



APPROVED: February 5, 2007

**CITY OF ALBANY
PLANNING COMMISSION
City Hall Council Chambers, 333 Broadalbin Street
Monday, November 6, 2006
5:15 p.m.**

MINUTES

Planning Commissioners present: Dan Bedore, Paul Davis, David Faller, Tim McCarley, Anne Peltier, Cordell Post, Wayne Rackham (arrived approximately 5:20 p.m.), and Dala Rouse

Planning Commissioners absent: One vacancy

Staff present: Planning Manager Don Donovan, Transportation System Analyst Ron Irish, Community Development Director Helen Burns Sharp, and Administrative Assistant I Tracy Swett

Others present: Approximately 50 people in the audience, including the applicants.

CALL TO ORDER

Chair Paul Davis called the meeting to order at 5:15 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

ROLL CALL

APPROVAL OF THE October 10, 2006, and October 17, 2006, MINUTES

Planning Commissioner Cordell Post moved to approve the October 10, 2006, and October 17, 2006, minutes, as written. Planning Commissioner Dan Bedore seconded the motion. The motion passed 8:0.

CONSOLIDATED QUASI-JUDICIAL PUBLIC HEARING, Case File Numbers PD-01-06, SD-16-06, and SP-36-06 (Benton Woods Planned Development)

Davis called to order a consolidated public hearing on Planning files PD-01-06, SD-16-06, and SP-36-06, an interim submittal for a Planned Development that would include 257 residential single-family lots and open space on about 63 acres; Subdivision Tentative Plat that would divide the 63-acre Planned Development into 257 residential single-family lots and open space. The subdivision will be platted in three phases; and Site Plan Review to remove 203 trees larger than 8 inches in diameter to construct the Planned Development. The applicant is DR Horton, Inc./JT Smith Companies. The property is located north of Dover Lane NW and east of Scenic Drive NW, in North Albany.

Declarations:

Post declared he would not participate as a Planning Commissioner during the hearing due to the conflict of interest he has with the applications since his family owns the subject properties.

Davis stated he has worked as a builder for the Post family in the past, but did not have a financial stake in the subject development. He stated he could be an unbiased decision maker and did not believe a conflict of interest existed, but wished to declare the facts for the record.

Planning Commission David Faller reported visiting the site earlier in the day.

Staff Report:

Planning Manager Don Donovan summarized the staff report. He said there are Planned Development, Subdivision, and Site Plan Review Tree Felling applications before the Commission for a development in North Albany known as Benton Woods. The subject property is located on the east side of Scenic Drive, north of Dover Lane. He showed the subject property on an aerial photo on the overhead projector (Exhibit A, in agenda file). Donovan said the applicant is D.R. Horton. The plans and drawings submitted with the applications were prepared by WRG Design, Inc.

The development is proposed as a Planned Development which has particular standards that must be met in order to be approved, in addition to the standards for a regular subdivision. One of the criteria is that 40 percent of the property must be set aside as outdoor living area, which is defined as common living space and may include private living space such as yards for homes. In return for setting aside a large amount of outdoor living area, the lots within the development can then be smaller than what would normally be allowed in the base zoning district.

Planning Commissioner Wayne Rackham arrived at approximately 5:20 p.m.

The current zoning of the properties is Residential Reserve (RR), but the zoning will change to RS-6.5, RS-5, and RM-5 once public infrastructure is constructed. The number of lots that can be developed on the property is determined by the zoning. The applicants have proposed fewer lots than could be developed given the zoning of the subject property. Donovan noted the table on page eight of the agenda packet adds up to 259 lots, but the application is for 257 lots.

Planning staff has reviewed the applications against each of the review criteria. The complete analysis is available in the staff report. Donovan highlighted the findings, conclusions, and conditions within the staff report that he felt would be of interest to the Commission and the audience.

He said drawings and calculations submitted with the Planned Development application show that 46.5 percent of the development will be common or private outdoor living area. This meets the outdoor living area requirement of a Planned Development. He showed the main site plan on the overhead (Exhibit B, in agenda file) and said the largest open space area is made up of wetland areas which will be expanded and enhanced. The other major feature is a bike and pedestrian trail that begins at Dover Lane and heads north along the western edge of the proposed subdivision to connect to North Albany Park. In addition, there will be several small parks that will be set aside and landscaped.

He said another requirement of a Planned Development is that an indoor recreation area be provided in any subdivision with 50 or more lots. This development proposes 257 lots, so the indoor recreation requirement would be applicable. The Planning Commission may waive this requirement if it determines there is adequate outdoor living area. The applicant has requested the indoor recreation area be waived.

Sewer and water service will be extended from existing lines adjacent to the property. Storm drainage will be directed to the two large wetland areas which will be enhanced and designed to clean and treat the storm water to ensure it does not flow off the property at any greater rate than the current flow.

Donovan said there are trees on the property. The applicant hired an arborist who found the majority of the oak trees to be in decline. There are three Oregon White Oaks that will be retained, as well as one Douglas fir tree. The arborist reported the cottonwood and hawthorn trees are invasive and not conducive to urban development. The city forester reviewed the arborist's report and agreed. Donovan noted the application plans to plant 603 new trees throughout the development as part of the street tree plan.

The subdivision will have accesses from Twenty-Fourth Avenue which will connect to Scenic Drive. Twenty-Fourth Avenue will be improved to partial-width standards. The subdivision will also connect to Squire Street, which then connects to Crocker. Donovan said homes would also front Dover Lane, creating vehicle trips on Laura Vista, Sunny Lane, and Grandview, which then connect to Gibson Hill Road. Donovan said all of the roads were found to be in adequate condition to accommodate the additional traffic that will be generated from the development. He said residents on Laura Vista Drive petitioned the applicant to install speed humps on Laura Vista with the subdivision's construction. The applicant agreed.

Subdivision review criterion three requires that the street plan be safe, economic, and efficient. Staff required the applicant submit a traffic study that included 11 different intersections from the development, along North Albany Road to Highway 20. The traffic study found that all of the intersections would operate at an acceptable level of service with the construction of the subdivision as of 2008. In addition, the applicant also looked at capacity in the year 2013.

Donovan said concerns have been raised about traffic in North Albany at recent public hearings and neighborhood meetings. Many people have wondered how long the City can continue to approve subdivisions given the roads are already congested. The applicant's traffic study found the North Albany Road-Highway 20 intersection would be at capacity in the year of 2013 based on Oregon Department of Transportation (ODOT) standards. The City is aware that traffic in North Albany has grown faster than forecasted when the last Transportation System Plan (TSP) was updated. The City is beginning the process of updating the TSP now for the entire City, which will identify improvement projects and other measures to improve the system. In addition, the City may be faced with more difficult choices with regard to future development in North Albany.

The applicant's traffic study found a signal will be needed at the Crocker Lane-Gibson Hill intersection at some future time. The intersection has met the requirements for a four-way stop, but Benton County did not approve the use of a four-way stop and asked to wait on improving the intersection until signal warrants were met. Donovan said every new house in North Albany pays Transportation System Development Charges (SDC). The money accrues and as projects like stop lights are needed, is available to pay for their installation. Donovan said Transportation System Analyst Ron Irish was available should there be more questions about the impact of the proposed development.

Donovan noted staff received an email from the Benton County Road Department on October 25, 2006, just as staff had finalized its analyses of the applications. Benton County requested full improvements on Squire from the west edge of the subdivision to Crocker Lane which would include a 28-foot-wide street, curb, gutter, and sidewalk (Exhibit K, in agenda file). The length of this improvement would be 2,000 feet. Staff was concerned whether the City could legally require the applicant to make the off-site improvements. The parties met and the developer agreed to make the street 28 feet wide and stripe a pedestrian/bike path on each side of the vehicle travel lanes. In the past, sidewalks have been required if there is a destination (school or park) within a one-half mile distance of the proposed development. During the initial review of the applications, staff did not require a sidewalk due to the lack of a destination. Benton County preferred a sidewalk and the developer agreed to stripe a sidewalk which will then leave a 20-foot travel lane. Benton County also questioned the depth of the pavement. The applicant agreed to overlay the existing asphalt to match the City standard. Donovan said additional findings and

conditions related to improvements on Squire Street are on the dais (Exhibit L, in agenda file) for the Commission's consideration.

Donovan reported that Cordell Post submitted a petition with 60 signatures demonstrating approval of the proposed development. Copies were provided to the Commissioner (Exhibit M, in agenda file).

Donovan said Community Development Director Helen Burns Sharp gave him a letter from David Reece who was no longer present at the hearing. He read from the letter which was favorable toward the applications (Exhibit N, in agenda file).

Planning Commissioner Dala Rouse asked if the landscaping requirement also required an additional tree be planted per lot. Donovan said yes. Rouse said so in addition to the 604 trees, there would be another 257 trees to meet the landscaping requirement. Donovan said that is the requirement, but he has not reviewed the landscape plans for that detail.

Faller asked when the new transportation master plan would be completed. Donovan deferred to Irish.

Applicant Testimony:

Jeff Smith, JT Smith Companies/DR Horton, 4386 SW Macadam Avenue, Suite 305 (Portland), introduced the team including a traffic consultant, planner, civil engineer, arborist, attorneys, and other support team members. He encouraged questions be directed to the team members as appropriate. Smith said this project has been underway for over a year. Two neighborhood meetings have been held and typical questions were asked. The plan has changed multiple times to accommodate some of the neighbors' concerns. He said Mimi Doukas of WRG Design will speak to the project's specifics.

Mimi Doukas, WRG Design, 5415 SW Westgate Drive, Suite 100 (Portland), said the wetlands and the Post family's vision for their land have significantly contributed to the site plan. The perimeter of the property will have the lower-density housing choices, with higher-density development occurring as one moves toward the center of the property. This was done to provide a transition between the existing development and the new homes. The trees along the western part of the property will provide a good pedestrian corridor. Doukas said the open space totals about 21 acres, but it is a natural open space concept that will be more appropriate to the area and provide connectivity to the park to the north.

The design also took into consideration how people would get across the property without the development becoming a "short cut." The planners wanted a good connection, but did not want it to become a "race track." The final design was diagonal with three traffic circles to help calm traffic through the development.

Doukas said there would be alley-loaded homes along the main east-west connection. She said with building 257 homes, there needed to be different choices. There will be homes on lots of about 6,000 square feet, as well as homes built on smaller, alley-loaded lots. She thought the development struck a good balance.

She said two neighborhood meetings were held. The site plan was modified as a result, including changing the type of lots to be created along the southern boundary to have larger lots. In addition, the construction routing plan and traffic humps were agreed to as a result of neighbors' requests.

Doukas concluded her comments by saying the team was comfortable with the conditions of approval and she asked if the Commissioners had any questions.

Testimony In Favor:

Janet Steele, 1540 NW Patrick Court, said she was involved in several planning programs such as Great Neighborhoods, North Albany Refinement Plan and the drafting of Cluster Development standards. While she would like to see larger lots, she believes this proposal meets the goals of the planning initiatives. She encouraged the Commission to approve the applications.

Patrick Hagerty, 4890 NW Dunbeck, said he lives less than a mile from this development. There has been a lot of growth in the mid valley, but by absentee landowners. Development will occur in Albany, but he believes there will be accountability for quality given the Post family's involvement and continued presence in the community.

Francis Keizer, 1904 Eagles Ridge, said he has resided in Albany for 60 years, with the last 6 years in North Albany. This is the first time he has seen a development with bike paths, walking paths, and wetlands. These amenities are important and it will add prestige to the neighborhood. He supports the development.

Peter Tarzian, 2463 Scenic Drive, said his property will be impacted by this development and he is in favor of the applications. He said North Albany could have gone in two directions. He has lived on Scenic Drive since 1989 and has participated in several planning programs for the area. Tarzian said the urban growth process is clear, concise, open and fluid. He believes this kind of development will add to the community's diversity.

Keith Clark, 3180 Fir Oaks Court, said he lives in west Albany, but owns property on Quarry Road. He was in favor of the project and is excited about what this type of development could bring to Albany.

John Boock, 422 1st Avenue W, said this project is very progressive. It will serve as a beacon for future developments in Albany. He supported its approval.

Opposing Testimony:

Sandra Pitsch, 2650 Squire Place NW, asked if parking would be allowed on Squire. Donovan said there would be a 20-foot-wide paved street with 4-foot-wide striped pedestrian/bike path on either side. He thought parking would be similar to current conditions. Pitsch said they park on the street currently.

She said the houses on Squire were built in the early 70s and the neighborhood has been relatively unchanged during the past 30 years. She is concerned about livability for the people on Squire and traffic issues in North Albany in general. She questioned how many cars would travel on Squire Street. She does not believe North Albany can wait another two years until a new traffic plan was devised.

Rouse asked if Pitsch's property has driveways. Pitsch said yes, but residents can also park in the street if needed. Rouse asked if there was a drainage ditch along Squire. Pitsch said yes. Rouse asked if the drainage ditch would need to be filled in order to widen the street. Pitsch said not only would the ditch need to be filled, but they would have to encroach upon the front yards to widen the street too. Rouse asked how wide Squire was now. Pitsch responded that two cars could pass each other if no one is parked.

Jeff Garner, 2267 Scenic Avenue NW, said 24th Avenue is a chip-and-seal road. He asked how much the improvements would cost and if he would be responsible for a share of the costs. Donovan pointed to Garner's property on the overhead projector. He said 24th Avenue will be improved to partial-width

standards, but there would be no costs to the current homeowners. The developer would absorb those costs.

Garner asked if 24th would be a major point of the construction. Donovan said yes. Davis said the applicant could respond directly during the rebuttal portion.

Neutral Testimony:

David Taylor, 2299 NW Squire, said he lives at the corner of Crocker and Squire. He read an excerpt of a letter from Benton County to Don Donovan that stated just under 1,000 vehicle trips per day will be generated on Squire Street. He said there should be sidewalks on Squire. In addition, he disputed the assertion there were no destinations within a half mile. North Albany Park is less than a half mile away. People walk to that park.

Davis asked how he accessed the park. Taylor said he goes from Squire Street north to Grandview. He said that is a common route in the neighborhood. He is afraid the current plan will degrade the livability given the increase in traffic volume on Squire. He urged the Commission to revisit the decision of not requiring the sidewalks on Squire.

There are three additional subdivisions being construction in the area on Crocker Lane NW in addition to Benton Woods. He asked how many additional trips would be incurred by all the development and what kind of improvements were planned for the intersection of Crocker Lane NW-Squire Street. Davis said he would have the City's Transportation System Analyst address Taylor's questions during staff's rebuttal.

Vi Anderson, 914 NW North Albany Road, spoke as co-chair of North Albany Citizens in Action (NACA). She said NACA knows development will occur in North Albany, but the group is opposed to unrestricted development when existing infrastructure cannot meet the new demands. NACA believes that the current transportation infrastructure in North Albany is sadly lacking to support the new developments that are proposed in North Albany. Safety is a primary factor in the review criteria. A rough estimation of new homes in the North Albany area is between 750 and 1000. If 70 percent of the trips from the new homes use Gibson Hill, North Albany Road, and Springhill Road, the capacity of those roads will be greatly exceeded before 2013. She urged the Commission to keep the transportation issues in North Albany in mind when reviewing any new development cases in the area.

In addition, Anderson questioned the viability of open space to act as both outdoor living space and a wetland simultaneously.

She requested an extension to allow North Albany Citizens in Action to gather more facts.

Pam Chambers, 2410 NW Grandview, said she is opposed to Squire Street connecting from Grandview to Crocker. She asked who would pay the property owners to widen the road. In addition, she said her property already experiences a large amount of surface water. She wondered if drainage would be further impacted with the new development.

Dorothy Wilson, 2643 Squire Place, presented the Chair with several documents (Exhibit O, in agenda file) including a print out from the City of Eugene Planning and Development Department's Web site regarding Goal 5 Natural Resources Conservation; a print out of the Department of Land Conservation and Development's Web site regarding complying with Goal 5; a print out from the Oregon Fish and Wildlife Web site regarding Raptors; a signed statement by Dorothy Wilson and Harold Stranix stating

they have both seen Bald Eagle in the vicinity of the proposed development; and accompanying photographs showing wildlife, creeks, drainageways, and other natural features of the general area.

She said she was not notified since she lives more than 300 feet from the subdivision so she was unable to participate during the neighborhood meetings. She was given the site plan review criteria by NACA. She is most concerned with wildlife habitat. She would like to see the City work with ecologists, not just arborists to develop a systemic ecology of the area. She would like the City to go back to the Statewide Planning Goals, specifically Goal 5, and complete a wildlife inventory but an independent ecologist that could be taken into account when developers submit applications.

She said she and other neighbors have seen several eagles, owls, herons, and hawks that come over from the river to hunt. The wildlife has become dependent on the area's grass seed fields for hunting purposes.

Tony May, 1821 Laura Vista, said he is opposed to the project due to concerns over traffic and livability. He said the speed bumps on Laura Vista will not calm traffic. People will find alternative routes without speed bumps. Increased traffic on these streets will decrease the livability of the adjacent neighborhoods. He said Albany does not have a housing shortage, so this development is not needed.

He asked why the City is waiting until 2013 to address the traffic issues in North Albany now.

He verified Wilson's claim that there are eagles and herons in the area, but believes the eagles are American Eagles, not Bald Eagles.

Michelle Tegner, 2300 Squire Street, asked what the construction route will be. She also asked how many trips are expected to use Squire. She said if the number of trips was not significant, perhaps Squire could be omitted as an access for the subdivision. She also asked whether there were plans to improve Scenic Drive to Highway 20 to take some of the burden from North Albany Road.

Applicant Rebuttal:

Jeff Smith requested a brief recess to confer with his team. Davis adjourned the hearing for five minutes.

Davis called the hearing back to order at 6:51 p.m.

Smith said with regard to Garner's question on 24th Avenue, the street will be improved to three-quarter width, with curb and gutter on the north side. He said there would be no cost to the adjacent property owners.

To address transportation, Smith introduced the team's transportation analyst.

Dan Seeman, 610 SW Alder, Suite 700 (Portland), said he is a senior associate with Kittleson & Associates. He addressed two issues, the first of which was the process and content of the traffic study and the second was the impact on local streets.

The overall traffic analysis was submitted as part of the applications. Traffic counts and analyses were conducted at 11 key intersections. Traffic does work its way via North Albany Road to Highway 20. The study looked at the key intersections in the vicinity of the site and radiated south and east. The study found that traffic operations today are well within the acceptable standards based on City standards as well as ODOT standards. In the year 2008, traffic projections were applied and it was found that City and

state standards would still be met with and without the development at the site. This proved the overall system could handle the traffic from this development.

The study also looked at the access roads to this development. The City's TSP calls for a grid of streets. The more local street connections, the more the traffic volumes can be dispersed among several streets rather than a single route. In this case there are six planned connections, with four designed to be operational upon the subdivision's opening. Seeman said all local streets will carry lower traffic volumes than the acceptable threshold volume for a local street area. In Albany, the threshold is 1,500 trips per day.

With regard to Squire Street, 36 percent of the traffic generated from this subdivision will use Squire Street for access. This results in a vehicle traveling Squire every 40 seconds.

The City proposed a condition of approval to widen Squire Street from 22 feet to 28 feet to include 4-foot bike and pedestrian paths on either side. The developer has agreed to do this.

Tegner asked whether Scenic Drive would be improved. Seeman said those kind of improvements would be considered as part of the updates to the City's TSP.

Kittleson provided the traffic analysis from 2008 and 2013. Seeman said intersection operations will be well within acceptable standards in 2008. The analyses continued to the year 2013 as a planning exercise, however, the intersection of Crocker and Gibson Hill was identified as needing a signal by 2013.

Concern was raised about the traffic issues associated with the school further down North Albany Road. Seeman understood a signal has been designed to ease the congestion in the area. Plans to install the signal are underway.

Davis asked if the other area developments and the resulting traffic were included in the study. Seeman said developments that had been approved at the time of the analyses were included, as well as a projected two percent annual growth which is an aggressive growth rate.

Rouse asked how wide the Squire Street right-of-way is. Seeman said there is 60 feet of right-of-way. Rouse asked if there were drainage ditches on either side. Seeman deferred the question to Randy, the team's civil engineer.

Rouse asked if the traffic count for the subdivision included existing traffic on Squire Street. Seeman said the intersection at Squire and Crocker was one of 11 key intersections, so the study did have a good count of the existing traffic on Squire Street. Rouse said the figure of 920 new trips for a total of 1,415 includes the existing. Seeman said yes. In addition, Seeman said 409 vehicles per day on Squire Street was measured as the existing traffic count on Squire Street.

Rouse was curious why a greater number of trips were not anticipated for Dover Lane given the lots fronting the road. Seeman said it is subject to the connections within the subdivision. Squire is a direct connection that is called out in the TSP. Rouse asked if residents would use Dover Lane or would they go up and use Squire Street. Seeman said drivers behave rationally and travel the path of least resistance. Drivers in the southern portion of the development will likely use Laura Vista and Grandview. Rouse asked if traffic on Squire would lessen as the other access streets were constructed. Seeman said yes.

Rackham asked how far the park is from the development. Seeman deferred that question to another member of the team. Rouse said one of the maps shows school property, which will be within one-half mile. Seeman said he thought City staff cited that there was no park or school along the Squire Street

corridor. Rouse disagreed by saying if the school property developed, it would have frontage on Squire Street. With no more questions related to traffic, Smith returned to the podium.

Smith said construction traffic would use 24th Avenue to access the site. Twenty-fourth Avenue was chosen because it would affect the least number of neighbors and then have the greatest number of improvements post-construction.

He said the school site was reviewed by the school district, but was found to be smaller than the school district needs. It will likely be sold as surplus.

Rouse asked where the three traffic circles were in the development. Donovan pointed to their locations on the site plan on the overhead.

Smith introduced Randy Dyer to discuss drainage, to be followed by Jeff Bennet to discuss the legal issues.

Randy Dyer, 5415 SW Westgate Drive (Portland), said he is the civil engineer on the project. The existing width of Squire Street is 22 to 24 feet. Two to three feet will be added on either side to meet the proposed condition of approval. There is ample room to widen the road without impacting the existing front yards, however because the road has not yet been surveyed, it may be necessary to relocate some ditches.

He reviewed the storm drainage of the site. The site currently drains in two locations. The locations will not be changed. The runoff will be detained so there will not be any increased runoff to what is experienced currently. The wetlands provide the opportunity to create a tiered system with ponds so the water will gradually drain off.

Rouse asked how large the school property was. Dyer said eight acres. Rouse said if the school property was sold as surplus, the only access to the property would be through the proposed subdivision. Dyer said that was correct.

Jeff Bennett, PO Box 230669 (Portland), addressed three issues: wildlife habitat, Statewide Planning Goal 5 Natural Resources, and the request for an extension. He said with regard to wildlife habitat, the Code does require the applicant to adequately consider and utilize the special features of the site. The applicant did not find any specific wildlife habitat such as nests. Instead, the wetlands have been identified and will be enhanced. It is more likely any wildlife habitat in the area would exist within the wetland areas.

Bennett said applying Statewide Planning Goal 5 was no longer appropriate since Albany's Comprehensive Plan has been recognized by the Department of Land Conservation and Development (DLCD). The Comprehensive Plan is the guiding document by which decisions must be made given DLCD's recognition.

Bennett said the applicant did not object to the request for an extension, but he did request that only new evidence be allowed at the continued hearing when testimony resumes on Tuesday, November 14, 2006.

Staff response:

Donovan reiterated that the City's TSP is under review now.

Transportation System Analyst Ron Irish addressed several of the questions voiced during public testimony. With regard to the question about improving Scenic Drive, Irish said Scenic is under Benton County's jurisdiction and the county has no intention of relinquishing its jurisdiction. Irish does not believe Scenic will ever be able to accommodate high traffic volumes due to its topography.

Someone requested a speed reduction on Crocker Lane. Irish said ODOT sets the speed limits, but Crocker is under the jurisdiction of the county. Given the number of houses on Crocker, it is unlikely that ODOT will lower the speed limit. As properties redevelop, ODOT might consider it. If the county or city were to ask the state to study the speeds, it is more likely that the limit would increase rather than be decreased given current conditions.

If a connection from the planned development was not provided on Squire Street, it would create an impact on other streets and result in 924 trips to be redistributed among the remaining connections. In addition, a connection between Squire Street and 24th Avenue is identified within the TSP.

Currently, there is 60 feet of right-of-way and a rock shoulder on Squire Street. For a car to park on the street, it would be mostly on the pavement. Irish said parking on Squire Street is illegal. Given the current traffic volume on the street, a parked car is not a hazard to traffic flow and does not warrant enforcement. As the road is improved, the cars will be less likely to park there and there would be a greater likelihood that parking restrictions would be enforced.

The requirement of an amenity being located no greater than one-half mile from the development is based on the Transportation Planning Rule (TPR) that allows cities to hold a developer responsible for off-site improvements if there is a neighborhood generator/attractor within one-half mile. The law is written to go from the development to the attractor, not from existing development to an attractor (North Albany Park).

Rouse asked about the Gibson Hill Road sight distance problem that was brought up. Irish said the right-of-way is very narrow in that location. The site distance meets the minimum legal standard, but that does not mean it is comfortable. The City's master plan calls for a traffic signal to be installed there. The traffic study shows the signal will not be needed at build out of this planned development, but at an unknown future date. It will be added to the capital improvement plan and staff will decide what it needs to look like. The cost of the signal would be funded 100 percent by Transportation SDCs.

Rouse asked what the warrants are for a traffic signal. Irish said there are seven to eight different warrants, mostly based on traffic volumes. He believes an all-way stop will be installed as an interim measure before the installation of a signal.

Irish said the traffic study done for this subdivision did include the build out of the 50-lot subdivision on the east side of Crocker, the build out of North Albany Village, and the build out of North Albany Center.

Rouse asked if accident counts could also trigger a signal warrant. Irish said yes, but if an accident warrant was reached, an all-way stop would be triggered before a signal would be.

Faller asked about the timing of the TSP. Irish said the TSP was adopted in 1997 and forecasted through 2015. ODOT has changed to a different performance standard since the TSP was adopted. The TSP update started about a year ago. We are at the computer modeling stage right now. Next steps over the upcoming year will include modifications to the model that will affect land uses and the street systems

and evaluation of the results on the model. Public meetings will then be held, then staff will focus on what needs to be done with the system to make the system function like the desired model. Irish estimated it would be about a year, year and a half, before the process was completed.

Faller asked if this subdivision and the others on Crocker Lane have been added to the model. Irish said yes.

Planning Commissioner Anne Peltier asked where community input comes into the project. Irish said input would be received during public meetings and Council's public hearings after the modeling is completed.

Sharp said there will be several meetings related to the TSP updates, but there will also be hearings to modify the City's Comprehensive Plan as a result of the TSP updates as well.

Sharp said Anderson requested an extension and Oregon State Law requires the hearing be continued. Sharp recommended the public hearing be continued until Tuesday, November 14, 2006 at 5:30 p.m.

The Commission agreed to Sharp's recommendation.

ADJOURNMENT

Chair Davis adjourned the meeting at 7:45 p.m.

Submitted by

Signature on file

Tracy Swett
Administrative Assistant I

Reviewed by

Signature on file

Helen Burns Sharp
Community Development Director