAL INFORMATION

DATE OF REPORT:	February 17, 2010
FILE:	CP-02-09
TYPE OF APPLICATION:	Amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan.
REVIEW BODY:	City Council
STAFF REPORT PREPARED BY:	Don Donovan, Planning Manager
APPLICANT:	City of Albany; PO Box 490; Albany, OR 97321
APPLICANT REP:	Jeni Richardson; City of Albany Public Works Department, Engineering Division; PO Box 490; Albany, OR 97321
PRIOR HISTORY:	The current Transportation System Plan was adopted by the City Council in 1997.

NOTICE INFORMATION

A Notice of Public Hearing was published in the Albany Democrat-Herald on November 4, 2009. On November 6, 2009, a Notice of Public Hearing was mailed to people on the Planning Division's list of people who are typically interested in changes to planning documents, and emailed to the list of people who had participated in previous meetings on the TSP and asked to be included on the email list. The notices identified December 9, 2009, as the City Council hearing date. At the December 9, 2009, City Council meeting, the Council opened the public hearing and continued it to the January 13, 2010, meeting.

At the January 13, 2010, City Council meeting, the Council heard public testimony and passed a resolution to adopt the proposed amendments, except for projects L-17 and L-18 (Expo Parkway), studies S-9 and S-10 (Airport Road/Santiam Highway), and the text on page 73 of the TSP (Airport Road/Santiam Highway). The Council and staff agreed that the hearing would be continued for discussion of those projects, but a date for the continued hearing was not set. Between January 13, 2010, and February 24, 2010, staff held a neighborhood

meeting on the Expo Parkway project and had individual discussions with people interested in the Airport Road/Santiam Highway studies and project.

After the Expo Parkway neighborhood meeting and the Airport Road/Santiam Highway discussions, the hearing date was set for February 24, 2010. A Notice of Public Hearing for the February 24, 2010, hearing was mailed out on February 12, 2010.

PLANNING COMMISSION PUBLIC HEARING

On November 16, 2009, the Planning Commission held a public hearing on the proposed Comprehensive Plan amendments. Two citizens testified in relation to the proposed amendments, specifically about projects included in the TSP. Planning Commissioners also discussed two other projects.

Bob Scheler testified that he thinks Timber Street should be extended north instead of Expo Parkway. Projects L17 and L18 (in Appendix E, "Roadway Links" section of the TSP) show Expo Parkway should be extended north. The Planning Commission decided to recommend to the City Council that Timber Street be extended north instead of Expo Parkway. An owner of property at Knox Butte Road and Century Drive has written a letter to us that expresses concern about extending Expo Parkway north instead of Timber Street. The letter is attached to this staff report as Attachment #10. The Engineering staff scheduled time at the December 7, 2009, City Council work session to discuss the implications of this recommendation with the City Council. Staff explained why the choice was to extend Expo Parkway instead of Timber Street at the January 13, 2010, City Council public hearing.

Tara Gaitaud testified that she thinks the bicycle and pedestrian path shown as project M5 (in Appendix E, "Multiuse Bike/Ped" section of the TSP) a "medium-term" project should be a "short-term" project instead. She thinks there is a need for the path sooner rather than later. No revisions were agreed upon.

Planning Commissioner Mike Styler mentioned that work is needed at the intersection of Oak Street and Queen Avenue. Oak Street is not aligned at 90 degrees where it intersects Queen Avenue, and Mr. Styler thinks this creates sight-distance problems, especially for people driving south on Oak Street that want to turn left on to Queen Avenue. No revisions were agreed upon.

Planning Commissioners also discussed whether a roundabout was the appropriate solution to traffic congestion at the intersection of Salem Avenue and 3rd Avenue at Main Street (included in Appendix E, "Intersections," as project II). No revisions were agreed upon.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission made a decision to recommend that the City Council adopt the proposed Comprehensive Plan amendments, with the following revision:

1. Revise Projects L17 and L18 (in Appendix E, "Roadway Links" section of the TSP) to show Timber Street extended north instead of Expo Parkway.

CITY COUNCIL DECISION

[NOTE TO CITY COUNCIL: CHOOSE ONE FROM THE MOTIONS LISTED BELOW.]

MOTION TO APPROVE

If the City Council finds the proposed Comprehensive Plan amendments related to the new TSP are acceptable and that the findings and conclusions in the staff report adequately address any issues raised at the public hearing, the City Council may approve the proposed Comprehensive Plan amendments based on the findings and conclusions of the staff report.

I MOVE that the City Council adopt the ordinance that will APPROVE the amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation, and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan. The revisions summarized on the addenda sheet dated November 9, 2009, the revisions included in Attachment #8 and #9 in the staff report, and the revisions included in Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010 City Council meeting, are incorporated in the TSP by reference. This motion is based on the findings and conclusions of the staff report and testimony presented at the public hearing.

OR

MOTION TO DIRECT STAFF TO PREPARE ADDITIONAL FINDINGS FOR APPROVAL

If new information is presented at the public hearing or if the City Council believes additional findings are needed to address issues raised at the public hearing, the City Council may direct staff to prepare additional findings for review at a future meeting. If the additional findings are found to be satisfactory, the City Council would then approve the proposed Comprehensive Plan amendments based on the staff report, testimony at the public hearing, and the additional findings.

I MOVE that the City Council direct staff to prepare additional findings for approval of the amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan. The revisions summarized on the addenda sheet dated November 9, 2009, the revisions included in Attachment #8 and #9 in the staff report, and the revisions included in Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010 City Council meeting, are incorporated in the TSP by reference. The additional findings will address *[Note to City Council: Insert appropriate review criteria where you feel additional findings are needed]*. The findings will be brought back to the City Council for consideration at a future meeting.

APPEALS

An appeal of the City Council decision would be to the Land Conservation and Development Commission since the proposed amendments are related to a Periodic Review work task (OAR 660-025-0040).

STAFF ANALYSIS
COMPREHENSIVE PLAN AMENDMENT
FILE CP-02-09

BACKGROUND INFORMATION

Periodic Review: Oregon Revised Statutes (ORS) 197.628(1) says “It is the policy of the State of Oregon to require the periodic review of comprehensive plans and land use regulations in order to respond to changes in local, regional and state conditions to ensure that the plans and regulations remain in compliance with the statewide planning goals adopted pursuant to ORS 197.230, and to ensure that the plans and regulations make adequate provision for economic development, needed housing, transportation, public facilities and services and urbanization.”

The City of Albany is currently in periodic review of the Albany Comprehensive Plan. The state Department of Land Conservation and Development (DLCD) has written Oregon Administrative Rules (OAR) that apply to periodic review. DLCD has approved a periodic review work program for the City of Albany under OAR 660-025-0110(4).

Adoption of TSP: OAR 660-012-0015(1) says the City must adopt the TSP as part of the Comprehensive Plan. Work Program Task #4 requires the City to adopt a new Transportation System Plan (TSP). The City began work on an update to the TSP in 2006 and has now completed the update. Copies of the TSP, dated July 2009, were distributed to the Planning Commission and City Council. An addenda sheet that includes revisions that have been made in response to DLCD, Oregon Department of Transportation (ODOT), and City Council comments since July 2009 is attached to this staff report as Attachment #1. The pages that have been revised are attached as Attachment #2. Additional revisions have been made since the Planning Commission meeting - those revisions are attached to the staff report as Attachment #8 and Attachment #9. More recent revisions were made between the January 13, 2010, hearing and the February 24, 2010 continued hearing. Those revisions are attached to a cover memo to the City Council dated February 17, 2010, for the February 24, 2010 City Council Meeting. The attachments are designated Attachments A, B, C, and D. A new version of the TSP dated February 2010 that includes all of the revisions listed above has been posted on the City’s web site. This is the version of the TSP that will be adopted by the City Council.

Citizen Involvement: OAR 660-025-0080 says the City must use its acknowledged or otherwise approved citizen involvement program to provide adequate participation opportunities for citizens and other interested persons in all phases of the local periodic review. The City’s acknowledged citizen involvement program, included in Albany Development Code (ADC) Section 1.580, says the Albany City Council may make changes to the Comprehensive Plan by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area.

Review Process: ADC 1.590 says the review of legislative actions, such as amendments to the Comprehensive Plan, are done in accordance with the Type IV land use process (described in ADC 1.370). The requirements for notice and hearings on proposed amendments are set out in ADC 1.600 - 1.660. The Type IV land use process includes hearings before the Planning Commission and City Council. Hearings before the Planning Commission and City Council have been held.

Comments from ODOT on the TSP: On November 5, 2009, as Planning staff was finalizing the staff report that went to the Planning Commission, the Engineering staff received a letter with final comments on the TSP from ODOT. The letter is attached to this staff report as Attachment #8. Staff addressed ODOT’s comments at the Planning Commission hearing. Six project sheets included in the TSP were revised to address some of the ODOT comments. With this City Council staff report, we have attached the six project sheets revised in response to ODOT comments behind the ODOT letter in Attachment #8. The revised sheets will be included in the TSP if the City Council approves them. Here is information on those revised project sheets:

Project S2: Hwy 20 Corridor and Downtown Refinement Plan. The description was clarified that the analysis should go all the way to Interstate-5.

Project I24: OR99E/Waverly Avenue and Project I26: US 20/Waverly Drive. These two intersections are among the most congested in the city. A southbound, right turn lane has been added to project I24 and an additional northbound through lane has been added to I26 to provide more capacity. A disclaimer was added to each project that we would look at this capacity improvement in the event of redevelopment of the impacted parcels.

Project I14 and Project I28: OR99E/34th Ave. This intersection used to have I14 and I28 improvements that have been combined to a new I14 project sheet. A new I28 improvement will install a second southbound left-turn lane from the highway onto 34th Avenue.

Project I40: OR99E/53rd Avenue. This new intersection project provides a second southbound left-turn from the highway to 53rd Avenue.

Additional Project Sheet Revisions: Engineering staff has also revised four other sheets since the July 2009 version of the TSP was distributed to the City Council. These four sheets are attached to this staff report as Attachment #9. The revised sheets will be included in the TSP if the City Council approves them. Information on the revised sheets is as follows:

Project L21: Knox Butte Road Widening. A comment was added that “alternative access to the RV Park located on Expo Parkway should be considered as traffic volumes on Expo Parkway increase.” This was addressed during neighborhood meetings that occurred months ago where a concern was raised about large RVs mixing with traffic from the commercial property to the west on Expo Parkway. While analysis indicated that Expo Parkway was adequate for the expected traffic, it was noted that additional access to the RV Park’s easterly boundary from the signal at Timber should be considered to provide an additional location for large RVs to gain access to Knox Butte Road.

Project M4: South Waterfront Trail. This project was modified to eliminate the path link from the dead end of Oak Street to the west end of Bowman Park. This part of Project M4 had severe constraints with a steep grade, was not popular with residents where the trail would be constructed, and the Parks Department was not particularly interested in making this connection.

Project Maps: Figures 7-1 and 7-5. These maps from the draft TSP are reproduced in 11-inch x 17-inch format. They include all changes in the October 2009 version of the TSP, but do not include the project modifications in staff report Attachments #8 and #9.

Additional Revisions Included After January/February Meetings and Discussion with Citizens.

At the January 13, 2010, City Council continued hearing, the Council directed staff to meet with people who raised concerns at the continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3, 2010, to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns. Revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73 are proposed. The proposed revisions are attached to the cover memo that precedes this staff report (Attachments A, B, C, and D of the memo).

Submittal to DLCD: OAR 660-025-0130 requires the City to submit completed work tasks to DLCD. The TSP will be submitted to DLCD after it is adopted by the City Council.

PROPOSED COMPREHENSIVE PLAN AMENDMENTS

The proposed amendments to the Comprehensive Plan will:

1. Adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan (the February 2010 version of the TSP includes the changes listed on the addenda sheet, Attachment #1; the revisions found on Attachments #8 and #9; and Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010, City Council Meeting. The February 2010 version of the TSP is available on the City's web site at www.cityofalbany.net/tmp).
2. Delete the text in Comprehensive Plan Chapter 5: Transportation, pages 5-1 through 5-7. Replace the deleted text with revised text. The text that will be deleted is attached as Attachment #3. The text that will replace the deleted text is attached as Attachment #4.
3. Delete Comprehensive Plan Plate 12, Master Street Plan. Replace the deleted plate with the Roadway Functional Classification Map included in the new TSP. The plate that will be deleted is attached as Attachment #5. The new Functional Classification Map that will be the new Plate 12 is attached as Attachment #6. It is important to include this map in the Comprehensive Plan because identifying streets by class and function is the most basic element of defining how Albany's transportation system works. Each class in the classification hierarchy (arterial, collector, local) functions differently and serves a different type of land use.
4. Delete Comprehensive Plan Plate 13, Master Bikeways Plan. A new Planned Bicycle and Pedestrian Improvements map is included in the TSP (Figure 7-5, page 79). The plate that will be deleted is attached as Attachment #7.

REVIEW CRITERIA

The Albany Development Code (ADC) includes the following review criteria which must be met for this legislative Comprehensive Plan Amendment to be approved. Code criteria are written in ***bold italics*** and are followed by findings and conclusions.

- (I) A legislative amendment is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.***

FINDINGS OF FACT

Statewide Planning Goals

- 1.1 The TSP references Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) that apply to how the TSP is written and explains how the Albany TSP complies with the applicable ORS and OAR sections (TSP, page 2 and 3).
- 1.2 Goal 1: Citizen Involvement. "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process." OAR 660-025-0080 says the local government must use its acknowledged or otherwise approved citizen involvement program to provide adequate participation opportunities for citizens and other interested persons in all phases of the local periodic review. OAR 660-025-0080(b) says citizens and interested persons must have the opportunity to comment in writing or present comments orally at one or more hearings on a periodic review work task.

Planning for the TSP update began in late 2004. Field data collection and conversations with residents and other stakeholders began in 2006. A total of about 50 meetings were held on the TSP prior to taking the completed document to the Planning Commission on November 16, 2009, for a recommendation to the City Council on adoption. The meetings leading up to the Planning Commission hearing included a variety of groups and individuals. A complete list of the meetings that were held is included in the TSP in Appendix B. The meetings included presentations to neighborhood groups, civic groups such as the Chamber of Commerce, home builders, City Council, and a joint City Council/Planning Commission work session. Notice was also given to DLCD representatives and ODOT representatives and they attended many of the meetings.

Notice of the meetings was provided in the local newspaper (Albany Democrat-Herald), on the City's website, and by regular mail and e-mail to people who expressed interest in the project. The notification list as of November 2009 includes about 168 people and groups. Notices of the Planning Commission and City Council hearings were provided to the same people and groups.

At the January 13, 2010, City Council continued hearing, the Council directed staff to meet with people who raised concerns at the continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3rd to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns. Revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73 are proposed. The proposed revisions are attached to the cover memo that precedes this staff report (Attachments A, B, C, and D of the memo).

Attendees at the Expo Parkway neighborhood meeting discussed transportation options for serving land north of Knox Butte Road. The community voiced support for using Expo Parkway to serve the Century Drive traffic and the regional commercial area and using a new Timber Street link to serve the future residential properties to the north. This combination of projects is a safe and efficient solution that avoids routing commercial traffic through a residential neighborhood.

Individual discussions with people interested in the freeway interchange projects were held at City Hall and at the ODOT open house for the Interstate-5 Environmental Assessment. The primary concern was the potential that traffic from Airport Road near Santiam Highway might be directed onto street(s) west of Airport Road. To address this concern, a statement was added that this current City Council will not support an interchange area management plan (IAMP) that redirects highway and commercial traffic through existing residential neighborhoods (e.g., the South Shore Drive neighborhood). This statement recognizes Albany's desire to preserve neighborhood quality.

- 1.3 Goal 2: Land Use Planning. "To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions."

The TSP will be adopted by the City Council as a supporting document to the Albany Comprehensive Plan. The TSP will be used to guide the planning, design, and construction of all transportation facilities in Albany.

- 1.4 Goal 9: Economic Development. "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens."

Transportation systems support economic development by providing the means of transporting goods and people to and from the locations of manufacturing and other business centers throughout the city. The

vision for Albany's transportation system is "a safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and build environment" (TSP, page 8). The TSP includes goals and objectives that will be included in the Comprehensive Plan text. For example, Goal 4 is "Provide a transportation system that balances financial resources with community livability and economic vitality. (The revised text is attached to this staff report as Attachment #4.)

1.5 Goal 12: Transportation. "To provide and encourage a safe, convenient and economic transportation system."

OAR 660-12-0015 through OAR 660-12-0040 describe the elements that must be included in a TSP.

Each of these elements is addressed in the Albany TSP as described in the TSP (TSP, Appendix A, Table 1).

OAR 660-12-0045 describes how the TSP is to be implemented. OAR 660-12-0045 says "Each local government shall amend its land use regulations to implement the TSP."

The City's land use regulations are included in the Albany Development Code (ADC). The ADC was reviewed upon completion of the TSP update to determine if immediate revisions/amendments were needed to implement the TSP. It was found that immediate revisions/amendments to the ADC are not necessary to implement the TSP. For example, "The street design standards in Article 12 of the Albany Development Code were reviewed as part of the TSP update process. No specific changes, other than those noted on page 81, were identified as being necessary" (TSP, page 75).

The TSP (page 81) says:

"...the City Council has identified the following updates to the Albany Development Code or Engineering Design Standards that they intend to address:

- Update signal spacing standards and roadway spacing standards for collectors and arterials
- Include roadway operations standards
- Encourage infill growth
- Pursue a system-wide wetland mitigation bank
- Update arterial and collector street design standards
- Consider requirements for meandering streets
- Update access standards to arterial and collector streets
- Update parking standards on residential streets

Staff evaluation and the Planning Commission and the City Council consideration of these changes will be scheduled beginning in April 2010.

As noted in Findings 1.2 above, citizens raised concerns at the January 13, 2010, continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Projects L17 and L18 relate to the proposed extension of Expo Parkway north of Knox Butte Road. Studies S9 and S10 relate to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5. A particular concern was raised about routing traffic from Airport Road to South Shore Drive. Staff held group and individual meetings with people interested in the two projects. City staff reported to the City Council at a February 8, 2010, work session on the results of the meetings and other discussions. At the February 24, 2010, continued public hearing, the City Council discussed proposed revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73. The Council concluded that the revisions should be made as recommended by staff.

Goals and Policies of the Comprehensive Plan

- 1.6 Goal 1: Citizen Involvement. "Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 9-3).

See the discussion under the statewide goals above about how citizen involvement has been incorporated in the TSP update process (Findings 1.2).

- 1.7 Goal 2: Land Use Planning. "Undertake Periodic Review and Update of the Albany Comprehensive Plan to ensure the Plan..." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 9-7).

See the discussion under the statewide goals above about how adopting the new TSP will promote efficient and effective land use planning (Findings 1.3).

- 1.8 Goal 9: Economic Development. "Enhance the value and diversity of Albany's economy through building on Albany's status as a regional center of manufacturing, retail services, finance, health care, tourism, and government; creating a readily identifiable downtown core that is unique and vibrant with a mixture of entertainment, housing, specialty shops, offices, and other commercial uses; and achieving a healthy balance of housing and jobs." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 3-1).

See the discussion under the statewide goals above about how adopting the new TSP will further economic development (Findings 1.4).

- 1.9 Goal 12: Transportation. "Provide a safe, diversified, economical, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, cultural, and scenic values. For the purposes of this document, a transportation system includes auto, transit, bicycles, pedestrian, rail and air transportation." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 5-6).

The Albany Comprehensive Plan currently includes Goals, Policies, and Implementation Measures related to Goal 12: Transportation. The purpose of updating the TSP is to address changes that have occurred since the last TSP was adopted in 1997. Part of the update will include revisions to the text in Comprehensive Plan Chapter 5, which includes Goal 12: Transportation. New goals and policies are included in the revisions. (The revised text is attached to this staff report as Attachment #4.)

See further discussion under the statewide goals above how adopting the new TSP will implement the goals and policies of the Comprehensive Plan regarding transportation (Findings 1.5).

Relevant Area Plans Adopted by the City Council

- 1.10 The City Council has not adopted area plans for Albany. Several refinement-type plans have been done, but the practice has been to implement the plans by adopting new Comprehensive Plan Map and Zoning Map designations and Comprehensive Plan text changes, and amendments to the Albany Development Code.

For example, the Town Center Plan (File CP-03-95), the Balanced Development Patterns project (File CP-01-02), and the North Albany Refinement Plan (File CP-02-03) were all implemented this way.

CONCLUSIONS

- 1.1 Adoption of the TSP is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.
- 1.2 This review criterion is met.

(2) *A legislative amendment is needed to meet changing conditions or new laws.*

FINDINGS OF FACT

- 2.1 The most recent version of the TSP was adopted in 1997 (File CP-04-97). Since that time the population of Albany has grown from about 38,000 people to about 49,000 people. (Source: Portland State University Center for Population Research and Census).

The TSP addresses transportation needs out to the year 2030. The TSP uses an estimate of 63,820 people for Albany's population in 2030. The 2030 projection was developed by creating a straight-line growth assumption from the 2020 projected population coordinated with Linn and Benton Counties to 2030 based on the average growth rate of 1.51 percent per year between 1997 and 2020. A similar method was used to project growth in employment and households.

- 2.2 The methodology used to prepare the TSP included creating an inventory of existing transportation facilities and projecting changes in future demand for these facilities (e.g., streets, sidewalks, bikeways). This approach provides the method by which changing conditions are identified (TSP, page 6).
- 2.3 The TSP then includes future plans for street, bicycle, and pedestrian networks throughout the city.
- 2.4 The Most Likely Land Use Concept (Alternative #4) used in the model to project future traffic impacts for the TSP includes assumptions about three areas in the Urban Growth Boundary where Comprehensive Plan Map and Zoning Map amendments are expected in the future. These three areas are: 1) expansion of the Regional Commercial site at the northeast corner of Century Drive and Knox Butte Road by approximately 4 acres; 2) re-zoning from residential single-family to office professional the "hospital property" located east of Interstate 5, north of Santiam Highway (U.S. Highway 20); and 3) annexation and adoption of city Comprehensive Plan Map and Zoning Map amendments for the property included in the South Albany Refinement Plan (formerly Oak Creek Refinement Plan) area. These three areas are identified and discussed in the TSP under the heading Forecast Growth, in Table 5-3 titled Comprehensive Plan and Zoning Map Change Assumptions (TSP, pages 35-37 and in Appendix C).

Because these future land use changes have been assumed in future year travel demand modeling for the TSP, an additional Transportation Planning Rule (TPR) analysis under OAR 660-12-0060 will not be necessary when any of these land use map amendments are made in the future.

- 2.5 Oregon Revised Statutes and Oregon Administrative Rules that apply to TSP's have been revised in some places between 1997 and now.

CONCLUSIONS

- 2.1 Revisions to the TSP and adoption of the TSP are necessary to meet changing conditions and new laws.
- 2.2 This review criterion is met.

Changes since the Joint PC/CC Work Session that are incorporated into the October 2009 Draft TSP

Site	Description
All figures	Remove the "Update" reference from the title block of all figures.
Pg 2, Par 1	"This plan will be adopted as a supporting document to into the Comprehensive Plan
Pg 2, Par 2	"The Oregon Revised Statutes Plan land uses and must also...."
Pg 2, Par 3	"....a Transit Master Plan is being developed and <u>when completed</u> will be adopted into <u>become part of the TSP as a separate document</u> ; therefore, ..."
Pg 3, Par 4	"In addition to these meetings, and were held at key junctures...."
Pg 3, Par 4	"In addition, two neighborhood <u>meetings</u> were held to"
Pg 3, Par 6	"The City of Albany, Oregon is located in...."
Pg 6, Par 2	Spell out "urban growth boundary (UGB)" in the last sentence since this is the first time used. State that a detailed financial plan will be presented as a separate document.
Pg 8, Bul 1	Add a period at the end of the first bullet
Pg 9, Par 1	Under a <u>no-plan</u> and no-build scenario out to the future year 2030,"
Pg 9, Par 2	"The Transportation System Plan is the <u>instrument vehicle</u> to analyze,"
Pg 9, Bul 3	" <i>Ease of mobility</i> ; through volume-to-capacity (v/c) ratios and delay (level-of-service, <u>LOS</u>) for..."
Pg 10, end	"Each of these planned over a <u>no-build</u> option,"
Fig 3-1	Add street names. Change "Grand Prairie" to red (Albany). Change Ellingson, Lochner, and Columbus in the southern area to red (Albany). Add local street "7 Mile Lane" in light gray.
Pg 27, bullets	Add v/c standard to each bullet. 0.75, 0.85, 0.85.
Pg 31	Add footnote to Table 4-3 that the 2008 SPIS Table is in Appendix X.
Table 5-1	Change Row 7 Project Name: OR 99E, from Geary Chicago Street to SPRR. Change Row 7 Description: <u>Signing, changes to travel lanes, and access management components</u>
Table 5-2	Add footnote to clarify that the 2030 projections were based on a straight-line growth assumption from the 2020 coordinated population projection (and a similar method for employment and households.
Pg 36	Include new paragraph "None of the land use alternatives resolve future problems on the existing street system. On the state system in particular, this is primarily due to the influence of trips that pass through Albany without an origin or destination in Albany (such as traffic traveling on Highway 20 from the Corvallis area to I-5)."
Pg 38, Par Last	Add page number: "Intersection demand-capacity analysis was conducted (presented in Section 6, <u>page 48</u>)..."
Pg 39	Before the sentence that starts "Once Albany is designated as a MPO...", insert new sentence "The applicable performance standard on the highway system in Albany may change in the event Albany is designated or included in an MPO."
Pg 45 – 48	Minor modifications to add clarity to roadway & intersection alternative discussion
Pg 48	Add Timber Street to the list of sketches presented.
Table 6-2	Add sources (on page 57 first paragraph in transit commute trips section) to a footnote beneath Table 6-2
Pg 48, 65, 76	State that the project alignments shown in Appendix D, Figure 7-1 and Figure 7-5 are conceptual in nature and subject to modification during design."
Fig 7-1	Update map based on the changes in this summary.
Pg 72	Add statement about the 2004 US-20/ORE 99 Interchange Area Management Plan (IAMP) (see Technical memorandum #1 in the Volume 2 Appendix) that was adopted and remains part of the TSP.

Pg 73	Specify that Figs 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" document are endorsed as part of the TSP until amended by the current I-5 Corridor Environmental Assessment. Under Functional Classification section (2 nd paragraph), add "The design of arterial and collector streets with the same functional classification should vary based on several factors including: adjoining land uses, volume, access, and speed."
Pg 75	Under Intersection Operations Standards, clarify that the ODOT mobility standards for intersections under ODOT jurisdiction are those contained in the Oregon Highway Plan. Under Street Design Standards, state that Article 12 of the Albany Development Code was reviewed and no specific changes other than those noted on page 81 were identified as being necessary.
Table 7-2	Change name of M5 and M6 to "Albany-Corvallis Multiuse Path"
Fig 7-5	Update map to show M5 a medium-term project.
Pg 80	Planned Studies – change reference to Figure 7-1. Add discussion about refinement plans.
Pg 81	Add to list of Albany Development Code considerations: *Consider requirements for meandering streets. *Update parking standards on residential streets. Clarify that City Council has identified this list of updates that they intend to address.
Table 8-1	Update cost table based on cost changes in this summary. Add a footnote to table "Additional details about these projects can be found in Section 7 and on the project prospectus sheets in Appendix E."
Pg 83	State that a detailed financial plan will be presented as a separate document.
Pg 84	Add "and market rates" to end of bullet on Interest on Investments.
Pg 85	Par 2: delete the words "that are assessed and collected at the pump,". Add brief discussion of HB2001 that prohibits cities from enacting or raising fuel taxes between now and 2014. Par 3, 3 rd sentence: "Fees are typically assessed by usage (e.g., average number of vehicle trips per...."
Appendix A	Add OAR 660-012-0045 requirements and comments
Appendix B	Add: Review road, bike, & pedestrian costs, priorities, & growth (SDC) eligibility Oct 20, 2008 Council Work Session Oct 21, 2008 North Albany Neighborhood Association Oct 30, 2008 Willamette Valley Homebuilding Association Nov 6, 2008 Albany Area Chamber of Commerce Governmental Affairs Committee Nov 5, 2008 Community Open Houses TSP Adoption Steps & Policies Jan 21, 2009 Council Work Session Project priorities Feb 4, April 13, April 27, May 7, 2009 Council Work Sessions TSP Adoption Process Memo May 11, 2009...Planning Commission Meeting Review Draft TSP July 27, 2009 Planning Commission Meeting Discuss Draft TSP August 27, 2009 Joint Planning Commission-City Council Meeting
Appendix C	Add information from Table 5-3 to the appropriate maps in Appendix C
Appendix D	6.8: Timber Street is misspelled in the title block for Figure 6-8 6.9: The Oak St Extension figure 6.9 is half color and half black and white. 6-10 a-e: Add a note to all the Waverly sketches that the TSP project is new alternative developed after the Open House.
Appendix E	Remove the "update" from the prospectus sheets header. B20, B21: Add sentence to descriptions "This project is contingent upon ODOT approval,

Appendix F	<p>inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.”</p> <p>I9: Add sentence to description “Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.”</p> <p>I10: Change description to “If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.”</p> <p>I13: Add “install exclusive eastbound right-turn lane on US 20” and adjust costs.</p> <p>I24: Add to description “Install exclusive northbound right-turn lane and overlap signal phasing.” Adjust cost.</p> <p>I38: Add new project at Salem Avenue/Geary Street.</p> <p>I39: Add new project at OR 99E/Lyon Street.</p> <p>I8-I9, I12-I14, I20-I31, I37: Update v/c information bubbles</p> <p>L21 & L22: remove underscore from text in description</p> <p>L23 & L24: delete the last sentence in description</p> <p>L26: change Category to Add Lane(s) /Urban Upgrade</p> <p>L30: Modify the description: “Extend Oak Street north from 9th Street to Pacific Boulevard, including sidewalk, curb, gutter, and bike lanes from Pacific Avenue to Queen Avenue. Install traffic signals at 9th/Oak and Pacific/Oak. Construct 150-foot northbound right-turn lane on Oak at 9th.” Modify the cost. Remove I32 from the map.</p> <p>L33: remove reference to SDC eligibility in description. ROW is assumed to be dedicated.</p> <p>L46: change ROW width in spreadsheet and adjust the ROW cost.</p> <p>L49: add “Project cost assumes ROW for the three-lane section will be dedicated.”</p> <p>L52: Correct ROW width in spreadsheet and adjust costs.</p> <p>L55: remove underscore from the SDC text in description</p> <p>L58: Recalculate project cost. Remove I32 from the map.</p> <p>L61: Add to Link Table of Contents.</p> <p>P2, P3, & M12: Add “Installation of pedestrian crossing traffic signals is subject to ODOT approval.”</p> <p>S2: Increase cost to \$250,000</p> <p>S3: Cost should be \$30,000.</p> <p>S5: Change first sentence of STA description to “Pursue STA status for ODOT mobility standard exemption on US 20 (Ellsworth and Lyons Streets) from 1st through 3rd Avenue due to the downtown location, need to keep...”</p> <p>S9 & S10: Change Albany’s cost share to \$100,000 each. Change “I-5 EIS” to “I-5 EA”. Drop the second reference to IAMP. Insert text reinforcing that once the I-5 corridor refinement plan is completed it will be adopted by the city of Albany.</p> <p>Recalculate cost summaries</p>
	Modify STA boundary map

Transportation System Plan

Albany 2030 Transportation System Plan

Albany, Oregon

Draft

October 2009

Introduction

OVERVIEW

The City of Albany initiated an update of the City's Transportation System Plan in 2006. This Transportation System Plan (TSP) will guide the management and development of appropriate transportation facilities within Albany, incorporating the community's vision, while remaining consistent with state and other local plans. This plan will be adopted as a supporting document to the Comprehensive Plan providing the majority of the required transportation elements of a comprehensive plan.



The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and must also provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These laws and rules require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle, pedestrian, and transit plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the Transportation System Plan.

Plans for the road, bicycle and pedestrian networks are contained herein. The rail system has been assessed through the plans review and existing and future conditions. Known committed rail projects have been identified however, the City of Albany has not identified additional projects as the rail system is under private ownership and beyond the City's control. Existing transit condition and policy guidance is provided; however, a Transit Master Plan is being developed and when completed will become part of the TSP; therefore, this document only contains existing conditions information and policy guidance for the upcoming transit plan. An Airport Master Plan and Water and Wastewater Master Plans have already been completed and are already part of the City's Comprehensive Plan. A discussion of potential and existing funding sources is contained herein and a detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document.

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions

adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans. *A memo summarizing how the TSP and implementing ordinances are compliant with the TPR is provided in Appendix A.*

PUBLIC INVOLVEMENT

The TSP planning process included opportunities to obtain City Council input at each step of the process. The citizens of Albany were also provided with opportunities to identify their priorities for future transportation projects within the City through a variety of forums available throughout the planning process.

The planning process was guided by City staff with review and input from ODOT and DLCD on the technical aspects of the TSP. They reviewed a total of twelve memoranda and convened for meetings at nearly each step of the process. Additional meetings were held with the Albany Bike and Pedestrian Commission. One meeting discussing the regional need for Willamette River crossing capacity was held and included representatives from ODOT, DLCD, Linn County, Benton County, Corvallis Area Metropolitan Planning Organization (CAMPO), and the City of Millersburg.

In addition to these meetings, five sets of public meetings (total of nine meetings) were held at key junctures in the process to obtain public comment regarding transportation concerns and priorities. The City's website, as well as an e-mail list of interested citizens, businesses, City staff, boards/commissions, and agencies, was used to announce public meetings, disseminate information, and solicit input/feedback from the community. In addition, two neighborhood meetings were held to address neighborhood impacts of specific projects. All comments received through this process were addressed in the alternatives analysis and final plan development.

In addition, City staff met with the City Council to present each of the ten technical memorandum leading up to the TSP document (a total of over 15 meetings). *Details of the public involvement process are provided in Appendix B.*

PLAN AREA

The City of Albany is located in the mid-Willamette Valley of Oregon, along the Interstate 5 and Union Pacific Railroad mainline corridors, approximately 25 miles south of the City of Salem and about 12 miles northeast of Corvallis, Oregon. The City of Albany lies within two counties (Benton County and Linn County). The Willamette River runs through the City and serves as a boundary between the two counties. The area of the City northwest of the Willamette River (frequently referred to as North Albany) is located within Benton County. The rest of the City is located within Linn County. Three state highways traverse the City of Albany; US Highway 20 (US 20), Oregon Highway 99E (OR 99E), and Interstate 5 (I-5). Figure 1-1 shows the location of Albany in relation to the regional highways and Linn and Benton Counties.

TSP ORGANIZATION AND METHODOLOGY

The development of the City of Albany's 2030 Transportation System Plan began with a review of the local and statewide plans and policies that guide land use and transportation planning in the City. Next, the project vision, goals, objectives, and measures were determined. These are presented in **Section 2** of this plan. Next, an inventory of the existing transportation system was performed. This inventory documented all major transportation-related facilities and services within the UGB. The system inventory and documentation of existing deficiencies of the non-roadway modes are presented in **Section 3** of this report.

The transportation system inventory allowed for an objective assessment of the current roadway system's operational performance, safety, and general function, which is summarized in **Section 4**. Development of long-term (year 2030) transportation system forecasts relied heavily on the City's population growth projections. Based on these projections, and with input from City community development and public works directors, reasonable assumptions were drawn as to the potential for and location of future development activities. **Section 5** of this report details the development of anticipated long-term future transportation needs within the urban growth boundary (UGB).

Section 6 documents the development of alternative measures to mitigate identified safety and capacity deficiencies, as well as projects that would enhance the multi-modal aspects of the City's transportation system. The impact of each of the identified alternatives was considered on the basis of its potential costs and benefits, as well as its conformance with and potential conflicts to the City's transportation system and land uses. Ultimately, based on comments received from the Albany City Council, agency advisors, and the community, a preferred plan was developed that reflected a consensus on which elements should be incorporated into the City's long-term transportation system.

Having identified a preferred set of alternatives, the next phase of the planning process involved presenting and refining the individual elements of the TSP through a series of decisions and recommendations. The recommendations identified in **Section 7** include a Roadway System Plan and a Pedestrian and Bicycle System Plan, as well as plans for other transportation modes serving Albany.

Section 8 provides summary of the potential and existing funding sources to finance the identified transportation system improvements. A detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document.

Sections 1 through 8, in combination with Appendices A through G, comprise **Volume 1** of the TSP and provide the main substance of the plan. These are supplemented by **Volume 2** which includes the technical memoranda documenting the existing conditions analysis, forecast needs, and alternatives analysis.

Vision, Goals, Objectives

Albany's vision for the transportation system is *a safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environment.*

The purpose of the Albany 2030 Transportation System Plan (2030 TSP) is to support this vision by logically providing for the systematic care and expansion of the multi-modal transportation system. Section 7 of this document contains the prioritized list of actions and improvement projects desired to meet the future travel needs within the community.

The City's vision is translated into the following four goals, each being supported by measurable objectives that are used to determine appropriate actions and preferred alternatives.

Goal 1. Provide an efficient transportation system that facilitates the local and regional movement of people and goods.

- Reduce miles of travel and travel time through improved connectivity where "barriers" exist (such as Interstate 5, railroads, waterways, or neighborhoods).
- Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

Goal 2. Provide a safe transportation system.

- Improve safety at locations with known safety issues.
- Minimize conflicts along high volume and/or high speed corridors.

Goal 3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.

- Improve the quality of available transit service as measured by coverage, hours of service and frequency.
- Develop bicycle and pedestrian facilities that encourage non-vehicular travel.
- Provide direct off-roadway pedestrian and bicycle routes and connections.
- Maintain and support the Albany airport as a regional facility.
- Maintain and support the Albany Station as a regional facility.

Goal 4. Provide a transportation system that balances financial resources with community livability and economic vitality.

- Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.
- Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

TRANSPORTATION SYSTEM PLAN OUTCOMES

Without a proactive Transportation System Plan, the community is left without a means to identify and plan for real needs within the system. Under a no-plan and no-build scenario out to the future year 2030, a steady degradation in the quality of service by the transportation system would be experienced. This would include longer trips due to increased congestion, longer waits at traffic signals, increased safety concerns due to increased traffic, and ultimately a gap in the transportation system between new development and the existing transportation system to service homes, businesses, and community facilities.

The Transportation System Plan is the instrument to analyze, identify, and appropriately prioritize improvements to the transportation network to facilitate the vision, goals, and objectives shown in the previous section. All this will contribute to a better quality of life for the system users within Albany.

The following key measures were used to evaluate the Albany Transportation System Plan:

- **System Efficiency**
 - *Ease of mobility*; through volume-to-capacity (v/c) ratios and delay (level-of-service, LOS) for corridors and intersections.
 - *Network connectivity*; through vehicle miles traveled (VMT), and number of river/interstate/and grade-separated rail crossings.
- **System Safety**
 - *Rate of crashes*; through comparing the number of crashes to the amount of travel on a facility.
 - *Sidewalk and bike lane gaps*; where a sidewalk or bike lane would likely address the safety concern, based on crash history or higher risk location.
- **System Diversity**
 - *Transit service*; through adequacy of coverage area, hours of service, and frequency of service.

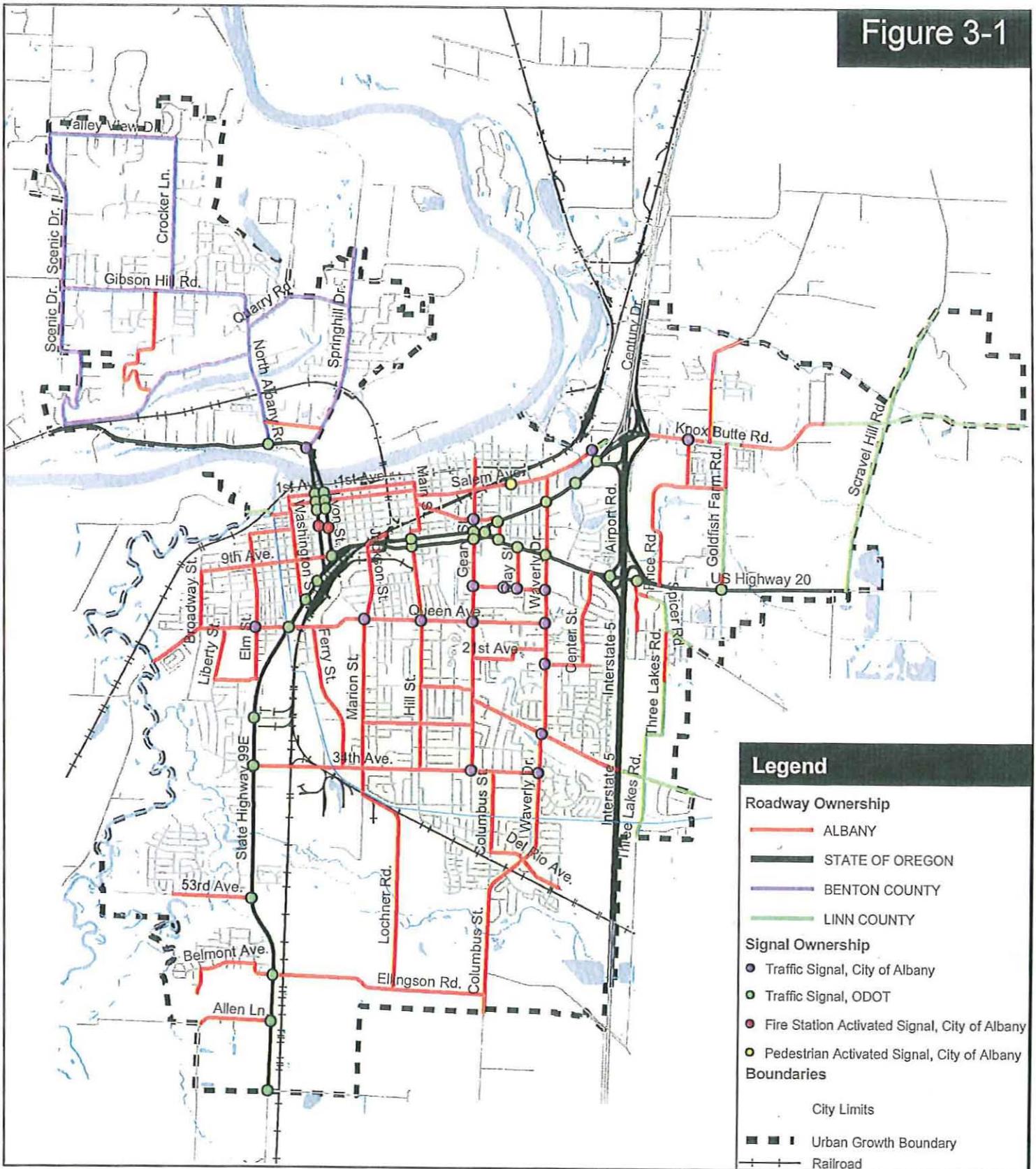
- *Sidewalk and bike lane gaps*; measured by number of ped/bike generators not directly connected by sidewalks and bike lanes to transit and arterial/collector ped/bike network.
- *Off-roadway pedestrian and bike connections*; measured by miles of off-roadway multi-use paths.

By using these measures to evaluate the needs and variations within the Albany Transportation System, specific treatments and projects were developed that fit favorably with this evaluation criteria, addressing congestion, delay, safety, connectivity, and diversity concerns within the system. The types of treatments and projects identified within the TSP include:

- Intersection capacity improvements (new turn lanes, installing a new traffic signal or roundabout, etc.)
- Intersection safety improvements (flashing yellow arrow signal heads, installing a new traffic signal or roundabout, improving pavement markings and signage, etc.)
- Roadway link capacity and safety improvements (new roadways, new through or turn lanes, median installations, etc.)
- Pedestrian capacity and safety improvements (new sidewalks, pedestrian esplanades, pedestrian bridges, etc.)
- Bicycle capacity and safety improvements (new bike lanes, designating bike boulevards, bike “sharrows”, etc.)
- Additional studies required to determine the appropriate transportation solutions in specific areas (refinement plans, interchange area management plans, speed studies, etc.)

Each of these planned improvements as a part of this TSP represent a significant improvement over a no-build option, which would occur without this plan. Section 7 of this document identifies the specific projects and locations as a result of this TSP effort within the City of Albany.

Figure 3-1



developed from existing count volumes, which are seasonally adjusted and then balanced so that the 30th highest hour (yearly) of traffic is represented in the analysis. Figure 4-1 shows the existing weekday p.m. peak hour traffic volumes and associated level-of-service for the study intersections under the City of Albany jurisdiction. Figure 4-2 shows the existing weekday p.m. peak hour traffic volumes and associated volume-to-capacity ratios for the study intersections under ODOT jurisdiction.

As shown in Figure 4-1, all signalized intersections under Albany's jurisdiction currently operate at a LOS "D" or better. As shown in Figure 4-2, the following intersections under ODOT jurisdiction currently exceed ODOT's performance standard for the intersection (varies from 0.75 to 0.85 as described above and shown in Figure 4-2).

- OR 99E/Queen Avenue (0.82 v/c ratio, LOS D – Standard = 0.75 v/c)
- US 20/Waverly Drive (0.87 v/c ratio, LOS C – Standard = 0.85 v/c)
- US 20/1st Avenue (0.92 v/c ratio, LOS C – Standard = 0.85 v/c)

Statewide Priority Index System

The Statewide Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways with consideration of crash frequency, crash rate, and crash severity. As described in ODOT's SPIS description, a roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three-year period. Under this method, all state highways are analyzed in 0.10 mile segments to determine SPIS sites. Statewide, there are approximately 6,000 SPIS sites. SPIS sites are typically intersections, but can also be roadway segments.

SPIS scores from all sites are ranked and nine SPIS sites in the City of Albany rank in the 90th percentile or higher of all statewide SPIS sites. These intersections are shown below in Table 4-3, along with their ranking among statewide.

Intersections with high SPIS scores are generally considered candidates for safety improvements. Two of these intersections, OR 99E/Hill Street and OR 99E/Geary Street, have SPIS scores that rank among the 30 worst intersections in the state, and four are among the worst 100. SPIS scores are not available for City of Albany intersections on non-ODOT highways. Thus, comparisons between ODOT and non-ODOT facilities are not possible using SPIS ratings.

TABLE 4-3 CITY OF ALBANY SPIS INTERSECTIONS

Route	Intersection	Total Crashes	Fatalities	2004 ADT	SPIS Score	Statewide Ranking*
OR 99E	Hill Street	50	0	18,700	84.13	23
OR 99E	Geary Street/US20	43	0	16,500	83.49	28
US20	Waverly Drive	28	0	21,500	76.19	86
OR 99E	Queen Avenue	26	0	28,900	74.92	99
OR 99E	34 th Avenue	16	0	23,700	69.72	156
OR 99E	I-5 Frontage Road	24	0	23,000	61.08	239
OR 99E	Waverly Drive	20	0	21,700	57.34	296
US20	Burkhart Street	16	1	18,900	55.16	328
US20	Price Road	4	0	10,000	46.92	527

*Statewide Ranking is based on SPIS scores. The 2008 SPIS Map is provided as an attachment to the Technical Memorandum #3 Appendix B in the TSP Volume 2 Appendix.

Roadway Safety Deficiencies

A detailed safety analysis was completed for the roadway system that evaluated crashes involving vehicles, pedestrians, bicyclists, trucks, and trains. Crash data was provided by ODOT and the City of Albany and includes all reported crashes that occurred in the City of Albany for the four-year period from January 1, 2000 to December 31, 2003. A summary of the most significant intersection, roadway, and railroad crossing safety deficiencies (as compared to other locations within the City of Albany) is provided in Figure 4-3. Additional details about the safety analysis are provided in Technical Memorandum #3 in Volume 2 of the TSP Appendix.

Forecast Traffic Conditions

This section describes already planned and funded changes in the transportation system and the anticipated future growth in travel demand and how the system is anticipated to operate with the additional traffic. The forecast transportation conditions assume City growth to its estimated year 2030 population and employment, but that no improvements other than those currently funded have been made. The result reveals the major weaknesses in the transportation system, for which long-term improvements should be planned and funded.



COMMITTED TRANSPORTATION IMPROVEMENTS

In order to assess future conditions, the existing transportation network was modified to reflect improvements that are “committed.” Committed projects are not built, but funding for their construction is already secured. Therefore, these projects are assumed to be completed under all 2030 analysis. Table 5-1 shows the committed transportation projects within the Albany UGB.

TABLE 5-1 CITY OF ALBANY 2030 COMMITTED PROJECTS

Mode	Project Name	Description	Year
Roadway	North Albany Road and West Thornton Lake Road	New traffic signal on North Albany Road at the entrance to North Albany Middle School.	2006 ¹
Roadway/ Pedestrian/ Bicycle	Second Street Crossing of Periwinkle Creek	Replace the failing culvert at 2 nd Street and Periwinkle Creek and construct a new bridge allowing 2 nd Street to be reopened. Improvement will result in increased connectivity.	2006 ¹
Roadway	North Albany Road and Hickory Road	Install traffic signal	2006 ¹
Roadway	I-5 Albany Interchange	Repair bridges	2006
Roadway/ Pedestrian/ Bicycle	Grand Prairie Road Street Improvements	Construct road to city standards, including sidewalks.	2007 ¹
Roadway	I-5 MP 234 in north Albany	Install variable message sign for I-5 at north Albany (MP 234)	2007
Roadway	OR 99E, from Chicago Street to SPRR	Signing, changes to travel lanes, and access management components	2008
Pedestrian/ Bicycle	Multimodal Phase III – Swanson Park Path	Construct pathway from Rail Depot Building to Swanson Park	2007 ¹
Transit	Bus Barn Relocation	Design and construct a new bus barn to replace the existing structure.	2006
Transit	Multimodal Phase II – REA Building/Site Work	Rehabilitate the existing REA building located at the Multimodal Transportation Center.	2008
Transit	North Albany Park and Ride	Replace the existing Albany Park and Ride with a paved and lighted lot at North Albany Road/Hickory Road.	2008

¹ This project has already been constructed but is identified because it was not included in the existing conditions analysis.

FORECAST MODEL

Because population and employment are forecast to appreciably increase by 2030, it is anticipated that travel demand, by many modes, will also increase. Forecasts of future travel demand are influenced by the anticipated location, type, and intensity of growth. The complexity of travel demand forecasting substantially increases with the size of the planning area and the features of the transportation system that serves the demand.

The City of Albany is a large enough urban area, equipped with a multimodal transportation system, and expected to grow at a rate such that the use of a travel demand forecasting model is warranted. This tool is used to represent the effects of growth (by location, type, and intensity) on travel demand and the transportation system provided to accommodate it.

Future transportation demand within the City of Albany UGB was estimated based on a traffic forecasting model developed by the Oregon Department of Transportation (ODOT), Transportation Planning and Analysis Unit (TPAU). TPAU built and calibrated the model specifically for use in the Albany TSP. This model is only capable of estimating travel demand that results in vehicle trips (auto and freight truck) on the roadway network. Non-auto trips (transit, pedestrian, and bicycle) are not forecast and are assumed to remain consistent with existing conditions as a percentage of overall trips. *Details on the model structure, model process, and data post-processing methodology are provided in Technical Memorandum #4 in Volume 2 of the TSP Appendix.*

FORECAST GROWTH

The travel demand model for Albany was constructed using 2006 household and employment data and 2006 traffic counts as its base. Future year analysis uses year 2030 household and employment forecasts approved by the state and counties for each TAZ within the model area, based on the Comprehensive Plan. Table 5-2 summarizes the 2006 and 2030 model socioeconomic data.

TABLE 5-2 HOUSEHOLD, POPULATION AND EMPLOYMENT FORECASTS

	Households			Population			Employment		
	2006	2030 ¹	Annual Growth	2006	2030 ¹	Annual Growth	2006	2030 ¹	Annual Growth
Within UGB	18,875	24,765	1.3%	47,630	63,820	1.4%	19,060	25,235	1.3%
Outside UGB	2,050	2,980	1.9%	5,350	7,870	1.9%	3,645	4,670	1.2%
Total	20,925	27,745	1.4%	52,980	71,695	1.5%	22,700	29,905	1.3%

¹ The 2030 projections were developed by creating a 'straight-line' growth assumption from the 2020 coordinated population projection to 2030 based on the average annual growth rate (AAGR) of 1.51% per year between 1997 (the base year) and 2020. A similar method was used for employment and households.

To develop the 2030 Forecast Transportation Conditions, a series of four land use alternatives were tested within the regional transportation model to test the impacts of a variety of potential growth scenarios that could occur. The goal of this sensitivity testing of land use was to determine if there is a desired growth pattern that will facilitate shorter trips, reducing vehicle miles traveled, as well as avoid existing or projected congestion problems on the transportation system. The land use

alternative testing considered pre-existing regional plans such as the East I-5 Plan and the Oak Creek Refinement Plan.

None of the land use alternatives resolve future problems on the existing street system. On the state system in particular, this is primarily due to the influence of trips that pass through Albany without an origin or destination in Albany (such as traffic traveling on Highway 20 from the Corvallis area to I-5). Generalized summaries of the four land use alternatives tested are presented below:

Land Use Alternative #1: Analyzed the possibility that Millersburg will grow at a rate faster than reflected in their comprehensive plan, given the number of recent proposed developments which would significantly increase Millersburg's size. Although the City of Albany does not have control over land use policies or growth rates in Millersburg, its close proximity means increased growth will impact both Cities' transportation systems.

Land Use Alternatives #2 and 3: Assume higher growth in East I-5 and Oak Creek areas because there are less capacity constraints, particularly in the Oak Creek area, than other areas of the City. Growth in East I-5 will place additional demand at the two I-5 interchanges at Santiam Highway and Knox Butte. Replacing growth in North Albany with growth in the East I-5 and Oak Creek Areas would reduce congestion on critical roadways in North Albany, especially Willamette River bridges.

Most Likely Land Use Concept (Alternative #4): Alternative #4 was deemed the "Most Likely Land Use Alternative." It is based on the combined lessons learned from Land Use Alternative #1, 2, and 3, as well as practical consideration of likely Comprehensive Plan amendments in order to comply with DLCD standards. The requirement to be consistent with the population forecast agreed upon by the counties and the state also contributed to the assumptions and selection of Alternative #4. Overall, the Most Likely Land Use Alternative is similar to Alternative #3 in that it shifts additional growth to the East I-5 and Oak Creek Areas, while recognizing that some of the projected growth in North Albany may shift to less congested areas of the City.

Most of the scenarios including the *Most Likely Land Use Scenario* shift the location of where growth will occur by 2030. There are three of these locations in the *Most Likely Land Use Scenario*. Some of the employment related assumptions for these three areas require Comprehensive Plan and Zoning map amendments. They are described in Table 5-3. *Maps specifying the specific parcels included in these area are shown in Appendix C.*

Roadway capacity is estimated based on a variety of factors. Such factors include the number of travel lanes, the frequency and spacing of traffic signals, the characteristics of adjacent land uses (frequency and use of driveways), the mix of traffic (particularly trucks), and the presence of other modes (pedestrians, bicyclists, and transit). A capacity has been estimated for every roadway segment represented in the Albany Committed Roadway Network.

Where traffic demands exceed a roadway's capacity, only a volume equal to that roadway's capacity would actually travel along that roadway; the remaining vehicles would accumulate as a queue extending back from the point where demand first exceeded capacity, or more likely, the motorists would deviate to a less congested roadway to continue their travel.

If only the committed improvements are built, as previously described, and if growth occurs as assumed in the 2030 *Most Likely Land Use Scenario*, then the following sections of roadways may have demand that exceeds their capacity by the year 2030:

- North Albany Road (Gibson Hill Road to US 20)
- Springhill Drive (Quarry Road to US 20)
- US 20 (west City limits to Willamette River)
- US 20 - Ellsworth Street (Willamette River bridge to OR 99E)
- US 20 - Lyons Street (Willamette River bridge)
- 2nd Street (Lyons Street to Washington Street)
- Main Street (Salem Avenue to 1st Avenue)
- Knox Butte Road (Timber Street to Goldfish Farm Road)
- OR 99E (I-5 Knox Butte interchange)
- Airport Road (I-5 Southbound off-ramp to OR 99E)
- OR 99E (Burkhart Street to Geary Street)
- US 20 (Burkhart Street to Geary Street)
- US 20/OR 99E (Madison Street to US 20/OR 99E interchange)
- US 20/OR 99E interchange ramp - NB OR 99E to/from US 20 and Downtown Albany
- Geary Street (Pacific Boulevard to Queen Avenue)
- Queen Avenue (Geary Street to Hill Street)
- 14th Avenue (Geary Street to Clay Street)
- Waverly Drive (Queen Avenue to Grand Prairie Road)

The capacity of a roadway is ultimately limited by the capacity of the intersections. Intersection demand-capacity analysis was conducted on the above corridors during the Alternatives Analysis (presented in Section 6, page 48) to determine if the corridor would in fact operate over capacity in the future. Mitigations were identified, where feasible, to mitigate the study intersections to the existing standards. The City of Albany does not have adopted level-of-service standards for

signalized and unsignalized intersections. For signalized and all-way stop controlled intersections under the City's jurisdiction LOS "D" or better (representing no more than 55 seconds of average delay) was considered acceptable operations. For two-way stop controlled intersections, a v/c of up to 0.85 was considered to be acceptable operations.

Intersections under ODOT jurisdiction on OR 99E and US 20 were considered to have acceptable operations if they met the existing ODOT performance standards of 0.75 in areas where the posted speed limit is 45 miles per hour or greater, 0.80 for posted speed limits of 40 miles per hour, or 0.85 for posted speed limits of 35 miles per hour or less. Mitigations were identified, where feasible, to meet these standards. The applicable performance standard on the highway system in Albany may change in the event Albany is designated or included in an MPO. If designated as or included in a MPO, the standard at all intersections along OR 99E and US 20 would be 0.85, regardless of the posted speed. Mitigations at intersections where the standard changes may be unnecessary under the potential future standards and should be reevaluated at that time.

packages of improvements; however, Alternative #5 and pieces of Alternative #6 did continue to be considered as elements of the Draft Preferred Alternative (Alternative #7). Alternative #1 and #4 had additional evaluation and discussion to determine which would be included as part of the Draft Preferred Alternative (Alternative #7). The findings of these analyses are described below.

Early Screened Alternatives

Alternative #2 (New I-5 Overcrossing) was found to have limited value as it failed to serve significant traffic and therefore was not included in the Preferred Alternative. However, should significant future development occur in Albany east of I-5 and south of 18th Avenue, the concept of an additional I-5 crossing at 21st Avenue should be revisited during future TSP updates.

Alternative #3 (7-Mile Lane Interchange) provided significant benefits on Ellingson Road, Columbus Street, Waverly Drive, 21st Avenue, and Center Street. However, these roadways (with the exception of Waverly Drive) were not projected to have capacity deficiencies in the 2030 horizon. This alternative provided no benefit to the most significant network deficiencies in North Albany and Central Albany; therefore, this alternative was not included in the Preferred Alternative. However, refinements should be made in the travel demand model (i.e. how the model distributes external trips to new roadways) in advance of the next TSP update to further test the attractiveness of this improvement concept.

Alternative #5 (Local Improvements) modeled a package of roadway projects on local facilities, including improvements to existing roadways as well as construction of new roadways in areas with high projected growth. The local improvements do not mitigate the capacity deficiencies on the ODOT system but in combination have the potential to significantly effect change. The local improvements considered in this alternative were carried forward into the preferred alternative.

Alternative #6 (ODOT Facilities Improvements) included expansion of existing ODOT facilities and did not consider the possibility of building entirely new facilities, such as a new Willamette River crossing. Modeling these widening projects served to establish the added capacity that would be required for the ODOT facilities in Albany to meet ODOT operating standards in year 2030. The improvements required to existing facilities if a new Willamette River crossing is not provided include the following:

- Widen US 20 in North Albany to two lanes in each direction from North Albany Road west to the UGB boundary;
- Widen US 20 in North Albany to three lanes in each direction from North Albany Road to Willamette River Bridges;
- Widen both the Lyon Street and Ellsworth Street Willamette River bridges to three lanes;
- Widen Lyon Street in downtown Albany to three lanes between the Willamette River and Oregon 99E;
- Widen Ellsworth Street in downtown Albany to three lanes between the Willamette River and Oregon 99E;

- Widen the on-ramp from southbound Ellsworth Street to eastbound Oregon 99E from one lane to two lanes;
- Widen US 20/99E to three lanes in each direction from the US 20/99E interchange to Madison Street; and
- Widen eastbound US 20 from Geary Street to Burkhart Street to three lanes.

This package of improvements would have significant impacts on many of the community's physical, economic, social, and environmental assets and was not included in the preferred alternative.

Alternatives for Additional Consideration

Alternative #1 (New Willamette River Crossing North of the UGB) and Alternative #4 (New Willamette River Crossing in Downtown) are alternatives of interest to the City as compared to widening of the existing Willamette River bridges (Alternative #6) because of the impact of Alternative #6 to the downtown and the ability of a new bridge to eliminate the need for capacity enhancements to the existing bridges and bridge approaches. In addition, a new crossing in either location would provide an additional route for emergency services, improvement to homeland security, an alternative route for construction detours, and increased capacity for vehicular access to the downtown and central business district to support denser development and additional commercial use in the downtown.

Due to the regional impacts and multiple agencies that would be involved with the approval and construction of a new bridge, the City of Albany hosted a regional discussion on June 5, 2007 to discuss the need for an additional river crossing and the benefits and tradeoffs associated with each of the two new bridge location alternatives. There was general interest at the meeting in both alternatives; however, it was determined that a bridge alternative outside of the City's UGB would require an exception to the State's land use planning goals protecting rural lands as well as an update to the County's TSP to include the new bridge and that likely corridors should be preserved while the regional discussion continued. It was agreed upon with City Council and ODOT that a refinement plan involving Albany's regional partners is necessary to determine the best location for additional bridge capacity. For all subsequent analysis, the benefits of additional bridge capacity were modeled within the City's UGB in order to comply with the State's land use planning goals.

Draft Preferred Alternative

Based on the above discussion, the Draft Preferred Alternative (Alternative #7) included a combination of improvements from Alternative #4 (New Willamette River Crossing) and Alternative #5 (Local Improvements). Alternative #7 was refined during the intersection analysis to become Alternative #8: Refined Draft Preferred Alternative. The refinements include modification to the allowable turning movements at the I-5/Knox Butte interchange per the 1997 TSP and the Albany I-5 Corridor Refinement Plan and the removal of the Lochner Road–Hill Street Connector (a local improvement project in Technical Memorandum #6A in Volume 2 of the Appendix). Alternative #8 provides a package of improvements that serves to mitigate most of the capacity-related

deficiencies projected for Albany's roadway system. However, for a variety of reasons described herein, a new Willamette River crossing was not included in the final Preferred Alternative.

Additional Evaluation

Discussions with ODOT, DLCD, and City staff determined that a new bridge should not be included as part of the TSP Preferred Alternative for the following reasons:

- (1) the need for a refinement plan to more thoroughly consider bridge locations, system impacts, and costs;
- (2) the need to identify a legitimate, reasonable funding source for a new bridge or bridge crossing improvements; and,
- (3) the ability to delay the need for additional bridge capacity through Special Transportation Area (STA) designations for downtown Albany and Oregon Highway Plan Policy 1.F.5 treatments such as removing on-street parking and adjusting signal timing to improve progression along US 20 from North Albany Road to the Highway 99E interchange.

Additional analysis of Alternative #8 (Refined Draft Preferred Alternative) was conducted to evaluate the proposed transportation system with and without an additional Willamette River crossing assuming no widening of the existing bridges. These were modeled as Alternative #9 (Dual Crossing) and Alternative #10 (Single Crossing). Additional review of these alternatives confirmed that regardless of additional surrounding transportation improvements, a single crossing (Alternative #10) of the Willamette River, without additional capacity at that crossing, will not provide adequate capacity to meet ODOT operating standards in year 2030.

Additional details on the modeled transportation improvement scenarios are provided in Technical Memorandum #6A and #6D in Volume 2 of the TSP Appendix.

Preferred Alternative

Operating under direct guidance provided by ODOT staff, Alternative #10 was selected as the Final Preferred Alternative, despite the fact that some highway corridors would not meet ODOT mobility standards in 2030. ODOT and the City agreed to include a US 20 Corridor Refinement Plan to more thoroughly consider bridge locations, system impacts, and costs and identify a legitimate means of funding a Refinement Plan within three years of adopting the 2030 TSP. In the meantime, both agencies will collaboratively work to secure a Special Transportation Area (STA) designation for downtown Albany and pursue other appropriate policy actions within the Oregon Highway Plan.

The Final Preferred Alternative (Alternative #10), which is described in Section 7 of the TSP, includes a combination of feasible, effective projects gleaned from several improvement alternatives. Alternative #5 (Local Improvements) provided most of the local roadway segment and corridor improvements, while many of the intersection improvements and low-cost improvements along the state system were determined from Alternatives #7 through #10. Many of the US20 improvements are identified to help sustain acceptable operations along the corridor until the US 20

Corridor Refinement Plan can be completed and the ultimate solution for the corridor is determined. It should be noted that these improvements to the state system will delay the need for major system improvements such as a new Willamette River bridge(s), but will not last until the TSP horizon year of 2030. These short-term improvements will not allow the system to operate sufficiently during the critical weekday p.m. peak hour of 2030, if forecast travel demands are realized. *Details of the short-term improvements to the state system are provided in Technical Memorandum: Summary of Downtown Albany TSP Improvements in Volume 2 of the TSP Appendix.*

INTERSECTION ANALYSIS

Intersection improvements were evaluated for three of the roadway network alternatives above. This additional level of analysis was completed in order to identify low-cost, incremental improvements that would reasonable extend the functional life of roadway facilities.

- Alternative #8 (Refined Draft Preferred Alternative) - The intersection improvements necessary under Alternative #8 are presented in *Technical Memorandum #6C in Volume 2 of the TSP Appendix.*
- Alternative #9 and 10 (Dual and Single Crossings) - The intersection improvements necessary under Alternatives #9 and #10 are presented and compared in *Technical Memorandum #6D in Volume 2 of the TSP Appendix.*
- Final Preferred Alternative - The intersection improvements necessary under the Final Preferred Alternative (Local Improvements plus Low Cost State System Improvements) are documented in the *Summary of Downtown Albany TSP Improvements memo in Volume 2 of the TSP Appendix.*

The improvements presented in the Transportation System Plan (Section 7) are based on a combination of the findings from these three technical memoranda. Not all study intersections were included in all three memoranda. The analysis was conducted in chronological order as identified above. In general, the last (most current) analysis documents the selected improvement for each intersection. For example, most city jurisdiction intersections are only presented in Technical Memorandum #6C and the improvements presented became part of the Transportation System Plan. Many of the ODOT jurisdiction intersections were documented in two or three of the memoranda and the last (most current) analysis for each intersection is presented in the Transportation System Plan (Section 7).

Several of the intersection (and associated roadway segment) improvements were developed into sketches for the purpose of depicting the proposed improvements at Public Open Houses and neighborhood meetings, as described in Appendix B. Those included improvements along Knox Butte Road, US 20 in downtown, Waverly Drive, Timber Street, and an Oak Street northern extension, and improvements at the intersections of OR 99E/Waverly Drive, OR 99E/Queen Avenue, US 20/Waverly Drive, Main Street/Santiam Road/Salem Road, and Queen Avenue/Geary Street. *Sketches of these alternatives are provided in Appendix D.* These are consistent with the Transportation System Plan presented in Section 7 with the exception of the Waverly Drive alternatives for which a new alternative became the preferred alternative. The sketches provided in Appendix D are conceptual in nature and subject to modification during design.

TABLE 6-2 PREDOMINANT COMMUTE FLOWS FOR ALBANY RESIDENTS AND WORKERS

	Total	Percent		Total	Percent
Albany Residents (Employed)	18,676	N/A	Total Albany Workers	19,238	N/A
<i>Work in:</i>			<i>Live in:</i>		
Albany	7,193	38.5%	Albany	7,193	37.4%
Corvallis	3,002	16.1%	Corvallis	1,406	7.3%
Salem	1,220	6.5%	Lebanon	924	4.8%
Portland	874	4.7%	Salem	693	3.6%
Millersburg	852	4.6%	Eugene	435	2.3%
Lebanon	399	2.1%	Portland	363	1.9%
Eugene	379	2.0%	Sweet Home	307	1.6%
Springfield	173	0.9%	Springfield	187	1.0%
Hillsboro	152	0.8%	Tangent	162	0.8%
Beaverton	134	0.7%	Keizer	150	0.8%
All Other Locations	4,298	23.0%	All Other Locations	7,418	38.6%

Source: US Census Bureau - 2004 Longitudinal Employer-Household Dynamics (LEHD)

Table 6-2 shows that the most common city in which to work for Albany residents (other than Albany) is Corvallis, with over 16% of Albany residents working there. This is more than twice that of the next closest city. This high percentage indicates that additional transit service for commuters between Albany and Corvallis may be justified, in addition to the existing Linn-Benton Loop Bus. Moreover, employment in Corvallis is concentrated amongst three major employers. Hewlett-Packard (804 employees), Good Samaritan Regional Medical Center (439 employees), and Oregon State University (363 employees) are the destinations for over half of the Albany residents commuting to Corvallis. This concentration increases the viability of transit.

Less than half as many people live in Corvallis and work in Albany compared to the reverse, with only 7% of Albany workers living in Corvallis compared to 16% of Albany residents working in Corvallis. This means that transit serving Corvallis to Albany commuters is less likely to be practical. Additionally, workplaces in Albany are more dispersed than in Corvallis, with only one single Albany location (LBCC) employing more than 200 Corvallis residents. This condition may cause the need for a transfer from the Corvallis to Albany commuter route to a local service route to deliver employees to their final destinations.

Table 6-2 also shows that approximately 17% of Albany residents commute north to Salem, Millersburg, and the Portland Metro area to work. While this represents a large number of commuters, the destinations are so dispersed and commute distances so high, that frequent fixed-route transit service is unlikely to be viable. However, limited fixed-route service may be viable, and the City should explore the possibility of providing such service through Cherriots or CARTS. More practically, ride-matching services, such as that currently provided through the Cascades

- Long-term or Development Driven: These projects will be needed to accommodate anticipated growth. They should be planned for likely implementation within the 20-year planning horizon. The timeline for development driven projects is unknown and the improvements will not be necessary prior to development within the area surrounding the project. Projects may move up in priority order if development occurs in the near or mid-term and may not be needed once Albany becomes part of a Metropolitan Planning Organization (MPO).

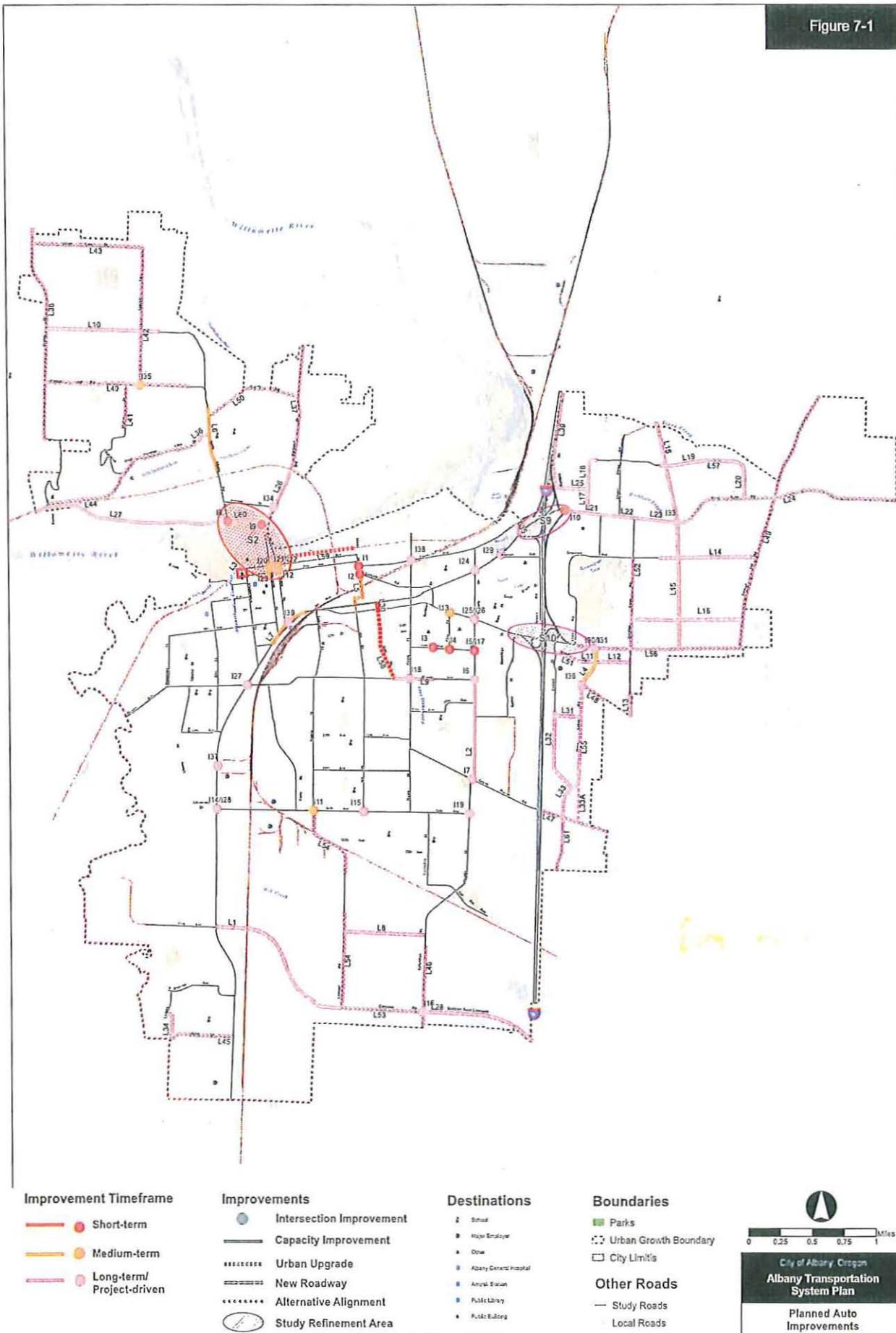
ROADWAY SYSTEM PLAN

The City of Albany’s roadway system plan provides guidance on how to best facilitate roadway travel over the next 20 years, as well as identifying key elements of a future vision of transportation facilities serving the City. This plan is based on the identified existing and anticipated future operational and circulation needs. A map of the roadway plan including both roadway link projects as well as intersection projects is provided in Figure 7-1. The roadway alignments in Figure 7-1 are conceptual in nature and subject to modification during design. A table including all of the roadway project names and types is provided in Table 7-1. *Additional details about these projects can be found on the project prospectus sheet in Appendix E.* Figure 7-2 and Figure 7-3 provide the 2030 weekday p.m. peak hour two-way roadway link volumes and demand-to-capacity ratios for the Preferred Plan, respectively.

TABLE 7-1 LINK AND INTERSECTION IMPROVEMENT PROJECTS

ID	Project Name	Project Type
I1	Main Street/Salem Avenue/3rd Avenue	Intersection Control Change
I2	Main Street/Santiam Avenue/4th Avenue	Intersection Control Change
I3	14th Avenue/Heritage Mall Access	Intersection Control Change
I4	14th Avenue/Clay Street	Intersection Control Change
I5	Waverly Avenue/14th Avenue	Intersection Control Change
I6	Waverly Avenue/Queen Avenue	Intersection Add Lane(s)
I7	Waverly Avenue/Grand Prairie	Intersection Add Lane(s)
I8	US 20/North Albany Road	Intersection Add Lane(s)
I9	US 20/Springhill Drive	Intersection Add Lane(s)
I10	Knox Butte/Century Drive	Intersection Control Change
I11	34th Avenue/Marion Street	Intersection Control Change
I12	US 20 (Lyon Street)/2nd Avenue	Intersection Add Lane(s)
I13	US 20/Clay Street	Safety
I14	OR 99E/34th Avenue	Intersection Add Lane(s)
I15	34th Avenue/Hill Street	Intersection Control Change
I16	Ellingson Road/Columbus Street	Intersection Control Change
I17	Waverly Avenue/14th Avenue	Intersection Add Lane(s)
I18	Queen Avenue/Geary Street	Intersection Add Lane(s)
I19	Waverly Avenue/34th Avenue	Intersection Add Lane(s)

Figure 7-1



State Highways

Three ODOT highways cross through the City of Albany: Interstate-5 (I-5), OR 99E (Pacific Highway), and US 20 (Santiam Highway). ODOT also has jurisdiction over Century Drive and Airport Road. The TSP identifies several projects on state facilities. All projects on state facilities are subject to ODOT procedures and standards and will require approval and permitting by ODOT.

Several areas of the State Highway System have undergone additional refinement since the 1999 TSP, are undergoing additional refinement or are in need of additional refinement. The 2004 US-20/ORE 99 Interchange Area Management Plan (IAMP) (see Technical memorandum #1 in the Volume 2 Appendix) was adopted by the City of Albany and remains part of the TSP. The ongoing and needed refinement studies are identified in the “Planned Studies” section of this plan and are described in more detail below.

US 20 (Willamette River to OR 99E)

The current cross-section of US 20 across the Willamette River and through the downtown to the interchange with OR 99E is two lanes in each direction. This corridor is projected to operate over capacity during the critical weekday p.m. peak hour by the year 2030. The City of Albany and its’ regional partners have acknowledged the need for additional capacity across the Willamette River. The City’s preferred plan is to have additional capacity provided at a new river crossing location (as opposed to widening the existing structures) due to the severe impacts to the downtown that would result from widening Highway 20 and the costs of replacing and widening two bridge structures (one in each direction) as well as reconstructing the US 20/OR 99E Interchange (see discussion on these improvement needs in Section 6).

Discussions with ODOT, DLCD, and City staff determined a new bridge should not be included as part of the TSP at this time. Rather, the TSP includes the identification of a US 20 Corridor and Downtown Refinement Plan (Project #S2) to more thoroughly consider bridge locations, system impacts, and costs.

The Transportation System Plan also includes low-cost improvements along the state system that will help sustain acceptable operations along the corridor until a corridor study can be completed and the ultimate solution for the corridor is determined. These projects include #I8, #I9, #I12, #I20-23, #L7, #L27, #L60. It should be noted that these improvements to the state system will delay the need for major system improvements such as a new Willamette River bridge(s), but will not last until the TSP horizon year of 2030. These short-term improvements will not allow the system to operate sufficiently during the critical weekday p.m. peak hour of 2030 if all the anticipated growth is realized. *Additional details about these projects can be found on the project prospectus sheet in Appendix E.*

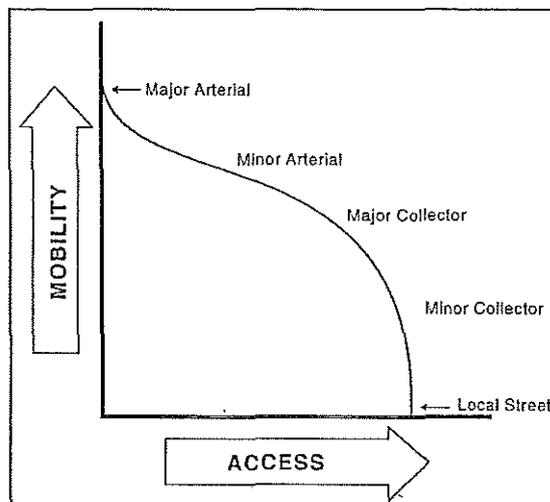
The ability to delay the need for additional bridge capacity is supported through Special Transportation Area (STA) designations for downtown Albany (Project #S5) and Oregon Highway Plan Policy 1.F.5 treatments such as removing on-street parking and adjusting signal timing to improve progression along US 20 from North Albany Road to the OR 99E interchange (including projects #I12, #I20—23).

I-5 at US 20 and OR 99E

The interchanges of Interstate-5 with US 20 and OR 99E are currently undergoing refinement plans as part of the I-5: Santiam River to Hwy 34 Environmental Impact Statement (an ODOT project). The City of Albany is participating in this project and will ultimately adopt the Interchange Area Management Plans for the two interchanges into the Transportation System Plan. Figures 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" document are endorsed as part of the TSP until the Albany I-5 Corridor Refinement Plan is completed and adopted by the City of Albany. Albany's future contribution to the local implementation of these plans is acknowledged in the TSP and identified in the project map and prospectus sheets as Projects #S9 and #S10.

FUNCTIONAL CLASSIFICATION PLAN

The purpose of classifying roadways is to create a mechanism through which a balanced transportation system can be developed that facilitates mobility for all modes of transportation as well as access to adjacent land uses. A roadway's functional classification determines its intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. It is imperative that a roadway's classification considers the adjacent land uses and the transportation modes that should be accommodated.



The functional classification plan for the City of Albany is shown in Figure 7-4. The functional classification plan incorporates four functional categories: interstate, arterials (principal and minor), collectors (major and minor), and local streets. The design of arterial and collector streets with the same functional classification should vary based on a several factors including: adjoining land uses, volume, access, and speed.

It should be noted that two of the principal arterials in Albany are state highways (OR 99E and US 20). As such, they are subject to ODOT plans, policies, and standards, and improvements are to be undertaken according to ODOT approval and permitting processes.

The downtown section of US 20 has special characteristics resulting in a modified designation. The OHP provides for the designation of Special Transportation Areas (STAs) to accommodate central business districts and other activity centers oriented to non-auto travel. In such areas, growth management considerations justify flexibility in mobility, access spacing and design policies. All policy and design elements in this TSP that pertain specifically to the STA are subject to the approval of the STA designation by the Oregon Transportation Commission (*See Appendix F for the application for the special highway designation*).

INTERSECTION OPERATIONS STANDARDS

The City of Albany does not currently have adopted level-of-service standards for signalized and unsignalized intersections. For signalized intersections and all-way stops under the City's jurisdiction a standard of LOS "D" or better (representing no more than 55 seconds of average delay) was used to evaluate intersection performance in the Transportation System Plan and is recommended to be adopted into the Development Code. For two-way stop unsignalized intersections under the City's jurisdiction a volume-to-capacity ratio of 0.85 for the critical movement was used to evaluate intersection performance in the TSP and is recommended to be adopted into the Development Code. Because intersections are the controlling factor of a roadway link's capacity, no roadway link operational standard is recommended.

Mobility standards for intersections under ODOT jurisdiction are contained in the Oregon Highway Plan.

STREET DESIGN STANDARDS

Street design standards support the functional and operational needs of streets such as travel volume, capacity, operating speed, and safety. The standards also are established to accommodate pedestrian and bicycle travel modes. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

City of Albany typical roadway sections including right-of-way, streetscape width, number of travel lanes, bicycle lanes, sidewalks, on-street parking, and tree wells or landscape strips are provided in Article 12 of the Albany Development Code. Sidewalks are required on all public streets within the city limits (local level and above). Bicycle lanes are required on all minor collector level streets and above.

The street design standards in Article 12 of the Albany Development Code were reviewed as part of the TSP update process. No specific changes, other than those noted on page 81, were identified as being necessary.

ACCESS MANAGEMENT STANDARDS

As the City of Albany continues to grow, its street system will become more heavily traveled. Consequently, it will become increasingly important to manage access on the arterial and collector street system as new development occurs, in order to preserve street function for carrying through traffic. ODOT has legal authority to regulate access points along OR 99E, US 20, Century Drive, and Airport Road.

The City of Albany independently manages access on all other arterial, collector and local streets under its jurisdiction. The City coordinates with Linn and Benton Counties on access decisions on County roads within the City's UGB.

The Oregon Transportation Planning Rule (TPR) defines access management as a set of measures regulating access to streets, roads, and highways, from public roads and private driveways. The TPR requires that new connections to arterials and state highways be consistent with designated access management categories. The City of Albany access management policies that maintain and enhance the integrity (capacity, safety, and level of service) of the city's streets can be found in Article 12 of the Albany Development Code. The Access Spacing Standards identify the minimum public street intersection and private access spacing standards for the City of Albany roadway network as they relate to new development and redevelopment. County facilities within the City's UGB are planned and constructed in accordance with these street design standards.

Access management standards vary depending on the functional classification and purpose of a given roadway. Roadways on the higher end of the functional classification system (i.e., arterials and major collectors) tend to have higher spacing standards, while facilities such as minor collectors and local streets allow more closely spaced access points. These standards apply to new development or redevelopment; existing accesses are allowed to remain as long as the land use does not change. As a result, access management is a long-term process in which the desired access spacing to an existing street slowly evolves over time as redevelopment occurs.

In implementing access management standards, parcels cannot be land-locked but must have some way of accessing the public street system. This may mean allowing shorter access spacing than would otherwise be allowed, but the possibility of providing shared access with a neighboring parcel should also be explored. Where a property has frontage on two roadways, access on the roadway of lower classification is preferred, all other things being equal.

ODOT Access Management Standards

The OHP specifies an access management classification system for state facilities based on a highway classification system. The OHP classifies OR 99E and US 20 as Regional Highways. Century Drive and Airport Road are designated as District Highways. Future developments along OR 99E, US 20, Century Drive, and Airport Road (new development, redevelopment, zone changes, and/or comprehensive plan amendments) will be required to meet the OHP Access Management policies and standards.

PEDESTRIAN, BICYCLE & MULTI-USE TRAIL SYSTEM PLAN

The City of Albany's pedestrian, bicycle, and multi-use trail system plan provides guidance on how to best facilitate pedestrian and bicycle travel over the next 20 years. A map of the pedestrian, bicycle, and multi-use trail system plan is provided in Figure 7-5. The multi-use trail alignments in Figure 7-5 are conceptual in nature and subject to modification during design. A table including all of the project names and types is provided in Table 7-2.

Figure 7-5 also identifies one transit project, T1, in a map inset which has been included separate from the Transit Master Plan as it relates to pedestrian access to transit stops. T1 includes pedestrian crossing improvements at 28 bus stop locations to improve pedestrian facilities for transit riders at bus stop locations located on higher volume roadways and further than 200 feet from the nearest marked pedestrian crossing. Pedestrian crossing improvements and/or stop relocations to place bus

stops closer to pedestrian crossings are recommended at these stops. Pedestrian crossing improvements are also recommended near the bus stop on Clay Street north of 14th Street based on comments from ATS bus drivers to enable transit customers to cross Clay Street between Heritage Mall and Fred Meyer. A sidewalk connection approximately 200 feet connecting to the hospital and a paved bus-stop pad on which passengers may wait is also recommended at the transit stop located on the north side of 7th Street at Takena Street.

Prioritization of bike, pedestrian and multi-use path projects was based on a number of factors:

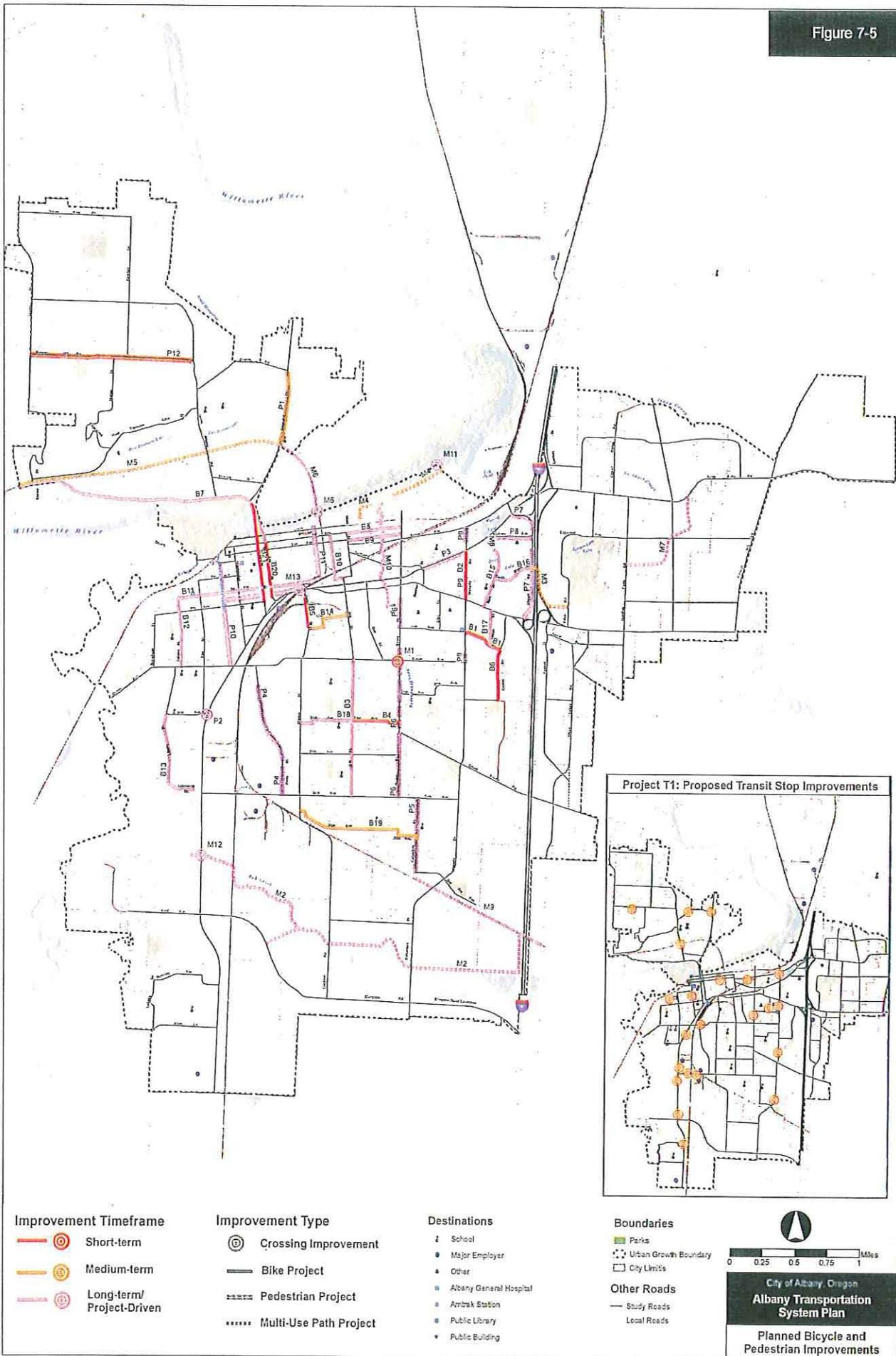
- the proximity of the proposed connection to trip attractors that create high demand;
- whether a given street serves as a transit route, since transit routes typically attract pedestrians walking to or from bus stops and since buses have bike racks; and,
- whether there are safety issues such as high vehicular traffic volumes, crash history or poor sight distances.

It should be noted that the design standard for all roads within the City of Albany Urban Growth Boundary includes sidewalks and bicycle lanes on both sides of public streets. Many roadways within the Urban Growth Boundary that do not currently have sidewalks have not been upgraded to an urban standard. When these roads are upgraded to an urban standard (either by the City, County or private development), sidewalks will be included. All new roadways built within the Urban Growth Boundary will include sidewalks and all new collectors and arterials will include bicycle lanes, unless an exception to design standards is granted. Therefore, failure of the Pedestrian, Bicycle, and Multi-Use Trail System Plan to identify a facility without sidewalks or bicycle lanes on the project list, does not indicate that sidewalks and bicycle lanes are not required on this facility. *Additional details about these pedestrian, bicycle, and multi-use path projects can be found on the project prospectus sheets in Appendix E.*

TABLE 7-2 PEDESTRIAN, BICYCLE, AND MULTI-USE TRAIL PROJECT TABLE

ID	Project Name	Project Type
P1	Springhill Drive	Sidewalk
P2	99E/24th Avenue	Crossing Improvement
P3	Oregon 99E: Burkhart to Waverly	Crossing Improvement
P4	Ferry Street	Sidewalk
P5	Columbus Street	Sidewalk
P6	Geary Street	Sidewalk
P7	Airport Road	Sidewalk
P8	Killdeer Street	Sidewalk
P9	Waverly Drive	Sidewalk
P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian Esplanade
P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian Esplanade
P12	Gibson Hill Road	Sidewalk
B1	14th Avenue	Sharrows

Figure 7-5



Note: This map shows stand-alone projects only. All new roadway and urban upgrade

PLANNED STUDIES

A number of transportation planning and engineering studies have been included on the TSP project list as future needs. Each of the study locations are described in Table 7-3. Several of the study locations are shown on Figure 7-1. *Additional details about these projects can be found on the project prospectus sheets in Appendix E.*

TABLE 7-3 STUDY PROJECT TABLE

ID	Project Name	Project Type
S1	ADA Accessibility Audit	Pedestrian ADA Audit Plan
S2	Hwy 20 Corridor and Downtown Refinement Plan	Refinement Plan
S3	Safety Audit	Safety Analysis
S4	OR 99E Speed Study	Speed Study
S5	Downtown STA	STA Policy Designation
S6	Albany TSP MPO Update	Plan
S7	Major Corridors	ROW Preservation
S8	Wayfinding	Bike Wayfinding Plan
S9	Interstate 5 / OR 99E / Knox Butte	Refinement Plan
S10	Interstate 5 / US 20 (Santiam)	Refinement Plan

S- Study Project

The 1997 Albany TSP anticipated improvements to the I-5 interchange areas and to the US 20 corridor. These improvements have been shown, once again, to achieve ODOT mobility standards and have thus been included in this update of the TSP. Table 7-3 includes three refinement plans that are focused on the same ODOT facilities (two I-5 interchange areas and the US 20 corridor). These refinement plans are anticipated to address issues such as timing of need, function, feasibility, alignment, cross-section, phasing, environmental impact, and funding. Upon their conclusion, the City will take appropriate actions, which may include amendments to the TSP. Please refer to the City of Albany's TSP Financial Plan for additional detail on project funding and processes.

TRANSIT PLAN

See the Albany Transit Master Plan anticipated to be adopted in 2010.

AIRPORT PLAN

See the Albany Airport Master Plan.

PIPELINE AND TRANSMISSION SYSTEMS PLAN

See the Albany Water Facility Plan and Albany Wastewater Facility Plan.

IMPLEMENTATION PLAN

The Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012) outlines the requirements for developing and implementing Transportation System Plans. The following items should occur in order to implement the TSP in compliance with OAR 660-012.

- The TSP should be adopted through a process for legislative actions with public notice and opportunity for testimony. The proposed legislation shall be heard by the Planning Commission and City Council.
- A staff report shall be prepared prior to adoption of the TSP to reflect the actual efforts completed to address compliance with applicable statewide planning goals and comprehensive plan policies.

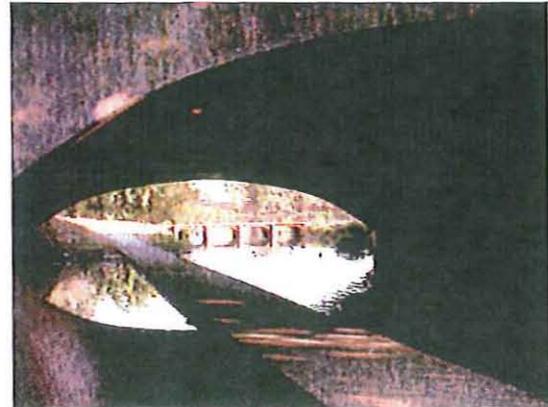
In addition, City Council has identified the following updates to the Albany Development Code or Engineering Design Standards that they intend to address:

- Update signal spacing standards and roadway spacing standards for collectors and arterials
- Include roadway operations standards
- Encourage infill growth
- Pursue a system-wide wetland mitigation bank
- Update arterial and collector street design standards
- Consider requirements for meandering streets.
- Update access standards to arterial and collector streets
- Update parking standards on residential streets.

Additional details on how the TSP conforms with OAR660-012 is provided in Appendix A.

Transportation Finance Element

Funding for transportation projects is increasingly in short supply even as existing infrastructure ages and transportation demands increase. The TPR requires that the Albany TSP address transportation funding, including the following elements:



- a list of planned transportation facilities and major improvements;
- a general estimate of the timing for planned transportation facilities and major improvements;
- determination of rough cost estimates for the transportation facilities and major investments identified in the TSP; and,
- a discussion of existing and potential financing sources to fund the development of each transportation facility and major improvement (which can be described in terms of guidelines or local policies).

The finance element provides a means for evaluating the likelihood that projects can be funded within the timelines identified in the TSP. Frequently, the costs for improvement projects exceed available funding. The financing element provides a context for evaluating projects and defining priorities in order to build on available opportunities and preserve existing infrastructure. A detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document. A summary of the total transportation improvements costs identified in Section 7 is provided in Table 8-1. As shown in Table 8-1, the total cost of the improvements included in the TSP is approximately \$238,000,000.

TABLE 8-1 TSP IMPROVEMENT TOTAL COSTS

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11-20 years)	Total (0-20 years)
Roadway Link & Intersection Projects	\$15,908,000	\$8,405,000	\$187,852,000	\$212,165,000
Ped, Bike, Multi-Use & Transit Projects	\$964,000	\$1,782,000	\$22,401,000	\$25,147,000
Study Projects	\$305,000	\$350,000	\$225,000	\$880,000
Total Costs	\$17,177,000	\$10,537,000	\$210,478,000	\$238,192,000

Additional details about these projects can be found in Section 7 and on the project prospectus sheets in Appendix E.

HISTORIC ALBANY TRANSPORTATION FUNDING REVENUES

Transportation capital improvements are typically funded through a combination of state, city, and private funds. This section documents Albany’s historic revenue trends for transportation. These funds are used primarily for operations, maintenance, services and materials. In typical years, only a small portion is available for capital improvements.

During the past five years (FY '03-04 through FY '08-09), average annual revenues for Albany's transportation system have totaled approximately \$4,150,000 (2009 dollars). These revenues have come from five primary sources. Table 8-2 shows a breakdown of the amounts and percentages of the total received from each of these sources.

TABLE 8-2 HISTORIC FUNDING SOURCES: TRANSPORTATION SYSTEM OPERATIONS, MAINTENANCE, & IMPROVEMENTS (2009 DOLLARS)

Source of Funds	Average Annual Revenues FY '03-04 through FY '08-09	Percentage of Total Average Annual Revenues	Typical Use of Funds (Operating or Capital)
State Motor Vehicle Fund	\$2,095,000	47%	Operating
In Lieu of Franchise Fees	\$808,000	18%	Operating
G.O. Bond Proceeds ¹	\$0	0%	Capital
State and Federal Grants	\$387,000	9%	Capital
Transportation SDCs	\$861,000	19%	Capital
Interest on Investments	\$302,000	7%	Capital
Total (All Major Sources)	\$4,453,000	100%	

¹ The last GO bonds for street construction were in 1999.

- The State Motor Vehicle fund has provided and will likely continue to provide a significant portion of the funding for Albany's transportation system. A major component of the State Motor Vehicle fund is a fuel tax (per gallon).
- In Lieu of Franchise Fees are transferred from the water and sewer fund as compensation for the use of City-owned rights-of-way. Effective July 1, 1999, the amount has been five percent of the water and sewer user receipts.
- State and federal grants are normally targeted for specific types of projects and their availability is inconsistent. Grant opportunities should continue to be pursued when appropriate for projects needed by the City.
- Transportation Systems Development Charges (SDCs) are an excellent source of revenues for growth-required needs, but SDCs are only collected on development activity, so the revenues stream from SDCs may be volatile depending on market conditions. A new SDC methodology and fee should be developed based on the project list in Section 7.
- Interest on investments is entirely dependent on the amount of funds that are available for investment and market rates.
- General Obligation (G.O.) Bonds require voter approval, but they are a good source of funding for transportation improvements and major renovation projects. G.O. Bonds have not been used for the past ten years but should be considered for these types of projects in the future.

POTENTIAL FUNDING SOURCES

Some additional potential local transportation system funding sources the City may wish to consider include: 1) local vehicle fuel taxes, 2) transportation utility fees, and/or 3) local improvement districts (LIDs). Each of these alternative funding sources is described below.

Local Vehicle Fuel Tax

Previously, local governments in Oregon could adopt local vehicle fuel taxes, just like the state vehicle fuel taxes. Funds from these taxes could be used for the City's improvements, operations and maintenance of transportation facilities used by motor vehicles. House Bill 2001 prohibits cities from enacting or raising fuel taxes between now and 2014. Unless additional legislation is passed regarding local vehicle fuel taxes, local governments will be able to enact a local fuel taxes again in 2014 but it will require a vote of the citizens.

Transportation Utility Fee

A growing number of cities in Oregon are adopting transportation utility fees. These fees are based on consideration of transportation systems as utilities just like public water, wastewater, or stormwater systems. Fees are typically assessed by usage (e.g., average vehicle trips per development type), with revenues used for the City's transportation system improvements, operations and maintenance.

Local Improvement Districts (LIDs)

LIDs are used to construct or improve streets and other transportation facilities, with benefiting properties assessed a fee to pay the costs. LIDs are frequently used to fund local and collector streets, sidewalks, and other transportation facilities.

Appendix A
TPR Requirements
Summary

Table 2 Land Use Regulations Required by the TPR

OAR 660-012-0045: Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p>(a) The following need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <p>operation maintenance, and repair of existing transportation facilities identified in the TSP,</p> <p>dedication of right-of-way, construction of facilities that are consistent with dimensional standards,</p> <p>uses permitted outright,</p> <p>changes in frequency of transit, rail or airport services;</p>	
(b) If a transportation facility concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or does not require interpretation or exercise of judgment;	
(c) If a transportation improvement has a "significant impact" on land use and requires interpretation of policies, the local government shall provide a review and approval process consistent with 660-012-0050. Each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Section 1.200 of the ADC provides for a consolidated review and approval process for land use decisions that involve transportation issues requiring an interpretation of policies.
(2) Local governments shall adopt land use or subdivision ordinance regulations to protect transportation facilities. Such regulations shall include:	
(a) Access control measures such as driveway, road, and signal spacing;	Section 12.100 of the ADC includes spacing and design standards for driveway access to public streets. Section 12.230 of the ADC includes additional access requirements specific to arterial streets. Section 12.110 of the ADC requires that the location of all arterial and collector streets conform with the TSP.
(b) Standards to protect future operations of roads and major transit corridors;	The ADC will be amended to include Intersection performance standards as recommended by this TSP update.

<p>(c) Measures to protect public airports by controlling land uses within the airport noise corridor and limit physical hazards to air navigation;</p>	<p>Section 6.020 – 6.060 of the ADC (Airport Approach overlay district) provides protection for the Albany Municipal Airport.</p>
<p>(d) A process for coordinated review of land use decisions affecting transportation facilities;</p>	<p>The Type II, III, and IV procedures in ADC Article 1 provide for coordinated review of land use decisions affecting transportation facilities.</p>
<p>(e) A process to apply conditions to development proposals to minimize impacts and protect transportation facilities,</p>	<p>Section 2.040 of the ADC provides the ability to apply conditions of approval.</p>
<p>(f) Regulations to provide notice to public transportation service providers and agencies, MPOs and ODOT of: land use applications that require public hearings, subdivision and partition applications, other applications which affect private access to roads, and other applications within airport noise corridors and other areas which affect airport operations;</p>	<p>Section 1.215 of the ADC provides notice to agencies and city departments identified by the Director as having possible interest in reviewing and commenting on the development proposal. This applies to all Quasi-Judicial Land Use Applications.</p>
<p>(g) Regulations that assure amendments to land use designations, densities, and design standards are consistent with the TSP.</p>	<p>Section 1.050 of the ADC requires consistency with the Albany Comprehensive Plan, of which the TSP is part.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations to provide for pedestrian, bicycle and vehicular circulation consistent with access management standards and the street function to ensure that new development provides on-site facilities that provide direct routes for pedestrians and bicycles where travel is likely if connections are provided.</p>	<p>Section 11.090 and Article 12 of the ADC require subdivisions and new development provide for an interconnected transportation system that accommodates all modes of travel.</p>
<p>(a) Bicycle parking facilities as part of new multi-family residential developments, new retail, office and institutional developments, and at all transit transfer stations and park-and-ride lots;</p>	<p>Section 9.120(13) requires that new multi-family, commercial, office, and industrial development provide bicycle parking facilities.</p>
<p>(b) On-site pedestrian and bicycle facilities shall provide access from within new subdivisions, multi-family developments, planned developments, shipping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers (NAC) within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways:</p>	<p>Article 8 of the ADC provides design standards intended to enhance the environment for walking and cycling. Article 9 of the ADC provides on-site development standards. Section 9.120 (13) of the ADC establishes minimum bicycle parking requirements. Articles 11 and 12 provide street design standards, which satisfy (B), (C), (D) and (E).</p>

<p>NACs include schools, parks, shopping areas, transit stops or employment centers,</p> <p>bikeways shall be required along arterials and major collectors. Sidewalks shall be required along all streets, including local streets, in urban areas with the exception of freeways,</p> <p>cul-de-sacs and other dead-end streets may be used if consistent with a roadway spacing or other standard,</p> <p>local governments shall set street spacing or other standard such as a standard for excessive out-of-direction travel,</p> <p>streets and accessways are not required where a physical or topographic condition makes it impractical, existing development preclude a connection, where they would violate a lease, easement or other agreement;</p>	
<p>(c) Where off-site road improvements are required as a condition of development approval, they shall accommodate pedestrian and bicycle travel along arterials and major collectors;</p>	<p>Section 12.290 of the ADC addresses sidewalks and Section 12.340 addresses bikeways.</p>
<p>(d) Safe and convenient pedestrian and bicycle routes means they are free from hazards, provide a reasonably direct route between uses such as a transit stop and a store, and consider that optimum trip length of pedestrians is generally ¼ to ½ mile;</p>	<p>Section 12.040 provides this definition of safe and convenient routes for pedestrians and bicycles.</p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, and similar techniques.</p>	<p>Sections 8.360, 8.370, and 8.380 provide substantial pedestrian design standards for commercial developments.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</p>	
<p>(a) Transit routes and facilities shall have bus stops, pullouts and shelters, optimum road geometrics, on-road parking restriction and similar facilities, as appropriate;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>

<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide convenient pedestrian access to transit through:</p> <p>walkways connecting building entrances and adjoining streets,</p> <p>pedestrian connections shall be provided unless impracticable as provided in OAR 660-012-034(3)(b)(E) and shall stub at undeveloped or properties with redevelopment potential,</p> <p>in addition, sites at major transit stops shall provide buildings within 20 feet of the transit stop, a transit street, intersecting street, or pedestrian plaza, an accessible transit passenger landing pad, an easement or dedication for a passenger shelter if requested by the transit provider, and lighting at the transit stop;</p>	<p>Section 8.370 (4) of the ADC essentially restates this requirement.</p>
<p>(c) Local governments may implement (4)(b)(A) and (B) through the designation of pedestrian districts with appropriate implementing measures for development within the pedestrian district that comply with (4)(b)(C);</p>	
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>This is provided by the ADC Section 9.040.</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes, including separate accessways to minimize travel distance where appropriate;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>
<p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p>	<p>Land use designations along transit routes are intended to result in sufficient density to support transit operations.</p>

<p>(6) In developing TSP pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel demand needs in developed areas. Specific measures include, for example, construction of walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>The TSP includes bicycle and pedestrian projects intended to facilitate those travel modes result in an interconnected transportation system. ADC 12.190 requires new development to provide walkways from the ends of cul-de-sacs to the nearest street.</p>
<p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. Street standards shall be reviewed and excessive standards reduced. The standards shall provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds and which accommodate pedestrian and bicycle circulation.</p>	<p>Sections 12.120-12.130 of the ADC provide for street design standards that reduce unnecessary pavement and right-of-way widths.</p>

Appendix B
Public Involvement
Process for TSP
Update

Deliver/Accept 2030 roadway needs analysis (Memo #6C) & Neighborhood meeting documents	February 11, 2008 February 25, 2008 March 24, 2008	Albany City Council
Project status update	August 20, 2008	Albany City Council
Review mobility standard impacts & new bridge crossing	September 5, 2008	ODOT, DLCD
Receive project descriptions, costs & priorities	October 6, 2008	Albany City Council
Review road, bike & pedestrian costs, priorities & growth (SDC) eligibility	October 20, 2008 October 21, 2008 October 30, 2008 November 6, 2008 November 5, 2008	Council Work Session North Albany Neighborhood Association Willamette Valley Homebuilding Association Albany Area Chamber of Commerce Governmental Affairs Committee Community Open House
TSP Adoption Steps & Policies	January 21, 2009	Council Work Session
Project Priorities	February 4, 2009 April 13, 2009 April 27, 2009 May 7, 2009	Council Work Sessions
TSP Adoption Process Memo	May 11, 2009	Planning Commission Meeting
Review Draft TSP	July 27, 2009	Planning Commission Meeting
Review Draft TSP	August 27, 2009	Joint Planning Commission-City Council Meeting

On-going communication was conducted through the following venues:

- Albany Democrat Herald news releases, articles, and blogs
- TSP project website
(http://www.cityofalbany.net/publicworks/streets/management_plan/index.php)
- Email lists for 78 interested citizens, 37 business contacts, 21 members of boards and commissions, 59 contacts with state and local agencies, and 28 contacts within the city

Additional outreach to 4th and 5th grade students at North Albany Elementary School and Central Albany School included the following lessons:

March 21, 2007 – introduction to maps

March 22, 2007 – build an edible road cross-section

June 11, 2007 – introduction to bridges and folding paper bridges

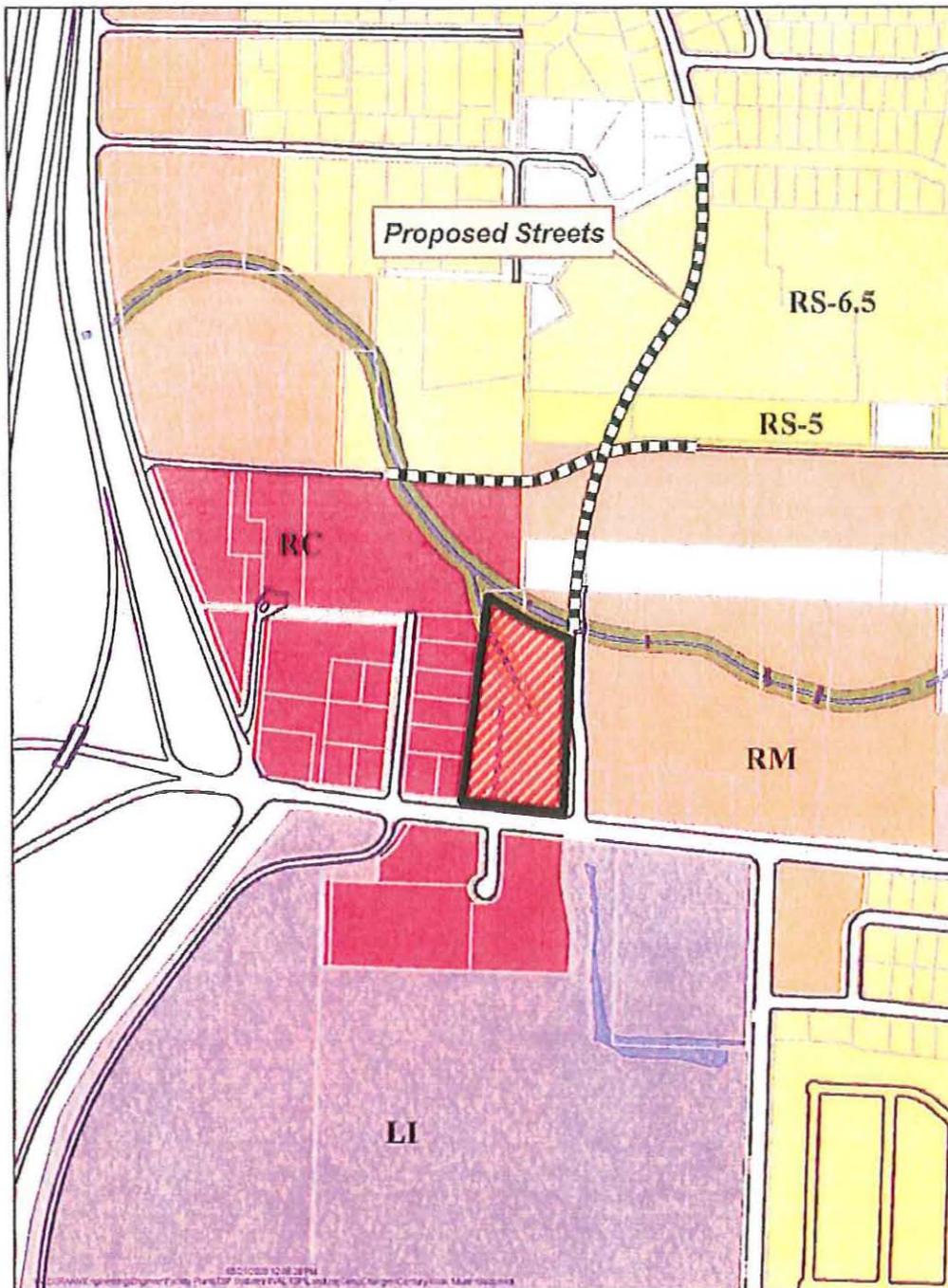
June 12, 2007 – build a spice drop-toothpick bridge

October 10, 2007 – Transit – routes, fares, and a ride around the city

October 23, 2007 – Bike safety and helmets

Appendix C
Comprehensive Plan
and Zoning Map
Changes

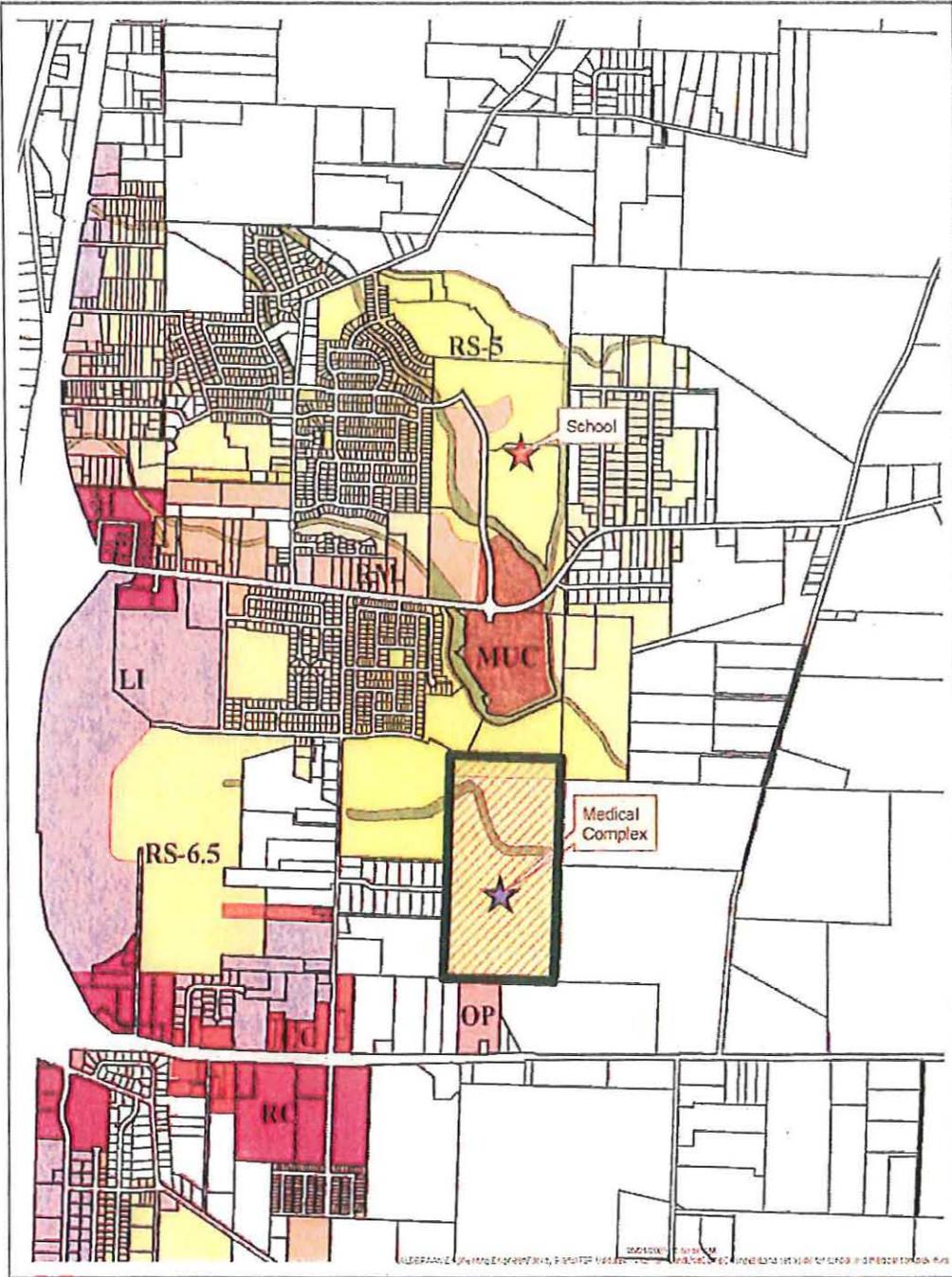
AREA 1 – EXPANSION OF REGIONAL COMMERCIAL SITE



COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Zoning	Future Zoning
1	Expansion of Regional Commercial Site	North of Knox Butte Road & West of Expo Parkway	165	Approximately 4 acres	Yes	Residential Medium Density	Regional Commercial

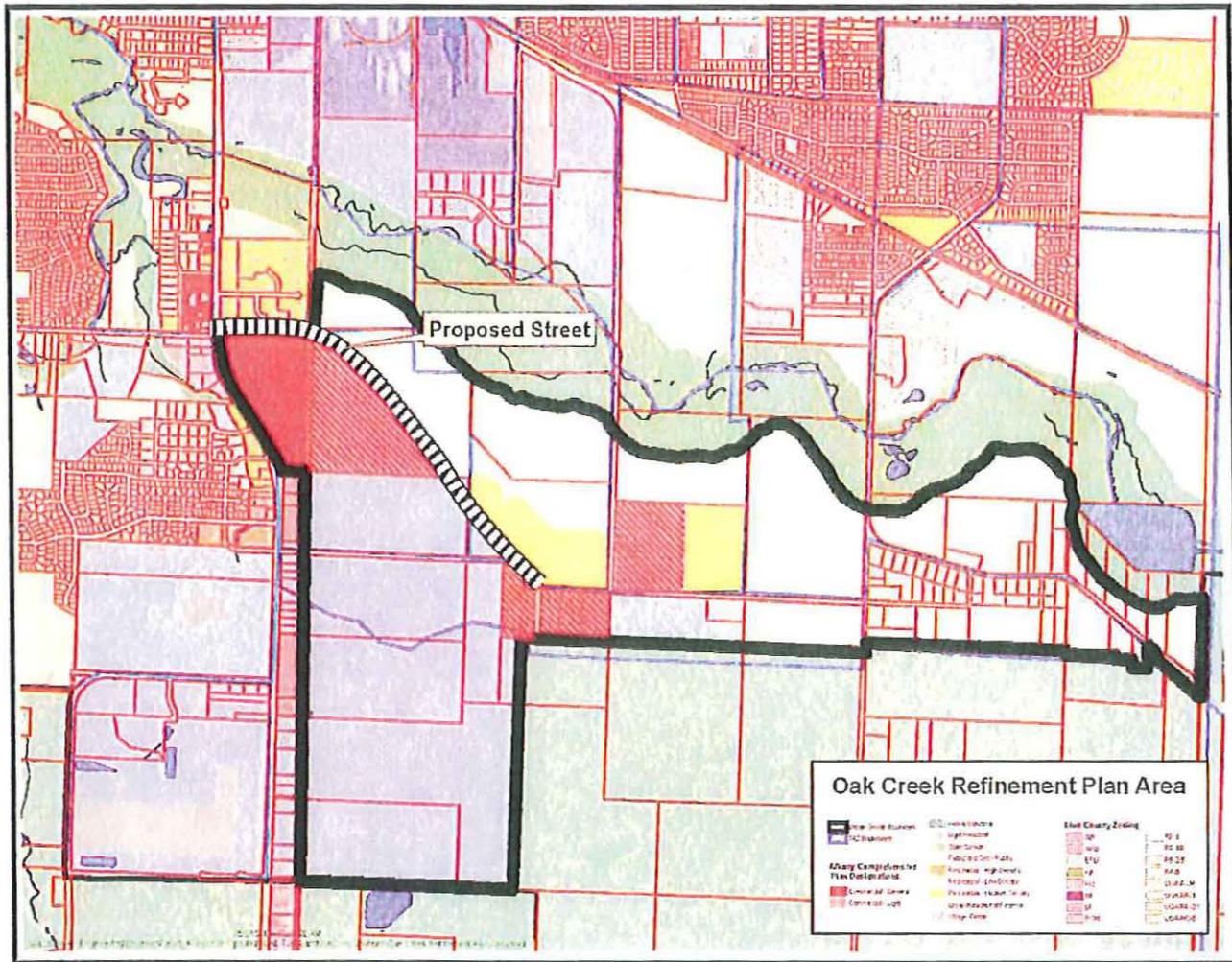
AREA 2 – HOSPITAL PROPERTY



COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Zoning	Future Zoning
2	Hospital Property	East of I-5 & North of US 20	457 458	Map 11S-3W-10 Tax lot 200	Yes	Residential Single Family	Office Professional

AREA 3 – OAK CREEK REFINEMENT PLAN AREA



COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Plan Designation	Future Plan Designation/ Zoning
3	Oak Creek Refinement Plan Area	South Albany	326	Approx. 50 acres south of planned 53 rd /Ellingson alignment	No	Urban Residential Reserve	Light Industrial Designation/ Industrial Park Zoning
			322 333 325	30-40 acres at Ellingson and Lochner	No		Village Center Designation/ Mixed Use Commercial Zoning

Appendix D
Open House Design
Sketches



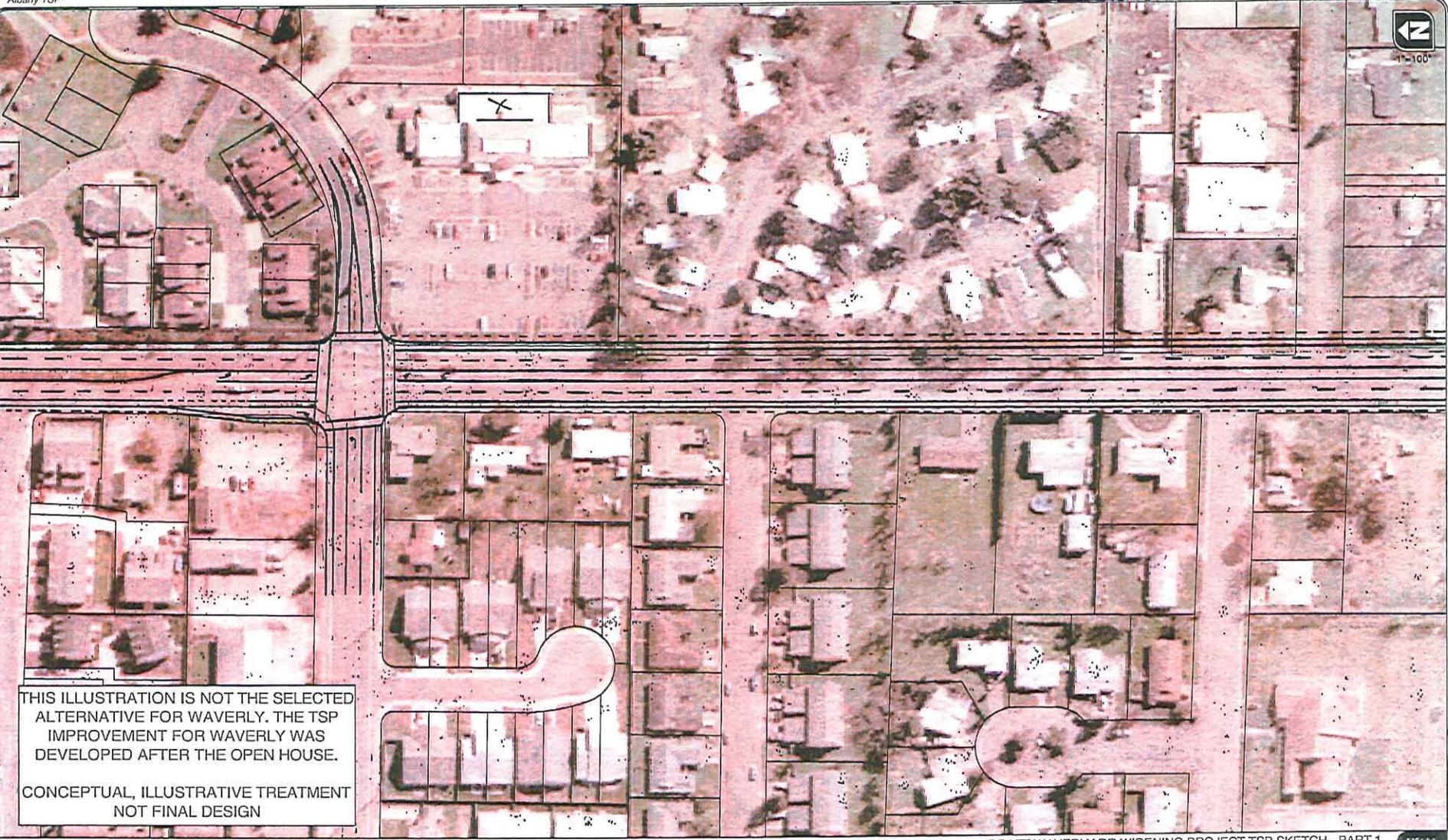
H:\proj\al5497\Task_9_TSP_FPhase2\reports\TSP_04\Documents\Figures\ALB_CAD\6-437\Fig2.dwg Sep 17, 2009 - 9:23am - mch2464n Layout Tab Fig2



CONCEPTUAL, ILLUSTRATIVE TREATMENT
NOT FINAL DESIGN

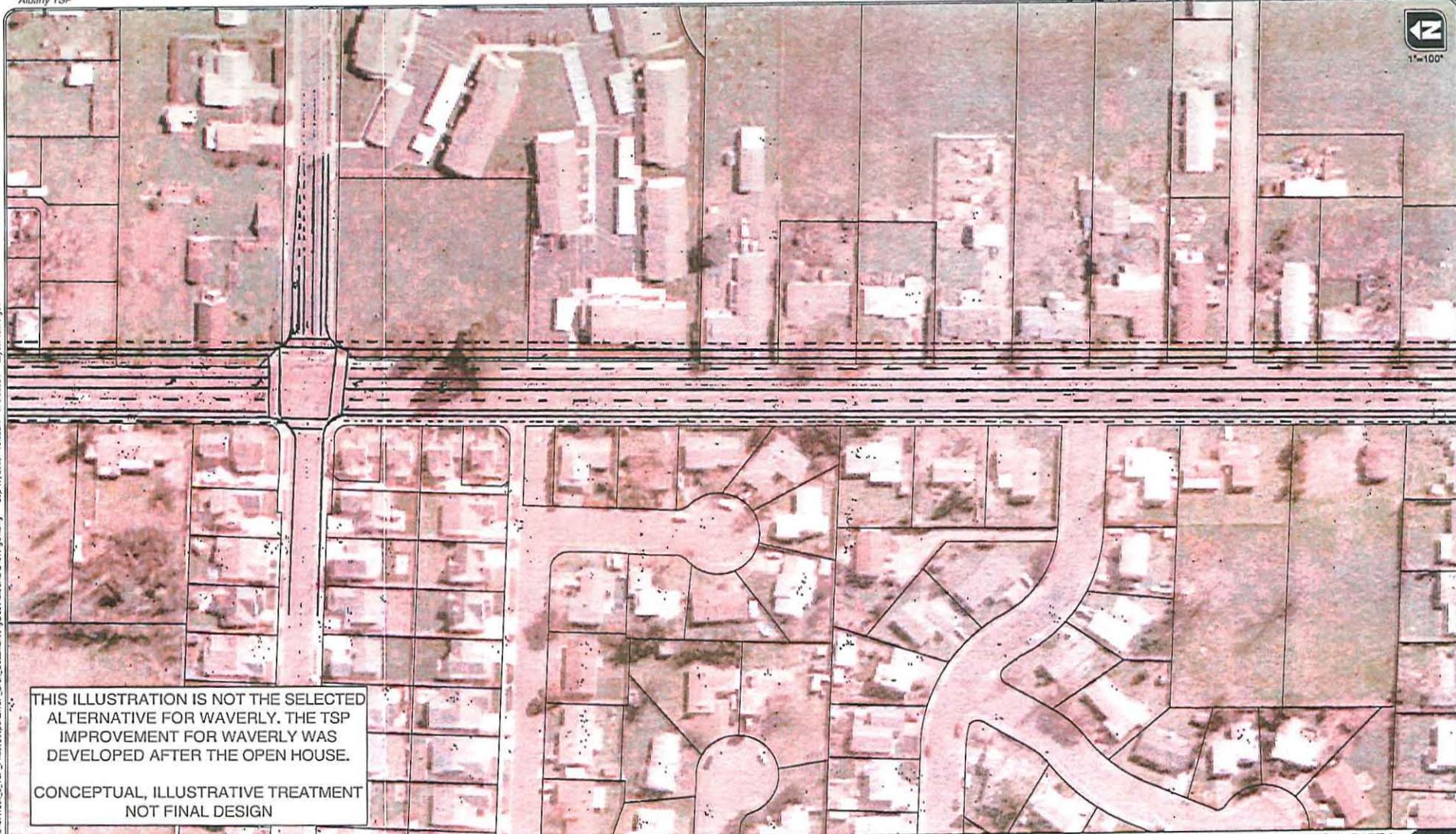
OAK ST EXTENSION ALTERNATIVE AT OR 99E
ALBANY, OREGON

FIGURE
6-9



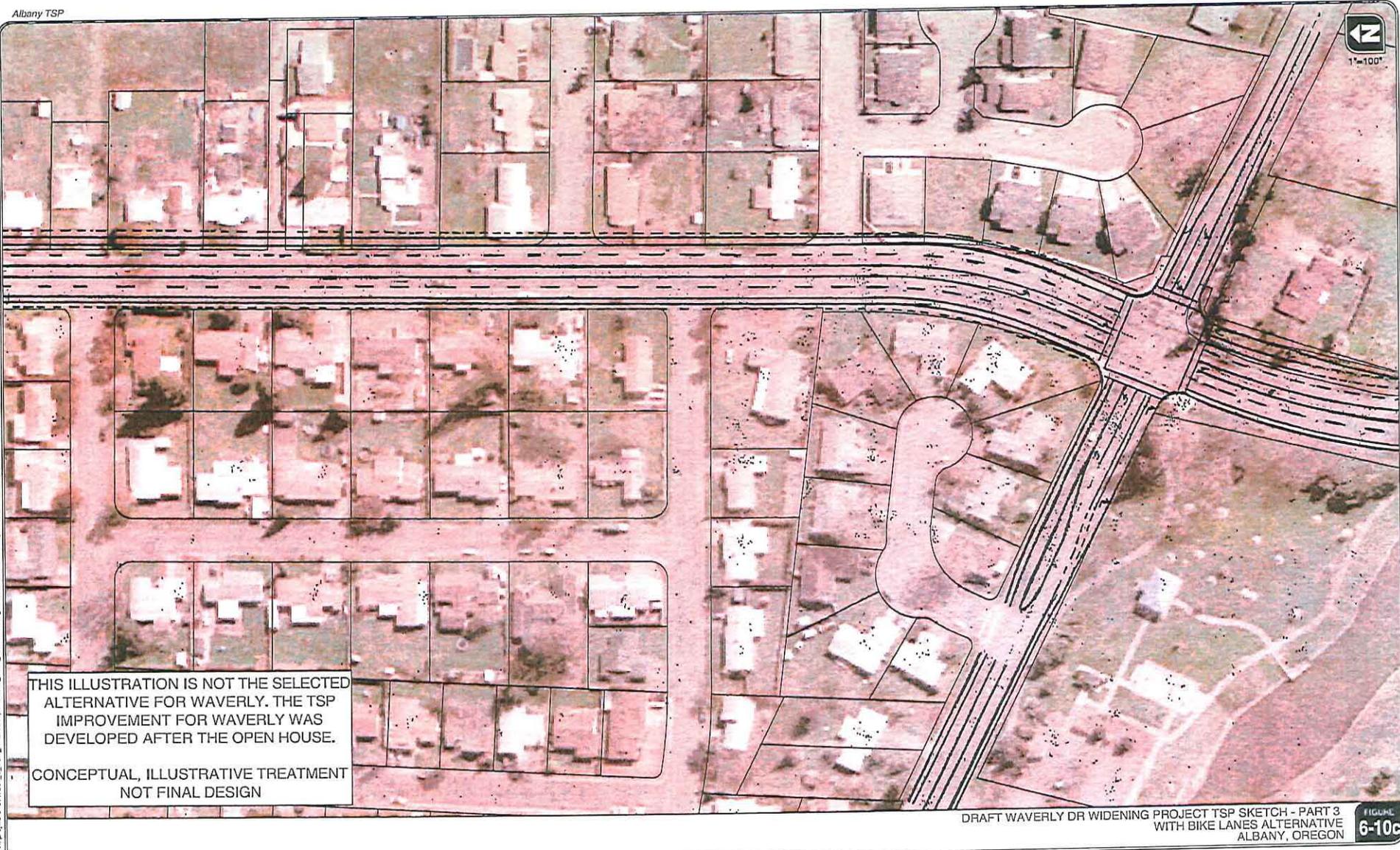
THIS ILLUSTRATION IS NOT THE SELECTED ALTERNATIVE FOR WAVERLY. THE TSP IMPROVEMENT FOR WAVERLY WAS DEVELOPED AFTER THE OPEN HOUSE.
CONCEPTUAL, ILLUSTRATIVE TREATMENT NOT FINAL DESIGN

DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 1 WITH BIKE LANES ALTERNATIVE ALBANY, OREGON **FIGURE 6-10a**



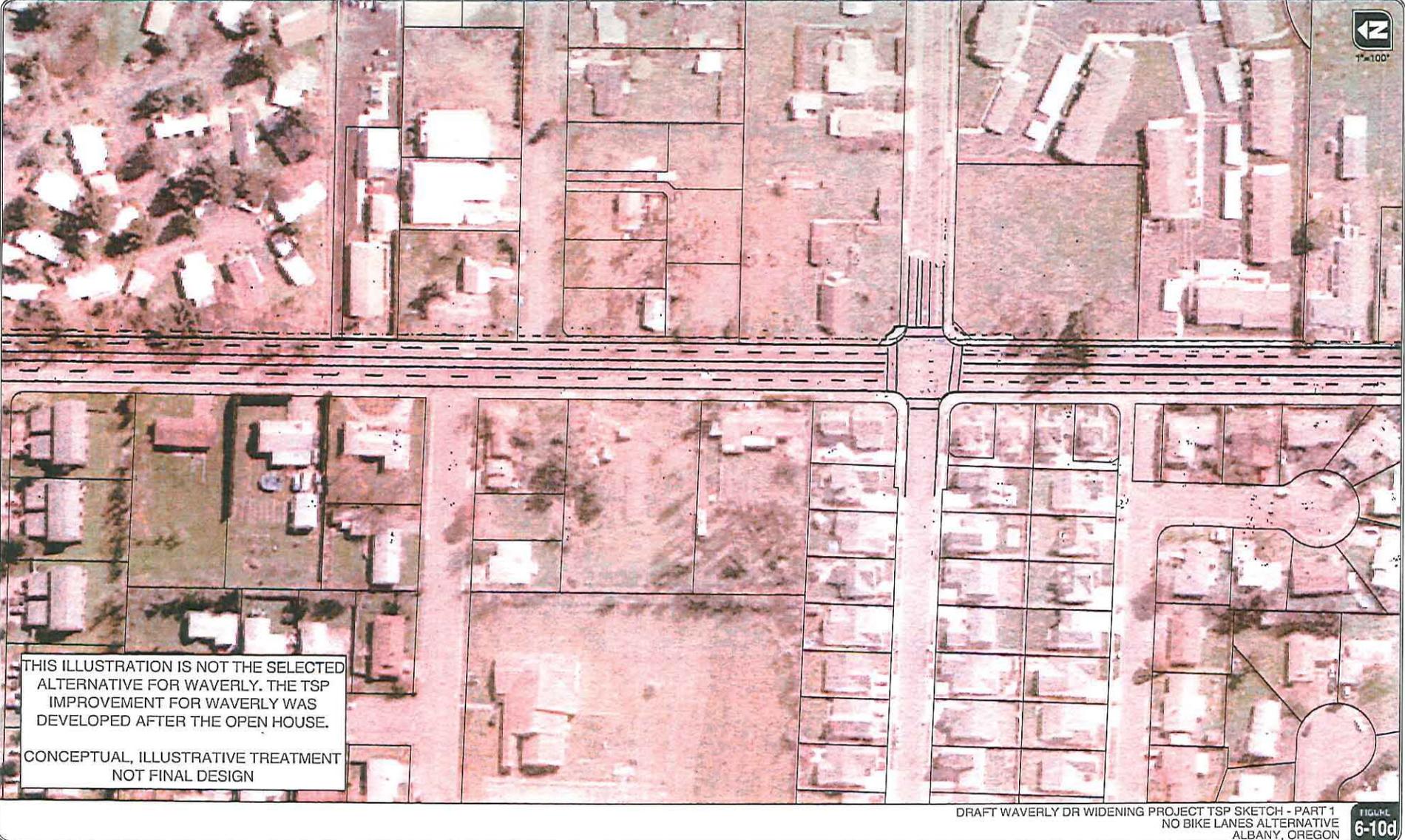
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CONCEPTUAL, ILLUSTRATIVE TREATMENT NOT FINAL DESIGN

DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 2 WITH BIKE LANES ALTERNATIVE ALBANY, OREGON **FIGURE 6-10b**



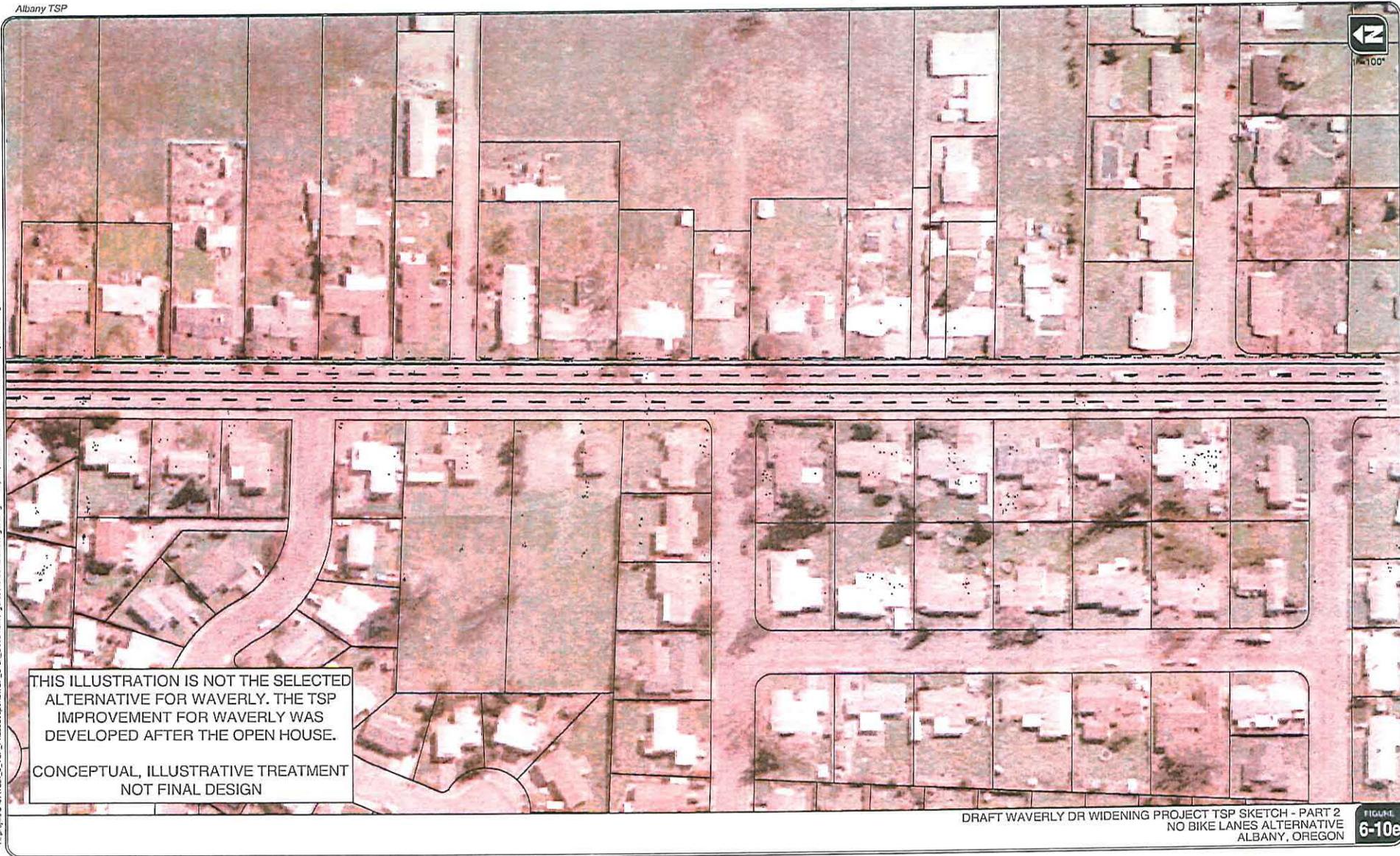
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CONCEPTUAL, ILLUSTRATIVE TREATMENT NOT FINAL DESIGN

DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 3 WITH BIKE LANES ALTERNATIVE ALBANY, OREGON **FIGURE 6-10c**



DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 1
 NO BIKE LANES ALTERNATIVE
 ALBANY, OREGON

FIGURE
6-10d



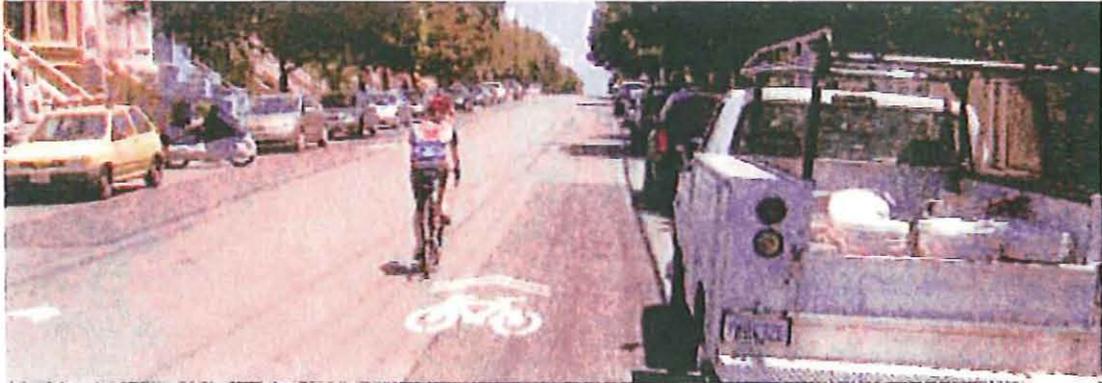
THIS ILLUSTRATION IS NOT THE SELECTED ALTERNATIVE FOR WAVERLY. THE TSP IMPROVEMENT FOR WAVERLY WAS DEVELOPED AFTER THE OPEN HOUSE. CONCEPTUAL, ILLUSTRATIVE TREATMENT NOT FINAL DESIGN

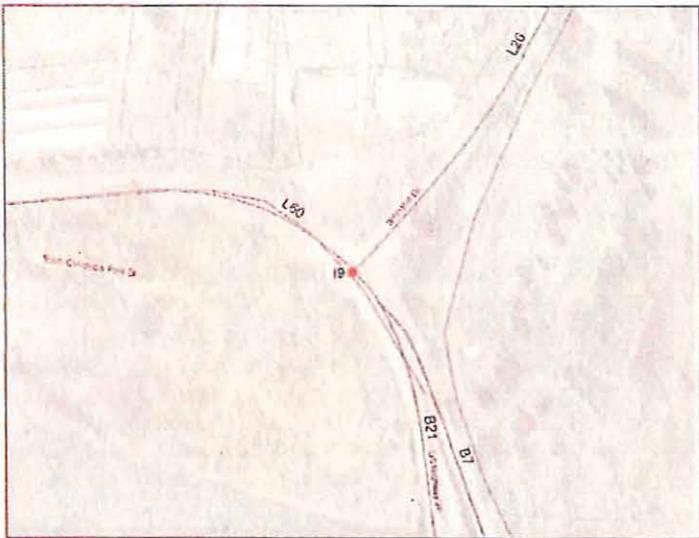
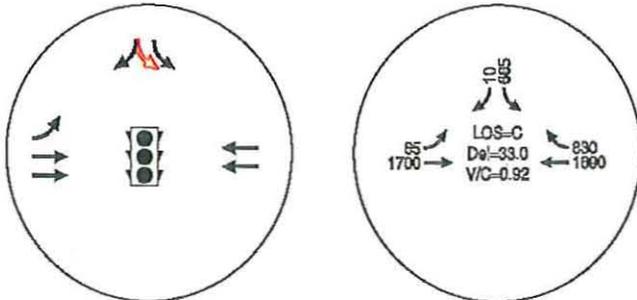
DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 2 NO BIKE LANES ALTERNATIVE ALBANY, OREGON

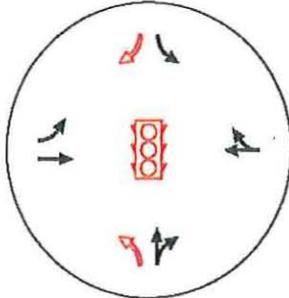
FIGURE 6-10e

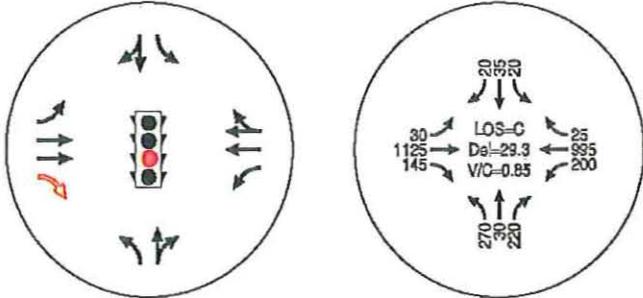
Appendix E
Transportation
Improvement Project
Prospectus Sheets

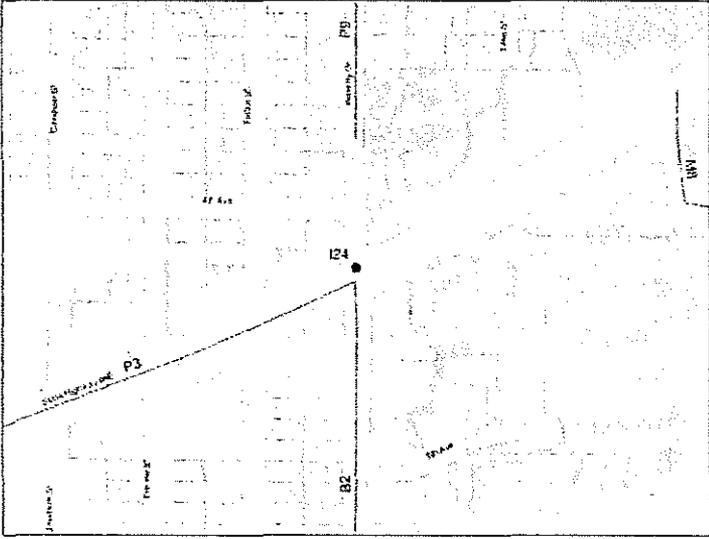
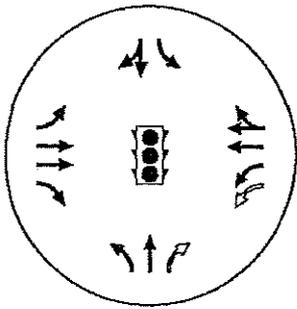
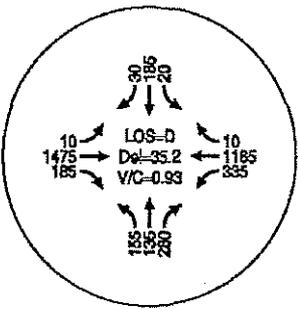
Project #: B20		Lyon Street			
<p>Description: Install painted "Sharrows" in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</p>					
Category: Sharrows		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$2,000	\$0	\$0	\$2,000	100%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: B7, B11, P11, I12, I21, I22		
					
Illustrative Section:					
					

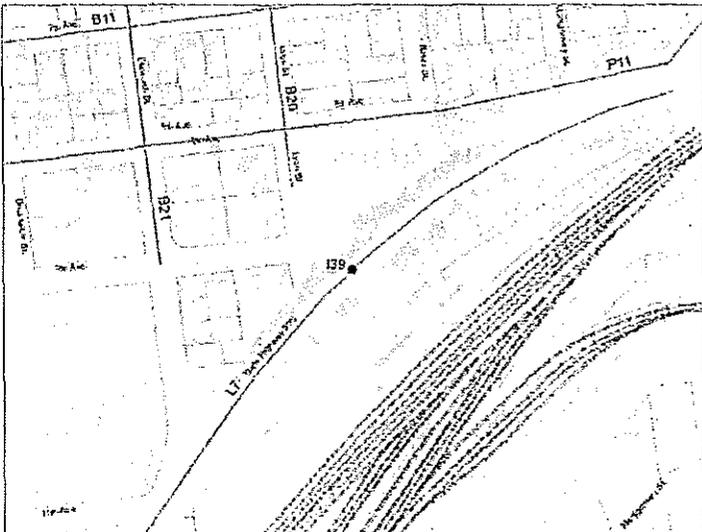
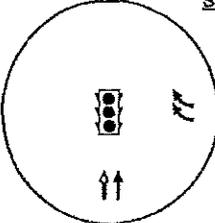
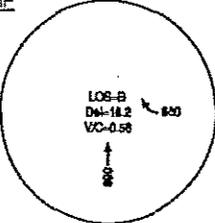
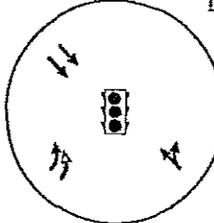
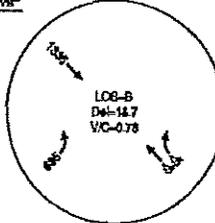
Project #: B21		Ellsworth Street			
<p>Description: Install painted "Sharrows" in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.</p>					
Category: Sharrows		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$4,000	\$0	\$0	\$4,000	100%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: B11, P11, I9, I20, I23, L60		
					
Illustrative Section:					
					

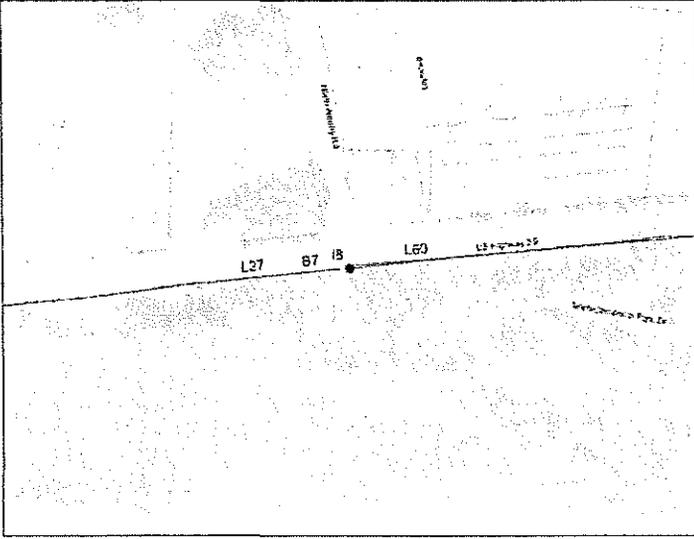
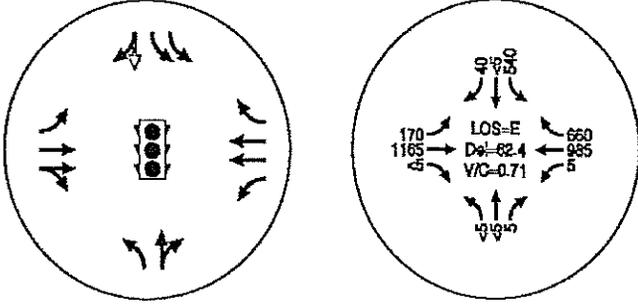
Project #: I9	US 20/Springhill Drive				
Description: Convert southbound right-turn to a shared left-right lane, creating dual-southbound lefts on Springhill Road. Relocate westbound stop bar on US 20 of inside lane 10-20 feet east of current location. Lengthen cycle length to 120 seconds and develop coordination between North Albany Road and Springhill Road along US 20. Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$14,000	\$0	\$0	\$14,000	23%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: B7, B21, L26, L60, S2		
					
Illustrative Section:					
					

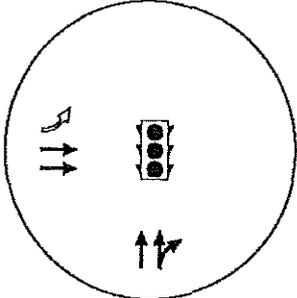
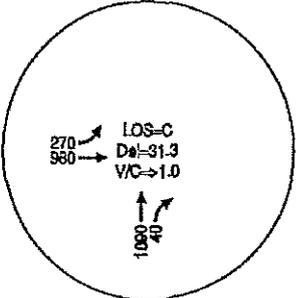
Project #: I10	Knox Butte/Century Drive				
Description: If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.					
Category: Intersection Control Change		Classification: Minor Arterial/ Major Collector		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$345,000	\$0	\$0	\$345,000	0%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: S9, L21		
					
Illustrative Section:					
					

Project #: I13		US 20/Clay Street			
Description: Restripe intersection lane markings and convert left-turn phasing on Clay Street to protected-permissive with the flashing yellow arrow signal head. Install exclusive eastbound right-turn lane on US 20.					
Category: Safety / Intersection Add Lane(s)		Classification: Principal Arterial/ Major Collector		Agency Coordination: ODOT	Time Frame: Medium-Term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$95,000	\$90,000	\$0	\$185,000	20%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects:		
			n/a		
Illustrative Section:					
					

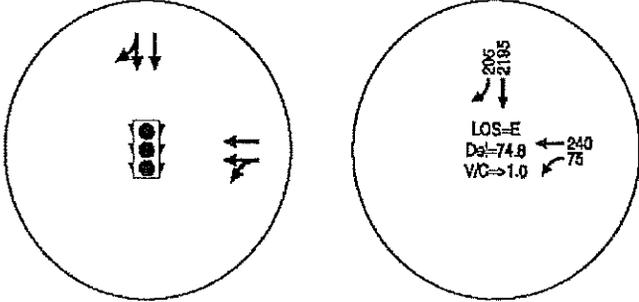
Project #: 124	OR 99E/Waverly Avenue				
Description: Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$498,000	\$192,000	\$100,000	\$790,000	27%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: B2, P3		
					
Illustrative Section:					
					

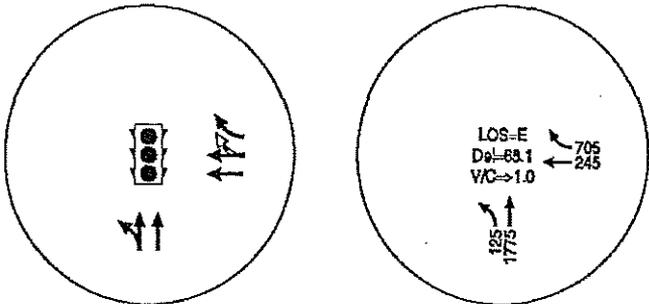
Project #: I39	OR 99E/Lyon Street						
Description: NB Ramp: Install a second northbound left-turn lane from the 99E off-ramp and a second receiving lane NB on Lyon Street. SB Ramp: Install second NB through lane on Lyon Street.							
Category: Intersection Add Lane(s)		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term		
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:		
	\$161,000	\$43,000	\$0	\$205,000	16%		
Project Goals Met:							
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>		
Project Location:			Related Projects: L7, B20, M13				
							
Illustrative Section:							
SB RAMP 		SB RAMP 		NB RAMP 		NB RAMP 	

Project #: I8	US 20/North Albany Road				
Description: On North Albany Road: eliminate split-phasing, convert southbound right to shared through-right lane & convert southbound through-left to left-only lane, creating dual southbound left-turns. Install westbound right-turn overlap phasing. Implement actuated-coordinated signal control, and develop signal coordination between Springhill Road and North Albany Road for better traffic progression along US 20 during peak periods.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$38,000	\$0	\$2,000	\$40,000	13%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: B7, L27, L60, S2		
					
Illustrative Section:					
					

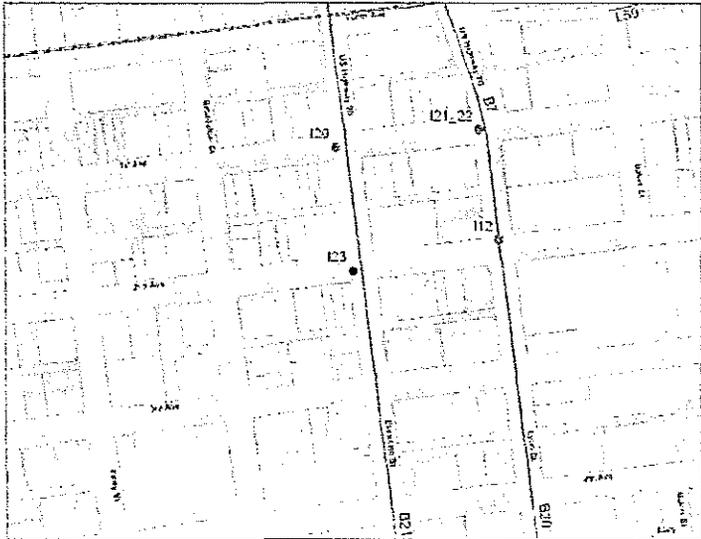
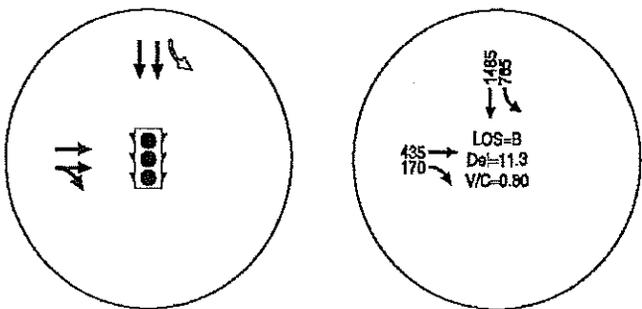
Project #: I12	US 20 (Lyon Street)/2nd Avenue				
Description: Restripe for a new 100-foot eastbound exclusive left-turn lane, removing a portion of on-street parking on 2nd Avenue. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and eastbound progression.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Medium-Term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$23,000	\$0	\$0	\$23,000	16%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I20, I21, I22, I23, B7, B20, B21, S2		
					
Illustrative Section:					
					

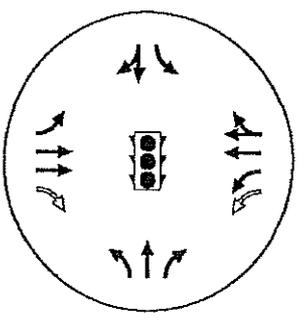
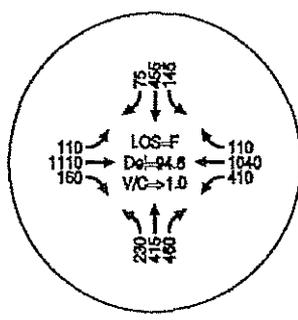
Project #: I14		OR 99E/34th Avenue			
Description: Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$53,000	\$12,000	\$0	\$65,000	32%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I28		
Illustrative Section:					

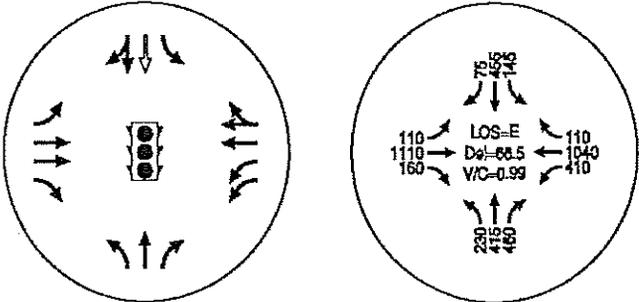
Project #: I20		US 20 (Ellsworth Street)/1st Avenue			
<p>Description: Implement actuated-coordinated signal control. Shorten pedestrian crossing distance across Ellsworth Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.</p>					
<p>Category: Intersection Add Lane(s)</p>		<p>Classification: Principal Arterial / Minor Arterial / Major Collector</p>		<p>Agency Coordination: ODOT</p>	<p>Time Frame: Medium-Term</p>
<p>Project Costs:</p>	<p>Const./Eng.</p>	<p>ROW</p>	<p>Other</p>	<p>Total Cost</p>	<p>SDC Eligible:</p>
	\$18,000	\$0	\$0	\$18,000	22%
<p>Project Goals Met:</p>					
<p>Efficiency <input type="checkbox"/></p>	<p>Capacity <input checked="" type="checkbox"/></p>	<p>Safety <input type="checkbox"/></p>	<p>Transit <input type="checkbox"/></p>	<p>Ped/Bike <input type="checkbox"/></p>	<p>Livability <input type="checkbox"/></p>
<p>Project Location:</p>			<p>Related Projects: I12, I21, I22, I23, B21, S2</p>		
					
<p>Illustrative Section:</p>					
					

Project #: I21	US 20 (Lyon Street)/1st Avenue				
Description: Convert northern westbound through lane to a shared thru-right lane on 1st Avenue					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Medium-Term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$11,000	\$0	\$0	\$11,000	23%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I12, I20, I22, I23, B20, S2		
					
Illustrative Section:					
					

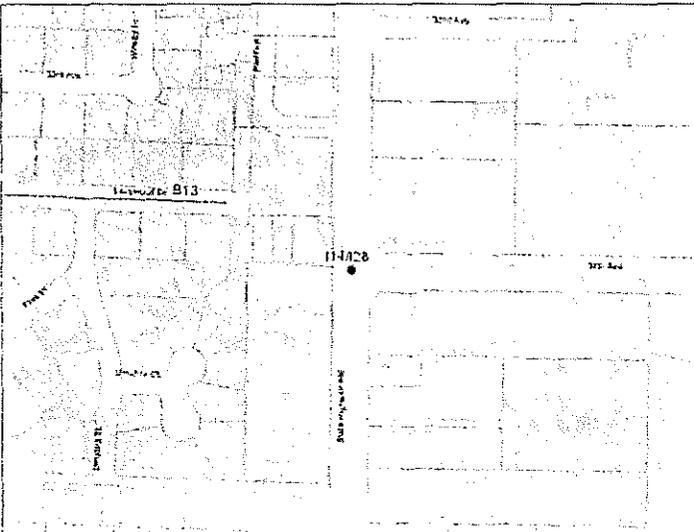
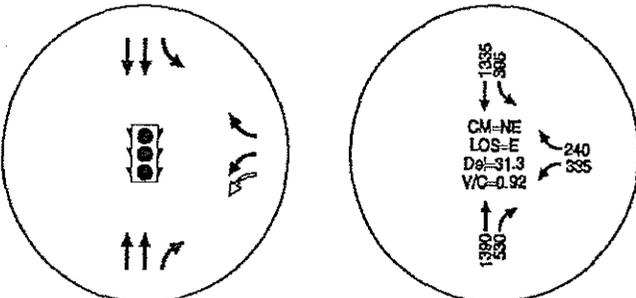
Project #: I22	US 20 (Lyon Street)/1st Avenue				
Description: Close crosswalk on north leg of intersection. Restripe for a new 100-foot northbound exclusive left-turn lane, removing a portion of on-street parking on west side of Lyon Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and westbound progression.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Medium-Term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$10,000	\$0	\$0	\$10,000	23%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I12, I20, I21, I23, B20, S2		
Illustrative Section:					

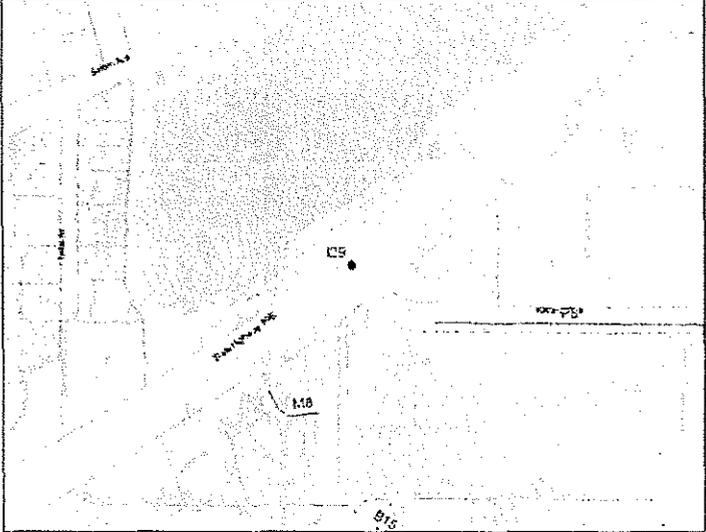
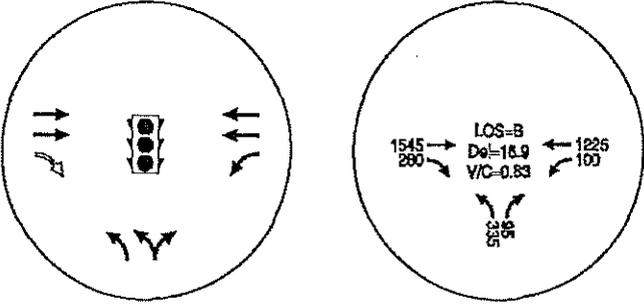
Project #: I23		US 20 (Ellsworth Street)/2nd Avenue			
<p>Description: Restripe for a new southbound exclusive left-turn lane on Ellsworth, removing a portion of on-street parking on eastside of Ellsworth Street. Initially restripe only 100 feet from intersection, but may need to extend to 250 feet (full block length) due to 2030 projected queuing. (Cost estimates are based on 250 feet restriped lane) Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.</p>					
<p>Category: Intersection Add Lane(s)</p>		<p>Classification: Principal Arterial / Minor Arterial / Major Collector</p>		<p>Agency Coordination: ODOT</p>	<p>Time Frame: Medium-Term</p>
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$17,000	\$0	\$0	\$17,000	23%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
<p>Project Location:</p> 			<p>Related Projects: I12, I20, I21, I22, B21, S2</p>		
<p>Illustrative Section:</p> 					

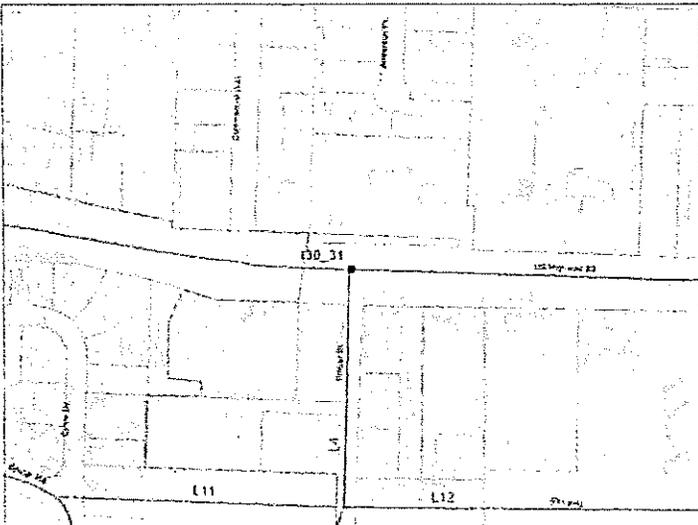
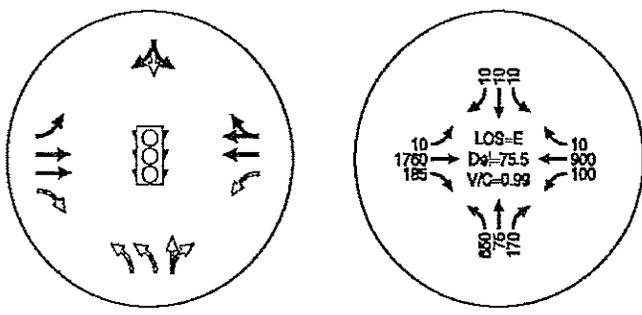
Project #: I25	US 20/Waverly Drive				
Description: Install second westbound left-turn lane and eastbound right-turn lane on US 20					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$261,000	\$467,000	\$125,000	\$853,000	29%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I26, P9, B2		
					
Illustrative Section:					
					

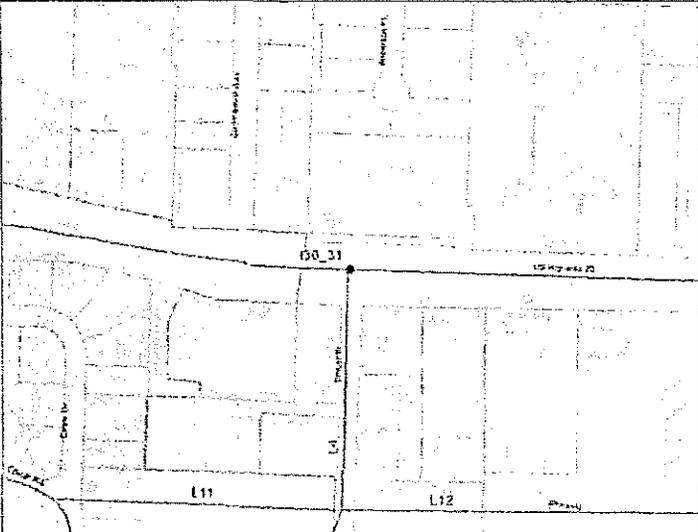
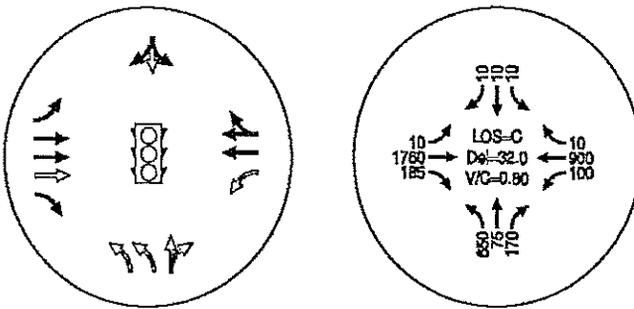
Project #: I26	US 20/Waverly Drive				
Description: Install northbound right-turn overlap, add another southbound through lane on Waverly Drive					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$67,000	\$50,000	\$0	\$118,000	29%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I25, P9, B2		
					
Illustrative Section:					
					

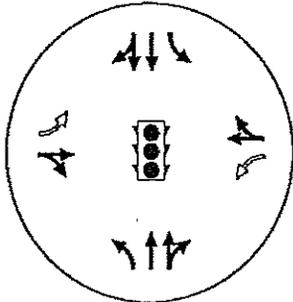
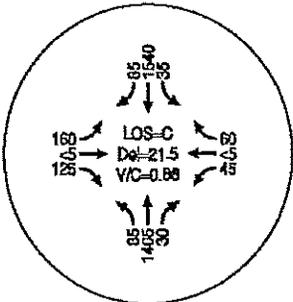
Project #: I27	OR 99E/Queen Avenue				
Description: Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$350,000	\$445,000	\$100,000	\$894,000	26%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: P10, S2		
Illustrative Section:					

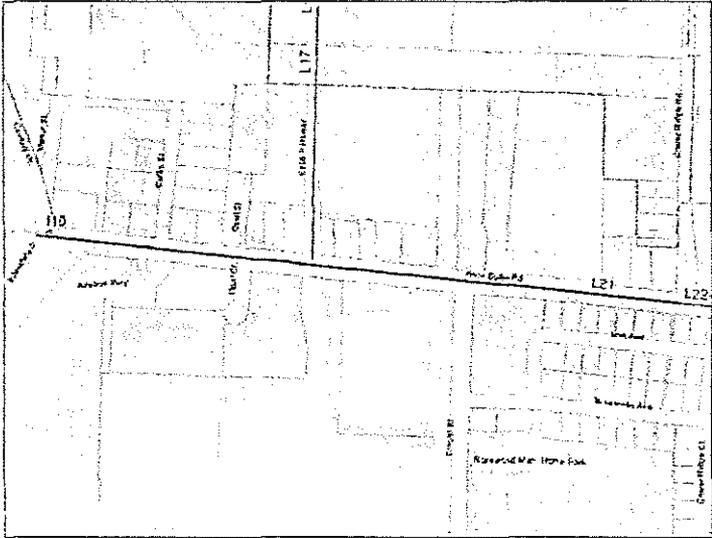
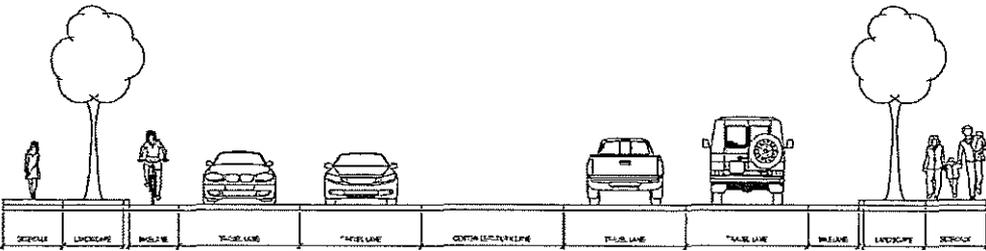
Project #: I28	OR 99E/34th Avenue				
Description: Install second westbound 175-foot left-turn lane on 34th Avenue. Assumes current YMCA access is closed and moved east along 34th Avenue.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$21,000	\$0	\$0	\$21,000	32%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I14, B13		
					
Illustrative Section:					
					

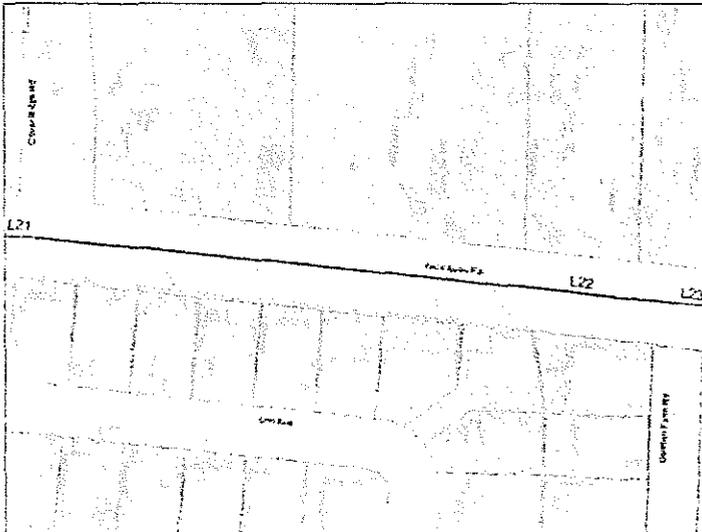
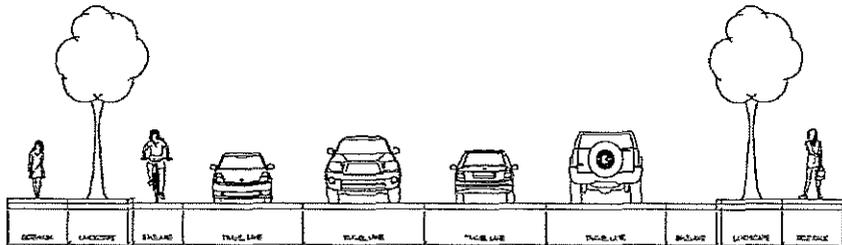
Project #: I29	OR 99E/Killdeer Avenue				
Description: Install 100 foot eastbound right-turn lane on Hwy 99E. Only if needed to meet OHP mobility standards.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Major Collector		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$3,207,000	\$0	\$0	\$3,207,000	28%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: P8, S4		
					
Illustrative Section:					
					

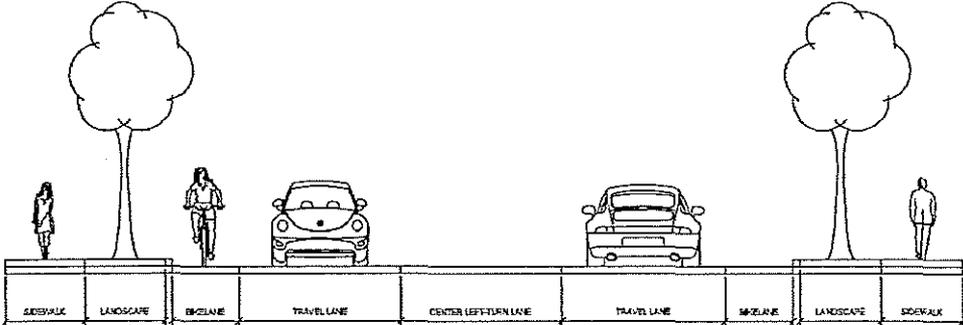
Project #: I30	US 20/Timber Street				
Description: Develop a traffic signal once warrants are met and once Timber Street extension (link project #L4) is complete. Install 125 foot eastbound right-turn lane and overlap phasing.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$571,000	\$0	\$0	\$571,000	44%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I31, L4, L56, S10		
					
Illustrative Section:					
					

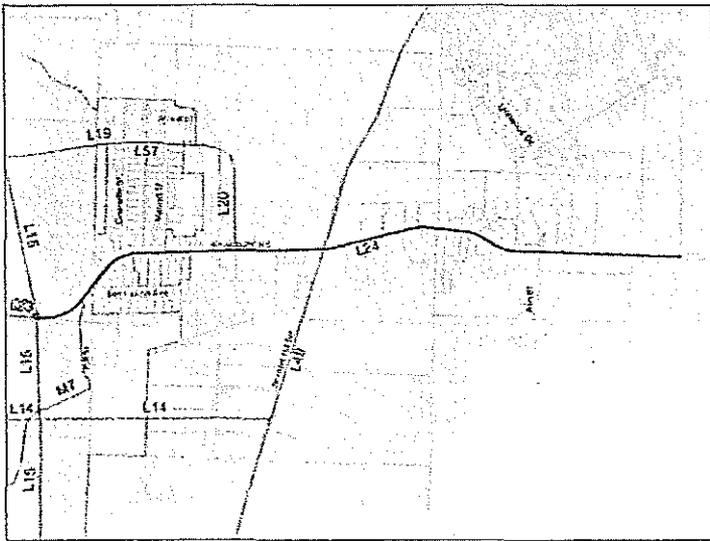
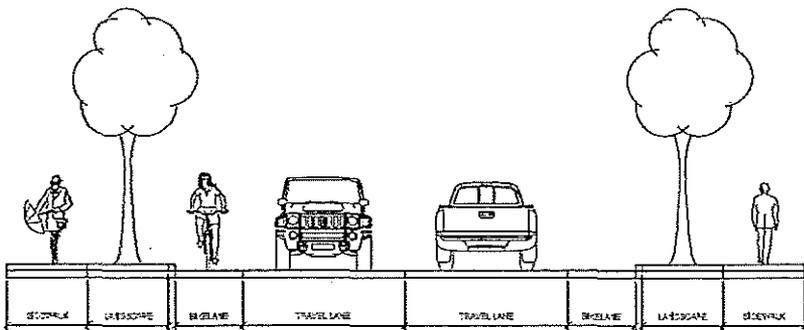
Project #: I31	US 20/Timber Street				
Description: Install third eastbound through lane when warranted by Highway 20 traffic volumes.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$619,000	\$0	\$0	\$619,000	44%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I30, L4, L56, S10		
					
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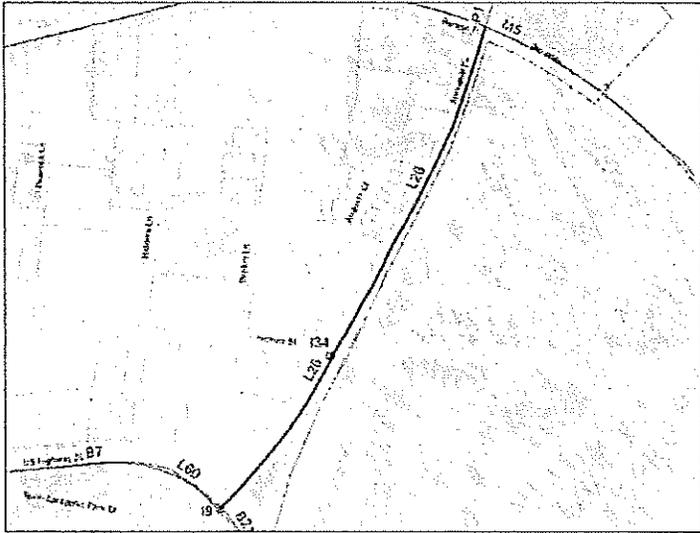
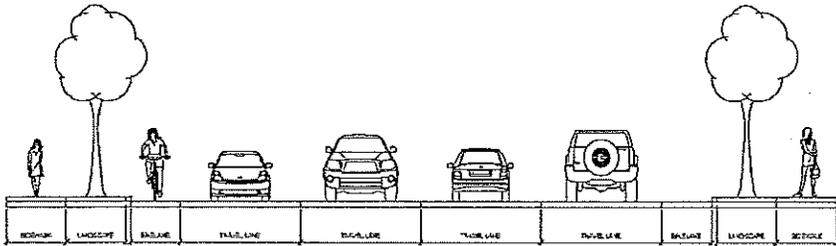
Project #: I37	OR 99E / 29th Ave				
Description: Restripe both eastbound and westbound approaches to include an exclusive left-turn lane and a shared through-right on 29th Ave. Increase curb return radius and relocate signal poles as needed.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Local Road		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$21,000	\$0	\$85,000	\$106,000	28%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: n/a		
					
Illustrative Section:					
					

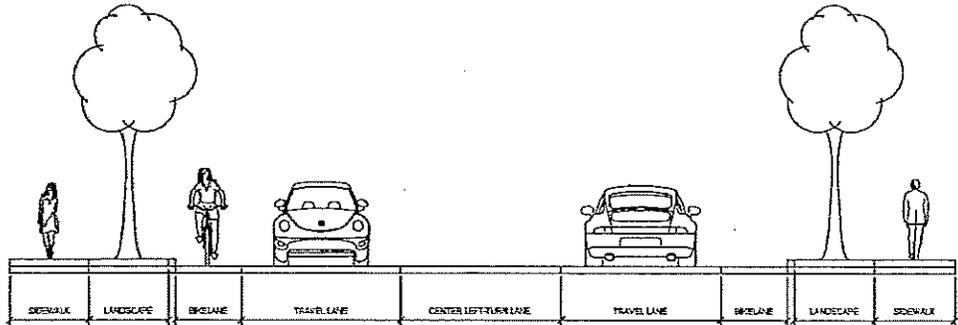
Project #: L21	Knox Butte Road Widening				
Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination:	Time Frame: ROW - Short-term, Construction - Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$3,169,000	\$228,000	\$1,250,000	\$4,647,000	60%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: I10, L17, L22, L25, L39, S9		
					
Illustrative Section:					
					

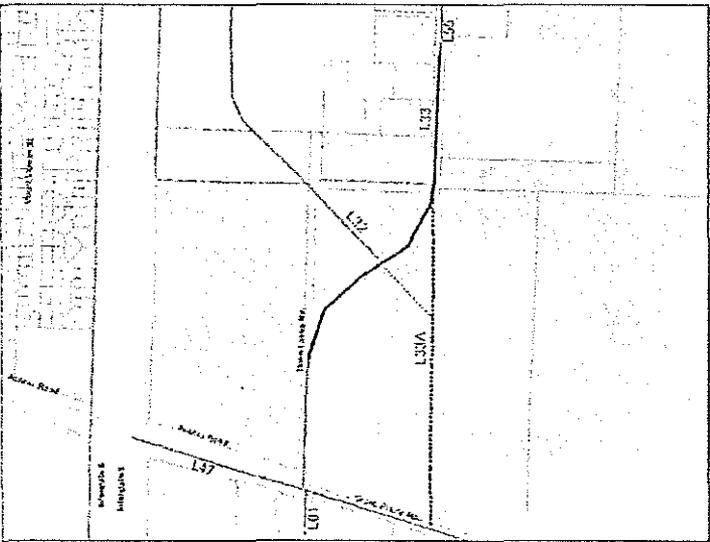
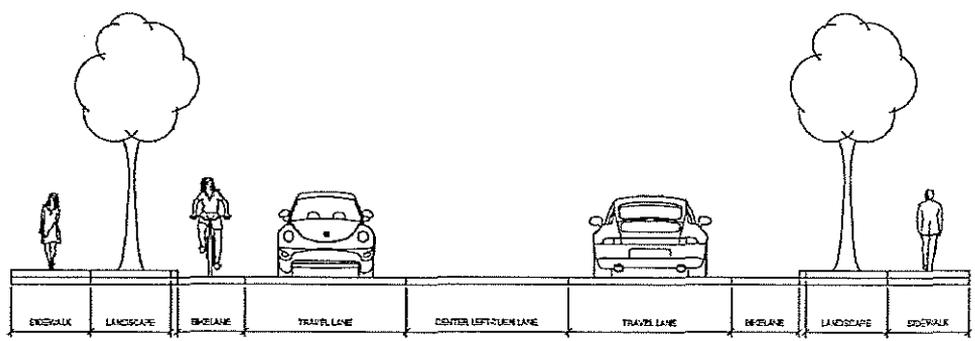
Project #: L22	Knox Butte Road Widening				
Description: Widens Knox Butte Road to four lanes from Clover Ridge Road to Goldfish Farm Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: ROW - Short-term, Construction - Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$825,000	\$31,000	\$0	\$856,000	56%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L21, L23		
					
Illustrative Section:					
					

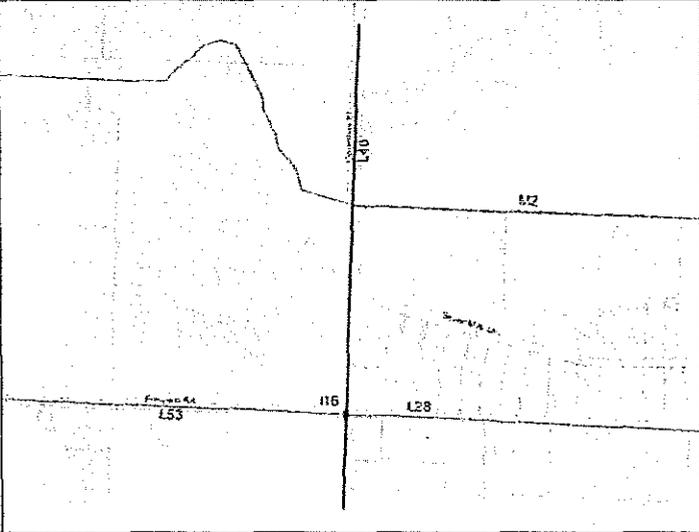
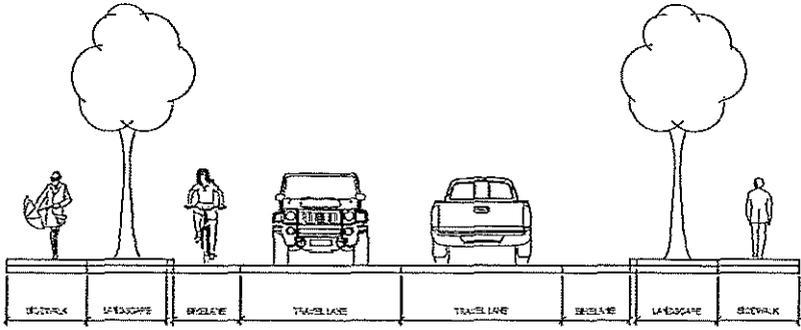
Project #: L23		Knox Butte Road Widening			
Description: Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhart Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Time Frame: long/dev	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$1,256,000	\$0	\$0	\$1,256,000	52%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L15, L22, L24, I33		
					
Illustrative Section:					
					

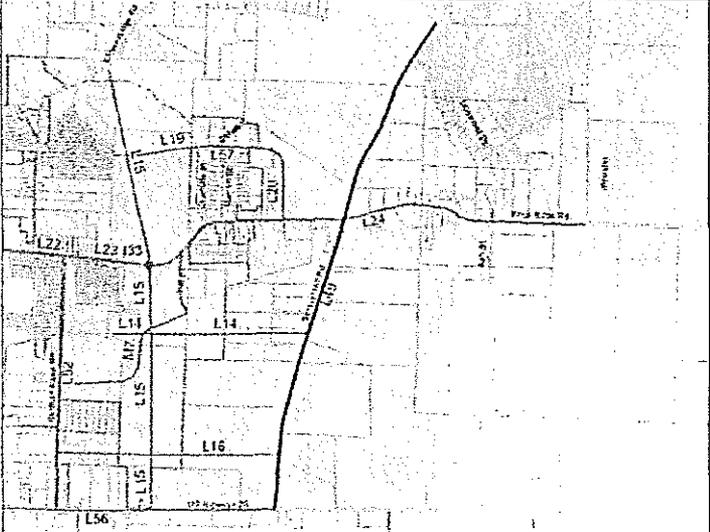
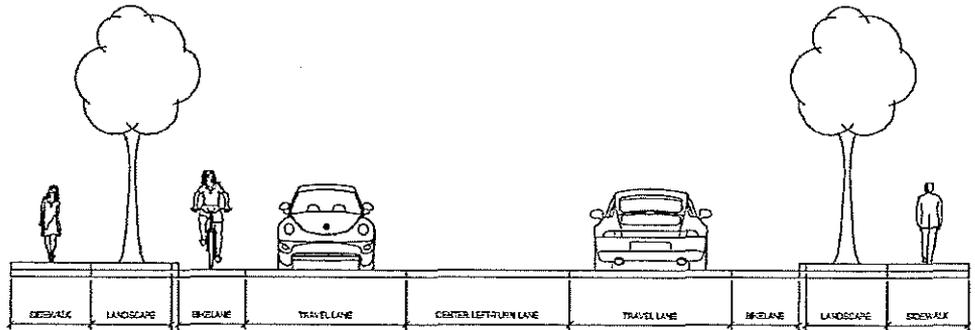
Project #: L24		Knox Butte Road Widening			
Description: Urban upgrade of Knox Butte Road from the new North/South Collector to the urban growth boundary. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination: 	
				Time Frame: long/dev	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$7,688,000	\$0	\$0	\$7,688,000	47%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L15, L20, L49, I33, M7		
					
Illustrative Section:					
					

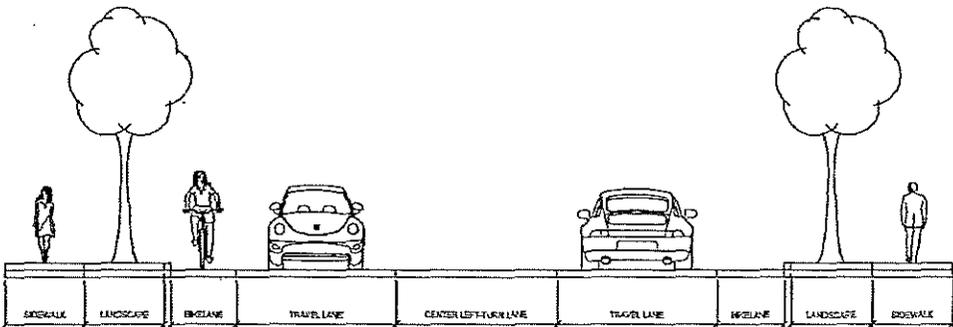
Project #: L26	Springhill Road Widening				
Description: Widens Springhill Road to two lanes northbound and southbound from US 20 to north of Hickory Road then transition to three lanes across the rail crossing. Springhill Road is under Benton County jurisdiction and this project is not in their 2001 TSP.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Benton County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$3,207,000	\$200,000	\$0	\$3,406,000	61%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I9, I34, L37, L60, B21, P1, M5		
					
Illustrative Section:					
					

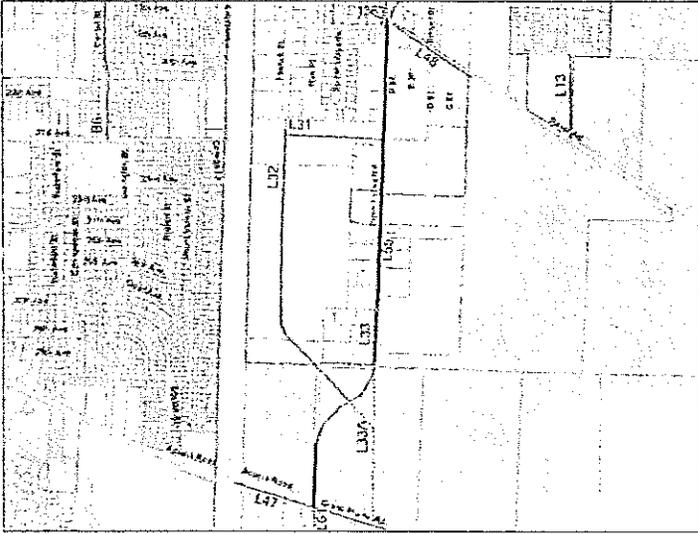
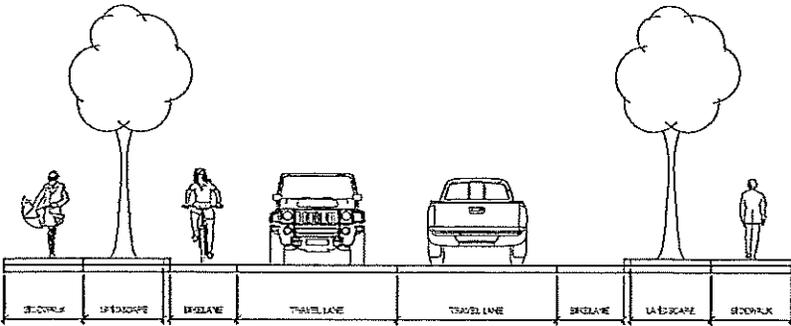
Project #: L30		Oak Street			
<p>Description: Extend Oak Street north from 9th Street to Pacific Boulevard including sidewalk, curb, gutter, and bike lanes. Install traffic signals at 9th Street/Oak Street and Pacific Boulevard/Oak Street when warranted. Construct a 150-foot northbound right-turn lane on Oak Street at 9th Street.</p>					
<p>Category: New Road or Alignment</p>		<p>Classification: Minor Collector</p>		<p>Agency Coordination: ODOT</p>	<p>Time Frame: Short-term</p>
<p>Project Costs:</p>	<p>Const./Eng.</p>	<p>ROW</p>	<p>Other</p>	<p>Total Cost</p>	<p><i>SDC Eligible:</i></p>
	\$1,005,000	\$750,000	\$75,000	\$1,830,000	100%
<p>Project Goals Met:</p>					
<p>Efficiency <input checked="" type="checkbox"/></p>	<p>Capacity <input checked="" type="checkbox"/></p>	<p>Safety <input type="checkbox"/></p>	<p>Transit <input type="checkbox"/></p>	<p>Ped/Bike <input checked="" type="checkbox"/></p>	<p>Livability <input checked="" type="checkbox"/></p>
<p>Project Location:</p>			<p>Related Projects: L58</p>		
					
<p>Illustrative Section:</p>					
					

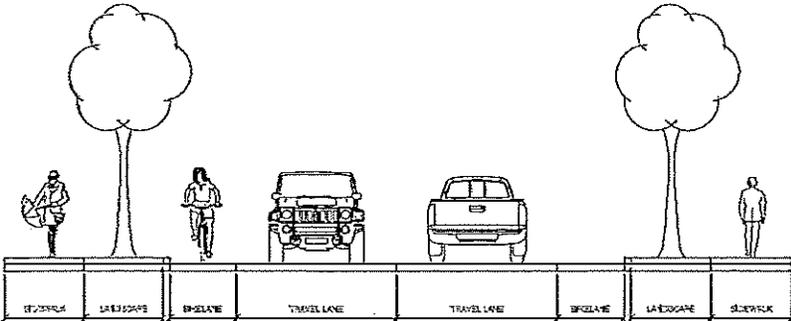
Project #: L33		Three Lakes Road Realignment			
<p>Description: Realign the short roadway segment that includes the 90-degree curves to a typical three-lane roadway to improve the horizontal alignment. Project cost assumes ROW will be dedicated.</p>					
<p>Category: New Road or Alignment</p>		<p>Classification: Minor Arterial</p>	<p>Agency Coordination: Linn County</p>		<p>Time Frame: ROW - Short-term, Construction - Long-term</p>
<p>Project Costs:</p>	<p>Const./Eng.</p>	<p>ROW</p>	<p>Other</p>	<p>Total Cost</p>	<p>SDC Eligible:</p>
	\$1,868,000	\$0	\$0	\$1,868,000	59%
<p>Project Goals Met:</p>					
<p>Efficiency <input checked="" type="checkbox"/></p>	<p>Capacity <input type="checkbox"/></p>	<p>Safety <input checked="" type="checkbox"/></p>	<p>Transit <input type="checkbox"/></p>	<p>Ped/Bike <input type="checkbox"/></p>	<p>Livability <input type="checkbox"/></p>
<p>Project Location:</p>			<p>Related Projects: L32, L55, L61</p>		
					
<p>Illustrative Section:</p>					
					

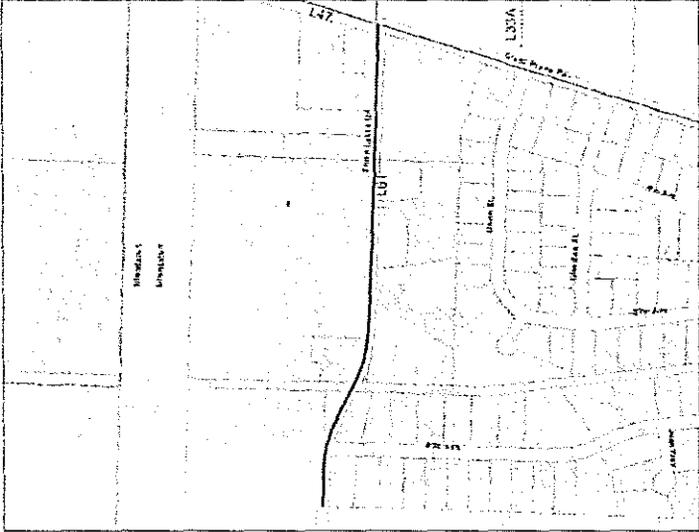
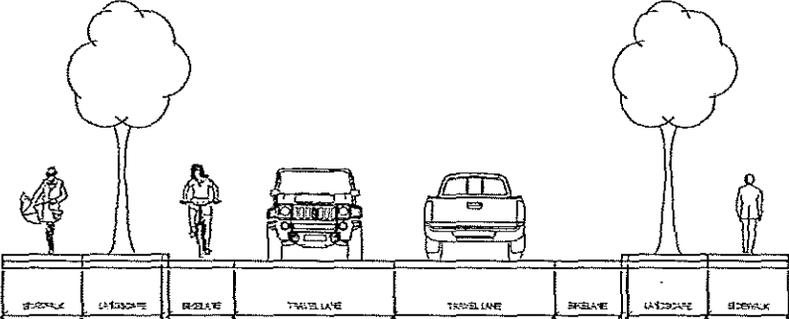
Project #: L46	Columbus Street				
Description: Add sidewalk, curb, and gutter from Waverly Drive to urban growth boundary, west side of roadway only.					
Category: Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$2,687,000	\$40,000	\$0	\$2,727,000	49%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L28, L53, I16, M2		
					
Illustrative Section:					
					

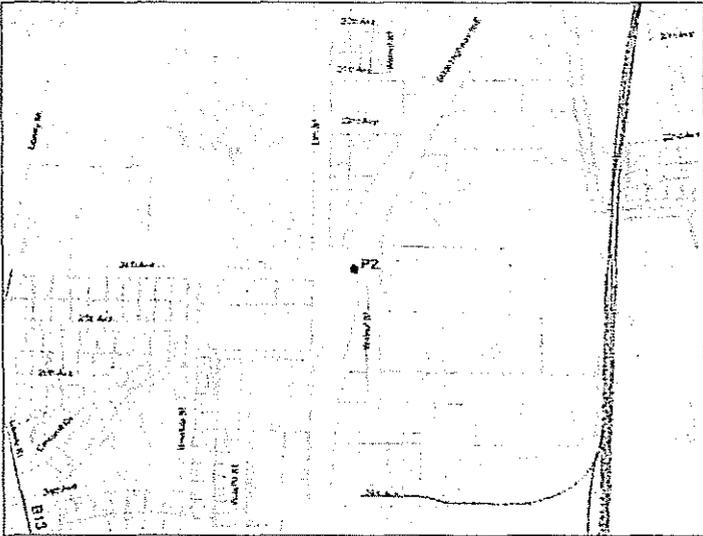
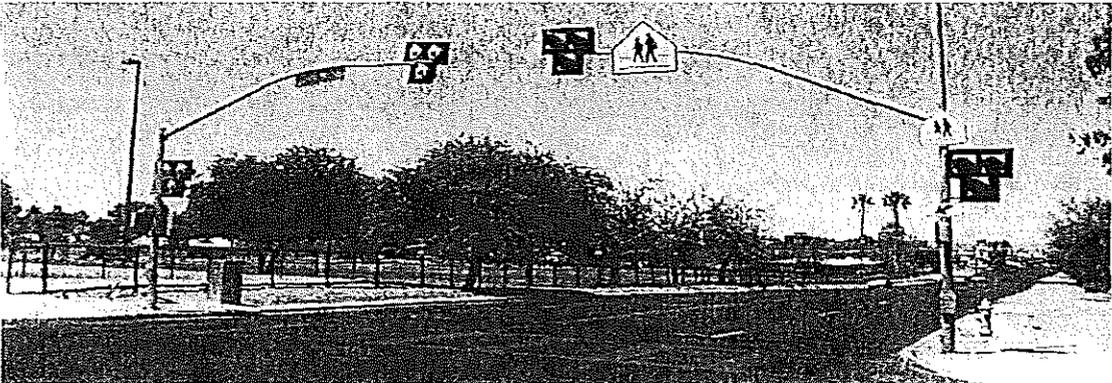
Project #: L49		Scravel Hill Road			
Description: Add sidewalk, curb, and gutter from US 20 (Santiam Hwy) to the urban growth boundary with a three-lane section from US 20 to north of Knox Butte Road and a two-lane section from north of Knox Butte Road to the UGB. Project cost assumes ROW for the three-lane section will be dedicated.					
Category: Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$9,699,000	\$0	\$0	\$9,699,000	21%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L14, L16, L24, L56		
					
Illustrative Section:					
					

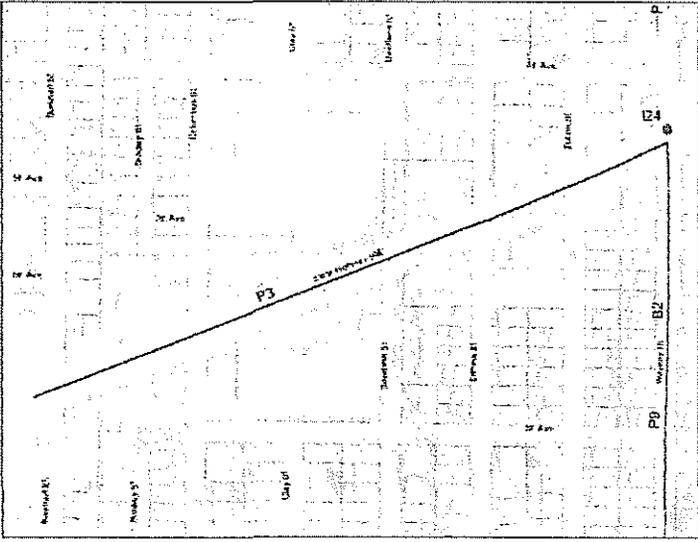
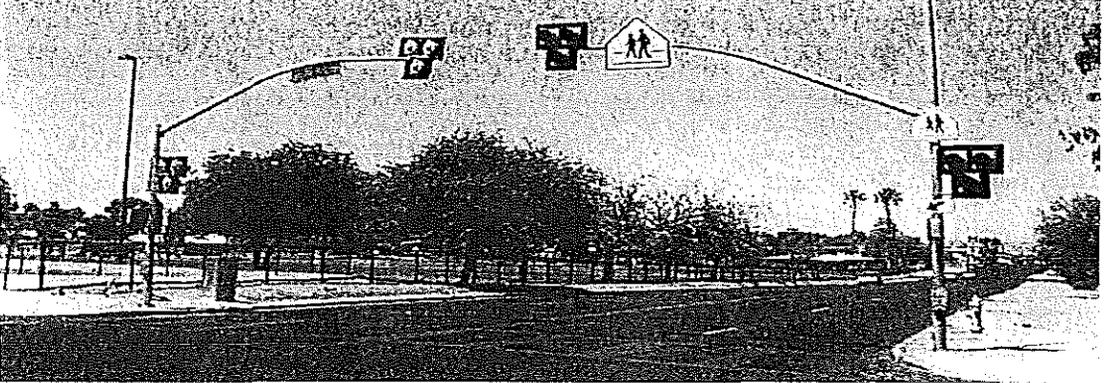
Project #: L52		Goldfish Farm Road			
Description: Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.					
Category: Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$3,959,000	\$485,000	\$0	\$4,444,000	82%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L16, L56, M7		
					
Illustrative Section:					
					

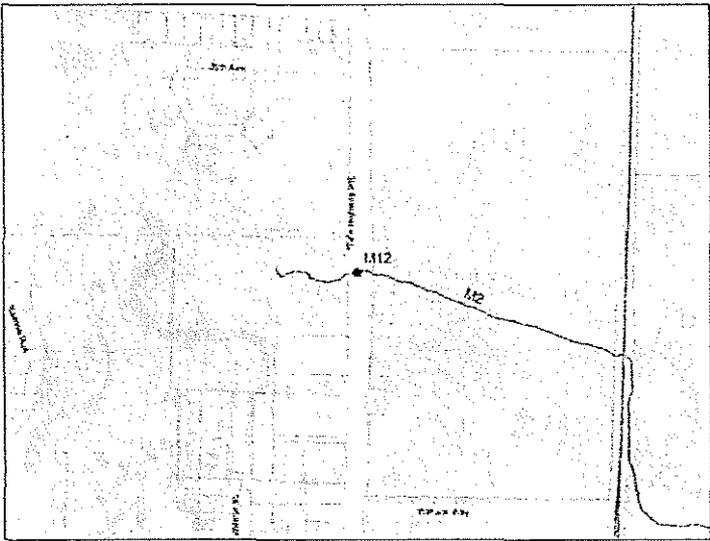
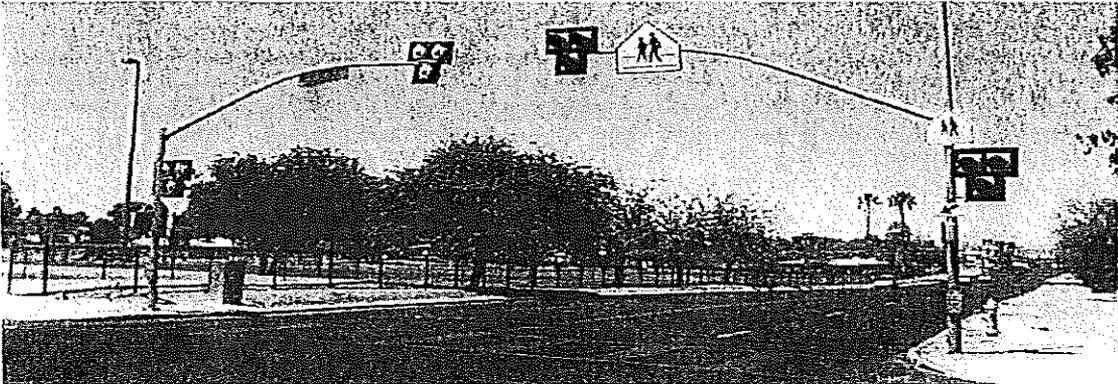
Project #: L55		Three Lakes Road			
<p>Description: Add sidewalk, curb, gutter, and bike lanes from Spicer Road to Grand Prairie Road, excluding Three Lakes Road realignment at 90-degree curves. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Consider a roundabout as the potential intersection treatment at the Three Lake Road/Grand Prairie Road intersection.</p>					
<p>Category: Urban Upgrade</p>		<p>Classification: Minor Arterial</p>		<p>Agency Coordination: Linn County</p>	<p>Time Frame: ROW - Short-term, Construction - Long-term</p>
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$4,569,000	\$287,000	\$0	\$4,856,000	42%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects:		
			<p>L4, L31, L33, L47, L48, L61, I36</p>		
Illustrative Section:					
					

Project #: L58		Oak Street			
Description: Add sidewalk, curb, gutter, and bike lanes from 9th Avenue to Queen Avenue.					
Category: Urban Upgrade		Classification: Minor Collector		Agency Coordination:	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$2,394,000	\$51,000	\$0	\$2,445,000	65%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L9, L30, I32		
					
Illustrative Section:					
					

Project #: L61		Three Lakes Road			
Description: Add sidewalk, curb, gutter, and bike lanes from Grand Prairie Road to the urban growth boundary. Right-of-way acquisition will occur in the short-term with construction occurring in the long-term. Consider a roundabout as the potential intersection treatment at the Three Lake Road/Grand Prairie Road intersection.					
Category: Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$1,768,000	\$111,000	\$0	\$1,879,000	0%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L4, L31, L33, L47, L48, L55, I36		
					
Illustrative Section:					
					

Project #: P2		99E/24th Avenue			
Description: Construct a pedestrian signalized crossing improvement at Oregon 99E/24th Avenue					
Category: Crossing Improvement		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$129,000	\$0	\$0	\$129,000	70%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects:		
			n/a		
Illustrative Section:					
					

Project #: P3		Oregon 99E: Burkhardt to Waverly			
Description: Construct pedestrian crossing improvement on Oregon 99E between Burkhardt Street and Waverly Drive					
Category: Crossing Improvement		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$129,000	\$0	\$0	\$129,000	70%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I24, B2		
					
Illustrative Section:					
					

Project #: M12		99E/Oak Creek			
Description: Construct hybrid pedestrian signalized crossing improvement at Oregon 99E/Oak Creek Trail					
Category: Crossing Improvement		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$129,000	\$0	\$0	\$129,000	70%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: M2		
					
Illustrative Section:					
					

Project #: S2		Hwy 20 Corridor and Downtown Refinement Plan			
Description: Conduct a Highway 20 Corridor and Downtown Refinement Plan to look at regional bridge capacity needs, potential locations, and continue through permitting process.					
Category: Refinement Plan		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$250,000	\$0	\$0	\$250,000	100%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L27, L60, L7, I8, I9, I12, I20, I21, I22, I23, I27		
Illustrative Section:					

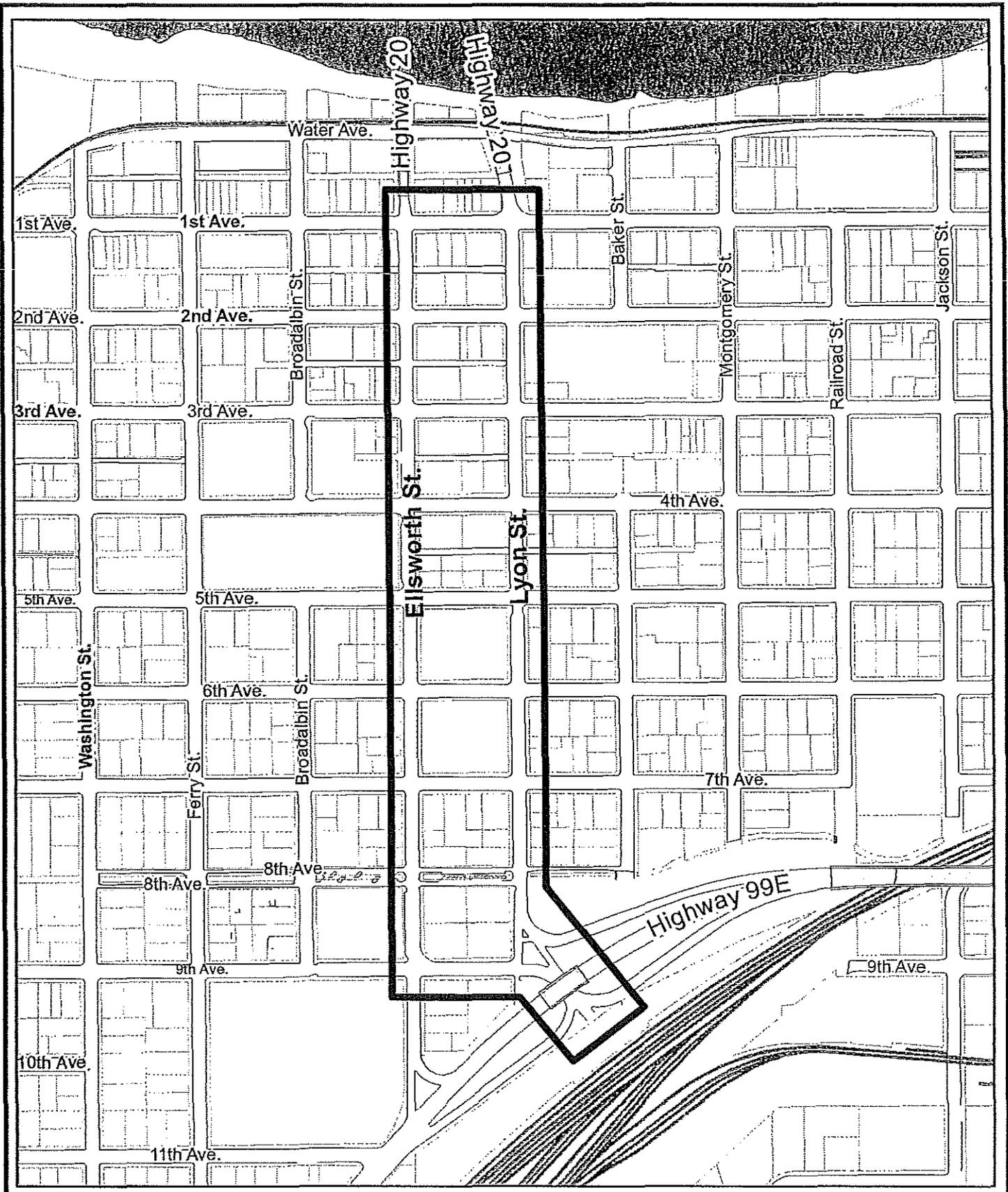
Project #: S3		Safety Audit			
Description: Intersection Safety Audit/Study at Geary Street/Salem Avenue, Geary Street/14th Avenue, and Queen Avenue/Hill Street. Consider countermeasures for rear-end and turning-type crashes.					
Category: Safety Analysis		Classification: Minor Arterial		Agency Coordination:	
				Time Frame: Short-term	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$0	\$0	\$30,000	\$30,000	0%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: n/a		
Illustrative Section:					

Project #: S5		Downtown STA			
Description: Pursue STA status on US 20 (Ellsworth and Lyons Streets) due to the downtown location, need to keep on-street parking, bike lanes and sidewalks to promote multimodal travel. Local transit service is offered in downtown to supplement capacity needs.					
Category: STA Policy Designation		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$0	\$0	\$0	\$0	0%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: I12, I20, I21, I22, I23, L7		
Illustrative Section:					

Project #: S9		Interstate 5 / OR 99E / Knox Butte			
Description: I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue & Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.					
Category: Refinement Plan		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$0	\$0	\$100,000	\$100,000	100%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I10, L17, L21, L25, L35, L39, M3		
Illustrative Section:					

Project #: S10		Interstate 5 / US 20 (Santiam)			
Description: I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer & Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.					
Category: Refinement Plan		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$0	\$0	\$100,000	\$100,000	100%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: L51, I30, I31, P7, M3		
Illustrative Section:					

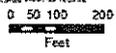
Appendix F
STA Application



STA Boudary 



The City of Albany has certain planning, zoning and other regulatory land use policies and procedures that are subject to change without notice. It is recommended that you consult with the City of Albany Planning Department for the most current information. All other information is provided for informational purposes only. The City of Albany is not responsible for any errors or omissions in this map. For the most current information, please contact the City of Albany Planning Department at (541) 917-7676. All other information is provided for informational purposes only. All other information is provided for informational purposes only.



Project File Location:
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City of Albany - 333 Broadalbin St. SW, Albany, Oregon 97321 (541) 917-7676

CHAPTER 5: TRANSPORTATION

GOAL 12: TRANSPORTATION

BACKGROUND SUMMARY

INTRODUCTION

Albany's location and transportation facilities provide excellent advantages for commerce and economic development. Albany's central location on Interstate 5, Oregon's major north-south freeway, places it in the midst of a large market area. Within a 100-mile drive, there is a population of 2.2 million people. Very few communities in the Northwest have the potential to provide goods and services to this large of a market. US Highway 20 and State Route 99E also run through Albany. These roadway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other portions of the Willamette Valley.

There are also excellent commercial transportation services to and from Albany. The city is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor. Eight truck freight lines provide regular service to the Albany area. Eastbound freight connects to Interstate 84 at Portland where expanded rail service allows linkage with national markets.

The ports of Portland and Newport and the Portland International Airport are within a two-hour drive. Also, the Eugene airport, which handles national air traffic, provides additional passenger service opportunities. These additional transportation resources give the Albany area an opportunity to sell goods and services to the international market.

In 1997, the City of Albany and consultants Kimley-Horn and Associates, Inc. completed a Transportation System Plan (TSP). Field data collection for the TSP began in September 1994 and was completed by the end of the year. The TSP was adopted by the Planning Commission and City Council in June 1997. The TSP describes Albany's existing transportation system and identifies projects needed now and in the future to improve the system.

LOCAL TRANSPORTATION TYPES

Albany's local transportation system consists of more than just streets. The Transportation System Plan describes a system which includes streets, freeway interchanges, transit systems, bikeways, pedestrian ways, the municipal airport, and railroads. The following summarizes some of the information found in the TSP. The entire TSP has been adopted as a supporting document to the Comprehensive Plan.

STREETS

Street Capacity

Between September and November, 1994, 24-hour daily traffic volume levels on Albany streets were surveyed at more than 125 locations. In addition, evening peak hour (i.e. 4:00 - 6:00 PM) traffic movements were counted at more than 60 of Albany's busiest intersections. When compared with daily traffic volumes collected in 1984 and 1985, traffic levels have grown significantly. At other locations, traffic volumes dropped by more than 10% on some streets, and increased by over 80% on other streets. Although traffic volumes generally do not decrease, locations that experienced a traffic reduction were typically located near new street connections which have attracted away some of the traffic, such as the Waverly Street extension in south Albany. Streets that experienced high traffic growth were frequently near land uses that have developed within the last decade. Typically traffic has grown between 2% and 5% per year, thus creating additional demand on the existing streets and intersections.

A computer model known as the EMME/2 model was used to forecast future traffic volumes on the collector and arterial street system. Overall results of the forecast showed that traffic would typically increase between 40% to

50% over the next twenty years. In some cases, the increase in traffic was over 100% as a result of new development, such as in North Albany and east of Interstate 5. The forecasted traffic volumes were used as the basis for analysis of the existing roadway network. In 1994, all of the streets evaluated in the TSP were operating under capacity in terms of volume of traffic. However, by 2015 some street segments are expected to operate at or above capacity.

Another measurement of street capacity is expressed in terms of "level of service." Level of service (LOS) is a qualitative rating of the effectiveness of a roadway to serve traffic, in terms of operating conditions. LOS ranges from A to F. LOS A generally describes traffic conditions with low volumes, low delay and high travel speeds, while LOS F describes traffic conditions with high volumes, high delays, and low travel speeds. The City and State have identified LOS D as the acceptable level of service for street intersections during the twenty year planning period. The TSP identifies intersections which have levels of service of less than "D" now, and those expected to operate at less than "D" in the future if no improvements are made.

Structural Condition

A visual rating of the condition of Albany's collector and arterial streets was conducted for the TSP. The results of the rating were combined with existing information, including the Street Maintenance Task Force Report (1996), to identify streets with poor pavement condition. The results of the rating indicated that approximately 14% of arterial streets and 19% of collector streets have a poor pavement rating.

Thirty different collector and arterial streets without curb and gutter were identified during the data collection process. The majority of the streets are located in North Albany, east of Interstate 5, and in areas of south Albany. Although the TSP does not include local streets, the Task Force Report included a list of local streets that require reconstruction, rehabilitation, and/or overlays. These local streets should be considered a high priority existing need and a funding strategy should be developed.

Freeway Interchanges

There are two freeway interchanges in the City of Albany.

The Santiam Highway interchange is located at the intersection of I-5 and Santiam Highway and is a partial cloverleaf design. Airport Road and Spicer Drive intersect opposite the ramp terminals and numerous private driveways are located in close proximity. The interchange currently operates at level of service C.

The Knox Butte interchange is located at the intersection of I-5 and Highway 99E (Pacific Boulevard). The interchange is designed to provide free flow movement from southbound I-5 to 99E and from 99E to northbound I-5. The interchange currently operates at LOS D. Although the interchange is geographically large, it does not provide all traffic movements. Drivers who want to travel south on I-5 must use the Santiam interchange to get on the freeway.

Within 20 years, LOS problems are expected at both interchanges due to high traffic growth. Streets on either side of both interchanges will fall to LOS E and F. Aside from the interchanges, Interstate 5 will also have operational problems. Both of the interchanges will need to be modified to function adequately during the 20 year planning horizon. Drawings in the TSP show how the interchanges could be modified to accommodate future traffic volumes. These improvements will require cooperation between the City of Albany and the Oregon Department of Transportation.

Other Elements of the TSP

The TSP also includes sections that discuss functional class of arterials and collectors, transportation system management, transportation demand management, right-of-way preservation, access management, truck routes, and water, and pipeline transport. No projects are recommended for air, water, and pipeline transportation.

The TSP should be used as a reference in all transportation planning activities that involve facilities within the City of Albany UGB and adjacent areas included in the TSP study area.

North Albany Local Street Plan

In June 1995, the City of Albany and consultants Kimley-Horn completed a local street plan for North Albany. The planning process included an extensive public involvement program, including meetings with individuals and small groups. Plan development included the collection of data on the existing land use and transportation system, from which future growth was estimated. From the growth in population and employment, additional vehicle trips were calculated and assigned to the North Albany transportation system. The impacts of the traffic were used to develop a new street alignment plan that best meets the objectives of the Transportation Planning Rule and other objectives. Cost estimates for the future system were prepared, as were street design standards and street connectivity policies. The standards and policies are intended to guide new development. The North Albany Local Street System Plan was adopted in June 1997 by the Planning Commission and City Council as a supporting document to the Comprehensive Plan. Street connectivity policies are included in the Comprehensive Plan under the North Albany Site of Special Interest in the Comprehensive Plan.

TRANSIT

Several Transit services operate within the City of Albany, including Albany Transit Service (ATS), Linn-Benton Loop, Call-A-Ride/ADA Service, Linn County Shuttle, Valley Retriever, and Greyhound Service. Only the ATS, the Linn-Benton Loop, and Call-A-Ride are operated by the City. The remaining transit services have routes that pass through the Albany area but are operated by other jurisdictions. The TSP includes a transit plan, which identifies van pool programs, bus pass programs, transit design guidelines, and eventual creation of a regional transit agency as future projects. This information should be referenced for planning new transit programs and projects.

Albany Transit Service

Albany Transit Service currently operates two routes within the City limits. Drawings in the TSP show the existing transit system and the future transit system. The future system includes seven routes by the year 2015.

Linn-Benton Loop

Linn Benton Loop operates a bus route between Albany and Corvallis. The route connects the Albany AMTRAK station, the downtown City Hall area of Albany, the park-and-ride facility at North Albany Road, then travels via Highway 20 to Highway 99 West, and then into the downtown Corvallis area. The Loop is completed via travel on Highway 34 and SR 99E back into the Albany area, that includes a stop at Linn-Benton Community College (LBCC).

Call-A-Ride/ADA Service

Besides fixed route service, Albany provides curb to curb service to seniors and to persons with disabilities through the Call-a-Ride program. Recent and future expansion of service in response to the 1991 Americans with Disabilities Act (ADA) is required to match the paratransit service area and hours of operation with those of the fixed route service.

Other Transit Services

The Linn County Shuttle is a system primarily oriented to serving the elderly and handicapped population with routes between Sweet Home, Lebanon, and Albany. The Valley Retriever is a privately owned transit company providing service between Newport and Bend with stops in Albany and Corvallis. Greyhound passenger and freight service to other Oregon communities along I-5 is provided from Albany with connections to the Albany Transit Service.

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. The City's first comprehensive bicycle route plan was adopted in 1973 and updated in 1980 and was incorporated into the Albany Comprehensive Plan. The 1997 Master Bikeway element of the TSP proposes development of a bikeway system throughout the Urban Growth Boundary. Bicycle transportation offers

numerous advantages to a community including reduced automobile use, increased energy efficiency, air quality benefits, a balanced transportation system, as well as providing a relatively inexpensive transportation mode.

Nearly all of Albany's existing bikeways are on-street, either through the use of striped lanes on streets with curb and gutters or through wide shoulders on streets without curb and gutters. Albany has few off-street bikeways. Some major streets in Albany have bikeways, but many are not continuous and do not connect with bikeways on other cross streets.

In general, most existing bike lanes are in fair or good condition. The poorest sections are located in North Albany, on Gibson Hill Road, as well as a short section on Quarry Road. Bikeways that are in fair condition include Salem Avenue, Santiam Road, and sections in North Albany.

The Albany Parks and Recreation Master Plan is a 10-year guide for the development of the city park and open space system. The Plan contains numerous trail corridors between major recreation sites and activity areas. The trails can be used by both bikes and pedestrians. Many of the corridors correspond with existing roadways, others correspond with future roadway alignments, and some trails would be along their own alignments. Trails that correspond with streets corridors can be incorporated in the design.

Existing bikeway needs, future bikeway needs, and the future bike network are shown on drawings included in the TSP. The TSP also includes a bicycle plan, which lists on-street bike lanes, shared bikeways on low volume collector streets, and some off-street paths as future projects. This information should be referenced for planning new transit programs and projects.

PEDESTRIAN WAYS

There are sidewalks along most major arterial streets in the central areas of Albany, with a few exceptions. Drawings in the TSP show the existing sidewalks and locations where sidewalks are missing along collector and arterial streets. Most of the gaps in the system of sidewalks are in North, East, and South Albany. Generally, sidewalk conditions range from fair to good.

The lack of sidewalks can be a particular safety problem for children. Fortunately, nearly all Albany schools have sidewalks along the primary walking routes to the schools; however, there are no existing sidewalks near North Albany Middle School, and this presents a danger to the students who must walk along the busy North Albany Road. Other Albany schools that do not have sidewalks along the primary routes to the school grounds include: North Albany Elementary School and Oak Grove School. Oak Grove School is outside of the Urban Growth Boundary but is attended by students living in the North Albany area.

Existing pedestrian needs, future pedestrian needs, and the future pedestrian network are shown on drawings included in the TSP. The TSP also includes a pedestrian plan, which lists repair of sidewalks in poor condition, constructing missing sidewalk links, and sidewalks on all new streets as future projects. The plan also includes important bike/pedestrian connectors to reduce pedestrian trip lengths between neighborhoods and major activity centers as future projects. This information should be referenced for planning new pedestrian facilities.

MUNICIPAL AIRPORT

The Albany Municipal Airport has been in its present location since 1930. It is located in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5. The airport provides aircraft parking aprons and limited hangar and terminal facilities. Because of the airport's short runway and lack of navigational facilities, it has served primarily as a base for local pilots. Most corporate business flights whose passengers have Albany as their destination utilize the Corvallis Airport, which has better navigational facilities, passenger accommodations, and a much longer runway.

A study was recently completed to determine the future of the Albany Airport. Although this study did not reach any decisive conclusions regarding the need for and/or location of a regional airport, several conclusions were drawn regarding the Albany Municipal Airport. Because the closure or relocation of the airport has been subject to periodic study and consideration, long-term investment in the airport has been restricted. In addition, non-compatible uses have encroached into the airport area. The airport is too physically constrained to allow significant runway extension and improved all-weather landing capabilities are impractical. The report recommends that the City do additional study to determine the future of the airport.

RAILROADS

The City of Albany is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor.

Albany is served by four rail freight carriers: Union Pacific/Southern Pacific (UPSP), Burlington Northern Santa Fe (BNSF), Willamette and Pacific (W&P), and Willamette Valley. Each carrier serves a different geographic area and purpose. UPSP is the major railroad, providing north/south connections through the Albany/Millersburg area and typically runs 10 trains per day through the area. BNSF currently provides freight service through Albany and Millersburg to Sweet Home and to Eugene. BNSF runs approximately one train per day to each destination. W&P provides short haul service for valley businesses to the UPSP and BNSF mainline railroads. W&P typically runs 4 trains per day through Albany but is planning to expand its service. Willamette Valley also provides short haul service for valley businesses with one train per day to Lebanon.

Amtrak passenger service also serves the Albany area. Currently there are two northbound and two southbound trains per day, as well as Thruway Bus service which replicates Amtrak service in the valley. The trains stop at the historic Southern Pacific/Amtrak station to board passengers from Albany, Corvallis, and other nearby communities. The only bus service to the rail station is the Linn-Benton Loop but it does not have a schedule that is compatible with the rail schedules; therefore, most rail passengers drive to the station. In order to serve the rail station, transit service hours of the ATS or Loop would need to be considerably extended and coordinated with the arrivals/departures.

Currently, there are deficiencies at and around the existing Amtrak rail station, which has been identified as the recommended high-speed rail stop for the Albany-Corvallis area. An analysis of the building in 1993 indicated that repairs are needed to both the interior and exterior of the building, including improvements to comply with the Americans with Disabilities Act. The building lacks ADA facilities such as rest rooms, water fountains, doors, stairs, parking, and service counters. On-site traffic circulation is poor and is sometimes obstructed by vehicles waiting in front of the station for passengers. Due to the need to upgrade the facility, a federal grant application has been submitted to fund the creation of a multimodal transportation center at the station.

FURTHER INFORMATION

The City of Albany Transportation System Plan and the North Albany Local Street System Plan have been both been adopted as supporting documents to the Comprehensive Plan. The information presented above summarizes some of the data included in the TSP and the North Albany Local Street System Plan, but the both plans go further in evaluating the existing transportation system and proposing projects to solve current system problems and accommodate future growth. The TSP includes a list of proposed projects, prioritizes the order in which the projects should be built, and suggests methods of providing construction financing. Both plans provide an important source of more detailed information about Albany's existing and future transportation system. The TSP should be used in planning all future transportation facilities within Albany's Urban Growth Boundary and within adjacent areas included in the TSP study area. The North Albany Local Street System Plan should be used in planning local streets in North Albany.

[Ord. 5307, 8/13/1997]

GOAL 12: TRANSPORTATION

GOALS AND POLICIES

GOAL

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

POLICIES

1. When planning for, designing, and providing transportation systems:
 - a. Coordinate the requirements of the various transportation types with each other and minimize operational and safety conflicts.
 - b. Coordinate proposed projects with impacted agencies and businesses and applicable neighboring cities, county, state, and federal agencies.
 - c. Notify and coordinate with affected agencies regarding the transportation impacts of proposed development within or adjacent to the Urban Growth Boundary.
2. Protect transportation facilities, corridors, and sites for their identified functions.
 - a. Develop access control measures and encourage land development patterns that minimize direct access onto collector and arterial roads.
 - b. Develop a roadway system that appropriately allocates on-street parking to manage traffic on arterial, collector and local streets.
 - c. Protect the future operation of corridors by obtaining sufficient right-of-way or building setbacks to provide for future capacity in transportation corridors and by conditioning development proposals to minimize impacts.
 - d. Review land use designations, densities, and design standards for consistency with the functions, capacities, and levels of service of facilities identified in the TSP.
 - e. Negotiate a means to transfer ownership of county roads that are within the city limits of Albany. Coordinate with the county for the construction, right-of-way-acquisition, improvement or repair of any county road within the city limits or within a 1/4 mile of the Urban Growth Boundary for improvements recommended in the TSP.
3. Develop a roadway system that is efficient and safe for the traveling public while preserving neighborhood quality and character.
4. Develop a transportation system, encourage land use patterns and design standards, and promote transportation projects, programs, and policies which reduce dependency on the automobile and encourage alternatives such as public transit, bicycling, walking, car and van pools.
 - a. Require new and existing development, through building and site design measures, to address the needs of those who use alternate transportation modes such as public transit, bicycles, walking, and wheelchairs.
5. Develop a transit/paratransit system that promotes ridership by serving a large number of potential users, and provides the opportunity for individuals with disabilities to use public transportation services.
6. Promote a transit/paratransit system that identifies future alternative fuel options that are clean, renewable, and cost-efficient.

7. Support local and area-wide public transit/paratransit including:
 - a. Operation and improvement of the Albany Transit System to meet Albany's transit needs.
 - b. Efforts to maintain regional bus systems whose services are coordinated with the Albany system, such as the Linn-Benton Loop System and the Sweet Home-Albany-Lebanon route.
8. Develop an adequately connected bicycle and pedestrian system to encourage bicycling and walking as alternative modes of transportation.
9. Develop safe and convenient bicycle and pedestrian routes, facilities, and improvements which are reasonably free from hazards (particularly automobile traffic that would discourage these modes for short trips), provide a direct route of travel between destinations such as a transit stop and a store, and meet travel needs (destination and length of trip) of cyclists and pedestrians.
 - a. Provide bikeways on arterial and collector streets as well as appropriate separated bike facilities.
 - b. Develop a pedestrian system that provides the opportunity for individuals with disabilities to use the pedestrian system.
10. Support the development of high and higher speed rail facilities or other passenger rail programs including the existing train station site and structures.
11. Maintain safe and efficient automobile, pedestrian, and bicycle railway crossings.
 - a. Monitor the performance of existing railroad crossings and work with the Oregon Department of Transportation Rail Safety Division and railroad companies to evaluate the need for new crossings, eliminating existing crossings, and to upgrade existing crossings to improve public safety and convenience.
12. Coordinate with the Oregon Department of Transportation Rail Safety Division and railroad companies to ensure that rail traffic does not impede the smooth and safe flow of vehicular traffic.
13. Support the development of airport services that serve the needs of the community.
14. Support the coordination of interstate and regional utilities.

[Ord. 5307, 8/13/1997]

BACKGROUND INFORMATION

1. The City of Albany Transportation System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 1997, is adopted in its entirety as a supporting document to the Comprehensive Plan.
2. The North Albany Transportation System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 30, 1995 is adopted in its entirety as a supporting document to the Comprehensive Plan.

[Ord. 5307, 8/13/1997]

CHAPTER 5: TRANSPORTATION

GOAL 12: TRANSPORTATION

BACKGROUND SUMMARY

INTRODUCTION

Albany's location and transportation facilities provide excellent advantages for commerce and economic development. Albany's central location on Interstate 5, Oregon's major north-south freeway, places it in the midst of a large market area. There is a population of 2.2 million people within a 100-mile drive. Very few communities in the Northwest have the potential to provide goods and services to this large of a market. US Highway 20 and State Route 99E also run through Albany. These highway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other parts of the Willamette Valley.

There are also excellent commercial transportation facilities providing service to and from Albany. The city is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger rail service operates through Albany along the north/south corridor. Eight truck freight lines provide regular service to the Albany area. Eastbound freight connects to Interstate 84 at Portland where expanded rail service allows linkage with national markets.

The ports of Portland and Newport and the Portland International Airport are within a two-hour drive. The Eugene airport, which handles national air traffic, also provides additional passenger service opportunities. These additional transportation resources give the Albany area an opportunity to sell goods and services to the international market.

In 2009, the City of Albany and consultants Kittelson and Associates, Inc. completed a Transportation System Plan (TSP) that addresses Albany's anticipated transportation needs through 2030. Field data collection for the TSP and conversations with the community began in 2006. The TSP describes Albany's existing transportation system and identifies projects needed now and in the future to improve the system.

In 1997, the City of Albany and consultants Kimley-Horn and Associates, Inc completed a North Albany Local Street Plan that addresses North Albany's anticipated local street needs through buildout. The Plan describes a street alignment plan to provide access to local neighborhood residential, shopping, schools, and other activity centers.

The 2009 Transportation System Plan (TSP) and the 1997 North Albany Local Street Plan have been adopted as supporting documents to the Comprehensive Plan. The TSP should be used in planning all future transportation facilities within Albany's Urban Growth Boundary and within adjacent areas included in the TSP study area. The North Albany Local Street System Plan should be used in planning local streets in North Albany. The 2009 TSP should be updated, as necessary, to remain consistent with other Albany, regional, and statewide plans.

TRANSPORTATION ELEMENTS

The Albany transportation system includes city streets, state highways, transit systems, bikeways, pedestrian ways, a municipal airport, and railroads. The following summarizes some of the information found in the TSP and other supporting documents.

STREETS

The 2009 Transportation System Plan describes the anticipated arterial and collector street system through 2030. Background information includes data collection, public involvement, forecast modeling, alternative analysis, and recommendations for roadway link and intersection improvements. The Transportation System Plan also includes a functional class map and a project list for planned auto improvements. Refinement studies are recommended for the Highway 20/Downtown corridor and the Interstate-5 corridor.

The 1997 North Albany Local Street Plan describes the anticipated local street system in North Albany. Background information includes data collection, public involvement, growth projections, analysis and recommendations for a new street alignment plan designed to provide access to local neighborhood residential, shopping, schools, and other activity centers. The North Albany Local Street Plan also includes local street design standards and street connectivity policies intended to guide new development. Street connectivity policies are included in the Comprehensive Plan under the North Albany Site of Special Interest in the Comprehensive Plan.

TRANSIT

Several transit services operate within the City of Albany, however only the Albany Transit System, the Linn-Benton Loop, and Call-A-Ride are operated by the City. The other transit services have routes that pass through the Albany area but are operated by other jurisdictions. The Albany Transit Operations Plan is currently being developed and is anticipated to be adopted in 2009.

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. Most of Albany's existing bikeways are on-street, either through the use of striped lanes on streets with curb and gutters or through wide shoulders on streets without curb and gutters. The multi-use path system in Albany is generally located along the Willamette River and local creeks, and is not yet fully interconnected with the rest of the transportation system and bicycle network. The 2009 Transportation System Plan describes the anticipated bikeway system for 2030 and includes a project list for planned bicycle and multi-use trail improvements.

PEDESTRIAN WAYS

There are sidewalks along most major arterial streets in the central areas of Albany, with a few exceptions. The 2009 Transportation System Plan describes the anticipated sidewalk system for 2030 and includes a project list for planned sidewalks and multi-use trail improvements.

MUNICIPAL AIRPORT

The Albany Municipal Airport has been in its present location in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5 since 1930. The airport provides aircraft parking aprons and limited hangar and terminal facilities. The 2002 Airport Master Plan (Century West Engineering, Inc.) describes the anticipated airport layout plan through 2030. Background information includes aviation forecasts, facility requirements, and recommendations for airport improvements. The Airport Master Plan also includes a discussion of noise compatibility and a project list for planned airport improvements.

RAILROADS

The City of Albany is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor. Albany is served by four rail freight carriers: Union Pacific/Southern Pacific (UPSP), Burlington Northern Santa Fe (BNSF), Willamette and Pacific (W&P), and Willamette Valley. Amtrak passenger service also serves the Albany area. Currently, there are deficiencies at several railroad-road crossings that create safety and delay hazards for autos and pedestrians. The city of Albany continues to work with the rail companies to improve the system within the urban growth boundary.

WATER AND PIPELINE TRANSPORTATION

Public Water and Wastewater Systems

The City's current water system and wastewater system master plans include information about these public systems and include recommendations for system improvements. These public services are covered under Goal 11 in Comprehensive Plan, Chapter 6.

Other Piped Systems

Kinder Morgan Energy Partners LP owns and operates an 8-inch pressurized pipeline that runs north/south on the east side of Interstate 5. This pipeline carries petroleum products such as gasoline, diesel, and aviation fuel. The design, construction, operation and maintenance of interstate liquid petroleum transmission pipelines is regulated by the U.S. Department of Transportation, Office of Pipeline Safety (OPS) under the Pipeline Safety Act (49 USC Chapter 601).

GOAL 12: TRANSPORTATION

VISION

A safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environments.

GOALS

1. Provide an efficient transportation system that provides for the local and regional movement of people and goods.
2. Provide a safe transportation system.
3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.
4. Provide a transportation system that balances financial resources with community livability and economic vitality.

POLICIES

1. Develop a transportation system with improved connectivity where "barriers" such as I-5, railroad, waterways, or neighborhoods reduce transportation system efficiency in terms of travel time and travel distance.
2. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
3. Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.
4. Minimize conflicts along high volume and/or high speed corridors.
5. Encourage development design that emphasizes safety and does not create unnecessary conflicts.
6. Improve the quality of available transit service as measured by coverage, hours of service and frequency.
7. Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers
8. Provide direct off-roadway pedestrian and bicycle routes and connections.
9. Maintain and support the Albany airport as a regional facility
10. Maintain and support the Albany Station as a regional facility
11. Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes
12. Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

BACKGROUND INFORMATION

1. The City of Albany Transportation System Plan prepared by the City of Albany and consultants Kittelson and Associates, Inc., dated October 2009, is adopted in its entirety as a supporting document to the Comprehensive Plan.
2. The North Albany Local Street System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 30, 1995 was adopted in its entirety as a supporting document to the Comprehensive Plan August 13, 1997 (Ordinance 5307).

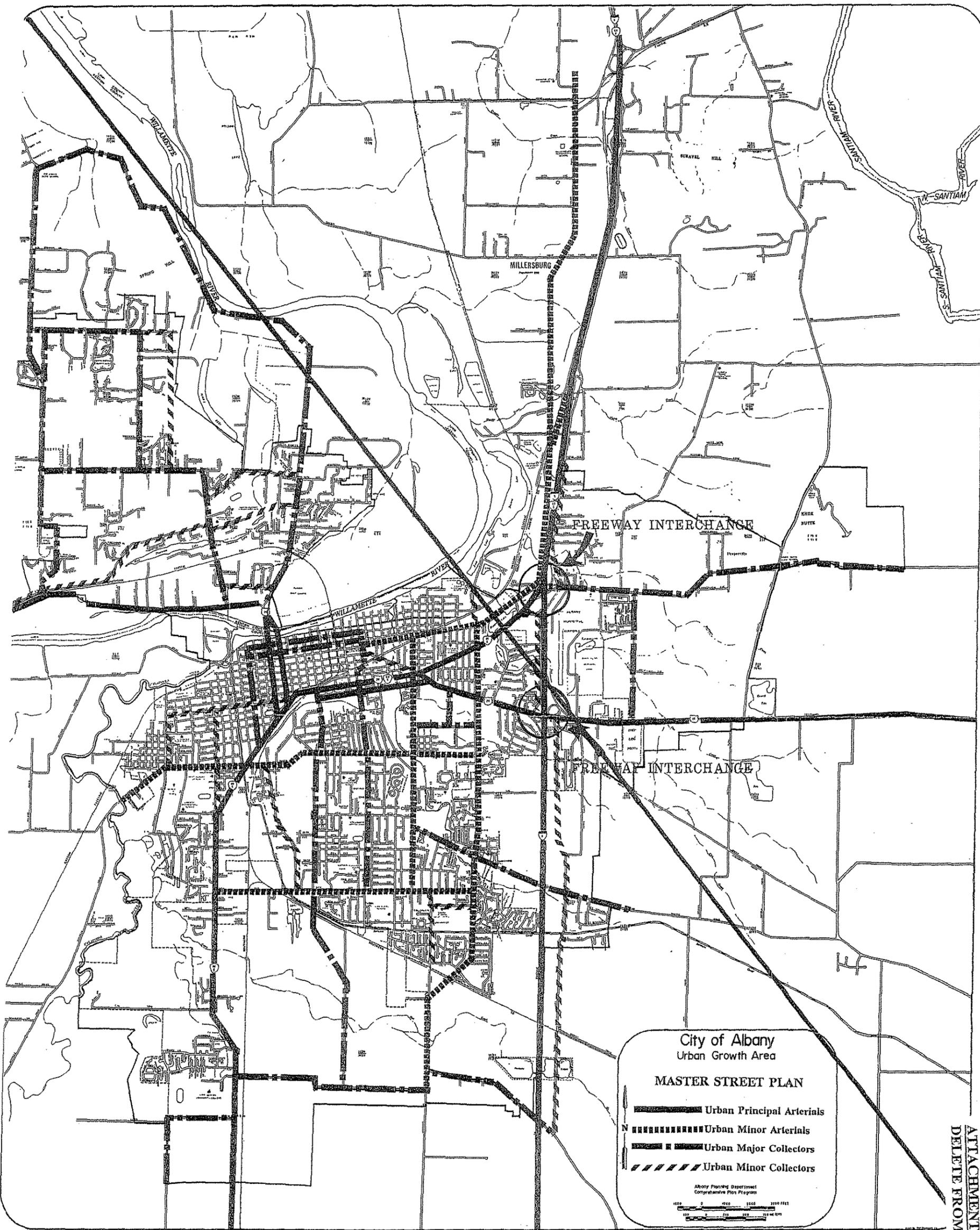
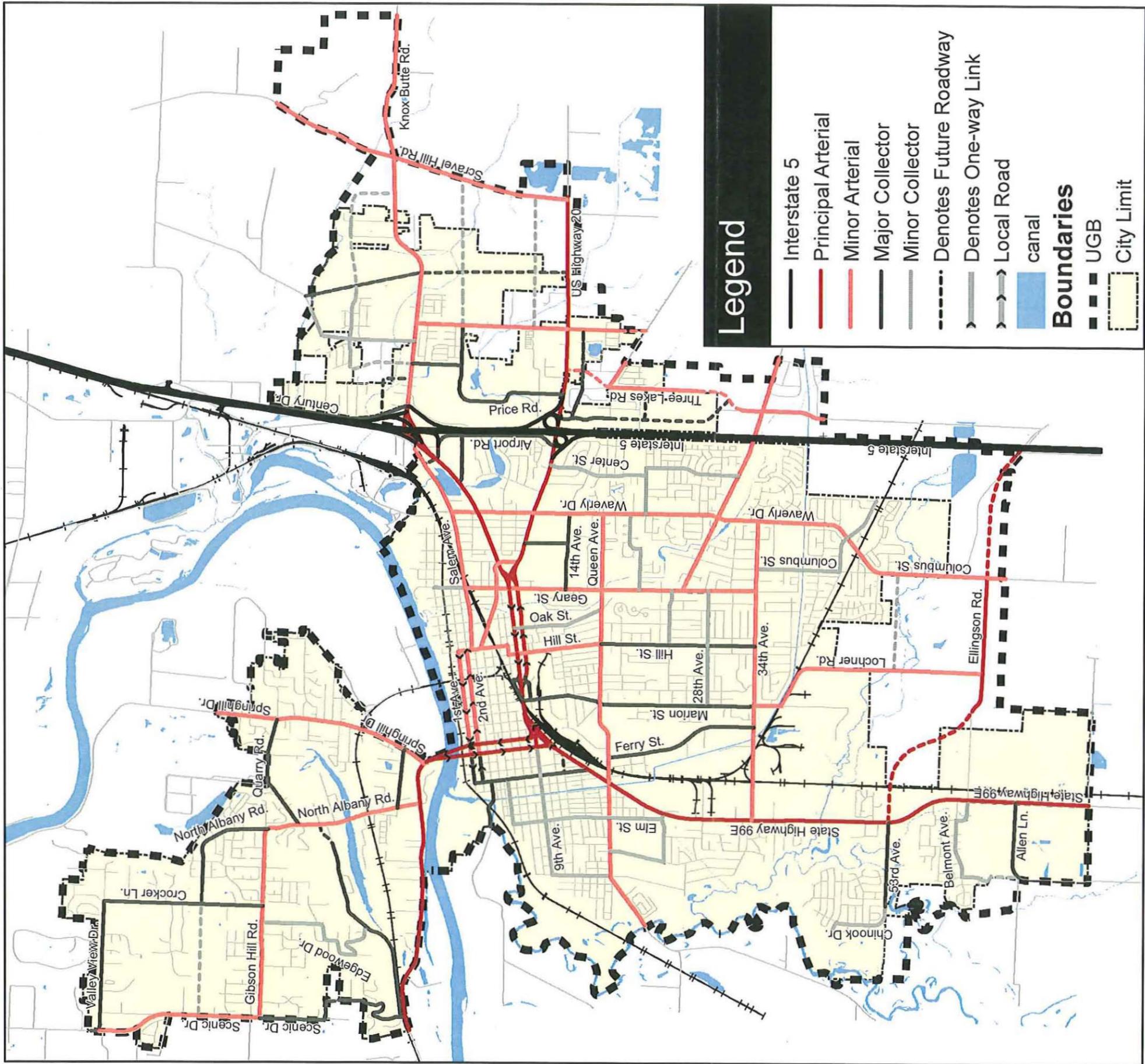


Plate 12: Master Street Plan

ATTACHMENT #5
 DELETE FROM COMPREHENSIVE PLAN

121



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

City of Albany, Oregon
Albany Transportation System Plan
Roadway Functional Classification Map

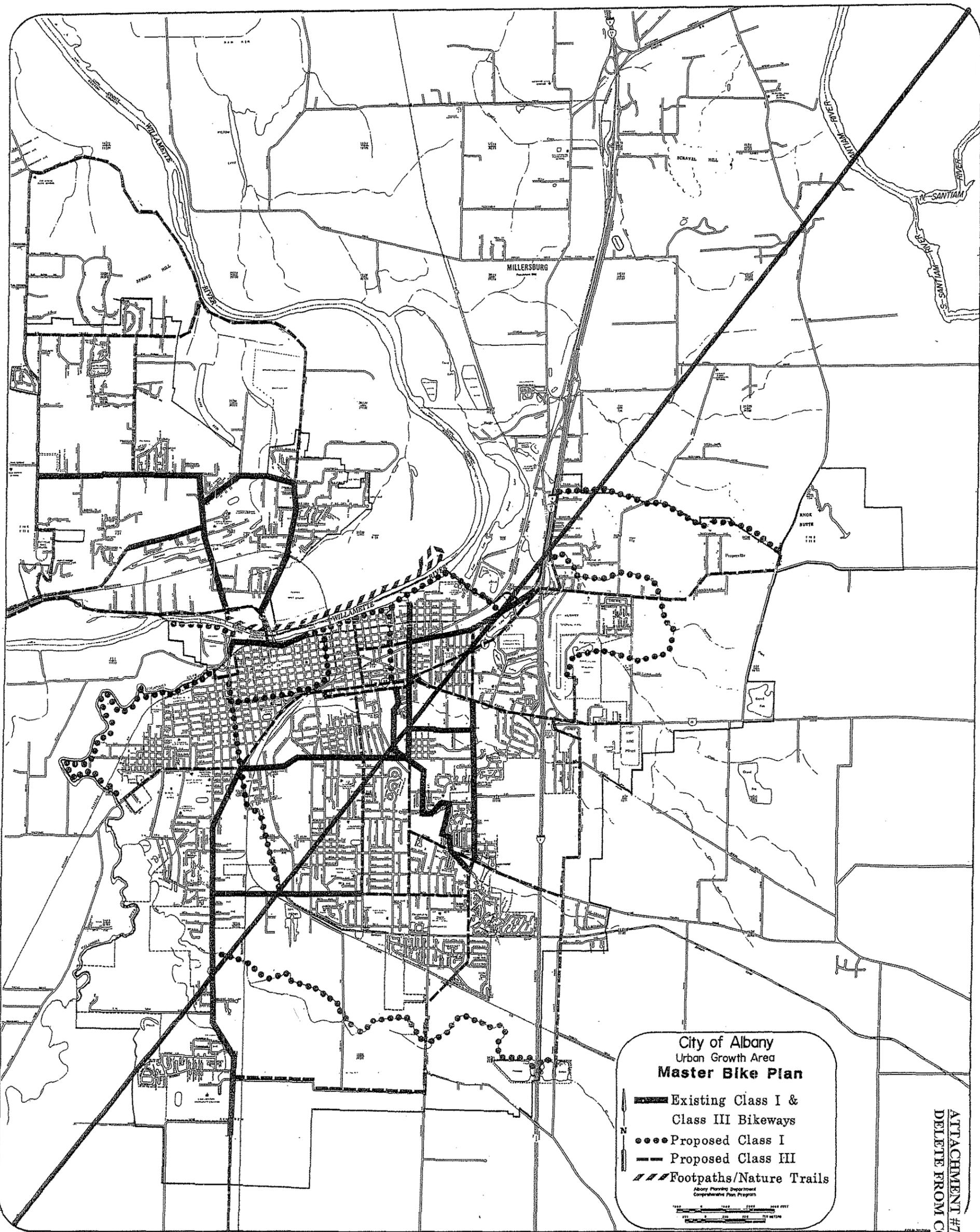


PLATE 13: Master Bikeways Plan

ATTACHMENT #7
DELETE FROM COMPREHENSIVE PLAN



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Corvallis Office
3700 SW Philomath Blvd.
Corvallis, OR 97333-1147
Telephone 541.757.4211
Fax 541.757.4290

November 5, 2009

Jeni Richardson
Public Works Department
Albany City Hall
P.O. Box 490
Albany, OR 97321-0144

Subject: Alternate Mobility Standards for the Albany Transportation Systems Plan (TSP)

Dear Jeni:

Throughout development of the 2009 Draft Albany Transportation Systems Plan (TSP), the City of Albany and ODOT have discussed improvement needs in Albany. At most locations in Albany, projected traffic conditions will meet state and regional transportation needs as measured by the Oregon Highway Plan (OHP) Mobility Standards. This is good news—in many cities, projected transportation demand will result in very high levels of traffic congestion. At a few locations in Albany, the TSP analysis shows that the Oregon Highway Plan (OHP) mobility standards cannot be met. The OHP states that the Oregon Transportation Commission (OTC) can authorize alternate mobility standards in certain circumstances. These include circumstances when it is demonstrated that it is infeasible to meet the standards but all feasible actions to improve performance have been called for. The City of Albany and ODOT agree about the extent of feasible improvements and the appropriate alternate mobility standard for most of these locations, but the TSP will need to defer the decision at two additional locations until additional analysis can be accomplished. It also will need to include some additional improvements at four locations in order to develop alternate mobility standards for the OTC's consideration. After our most recent discussions, we believe there is agreement on the following:

- a. The intersection improvements we have recently discussed at the OR-99E/Killdeer Avenue intersection and at the US-20/Clay Street intersection have eliminated the need for an alternate mobility standard. Including these improvements in the TSP would allow the intersections to operate in a manner consistent with the Oregon Highway Plan (OHP) mobility standard.
- b. Identification of the Downtown Albany Special Transportation Area (STA). The STA will extend on Ellsworth Street from First Avenue to Ninth Avenue, on Ninth Avenue from

Ellsworth Street to Lyon Street, and on Lyon Street from First Avenue through the underpass to the multi-modal center.

- c. The intersection improvements described in the TSP are considered to be all of the feasible improvements at the OR-99E/Queen Avenue and US-20/Springhill Road intersections. The alternate mobility standard proposed for these intersections is 0.90.

At the intersections of OR-99E/Geary Street and OR-99E/Ellsworth Street, the TSP will need to defer the decision until additional study can be undertaken. ODOT supports deferring the decision as provided in OAR 660-012-0025 for the following reasons:

- a. At the OR-99E/Geary Street intersection, it is unclear what changes can be made to meet the OHP mobility standard or what alternate mobility standard is appropriate. Additional modeling work will have to be performed to resolve this question. At other locations, the transportation modeling work provided the needed level of information to make these determinations, so the assumptions upon which the TSP is based do not preclude implementation of the rest of the TSP.
- b. At the OR-99E/Ellsworth Street intersection, the TSP proposes to convert one of OR-99E's southbound travel lanes into a lane used exclusively for vehicles from Ellsworth Street. The proposal is intended to alleviate traffic queuing on Ellsworth Street. This proposal was analyzed by ODOT Region 2 Traffic Unit during preparation of the "Chicago Street-UPRR Overcrossing Highway Safety Project." ODOT's analysis indicates that the proposed change could cause operating conditions on OR-99E to degrade to such an extent that a significant section of the highway would not be consistent with OHP standards and OAR 660-012-0030 several years before the TSP planning horizon. Traffic weaving downstream of the location has not been evaluated, but the proposed project could be detrimental to traffic safety at the OR-99E/12th Street intersection and further south.

Additional analysis is needed at this location before an appropriate solution can be determined. Deferring the decision at this location should not invalidate the rest of the TSP because the nearest upstream intersection affected by traffic queuing on Ellsworth, the Ellsworth Street/Ninth Avenue intersection, will be included in the Downtown Albany STA. OTC Approval of the STA will authorize a mobility standard of 0.95 at the intersection rather than the current OHP mobility standard of 0.85, and the TSP transportation modeling shows that the Ellsworth Street/Ninth Avenue would meet the OHP mobility standard even if the STA mobility standard is not authorized.

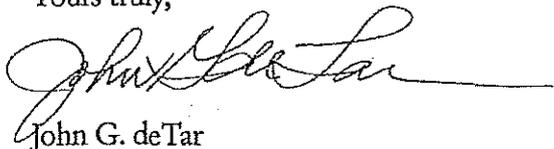
At four intersections, improvements not listed in the TSP could occur in conjunction with future land use changes or could result from future funding opportunities. If the improvements called for in the attachment are added to the improvements already called for in the TSP, ODOT can support alternate mobility standards of 0.90 at the OR-99E/Waverly Drive and at the US-20/Waverly Drive intersections; and 0.85 at the OR-99E/34th Street and OR-99E/53rd Street intersections. The additional improvements could be listed separately with a caveat stating that the additional improvements will be re-evaluated whenever a construction project is proposed. This will provide the opportunity to revalidate the need and availability of funding for the additional improvements and would be suggestive that improvements can be phased if adequate funding is not available to

build the entire improvement. It also allows the entire solution to be considered whenever modernization projects are being selected for the Statewide Transportation Improvement Program (STIP). Listing the entire solution responds to the project eligibility and prioritization criteria used to select projects for STIP construction funding. Project components that are not in a TSP are not likely to be eligible for STIP funding.

ODOT thanks the City of Albany for its work to develop TSP documentation supportive of alternate mobility standards. This has been a pioneering effort that is expected to serve as a model process when other TSPs are updated. ODOT supports adoption of a TSP that includes the improvements recommended by ODOT. The Department believes the resulting plan would provide for state, regional and local transportation needs in the Albany area. Following adoption of the plan with the proposed improvements, ODOT staff will prepare amendments to the OHP for review by the Oregon Transportation Commission. The proposed amendments will include designation of the Downtown Albany STA and the alternate mobility standards mentioned above.

These comments are submitted into the public hearing record for the 2009 Albany TSP. As a participant in the public hearing, please notify ODOT of any delays or continuances in the public hearing. A copy of the land use decision should be provided to ODOT when one occurs.

Yours truly,



John G. deTar
Senior Region Planner

electronic copies to:

Ron Irish, City of Albany
Erik Havig, ODOT
Ed Moore, DLCD

Michael Rock, ODOT
Dorothy Upton, ODOT
Terry Cole, ODOT

Susie Wright, KAI

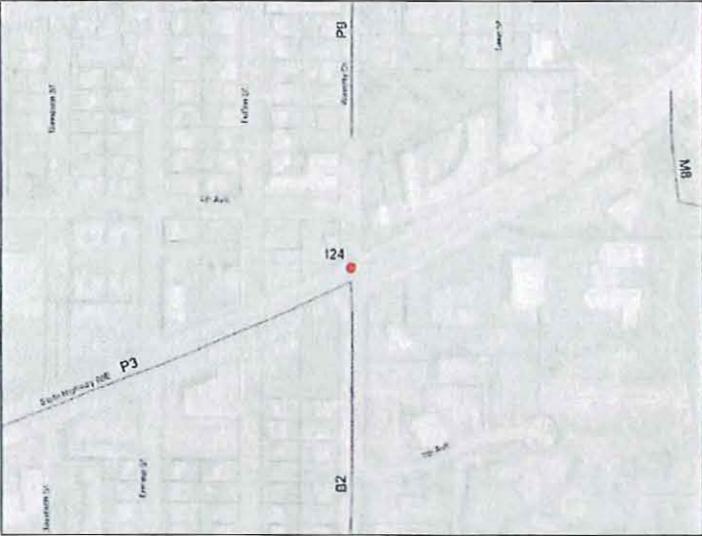
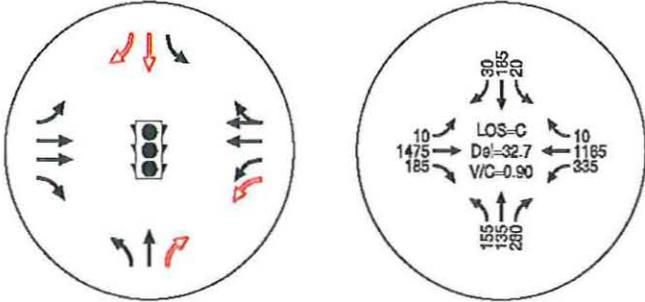
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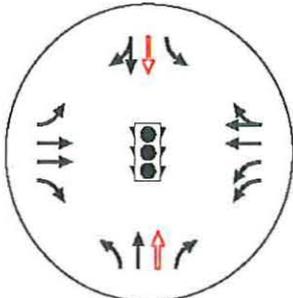
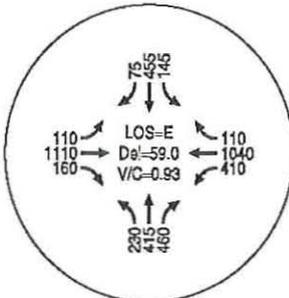
Additional Feasible Improvements
for the Albany TSP

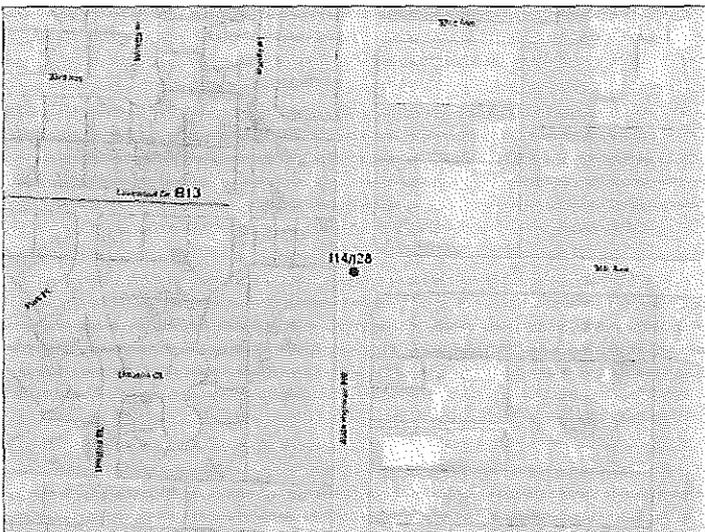
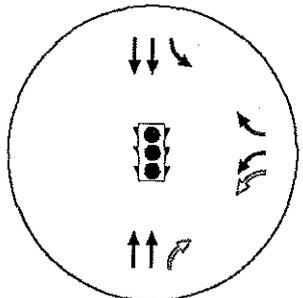
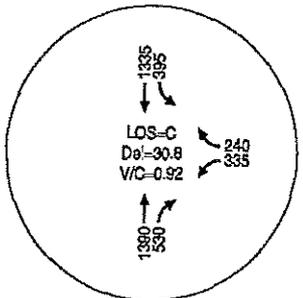
Location	Additional Improvement	Existing OHP Mobility Standard ¹	Proposed Alternate Mobility Standard ¹
OR-99E/Waverly Drive	A separate southbound right-turn lane.	0.85	0.90
US-20/Waverly Drive	A second northbound through lane.	0.85	0.90
OR-99E/34 th Street	A second southbound left-turn lane.	0.75	0.85
OR-99E/53 rd Street	A second southbound left-turn lane.	0.75	0.85

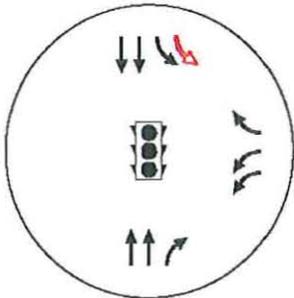
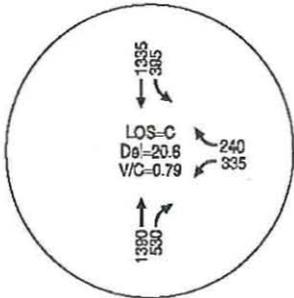
1. State highway mobility standards are expressed as Volume/Capacity ratios.

Project #: S2		Hwy 20 Corridor and Downtown Refinement Plan			
Description: Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.					
Category: Refinement Plan		Classification: Principal Arterial		Agency Coordination: ODOT	Time Frame: Short-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$250,000	\$0	\$0	\$250,000	100%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L27, L60, L7, I8, I9, I12, I20, I21, I22, I23, I27		
Illustrative Section:					

Project #: I24	OR 99E/Waverly Avenue				
Description: Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing. Obtain right-of-way for an exclusive southbound right-turn lane at time impacted parcel redevelops and construct when warranted (cost for this improvement identified separately under "other" costs).					
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$598,000	\$192,000	\$169,000	\$959,000	27%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: B2, P3		
					
Illustrative Section:					
					

Project #: I26		US 20/Waverly Drive				
Description: Install northbound right-turn overlap, add another southbound through lane on Waverly Drive. Obtain right-of-way for an additional northbound through lane at time impacted parcels redevelop and construct when warranted (cost for this improvement identified separately under "other" costs).						
Category: Intersection Add Lane(s)		Classification: Principal Arterial / Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term	
Project Costs:		Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
		\$67,000	\$50,000	\$123,000	\$240,000	29%
Project Goals Met:						
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>	
Project Location:			Related Projects: I25, P9, B2			
						
Illustrative Section:						
						

Project #: I14	OR 99E/34th Avenue				
Description: Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations. Install second westbound 125-foot left-turn lane on 34th Avenue. Assumes current YMCA access is relocated east along 34th Avenue to edge of property. Other option is to convert YMCA access on 34th to right-in, right-out and develop full 200 foot WB left-turn lanes on 34th.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$180,500	\$11,500	\$0	\$192,000	32%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I28, B13		
					
Illustrative Section:					
					

Project #: I28		OR 99E/34th Avenue			
Description: Install a second southbound left-turn lane.					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/ Minor Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$359,000	\$96,000	\$0	\$456,000	32%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: I14, B13		
					
Illustrative Section:					
		 <p style="text-align: center;"> LOS-C Dd=20.8 V/C=0.79 </p>			

Project #: I40	OR 99E/53rd Avenue				
Description: Install second southbound left-turn lane on 99E (the need for this project should be reviewed after development of the parcel in the southeast corner of the intersection, otherwise known as the "Piano" shaped parcel, as dual southbound lefts may not be required if a southbound left-turn lane in to the "piano" parcel is provided).					
Category: Intersection Add Lane(s)		Classification: Principal Arterial/Principal Arterial		Agency Coordination: ODOT	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$421,000	\$54,000	\$75,000	\$550,000	38%
Project Goals Met:					
Efficiency <input checked="" type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects:		
			L1		
Illustrative Section:					

Project #: L21		Knox Butte Road Widening			
Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase.					
Category: Add Lane(s) / Urban Upgrade		Classification: Minor Arterial		Agency Coordination:	Time Frame: ROW - Short-term, Construction - Long-term
Project Costs:		Const./Eng. \$3,169,000	ROW \$228,000	Other \$1,250,000	Total Cost \$4,647,000 SDC Eligible: 60%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: I10, L17, L22, L25, L39, S9		
Illustrative Section:					

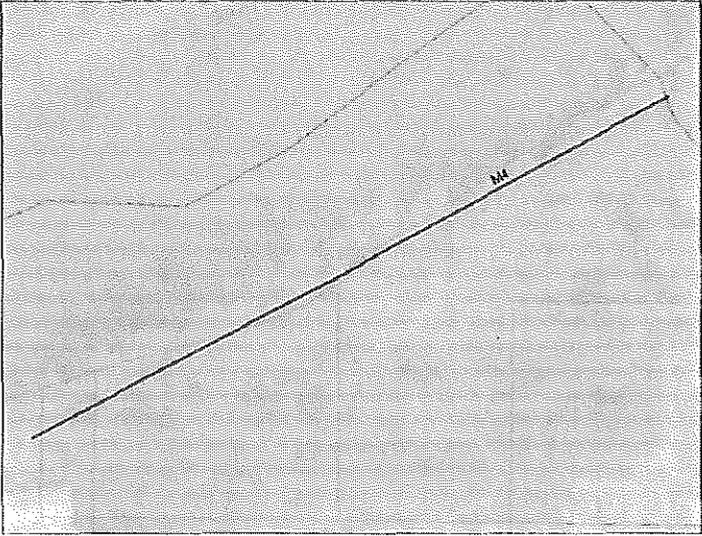
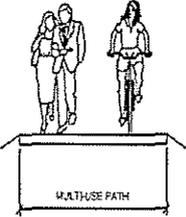
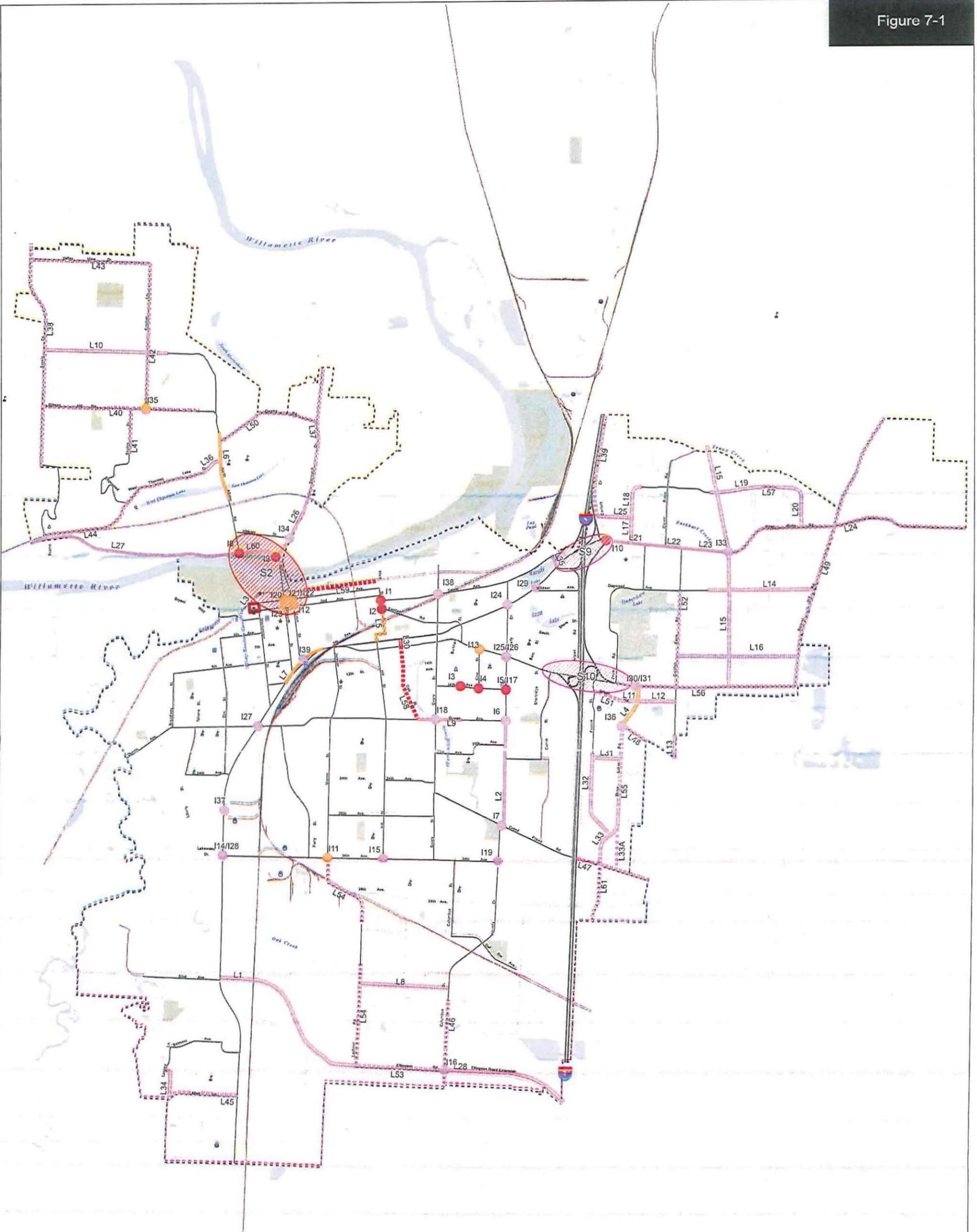
Project #: M4		South Waterfront Trail			
Description: Construct multi-use path along the south bank of the Willamette River to connect the existing trail to the park.					
Category: Multiuse Path		Classification: NA		Agency Coordination:	
				Time Frame: Medium-Term	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$76,000	\$0	\$0	\$76,000	70%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: M10, M11		
					
Illustrative Section:					
					

Figure 7-1



Improvement Timeframe

- Short-term
- Medium-term
- Long-term/
Project-driven

Improvements

- Intersection Improvement
- Capacity Improvement
- - - - - Urban Upgrade
- = = = = = New Roadway
- · · · · Alternative Alignment
- / / / / / Study Refinement Area

Destinations

- School
- Major Employer
- ▲ Other
- Albany General Hospital
- Amtrak Station
- Public Library
- ★ Public Building

Boundaries

- Parks
- Urban Growth Boundary
- City Limits

Other Roads

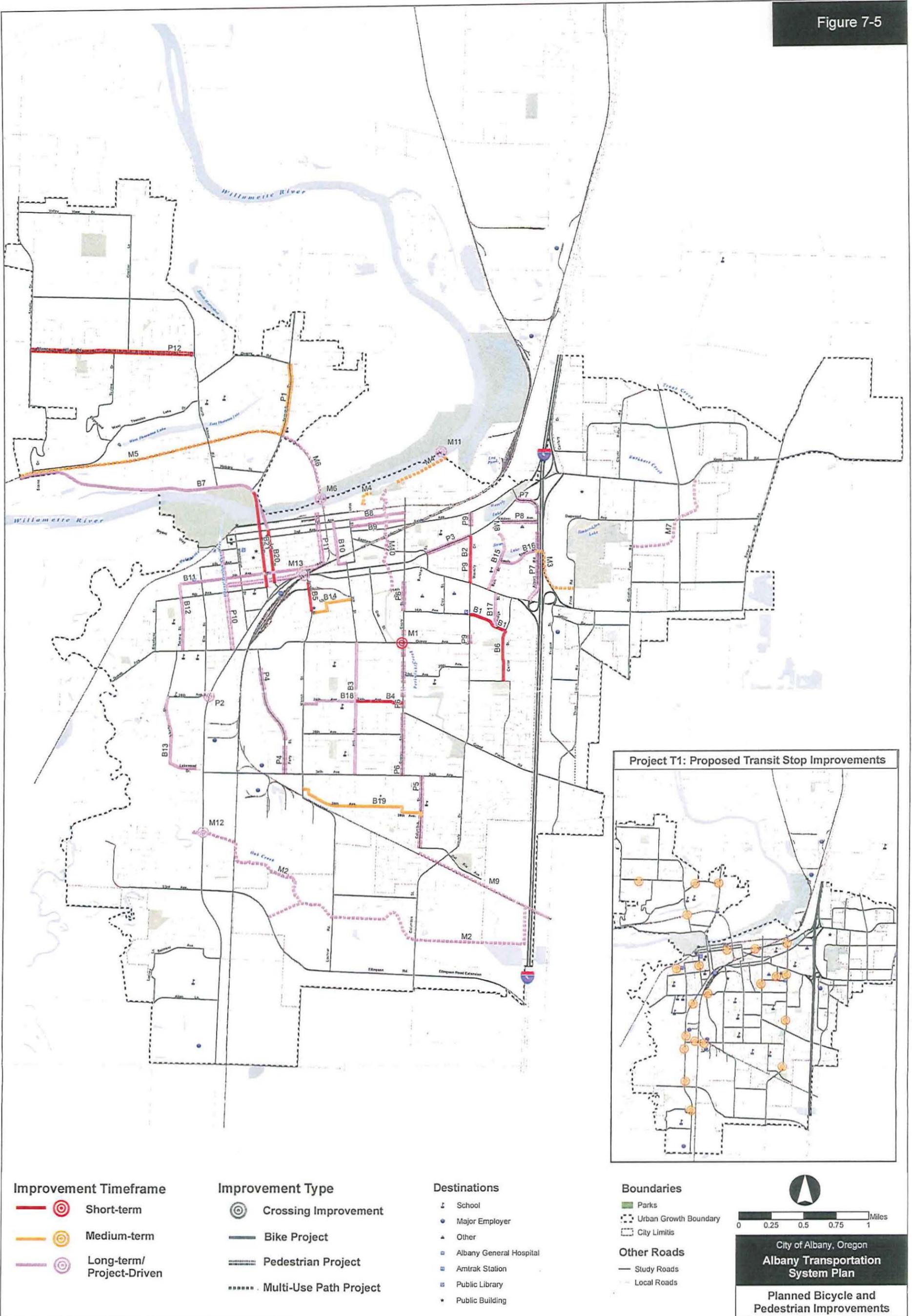
- Study Roads
- Local Roads



City of Albany, Oregon
**Albany Transportation
System Plan**

**Planned Auto
Improvements**

Figure 7-5



0 0.25 0.5 0.75 1 Miles

City of Albany, Oregon
Albany Transportation System Plan
Planned Bicycle and Pedestrian Improvements

Note: This map shows stand-alone projects only. All new roadway and urban upgrade projects will include bike and ped facilities

RECEIVED

OCT 27 2009

PUBLIC WORKS ENGINEERING

November 30, 2009

Madam Mayor
Albany City Council
Ron Irish
Jeni Richardson

RE: Albany Transportation Management Plan
Proposed Expo/Knox Butte Road Signal

I am writing this letter to voice my concerns regarding the recent discussion of Planning Commission to move the proposed Knox Butte/Expo signal from Expo Parkway to Timber Street. I own several parcels of land just east of the intersection of Century Drive and Knox Butte Road. I understand the draft TSP currently illustrates a proposed signal to be installed at the intersection of Knox Butte Road and Expo Parkway. In addition the current draft TSP illustrates the closure of the Century Drive and Knox Butte Road Intersection.

It is also been explained to me of the goals for the TSP is to support the Land Use Zoning for the area. Moving the proposed signal further to the East would conflict with this goal. A signal along Knox Butte near the properties zoned Regional Commercial is necessary to provide adequate transportation access and circulation to serve these properties.

However, an alternative solution to having a signal at NE Expo which would still support the Zoning of this area would be to propose two signals along Knox Butte Road; one at NE Timber and one at NE Opal. If there is adequate intersection spacing available for this to occur I would support the suggestion to move the Signalized intersection from NE Expo to NE Timber. Movement of the Expo Signal to Opal would also benefit the existing retail and development to the south of Knox Butte Road.

I recognize you are in the final stages of your approval and acceptance of the Draft TSP and that City Staff has put in a great deal of time and energy to develop the current version of the TSP which we would support. However, if Council is going to consider making a modification they need to make sure the modification is being made to support all the goals the TSP is based on and to make sure all the properties are adequately served.

Sincerely,



Randy Barna

copy: File

ORDINANCE NO. _____

AN ORDINANCE CREATING THE AIRPORT ADVISORY COMMISSION, ESTABLISHING MEMBERSHIP CRITERIA, APPOINTMENT PROCEDURE, TERM, AND DUTIES

WHEREAS, the City of Albany maintains a municipal airport which has been the beneficiary of substantial public funding and effort; and

WHEREAS, the City Council is called upon from time to time to make decisions concerning improvements to the airport, funding, and terms of airport operation; and

WHEREAS, the City Council seeks citizen input concerning these decisions and the day-to-day operational concerns of the airport.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: Albany Municipal Code Chapter 2.25 is created as follows:

2.25.10 Creation of Airport Advisory Commission. The Airport Advisory Commission for the City of Albany is created pursuant to provisions of this chapter.

2.25.20 Purpose. The Airport Advisory Commission is established to advise the Albany City Council concerning the efficient management, operation, and development of the Albany Municipal Airport and all of its related operations, facilities, and assets. The Airport Advisory Commission shall have no independent authority except as may be delegated to it from time to time by ordinances, resolutions, or motions duly enacted or made by the Albany City Council.

2.25.30 Term of office, initial appointment, and compensation. The Airport Advisory Commission shall be made up of seven (7) persons, no fewer than four (4) of whom have their principal place of residence within the jurisdictional limits of the city of Albany. Commission members shall serve for a two- (2) year term except that the initial terms of those members nominated by that Councilor from each ward currently serving the shortest term in office shall be appointed for a one- (1) year term. All members so nominated shall serve only upon confirmation by the City Council and may be removed from their position without cause at the pleasure of the City Council. Members of the Commission shall serve without compensation and shall have no property interest in their appointment. Any vacancies on the Commission shall be filled through appointment with a nomination made by the appointing Councilor or his/her successor and, upon subsequent ratification by the City Council.

2.25.40 Appointment considerations. While membership on the Airport Advisory Commission may appropriately be extended to any qualified person with an interest in the Albany Municipal Airport, it is the express policy of the City Council not to appoint persons who have a significant financial interest in the anticipated considerations of the Commission. The City Council shall be the sole arbiter of any nominee's qualification to serve and shall determine the significance of any nominee's economic interest in the Airport Advisory Commission recommendations and decisions.

2.25.50 Duties and responsibilities. The Airport Advisory Commission shall consider and make recommendations to the City Council on matters concerning the operation, enhancement, development, financial stability, and improvement of the airport. This list is not exclusive and shall include periodic review of the performance of the fixed base operator(s) and other persons or entities having commercial relationships with the airport. The Commission shall also make recommendations, as appropriate, concerning municipal support services to the airport such as fuel and facilities and shall make recommendations concerning annual City funding for the airport, revenue development, or enhancement consistent with competing City funding concerns.

2.25.60 Procedures. The Airport Advisory Commission shall elect a chair and a vice chair. The Commission shall keep a journal of its proceedings which shall be kept on file in the office of the City Recorder. The Commission's meeting shall be open to the public and held within the corporate limits of the City of Albany subject to customary state and city requirements for public access and notice. The Commission shall meet at least quarterly and at such other times as the Commission shall determine useful to the conduct of its business.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

City Clerk

AN ORDINANCE TO LEVY ASSESSMENTS AGAINST PROPERTY SPECIFICALLY BENEFITED BY SEWER AND WATER CONNECTIONS AND THE ASSESSMENT OF SEWER, WATER, PARKS, AND TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR PROPERTY DESCRIBED AS TAX LOT 3800, OF PARCEL 11S-03W-17AA, AND SITE ADDRESS 2476 BAIN CT SE; AND DECLARING AN EMERGENCY.

WHEREAS, the Sewer and Water System Development Charges, as referred to in this ordinance, are to provide sewer and water connections to serve the structures on this property; and

WHEREAS, the Transportation System Development Charge is intended to assess charges for future expansion or capacity increases to the system, and is aimed at providing additional levels of services to the existing road network; and

WHEREAS, the Parks System Development Charge is intended to impose a portion of the public cost of capital improvements for parks upon properties where developments create the need, or increase the demand for park improvements; and

WHEREAS, these charges will be assessed on the property described as Tax Lot 3800, of Parcel number 11S-03W-17AA, and site address 2476 Bain Ct SE. (See attached **Exhibit "A"**)

NOW THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: The Sewer, Water, and Transportation System Development Charges and the assessments for the same will be levied according to the provisions of Albany Municipal Code, Chapter 15.16. The Parks System Development Charge and the assessment for the same will be levied according to the provision of Albany Municipal Code, Chapter 15.20.

Section 2: The total cost of the Sewer, Water, Transportation, and Parks System Development Charges is \$7,588.80.

(See attached assessment sheet)

Section 3: The City Recorder is hereby directed to enter a statement of the assessments as provided above in the docket of the City liens and give notice thereof as provided by law.

Section 4: Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the City of Albany, Oregon, an emergency is hereby declared to exist; and this ordinance will be in full force and effect immediately upon passage by the Council and approval by the Mayor.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

Deputy City Clerk

<u>Owner of Record</u>	<u>Property Description</u>	<u>Assessment Description</u>
Stephanie Fry Inc 777 Sahalee Dr SE Salem, OR 97306	2476 Bain Ct SE Albany, OR 97322 11S 03W 17AA 03800	Parks SDC Amount: \$ 1,411.80 Acct # psdc0001-0005-000
Stephanie Fry Inc 777 Sahalee Dr SE Salem, OR 97306	2476 Bain Ct SE Albany, OR 97322 11S 03W 17AA 03800	Sewer SDC Amount: \$2,402.00 Acct # ssdc0001-0005-000
Stephanie Fry Inc 777 Sahalee Dr SE Salem, OR 97306	2476 Bain Ct SE Albany, OR 97322 11S 03W 17AA 03800	Transportation SDC Amount: \$ 1,734.00 Acct # stsd0001-0004-000
Stephanie Fry Inc 777 Sahalee Dr SE Salem, OR 97306	2476 Bain Ct SE Albany, OR 97322 11S 03W 17AA 03800	Water SDC Amount: \$ 2,041.00 Acct # wsd0001-0004-000

Report Total: \$7,588.80

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

Exhibit "A"
NE 1/4 NE 1/4 SEC. 17 T. 11S. R. 03W. W.M.
LINN COUNTY, OREGON

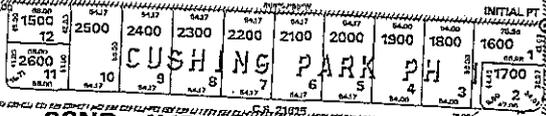
1" = 100'

11 3W 17AA

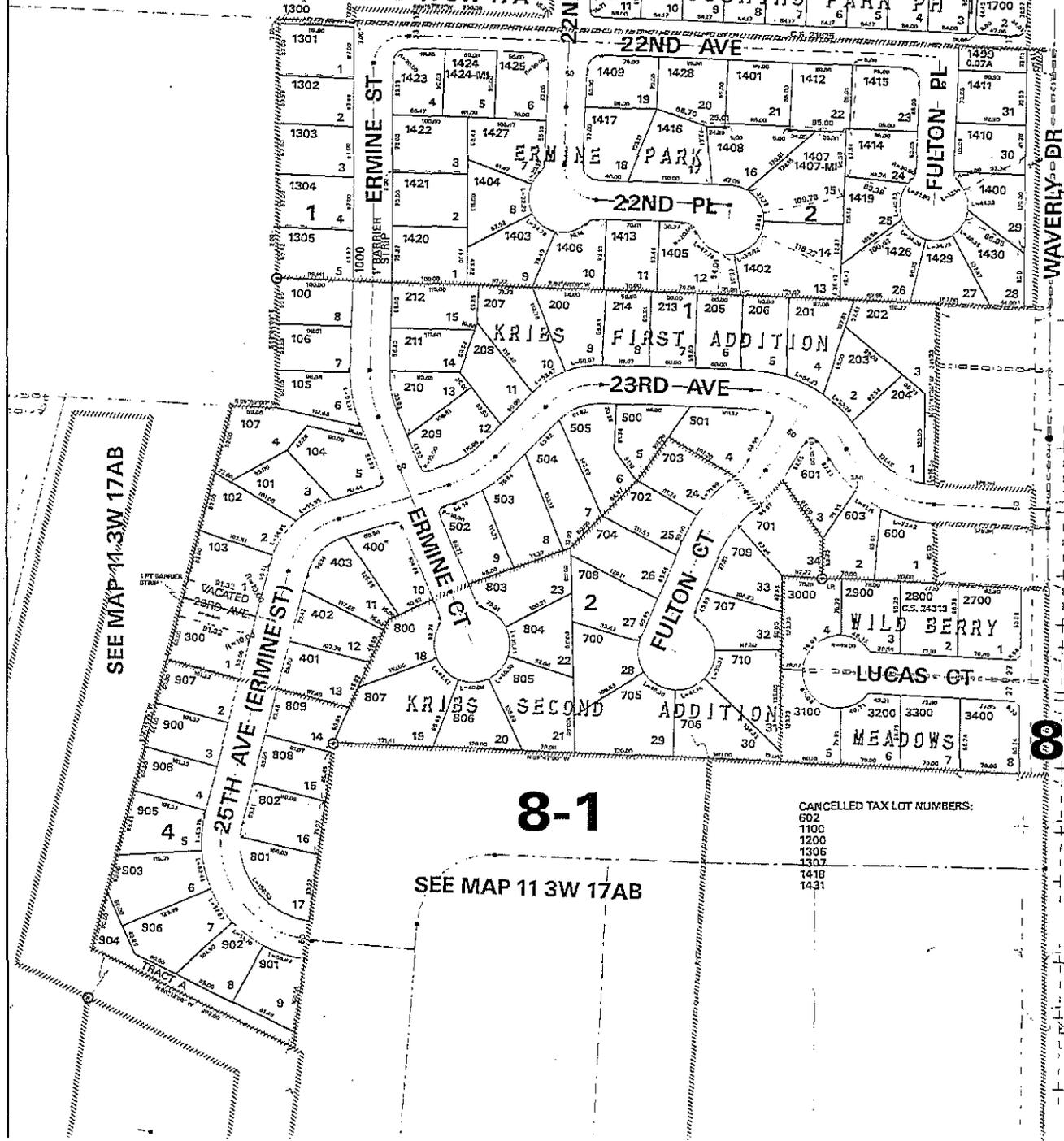
ALBANY

170

SEE MAP 11 3W 17A



8-27

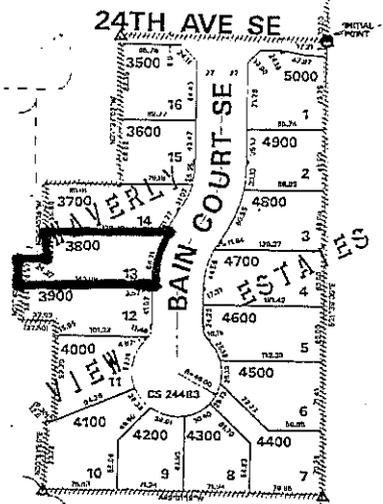


8-1

SEE MAP 11 3W 17AB

SEE MAP 11 3W 17A

8-27



SEE MAP 11 3W 16

ALBANY
11 3W 17AA

ORDINANCE NO. _____

AN ORDINANCE TO LEVY ASSESSMENTS AGAINST PROPERTY SPECIFICALLY BENEFITED BY SEWER AND WATER CONNECTIONS AND THE ASSESSMENT OF SEWER, WATER, PARKS, AND TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR PROPERTY DESCRIBED AS TAX LOT 3900, OF PARCEL 11S-03W-17AA, AND SITE ADDRESS 2502 BAIN CT SE; AND DECLARING AN EMERGENCY.

WHEREAS, the Sewer and Water System Development Charges, as referred to in this ordinance, are to provide sewer and water connections to serve the structures on this property; and

WHEREAS, the Transportation System Development Charge is intended to assess charges for future expansion or capacity increases to the system, and is aimed at providing additional levels of services to the existing road network; and

WHEREAS, the Parks System Development Charge is intended to impose a portion of the public cost of capital improvements for parks upon properties where developments create the need, or increase the demand for park improvements; and

WHEREAS, these charges will be assessed on the property described as Tax Lot 3900, of Parcel number 11S-03W-17AA, and site address 2502 Bain Ct SE. (See attached **Exhibit "A"**)

NOW THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: The Sewer, Water, and Transportation System Development Charges and the assessments for the same will be levied according to the provisions of Albany Municipal Code, Chapter 15.16. The Parks System Development Charge and the assessment for the same will be levied according to the provision of Albany Municipal Code, Chapter 15.20.

Section 2: The total cost of the Sewer, Water, Transportation, and Parks System Development Charges is \$7,548.62.

(See attached assessment sheet)

Section 3: The City Recorder is hereby directed to enter a statement of the assessments as provided above in the docket of the City liens and give notice thereof as provided by law.

Section 4: Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the City of Albany, Oregon, an emergency is hereby declared to exist; and this ordinance will be in full force and effect immediately upon passage by the Council and approval by the Mayor.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

Deputy City Clerk

Owner of Record

Property Description

Assessment Description

Stephanie Fry Inc
777 Sahalee Dr SE
Salem, OR 97306

2502 Bain Ct SE
Albany, OR 97322
11S 03W 17AA 03900

Parks SDC
Amount: \$ 1,371.62
Acct # psdc0001-0004-000

Stephanie Fry Inc
777 Sahalee Dr SE
Salem, OR 97306

2502 Bain Ct SE
Albany, OR 97322
11S 03W 17AA 03900

Sewer SDC
Amount: \$2,402.00
Acct # ssdc0001-0004-000

Stephanie Fry Inc
777 Sahalee Dr SE
Salem, OR 97306

2502 Bain Ct SE
Albany, OR 97322
11S 03W 17AA 03900

Transportation SDC
Amount: \$ 1,734.00
Acct # stsd0001-0003-000

Stephanie Fry Inc
777 Sahalee Dr SE
Salem, OR 97306

2502 Bain Ct SE
Albany, OR 97322
11S 03W 17AA 03900

Water SDC
Amount: \$ 2,041.00
Acct # wsd0001-0003-000

Report Total: \$7,548.62

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

Exhibit "A"
NE 1/4 NE 1/4 SEC. 17 T. 11S. R. 03W. W.M.
LINN COUNTY, OREGON

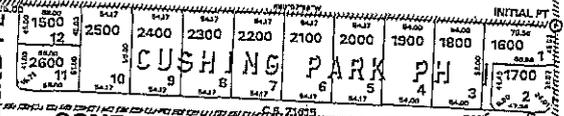
1" = 100'

11 3W 17AA

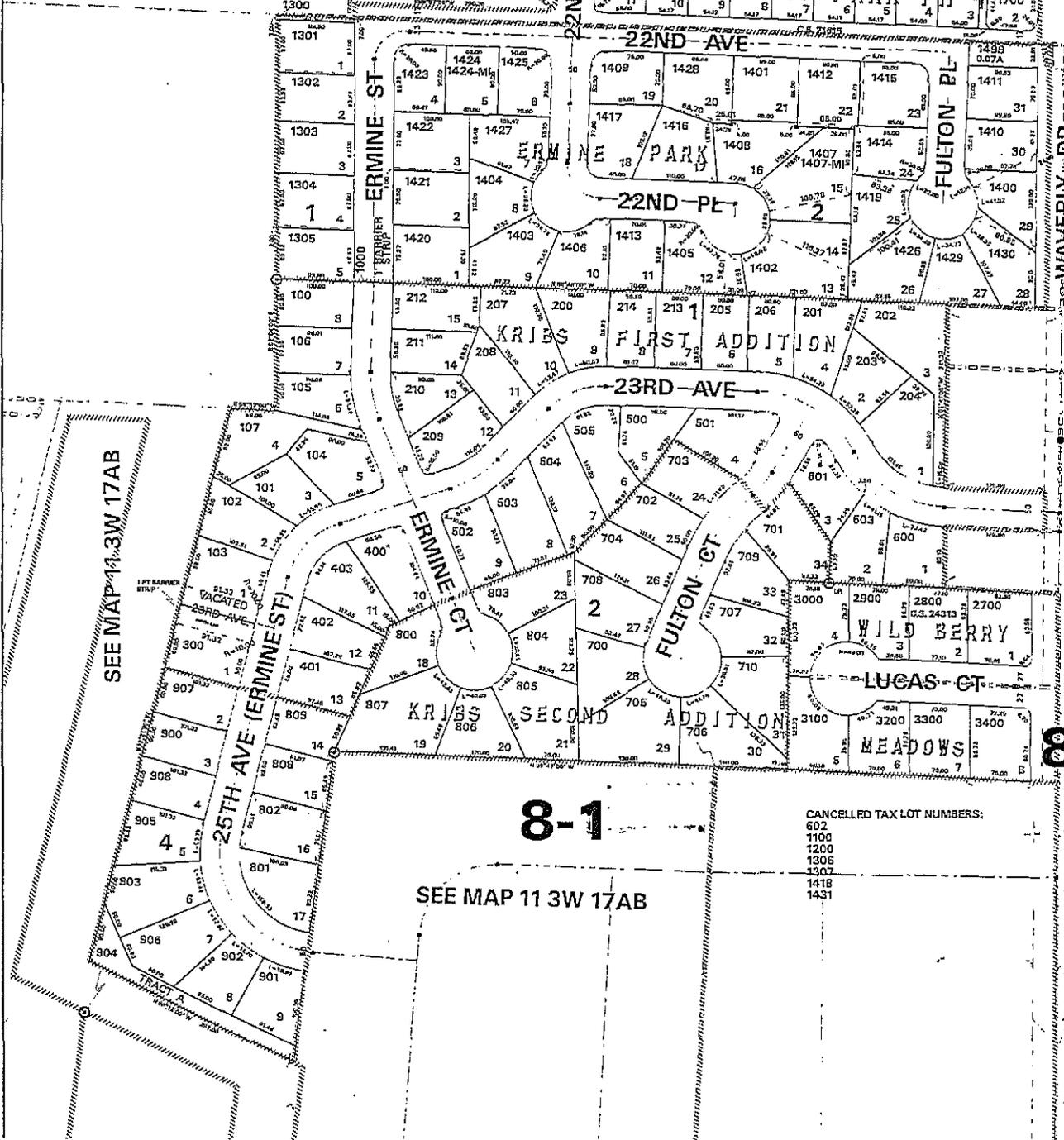
ALBANY

17

SEE MAP 11 3W 17A



8-27



SEE MAP 11 3W 17AB

SEE MAP 11 3W 17A

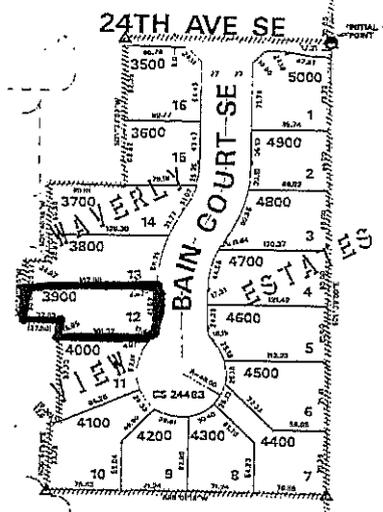
8-27

8-1

SEE MAP 11 3W 17AB

CANCELLED TAX LOT NUMBERS:

- 602
- 1100
- 1200
- 1308
- 1307
- 1418
- 1431



SEE MAP 11 3W 16

ALBANY
11 3W 17AA

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 5719, SEGREGATING IN-LIEU-OF ASSESSMENTS FOR INTERCEPTOR SEWER AND COLLECTOR SEWER, AGAINST PROPERTY BEING DESCRIBED AS TAX LOT 1600, OF PARCEL 10S-04W-25, AND DECLARING AN EMERGENCY.

WHEREAS, the property described as Map 10S-04W-25, Tax Lot No. 1600, was assessed In-Lieu-of Assessments for Interceptor and Collector Sewer for 45.92 acres by Ordinance No. 5719, on August 12, 2009; and

WHEREAS, the property owner has requested subdivision of the parent Tax Lot 1600, into 62 tax lots, to be platted as North Creek Subdivision, phase one. Two additional tax lots will be platted into North Creek Phase Two and North Creek Phase Three at a future date; and

WHEREAS, the following charges were levied against the parent parcel:

<u>Record Owner</u>	<u>Property Description</u>		<u>Assessments</u>
Albuli LLC	Acreage: 45.92	naila000-0298-000	\$112,136.64
11902 SE Stark St	10S-04W-25 01600	naila000-0300-000	\$ 39,571.01
Portland, OR 97216	Tax Acct #: 0374962	Total	\$151,707.65

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: Those portions of Ordinance No. 5719 which originally assessed Tax Lot 1600 for Interceptor and Collector Sewer Assessments totaling \$151,707.65 are hereby amended to segregate the liens thereon in the following manner.

SEE ATTACHED EXHIBIT "A"

Section2: The City Recorder is hereby directed to enter a statement of the assessments as above provided in the docket of the City liens and give notice thereof as provided by law.

Section 3: Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the citizens of the City of Albany, an emergency is hereby declared to exist. This ordinance shall be in full force and effect immediately upon its passage by the Council and approval by the Mayor.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

Deputy City Clerk

EXHIBIT "A"

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0298-000 Desc: 10S-04W-25 01600 Acreage: 45.92 Tax Acct. # 0374962	\$ 112,136.64	\$ 112,136.64	(-\$ 112,136.64)
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0300-000 Desc: 10S-04W-25 01600 Acreage: 45.92 Tax Acct. # 0374962	\$ 39,571.01	\$ 39,571.01	(-\$ 39,571.01)
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0301-000 Desc: 10S-04W-25CB00100 Tax Acct. # 0419840 North Creek Subdivision, Lot 22	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0302-000 Desc: 10S-04W-25CB00100 Tax Acct. # 0419840 North Creek Subdivision, Lot 22	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0303-000 Desc: 10S-04W-25CB00200 Tax Acct. # 0419841 North Creek Subdivision, Lot 21	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0304-000 Desc: 10S-04W-25CB00200 Tax Acct. # 0419841 North Creek Subdivision, Lot 21	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0305-000 Desc: 10S-04W-25CB00300 Tax Acct. # 0419842 North Creek Subdivision, Lot 20	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0306-000 Desc: 10S-04W-25CB00300 Tax Acct. # 0419842 North Creek Subdivision, Lot 20	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0307-000 Desc: 10S-04W-25CB00400 Tax Acct. # 0419843 North Creek Subdivision, Lot 19	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0308-000 Desc: 10S-04W-25CB00400 Tax Acct. # 0419843 North Creek Subdivision, Lot 19	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0309-000 Desc: 10S-04W-25CB00500 Tax Acct. # 0419844 North Creek Subdivision, Lot 18	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0310-000 Desc: 10S-04W-25CB00500 Tax Acct. # 0419844 North Creek Subdivision, Lot 18	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0311-000 Desc: 10S-04W-25CB00600 Tax Acct. # 0419845 North Creek Subdivision, Lot 17	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0312-000 Desc: 10S-04W-25CB00600 Tax Acct. # 0419845 North Creek Subdivision, Lot 17	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0313-000 Desc: 10S-04W-25CB00700 Tax Acct. # 0419846 North Creek Subdivision, Lot 16	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0314-000 Desc: 10S-04W-25CB00700 Tax Acct. # 0419846 North Creek Subdivision, Lot 16	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0315-000 Desc: 10S-04W-25CB00800 Tax Acct. # 0419847 North Creek Subdivision, Lot 15	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0316-000 Desc: 10S-04W-25CB00800 Tax Acct. # 0419847 North Creek Subdivision, Lot 15	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0317-000 Desc: 10S-04W-25CB00900 Tax Acct. # 0419848 North Creek Subdivision, Lot 14	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0318-000 Desc: 10S-04W-25CB00900 Tax Acct. # 0419848 North Creek Subdivision, Lot 14	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0319-000 Desc: 10S-04W-25CB01000 Tax Acct. # 0419849 North Creek Subdivision, Lot 13	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0320-000 Desc: 10S-04W-25CB01000 Tax Acct. # 0419849 North Creek Subdivision, Lot 13	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0321-000 Desc: 10S-04W-25CB01100 Tax Acct. # 0419850 North Creek Subdivision, Lot 31	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0322-000 Desc: 10S-04W-25CB01100 Tax Acct. # 0419850 North Creek Subdivision, Lot 31	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0323-000 Desc: 10S-04W-25CB01200 Tax Acct. # 0419851 North Creek Subdivision, Lot 30	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0324-000 Desc: 10S-04W-25CB01200 Tax Acct. # 0419851 North Creek Subdivision, Lot 30	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0325-000 Desc: 10S-04W-25CB01300 Tax Acct. # 0419852 North Creek Subdivision, Lot 29	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0326-000 Desc: 10S-04W-25CB01300 Tax Acct. # 0419852 North Creek Subdivision, Lot 29	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0327-000 Desc: 10S-04W-25CB01400 Tax Acct. # 0419853 North Creek Subdivision, Lot 28	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0328-000 Desc: 10S-04W-25CB01400 Tax Acct. # 0419853 North Creek Subdivision, Lot 28	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0329-000 Desc: 10S-04W-25CB01500 Tax Acct. # 0419854 North Creek Subdivision, Lot 27	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0330-000 Desc: 10S-04W-25CB01500 Tax Acct. # 0419854 North Creek Subdivision, Lot 27	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0331-000 Desc: 10S-04W-25CB01600 Tax Acct. # 0419855 North Creek Subdivision, Lot 26	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0332-000 Desc: 10S-04W-25CB01600 Tax Acct. # 0419855 North Creek Subdivision, Lot 26	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0333-000 Desc: 10S-04W-25CB01700 Tax Acct. # 0419856 North Creek Subdivision, Lot 25	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0334-000 Desc: 10S-04W-25CB01700 Tax Acct. # 0419856 North Creek Subdivision, Lot 25	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0335-000 Desc: 10S-04W-25CB01800 Tax Acct. # 0419857 North Creek Subdivision, Lot 24	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0336-000 Desc: 10S-04W-25CB01800 Tax Acct. # 0419857 North Creek Subdivision, Lot 24	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0337-000 Desc: 10S-04W-25CB01900 Tax Acct. # 0419858 North Creek Subdivision, Lot 23	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0338-000 Desc: 10S-04W-25CB01900 Tax Acct. # 0419858 North Creek Subdivision, Lot 23	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0339-000 Desc: 10S-04W-25CB02000 Tax Acct. # 0419859 North Creek Subdivision, Lot 40	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0340-000 Desc: 10S-04W-25CB02000 Tax Acct. # 0419859 North Creek Subdivision, Lot 40	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0341-000 Desc: 10S-04W-25CB02100 Tax Acct. # 0419860 North Creek Subdivision, Lot 39	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0342-000 Desc: 10S-04W-25CB02100 Tax Acct. # 0419860 North Creek Subdivision, Lot 39	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0343-000 Desc: 10S-04W-25CB02200 Tax Acct. # 0419861 North Creek Subdivision, Lot 38	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0344-000 Desc: 10S-04W-25CB02200 Tax Acct. # 04198611 North Creek Subdivision, Lot 38	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0345-000 Desc: 10S-04W-25CB02300 Tax Acct. # 0419862 North Creek Subdivision, Lot 37	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0346-000 Desc: 10S-04W-25CB02300 Tax Acct. # 0419862 North Creek Subdivision, Lot 37	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0347-000 Desc: 10S-04W-25CB02400 Tax Acct. # 0419863 North Creek Subdivision, Lot 36	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0348-000 Desc: 10S-04W-25CB02400 Tax Acct. # 0419863 North Creek Subdivision, Lot 36	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0349-000 Desc: 10S-04W-25CB02500 Tax Acct. # 0419864 North Creek Subdivision, Lot 35	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0350-000 Desc: 10S-04W-25CB02500 Tax Acct. # 0419864 North Creek Subdivision, Lot 35	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0351-000 Desc: 10S-04W-25CB02600 Tax Acct. # 0419865 North Creek Subdivision, Lot 34	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0352-000 Desc: 10S-04W-25CB02600 Tax Acct. # 0419865 North Creek Subdivision, Lot 34	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0353-000 Desc: 10S-04W-25CB02700 Tax Acct. # 0419866 North Creek Subdivision, Lot 33	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0354-000 Desc: 10S-04W-25CB02700 Tax Acct. # 0419866 North Creek Subdivision, Lot 33	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0355-000 Desc: 10S-04W-25CB02800 Tax Acct. # 0419867 North Creek Subdivision, Lot 32	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0356-000 Desc: 10S-04W-25CB02800 Tax Acct. # 0419867 North Creek Subdivision, Lot 32	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0357-000 Desc: 10S-04W-25CB02900 Tax Acct. # 0419868 North Creek Subdivision, Lot 12	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0358-000 Desc: 10S-04W-25CB02900 Tax Acct. # 0419868 North Creek Subdivision, Lot 12	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0359-000 Desc: 10S-04W-25CB03000 Tax Acct. # 0419869 North Creek Subdivision, Lot 11	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0360-000 Desc: 10S-04W-25CB03000 Tax Acct. # 0419869 North Creek Subdivision, Lot 11	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0361-000 Desc: 10S-04W-25CB03100 Tax Acct. # 0419870 North Creek Subdivision, Lot 10	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0362-000 Desc: 10S-04W-25CB03100 Tax Acct. # 0419870 North Creek Subdivision, Lot 10	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0363-000 Desc: 10S-04W-25CB03200 Tax Acct. # 0419871 North Creek Subdivision, Lot 49	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0364-000 Desc: 10S-04W-25CB03200 Tax Acct. # 0419871 North Creek Subdivision, Lot 49	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0365-000 Desc: 10S-04W-25CB03300 Tax Acct. # 0419872 North Creek Subdivision, Lot 48	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0366-000 Desc: 10S-04W-25CB03300 Tax Acct. # 0419872 North Creek Subdivision, Lot 48	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0367-000 Desc: 10S-04W-25CB03400 Tax Acct. # 0419873 North Creek Subdivision, Lot 47	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0368-000 Desc: 10S-04W-25CB03400 Tax Acct. # 0419873 North Creek Subdivision, Lot 47	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0369-000 Desc: 10S-04W-25CB03500 Tax Acct. # 0419874 North Creek Subdivision, Lot 46	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0370-000 Desc: 10S-04W-25CB03500 Tax Acct. # 0419874 North Creek Subdivision, Lot 46	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0371-000 Desc: 10S-04W-25CB03600 Tax Acct. # 0419875 North Creek Subdivision, Lot 45	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0372-000 Desc: 10S-04W-25CB03600 Tax Acct. # 0419875 North Creek Subdivision, Lot 45	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0373-000 Desc: 10S-04W-25CB03700 Tax Acct. # 0419876 North Creek Subdivision, Lot 44	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0374-000 Desc: 10S-04W-25CB03700 Tax Acct. # 0419876 North Creek Subdivision, Lot 44	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0375-000 Desc: 10S-04W-25CB03800 Tax Acct. # 0419877 North Creek Subdivision, Lot 43	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0376-000 Desc: 10S-04W-25CB03800 Tax Acct. # 0419877 North Creek Subdivision, Lot 43	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0377-000 Desc: 10S-04W-25CB03900 Tax Acct. # 0419878 North Creek Subdivision, Lot 42	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0378-000 Desc: 10S-04W-25CB03900 Tax Acct. # 0419878 North Creek Subdivision, Lot 42	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0379-000 Desc: 10S-04W-25CB04000 Tax Acct. # 0419879 North Creek Subdivision, Lot 41	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0380-000 Desc: 10S-04W-25CB04000 Tax Acct. # 0419879 North Creek Subdivision, Lot 41	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0381-000 Desc: 10S-04W-25CB04100 Tax Acct. # 0419880 North Creek Subdivision, Lot 58	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0382-000 Desc: 10S-04W-25CB04100 Tax Acct. # 0419880 North Creek Subdivision, Lot 58	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0383-000 Desc: 10S-04W-25CB04200 Tax Acct. # 0419881 North Creek Subdivision, Lot 57	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0384-000 Desc: 10S-04W-25CB04200 Tax Acct. # 0419881 North Creek Subdivision, Lot 57	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0385-000 Desc: 10S-04W-25CB04300 Tax Acct. # 0419882 North Creek Subdivision, Lot 56	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0386-000 Desc: 10S-04W-25CB04300 Tax Acct. # 0419882 North Creek Subdivision, Lot 56	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0387-000 Desc: 10S-04W-25CB04400 Tax Acct. # 0419883 North Creek Subdivision, Lot 55	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0388-000 Desc: 10S-04W-25CB04400 Tax Acct. # 0419883 North Creek Subdivision, Lot 55	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0389-000 Desc: 10S-04W-25BC04500 Tax Acct. # 0419884 North Creek Subdivision, Lot 54	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0390-000 Desc: 10S-04W-25BC04500 Tax Acct. # 0419884 North Creek Subdivision, Lot 54	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0391-000 Desc: 10S-04W-25BC04600 Tax Acct. # 0419885 North Creek Subdivision, Lot 53	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0392-000 Desc: 10S-04W-25BC04600 Tax Acct. # 0419885 North Creek Subdivision, Lot 53	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0393-000 Desc: 10S-04W-25BC04700 Tax Acct. # 0419886 North Creek Subdivision, Lot 52	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0394-000 Desc: 10S-04W-25BC04700 Tax Acct. # 0419886 North Creek Subdivision, Lot 52	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0395-000 Desc: 10S-04W-25CB04800 Tax Acct. # 0419887 North Creek Subdivision, Lot 51	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0396-000 Desc: 10S-04W-25CB04800 Tax Acct. # 0419887 North Creek Subdivision, Lot 51	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0397-000 Desc: 10S-04W-25CB04900 Tax Acct. # 0419888 North Creek Subdivision, Lot 50	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0398-000 Desc: 10S-04W-25CB04900 Tax Acct. # 0419888 North Creek Subdivision, Lot 50	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0399-000 Desc: 10S-04W-25BC05000 Tax Acct. # 0419889 North Creek Subdivision, Lot 9	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0400-000 Desc: 10S-04W-25BC05000 Tax Acct. # 0419889 North Creek Subdivision, Lot 9	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0401-000 Desc: 10S-04W-25CB05100 Tax Acct. # 0419890 North Creek Subdivision, Lot 8	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0402-000 Desc: 10S-04W-25CB05100 Tax Acct. # 0419890 North Creek Subdivision, Lot 8	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0403-000 Desc: 10S-04W-25CB05200 Tax Acct. # 0419891 North Creek Subdivision, Lot 7	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0404-000 Desc: 10S-04W-25CB05200 Tax Acct. # 0419891 North Creek Subdivision, Lot 7	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0405-000 Desc: 10S-04W-25CB05400 Tax Acct. # 0419893 North Creek Subdivision, Lot 6	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0406-000 Desc: 10S-04W-25CB05400 Tax Acct. # 0419893 North Creek Subdivision, Lot 6	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0407-000 Desc: 10S-04W-25CB05500 Tax Acct. # 0419894 North Creek Subdivision, Lot 5	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0408-000 Desc: 10S-04W-25CB05500 Tax Acct. # 0419894 North Creek Subdivision, Lot 5	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0409-000 Desc: 10S-04W-25CB05600 Tax Acct. # 0419895 North Creek Subdivision, Lot 4	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0410-000 Desc: 10S-04W-25CB05600 Tax Acct. # 0419895 North Creek Subdivision, Lot 4	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0411-000 Desc: 10S-04W-25CB05700 Tax Acct. # 0419896 North Creek Subdivision, Lot 3	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0412-000 Desc: 10S-04W-25CB05700 Tax Acct. # 0419896 North Creek Subdivision, Lot 3	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0413-000 Desc: 10S-04W-25CB05800 Tax Acct. # 0419897 North Creek Subdivision, Lot 2	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0414-000 Desc: 10S-04W-25CB05800 Tax Acct. # 0419897 North Creek Subdivision, Lot 2	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0415-000 Desc: 10S-04W-25CB05900 Tax Acct. # 0419898 North Creek Subdivision, Lot 1	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0416-000 Desc: 10S-04W-25CB05900 Tax Acct. # 0419898 North Creek Subdivision, Lot 1	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0417-000 Desc: 10S-04W-25CB06000 Tax Acct. # 0419899 North Creek Subdivision, Lot 62	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0418-000 Desc: 10S-04W-25CB06000 Tax Acct. # 0419899 North Creek Subdivision, Lot 62	\$ -0-	212.75	212.75

<u>Record Owner</u>	<u>Property Description</u>	<u>Original Assessment</u>	<u>Current Amount Owed</u>	<u>Segregated Amount</u>
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0419-000 Desc: 10S-04W-25CB06100 Tax Acct. # 0419900 North Creek Subdivision, Lot 61	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0420-000 Desc: 10S-04W-25CB06100 Tax Acct. # 0419900 North Creek Subdivision, Lot 61	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0421-000 Desc: 10S-04W-25CB06200 Tax Acct. # 0419901 North Creek Subdivision, Lot 60	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0422-000 Desc: 10S-04W-25CB06200 Tax Acct. # 0419901 North Creek Subdivision, Lot 60	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0423-000 Desc: 10S-04W-25CB06300 Tax Acct. # 0419902 North Creek Subdivision, Lot 59	\$ -0-	602.89	602.89
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0424-000 Desc: 10S-04W-25CB06300 Tax Acct. # 0419902 North Creek Subdivision, Lot 59	\$ -0-	212.75	212.75
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0425-000 Desc: 10S-04W-25 01900 Tax Acct. # 0374862 Acreage: 31.98	\$ -0-	74,757.29	74,757.29
Albuli LLC 11902 SE Stark St Portland, OR 97216	Acct. #: naila000-0426-000 Desc: 10S-04W-25 01900 Tax Acct. # 0374862 Acreage: 31.98	\$ -0-	26,380.68	26,380.68

SECTION 25 T.10S. R.4W. W.M.
BENTON COUNTY

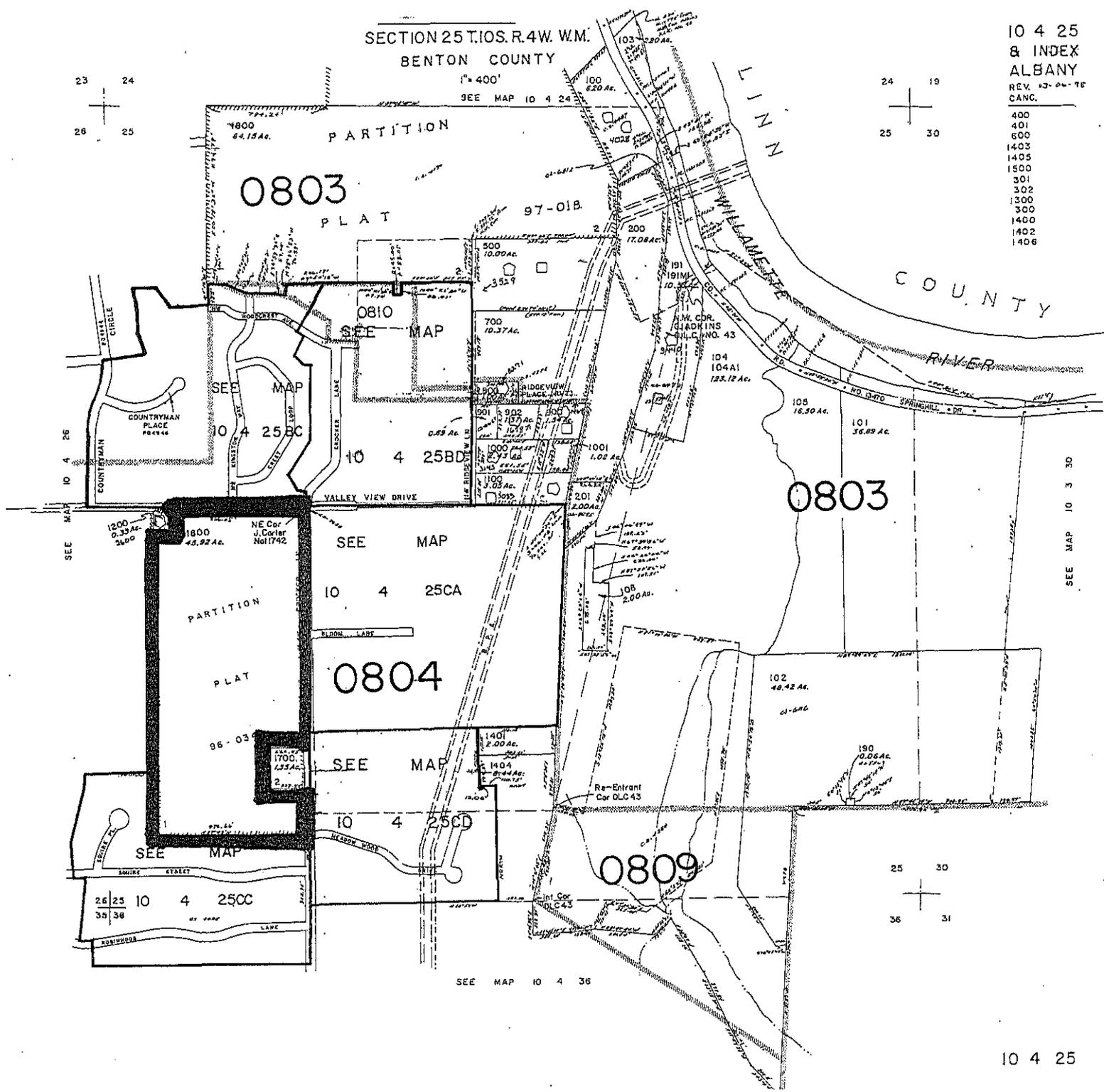
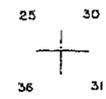
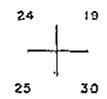
1" = 400'

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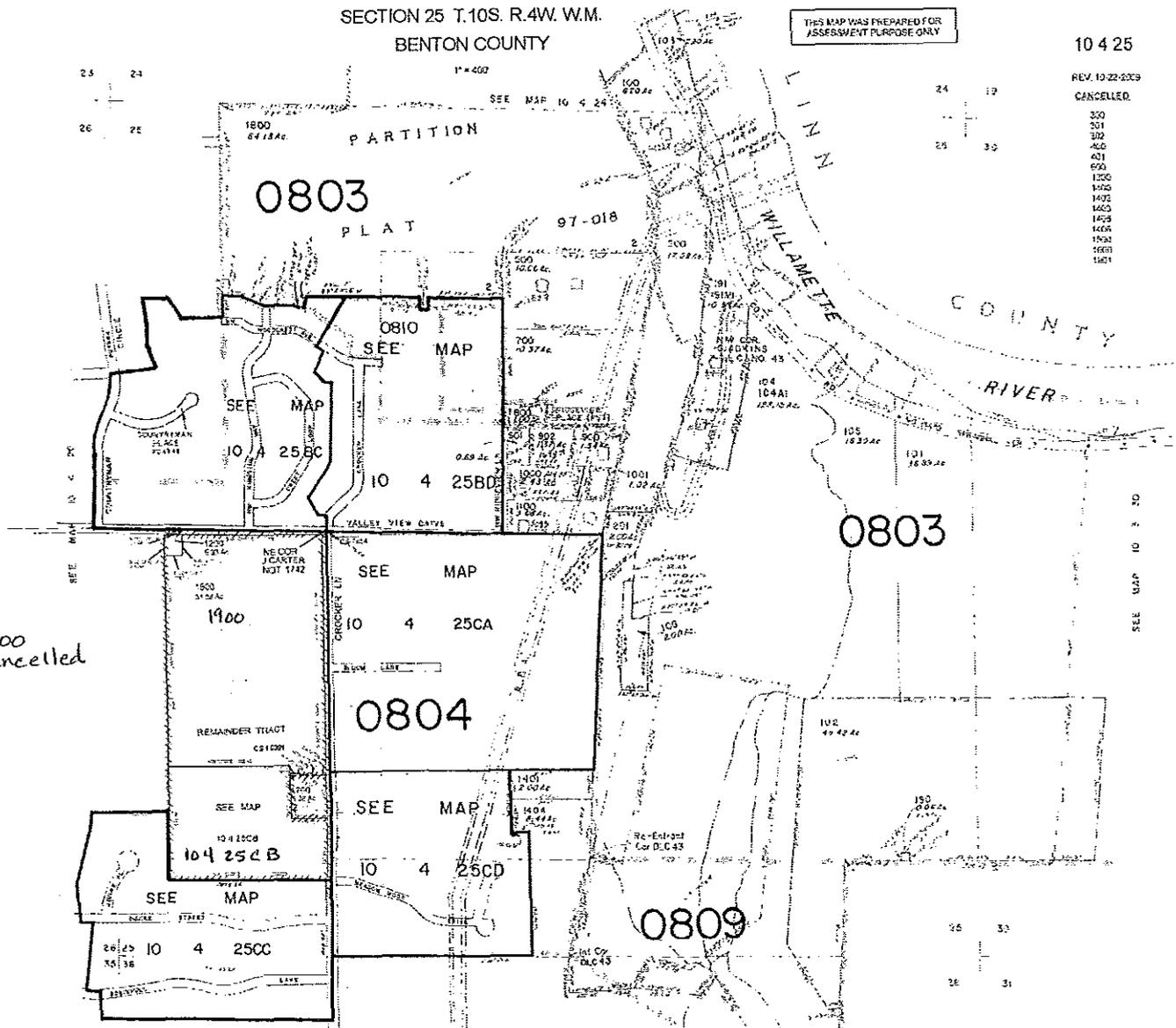
SEE MAP 10 4 36

SECTION 25 T.10S. R.4W. W.M.
BENTON COUNTY

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

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CANCELLED.



1600
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MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

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BENTON COUNTY
1" = 100'

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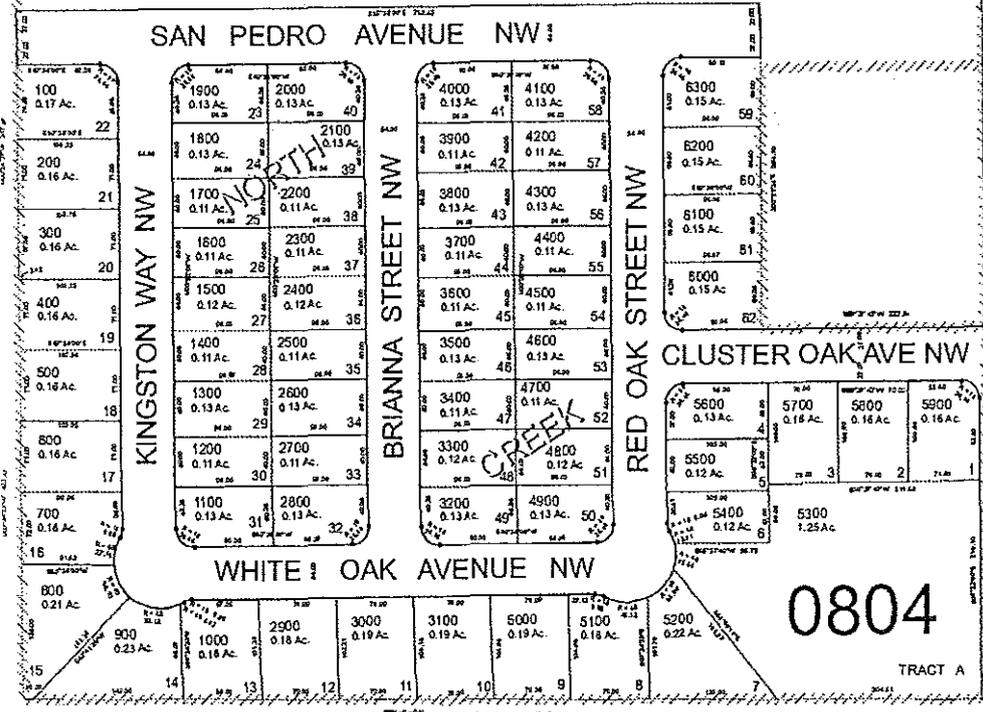
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ARROYO RIDGE DR

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NW CROCKER LANE

SAN PEDRO AVENUE NW



CLUSTER OAK AVE NW

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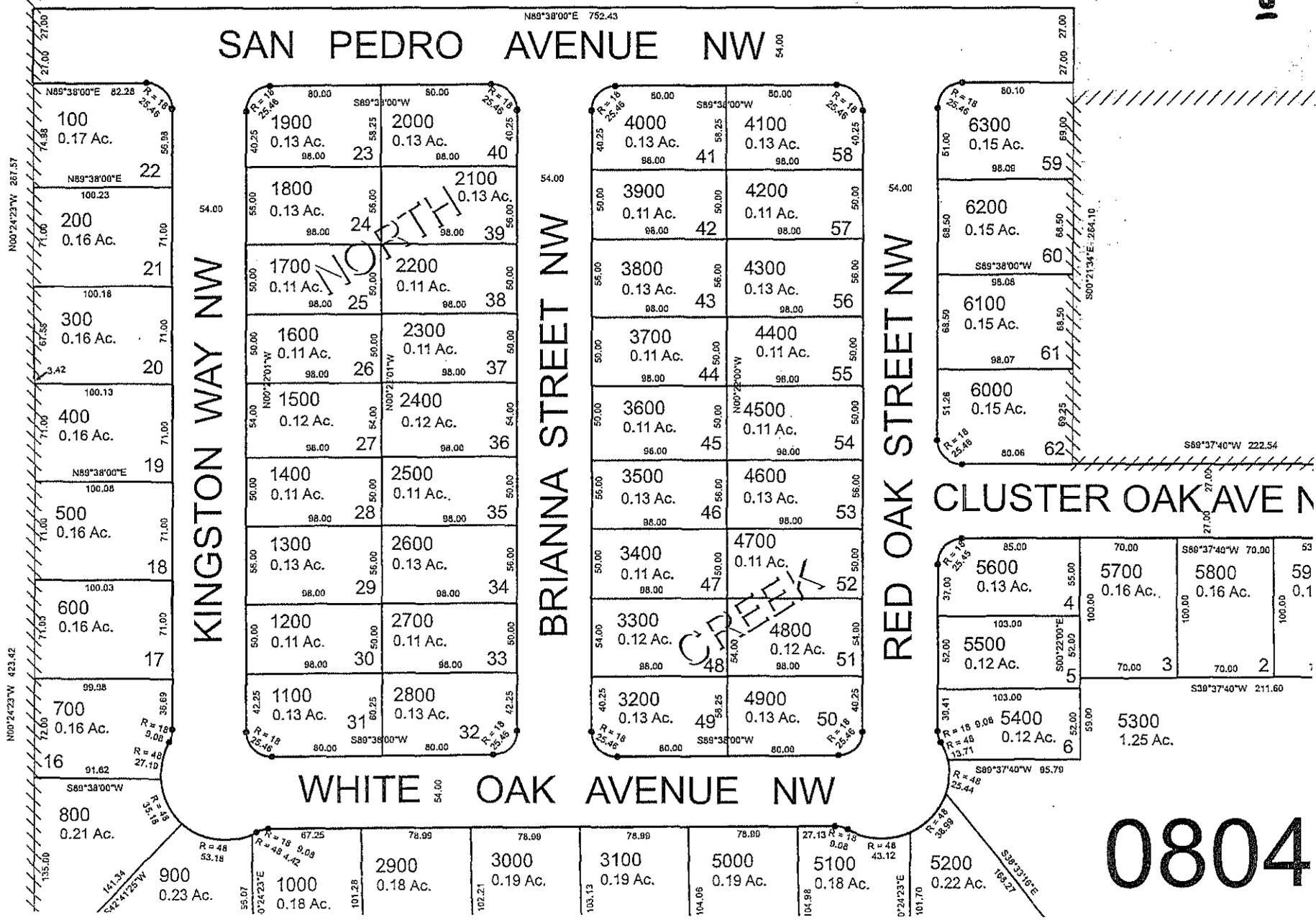
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CITY OF ALBANY
CITY COUNCIL (WORK SESSION)
Municipal Court Room
Monday, January 25, 2010
4:00 p.m.

MINUTES

CALL TO ORDER

Mayor Sharon Konopa called the meeting to order at 4:00 p.m.

ROLL CALL

Councilors present: Councilors Bill Coburn, Floyd Collins, Dick Olşen, Jeff Christman, Bessie Johnson, and Ralph Reid, Jr.

Councilors absent: None.

BUSINESS FROM THE PUBLIC

Ray Hilts, 3012 Tadena Street SW, said that he thinks there should be a policy in place regarding City Councilors writing letters to the newspaper in support or nonsupport of campaign issues. He said that he is concerned that a Councilor's endorsement or opinion may have a bigger impact compared to the average citizen's opinion. Hilts said that he thinks Councilors should just use their name when writing the letters and not include the title "City Councilor." Konopa said that historically Councilors have been able to write opinion letters. Konopa said that it is acceptable to do this as long as the Councilor doesn't state that the letter is from the Albany City Council. Councilor Floyd Collins said that he thinks there may be a policy from years ago.

MUNICIPAL JUDGE ANNUAL REPORT AND CONTRACT REVIEW

Judge Robert Scott presented his annual report to the Council. He thanked the City Council for the remodel to the Municipal Court office space. He said that staff is now able to assist more people at one time. He thinks it makes our citizens and staff happier, and it is a much safer and secure work area. Scott said that there has been continued progress with information flowing from the Municipal Court to Albany Police Department (APD) and defense attorneys and vice-versa. The Municipal Court staff is great; they are sympathetic to the citizens coming in to pay their fines and work with them to set up payment plans.

Councilor Ralph Reid asked if there is a backlog of cases. Scott said that there is no backlog at all. Councilor Bessie Johnson said that the Municipal Court staff always speaks positively about Scott. She said that there is a great bunch of people working in the Municipal Court. Councilor Bill Coburn asked about the 30% drop in cases filed and what Judge Scott thought might have caused it. Scott said that he doesn't know exactly what has happened. Reid asked about the \$45 surcharge. Scott said that the legislature added this surcharge that courts must now impose. He doesn't like having to add the charge on top of the fine as many people are already struggling to pay their fines. He said that the full amount of the surcharge goes to the City and that the surcharge is supposed to expire sometime next year unless it gets renewed. Konopa asked Scott if he is comfortable with the terms of the renewal contract. Scott said he is.

VOLUNTARY SEPERATION INCENTIVE PROGRAM

Human Resources Director David Shaw discussed the voluntary separation incentive program. He said that staff had first looked at employees who are eligible for retirement but then expanded it to include all employees. He said that they have come up with this program as a way to help prevent layoffs. Johnson asked if this would include employees in bargaining units. Shaw said that it would include most employees. Certain employees will not be eligible to participate in the program including seasonal and temporary employees, employees with fewer than five years with the City, sworn APD officers, emergency services and life safety employees in the Fire Department, and any other position that the City Manager determines to be critical. Johnson asked if a full-time employee in a bargaining unit could resign and then fill the same position as a temporary employee. Finance Director Stewart Taylor said that is an option and the employee could work 1,039 hours total under PERS regulations. The position would remain vacant after the 1,039 hours was completed.

City Manager Wes Hare said that the alternative to this program is layoffs. Johnson asked if the unions have agreed to this. Shaw said that they have discussed it with one of the unions, and the other unions are aware of the program. Shaw said that he believes the majority of employees who will take part in this program will be employees eligible for retirement. Johnson said that she is concerned with keeping the level of service up. Shaw said that is why they are having a temporary position available to help prepare the department for the transition. Taylor said that they will run into the issue of staff acquiring additional duties if there are layoffs or voluntary separations. Johnson said that she is concerned with the employees who remain having a heavy workload and service levels going down because of it. Collins asked if this would be continued in the future years. Shaw said that this program has a deadline and it won't be a continual program.

Taylor said that he doesn't know what the participation will be but is hoping it will be significant enough to avoid layoffs. Collins said that the big reduction won't be seen immediately but would be seen in subsequent years.

Collins would like to receive feedback about how this program is going. Councilor Dick Olsen asked if any of the employees who are eligible to retire are also eligible to access Medicare. Shaw said that 52 employees are eligible for retirement, but only a few are probably eligible for Medicare. The employees can use the cash incentive for insurance payments. Shaw said that employees are eligible to continue on the City's insurance until they are eligible for Medicare. Johnson asked what the cash payment would be. Shaw said it would be between \$6,000 - \$18,000. Johnson asked if there is criteria to keep a department from losing too many employees. Shaw said that yes, the Department Director will be able to approve or not approve the program for the employee(s). Johnson asked what the average savings would be for an employee. Shaw said that the City would be saving approximately \$45,000 the first year and \$90,000 the following year per employee. Coburn asked if the 1,039 hours could be part-time. Shaw said an employee could work part-time or full-time based on the needs of the department. Konopa thanked Taylor and Shaw for the report. Hare said that he will keep the Council informed as the process continues.

COMMUNITY DEVELOPMENT FEE INCREASES

Community Development Director Greg Byrne discussed the information in the Community Development Fee Proposal notebooks (see agenda file). Discussion followed regarding the Planning fees.

Byrne said that the General Fund is subsidizing the review process about 70% - 90%. Coburn asked if Byrne wants Planning to be self-sufficient. Byrne said that the resolution states that Planning should be self-sustaining. Coburn asked if Byrne has looked at a long-term plan to make Planning self-sufficient. Byrne said that he is hoping the Council will adopt a cost recovery policy so they can become self-sufficient.

Collins said that if fees are increased too much, it will result in people doing repairs and changes without permits.

Hare said that it is important to be comparable to other similar communities. Byrne said that they have looked at Bend, Salem, Corvallis, and Springfield for fee comparisons.

Coburn said that if we agree with the methodology of 75%, the question becomes how do we get there? Hare said that we are trying to reduce costs in the General Fund and raising fees will help. Ideally, these fees will help maintain and keep the services in Community Development instead of being performed by an outside agency. Olsen asked, if we increase the fees will Albany be comparable to Corvallis? Byrne said that yes, their fee increase will be smaller than ours because we are trying to catch up; but if we do an increase, we will be comparable to Corvallis. Byrne added that Eugene collects a 9% administrative fee on every permit they issue. Hare said that we need to recognize the impact of a substantial one-time increase in this economy; but it is necessary to reduce some of the challenge of sustaining the General Fund.

Collins said that we are looking at a different way of funding the General Fund and this is a different way of doing business than in the past. Collins said that we have to be sensitive to what people will be able to pay. Konopa said that we also need to consider who is benefiting from the services.

Olsen said that he thinks we should be charging what other comparable cities are charging. Olsen asked, how much does Corvallis recover with the collection of fees? Byrne said that Corvallis has a 70% recovery.

Johnson said that she thinks we need to set a fee schedule in small increments every year and the Council needs to stick to it.

Byrne said that he would like to talk about Building fees. He said that the goals of the Building Division are to be a full-service, customer-oriented building safety division; to charge fair stable fees for services; and to refocus the management of the department and division on providing services.

Byrne said that there are four different options for achieving a self-sufficient Building Division. The first is to increase all of the fees 40% across the board; the second is to increase residential permits by 20% and commercial permits by 60%; the third is to add an administrative fee in addition to an increase to residential and commercial permit fees; and the fourth is a market-based option, which would be to increase fees so that our fees are similar to other like-sized communities.

Building Official Manager Melanie Adams said that the numbers are based on a cost recovery program with zero reserves. Byrne said that staff met with the Homebuilder's Association. Generally, the members of the Homebuilder's Association said that they understand fees need to be raised, and the gap has to be closed. Byrne said that the Homebuilder's Association suggested a 20% increase for residential and 60% for commercial. Councilor Jeff Christman said that the effect on the bottom line can kill a commercial project. Byrne said that he agrees with Christman, but he doesn't think that the increase they are talking about would do that. Discussion followed.

Coburn asked what Byrne's preference is relating to increasing the building fees. Byrne said that he thinks it would be appropriate to increase residential fees by 20% and commercial fees by 40-50%; adjust the specialty permit fees; and not add an administrative fee.

Konopa said that staff has asked the Council for direction and this item will come back for just one more Work Session. She said that she thinks the Council needs to be committed to following through with some sort of fee increase.

Collins asked if this fee process would go through a public hearing. Byrne said yes. Christman said that he is comfortable with sending this forward for a public hearing if staff can provide examples of costs at the public hearing. Christman said that the Council has the opportunity to change the way the City does business, and should be looking at what services are essential and what services they are willing to give up. He said that one service he thinks is unnecessary is leaf pickup. He said that he doesn't consider leaf pickup to be an essential service.

Hare said that if the Council is not willing to raise building inspection fees, they will need to choose what to give up. We are trying to figure out how to continue providing services that our citizens are accustomed to. Konopa said that staff has a heavy workload and the Council needs to give them direction. Coburn said that he would like this to move forward to a public hearing. He doesn't think that the average taxpayer wants to be subsidizing building and planning fees.

Konopa directed staff to bring back the discussion of building fees and examples of fee changes on individual permits to the February 8, 2010, City Council Work Session. A public hearing is scheduled for building fees for February 24, 2010.

Olsen said that he would like the fee increase to be small for homes that are in historic districts.

COUNCILOR COMMENTS

Johnson asked if staff would request a water rate increase this year. Hare said no.

CITY MANAGER REPORT

There was no report from the City Manager.

ADJOURNMENT

There being no other business, the Work Session adjourned at 6:20 p.m.

Respectfully submitted,

Diana Eilers
Administrative Assistant I

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Reviewed by,

Stewart Taylor
Finance Director

CITY OF ALBANY
CITY COUNCIL (WORK SESSION)
Municipal Court Room
Monday, February 8, 2010
4:00 p.m.

MINUTES

CALL TO ORDER

Mayor Sharon Konopa called the meeting to order at 4:02 p.m.

ROLL CALL

Councilors present: Councilors Bill Coburn, Floyd Collins, Dick Olsen, Jeff Christman, Bessie Johnson, and Ralph Reid, Jr.

Councilors absent: None.

BUSINESS FROM THE PUBLIC

There was no business from the public.

AERIAL MAPPING PROJECT UPDATE

Information Technology Director Jorge Salinas said a Request For Quotation (RFQ) was sent out and one vendor responded, with a quote that was even less than the quotes obtained previously in 2006. The vendor is 3Di West from Eugene. The city of Millersburg will be contributing \$4,035 to this project.

Data Systems Manager Pete Brandstetter described the three outcomes of this project: the flyover, the maps of streets and water lines, and the CAD upload. The net cost to the City is \$92,806. Funds for this project have been set aside annually for four years.

Salinas said there have been significant changes in Albany over the last four years. This project is supported by the Public Works Director and the Community Development Director as necessary to capture changes in the Albany's terrain and infrastructure.

Councilor Floyd Collins asked about the flood level data. After meeting with staff and discussing the data with the Council, Collins is concerned about which set of datum – the City's, Linn County's, or FEMA's – will be used. He wants to have some level of consistency.

Councilor Ralph Reid suggested staff offer Tangent an opportunity to participate in the flyover. Brandstetter said that Linn County's flyover includes Tangent. Albany does not include them because we do not provide infrastructure for Tangent.

Councilor Dick Olsen asked if Albany can do a portion of the flyover instead of the full City. For example, just areas that have been updated could be targeted. Brandstetter said the flyover will include the whole city. But from that, not every tile will be updated – just those with new infrastructure. The cost difference to fly over the whole City versus a portion is minimal.

This item is scheduled for the February 10, 2010, Council meeting.

LEAN SIX SIGMA GREENBELT PROJECT REPORT

Salinas said that he and Recreation Programs Manager Katie Nooshazar used the City's phone tree and Parks & Recreation's class registration process as a Lean Six Sigma project.

Salinas showed a PowerPoint presentation. He included three slides that were not in the agenda packet: Process Lifecycle (see agenda file); an analysis of extension 7777 (see agenda file); and an analysis of extension 7500 (see agenda file).

Nooshazar explained that while analyzing the amount of time it takes a customer to navigate the phone tree, they discovered ways to improve the class registration process.

Collins said that even though Police and Fire do not receive the most calls, they should still be listed as the first and second option of the phone tree. Salinas said the phone tree hierarchy decisions were based strictly on data. The Fire Department only gets 28 calls and most of them are administrative.

Councilor Bessie Johnson commended staff on the project.

Management Systems Director Bob Woods said that Nooshazar and Salinas were the first of the Lean Six Sigma

trainees to complete a project. He presented them with framed certificates to mark the designation of their official "green belt" certifications. Woods said this project shows how Lean Six Sigma can bring about improvements in customer service. He hopes to present more projects to the City Council in the future.

BUILDING FEE INCREASES FOLLOWUP

Community Development Director Greg Byrne said that the Council's last direction was for staff to apply more emphasis on commercial than residential permit fees. The staff report provides fee proposals and examples of their impact. Staff met with Bill Higby, president of the Homebuilders Association, last week and gave him the same information. They have not yet received a formal recommendation.

Councilor Bill Coburn said the information in the staff report is for electrical permits. He asked about mechanical permits. Building Official Melanie Adams said she checked with other jurisdictions and in most all cases Albany was low. If residential permits are increased, we are unlikely to see an increase in mechanical permits and actually a minor decrease in mechanical could help to offset the residential increase. She said, this is better for our customers. The same concept applies to residential plumbing; there is a small increase, but the bulk of the increase is for the structure, not the mechanical or plumbing component. She said that for the electrical component, Albany is very low in comparison, as the staff report shows.

Collins said that in his opinion, there is enough information to take this to a public hearing. He would like to see it proceed. Coburn is also satisfied. He added that it will be important to show Albany's fees compared to other cities at the public hearing.

Coburn asked if Byrne had considered an implementation schedule. Byrne said he would like to make it effective immediately upon Council action. He is concerned that delaying the increase might result in a flood of hasty permits coming in that would end up taking much more time to resolve in the long run.

Collins pointed out that the last time fees were raised was in 2001. He prefers to make incremental fee increases than to be in the position we are now. It is very difficult to communicate to the community why such a large increase is necessary. He said that those in the construction business understand that if they want prompt service, it comes with a cost. Waiting even three days for a permit can shut a project down.

Konopa wants to set a policy that this is a cost recovery program.

Staff will schedule a public hearing for February 24, 2010.

TIMBER STREET/EXPO PARKWAY, AIRPORT ROAD UPDATES

Public Works Director Taniguchi-Dennis commended Civil Engineer III Jeni Richardson and Transportation System Analyst Ron Irish for the open house they hosted on February 3, 2010, at City Hall. Irish did an exceptional job explaining all the different scenarios.

Richardson said that at the January 13, 2010, public hearing, the Council directed staff to get feedback on two items: the South Shore Drive neighborhood and Timber Street vs. Expo Parkway.

Richardson said because of citizen concern that the interchange plan might allow a cut through at South Shore Drive, staff drafted a revision and added language to the Transportation System Plan (TSP) to discourage it. She displayed an overhead of page 73 of the Albany 2030 TSP -Draft (see agenda file). The language was modified to include "It is the recommendation of this City Council that the IAMP not incorporate interchange designs that would redirect highway and commercial traffic through existing residential neighborhoods (e.g. the South Shore Drive neighborhood)."

Reid asked, will staff include Dunlap Avenue? Irish said the current language identifies South Shore Drive as an example but that it would apply to both streets.

Collins thinks this is a good way to point out Albany's position and it also puts the Oregon Department of Transportation (ODOT) on notice that they need to look carefully at alternative routes. Discussion followed about specificity of the language and timing.

Richardson passed out a written comment from a participant of the February 3, 2010 neighborhood meeting that was not included in the agenda packet (see agenda file).

Richardson showed an overhead with maps showing Options 1, 2, and 3 (see agenda file) that were presented at the neighborhood meeting.

Richardson said most folks seemed to lean towards Option 3, which retains Expo Parkway to serve the Century Drive traffic and the regional commercial area, and develops a new Timber Street option to serve the future residential properties to the north.

Richardson displayed an overhead of the Dunlap Avenue Extension project L21 (see agenda file). It shows the flexibility in the exact placement of this connection from Century to Expo Parkway. Collins thinks it is useful to show

the three alternative routes in this TSP project. The result will still be development driven or based on the interchange design, but regardless it shows ODOT that there are alternatives and also communicates to citizens the Council's concern.

Discussion followed about Opal Avenue being discussed in the ODOT Interstate-5 Environmental Assessment (EA) project currently underway. It was decided that the EA is the appropriate place to discuss using Opal Street instead of Expo Parkway because Albany has the best chance of success in that venue.

Richardson described the Timber Street Extension to Somerset Avenue project L18 overhead (see agenda file). This connection would serve residential properties to the north. The exact alignment will be determined in the site plan review and will be designated by dashed lines.

Richardson described the Knox Butte Road Widening project L21 overhead (see agenda file). A new sentence was added to the description that 'final design should mitigate access and driveway impacts to the houses that remain'.

Richardson said the February 2010 TSP will be updated with these four pages and available online a week before the February 24, 2010, public hearing at www.cityofalbany.net/tmp. Testimony at the hearing will be limited to discussion of these projects.

AIRPORT ADVISORY COMMISSION

Water Quality Control Supervisor Chris Bailey passed out the draft ordinance that was distributed at the January 11, 2010, work session (see agenda file). She noted that the ordinance is the same; no changes were made.

Deputy City Clerk Mary Dibble read the motion from the Summary of the January 11, 2010, work session: "Motion to add language to the draft of Airport Advisory Commission, Section 2.26.30, Term of Office, that persons with an improvement on the Airport site are allowed to be members; that pilots are allowed to be members; that four of the seven members must be current holders of pilot certificates; and that four of the seven members must be City of Albany residents. The motion was seconded. Motion to table the pending motion to a future work session, with the date to be determined by the City Manager's Office, passed 4-2, with Collins and Reid voting no."

Olsen objects to allowing members that do not live in the City limits, and also to requiring four pilots. He asked, what if he finds an appointee that is not a pilot but there are not three positions left? He thinks there is an advantage to having an Airport Advisory Board comprised of ordinary, non-pilot citizens as opposed to being made of Fixed Based Operators (FBOs), hangar owners, and pilots. The decisions coming from the Board need to be good for the City of Albany, not just good for the pilots. Collins disagreed, explaining that all the other City Commissions are comprised of folks that have a specific interest.

Johnson agrees that there should not be a minimum number of pilots. She thinks they should be City residents. She pointed out that there doesn't have to be an Airport Advisory Commission in order for folks to bring their ideas to the Council; they can do that anyway. It was pointed out that the Art Commission and Tree Commission do allow non-resident participation. Johnson said she disagrees with that, and thinks that all City Commissions should be made up of folks that actually pay City of Albany taxes.

Councilor Jeff Christman believes this Commission does have a regional impact so it is different than other Commissions. He does think it is important that there is some way to include pilots or hangar owners.

Reid thinks there should be a minimum of four City residents required. He does not think that having a pilot license should be a requirement.

City Attorney Jim Delapoer pointed out that there is not a requirement for how the Council is to appoint members. For example, each Councilor could nominate two members from their ward, or members could be selected at-large.

Coburn thinks there is a regional interest so membership should not be restricted to City residents.

MOTION: Collins moved to direct staff to draft an ordinance which includes that the Airport Advisory Commission members will be appointed at-large and that four of the seven members of the Commission must reside within the City of Albany limits. Olsen seconded the motion and it passed 5-1, with Johnson voting no.

Delapoer commented that members of this Commission can run the risk of unethical behavior if they are voting on something that benefits them economically. The measure will be if there is personal pecuniary interest in any decision they are making. Delapoer advises that members should recuse themselves of any such decisions. The Councilors should also keep this in mind as they make appointments, so they are not putting their appointee at risk. Discussion followed.

WATER RATE COMPARISONS

Taniguchi-Dennis said the staff report shows that Albany does not have the highest water rates in Oregon. Albany is ranked 5th for water rates and 25th for sewer rates as compared to 67 other cities. The water, sewer, stormwater, and transportation fee data was prepared by Debbie Galardi and Ray Bartlett, utility financial consultants, who track utility

rate data. Taniguchi-Dennis pointed out that other cities have a conservation rate, whereby if customers use more water, they pay more. In Albany, we have an inverted block where the water rate reduces as consumption increases.

Staff will be presenting information at the February 22, 2010, work session about the results of forgoing a water rate increase. The Council will have a range of options to consider, including the capital projects that may or may not be built, based on rate revenues.

Konopa asked Taniguchi-Dennis if she reduced staff with the economy. Taniguchi-Dennis said that currently they are understaffed in many operational areas and with the brand new separation incentive introduced by Human Resources, there may be retirements that she will not refill, however it will depend on which positions become vacant.

Olsen asked what McMinnville's rates are. Taniguchi-Dennis will get that information.

COUNCILOR COMMENTS

There were no Councilor comments.

CITY MANAGER REPORT

City Manager Wes Hare said that he, Konopa, and Public Information Office/Management Assistant Marilyn Smith met with representatives from the Salvation Army to discuss how they can better serve the Albany community. Hare suggested that they consider a detox center and they seemed interested. Discussion followed.

ADJOURNMENT

There being no other business, the Work Session adjourned at 6:20 p.m.

Respectfully submitted,

Mary A. Dibble, MMC
Deputy City Clerk

Reviewed by,

Stewart Taylor
Finance Director

G:\Mary\CCWorkSession2010\ccvcs 02-08-10.MTS.doc

CITY OF ALBANY
 CITY COUNCIL
 Council Chambers
 Wednesday, February 10, 2010
 7:15 p.m.

AGENDA

CALL TO ORDER

Mayor Konopa called the meeting to order at 7:15 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

Konopa led the pledge of allegiance to the flag.

ROLL CALL

Councilors present: Jeff Christman, Ralph Reid, Jr., Floyd Collins, Dick Olsen, Bill Coburn, and Bessie Johnson

SCHEDULED BUSINESS

Public Hearing

ST-09-03, Oak Street Local Improvement District (LID), adopting engineering and financial investigation reports, authorizing to secure easements, to obtain bids, and to issue debt for construction.

Konopa explained the public hearing process and asked the audience not to repeat testimony already given.

Konopa opened the public hearing at 7:21 p.m.

Staff Report

Assistant Public Works Director/City Engineer Mark Shepard said the report in the agenda is based on the last direction received from the Council. He explained the choices the Council would have after receiving testimony from the audience. Some include deciding if the City will participate in the LID and if it does, how much; the Council could choose to modify the boundaries; they could ask staff for a new engineers report; or they could choose not to proceed with the LID.

Civil Engineer II Jeff Woodward said staff and the Council have been working on this project for over a year. He gave some background and dates of the neighborhood meetings. One comment from the neighborhood meetings was regarding the Linn County street funds that were transferred to the City in 1990. Woodward said there are three basic cost components; a water line, street and storm drains, and a street extension. For this report, the Council chose a trip methodology for the LID assessments with no City participation. He provided the Council with funding options including using Capital Reserves and Transportation System Development Charges (SDCs). The schedule would be for design and bidding this year and the LID process may be able to be completed in the fall of 2011.

Testimony

George Heilig, 310 NW 7th Street, Suite 100, Corvallis, the attorney for Mr. & Mrs. Ping Lee, objected to the formation of the LID and if the LID is formed they object to the initial Engineers Report and Financial Investigation Report. He provided the Council with written testimony (in the agenda file). Heilig said the LID should not be formed because the conditions of approval for Lowe's require Lowe's to construct the improvements and be financially responsible for the improvements. If the LID is to be formed, all the properties fronting Oak Street, both on the east and west side, should be included in the boundaries of the district. If not all the properties are to be included, the district should be just the properties south of Lowe's and limited to those improvements south of Lowe's. The improvements adjacent to Lowe's should be paid for by Lowe's. Heilig said the property that benefits most should pay for it. Regarding the waterline the Lee's should only be responsible for half the cost of the 8 inch line. Lowe's is not shown as paying anything for water and the over sizing to the 12 inch specification should be assessed to Lowe's because the Lees are already connect to the 12 inch line in 9th Street. Regarding the Oak Street improvements, it should be designed to not require the closing of the restaurant driveway from 9th Street nor require acquisition of right-of-way from the restaurant side of Oak Street. If necessary, additional right-of-way should come from the Lowe's side of Oak Street. Heilig mentioned that the City received money from Linn County in 1990 to upgrade Oak Street, which was originally \$376,300; it has a value now of \$470,000 and should be used for City participation in the LID. They also believe the City should participate to the maximum extent in the redesign of the intersection as it is a citywide safety and infrastructure improvement. Also, in terms of funding, they believe it should be a collector street. Regarding Kinder Park, they feel the number of trips in the report is understated. He explained how they believe the trip numbers were created.

Councilor Christman asked, are you saying that the trip generation estimate for Kinder Park is too low? Heilig thinks it is too low.

Councilor Collins asked staff if given the conceptual layout would it require additional right-of-way from Pings Restaurant or could it be from Lowes. Shepard said that on the east side, the Lowe's side, there is a concern about the Perlenfen building needing to be removed. But there needs to be a more defined configuration.

Margaret Styler, 1320 Oaks Street, doesn't want to be part of the LID. She said she doesn't need the new street and she and her neighbors do not gain any benefit from it. She believes there will be an increase in traffic that will cause the property values to go down.

Mary Ann Abraham, 1330 Oak Street, doesn't feel there is any benefit for her either. There was money given for the upgrade of the street and the City should use that. She has no use for the road. Those getting a benefit should pay for the street.

Jim Conser, 3439 NW Eagle View Drive, a property owner, said he and his family own most of the site that is being put together to be sold to Lowe's. He has been bringing projects to the community for over 30 years. He thought LID improvements were funded by frontage assessments, not trip assessments. Off of Oak Street, the City received property from the Boys & Girls Club for a park. After receiving the property the City changed how assessments would be applied in order to benefit Kinder Park. Under this methodology \$3.5 million would be assessed on their property, for a half mile of street. That is 95% of the cost of the project. He feels it is unfair. The City should be participating in the improvement. The Consers have worked for two years with adjacent property owners and the City to make this project happen. He explained the history of the property from the original apartments to being zoned commercial.

Tom Meagher, 1690 SE Oak Street, agrees with Mr. Heilig and is not in favor of the LID. He was concerned about how much it will cost the property owners.

Mathew Conser, 1010 Airport Road, representing Conser Inc., said they own the property that Lowe's will be built on. He provided written testimony (in the agenda file) regarding their property participation in the LID. Conser provided a history of the area saying that the improvements have been planned for many years. They are not happening because of Lowe's. He said that in 2006 the project was only going to be the Sherman Street modification that was needed for the traffic approval for the Lowe's project. The existing traffic issues were the real reasons for the changes. It was City staff that suggested the Oak Street extension. He believes it was the Lowe's team that found ways for it to work without tearing down buildings and displacing businesses. He said the proposed LID has been structured to limit the expense to Kinder Park. He quoted staff from a report dated October 21, 2009, regarding the trip generation assessment methodology being developed to minimize the assessments levied against Kinder Park. Also, the City collected \$376,300 for the improvement of Oak Street in 1990. Using just 3% interest, those funds would be worth a little over \$1 million in today's dollars. He believes the improvements are a safety benefit to an existing Oregon Department of Transportation (ODOT) problem, an improvement to the central transportation corridor, and have a citywide benefit. He said it would be a shame to see this improvement to the City and this company willing to invest in the community, lost to unfair and burdensome assessment methods. He said the City can earmark the SDC's needed to make the improvements to Oak Street by adopting the Transportation System Plan and by diverting some other funds from projects that will find relief from this improvement. It could be done in two phases: The extension could be financed at 100% of SDCs and the 9th Street to Queen Street improvement at 65% SDCs. Couple that with a development agreement between Lowe's, the City, and the Perlenfeins. The funding for the Kinder Park assessments could come from Parks SDCs. He suggested that Central Albany Revitalization Area (CARA) funds may be available to use. Conser said the total assessment against their property is unfair and they object to the methodology. He asked the Council to continue the hearing to consider the complexities of the LID.

Jack Mandel, 1530 Faraday Avenue, #140, Carlsbad, CA, Senior Site Development Manager for Lowe's, thanked the Council for the land use application approvals. He agrees with the items Mathew Conser brought up. He provided written testimony (in agenda file) with suggestions for expedient creation of the LID that would allow Lowe's to build its store. They originally expected to take 6-8 months for the build, it has been 18 months and there is no store. They are under budget constraints like everyone else. Their window of opportunity is closing and they do not seem to be making any headway. He believes the project will not move forward under the proposed assessment plan.

Jerry Bassinger, 1006 SE Grand Avenue, Suite 300, Portland, spoke on behalf of Lowe's. He agrees with Mathew Conser's testimony. They are looking for a partnership with the City that has the least impact on the property owners and the neighborhood.

Mike Styler, 1320 Oak Street, said the improvements are not being driven by resident requests, but the City wants them to pay for the road because the bond measure failed. The entire City will use that road. The residents can't afford to pay. They don't even get to see the design of what the City wants them to pay for. Under the proposed plan, they would lose parking and they have already had water and sewer ungraded. Why do they need to pay again? It would encourage traffic day and night. Currently, Oak Street is being using for a short cut for Hill Street and Geary Street users. What they really need is a light at the end of Oak and Queen Streets. He believes getting out of their driveways will be an issue.

Ron Schwab, 1670 Oak Street, said this is not the time to be upgrading the street. The economy has not recovered and the property owners can't afford it. He would like to see some restraint. He and most of his neighbors live on a limited income. It is not an improvement to the residents in the neighborhood. He thinks the only reason it has become an issue is because Lowe's wants to build on the corner property. He can see no benefit to the neighborhood. He doesn't object to Lowe's, just feels they need to find a better spot to build.

Gary Fickenscher, 1110 SE Oak Street, said he can only access his house from 11th street and therefore he would like his trip generation cut in half.

Dennis Glaser, 31915 Seven Mile Lane, Tangent, said his parents own a piece of undeveloped property on Oak Street. He agrees with Mr. Heilig. They are asking for fairness. His parents' property has an assessed true cash value of \$106,000 and the proposed assessment would be \$67,000. He feels that is insanity. Most residents are long term and retired. Fairness is when the City pays for their share. Everyone in the City is going to use that street at one time or another.

Michael Robinson, 1120 Couch Street, Portland, representing Lowe's, asked the Council to leave the record open. They want the opportunity to talk to staff and the neighbors to consider suggestions and options.

Ed Schultz, PO Box 660, Albany, representing the Perlenfein Trust, said under the plan presented their building and property would be gone and there would be almost \$550,000 assessments. They want to resolve this issue. He feels confident that staff, the neighbors, and Lowe's can work something out.

City Attorney Jim Delapoer said the Council has considered making a contribution to this project. By not putting any City contribution into the proposed assessments, they were anticipating getting testimony from the neighborhood. The Council was interested in what the neighborhood had to say and if they would bring forward options for funding. There has been a lot of written material submitted that the Council needs to read. He suggested the Council continue the hearing to a date certain, with notice to all present that the Council may reopen the hearing so anyone wishing to participate may have the opportunity and for staff response, and not receive any new written material. They would have the option to reopen the hearing to receive more information.

City Manager Wes Hare said that staff had always intended to come back with a recommendation to the Council that had incorporated the audience recommendations.

Robinson asked if members of the audience would be able to respond to the new staff recommendations. Delapoer said it is a Council call. Robinson asked the Council to consider allowing responses. Delapoer said his request is reasonable and suggested the Council allow limited testimony.

Delapoer explained to the audience that the entire process is a two step process. He said that the Council makes a tentative decision to move forward with the improvements and sets an assessment boundary. They make a preliminary decision about what the assessment methodology will be. Then the Council authorizes going out to secure contracts to get the work done. When the work is done and the total dollar amount is known, there is another public hearing and the process is started all over again. Everyone who is being proposed to be assessed is given a notice to see what their proposed assessments would be and at the hearing the Council can revisit any decisions that had been made previously and make changes.

Konopa said that the design of the street would also be a public hearing.

Delapoer suggested the Council consider continuing the public hearing to receive the staff's response with limited testimony from the audience, and not receive any new written material.

Shepard asked, what options would the Council like to see? What he heard was the City funding the project at 100% of SDC for the punch through, 65% for the remainder of the project (between 9th Street and Queen Street, which would be based on trip generation), and minimize or eliminate any costs to residents. What the Council had before them tonight was no City participation. What else would the Council like to see? If there is some other middle ground, he would need some direction.

Councilor Coburn said he would like to see maximizing the City's participation. He said he clearly sees a benefit to the entire City. He appreciated the citizens coming out tonight and believes they made their point of how unfair it looks.

Councilor Johnson agreed with Coburn and praised Matt Conser on his research. She believes the City does need to participate. Johnson commented that when the Council started this process it was with the frontage of the development. Then all that was required was a little adjustment at Sherman Street. Now it is a much bigger project. She thinks they have created a monster with this project. She thinks they need to look at it again.

Delapoer cautioned the Council about making judgments before hearing the staff response and not to expect too much from staff in the form of giving solutions. There is no comfortable solution. If the Council decides

this is to be a City paid project, the Council will hear from other citizens regarding other projects that will not be able to be funded because all the available money has been spent on this project.

Collins asked if the Council decides to commit the SDCs that Shepard has described, using the future adopted Transportation Plan, how does the City document using funds not yet established? Delapoe responded that there needs to be methodology and this is a preliminary recommendation only. It is reasonable to consider an assumption of what would be available in that fund. Whatever would not be available could be written to be covered under a plan the Council would be comfortable with. At this stage of the LID the Council could adopt a methodology with an approximate number for how they anticipate that would work out. At this stage there is never exact numbers because there is no way of knowing the final costs.

Collins clarified that the staff report says 100% up to \$2.13 million for the punch through, when the total estimated costs are \$2.5 million, so there will be a potential gap subject to the bidding climate. In response to some of the testimony, one of his questions is what parcels along Oak Street were actually developed in response to the Linn County road transfer money. He would like a map included in the staff report, because he thinks the commitment to the parcels that were developed when the City received the money might be different than the parcels that were vacant at that time.

Councilor Olsen asked if SDCs are set to fund all street projects. Shepard said no, there is a methodology adopted by the Council to determine what projects are eligible and what the total value is, then an SDC amount is set, which currently is not carrying the full funding burden of those projects. If it were, it would be incredibly high. Olsen doesn't feel it is realistic for the City to pay the full costs.

Olsen asked for a review of the water pipe portion of the project. Shepard provided a map with the proposed improvements to the water line. Discussion followed regarding water lines on the south end of Oak Street.

Collins would like staff to include a response to the 8-inch to 12-inch water line concerns from Pings Restaurant in their report.

MOTION: Councilor Reid moved to leave the public hearing open to date certain March 10, 2010, with notice to all present that there will be limited testimony received and no new written material accepted, and have staff prepare a response to the issues presented tonight. Johnson seconded the motion and it passed 6-0.

Business from the Public

No one wished to speak.

Adoption of Consent Calendar

- 1) Approval of Minutes
 - a) August 18, 2009, City Council/Planning Commission Joint Work Session.
 - b) August 27, 2009, City Council/Planning Commission Joint Work Session.
 - c) January 11, 2010, Work Session.
 - d) January 13, 2010, Regular Session.
- 2) Supporting a Microenterprise Assistance grant submitted by Willamette Neighborhood Housing Services for the Linn-Benton MicroBusiness Program. RES. NO. 5887
- 3) Accepting the Benton County Victim Impact Panel grant. RES. NO. 5888
- 4) Accepting the following easements:
 - a) The state of Oregon acting through the Oregon Youth Authority RES. NO. 5889
 - b) Donald G. Loring. RES. NO. 5890
- 5) GIS-10-01, 2010 Aerial Mapping Update, authorizing award of contract.

MOTION: Johnson moved to adopt the Consent Calendar as presented. Collins seconded the motion and it passed 6-0.

Award of Contract

WWTP-08-02, Wetlands Talking Water Gardens Project.

This item was moved to be the first item on the agenda to accommodate representatives and staff.

Coburn declared a conflict of interest as the company he works for subcontracts with C&M Construction and withdrew from the dais.

Civil Engineer III Peter Harr provided some background on the Construction Manager/General Contractor project delivery approach that was approved by the Council in September. Based on evaluations C&M Construction was selected as the preferred CM/GC and they are now ready to provide a Guaranteed Maximum Price (GMP) as described in the agenda. Staff recommends the GMP be awarded to C&M Construction.

MOTION: Reid moved to award a "Guaranteed Maximum Price" (GMP) contract to C&M Construction, Sherwood, Oregon, in an amount of \$6,677,299, for the Wetlands Talking Water Gardens Project in accordance with the provisions of the Construction Manager/General Contractor (CM/GC) project delivery approach. The motion was seconded by Johnson and passed 5-0.

Appointments

City Boards, Commissions, Committees.

There was a revised memo on the dais that included a recommendation to the Human Relations Commission.

MOTION: Johnson moved to approve the following appointments to City Advisory groups:

Albany Arts Commission

Liz Montague (Mayor's new appointment)

Human Relations Commission

Tina Dodge Vera (Councilor Christman's new appointment)

Planning Commission

Dave Wood, *Ward III* (Councilor Christman's new appointment)

Public Safety Commission

Lucy Hughes (Councilor Johnson's new appointment to fill vacant position for term that expires December 31, 2010)

Reid seconded the motion and it passed 6-0.

Hospital Facility Authority

MOTION: Christman moved to approve the re-appointment of Colleen Keller and newly appoint Wendy Kirbey as the Budget Committee members to the Hospital Facility Authority. Johnson seconded the motion and it passed 6-0.

BUSINESS FROM THE COUNCIL

Johnson passed to the Council copies of the "Oregon 2010 Events Calendar" that was provided to her by the Albany Visitors Association (in the agenda file).

Reid mentioned that a few months ago CARA had provided funding to Crabtree Auto for updating of their new facility. There were concerns at the time from the neighborhood that the business would be intrusive. A follow up survey by staff indicates that there are no major problems or concerns by the neighborhood about the business.

Hare mentioned that he has held a meeting to explain the separation incentive to employees. The Human Resources Department has received one application so far. Hare is also in discussions with one of the bargaining units regarding a proposal for expense reduction.

NEXT MEETING DATE

The next scheduled Work Session of the City Council will be on Monday, February 22, 2010, at 4:00 p.m., in the Municipal Court Room, at City Hall.

The next scheduled Regular Session of the City Council will be on Wednesday, February 24, 2010, at 7:15 p.m., in the Council Chambers, of City Hall.

ADJOURNMENT

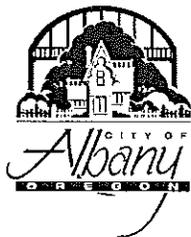
There being no other business, the meeting was adjourned at 9:27 p.m.

Respectfully submitted by,

Reviewed by,

Betty Langwell, MMC
City Clerk

Wes Hare
City Manager



TO: Albany City Council
 VIA: Wes Hare, City Manager
 FROM: Stewart Taylor, Finance Director *ST*
 Betty Langwell, City Clerk
 DATE: February 17, 2010 for the February 24, 2010, City Council Meeting

SUBJECT: Certifying Properties Exempt from Taxes

RELATES TO: • Create and sustain a city of diverse neighborhoods where all residents can find and afford the values, lifestyles, and services they seek.

Action Requested:

For the City Council to approve three resolutions to the Linn County Assessor certifying properties exempt from taxation.

Discussion:

Annually, staff provides three resolutions to exempt Songbird Village, Periwinkle Place, and ParkRose properties from taxation under the City's tax levy per ORS 307.543. The low income housing that these projects provide through the Albany Partnership for Housing and Community Development is an integral part of providing an affordable quality of life in Albany. The Partnership depends on this exemption in order to keep their rental costs down.

Exempt Properties Estimate of Taxes *
2009

	Market Value	Assessed Value	City & County Tax Estimate	Estimated City Tax	Estimated CARA Tax
Songbird Village	1,819,800	1,475,570	16,650	11,470	690
Periwinkle Place	1,455,200	1,085,754	12,225	8,440	510
Park Rose	1,121,400	692,470	7,810	5,380	320
Total	\$4,396,400	\$3,253,794	\$36,685	\$25,290	\$1,520

City Base Tax Rate	6.3984
Safety Levy	0.9500
CARA	0.0093
Total Rate	\$7.3577

* Estimates provided by the Linn County Assessors Office.

Budget Impact:

There is no impact to the budget as this exemption is considered as part of the budget process.

ST:bl
Attachment

RESOLUTION NO. _____

A RESOLUTION CERTIFYING TO THE LINN COUNTY ASSESSOR THAT THE SONGBIRD VILLAGE PROPERTY SHALL BE EXEMPT FROM PROPERTY TAXATION.

WHEREAS, the Albany City Council in 1993 adopted the provision of ORS 307.540 to 307.547; and

WHEREAS, the Albany Partnership for Housing and Community Development is the senior partner of Albany Family Housing Limited Partnership, the owner of Songbird Village, an affordable housing project located at 215-245 21st Avenue SE and 2020-2040 Lyon Street SW (Assessor's Map No. 11S-3W-7CD, Tax Lot 901); and

WHEREAS, the Albany Partnership has submitted an application for property tax exemption; and

WHEREAS, the owner meets the requirements of ORS 307.541 and their application meets the requirements of ORS 307.545;

NOW, THEREFORE, BE IT RESOLVED that the Albany City Council certifies to the Linn County Assessor that the property on which the Songbird Village project is located (Map No. 11S-3W-7CD, Tax Lot 901) shall be exempt from taxation under the City's tax levy as provided in ORS 307.543.

DATED AND EFFECTIVE THIS 24th DAY OF FEBRUARY 2010.

Mayor

ATTEST:

City Clerk

RESOLUTION NO. _____

A RESOLUTION CERTIFYING TO THE LINN COUNTY ASSESSOR THAT THE PERIWINKLE PLACE PROPERTY SHALL BE EXEMPT FROM PROPERTY TAXATION.

WHEREAS, the Albany City Council in 1993 adopted the provision of ORS 307.540 to 307.547; and

WHEREAS, the Albany Partnership for Housing and Community Development is the owner of Periwinkle Place, an affordable housing project located at 1700-1860 Periwinkle Circle (Assessor's Map No. 11S-3W-8DB, Tax Lot 5200); and

WHEREAS, the Albany Partnership has submitted an application for property tax exemption; and

WHEREAS, the owner meets the requirements of ORS 307.541 and their application meets the requirements of ORS 307.545;

NOW, THEREFORE, BE IT RESOLVED that the Albany City Council certifies to the Linn County Assessor that the property on which the Periwinkle Place project is located (Map No. 11S-3W-8DB, Tax Lot 5200) shall be exempt from taxation under the City's tax levy as provided in ORS 307.543.

DATED AND EFFECTIVE THIS 24th DAY OF FEBRUARY 2010.

Mayor

ATTEST:

City Clerk

RESOLUTION NO. _____

A RESOLUTION CERTIFYING TO THE LINN COUNTY ASSESSOR THAT THE PARKROSE PROPERTIES SHALL BE EXEMPT FROM PROPERTY TAXATION.

WHEREAS, the Albany City Council in 1993 adopted the provision of ORS 307.540 to 307.547; and

WHEREAS, the Albany Partnership for Housing and Community Development is the owner of ParkRose, an affordable housing project associated with the Pacific Boulevard/9th Avenue Couplet Project of the Oregon Department of Transportation; and

WHEREAS, the Albany Partnership has submitted an application for property tax exemption; and

WHEREAS, the owner meets the requirements of ORS 307.541 and their application meets the requirements of ORS 307.545;

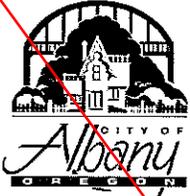
NOW, THEREFORE, BE IT RESOLVED that the Albany City Council certifies to the Linn County Assessor that the properties on which the ParkRose project is located (Map No. 11S-3W-8BA Tax Lot 3101) shall be exempt from taxation under the City's tax levy as provided in ORS 307.543.

DATED AND EFFECTIVE THIS 24th DAY OF FEBRUARY 2010.

Mayor

ATTEST:

City Clerk



TO: Albany City Council
VIA: Wes Hare, City Manager
FROM: Ed Hodney, Director of Parks and Recreation
DATE: February 17, 2010, for the February 24, 2010 City Council Meeting
SUBJECT: Authorization to apply for a State of Oregon Parks and Recreation Department Land and Water Conservation Fund Grant
RELATES TO STRATEGIC PLAN THEME: ● An Effective Government
● Great Neighborhoods

Action Requested:

Approve a Resolution authorizing an application to the State of Oregon Parks and Recreation Department for a Land and Water Conservation Fund (LWCF) Grant for the replacement of Henderson Park playground and authorizing the Parks and Recreation Director to sign the application.

Discussion:

The LWCF grants provide matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. Henderson Park is a small neighborhood park of 0.44 acres in west-central Albany. The Park and Recreation Master Plan recommends the replacement of the playground equipment and general updates to the park.

Staff seeks authorization to pursue a \$35,000 grant from the State of Oregon Parks and Recreation Department. The grant program requires a 1:1 match from the City. Our local match would include funds from the Parks & Recreation budget. Gifts and donations from local individuals and businesses will pay for the rest of the project expenses.

In order to take advantage of this funding opportunity, the Parks and Recreation Department will need to submit an application by March 5, 2010. If awarded, grant funding would be available in fiscal year 2010-2011.

If the project is funded, the Parks and Recreation Department will be consulting with the surrounding neighborhood regarding the selection of playground equipment and other improvements prior to the start of the project.

Budget Impact:

This project was included in the adopted 2010-2014 Capital Improvements Program, but it has been delayed due to a lack of funding. The project has been reprogrammed for FY 2010-2011, funded with \$35,000 from the LWCF and \$35,000 from the Parks and Recreation Fund 202. These resources will be included in next year's proposed budget, anticipating a successful grant request.

Attachments: Resolution

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RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY OF ALBANY PARKS AND RECREATION DEPARTMENT TO APPLY FOR A LAND AND WATER CONSERVATION FUND GRANT FROM THE OREGON PARKS AND RECREATION DEPARTMENT FOR THE RENOVATION OF HENDERSON PARK PLAYGROUND AND AUTHORIZING THE PARKS AND RECREATION DIRECTOR TO SIGN THE APPLICATION.

WHEREAS, the Oregon Parks and Recreation Department is accepting applications for the Land and Water Conservation Fund Grant Program; and

WHEREAS, the City of Albany Parks and Recreation Department desires to participate in this grant program to the greatest extent possible as a means of providing needed park and recreation improvements and enhancements; and

WHEREAS, the City of Albany Parks and Recreation Commission, City Council, and staff have identified improvements at Henderson Park as a high priority need in the City of Albany; and

WHEREAS, the applicant hereby certifies that the matching share for this application will be available in the proposed FY 2010-2011 Parks and Recreation Fund 202.

NOW, THEREFORE IT BE RESOLVED that the City of Albany Parks and Recreation Department be authorized to apply for a Land and Water Conservation Fund Grant from the Oregon Parks and Recreation Department for the renovation of Henderson Park playground as specified above.

DATED AND EFFECTIVE THIS 24th DAY OF FEBRUARY, 2010.

Mayor

ATTEST:

Deputy City Clerk



TO: Albany City Council

VIA: Wes Hare, City Manager

FROM: Edward Boyd, Chief of Police

Edward Boyd 

DATE: February 17, 2010, for February 24, 2010, City Council Meeting

SUBJECT: Limited On-Premises Sales, New Outlet, Liquor License Application for Yong's Inc., D/B/A Momiji Japanese Restaurant, 641 Hickory Street, Albany.

Action Requested:

I recommend the Limited On-Premises Sales, New Outlet, Liquor License Application for Yong's Inc., D/B/A Momiji Japanese Restaurant, be approved.

Discussion:

Yongkang Chen and Yongjie Tan, on behalf of Yong's Inc., D/B/A Momiji Japanese Restaurant, have applied for a Limited On-Premises Sales, New Outlet liquor license. Based on a background and criminal history investigation through Albany Police Department records, I recommend approval of this request.

Budget Impact:

None.

MR



TO: Albany City Council

VIA: Wes Hare, City Manager

FROM: Edward Boyd, Chief of Police

A handwritten signature in black ink that reads 'Edward Boyd' followed by a small circular mark.

DATE: February 17, 2010, for February 24, 2010, City Council Meeting

SUBJECT: Limited On-Premises Sales, New Outlet, Liquor License Application for House of Noodle, LLC, D/B/A House of Noodle, 2025 Santiam Highway SE, Albany.

Action Requested:

I recommend the Limited On-Premises Sales, New Outlet, Liquor License Application for House of Noodle, LLC, D/B/A House of Noodle, be approved.

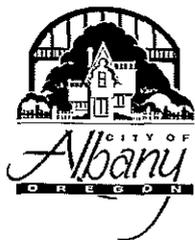
Discussion:

Eakarach Srijunyanont, on behalf of House of Noodle, LLC, D/B/A House of Noodle, has applied for a Limited On-Premises Sales, New Outlet liquor license. Based on a background and criminal history investigation through Albany Police Department records, I recommend approval of this request.

Budget Impact:

None.

MR



TO: Albany City Council
VIA: Wes Hare, City Manager
FROM: John R. Bradner, Fire Chief *JRB*
DATE: February 15, 2010, for the February 24, 2010, City Council Meeting
SUBJECT: Fire Department Position Restructuring
RELATES TO STRATEGIC PLAN THEME: • A Safe City

Action Requested:

Approval to convert four Firefighter/EMT day positions to three Firefighter/EMT shift positions, and convert one contract, part-time clerk to a permanent, part-time Clerk III.

Discussion:

Firefighter/EMT Positions - In preparation for the 2010-11 budget process the Fire Department is requesting conversion of four Firefighter/EMT day positions to three Firefighter/EMT shift positions at an annual estimated savings of \$61,000. "Day" Firefighter/EMTs work 48 hours per week (12-hour shifts); "shift" Firefighter/EMTs work an average of 56 hours per week (24-hour shifts).

The four day firefighter positions were intended to provide staffing for a third dedicated medic unit 12 hours per day. There has been a vacancy in one of these positions since February 2009, which has remained vacant to address budgetary concerns. This vacancy creates a situation where overtime is required to operate the daytime (12-hour) medic unit as originally intended. To reduce this overtime liability, and address training and operational needs, the other three day positions have essentially worked as shift firefighter positions over the last year.

Converting the four day positions to three shift positions will allow continued cost-savings by not filling the vacant position, reduce overtime liability, and provide for continuity of operations. The third medic unit would still operate when shift staffing allows.

Clerk III Position - The Fire Department has budgeted and filled a part-time clerical position with a contract employee since November 2005. One person, Sadie Bernt, has filled that position since its inception. Sadie provides clerical support to the City's Emergency Management program and the Fire Department's Training Division, in addition to providing backup support and assistance to the administrative office front-desk receptionist.

The Fire Department's clerical support consists of one fulltime Clerk III position and one vacant Administrative Assistant I position. Maintaining the part-time clerk position as requested is critical to the clerical support operations of the Department and to maintain continuity of the City's Emergency Management program and Fire Department's Training Division.

Budget Impact:

Estimated \$58,000 savings in the 2010-11 Fire Department General Fund budgets (\$61,000 savings on FF/EMT positions less \$3,000 benefit costs for the Clerk III position).

JB:ljh