



Community Development Department

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STAFF REPORT

Comprehensive Plan Text Amendment to the Transportation System Plan (CP-01-16)

| | | |
|---------------------------------|--|----------------------------|
| <u>HEARING BODY:</u> | PLANNING COMMISSION | CITY COUNCIL |
| <u>HEARING DATE:</u> | Monday, June 20, 2016 | Wednesday, August 10, 2016 |
| <u>HEARING TIME:</u> | 5:15 p.m. | 7:15 p.m. |
| <u>HEARING LOCATION:</u> | Council Chambers, Albany City Hall, 333 Broadalbin Street SW | |

SUMMARY

The proposal is a legislative Comprehensive Plan Text Amendment to the Transportation System Plan (TSP) to amend Project L19 by extending Somerset Avenue west to Timber Ridge Street. The amendments also include changes to the project funding list related to this proposed change.

The reasons for the extension are to a) provide a connection between residents of an existing neighborhood to the east and Timber Ridge School; b) provide a secondary access connection for a potential neighborhood to the north; and c) provide maintenance access over a large sewer trunk main needed to provide service to the neighborhood to the east.

The City of Albany TSP was last adopted in its entirety as a supporting document to the Comprehensive Plan by the City Council in 2010. Since that time, the TSP was updated in 2012 with the concurrent adoption of the South Albany Area Plan, and updated in 2015.

Staff finds the proposal meets all applicable review criteria and recommends that the Planning Commission recommend APPROVAL of the proposed amendments to the City Council.

APPLICATION INFORMATION

| | |
|------------------|--|
| DATE OF REPORT: | June 10, 2016 |
| FILE: | CP-01-16 |
| TYPE OF REQUEST: | Legislative, Type IV Decision: Comprehensive Plan Text Amendment to the Transportation System Plan. The amendment is to TSP Project L19, and will extend Somerset Avenue west to Timber Ridge Street. Amendments also include changes to the project funding list related to these proposed changes. |
| REVIEW BODIES: | Planning Commission and City Council |
| APPLICANT: | City of Albany, Community Development Department |
| STAFF: | Melissa Anderson, Project Planner; and Ron Irish, Transportation Analyst |

NOTICE INFORMATION

Notice was provided to the Oregon Department of Land Conservation and Development (DLCD) on May 10, 2016, at least 35 days before the first evidentiary hearing on June 20, 2016, in accordance with Oregon Administrative Rule (OAR) OAR 660-018-0020 and the Albany Development Code (ADC) 1.640.

Intergovernmental project review notice was also provided on May 10, 2016, to various agencies, including Greater Albany Public Schools, Linn County Planning, Linn County Road Department, Linn County 911, and the Oregon Department of Transportation.

Notice of the public hearing before the Planning Commission and the City Council was published in the *Albany Democrat-Herald* on June 8, 2016, at least one week before the public hearing on June 20, 2016, in accordance with ADC 1.600. In addition, the staff report for the proposed TSP amendment was posted on the City's website on June 13, 2016, at least seven days before the first evidentiary public hearing.

On May 20, 2016, a comment from Dennis Griffin, State Archaeologist, of the State Historic Preservation Office was submitted to the Community Development Department. Mr. Griffin stated that "If archaeological objects or sites are discovered during construction, all activities should cease immediately until a professional archaeologist can evaluate the discovery. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project" (Attachment E). This comment will be included as information for the applicant on the notice of decision.

As of the date of this report, no other comments have been received by the Community Development Department.

APPEALS

Within five days of the City Council's final action on these applications, the Community Development Director will provide written notice of the decisions to the applicant and any other parties entitled to notice. A City Council decision can be appealed to the Oregon Land Use Board of Appeals (LUBA) if a person with standing files a Notice of Intent to Appeal within 21 days of the date the decision is reduced to writing and bears the necessary signatures of the decision makers.

STAFF ANALYSIS

The Albany Development Code includes the following review criteria that must be met for the proposed Comprehensive Plan Text amendment to be approved. Code criteria are written in *bold italics* and are followed by findings and conclusions.

ADC 2.220: Amendments to the Comprehensive Plan will be approved if the Council finds that the application meets the following applicable criteria:

Criterion 1: 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

- 1.1 The City of Albany Transportation System Plan (TSP) was prepared by the City of Albany and consultants Kittelson and Associates, Inc., and adopted in its entirety as a supporting document to the Comprehensive Plan by the City Council in February, 2010 (Ordinance 5729 and as amended by Ordinance 5753). Since that time, the TSP was updated in 2012 with the concurrent adoption of the South Albany Area Plan (Ordinance 5801) and in 2015 (Ordinance 5856).
- 1.2 The proposal is a Comprehensive Plan Text Amendment to the TSP to address changes that have occurred since the last TSP update. Specifically, new information is available concerning the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue.
- 1.3 The proposal amends TSP Project L19 to extend Somerset Avenue west to Timber Ridge Street, and the project funding list is updated to reflect the proposed amendment.
- 1.4 The content of the TSP is guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) Oregon Administrative Rule (OAR), known as the Transportation Planning Rule (TPR, OAR 660-012). Appendix A of the 2010 TSP references the ORS and OARs that apply and explains how the Albany TSP complies with the applicable state law and rules (TSP, page 2 and 3). The 2010 TSP and subsequent amendments in 2012 and 2015 have both been acknowledged by DLCD.

The following Comprehensive Plan goals and policies identified in *bold italics* are relevant in considering the ability of the proposed amendments to satisfy applicable ADC review criteria. They are organized by Statewide Planning Goals.

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 include involving the public in the evaluation and update of the Plan and seek input from citizens, agencies and interested parties, and ensuring information is made available to the public.*

FINDINGS OF FACT:

- 1.5 The proposed TSP amendment is a Type IV legislative land use decision, which is processed in accordance with ADC 1.58-1.660. The City's Development Code requires that notice be published in the Albany Democrat-Herald at least one week before the hearing and additionally as may be required by state law. Notice of the public hearing before the Planning Commission and the City Council was published in the Albany Democrat-Herald on June 8, 2016, at least one week before the public hearing on June 20, 2016. In addition, the staff report for the proposed TSP amendment was posted on the City's website June 13, 2016, at least seven days before the first evidentiary public hearing.
- 1.6 Oregon Administrative Rule (OAR) OAR 660-018-0020 and the ADC 1.640 require notice be provided to the Oregon Department of Land Conservation and Development (DLCD) at least 35 days before the first evidentiary hearing of a post-acknowledgement Comprehensive Plan amendment. Notice was provided to DLCD on May 10, 2016, at least 35 days before the first evidentiary hearing on June 20, 2016.
- 1.7 The first public hearing on the application is required to be held before the Planning Commission. Interested persons may comment during the hearing or submit written comments in advance. At the conclusion of the public hearing the Planning Commission will make a recommendation that is forwarded to the City Council.
- 1.8 A second public hearing process is required to be held before the City Council. Interested persons may comment during the hearing or submit written comments in advance of a decision. At the conclusion of the public hearing, the City Council will make a decision regarding the proposed Amendments.

Goal 12 Transportation:

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

Goal 2: Provide a safe transportation system.

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

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

Policy 2) Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

Policy 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.

Policy 4) Minimize conflicts along high volume and/or high speed corridors.

- 1.9 The purpose of this TSP update is to address changes that have occurred since the last TSP update. New information has become available concerning the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue, and the need to provide future development in the area with a secondary access connection.
- 1.10 The proposed TSP update would modify the TSP project list as follows:
 - a. Extend project L19 (Somerset Avenue) west so it connects with Timber Ridge Road (Attachment B).
 - b. The project funding list is also revised to reflect changes in the projects listed above (Attachment C).

- 1.11 Project L19 as currently envisioned by the TSP would leave a gap in Somerset Avenue between Timber Ridge Road and an existing wetland to the east. The benefits of extending Somerset Avenue across that gap would be to: Provide for a second street connection to the property to the north when it is developed in the future; provide for a street connection between the Draperville neighborhood and Timber Ridge Elementary School; and to provide maintenance access for a sanitary sewer truck main that needs to be installed along the same alignment as the proposed street extension.
- 1.12 City utility maps show a 15-inch public sanitary sewer main in Somerset Drive west of Timber Ridge Street. The City's Wastewater Collection System Facility Plan indicates that this 15-inch main needs to be extended to the east as Somerset Drive is extended.
- 1.13 City utility maps show a 24-inch public water main in Somerset Drive west of Timber Ridge Street. The City's Water Facility Plan indicates that this 24-inch main needs to be extended to the east as Somerset Drive is extended.
- 1.14 City utility maps show that the main storm drainage features in this area are a variety of creeks and ditches. As Somerset Drive is extended to the east, public storm drainage and storm water quality features must be installed as required by the Code.

CONCLUSIONS

- 1.1 The proposal is a Comprehensive Plan Text Amendment to the Transportation System Plan to address changes that have occurred since the last TSP update.
- 1.2 Citizen involvement was solicited through public noticing procedures, and citizen input was encouraged through the public hearing process prior to a final decision on the proposed legislative amendment.
- 1.3 Amendments to the 2010 Albany TSP are recommended to ensure adequate transportation facilities will be provided to accommodate long-term growth.
- 1.4 The proposals are consistent with applicable transportation goals one through four and policies two through four, by ensuring multimodal transportation facilities will be safe and intersections will operate safely, especially along high volume corridors.
- 1.5 The requested designation is consistent with public utility facility plans approved by the City.
- 1.6 This review criterion is met.

Criterion 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 2015.
- 2.2 Since the adoption of the TSP in 2015, new information has become available concerning the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue.
- 2.3 Addressing the changed conditions will require modification of TSP project L19 (Somerset Avenue extension).
- 2.4 The Somerset Avenue extension responds to the new information about wetlands.

CONCLUSIONS

- 2.1 The TSP amendment is needed to respond to new information about wetlands.
- 2.2 The TSP amendment is proposed to plan for change and development to ensure adequate infrastructure and facilities are accommodated and to meet existing laws, while reducing impacts to protected wetlands.
- 2.3 This criterion is met.

OVERALL CONCLUSION

The proposed Comprehensive Plan Text Amendment to the Transportation System Plan meets all of the applicable review criteria as outlined in this report.

OPTIONS FOR THE PLANNING COMMISSION

The Planning Commission has two options with respect to the proposed zone change:

- Option 1: Approve the request based on findings presented in this staff report; or
- Option 2: Deny the request based on findings provided by the Planning Commission.

STAFF RECOMMENDATION

Based on the analysis in this report, staff recommends the Planning Commission pursue Option 1 and make a recommendation to the City Council to approve the proposed Comprehensive Plan Text Amendment to the Transportation System Plan.

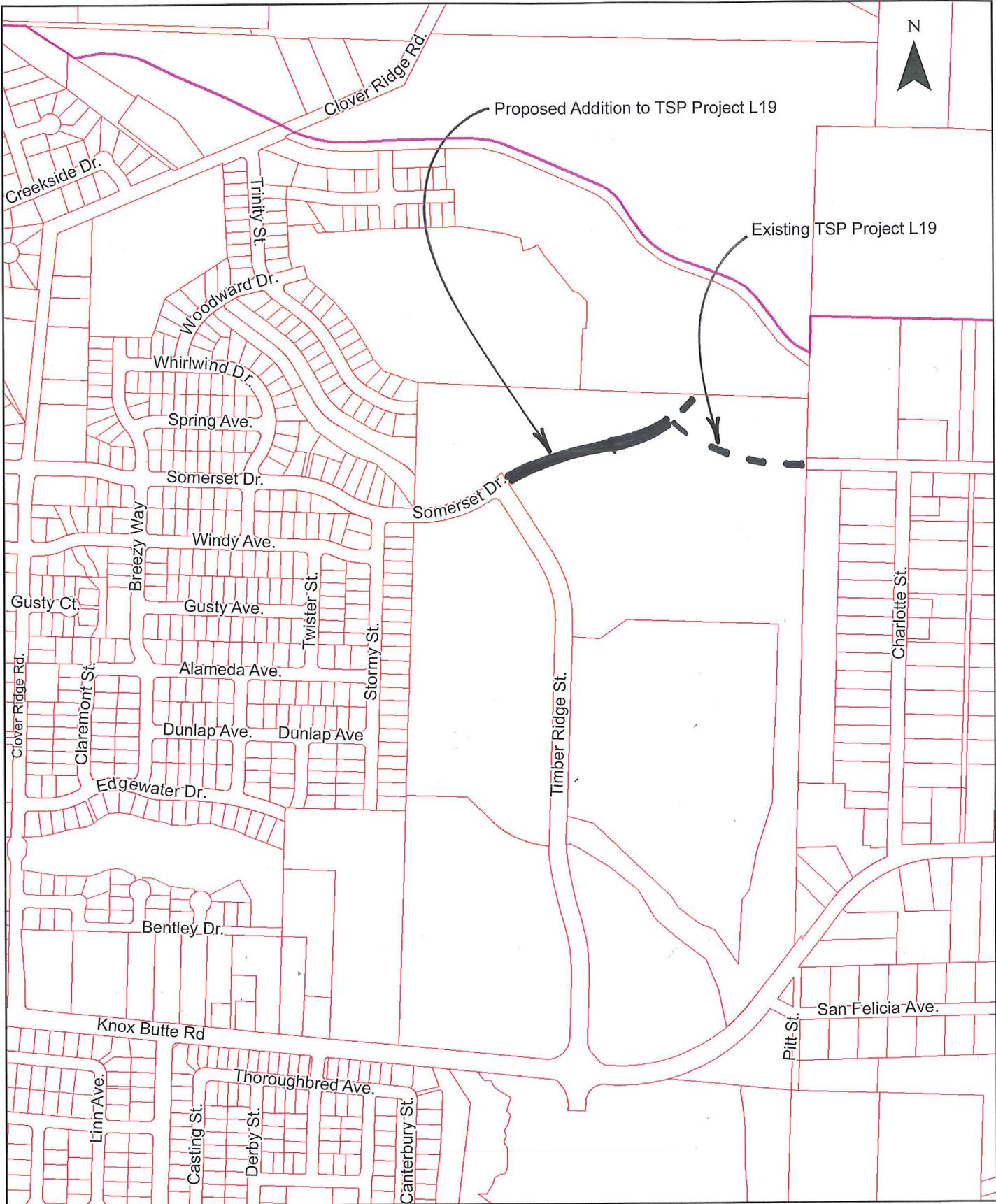
Motion:

Based on the staff recommendation, the following motion is suggested:

I move to recommend that the City Council approve the proposed Comprehensive Plan Text Amendment to the Transportation System Plan (planning file CP-01-16). This motion is based on the findings and conclusions in the June 8, 2016, staff report to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on this matter.

ATTACHMENTS

- A. Map of Proposed TSP Modification
- B. Proposed amendment to Project L19
- C. Proposed amendment to the TSDCi Eligible and Funded Projects List
- D. Wetland Delineation
- E. Letter from Dennis Griffin, State Archaeologist, of the State Historic Preservation Office (dated 5/20/16)



Proposed TSP Modification

| | | | | | |
|---|-------------------------------------|---|---|-------------------------------------|--------------------------|
| Project #: L19 | | Somerset Avenue Extension | | | |
| Description: Extends Somerset Drive east to connect with Santa Maria Avenue. The construction of I33 and a portion of L15 and L19 (ST-08-04) during the summers of 2009-2010 has been financially assured by the creation of a Local Improvement District (LID). Project cost assumes ROW will be dedicated. | | | | | |
| Category: New Road or Alignment | | Classification: Minor Collector Local | | Agency Coordination: | |
| | | | | Time Frame: Long-term | |
| Project Costs: | Const./Eng. | ROW | Other | Total Cost | <i>SDC Eligible:</i> |
| | \$865,600- \$1,653,000 | \$0 | \$0 | \$865,600- \$1,653,000 | 100% |
| Project Goals Met: | | | | | |
| Efficiency | Capacity | Safety | Transit | Ped/Bike | Livability |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Project Location: | | | Related Projects: L15, L20, L57 | | |
| | | | | | |
| Illustrative Section: | | | | | |
| | | | | | |

TSDCi Eligible & Funded Projects – with 2016 proposed modifications

Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----------|---------------------------------------|--------------|-------------------|------------------------------|----------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible |
| B1 | 14th Avenue | short | 100% | \$2,000 | \$2,000 |
| B2 | Waverly Drive | short | 100% | \$5,000 | \$5,000 |
| B3 | Hill Street | long/dev | 100% | \$743,000 | \$743,000 |
| B4 | 24th Avenue | short | 100% | \$5,000 | \$5,000 |
| B5 | Jackson Street | short | 100% | \$674,000 | \$674,000 |
| B6 | Center Street | short | 100% | \$6,000 | \$6,000 |
| B7 | US 20, North Albany | long/dev | 100% | \$31,000 | \$31,000 |
| B8 | 1st Avenue | long/dev | 100% | \$43,000 | \$43,000 |
| B9 | 2nd Avenue | long/dev | 100% | \$43,000 | \$43,000 |
| B10 | Madison Street/7th Avenue | long/dev | 100% | \$40,000 | \$40,000 |
| B11 | 7th Avenue | long/dev | 100% | \$95,000 | \$95,000 |
| B12 | Takena | long/dev | 100% | \$53,000 | \$53,000 |
| B13 | Liberty/Lakewood | long/dev | 100% | \$76,000 | \$76,000 |
| B14 | 12th Avenue (West) | mid | 100% | \$32,000 | \$32,000 |
| B15 | Bain Street | long/dev | 100% | \$49,000 | \$49,000 |
| B16 | South Shore Drive | long/dev | 100% | \$33,000 | \$33,000 |
| B17 | Shortridge Street | long/dev | 100% | \$27,000 | \$27,000 |
| B18 | 24th Avenue | long/dev | 100% | \$44,000 | \$44,000 |
| B19 | 38th Avenue and 39th Avenue | mid | 100% | \$106,000 | \$106,000 |
| B20 | Lyon Street | short | 100% | \$2,000 | \$2,000 |
| B21 | Ellsworth Street | short | 100% | \$4,000 | \$4,000 |
| I1 | Main Street/Salem Avenue/3rd Avenue | short | 100% | \$1,088,000 | \$1,088,000 |
| I2 | Main Street/Santiam Avenue/4th Avenue | short | 69% | \$255,000 | \$175,950 |
| I3 | 14th Avenue/Heritage Mall Access | short | 100% | \$41,000 | \$41,000 |
| I4 | 14th Avenue/Clay Street | short | 100% | \$10,000 | \$10,000 |
| I5 | Waverly Avenue/14th Avenue | short | 100% | \$41,000 | \$41,000 |
| I6 | Waverly Avenue/Queen Avenue | long/dev | 100% | \$72,000 | \$72,000 |
| I7 | Waverly Avenue/Grand Prairie | long/dev | 100% | \$175,000 | \$175,000 |
| I8 | US 20/North Albany Road | short | 13% | \$40,000 | \$5,200 |
| I9 | US 20/Springhill Drive | short | 23% | \$14,000 | \$3,220 |
| I10 | Knox Butte/Century Drive | short | 0% | \$345,000 | \$0 |
| I11 | 34th Avenue/Marion Street | mid | 100% | \$345,000 | \$345,000 |
| I12 | US 20 (Lyon Street)/2nd Avenue | mid | 16% | \$23,000 | \$3,680 |
| I13 | US 20/Clay Street | mid | 20% | \$185,000 | \$37,000 |
| I14 | OR 99E/34th Avenue | long/dev | 32% | \$192,000 | \$61,440 |
| I15 | 34th Avenue/Hill Street | long/dev | 100% | \$350,000 | \$350,000 |
| I16 | Ellingson Road/Columbus Street | long/dev | 100% | \$500,000 | \$500,000 |
| I17 | Waverly Avenue/14th Avenue | long/dev | 100% | \$77,000 | \$77,000 |
| I18 | Queen Avenue/Geary Street | long/dev | 100% | \$1,901,000 | \$1,901,000 |
| I19 | Waverly Avenue/34th Avenue | long/dev | 100% | \$42,000 | \$42,000 |
| I20 | US 20 (Ellsworth Street)/1st Avenue | mid | 22% | \$18,000 | \$3,960 |
| I21 | US 20 (Lyon Street)/1st Avenue | mid | 23% | \$11,000 | \$2,530 |
| I22 | US 20 (Lyon Street)/1st Avenue | mid | 23% | \$10,000 | \$2,300 |
| I23 | US 20 (Ellsworth Street)/2nd Avenue | mid | 23% | \$17,000 | \$3,910 |
| I24 | OR 99E/Waverly Avenue | long/dev | 27% | \$959,000 | \$258,930 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----------|---|--------------|-------------------|---------------------------------|---------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible |
| I25 | US 20/Waverly Drive | long/dev | 29% | \$853,000 | \$247,370 |
| I26 | US 20/Waverly Drive | long/dev | 29% | \$240,000 | \$69,600 |
| I27 | OR 99E/Queen Avenue | long/dev | 26% | \$894,000 | \$232,440 |
| I28 | OR 99E/34th Avenue | long/dev | 32% | \$456,000 | \$145,920 |
| I29 | OR 99E/Killdeer Avenue | long/dev | 28% | \$3,207,000 | \$897,960 |
| I30 | US 20/Timber Street | long/dev | 44% | \$571,000 | \$251,240 |
| I31 | US 20/Timber Street | long/dev | 44% | \$619,000 | \$272,360 |
| I33 | Knox Butte/New North/South Collector | long/dev | 100% | \$525,000 | \$525,000 |
| I34 | Springhill Dr./Hickory St. | long/dev | 100% | \$345,000 | \$345,000 |
| I35 | Gibson Hill Rd/Crocker Ln | mid | 100% | \$345,000 | \$345,000 |
| I36 | Timber St Extension/18th Ave/Spicer Dr ROW | short | 100% | \$650,000 | \$650,000 |
| I36 | Timber Str. Extension/18th Ave/Spicer Dr | long/dev | 100% | \$863,000 | \$863,000 |
| I37 | OR 99E / 29th Ave | long/dev | 28% | \$106,000 | \$29,680 |
| I38 | Salem Avenue/Geary Street | long/dev | 28% | \$845,000 | \$236,600 |
| I39 | OR 99E/Lyon Street | long/dev | 16% | \$205,000 | \$32,800 |
| I40 | OR 99E/53rd Avenue | long/dev | 38% | \$550,000 | \$209,000 |
| I41 | Ellingson Road / Lochner Road | long/dev | 100% | \$500,000 | \$500,000 |
| I42 | 53 rd Avenue Extension / Industrial Property Access | long/dev | 100% | \$500,000 | \$500,000 |
| I-43 | Clover Ridge Road / Knox Butte | long/dev | 100% | \$350,000 | \$350,000 |
| I-44 | Goldfish Farm Road / Knox Butte | long/dev | 100% | \$350,000 | \$350,000 |
| L1 | 53rd Avenue Extension | long/dev | 54% | \$18,600,000 | \$10,044,100 |
| L2 | Waverly Drive | long/dev | 36% | \$1,394,000 | \$501,840 |
| L3 | Washington/Calapooia/1st/2nd | short | 42% | \$100,000 | \$42,000 |
| L4 | Timber Street Extension ROW | short | 100% | \$966,000 | \$966,000 |
| L4 | Timber Street Extension | long/dev | 100% | \$2,708,000 | \$2,708,000 |
| L5 | Main Street - 7th Avenue - Hill Street | mid | 64% | \$1,292,000 | \$826,880 |
| L6 | North Albany Road | mid | 29% | \$5,847,000 | \$1,695,630 |
| L6 | North Albany Road ROW | short | 100% | \$19,000 | \$19,000 |
| L9 | Queen Avenue | long/dev | 12% | \$0 | \$0 |
| L10 | New North Albany Connector <i>Funding is for 15% construction west of Crocker (\$145/f) and 40% construction east of Crocker</i> | long/dev | 100% | \$5,818,000 | \$5,818,000 |
| L11 | Spicer Drive Extension (West of Timber St.) | long/dev | 100% | \$982,000 | \$982,000 |
| L12 | Spicer Drive Extension (East of Timber St.) | long/dev | 100% | \$1,666,000 | \$1,666,000 |
| L13 | Goldfish Farm Road Extension | long/dev | 100% | \$1,013,000 | \$1,013,000 |
| L14 | Dogwood Avenue Extension | long/dev | 100% | \$3,294,000 | \$3,294,000 |
| L15 | New North/South Collector – LID Knox Butte to Somerset | short | 100% | \$2,548,000 | \$2,548,000 |
| L15 | New North/South Collector – Knox Butte to US 20 (Santiam) | long/dev | 100% | \$3,662,260 | \$3,662,260 |
| L16 | New East/West Collector | long/dev | 100% | \$3,723,000 | \$3,723,000 |
| L17 | Expo Parkway Extension (south of Dunlap) | long/dev | 100% | \$996,000 | \$996,000 |
| L18 | Timber St Extension to Somerset Avenue | long/dev | 100% | \$1,720,000 | \$1,720,000 |
| L19 | Somerset Avenue Extension - LID | short | 100% | \$383,000 | \$383,000 |
| L19 | Somerset Avenue Extension – wetlands to Charlotte | long/dev | 100% | \$865,600 \$1,653,000 | \$865,600 \$1,653,000 |
| L20 | Santa Maria Avenue Extension | long/dev | 100% | \$1,872,000 | \$1,872,000 |
| L21 | Knox Butte Road Widening ROW | short | 100% | \$1,478,000 | \$1,478,000 |
| L21 | Knox Butte Road Widening | long/dev | 60% | \$3,169,000 | \$1,901,000 |

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|-----------|--|--------------|-------------------|------------------------------|----------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCI Eligible |
| L22 | Knox Butte Road Widening ROW | short | 100% | \$31,000 | \$31,000 |
| L22 | Knox Butte Road Widening | long/dev | 56% | \$825,000 | \$462,000 |
| L23 | Knox Butte Road Widening | long/dev | 52% | \$1,256,000 | \$653,120 |
| L24 | Knox Butte Road Widening | long/dev | 47% | \$7,688,000 | \$3,613,360 |
| L25 | Dunlap Avenue Extension | long/dev | 100% | \$1,045,000 | \$1,045,000 |
| L26 | Springhill Road Widening | long/dev | 61% | \$3,406,000 | \$2,077,660 |
| L27 | US 20 Widening | long/dev | 18% | \$8,351,000 | \$1,503,180 |
| L28 | Ellingson Road Extension | long/dev | 61% | \$5,740,000 | \$3,501,400 |
| L30 | Oak Street | short | 100% | \$2,130,000 | \$2,130,000 |
| L31 | Fescue Street to Three Lakes Road Connector | long/dev | 100% | \$886,000 | \$886,000 |
| L32 | Fescue Street Extension | long/dev | 100% | \$3,054,000 | \$3,054,000 |
| L33 | Three Lakes Road Realignment ROW | short | 59% | \$750,000 | \$442,500 |
| L33 | Three Lakes Road Realignment | long/dev | 59% | \$1,868,000 | \$1,102,120 |
| L34 | Looney Lane Extension | long/dev | 100% | \$914,000 | \$914,000 |
| L35 | Albany Avenue Widening | long/dev | 26% | \$1,177,000 | \$306,020 |
| L36 | W Thornton Lk Dr, N Albany Rd & N Alb Middle School | long/dev | 11% | \$565,000 | \$62,150 |
| L37 | Springhill Drive | long/dev | 18% | \$4,158,000 | \$748,440 |
| L38 | Scenic Drive | long/dev | 10% | \$6,842,000 | \$684,200 |
| L39 | Century Drive | long/dev | 52% | \$3,199,000 | \$1,663,480 |
| L40 | Gibson Hill Road | long/dev | 6% | \$3,816,000 | \$228,960 |
| L41 | Skyline Drive | long/dev | 0% | \$1,523,000 | \$0 |
| L42-a | Crocker Lane North (LID) | short | 30% | \$1,721,020 | \$516,306 |
| L42-b | Crocker Lane South | long/dev | 30% | \$2,807,980 | \$842,394 |
| L43 | Valley View Drive | long/dev | 40% | \$3,695,000 | \$1,478,000 |
| L44 | West Thornton Lake Drive | long/dev | 11% | \$6,097,000 | \$670,670 |
| L45 | Allen Lane | long/dev | 56% | \$2,689,000 | \$1,505,840 |
| L46 | Columbus Street | long/dev | 49% | \$4,549,000 | \$2,229,010 |
| L47 | Grand Prairie Road | long/dev | 53% | \$2,260,000 | \$1,197,800 |
| L48 | Spicer Drive | long/dev | 32% | \$868,000 | \$277,760 |
| L49 | Scravel Hill Road | long/dev | 21% | \$9,699,000 | \$2,036,790 |
| L50 | Quarry Road | long/dev | 21% | \$3,493,000 | \$733,530 |
| L51 | Spicer Road | long/dev | 54% | \$676,000 | \$365,040 |
| L52 | Goldfish Farm Road | long/dev | 82% | \$4,444,000 | \$3,644,080 |
| L53 | Ellingson Road <i>Funding is for 24ft of right-of-way (3 to 5 lanes) at \$6/s.f. and 25% construction</i> | long/dev | 49% | \$5,847,000 | \$2,865,030 |
| L54-a | Lochner Road – North | short | 44% | \$3,721,500 | \$1,637,460 |
| L54-b | Lochner Road - South | long/dev | 44% | \$4,548,500 | \$2,001,340 |
| L55 | Three Lakes Road ROW | short | 42% | \$287,000 | \$120,540 |
| L55 | Three Lakes Road | long/dev | 42% | \$4,569,000 | \$1,918,980 |
| L56 | US 20 - East of I-5 | long/dev | 44% | \$2,068,000 | \$909,920 |
| L57 | Santa Maria Avenue | long/dev | 91% | \$694,000 | \$631,540 |
| L58 | Oak Street | short | 65% | \$2,186,645 | \$1,421,550 |
| L59 | Water Avenue | short | 50% | \$4,070,000 | \$2,035,000 |
| L60 | US 20 Superelevation and Widening | long/dev | 22% | \$3,122,000 | \$686,840 |
| L61 | Three Lakes Road | long/dev | 0% | \$1,879,000 | \$0 |
| L62 | Oak Creek Parkway <i>Funding is for 25% construction west of Columbus</i> | long/dev | 100% | \$16,456,000 | \$16,456,000 |
| M1 | Queen/Geary Periwinkle Path | short | 70% | \$46,000 | \$32,200 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----------|--|--------------|-------------------|------------------------------|----------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible |
| M2-a | Oak Creek Loop Trail (south of Oak Creek) | long/dev | 70% | \$2,680,000 | \$1,876,000 |
| M2-b | Oak Creek Loop Trail (north of Oak Creek) | long/dev | 70% | \$1,787,000 | \$1,250,900 |
| M2-c | Oak Creek Crossing Trails | long/dev | 70% | \$838,000 | \$586,600 |
| M3 | West Timber-Linn Trail | mid | 70% | \$161,000 | \$112,700 |
| M4 | South Waterfront Trail | mid | 70% | \$76,000 | \$53,200 |
| M5 | Albany-Corvallis Multiuse Path | mid | 70% | \$1,477,000 | \$1,033,900 |
| M6 | Albany-Corvallis Multiuse Path | long/dev | 70% | \$761,000 | \$532,700 |
| M7 | East Timber-Linn Trail | long/dev | 70% | \$277,000 | \$193,900 |
| M8 | Bain Street/Waverly Lake Trail | long/dev | 70% | \$153,000 | \$107,100 |
| M9 | Lebanon Trail | long/dev | 70% | \$581,000 | \$406,700 |
| M10 | Periwinkle Trail Extension | long/dev | 70% | \$1,528,000 | \$1,069,600 |
| M11 | East Albany Willamette River Bridge | long/dev | 70% | \$7,657,000 | \$5,359,900 |
| M12 | 99E/Oak Creek | long/dev | 70% | \$129,000 | \$90,300 |
| M13 | US 20/99E Undercrossing | long/dev | 70% | \$1,500,000 | \$1,050,000 |
| P1 | Springhill Drive | mid | 70% | \$542,000 | \$379,400 |
| P2 | 99E/24th Avenue | long/dev | 70% | \$129,000 | \$90,300 |
| P3 | Oregon 99E: Burkhart to Waverly | long/dev | 70% | \$129,000 | \$90,300 |
| P4 | Ferry Street | long/dev | 70% | \$725,000 | \$507,500 |
| P5 | Columbus Street | long/dev | 70% | \$277,000 | \$193,900 |
| P6 | Geary Street | long/dev | 70% | \$791,000 | \$553,700 |
| P7 | Airport Road | long/dev | 70% | \$485,000 | \$339,500 |
| P8 | Killdeer Street | long/dev | 70% | \$174,000 | \$121,800 |
| P9 | Waverly Drive | long/dev | 70% | \$88,000 | \$61,600 |
| P10 | Albany-Santiam Canal Pedestrian Esplanade | long/dev | 70% | \$1,232,000 | \$862,400 |
| P11 | Thurston Street Canal Pedestrian Esplanade | long/dev | 70% | \$1,863,000 | \$1,304,100 |
| P12 | Gibson Hill Road | short | 70% | \$1,034,000 | \$723,800 |
| S1 | ADA Accessibility Audit | short | 0% | \$25,000 | \$0 |
| S2 | Hwy 20 Corridor & Downtown Refinement Plan | short | 100% | \$250,000 | \$250,000 |
| S3 | Safety Audit | short | 0% | \$30,000 | \$0 |
| S4 | OR 99E Speed Study | short | 0% | \$0 | \$0 |
| S5 | Downtown STA | short | 0% | \$0 | \$0 |
| S6 | Albany TSP MPO Update | mid | 32% | \$350,000 | \$112,000 |
| S7 | Major Corridors | long/dev | 0% | \$0 | \$0 |
| S8 | Wayfinding | long/dev | 0% | \$25,000 | \$0 |
| S9 | Interstate 5 / OR 99E / Knox Butte | long/dev | 100% | \$100,000 | \$100,000 |
| S10 | Interstate 5 / US 20 (Santiam) | long/dev | 100% | \$100,000 | \$100,000 |
| T1 | ADA Accessibility Projects | mid | 70% | \$430,000 | \$301,000 |
| TOTALS | | | | \$266 M | \$154 M |
| | | | | \$267 M | \$155 M |



Oregon

Kate Brown, Governor

Department of State Lands

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

FAX (503) 378-4844

www.oregon.gov/dsl

May 11, 2016

State Land Board

City of Albany Public Works
 Attn: Ryan Beathe, P.E.
 333 Broadalbin St SW
 Albany, OR 97321

Kate Brown
 Governor

Jeanne P. Atkins
 Secretary of State

Re: WD #2016-0117 Wetland Delineation Report for Timber Ridge
 Linn County; T 11S R 3W S 3 TL 100 & 101;
 Albany East I-5 Local Wetlands Inventory wetland TRU-10Cf,
 TRU-10B, TRU-10Af, TRU-10G, TRU-10Ff, TRU-10Hf, TRU-1,
 BUR-9Df, BUR 9Bf, BUR9C, BUR-9A

Ted Wheeler
 State Treasurer

Dear Mr. Beathe:

The Department of State Lands has reviewed the wetland delineation report prepared by The Acker Group LLC for the site referenced above. Please note that the study area includes only a portion of the tax lots described above (see the attached map). Based upon the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figures 6A-6I of the report. Please replace all copies of the preliminary wetland map with these final Department-approved maps.

Within the study area, eighteen wetlands (totaling approximately 39.03 acres) and two waterways (Truax and Burkhardt Creeks) were identified. The wetlands and waterways are subject to the permit requirements of the state Removal-Fill Law and are listed individually in Table 2. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in the wetlands or below the ordinary high water line (OHWL) of a waterway (or the 2 year recurrence interval flood elevation if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

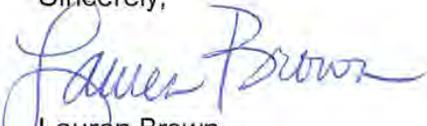
Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you

work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. Please phone me at 503-986-5218 if you have any questions.

Sincerely,


Lauren Brown
Jurisdiction Coordinator

Approved by


Kathy Verble, CPSS
Aquatic Resource Specialist

Enclosures

ec: Tim Acker, The Acker Group LLC
Albany Planning Department (Maps enclosed for updating LWI)
Andrea Wagner, Corps of Engineers
Charles Redon, DSL

FIGURE 1 - Location Map



DeLorme Street Atlas USA® 2014



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www.delorme.com

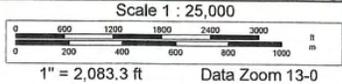
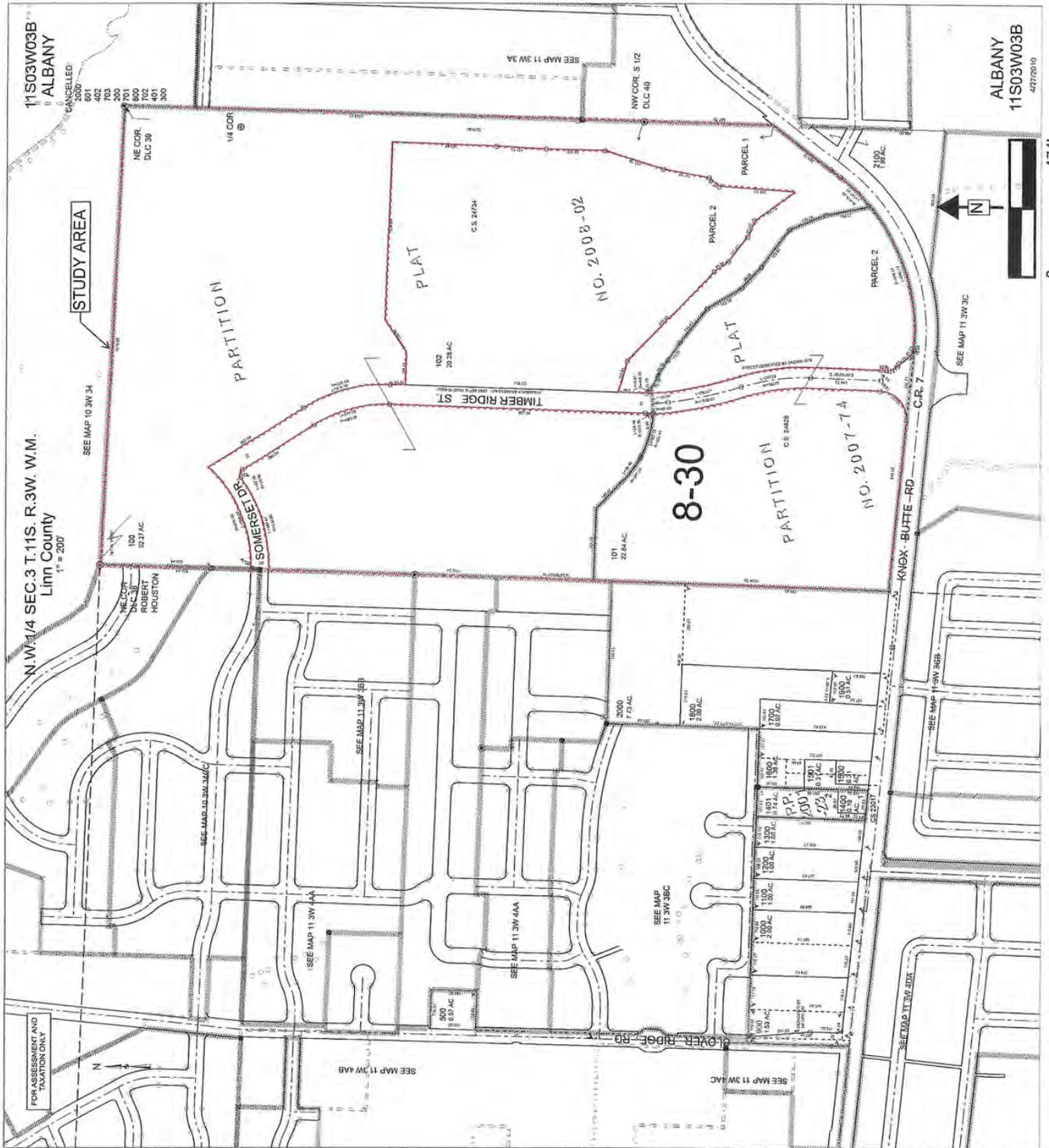


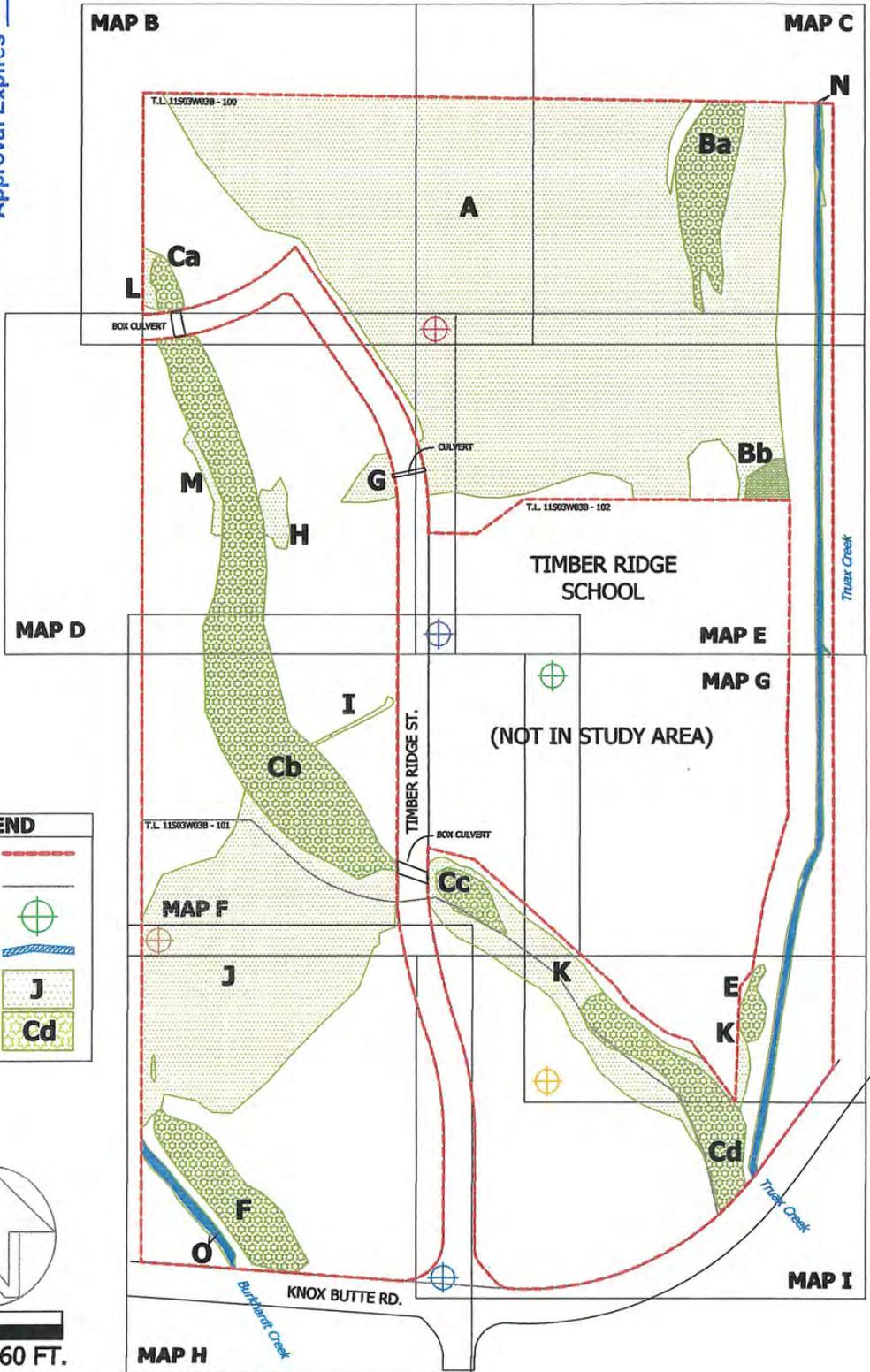
FIGURE 2. Tax Map



DSL WD # 2016-0117
Approval Issued 5-11-2016
Approval Expires 5-11-2021

FIGURE 6A. WETLAND INDEX MAP
TIMBER RIDGE PROPERTY
Section 03 T11S R03W W.M.
City of Albany, Linn County, Oregon

Base topography, property boundaries, wetland boundaries and the sample plot locations were surveyed using a total station by K&D Engineering, Inc., an Oregon registered professional land surveyor, using wire flags set by the Acker Group, LLC. Estimated map accuracy both horizontally and vertically is ±0.10'.



LEGEND

| | |
|--------------|----|
| Study Area | |
| Tax Lot Bndy | |
| Match Point | |
| Stream | |
| PEM Wetland | J |
| PFO Wetland | Cd |





Oregon
Kate Brown, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE Ste C
Salem, OR 97301-1266
Phone (503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org

May 20, 2016

Ms. Melissa Anderson
City of Albany Comm Dev Dept
PO Box 490
Albany, OR 97321



RE: SHPO Case No. 16-0874
City of Albany, CP-001-16, Transportation System Plan, TSP Project L19
Extend Somerset Avenue to Timber Ridge Street
See Map, Albany, Linn County

Dear Ms. Anderson:

Our office recently received a request to review your application for the project referenced above. In checking our statewide archaeological database, it appears that there have been no previous surveys completed near the proposed project area. However, the project area lies within an area generally perceived to have a high probability for possessing archaeological sites and/or buried human remains. In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law (ORS 358.905 and ORS 97.74) archaeological sites, objects and human remains are protected on both state public and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until a professional archaeologist can evaluate the discovery. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. If the project has a federal nexus (i.e., federal funding, permitting, or oversight) please coordinate with the appropriate lead federal agency representative regarding compliance with Section 106 of the National Historic Preservation Act (NHPA). If you have any questions about the above comments or would like additional information, please feel free to contact our office at your convenience. In order to help us track your project accurately, please reference the SHPO case number above in all correspondence.

Sincerely,

Dennis Griffin, Ph.D., RPA
State Archaeologist
(503) 986-0674
dennis.griffin@oregon.gov