NOTICE OF PUBLIC MEETING
CITY OF ALBANY
CITY COUNCIL
Council Chambers
333 Broadalbin Street SW
Wednesday, November 4, 2015
7:15 p.m.

AGENDA

Revised

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."

Rules of Conduct for Public Meetings

1. No person shall be disorderly, abusive, or disruptive of the orderly conduct of the meeting.
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 meeting.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

4. SPECIAL PRESENTATION
   a. Police Department Lifesaving Awards. [verbal]
   Action: _____

5. PROCLAMATIONS
   a. #GivingTuesday. [Page 3]
   Action: _____
   b. Albany Charitable Toy Run. [Page 4]
   Action: _____

6. SCHEDULED BUSINESS

   a. Business from the Public

   b. Reconsideration of Second Reading of Ordinance
      1) Amending Albany Municipal Code Chapter 2.27, Community Development Commission. [Pages 5-7]
      Action: _____ ORD. NO._____

   c. First Reading of Ordinance
      1) Amending Albany Municipal Code Chapter 2.96 concerning the acquisition of art for new City buildings. [Pages 8-9]
      Action:_____ ORD. NO._____

   d. Adoption of Resolutions
      1) Transportation Project List modification for Transportation System Development Charge methodology and fee. [Pages 10-11]
         a. Adopting a methodology for the development of a system development charge for the Transportation System and repealing Resolution No. 6220. [Pages 12-32]
         Action:_____RES. NO._____
         b. Revising the project list for the Transportation System Development Charges, reaffirming the base fee and the appeal fee, and repealing Resolution No. 6429. [Pages 33-41]
         Action:_____RES. NO._____

e. Adoption of Consent Calendar
   1) Approval of Minutes
      a. August 26, 2015, Regular Session minutes. [Pages 42-48]
   2) Approving the limited on-premises sales, change ownership liquor license application for Fox Run LLC, d/b/a All Star Pizza, located at 231 Lyon Street SE. [Page 49] ~~RES. NO._____~~

Action: _____

f. Award of Bid
   1) WTP-16-01-A, Vine Street WTP Electrical Improvements. [Pages 50-52]

   Action: _____

g. Report
   1) Public Safety Local Option Levy renewal election. [Page 53]

   Action: _____

7. BUSINESS FROM THE COUNCIL

8. NEXT MEETING DATE: Work Session: November 9, 2015

Regular Session: ~~November 11, 2015~~ ***canceled, Veterans Day observed***
December 2, 2015

9. ADJOURNMENT

The location of the meeting/hearing is accessible to the disabled. If you have a disability that requires accommodation, advanced notice is requested by notifying the City Manager's Office at 541-917-7508, 541-704-2307, or 541-917-7519.

PROCLAMATION

#GivingTuesday

December 1, 2015

WHEREAS, #GivingTuesday has been established as a national day of giving on the Tuesday following Thanksgiving; and

WHEREAS, #GivingTuesday is a celebration of philanthropy and volunteerism where people give whatever they are able to give; and

WHEREAS, #GivingTuesday is a day where citizens work together to share commitments, rally for favorite causes, build a stronger community, and think about other people; and

WHEREAS, it is fitting and proper on #GivingTuesday and on every day to recognize the tremendous impact of philanthropy, volunteerism, and community service in Albany; and

WHEREAS, #GivingTuesday is an opportunity to encourage citizens to serve others throughout the holiday season and all other times of year.

NOW, THEREFORE, I, Sharon Konopa, Mayor of the City of Albany, do hereby proclaim December 1, 2015, as

#GivingTuesday

in the city of Albany and encourage all citizens to join together to give back to the community in any way that is personally meaningful.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Albany to be affixed this 4th day of November 2015.

Sharon Konopa, Mayor

PROCLAMATION

ALBANY CHARITABLE TOY RUN

December 6, 2015

WHEREAS, the Association for Motorcyclists of Oregon has been sponsoring a Toy Run since 1984 to gather together members of motorcycle groups, car clubs, and interested individuals to provide toys to needy families; and

WHEREAS, there are families with children in the Albany area that will not enjoy a full Christmas due to financial hardship; and

WHEREAS, a group of people continue the tradition of having the annual toy run because of all the good work and fellowship; and

WHEREAS, businesses and groups around the area help to sponsor the Toy Run, such as the Fraternal Order of Eagles 225 Aerie, Walmart, Road Maggots, Christian Motorcycle Riders, and the Cutting Room; and

WHEREAS, on December 6, 2015, the Toy Run and parade will again be conducted with a gathering at the Walmart parking lot and a ride to the Eagles Aerie for gift distribution and lunch.

NOW, THEREFORE, I, Sharon Konopa, Mayor of the City of Albany, do hereby proclaim December 6, 2015, as the

Albany Charitable Toy Run Day

and urge all citizens of Albany to recognize that day as a time of sharing and giving by motorcyclists and others and to be aware of their motorcycles on our streets and highways while they ride to provide a happier holiday season to families and children.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Albany to be affixed this 4th day of November 2015.

Sharon Konopa, Mayor

TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Public Works Engineering and Community Development Director JB

FROM: Bob Richardson, Planning Manager RAR
Anne Catlin, Planner III ALC

DATE: October 21, 2015, for the October 28, 2015, City Council Meeting

SUBJECT: Amendments to the Community Development Commission

RELATES TO STRATEGIC PLAN THEME: • GREAT NEIGHBORHOODS

Action Requested:

Staff recommends that the City Council adopt the attached ordinance that would amend AMC Chapter 2.27, Community Development Commission (CDC), giving the Mayor the ability to appoint replacement members and fill Commission vacancies with City Council ratification.

Discussion:

The City Council held the first reading of this ordinance on October 14, 2015. During the same meeting, a motion for a second reading of the ordinance did not receive a unanimous vote. As a result, this item is on the October 28, 2015, agenda for consideration of a second reading and adoption of the proposed ordinance.

The CDC was created by Ordinance 5822 in 2013 to assist with oversight and management of Albany's Community Development Block Grant programs. Currently, AMC 2.27.030 states that the City Council will appoint replacement members and fill vacancies of this ten-member commission.

During the September 21, 2015, Work Session, Mayor Konopa explained the challenges Council would have interviewing CDC applicants and meeting Commission composition requirements with the current procedure. To overcome them, Mayor Konopa recommended that the City Council amend AMC 2.27.030 to allow the Mayor to appoint new members and fill vacancies with Council ratification.

The Council accepted Mayor Konopa's recommendation and directed staff to prepare draft amendments to the AMC Chapter 2.27, Community Development Commission, for Council consideration. Proposed amendments are shown in the attached ordinance.

Budget Impact:

None.

ALC:rk
Attachment

ORDINANCE NO. _____

AN ORDINANCE AMENDING ALBANY MUNICIPAL CODE CHAPTER 2.27, COMMUNITY DEVELOPMENT COMMISSION.

WHEREAS, the City of Albany created the Community Development Commission on September 11, 2013, by Ordinance No. 5822 to provide recommendations regarding Albany's Community Development Block Grant programs and policies;

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

Section 1: The Albany Municipal Code Chapter 2.27 is hereby amended to read as follows:

2.27.010 Creation of Community Development Commission. The Community Development Commission for the City of Albany is created pursuant to provisions of this chapter.

2.27.020 Purpose. The Community Development Commission is established to review and recommend housing, neighborhood revitalization, and community development policies, actions and programs to the City Council that could be supported primarily with Community Development Block Grant (CDBG) funding provided by HUD.

2.27.030 Terms of Office and ~~Initial~~ Appointments. The initial membership of the Community Development Commission shall be established by the Mayor and approved by the City Council. Four of the initially appointed members shall serve a three-year term, three of the initially appointed members shall serve a two-year term, and three of the initially appointed members shall serve for a one-year term. Initial terms of appointment will be staggered according to the alphabetical order of the appointee's surname, beginning with three-year terms for those closest to the beginning of the alphabet. Thereafter, as the terms expire, the ~~Council~~ **Mayor** shall appoint replacement members **with City Council ratification. Members shall be appointed** for three-year terms or until their successors are appointed and qualified. All members of the Community Development Commission will serve at the pleasure of the Council and may be removed from their position by the Council at any time without cause. Any vacancies in the Commission shall be filled **by the Mayor and** ~~through~~ ratifi**ed**~~eation~~ by the City Council. Members shall serve without compensation.

2.27.040 Community Development Commission Composition. All Community Development Commissioners shall have their principal residence within the jurisdictional limits of the City of Albany. The City Council shall endeavor to ensure low- and moderate-income persons and minorities are represented on the Commission. The Commission shall consist of at least ten (10) members **deemed by the Council to have backgrounds** as follows:

(a) Three at-large members from the general public
(b) One representative from the financial industry
(c) One representative from the housing industry
(d) One representative with experience in economic development
(e) One representative from the social services or affordable housing ~~agency~~ industries
(f) One representative from the Human Relations Commission
(g) One representative from the Planning Commission
(h) One representative from the City Council

2.27.050 Duties and Responsibilities. The Community Development Commission shall have the following responsibilities related to the City's CDBG program and other programs as directed by the City Council:

(a) Review and consider policy, programming and funding recommendations to the City Council regarding the City's needs related to community development and affordable housing that primarily benefit low- and moderate-income, minority, and special needs populations.
(b) Review and make recommendations regarding City applications for federal, state or other funding sources related to the purpose of the Commission as the Council may direct including the five-year Consolidated Plan, Annual Action Plan and any substantial amendments proposed to those plans.
(c) Review the Consolidated Annual Performance Evaluation Report (CAPER) each year to examine the performance of the projects funded in whole or in part with CDBG funds.
(d) Review proposals for funding from CDBG funds, and make recommendations to the Council for final action.
(e) Serve as the review and appeal body for CDBG housing loan and grant programs.
(f) Monitor and evaluate planning, programming, and implementation of housing and community development activities related to the City's CDBG programs.

2.27.060 Procedures. The Community Development Commission shall elect a chair and a vice chair **at its first meeting of each year**. A majority of the members shall constitute a quorum. The Commission shall keep minutes 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

ORDINANCE NO. _____

AN ORDINANCE AMENDING ALBANY MUNICIPAL CODE CHAPTER 2.96 CONCERNING THE ACQUISITION OF ART FOR NEW CITY BUILDINGS

WHEREAS, AMC Chapter 2.96 mandates appropriation of one percent of the cost of the construction or alteration of any newly constructed or altered public building of the City of Albany, unless otherwise exempted; and

WHEREAS, AMC Chapter 2.96, as it presently exists, does not provide a role for the Albany City Council in the final decision to appropriate funds for art or in the determination of how those funds may most appropriately be expended; and

WHEREAS, the City supports the incorporation of public art into new construction and alteration of City buildings; and

WHEREAS, the final decisions concerning how much money should be appropriated for the acquisition of public art and final decisions concerning its acquisition and placement should be left to the discretion of the Albany City Council.

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

AMC Chapter 2.96 is amended to read as follows:

Chapter 2.96
~~ONE PERCENT~~ APPROPRIATIONS FOR ART

Sections:
2.96.010 ~~One percent~~ **Appropriations** for art.
2.96.020 Exclusions.
2.96.030 Acquisitions.

2.96.010 ~~One percent~~ **Appropriation** for art.
(1) All appropriations for the construction or alteration of any building of the City of Albany, except as exempted in AMC 2.96.020, shall **include a sum as determined by the Albany City Council to be appropriate for the purchase of art. This appropriation shall generally be not less than one-quarter of one percent nor more than** ~~contain an appropriation of~~ one percent of the cost of the construction or alteration **of the building and shall be** for the acquisition of works of art that may be an integral part of the building or may be capable of **display within the building, at the exterior of the building or at other locations in the** ~~other~~ City of Albany ~~buildings~~**.** ~~**For purposes of this ordinance, "appropriation" shall apply to City funds only and not to funds contributed by gift or grants by third parties.**~~
(2) When it would not be appropriate to place works of art in a given ~~City~~ building or if artwork placed in that building could not be ~~readily~~ viewed by the general public, **or in such other circumstances that the Albany City Council may deem appropriate,** the funds required in subsection (1) of this section will be used to purchase works of art for placement ~~in~~ **at** other City buildings or facilities that are open to the public. ~~(Ord. 5385s/s 1, 1998).~~

2.96.020 Exclusions.
The provisions of this section shall not apply to:
(1) Any construction, physical plant rehabilitation, improvement, or remodeling project that has an estimated cost of less than $500,000.

(2) Indirect construction or alteration costs, such as inspection fees, professional services, interest under construction, advertising, furnishings, soil testing, construction permits, and legal fees.

(3) Remodeling or renovation projects in which more than 75 percent of the project cost represents improvements to mechanical or electronic systems.

(4) Projects for construction or alteration of motor pools, heating plants, parking lots, maintenance sheds, roads, bridges, sewer lines, rest room facilities at City parks, water lines, wastewater treatment plants, or water treatment plants.

~~(5) Construction project that are underway upon adoption of this ordinance codified in this chapter. (Ord. 5385 s/s1, 1998.)~~

2.96.030 Acquisitions.

(1) The Albany Arts Commission or **any** other person or agency selected by the Albany City Council, in consultation with the City Manager **and** the affected department or departments ~~and the architect~~ for the particular building, shall **recommend to the Albany City Council the amount appropriate for each City building,** ~~determine the amount available for each City building,~~ shall solicit proposals for suitable works of art, and shall **recommend to the Albany City Council the purchase of** ~~contract for and purchase~~ selected works of art for each City building constructed or altered ~~after adoption of this ordinance~~.

(2) The Albany **City Council shall have final authority concerning the amount spent to acquire art,** ~~Arts Commission or other person or agency selected by the Albany City Council shall be solely responsible for~~ the placement **of the art** and acceptance of all works of art acquired pursuant to this ~~chapter~~ **section**.

(3) To the extent reasonable, the Albany Arts Commission or other person or agency selected by the Albany City Council shall consult with appropriate citizens groups and the affected City department or departments in determining the selection and placement of the works of art.

(4) Title to all works of art acquired pursuant to this chapter vests with the City of Albany. (Ord. 5385 § 1, 1998).

(5) Financial commitment to the acquisition of art pursuant to this chapter shall generally be made only after final construction costs have been determined.

(6) The Albany City Council reserves authority to reduce or eliminate the expenditure for art as necessary or appropriate to address cost overruns or other budgetary restraints.

ATTEST:

_____

City Clerk

Passed by Council: _____

Approved by Mayor: _____

Effective Date: _____

_____

Mayor

TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Interim Public Works Engineering and Community Development Director

FROM: Ronald G. Irish, Transportation Systems Analyst
Jeni Richardson, P.E., Civil Engineer III

DATE: October 15, 2015, for the November 4, 2015, City Council Meeting

SUBJECT: Transportation Project List Modification for TSDC Methodology and Fee

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Staff recommends Council review and, if appropriate, adopt the attached resolutions incorporating the modified transportation project list into Albany's TSDC methodology and fee.

Discussion:

Albany's 2010 Transportation System Plan (TSP) included a list of projects needed to accommodate system demands through year 2030. The cost estimate for those projects totaled $242 million. Of that amount, $135 million was found to be growth related and eligible for TSDC-improvement fee (TSDCi) funding. The TSDC fee established by Council was set at a lower rate than the maximum allowable rate and was estimated to generate only $34 million through year 2030. That meant that only 25 percent of the TSDCi eligible project costs were actually fundable under the TSDC fee resolution adopted by Council.

Recent development and proposed development in Albany prompted changes to the TSP project list. The transportation project list changes are necessary to update the priority level assigned for improvements to portions of Crocker Lane, Lochner Road, and Dogwood Avenue (projects L42, L54, & L14), to remove portions of Timber Ridge Avenue and Somerset streets (projects L15 & L19), and to install traffic signals at the Knox Butte/Clover Ridge Road intersection and the Knox Butte/Goldfish Farm Road intersection (projects I43 & I44).

These project list modifications were available for public review and parties were given an opportunity to be heard at public meetings before the Planning Commission on July 20, 2015, and before the City Council on May 27, 2015, and August 26, 2015. Following a public hearing before the City Council on September 9, 2015, the project list modifications were adopted into the Transportation System Plan and the Albany Comprehensive Plan effective October 9, 2015.

The costs before and after modifying these projects are summarized below:

	Total Project Cost	TSDCi Eligible	TSDCi Eligible & Funded
Current	$267 M	$155 M	$34 M
As Proposed	$266 M	$154 M	$34 M

M = 2010 dollars in millions

Now that these projects have been incorporated into the Transportation System Plan (TSP), the City's TSDCi-funded project list needs to be modified in the Methodology and Fee resolutions to reflect the new projects. TSDCi funding decreases for some projects and increases for others without changing the total fundable amount. Some of the key elements embedded in the project funding list include:

- The fee rate adopted by Council (currently $3,568 per single family home) would remain unchanged. Because new eligible projects have been added to the TSP, this means the same amount of TSDCi funds is now divided among a larger pool of projects.
- Critical short-term projects expected to be initiated by the City (as opposed to constructed privately as part of a development project) have a high funding priority.
- Projects expected to be constructed privately with development projects within the next 10 years include funding for the "oversize" component of the project. Generally, the proposal provides a TSDCi oversize credit of 15 percent for collector streets, and 25 percent for arterial streets.
- Projects expected to be constructed privately more than 10 years out have a low funding priority.

Attached to this memo are drafts of the TSDC Methodology (Attachment A) and TSDC fee (Attachment B) resolutions. The project list for the TSDC Methodology resolution includes all the project modifications discussed above and adopted into the TSP in bold. The project list for the TSDC Fee resolution also includes all the modified projects, but L42, L54, and L14 are not in bold since they were previously added to the TSDC Fee resolution.

Budget Impact:

If adopted as presented, there will be no change to the TSDC fee and, therefore, no budget impact.

RGI:kw
Attachments (2)

ATTACHMENT A

RESOLUTION NO. _____

A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM AND REPEALING RESOLUTION 6220 (A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM AND REPEALING RESOLUTION 5972).

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, a system development charge (SDC) methodology that is consistent with Oregon SDC law and current industry practices and that is a combination of reimbursement and improvement fees that results in a maximum allowable SDC per trip end of ~~$11,950~~ **$11,848** based on February 2010 dollars was developed; and

WHEREAS, a methodology for the calculation of system development charges for the transportation system is specifically described in Exhibit A: *Transportation SDC Methodology* (attached hereto); and

WHEREAS, the methodology for calculating the TSDC fee has not changed and only the transportation project list has been modified and p.m. peak trip rates updated to the latest edition of the ITE manual; and

WHEREAS, the transportation project list has been changed to update the priority level assigned for improvements to portions of Crocker Lane, Lochner Road, and Dogwood Avenue (projects L42, L54, and L14) as presented at a public meeting on May 27, 2015, and adopted by the Albany City Council; and

WHEREAS, the transportation project list has been changed to remove portions of Timber Ridge Avenue and Somerset Streets (projects L15 and L19), and install traffic signals at the Knox Butte/Clover Ridge Road intersection and the Knox Butte/Goldfish Farm Road intersection as presented at a public hearing on September 9, 2015, and adopted by the Albany City Council; and

WHEREAS, these project list modifications were available for public review and parties were given an opportunity to be heard, and the project list modifications were adopted into the Transportation System Plan and the Albany Comprehensive Plan effective October 9, 2015.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the attached methodology specifically described in Exhibit A is hereby adopted; and

BE IT FURTHER RESOLVED that Resolution No. 6220 is hereby repealed.

DATED AND EFFECTIVE THIS 4TH DAY OF NOVEMBER 2015.

ATTEST:

_____
Mayor

_____
City Clerk

SECTION 1

Introduction

Background

The City of Albany (the City) initiated a process to update system development charges (SDCs) for the transportation system, in conjunction with adoption of the Transportation System Plan (TSP) in February 2010. This report describes the updated SDC methodology and calculations for the City's transportation system. The revised methodology and calculations are consistent with the framework set forth by Oregon SDC legislation (ORS 223.297-314). In Albany, the authority to impose SDCs is contained in Chapter 15.16 of the Albany Municipal Code (AMC).

Oregon SDC Law

Oregon Revised Statutes 223.297-223.314 authorize local governments to assess SDCs for the following types of capital improvements:

- Drainage and flood control (i.e., storm water)
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

In addition to specifying the infrastructure systems for which SDCs may be assessed, the SDC legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues, and the adoption of administrative review procedures. A summary of key provisions is provided below.

SDC Structure

Oregon law allows that an SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

Reimbursement Fee

The reimbursement fee is based on the value of available reserve capacity associated with capital improvements already constructed or under construction. The methodology used to calculate the reimbursement fee must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors. The objective of the reimbursement fee methodology is to require new users to contribute an equitable share of the capital costs of existing facilities. When new users connect, they pay for their share of the available reserve capacity through the SDC reimbursement fee, and the money received can be used to retire existing debt or to fund other capital needs.

Improvement Fee

The improvement fee is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future customers. Revenues generated through the improvement fees are dedicated to funding capacity-increasing capital improvements or the repayment of debt on such improvements.

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements." Qualified public improvements are improvements that are required as a condition of development approval, identified in the system's capital improvement program, and either (1) not located on or contiguous to the property being developed, or (2) located in whole or in part, on or contiguous to, property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Albany's SDC Methodology and Policy Framework

In Albany, development of the transportation SDC methodology was guided by the Albany City Council and community stakeholders through numerous public meetings. The 2010 Transportation System Plan provided the project list used to guide financial and policy decisions during the development of the SDC methodology.

SDC Policies

In order to provide equitable and consistent application of the proposed SDCs, the following statements represent the City's most significant policies relating to the implementation and application of SDC fees to customers in Albany:

1. No new development that adds trips to the City transportation system can occur unless the corresponding transportation SDC has been paid or the installment payment method has been applied for and approved.
2. To ensure equity, no exception to the payment of the required SDC fees will be allowed for non-profit organizations, low-income development, public facilities, or other customers adding trips to the transportation system.
3. An SDC shall apply to the particular lot or tract for which it is issued. Any changes of use which add additional trips to the transportation system shall cause an additional SDC to be paid.
4. Because the transportation SDC is closely related to the cost of construction of the capital improvements, the SDC shall be adjusted on the first day of July of each calendar year. The adjustment shall be based upon the Seattle Construction Cost Index published by the Engineering News Record (ENR) by calculating the percentage increase/decrease in the index for the period since the last adjustment and then applying that percentage to the figures used to calculate the SDC.

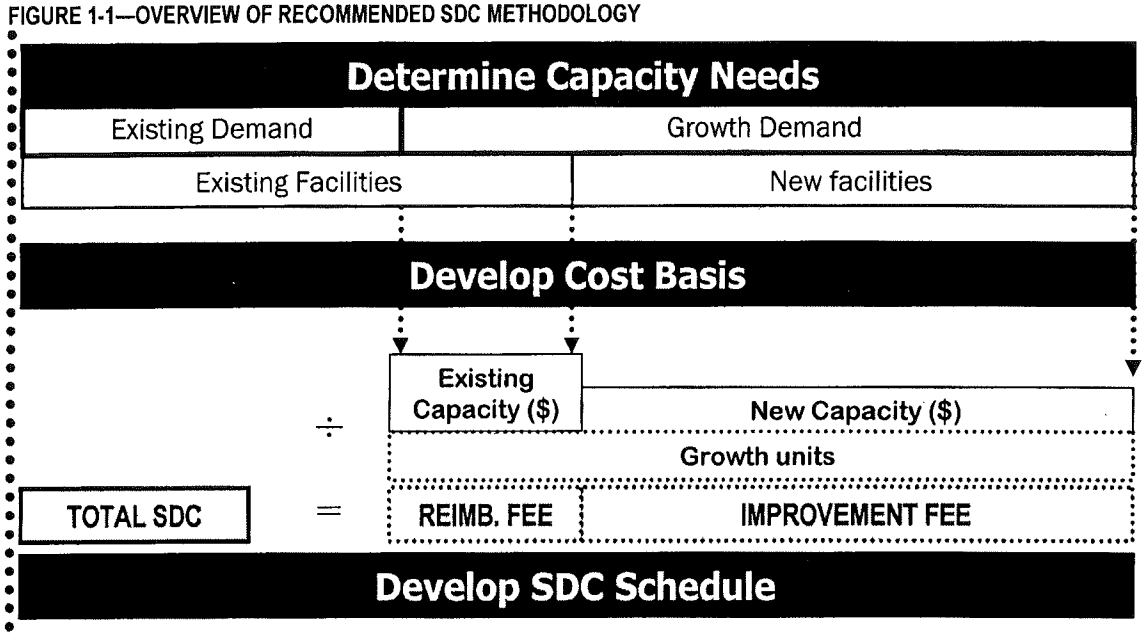
In addition to these policy statements, there may be other policies relating to the implementation of the SDC fees included in the Albany Municipal Code and/or other City rules and regulations.

Overview of Methodology

The recommended SDC methodology is based on a combined reimbursement and improvement structure. This structure, which is shown graphically in Figure 1-1, consists of the following three elements:

- Determine capacity needs
- Develop cost basis
- Develop SDC schedule

FIGURE 1-1—OVERVIEW OF RECOMMENDED SDC METHODOLOGY



The reimbursement fee is based on the value of available capacity in the system that will serve growth. The improvement fee is based on future capital costs associated with providing growth's additional capacity needs (above what is already available in the system). Together, the reimbursement and improvement fees recover costs equal to growth's capacity needs.

The value of existing system available capacity is added to the cost of future improvements needed for growth to determine the SDC cost basis. The cost basis is then divided by the forecast growth units (trips) to determine the system-wide unit cost of capacity ($/trip). Finally, the SDCs for individual developments are determined by applying the unit costs to the individual development's estimated capacity requirements (trips per unit of development).

SECTION 2

Determine Capacity Needs

Oregon SDC law requires explicit analysis of growth capacity requirements, and demonstration of how those capacity needs will be met through existing and future facilities. This section describes the approach to determining growth capacity needs for different types of improvements.

System-Wide Growth Capacity Requirements

Like most infrastructure systems, roadway systems are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 p.m. (the "PM peak"). Therefore, roadway system capacity is typically measured by trip generation and mobility standards during the PM peak.

The travel demand model used to identify transportation improvement needs in the 2010 Transportation System Plan relied upon weekday PM peak hour trip data. The travel demand model for the City has 20,558 existing trips that travel within or through the Albany Urban Growth Boundary (UGB) area. The existing model includes internal-internal trips, internal-external, external-internal trips, and external-external trips. Each type of trip has two ends, so total existing trip ends are 41,116. Table 2-1 identifies the total number of trip ends for each type of trip under existing conditions and projected 2030 conditions.

Table 2-1
Model Vehicle Trip Ends and Percent Growth

	Internal-Internal	Internal-External & External-Internal	External-External	Total Trip Ends	Net of External-External
Existing Trip Ends	15,622	14,156	11,338	41,116	29,778
Projected Trip Ends	22,006	21,258	17,272	60,536	43,264
Growth Trip Ends	6,384	7,102	5,934	19,420	13,486

As shown in Table 2-1, the travel demand model has 60,536 weekday PM peak hour trip ends of which approximately 32 percent (19,420) are growth-related trips. External-external or "through" trips have neither an origin nor a destination in the City; when external-external trips are removed from total trip ends, the net is 13,486 growth trips.

Project Cost Allocations

The system-wide growth in trips will be accommodated by existing roadway reserve capacity, as well as planned future capacity expansion. Capacity expansion comes in the form of both new facilities and expansion of existing facilities (roadways and intersections). A key component of the SDC methodology is allocation of existing facility and planned

future facility costs to growth, in proportion to estimated capacity requirements. Table 2-1 presented the system-wide capacity requirements of growth; however, for purposes of determining potential SDC-eligibility, individual projects are analyzed to determine the portion of costs needed for future growth requirements versus existing development deficiencies. The cost allocation approaches that form the basis of this methodology are described below. The SDC statutes require that improvement SDC revenues be spent only on the portion of project costs related to future growth. Therefore, the project cost allocations, establish the maximum potential SDC-eligibility for each project. The City may elect to reduce the resulting SDC by funding few projects, or smaller portion of project costs from SDCs.

Roadway and Intersection Facilities

The roadway and intersection cost allocation basis by project type is summarized in Table 2-2, and described in subsections below.

Table 2-2
Summary of Project Cost Allocations

Project Type	SDC-eligible	Basis
Existing road improvements Existing intersection improvements Urban upgrades Existing facilities with recent improvements	varies by project	Growth based on share of 2030 trip volume
New roadways or extensions New intersection improvements Right of way associated with existing roadway expansion	100%	No existing deficiency; new capacity needed entirely for growth

Future Improvements (Improvement Fee)

For expansion/upgrade of existing facilities (i.e., roadway capacity projects, urban upgrades, and non-development driven intersection improvements), trip generation data by roadway link (from the City's travel demand model) were used to quantify growth's utilization of future roadway and intersection capacity. Growth capacity utilization is estimated based on the growth in trips over the planning period, as a percentage of total future trips for individual roadway links.

For state-owned roadway facilities, the percentage of 'through trips' (external-external trips) are removed to reduce the SDC-eligible share to trips associated with local growth only. For projects where additional right of way is needed to expand roadway capacity exclusively for growth (i.e., existing mobility standards are being met), the right of way costs are allocated 100 percent to new development.

For intersection projects, growth capacity is based on the ratio of future and existing entering vehicle volumes at the intersections, as determined by the City's travel demand model.

New roadways and extensions driven by future development capacity requirements are allocated 100 percent to growth, since the capacity is needed entirely for new development. Similarly, traffic signals that are not needed to meet existing mobility standards, but are needed once the growth trips are added to the intersection, are assumed to be 100 percent growth-related, since there is no existing deficiency.

Existing Facilities (Reimbursement Fee)

For recently constructed facilities, the travel demand model was used to determine new development's share of the future 2030 traffic volumes on each roadway segment and intersection, similar to the analysis used to determine growth's share of the future project improvements.

Bike and Pedestrian Capacity Analysis

Unlike roadway and intersection projects, trip data for bike and pedestrian improvements is not available. Therefore, growth capacity needs for bike and pedestrian facilities are evaluated based on the planned level of service (LOS) basis. The planned LOS is defined as the quantity of future facilities per 1,000 population served.

The following equation shows the calculation of the planned LOS:

$$\frac{ExistingQ + PlannedQ}{FuturePopulationServed} = PlannedLOS$$

Where:

Q = quantity (miles of bike or pedestrian facilities), and
Future Population Served (within the UGB) = 63.820 (1,000's)

The existing and future miles of bike and pedestrian facilities are shown in Table 2-3. As indicated, the total future miles of bikeways are 87, including the 55 miles existing. Existing and future miles of pedestrian facilities are 57 and 95, respectively.

Table 2-3

Existing and Future Bike and Pedestrian Facilities

		Existing	Future (Total)	New
Bicycle Facilities	Bike Lanes	55	78	23
	Bike Boulevard	0	6	6
	Sharrows	0	2	2
Bicycle Facility TOTALS		55	87	32
Pedestrian Facilities	Sidewalks on Arterials and Collectors	46	71	25
	Pedestrian Esplanades	0	2	2
	Multi-Use Path	11	22	11
Pedestrian Facility TOTALS		57	95	38

Population for existing and 2030 conditions is presented in Table 2-4. Growth during the planning period is estimated to be 16,190.

Table 2-4
Population Growth

	Existing	Year 2030	Population Growth
Population	47,630	63,820	16,190

Table 2-5 presents the existing and planned LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 2-3 divided by the existing and projected 2030 population presented in Table 2-4.

Table 2-5
Existing and Planned LOS (miles per 1,000 population)

	Existing LOS	Planned LOS
Bike	1.15473	1.35786
Pedestrian	1.19672	1.48126

The capacity requirements, or number of facility miles, needed for the existing population and for the growth population are estimated by multiplying the planned (future) LOS for each facility type (from Table 2-5) by the population of each group (from Table 2-4). The need for the existing population is equal to the planned LOS multiplied by the existing population (47,630). Existing users' needs are assumed to be met first by the existing inventory of facilities; any shortfall is assumed to come from planned improvements. The total capacity need required by growth is equal to the product of the planned LOS and the projected increase in population over the planning period (16,190).

Total capacity needs for the existing and growth populations are shown in Table 2-6, based on the LOS and population information shown in Tables 2-5 and 2-4. The additional need for facilities by the existing population is equal to the total inventory needed less the existing inventory (from table 2-3). As Table 2-6 indicates, the total additional need (i.e. current deficit) for bikeways is 10 miles, and for pedestrian paths is 14 miles. These deficits, along with growth's capacity needs will be met through the planned improvements.

Table 2-6

Existing and Growth Capacity Needs for Bike and Pedestrian Facilities

	Existing Population Need	Existing Inventory	Existing Need from Improvements	Growth Need
Bike	65	55	10	22
Pedestrian	71	57	14	24

Improvements to the bike and pedestrian systems come from two categories of projects; 1) urban upgrades and 2) bike and pedestrian projects, as shown in Table 2-7. Of the total 32 miles of bikeways, and 38 miles of pedestrian ways added, 20 miles are associated with urban upgrades, and the remaining (12 miles of bike and 18 miles of pedestrian) are associated with new bike and pedestrian projects.

Table 2-7
Existing and Growth Allocation

	Additions from Urban Upgrades (miles)	Additions from Bike/Ped Projects (miles)	Total miles Added (1)	Urban Upgrade Existing Allocation (miles) (2)	Urban Upgrade Growth Allocation (miles) (2)	Bike/ Ped Project Existing Allocation (miles)	Bike/ Ped Project Growth Allocation (miles/%)
Bike	20	12	32	13	7	0	12 (100%)
Pedestrian	20	18	38	13	7	1	17 (94%)

1) From Table 2-3

2) Based on average of all urban upgrade projects: 65% existing and 35% growth (see Table 3-2 in following section)

The costs of the bike and pedestrian improvements associated with the urban upgrade projects are not itemized separately from the other street improvement costs; therefore, all costs are allocated based on traffic volumes, as described previously. Based on the project list from the adopted TSP, and data from the travel demand model, overall, existing and new development are allocated 65 percent and 35 percent of urban upgrade project costs, respectively. Applying these percentages to the mileage from urban upgrades, results in an allocation of 13 miles for existing and 7 miles for growth.

As indicated in Table 2-6, the existing deficiencies for bike and pedestrian facilities are 10 miles and 14 miles, respectively. For bike improvements, the existing development allocation from urban upgrades (13 miles) is sufficient to address the existing deficiency; therefore, 100 percent of additional bike improvements are allocated to growth. For pedestrian facilities, an existing deficiency of 1 mile remains to be met from the other pedestrian projects. Based on a total of 18 miles of additional pedestrian projects, the maximum growth allocation is 17 miles (94 percent).

Studies

Cost allocations for studies vary based on the type of study. The TSP is allocated in proportion to total future trip generation (growth is 32 percent). Capacity-related projects are allocated 100 percent to growth (e.g., Knox Butte and Santiam studies), and safety and accessibility audits are 0 percent SDC-eligible.

SECTION 3

Cost Basis

The cost basis represents the total costs needed to meet the demands of growth through 2030, as determined by the project cost allocation analysis described in Section 2.

Reimbursement Fee

The SDCr is calculated based on the inflated book value of reserve capacity from arterial and collector street improvements built with city funds (exclusive of grants and developer contributions) since 1997. Specific projects included in the reimbursement fee cost basis are shown in Appendix Table 1. As shown in Table 3-1, the total value of the reimbursement projects is $18.3 million, of which $5.9 million is allocated to growth, based on the capacity analysis described in Section 2.

Table 3-1
Reimbursement Fee Cost Basis

		Growth	
	Total	$	%
Roadways	$14,994,052	$4,965,607	33%
Intersections	$2,644,003	$621,929	24%
Sidewalk Improvements	$88,829	$62,180	70%
TSP	$570,456	$285,228	50%
Total	$18,297,340	$5,934,945	32%

Improvement Fee

Table 3-2 summarizes the improvement fee cost basis. The improvement fee cost basis reflects allocation of individual projects from the SDC project list; detailed information on the SDC project costs and allocations is provided in Appendix Table 2. Project costs include construction costs and right-of-way (ROW) acquisition, and allocation percentages reflect the approaches described in Section 2 for each project type[1].

Table 3-2
Improvement Fee Cost Basis

	Total	Growth	
		$	%
NEW ROADWAYS & EXTENSIONS	~~$58,393,000~~ **$56,319,000**	~~$58,393,000~~ **$56,319,000**	100%
INTERSECTIONS - DEVELOPMENT DRIVEN	~~$8,370,000~~ **$9,070,000**	~~$8,370,000~~ **$9,070,000**	100%
OTHER INTERSECTION IMPROVEMENTS	$10,615,000	$3,183,090	30%
URBAN UPGRADE	$93,700,000	$33,190,540	35%
EXISTING ROADWAY CAPACITY IMPROVEMENTS	$65,386,000	$30,123,320	46%
BIKE LANES, SHARROWS, BOULEVARDS	$2,113,000	$2,113,000	100%
SIDEWALKS, ESPLANADES & MULTI-USE PATHS	$27,550,000	$19,285,000	70%
STUDIES & POLICIES	$880,000	$562,000	64%
Total	~~$267,007,000~~ **$265,633,000**	~~$155,219,950~~ **$153,845,850**	58%

As shown in Table 3-2, the total improvement costs are estimated to be ~~$267~~ **$266** million, of which, ~~$155~~ **$154** million (58 percent) is allocated to growth.

[1] Section 2 identifies the maximum allocation of pedestrian improvements that are not part of urban upgrades (sidewalks, esplanades, and multiuse path) as 94%; however, the adopted TSP included these projects as 70% funded from SDCs based on the draft TSP analysis; therefore, these projects are assumed to remain at the lower SDC funding.

SECTION 4

SDC Schedule

The transportation SDC for an individual development is based on the total cost per trip (including the reimbursement and improvement fees) and the number of trips attributable to a particular development.

Maximum-Allowable Unit Costs ($/Trip)

Based on the approaches outlined in Sections 2 and 3, the maximum-allowable cost per trip is equal to ~~$11,950~~ **$11,848**, as shown in Table 4-1, and is comprised of the following components:

$440 (reimbursement fee) + ~~$11,510~~ **$11,408** (improvement fee)

Table 4-1
Maximum Allowable Transportation Unit Costs of Capacity ($/Trip)

	Improvement	Reimbursement	Combined
Cost Basis (1)	~~$155,219,950~~ **$153,845,850**	$5,934,945	~~$161,154,895~~ **$159,780,795**
Growth Trip Ends (2)	13,486	13,486	
SDC per Trip End	~~$11,510~~ **$11,408**	$440	~~$11,950~~ **$11,848**

(1) From Table 3-1 and 3-2
(2) From Table 2-1

Oregon SDC law requires that the methodology demonstrate that the combined SDC charge is not based on providing the same capacity through the reimbursement and improvement fee components. The Albany SDC methodology accomplishes this requirement. Specifically, the methodology determines total growth capacity requirements and the portion of capacity to be met through existing system available capacity and future capacity expansion. Furthermore, when calculating the individual reimbursement and improvement unit costs, the cost bases are divided by the *total* projected growth units for the planning period. Therefore, the combined fee represents a weighted average cost of existing and available capacity.

Trip Generation Rates

The standard practice in the transportation industry is to use Institute of Transportation Engineers (ITE) trip generation rates to determine the SDCs for *individual* developments. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses. Trip rates

for common land use types, from the current volume of the ITE manual, are provided in Table 4-2.

Table 4-2
Trip Rates for Sample Development Types

ITE Code	Description	Units	PM peak trips
210	1 single family	1 dwelling unit	~~1.01~~ **1.00**
220	1 apartment	1 unit	0.62
140	Manufacturing	1000 sf	0.73
710	general office	1000 sf	1.49
820	shopping center	1000 sf	~~3.73~~ **3.71**
931	quality restaurant	1000 sf	7.49

Pass-By Trip Adjustments

Pass-by trip adjustments are applied to the ITE trip rates for certain land use types. Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway. Such trip adjustments, also referred to as linked trips or trip chaining, differ by land use and are studied and reported by the ITE.

Table 4-3
Pass-by Trip Adjustments for Sample Development Types

ITE Code	Description	Pass by Factor
210	1 single family	1.00
220	1 apartment	1.00
140	Manufacturing	0.92
710	general office	0.92
820	shopping center	0.50
931	quality restaurant	0.50

Sample SDCs

The transportation SDC for an individual development is based on the cost per trip (including the reimbursement and improvement fees) and the number of trips attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Pass-By Adjustment X Development Units

Example SDCs for sample development types are shown in **Table 4-4**. The maximum allowable SDC for a single family dwelling unit is ~~$12,069~~ **$11,848**, including SDCi of ~~$11,625~~ **$11,408** and a SDCr of ~~$444~~ **$440**.

Table 4-4
Sample SDC based on Maximum-Allowable Unit Costs

ITE Code	Description	Units	PM peak trips	Pass by Factor	Cost per Unit "I"	Cost per Unit "R"	Cost per Unit Combined
210	single family	1 unit	~~1.01~~ **1.00**	1.00	~~$11,625~~ **$11,408**	~~$444~~ **$440**	~~$12,069~~ **$11,848**
220	apartment	1 unit	0.62	1.00	~~$7,136~~ **$7,073**	$273	~~$7,409~~ **$7,346**
140	manufacturing	1000 sf	0.73	0.92	~~$7,730~~ **$7,662**	$296	~~$8,026~~ **$7,958**
710	general office	1000 sf	1.49	0.92	~~$15,778~~ **$15,638**	$603	~~$16,381~~ **$16,241**
820	shopping center	1000 sf	~~3.73~~ **3.71**	0.50	~~$21,466~~ **$21,162**	~~$821~~ **$816**	~~$22,287~~ **$21,978**
931	quality restaurant	1000 sf	7.49	0.50	~~$43,105~~ **$42,723**	$1,648	~~$44,753~~ **$44,371**

SECTION 5

Implementation Considerations

Adoption of Reduced Fee Level

The SDCs presented in Section 4, represent the maximum-allowable SDCs that the City may charge based on the methodology described in this report, and the SDC Project List. The City may choose to adopt reduced fee levels to balance community interest and objectives.

Impact on Credits for Qualified Public Improvements

As indicated in Section 1, Oregon SDC statutes require that the City provide credits against the improvement fees for construction of "qualified public improvements." If the City adopts an SDC that is below the maximum-allowable, as determined by the methodology and Project List, then the credit need only apply to projects that are funded by the reduced fee level.

SDC Assessment

Exceptional Users

By necessity, an SDC calculation methodology must employ a variety of assumptions about the nature of demands placed by future system users, the costs and timing of growth-related capital improvements, and system capacity use. There are limits to how precise these assumptions may be because of data limitations. For most new developments, the margin of error in predicting system impact is within an acceptable range. However, it is possible that one or a few exceptional prospective users alone may have sufficient impact on future system use and capital improvements to invalidate certain basic assumptions of a particular SDC calculation.

It is recommended that for developments determined during staff review, to exhibit trip characteristics significantly different from those on which the existing rate is based, the City Traffic Engineer will assign a trip rate based on the best available information at the time of actual SDC calculations.

Alternative Trip Generation Calculation

The City's local land use code contains provisions to require a Traffic Impact Analysis (TIA) to be submitted and approved for certain types of developments. Developments that must comply with the TIA requirements are provided with an opportunity to combine that process with a request for an optional alternate trip rate calculation. The data requirements for each process are similar, and taking this into account helps facilitate the establishment of data needed for the alternate trip rate calculation earlier in the development planning process.

Annual Inflationary Adjustments

Per the City's current SDC policy, the transportation SDCs should continue to be adjusted based on an inflationary index. The City uses the Engineering News Record Construction Cost index for Seattle as the basis for adjusting all of its SDCs. Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.

Appendix Table 1 - Reimbursement Fee Project List

Facility	Volume Total	Volume Growth	Growth %	$ Total	$ Growth
Roadways					
34th Ave: Hwy 99 to Marion	1,582	627	40%	$2,680,516	$1,062,379
34th Ave: Marion to Waverly	1,456	588	40%	$884,577	$357,233
Clover Ridge Rd: Knox Butte to Summerset	595	356	60%	$22,998	$13,760
Elm St: Queen to 24th	464	103	22%	$370,957	$82,346
Geary (10th/17th), 14th (Geary/Clay) & Clay (Santiam/14th)	3,413	486	14%	$831,198	$118,360
Grand Prairie: Waverly to I-5	1,220	603	49%	$153,378	$75,809
Hill St: 9th to Queen	849	132	16%	$1,434,791	$223,077
Marion: 13th to 24th	557	258	46%	$1,431,601	$663,112
Marion: 24th to 34th	388	93	24%	$922,109	$221,021
Marion: 34th to Railroad	322	203	63%	$288,102	$181,630
N. Albany Rd: Hickory to Hwy 20	1,068	49	5%	$1,258,259	$57,729
Pacific and 9th: Geary to Jackson	4,789	1149	24%	$249,557	$59,875
Queen: Marion to Main	1,254	309	25%	$885,260	$218,138
Salem Rd: Chicago to Albany Ave	936	69	7%	$451,320	$33,270
Salem: Lake to city limits	734	54	7%	$1,087,715	$80,023
Santiam: Cleveland to Main	1,737	1260	73%	$1,098,882	$797,117
Waverly: Grand Prairie to 36th Ave	2,103	840	40%	$369,819	$147,717
Timber St: Hwy 20 to Three Lakes			100%	$408,704	$408,704
Timber/Knox Butte Property Acquisition			100%	$164,308	$164,308
TSP			50%	$570,456	$285,228
Sidewalk Improvements			70%	$88,829	$62,180
COMPLETED INTERSECTION PROJECTS					
Intersection 14th & Clay	1,393	188	13%	$130,402	$17,599
Intersection Goldfish Farm Rd & Hwy 20	2,106	951	45%	$136,245	$61,524
				$109,440	$55,845
Intersection: 99E / Hwy 20 / 9th (underpass)	2,025	325	16%	$278,533	$44,703
Intersection: Killdeer & Hwy 99	3,575	1190	33%	$223,974	$74,554
Intersection: N. Albany Rd roundabout	1,146	226	20%	$1,036,098	$204,326
Intersection: N. Albany Rd & Hickory	1,217	52	4%	$205,029	$8,760
Intersection: N. Albany Rd & W. Thornton Lake Dr			29%	$524,282	$154,618
				$18,297,340	$5,934,945
Reimbursement SDC Cost Basis					$5,934,945

Appendix Table 2 Improvement Fee Project List

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	53rd Avenue Extension / Industrial Property Access	long/dev	100%	$500,000	$500,000
I43	**Clover Ridge Road / Knox Butte**	**long/dev**	**100%**	**$350,000**	**$350,000**
I44	**Goldfish Farm Road / Knox Butte**	**long/dev**	**100%**	**$350,000**	**$350,000**
L1	53rd Avenue Extension	long/dev	54%	$18,600,000	$10,044,000
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 *Funding is for 15% construction west of Crocker ($145/lf) and 40% construction east of Crocker*	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%	~~$4,949,000~~ **$3,662,000**	~~$4,949,000~~ **$3,662,000**
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%	~~$1,270,000~~ **$483,000**	~~$1,270,000~~ **$483,000**
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

1	2	3	4	5	6
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible
L21	Knox Butte Road Widening	long/dev	60%	$3,169,000	$1,901,400
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~~	~~Crocker Lane~~	~~long/dev~~	~~30%~~	~~$4,529,000~~	~~$1,358,700~~
L42-a	**Crocker Lane North (LID)**	**short**	**30%**	**$1,721,000**	**$516,300**
L42-b	**Crocker Lane South**	**long/dev**	**30%**	**$2,808,000**	**$842,400**
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 *Funding is for 24ft of right-of-way (3 to 5 lanes) at $6/s.f. and 25% construction*	long/dev	49%	$5,847,000	$2,865,030
~~L54~~	~~Lochner Road~~	~~long/dev~~	~~44%~~	~~$8,270,000~~	~~$3,638,800~~
L54-a	**Lochner Road – North**	**short**	**44%**	**$3,722,000**	**$1,637,680**
L54-b	**Lochner Road - South**	**long/dev**	**44%**	**$4,548,000**	**$2,001,120**
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%	$2,187,000	$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

1	2	3	4	5	6
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible
L61	Three Lakes Road	long/dev	0%	$1,879,000	$0
L62	Oak Creek Parkway *Funding is for 25% construction west of Columbus*	long/dev	100%	$16,456,000	$16,456,000
M1	Queen/Geary Periwinkle Path	short	70%	$46,000	$32,200
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				~~$267 M~~ **$266 M**	~~$155 M~~ **$154 M**

ATTACHMENT B

RESOLUTION NO. _____

A RESOLUTION REVISING THE PROJECT LIST FOR THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, REAFFIRMING THE BASE FEE AND THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6429 (A RESOLUTION REVISING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, REAFFIRMING THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6417).

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, a methodology for the calculation of an improvement and reimbursement fee system development charge for the transportation system in Albany was originally adopted in 2011 and was modified and adopted in May 2013, to reflect the changes in the project list as specifically described in Resolution No. 6220; and

WHEREAS, the project list in the 2010 Transportation System Plan has been modified to update the priority level assigned for improvements to portions of Crocker Lane, Lochner Road, and Dogwood Avenue (projects L42, L54, & L14), to remove portions of Timber Ridge Avenue and Somerset streets (projects L15 & L19), and to install traffic signals at the Knox Butte/Clover Ridge Road intersection and the Knox Butte/Goldfish Farm Road intersection; and

WHEREAS, these project list modifications were available for public review and parties were given an opportunity to be heard at public meetings before the Planning Commission on July 20, 2015, and before the City Council on May 27, 2015, August 26, 2015, and September 9, 2015, and the project list modifications were adopted into the Transportation System Plan and the Albany Comprehensive Plan effective October 9, 2015, and

WHEREAS, the transportation system development charge methodology was modified and adopted on November 4, 2015, to reflect the changes in the project list as specifically described in Resolution No. xxx; and

WHEREAS, the adopted methodology resulted in a maximum allowable SDC per trip end of ~~$11,950~~ **$11,848** based on February 2010 dollars; and

WHEREAS, the Albany City Council deems it desirable to **implement a reallocation of funds between projects that will not change the current fee.**

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 6429 is hereby repealed effective as of the effective date of this resolution; and

BE IT FURTHER RESOLVED that the Transportation System Development Charge project list is hereby amended as described in Figure 'A; herein; and

BE IT FURTHER RESOLVED that an appeal fee is hereby reaffirmed as described herein; and

BE IT FURTHER RESOLVED that the Transportation System Development Charges herein are **reaffirmed with no change to the ENR Index or ramp step and are** effective **November 4, 2015**.

BASE FEE **REAFFIRMED**

The base unit for the transportation system development charge (SDC) improvement and reimbursement fee will be p.m. peak hour trip end as defined in the latest version of the Trip Generation manual by the Institute of Transportation Engineers (ITE). The base fee for a single trip end ramps up from $2,062.80 to $3,568.43 over a five-year period to account for anticipated slow recovery of development activity.

The adjusted base fee for a single trip is a combination of the adjusted improvement and reimbursement base fees as shown below.

Effective July 1 in Year	Base SDCi Fee	Base SDCr Fee	Total Base Fee for a Single Trip End
2011	$1,539.37	$523.43	$2,062.80
2012	$1,916.48	$523.43	$2,439.91
2013	$2,292.40	$523.43	$2,815.83
2014	$2,668.31	$523.43	$3,191.74
2015	$3,045.00	$523.43	$3,568.43

[1] *Base Fees are adjusted for current ENR Index* ***(reaffirm April 2015 ENR of 10390)***

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

Residential, institutional, business and commercial, office, and industrial development SDC fees are computed by multiplying the base SDC fee by the associated basis for trip determination and by the associated p.m. peak hour trip end rate for the given land use. This calculated fee is further reduced to allow for a pass-by trip credit that varies by land use. Pass-by trip factors are eight percent (8%) for industrial and office (ITE Category 000-199 and 700-799), 20 percent (20%) for institutional (ITE Category 300-699), and 50 percent (50%) for business and commercial (ITE Category 800-999).

A sample SDC calculation for a single-family house (ITE Category 210) for the fifth year and final year of the ramp (2015) is shown below.

SDC Calculation for a Single-family House (ITE Category 210)				
	P.M. Peak Trip Rate[1]	Pass-By Factor[2]	2015 Base Fee for a Single Trip Fee	SDC Fee
SDCi	1.00	1.00	$3,045.00	$3,045
SDCr	1.00	1.00	$523.43	$ 523
Total			$3,568.43	$3,568

[1] *P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual*

[2] *Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University*

[3] *Base Fee is adjusted for current ENR Index* ***(reaffirm April 2015 ENR of 10390)***

A sample SDC calculation for other land uses for the fifth year **and final year** of the ramp (2015) is shown below.

ITE Code	Description	Units	PM Peak Trips [1]	Pass by Factor	2015 Base Fee for a Single Trip Fee [2]	SDC Fee
220	1 Apartment	1 unit	0.62	1.00	$3,568.43	$2,212
110	Light Industrial	1,000 sf	0.97	0.92	$3,568.43	$3,184
140	Manufacturing	1,000 sf	0.73	0.92	$3,568.43	$2,397
520	Elementary School	1,000 sf	1.21	0.80	$3,568.43	$3,454
710	General Office	1,000 sf	1.49	0.92	$3,568.43	$4,892
720	Medical Office	1,000 sf	3.57	0.92	$3,568.43	$11,720
826	Specialty Retail	1,000 sf	2.71	0.50	$3,568.43	$4,835
820	Shopping Center	1,000 sf	3.71	0.50	$3,568.43	$6,619
862	Home Improvement Superstore	1,000 sf	2.33	0.50	$3,568.43	$4,157
911	Walk-In Bank	1,000 sf	12.13	0.50	$3,568.43	$21,643
931	Quality Restaurant	1,000 sf	7.49	0.50	$3,568.43	$13,364
932	High Turnover Restaurant	1,000 sf	9.85	0.50	$3,568.43	$17,575
934	Fast Food W/Drive Thru	1,000 sf	32.65	0.50	$3,568.43	$58,255

[1] P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual
[2] Base Fee is adjusted for current ENR Index **(reaffirm April 2015 ENR of 10390)**

SDC CREDITS

Pursuant to Albany Municipal Code Section 15.16.090, a credit against the transportation SDC fee shall be given in the following situations:

A. Credit for prior use:

Pursuant to AMC 15.16.090 (1), a credit against the reimbursement and improvement fee portions of the SDC shall be given in an amount of the SDCi and SDCr calculated for the existing use if it is less than the SDCi and SDCr calculated for the proposed use. If the change in use results in the SDCi or SDCr for the proposed use being less than the SDCi or SDCr for the existing use, no SDCi or SDCr shall be required for that fee portion; however, no refund or credit shall be given.

B. Credit for the cost of a qualified public improvement associated with the development:

Pursuant to AMC 15.16.090 (2), a credit against the improvement fee portion of the SDC shall be given for the cost of a qualified public improvement required as a condition of development approval. A qualified public improvement must also be identified in the funded section of the project list in *Figure A: SDC Eligible Projects Funded by the Adopted Fee Schedule* (see below). A funded project can be either wholly or partially funded with SDCi fees. Projects can move between the funded and unfunded sections according to AMC 15.16.060 (3).

The credit shall not exceed the dollar amount (adjusted annually using ENR Seattle Construction Cost Index) in the SDC column in *Figure A* associated with a qualified improvement in the funded projects group. If the credit exceeds the amount of TSDCi to be paid by the development, then the excess credit may be applied against transportation improvement fees that accrue in subsequent phases of the original development project. In summary, credits are possible only for projects identified in *Figure A* as having SDC funding and only to the extent that it is SDC funded.

On-site: A project that meets these qualification criteria and is located in whole or in part, on or contiguous to the property, and that is required to be built with greater capacity than is necessary for the particular

development needs and exceeds the minimum standard facility size, will have reserve capacity. The applicant shall have the burden of demonstrating that a particular qualified transportation improvement will have a reserve capacity. The Highway Capacity Manual (HCM), or other City-approved traffic engineering methodology, shall be the approved method for calculating reserve capacity. The reserve capacity shall be expressed as a percent of the construction cost for said improvement. That portion of the construction cost that represents the reserve capacity, when multiplied by the percent of said project funded with the SDCi fee as identified in *Figure A* will be the estimated credit. The actual credit will be the lower of the estimated credit and the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in *Figure A* associated with said project.

Off-site: A project that meets these qualification criteria that is not located on or contiguous to property (an off-site improvement) is qualified for a SDCi credit. The credit shall be the lower of the actual construction cost or the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in *Figure A* associated with said project.

C. Credit for reducing the number of trip ends the development will generate using automobiles:

Transit or Pedestrian: A credit against the improvement fee portion of the SDC shall be possible if the development is in an established transit or pedestrian district or if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of trip ends the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied.

The reduced SDC will be calculated based upon the number of trip ends the development will generate with the trip end reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

D. Credit for reducing the number of peak hour trips the development will generate using automobiles:

Off-peak Work Hours: A credit against the improvement fee portion of the SDC shall be possible if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of peak hour trips the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied. The reduced SDC will be calculated based upon the number of trip ends the development will generate with the peak hour trip reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

APPEAL PROCEDURE AND FEE

Pursuant to Albany Municipal Code Section 15.16.100(5), an appeal fee of $100 per appeal is hereby established.

Appeal submittal by parties appealing their calculated fee (AMC Section 15.16.100(3)) shall:

a) Conform to AMC Section 15.16.100 procedures;
b) Use standard study methodology and data collection forms and procedures for conducting a local trip generation study described in Albany's adopted "Traffic Impact Study Guidelines" and the ITE Trip Generation Manual; and
c) Be prepared by or under the direct supervision of a Professional Civil or Transportation Engineer currently licensed to practice within the State of Oregon, and with special training and experience in transportation engineering and planning. The engineer shall certify the document by providing a signature and seal of approval.

Figure A: SDCi Eligible Projects Funded by the Adopted Fee Schedule

Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.
Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded.
Year 11-20 funded projects are in column 8.

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
B1	14th Avenue	short	100%	$2,000	$2,000	$2,000	
B2	Waverly Drive	short	100%	$5,000	$5,000	$5,000	
B3	Hill Street	long/dev	100%	$743,000	$743,000		$743,000
B4	24th Avenue	short	100%	$5,000	$5,000	$5,000	
B5	Jackson Street	short	100%	$674,000	$674,000	$110,000	
B6	Center Street	short	100%	$6,000	$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		$53,000
B13	Liberty/Lakewood	long/dev	100%	$76,000	$76,000		
B14	12th Avenue (West)	mid	100%	$32,000	$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		$44,000
B19	38th Avenue and 39th Avenue	mid	100%	$106,000	$106,000	$106,000	
B20	Lyon Street	short	100%	$2,000	$2,000	$2,000	
B21	Ellsworth Street	short	100%	$4,000	$4,000	$4,000	
I1	Main Street/Salem Avenue/3rd Avenue	short	100%	$1,088,000	$1,088,000	$1,088,000	
I2	Main Street/Santiam Avenue/4th Avenue	short	69%	$255,000	$175,950	$175,950	
I3	14th Avenue/Heritage Mall Access	short	100%	$41,000	$41,000	$23,000	
I4	14th Avenue/Clay Street	short	100%	$10,000	$10,000	$7,000	
I5	Waverly Avenue/14th Avenue	short	100%	$41,000	$41,000	$23,000	
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	$5,200	
I9	US 20/Springhill Drive	short	23%	$14,000	$3,220	$3,220	
I10	Knox Butte/Century Drive	short	0%	$345,000	$0		
I11	34th Avenue/Marion Street	mid	100%	$345,000	$345,000	$345,000	
I12	US 20 (Lyon Street)/2nd Avenue	mid	16%	$23,000	$3,680	$3,680	
I13	US 20/Clay Street	mid	20%	$185,000	$37,000	$37,000	
I14	OR 99E/34th Avenue	long/dev	32%	$192,000	$61,440		$61,440
I15	34th Avenue/Hill Street	long/dev	100%	$350,000	$350,000		$350,000
I16	Ellingson Road/Columbus Street	long/dev	100%	$500,000	$500,000		$250,000
I17	Waverly Avenue/14th Avenue	long/dev	100%	$77,000	$77,000		$77,000
I18	Queen Avenue/Geary Street	long/dev	100%	$1,901,000	$1,901,000		$950,500
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	$3,960	
I21	US 20 (Lyon Street)/1st Avenue	mid	23%	$11,000	$2,530	$2,530	

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
I22	US 20 (Lyon Street)/1st Avenue	mid	23%	$10,000	$2,300	$2,300	
I23	US 20 (Ellsworth Street)/2nd Avenue	mid	23%	$17,000	$3,910	$3,910	
I24	OR 99E/Waverly Avenue	long/dev	27%	$959,000	$258,930		$258,930
I25	US 20/Waverly Drive	long/dev	29%	$853,000	$247,370		$247,370
I26	US 20/Waverly Drive	long/dev	29%	$240,000	$69,600		$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	$894,000	$232,440		$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		$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		$172,500
I35	Gibson Hill Rd/Crocker Ln	mid	100%	$345,000	$345,000	$345,000	
I36	Timber St Extension/18th Ave/Spicer Dr ROW	short	100%	$650,000	$650,000		$325,000
I36	Timber Str. Extension/18th Ave/Spicer Dr	long/dev	100%	$863,000	$863,000		$441,000
I37	OR 99E / 29th Ave	long/dev	28%	$106,000	$29,680		
I38	Salem Avenue/Geary Street	long/dev	28%	$845,000	$236,600		$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		$250,000
I42	53rd Avenue Extension / Industrial Property Access	long/dev	100%	$500,000	$500,000		
I43	**Clover Ridge Road / Knox Butte**	**long/dev**	**100%**	**$350,000**	**$350,000**		
I44	**Goldfish Farm Road / Knox Butte**	**long/dev**	**100%**	**$350,000**	**$350,000**		
L1	53rd Avenue Extension	long/dev	54%	$18,600,000	$10,044,000		
L2	Waverly Drive	long/dev	36%	$1,394,000	$501,840		
L3	Washington/Calapooia/1st/2nd	short	42%	$100,000	$42,000	$42,000	
L4	Timber Street Extension ROW	short	100%	$966,000	$966,000		$483,000
L4	Timber Street Extension	long/dev	100%	$2,708,000	$2,708,000		$677,000
L5	Main Street - 7th Avenue - Hill Street	mid	64%	$1,292,000	$826,880	$826,880	
L6	North Albany Road	mid	29%	$5,847,000	$1,695,630	$1,695,630	
L6	North Albany Road ROW	short	100%	$19,000	$19,000		$19,000
L9	Queen Avenue	long/dev	12%	$0	$0		
L10	New North Albany Connector *Funding is for 15% construction west of Crocker ($145/lf) and 40% construction east of Crocker*	long/dev	100%	$5,818,000	$5,818,000		$1,154,053
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	$982,000	$982,000		$245,000
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		$253,350
L14	Dogwood Avenue Extension	long/dev	100%	$3,294,000	$3,294,000		$0
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%	~~$4,949,000~~ **$3,662,000**	~~$4,949,000~~ **$3,662,000**		~~$742,350~~ **$549,300**
L16	New East/West Collector	long/dev	100%	$3,723,000	$3,723,000		$558,450
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	$996,000	$996,000		$149,400
L18	Timber St Extension to Somerset Avenue	long/dev	100%	$1,720,000	$1,720,000		$258,000
L19	Somerset Avenue Extension - LID	short	100%	$383,000	$383,000		

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
L19	Somerset Avenue Extension – **wetlands to Charlotte**	long/dev	100%	~~$1,270,000~~ **$483,000**	~~$1,270,000~~ **$483,000**		~~$190,500~~ **$332,270**
L20	Santa Maria Avenue Extension	long/dev	100%	$1,872,000	$1,872,000		$280,800
L21	Knox Butte Road Widening ROW	short	100%	$1,478,000	$1,478,000		$1,478,000
L21	Knox Butte Road Widening	long/dev	60%	$3,169,000	$1,901,400		$1,901,400
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		$156,750
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	$2,130,000	
L31	Fescue Street to Three Lakes Road Connector	long/dev	100%	$886,000	$886,000		$132,900
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		$137,100
L35	Albany Avenue Widening	long/dev	26%	$1,177,000	$306,020	$306,020	
L36	W Thornton Lk Dr, N Albany Rd & N Alb Middle School	long/dev	11%	$565,000	$62,150	$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		$228,960
L41	Skyline Drive	long/dev	0%	$1,523,000	$0		
L42-a	Crocker Lane North (LID)	short	30%	$1,721,000	$516,300	$417,000	
L42-b	Crocker Lane South	long/dev	30%	$2,808,000	$842,400		
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		$1,137,250
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 *Funding is for 24ft of right-of-way (3 to 5 lanes) at $6/s.f. and 25% construction*	long/dev	49%	$5,847,000	$2,865,030		$1,979,250
L54-a	Lochner Road – North	short	44%	$3,722,000	$1,637,680	$1,007,475	
L54-b	Lochner Road - South	long/dev	44%	$4,548,000	$2,001,120		$1,137,125
L55	Three Lakes Road ROW	short	42%	$287,000	$120,540		$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		

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
L58	Oak Street	short	65%	$2,187,000	$1,421,550	$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 *Funding is for 25% construction west of Columbus*	long/dev	100%	$16,456,000	$16,456,000		$1,812,719
M1	Queen/Geary Periwinkle Path	short	70%	$46,000	$32,200	$32,200	
M2-a	Oak Creek Loop Trail (south of Oak Creek)	long/dev	70%	$2,680,000	$1,876,000	$200,000	
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	$112,700	
M4	South Waterfront Trail	mid	70%	$76,000	$53,200	$53,200	
M5	Albany-Corvallis Multiuse Path	mid	70%	$1,477,000	$1,033,900	$304,500	
M6	Albany-Corvallis Multiuse Path	long/dev	70%	$761,000	$532,700		
M7	East Timber-Linn Trail	long/dev	70%	$277,000	$193,900		$193,900
M8	Bain Street/Waverly Lake Trail	long/dev	70%	$153,000	$107,100		$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	$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	$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	$723,800	
S1	ADA Accessibility Audit	short	0%	$25,000	$0		
S2	Hwy 20 Corridor & Downtown Refinement Plan	short	100%	$250,000	$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	$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	$100,000	
S10	Interstate 5 / US 20 (Santiam)	long/dev	100%	$100,000	$100,000	$100,000	
T1	ADA Accessibility Projects	mid	70%	$430,000	$301,000	$301,000	
	TOTALS			~~$267 M~~ **$266 M**	~~$155 M~~ **$154 M**	$13.5 M	$20.5 M

DATED THIS 4TH DAY OF NOVEMBER 2015.

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED: DRAFT

CITY OF ALBANY
CITY COUNCIL
Council Chambers
Wednesday, August 26, 2015
7:15 p.m.

MINUTES

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE TO THE FLAG

ROLL CALL

Councilors present: Mayor Sharon Konopa and Councilors Rich Kellum, Bill Coburn, Bessie Johnson, Ray Kopczynski, Dick Olsen, and Floyd Collins.

Councilors absent: None.

SCHEDULED BUSINESS

Communication

Accepting Mary Reed's resignation from the Bicycle & Pedestrian Advisory Commission.

MOTION: Councilor Bessie Johnson moved to accept Mary Reed's resignation and send a thank you letter. Councilor Ray Kopczynski seconded the motion and it passed 6-0.

Legislative Public Hearing

CP-01-15, Amending the Transportation System Plan (TSP) to remove portions of Timber Ridge Avenue and Somerset Streets from the TSP project list (projects L15 & L19), and install traffic signals at the Knox Butte/Clover Ridge Road intersection and the Knox Butte/Goldfish Farm Road intersection.

Open: Konopa called the public hearing to order at 7:17 p.m.

There was a signup sheet at the dais (see agenda file).

Staff Report

Planner II Melissa Anderson gave a PowerPoint presentation overview of the proposal (see agenda file).

Anderson described the decision-making process:

- Agency notice on June 10, 2015
- Department of Land and Conservation and Development (DLCD) notice on June 15, 2015
- Newspaper notice published on July 8, 2015
- Planning Commission made a recommendation to the City Council
- City Council makes the final decision

Transportation Systems Analyst Ron Irish said the proposal is made up of four separate projects and makes updates to the project funding list. The four projects are:

- Eliminates the portion of:
  - Timber Ridge Road north of Somerset Avenue; and
  - Somerset Avenue just east of Timber Ridge Road
- Adds new projects:
  - Traffic signal at the Clover Ridge Road and Knox Butte Road
  - Traffic signal at the Goldfish Farm Road and Knox Butte Road

Irish described the projects in more detail.

Project L-15 is the extension of Timber Ridge to Truax Creek. The project includes a new bridge over Truax Creek and an extension of Timber Ridge to reconnect to Clover Ridge Road. This proposal would eliminate that section of the road. Twenty years ago, Linn County and the City recognized that the Truax Creek Bridge was in poor condition. At that time, the plan was to build a new bridge aligned with Timber Ridge Road and limit the old bridge to bicycles and pedestrians. But because the economy slowed in 2008 and there are wetlands near the proposed road, the road system did not develop as expected. The bridge is deteriorating, and the County has put load restrictions on it.

The County needs to replace the bridge, in its current location, and they are reluctant to fund a second bridge aligning with Timber Ridge. In order to keep the Timber Ridge alignment, the City would need to entirely fund the bridge and the road connection outside the Urban Growth Boundary (UGB). The proposed road change would keep traffic on Clover Ridge that the TSP assumed would be diverted. That will add trips to the Clover Ridge/Knox Butte intersection, generating the need for a signal. The signal needs to be added to the TSP, the second project of the proposal.

Irish said the third project is to add a second signal at the Knox Butte/Goldfish Farm Road intersection. He said, we don't know now if we'll need it, but we might. Including it in the TSP makes it eligible for System Development Charges (SDC) funds if it becomes necessary to build it.

The fourth project is the planned extension of Somerset from its current dead end east to connect to Santa Maria. Irish said, the wetlands in the parcel are bigger than we knew when we adopted the TSP. Connecting Somerset to Santa Maria would require it to cross the largest point of the wetlands. This proposal eliminates the connection. Doing that would mean there is no collector street connection between the Somerset/Timber Ridge intersection and the Santa Maria neighborhood. The neighborhood connects to Knox Butte by Charlotte Street and Marilyn Street. Residents, including school children, have to use Knox Butte to connect with the City's road system. The proposed change would eliminate the collector street connection, but there is still the possibility of local connections. The City owns the parcel with the wetlands. Any sale to a developer could probably be conditioned on a road connection.

Councilor Dick Olsen asked how wet the wetlands are. Irish said they are wet in winter and fairly dry in summer. They are classified as jurisdictional wetlands, so any developer would need a wetlands permit from the DSL and the Corps of Engineers. Olsen said it seems wetlands are sometimes classified that way because of the kind of dirt that's there, not the amount of water. Irish said this wetland has that kind of dirt and is seasonally wet. In the rainy season there's standing water and occasionally moving water. Olsen asked Irish if he thinks the property will develop. Irish said the City has a pending land use application on the parcel immediately south of Truax Creek. At this point, a developer would be forced by the City's code to build the street connection. Irish said there is a high-pressure gas line along the west side of the Timber Ridge extension, and wetlands along the east side. It would be very difficult to pencil out a subdivision with no developable lots on either side of the road. It is also more expensive to mitigate wetlands now than it was a few years ago.

Olsen asked how people would get out of the development, with no road. Irish said there would be a connection paralleling Truax Creek. Olsen said it would be a shame to give up the arterial streets if we are going to develop everything inside the UGB. He is concerned about increased traffic on Santa Maria and Charlotte Street. Irish said most local trips would be to and from the west and would not affect Santa Maria and Charlotte Street.

Councilor Rich Kellum asked if there would be any "catastrophic" consequences in the next month if the proposal doesn't pass. Irish said delay would probably mean that the pending land application would not be acted on during the interval.

Councilor Floyd Collins asked if the roads to the east are City or county rights-of-way. Irish said they are City rights-of-way.

Anderson described Criteria #1:

- It 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
- The TSP was adopted in 2010
- Update with adoption of South Albany Area Plan (SAAP) in 2012
- Proposed changes address new information and conditions

Anderson described Goal 1, Citizen Involvement:

- Agencies notified – invited to comment
- DLCD notified 35 days prior to hearing
- Notice published in newspaper more than one week prior to hearing
- Public hearings held before Planning Commission and City Council
- Citizen involvement was solicited and citizen input was encouraged prior to a final decision

Anderson described Goal 12, Transportation:

- New information is available regarding:
  - Bridge reconstruction of Clover Ridge Road across Truax Creek
  - Wetlands located north and east of Timber Ridge Road and Somerset Avenue
- Elimination of a portion of Somerset Avenue provides street connectivity while avoiding unnecessary impacts to wetlands
- Reconstructing the bridge in place:
  - Eliminates the need to extend Timber Ridge Road; and

- Will increase the trips and need for street light and Clover Ridge Road
- Increased development in the area increases need for a street light at Goldfish Farm Road
- Amendments ensure adequate transportation facilities will be provided to accommodate long-term growth

Anderson described Criteria #2:

- A legislative amendment is needed to meet changing conditions or new laws
  - New information is available regarding bridge reconstruction on Clover Ridge Road across from Truax Creek, and the extent of jurisdictional wetlands
  - TSP amendments are needed to respond to change and development to ensure adequate infrastructure and facilities are accommodated

In conclusion, Anderson said that the applicable criterion are met and staff recommends approval of the Comprehensive Plan Text Amendment to the Transportation System Plan.

Johnson asked, is Linn County redoing the bridge? Irish said they have not designed the bridge or bid the construction yet. They are awaiting the outcome of this decision. The bridge is right on the urban growth boundary.

Konopa said, if anyone wishes to enter an exhibit into the record as part of your testimony, please briefly describe the exhibit and present it to the City Clerk.

Konopa asked if anyone wished to testify. No one did.

Close: Konopa closed the public hearing at 7:40 p.m.

MOTION: Kellum moved to amend the ordinance by removing the emergency clause. Kopczynski seconded the motion and it passed 5-1, with Councilor Bill Coburn voting no.

City Attorney Jim Delapoer read the ordinance for the first time in title only: AN ORDINANCE AMENDING ORDINANCE NO. 4447 WHICH ADOPTED THE CITY OF ALBANY COMPREHENSIVE PLAN AND MAP, BY AMENDING THE ALBANY COMPREHENSIVE PLAN TEXT OF THE TRANSPORTATION SYSTEM PLAN, AND ADOPTING FINDINGS.

Kellum moved to read the amended ordinance a second time in title only and Kopczynski seconded it. The motion failed 5-1, with Olsen voting no. It takes a unanimous vote of the Council for a second reading in the same meeting. This item will come back to the September 9, 2015, Council meeting.

Business from the Public

Linda Herd, 723 Ferry Street SW, Chair of the Albany Arts Commission and Vice President of the Artists Co-op in Albany Gallery Calapooia read a document (see agenda file) about the 1% for Art program. The Arts Commission has identified Albany locations suitable for public art. She referred to a city map with these locations marked, which is available at the Parks and Recreation counter.

Josh Hall, 1110 S. Sixth Street in Lebanon, spoke on behalf of locked-out steelworkers at ATI Oremet, asking for the support of the City Council. Union members have been active in the community. They donate thousands of dollars every year to organizations like United Way, Meals on Wheels, FISH, and Helping Hands. They are volunteer firefighters, coaches, and EMS workers. They would appreciate whatever support the Council can give.

Konopa expressed the Council's sympathy for the steelworkers.

Johnson said she remembers when Wah Chang workers were locked out some years ago. They were out for 9 months, and it took a lot of money out of the City, besides being hard on the workers. She has signed the petition and supports the workers. Businesses need to support their workers.

Olsen asked for a show of hands of steelworkers in the audience. He said the Fire Department makes special preparation to respond to Oremet because of some of the dangerous processes. He feels better knowing the workers know what they are doing.

Konopa has been a neighbor to Oremet for 38 years. She remembers various explosions and leaks, and they are very scary as a neighbor. The safety of our community depends on skilled workers running the plant. She said if the City Council wants to pass a resolution or send a letter it will come up at the end of the agenda under Business from the Council.

Gary Stecky, 3874 Glendale Avenue SE, said the City Council donated money to Linn Benton Community College (LBCC) on behalf of ATI to train machinists, but ATI has broken that agreement by locking out the steelworkers. He thinks the City Council should pass a Resolution and send a letter asking why they are

locking them out. Konopa explained that the recent LBCC bond measure did not include money for the technology necessary to train metals workers. The metals industry has historically done in-house training, but the City gave LBCC $2.9 million for the technology, to support training for family-wage jobs. She feels ATI owes it to the City to stay open and provide those family-wage jobs.

Viginia Cusick, 1610 23rd Court SE, spoke about dog mess in her yard. She has extreme medical problems. She got a dog owner to come to court today, but the case was dismissed. She has a degenerative bone disease and will be injured if she falls. She proposes that the fine be raised significantly, and that dog owners be required to have medical insurance. Property owners should not have to pay if their tenant is hurt. If she falls again the dog owners should have to pay her medical expenses. Konopa asked about the dogs in the neighborhood. Cusick described the situation. She said the owners don't care, and she has been physically threatened for speaking up. She also said that the duplexes' garages have walls to eight feet which are open above. There is no firewall and people can get into the garage and steal items. She described her dilapidated home. She submitted a picture of a hole in her living room floor (see agenda file). Konopa said Code Enforcement would get in touch with Cusick.

Adoption of Resolution

Supporting the designation of Albany, Oregon, as a Flag City U.S.A.

MOTION: Kellum moved to adopt the resolution and Kopczynski seconded it.

Johnson said she wants to be sure the City is not responsible for the flag program as it could cost money down the road. Collins said that is correct.

VOTE: A vote was taken on the motion to adopt the resolution and it passed 6-0 and was designated Resolution No. 6450.

Adoption of Consent Calendar

1) Approval of Minutes
   a) July 8, 2015, Regular Session minutes.
   b) July 20, 2015, Work Session minutes.
   c) July 22, 2015, Regular Session minutes.
2) Approving the full on-premises sales, change ownership liquor license application for Brick & Mortar Café, LLC, d/b/a Brick & Mortar Café, located at 222 First Avenue W.
3) Approving the full on-premises sales, change location liquor license application for Novak's Hungarian Restaurant, Inc., d/b/a Novak's Hungarian Restaurant, located at 208 Second Avenue SW.
4) Approving the full on-premises sales, new outlet liquor license application for Holly M. Evans-White and Greg A. Burtt, d/b/a Cellar Cat, 211 First Avenue W, Suite 102.

Konopa noted that items 3) and 4) had been held up at the Oregon Liquor Control Commission (OLCC). Both businesses called her and asked that their licenses be approved tonight, so they can open for business. The motion should include the staff reports on the dais.

MOTION: Kellum moved to approve the Consent Calendar as presented, and the two staff memos on the dais from Police Chief Lattanzio regarding liquor license approvals for Novak's Hungarian Restaurant and Cellar Cat. Kopczynski seconded the motion and it passed 6-0.

Award of Bid

WL-15-01, Davidson Street Water Line.

Engineering Manager Staci Belcastro said that Public Works recommends the Council award the contract for the Davidson Street water line to Tornado Soft. The City received five bids for the project, which involves replacing a section of water line with large-diameter waterline as recommended in the Water Facility Plan.

Coburn asked if any prequalification was required of the contractors. Belcastro said no. Coburn asked if the contractor is required to be a licensed plumber. Belcastro said no, because the work is not being done on private property.

Coburn asked if the City is concerned that the low bidder can perform the work. He has never heard that Tornado Soft has done this work, and it is the same contractor who is asking for more money for the Vine Street canal repairs. Coburn is concerned that the City has no choice because Tornado Soft is the low bidder. Belcastro said the City would require compliance with the contract and specifications the same as on any other contract. There is a performance and payment bond.

MOTION: Collins moved to award the contract in the amount of $469,699 to the low bidder, Tornado Soft Excavation, LLC of Independence, Oregon. Kopcyzynski seconded the motion and it passed 6-0.

Approval of Contract Amendment/Increase

Engineering services contract amendment for Murray Smith & Associates, Inc. for W-12-02, Albany-Millersburg Water Treatment Plant sand removal project.

Belcastro said Public Works recommends approving a contract amendment of $219,592 for Murray Smith & Associates. The contract is for design and construction of a second sand removal system at the Albany-Millersburg Water Treatment Plant. Currently there is one sand classifier at the plant. This second system will expand plant capacity and allow operations to continue if the other classifier is out of service. Sand removal is critical, particularly in the winter months. Murray Smith & Associates completed a predesign effort, including review, evaluation, and a construction cost estimate. Public Works awarded the predesign contract administratively because it was under $150,000.

Collins asked who designed the first classifier. Belcastro said it was CH2M-Hill. Collins asked if they reviewed the performance of the existing classifier. Belcastro said yes, the existing one works. The issue is lack of redundancy. Also, a second classifier would increase capacity. Collins asked what the construction cost estimate was. Belcastro said it was around $425,000. A new building will have to be built to house the second sand classifier.

Coburn asked if the Siemens filters work. Assistant Public Works Director/Operations Manager Chris Bailey said yes, the membranes work, but if the classifier doesn't catch all the sand it damages the filters. It is not related to the filters other than the effect of the sand on the filters. Coburn asked if it was an error to design the system without redundancy. Bailey said the pilot tests didn't show the volume of sand from the intake. This has been an issue all along, regardless of water levels. City Manager Wes Hare said it was an issue when the City first became aware of problems with the filters, but the system has worked well for 10 years. This is akin to routine maintenance and generally, we get good performance from the plant.

Discussion followed about repositioning the intake structure to reduce the sand intake. The structure is sunk into the river bed. There's no structure to be adjusted.

Collins said he thinks that $219,000 is a large design fee for a $400,000 construction. Belcastro said she agrees. She has spoken to Murray Smith & Associates about that. The design fee is high because a new building is needed, which will require a land use application and other engineering and geotechnical work. Collins asked if Murray Smith had worked for the City before, and if the City was happy with their work. Belcastro said yes.

MOTION: Collins moved to approve the contract amendment to Murray Smith & Associates Inc., for W-12-02, Albany-Millersburg Water Treatment Plant Sand Removal. Coburn seconded the motion and it passed 6-0.

Report

Discussion of changes to Albany Municipal Code (AMC) Chapter 2.96, One Percent for Art.

Konopa said the One Percent for Art ordinance has been in place since 1998 to get more art into community. Art is subjective, and there has been some discussion about what to use at the new police and fire stations.

Johnson said it's important to showcase City buildings. The Council has not received a report on what art has been placed. The Council should have the final say.

Parks & Recreation Director Ed Hodney said art work is placed very seldom and is placed at long intervals, which is why Johnson doesn't recall there being a report from staff. After City Hall was built, proposed art work has been brought to the Council by recommendation of the Arts Commission. Hodney said art was purchased for the new Swanson pool house, the Train Station (clock tower), and the new Library. The ordinance says the Arts Commission has entire responsibility, although the Commission has brought its recommendations to the Council for approval.

Collins said he has no problem with some requirements for art, (and some exclusions), but he's concerned with how the one percent is calculated. Hodney said the ordinance exempts from the project cost the parking lot and all fees associated with the project. It also limits total project cost to greater than $500,000. The new stations are the largest public project since he started with the City, except the Library. Collins said the 1% is $200,000 for both stations together. He has no problem with the art percentage being calculated based on space that is open and accessible to the public. But the stations have space that's not open to the public. He would like to add as exclusions spaces where there is no public access, so that the basis for the calculation would be the proportional value of floor area that is open to the public.

Hodney said the Council can change the ordinance as they want to. He said the Arts Commission has a vision for expanding the presence of art in the community, and suggested that the Council hear their ideas about how the One Percent for Art ordinance might affect their vision. Konopa said she thinks the Council should hear the Arts Commission's suggestions before changing the ordinance or deciding on art for the new stations.

Kellum said he feels there is some direction being expressed in the discussion of limiting the art assessment to public areas. The Council also has an obligation to the public to see that the stations aren't built as expensive, fancy places. The cost of art can vary greatly. He thinks the Arts Commission should be given an amount based on public space and asked what can be done with that.

Konopa asked the Council if they would like the Arts Commission to bring them ideas, costs, and possible locations for art in the new stations. The Council concurred.

Olsen said the current police station has only a small space open to the public. He thinks basing art funding on that would be very limiting.

Hodney said Public Works needs solid direction by the end of September if a consultant will be doing any design around the art installation. Collins said there are two issues. The first is how to do the calculation, and the second is whether something that is going to be in the public space anyway can be counted as art. Something that counts as both functional and artistic is a double win.

Kopczynski said the Council is asking the Arts Commission for two different things. The most immediate is the need for art for the police and fire stations. The second is ideas for the long-term, city-wide. Hodney said he will talk to the Arts Commission. He thinks they can address both issues. He said the ordinance is specific about application of the one percent. Discussion followed about at what point the ordinance should be changed. Delapoer said there is some discretion in the ordinance regarding who does the design. If the Council wants to change the ordinance, they should tell staff what they want it to do. Staff can bring an amended ordinance back to the next Council meeting.

Johnson said the ordinance allows money from one project to be used at another City building. She would like all funding for art at the stations to stay at the stations. She also would like to limit the art funds to public space.

City staff and the Art Commission will report back to the Council with ideas for art at the new public safety facilities.

BUSINESS FROM THE COUNCIL

Johnson passed out a flier titled "In An Emergency" (see agenda file). There was a meeting last week with the Willamette Criminal Justice Council and school districts. She learned at this meeting that the school shootings a few years ago are being taken seriously. The flier is going out to school districts and police agencies so that they can be prepared with a plan. She appreciates the effort. Konopa said the Willamette Criminal Justice Council brought all players to the table last year and found they were not consistent in their plans for a first response to a mass school shooting. The flier is the result of this year's meeting to determine the best response.

Olsen mentioned the three military men who stopped a terrorist on a French train, saving lives. He would like to have them be part of Albany's Veterans Day parade. One of the men is from Roseburg. Konopa said she will notify the parade coordinator.

Olsen said he enjoyed the Northwest Art and Air Festival, and thanked Hodney and Parks & Recreation staff.

Olsen said he would like to pass a resolution to encourage ATI to end the lockout and negotiate with the union. He thinks the safety of the community is affected. The City gave money through LBCC to train skilled workers. The City is doing its part to support the industrial community, and the Council should do a resolution.

MOTION: Olsen moved to have a resolution come back to the Council to encourage ATI to get back to negotiations with the union. Johnson seconded the motion.

Konopa said the next meeting is September 9, 2015. Delapoer advised that the Council could do a motion in support of a particular action, instead of a resolution.

Collins said the Council agreed during the Wah Chang labor dispute a few years ago that the Council isn't an arbiter, but can encourage both parties to come to agreement. He doesn't know the particulars of the dispute and hasn't heard from both sides. He is comfortable saying that the performance of the company and employees are important to us as demonstrated by our commitment to continue to supply qualified workers through our donation to LBCC. The Council wants them to get back to negotiations and resolve the issues with a reasonable agreement that benefits everyone.

Kellum said he is unwilling to support something that takes one side or another.

Mike Hyer, 2327 Beaumont Lane NW, said Oremet is one of three ATI companies in Albany. The others are Pacific Cast, which is non-union, and Wah Chang, which is union. Wah Chang was locked out in 2001. He thinks that ATI will do the same to the workers at Pacific Cast and again at Wah Chang when their contracts come up for negotiation. These good-paying jobs will have cuts in medical and other benefits. This impacts more than just the workers, it is about the community. He understands that the Council feels they can't take sides because ATI contributes to the

community. He and his co-workers also contribute to the community. He asked the Council to think carefully and take the issue to heart.

AMENDMENT 1: Collins amended the motion to have resolution addressed to both the steel workers and ATI to encourage them to work to find a reasonable resolution for all parties. Kellum seconded the motion.

Discussion followed about the timing of the action in terms of using a motion, a resolution, or a letter on behalf of the Council.

AMENDMENT 1 REVISED: Collins further amended his motion to amend the main motion; to deliver the same message in the form of a letter from the Mayor on behalf of the City Council, containing the language in the City Attorney's suggested motion. The amendment was agreeable to the seconder.

WITHDRAW MOTION: Olsen withdrew the main motion and it was agreeable to the seconder.

WITHDRAW AMENDMENT: Collins withdrew the amended motion and it was agreeable to the seconder.

MOTION: Collins moved to instruct Mayor on behalf of the City Council to send a letter to both ATI and the Steelworkers acknowledging the contribution that both parties make to the community, and encourage them to work collectively to find a resolution to the labor dispute that is beneficial to both parties and the community in a timely manner. Kellum seconded the motion and it passed 6-0.

Kellum said he had lunch at Novak's. They are getting ready to open.

Collins said North Albany Road is open. He acknowledged the good work of Acting Public Works Engineering Director Jeff Blaine, Engineering Technician IV Lindsey Austin, Civil Engineer III Chris Cerklewski, and Belcastro. All of the contractors he's talked to say that staff is competent and easy to work with.

Resolution supporting a $25 million bond measure to replace the Benton County Jail.

Konopa said this item came from a meeting with the Benton County Commission.

MOTION: Kopczynski moved to approve the resolution supporting a $25 million bond measure to replace the Benton County Jail and Johnson seconded it. The motion passed 6-0 and was designated Resolution No. 6451.

Hare passed along an invitation from the Human Relations Commission to attend the 2015 Festival Latino at Monteith Riverpark, September 20, 2015.

Hare also said the City has been approached by a movie company which needs office space for some filming. They would cover all their costs and sign an agreement to be responsible for any problems. They would film on a weekend. Hare agreed that they could use his office, as long as they paid for a security person from Valley Merchant Police. The company is Wicked Pixie productions from Salem.

NEXT MEETING DATES: Work Session: September 21, 2015; Regular Session: September 9, 2015; and Special Session: August 31, 2015, at 4:00 p.m. in the Council Chambers.

ADJOURNMENT

There being no other business, the meeting was adjourned at 9:06 p.m.

Respectfully submitted,

Mary A. Dibble, MMC
City Clerk

Reviewed by,

Wes Hare
City Manager

ALBANY POLICE DEPARTMENT

TO: Albany City Council

VIA: Wes Hare, City Manager

FROM: Mario Lattanzio, Chief of Police M. LATTANZIO

DATE: October 28, 2015, for November 4, 2015, City Council Meeting

SUBJECT: Limited On-Premises Sales, Change Ownership Liquor License Application for Fox Run LLC, dba All Star Pizza, located at 231 Lyon Street SE.

Action Requested:

I recommend the Limited On-Premises Sales, Change Ownership Liquor License Application for Fox Run LLC, dba All Star Pizza, located at 231 Lyon Street SE, be approved.

Discussion:

Bradley Newport, on behalf of Fox Run LLC, dba All Star Pizza, has applied for a Limited On-Premises Sales, Change Ownership liquor license. Based on a background and criminal history investigation through Albany Police Department records, the applicant has no criminal record.

Budget Impact:

None.

MSR

TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Public Works Engineering and Community Development Director JB

FROM: Staci Belcastro, P.E., City Engineer SB

DATE: October 29, 2015, for the November 4, 2015, City Council Meeting

SUBJECT: Award of Bid for WTP-16-01-A, Vine Street WTP Electrical Improvements

RELATES TO STRATEGIC PLAN THEME: • A Safe City

Action Requested:

Staff recommends that Council award this contract in the amount of $585,707 to the low bidder US West Electric of Myrtle Creek, Oregon, contingent upon no bid protest being received during the seven-day protest period ending Thursday, November 5, 2015.

Discussion:

On Thursday, October 29, 2015, bids were opened for WTP-16-01-A, Vine Street WTP Electrical Improvements. There were five bids submitted for this project, ranging from $585,707 to $697,050. The Engineer's estimate was $775,000. A bid summary is provided as Attachment 1.

Project Background & Description

A recent evaluation of the Vine Street Water Treatment Plant identified significant concerns with the existing electrical systems at the Raw Water Pump Station and the Transfer Pump Station. The electrical systems are 1950's vintage technology, which is obsolete and the systems are well beyond their normal expected service lives. The electrical systems need to be replaced to maintain operational reliability and to provide adequate safety provisions. To avoid taking the plant offline twice, the project's budget also includes required repairs to the clearwell. Those improvements will be completed under a separate contract but are considered in the total project cost summary discussed below. A project vicinity map is provided as Attachment 2.

Summary of Total Estimated Project Costs

Based on the project bid and anticipated related costs, a summary of the total estimated project cost is shown in the table below. The amounts have been rounded to the nearest $100.

Project Components	Estimated Cost
I. Costs	
a. Engineering	$54,000
b. Construction Management	$15,000
Engineering Subtotal	$69,000
II. Construction Costs	
a. Construction Contract	$585,700
b. Contingency	$58,600
c. Clear Well Improvements	$10,000
Construction Subtotal	$654,300
Total Estimated Project Cost	$723,300
Project Budget	$1,120,000
Under/(Over) Project Budget	$396,700

Budget Impact:

This project will be funded from the Water System Capital Fund (615-50-2308).

NN:ms:kw
Attachments (2)

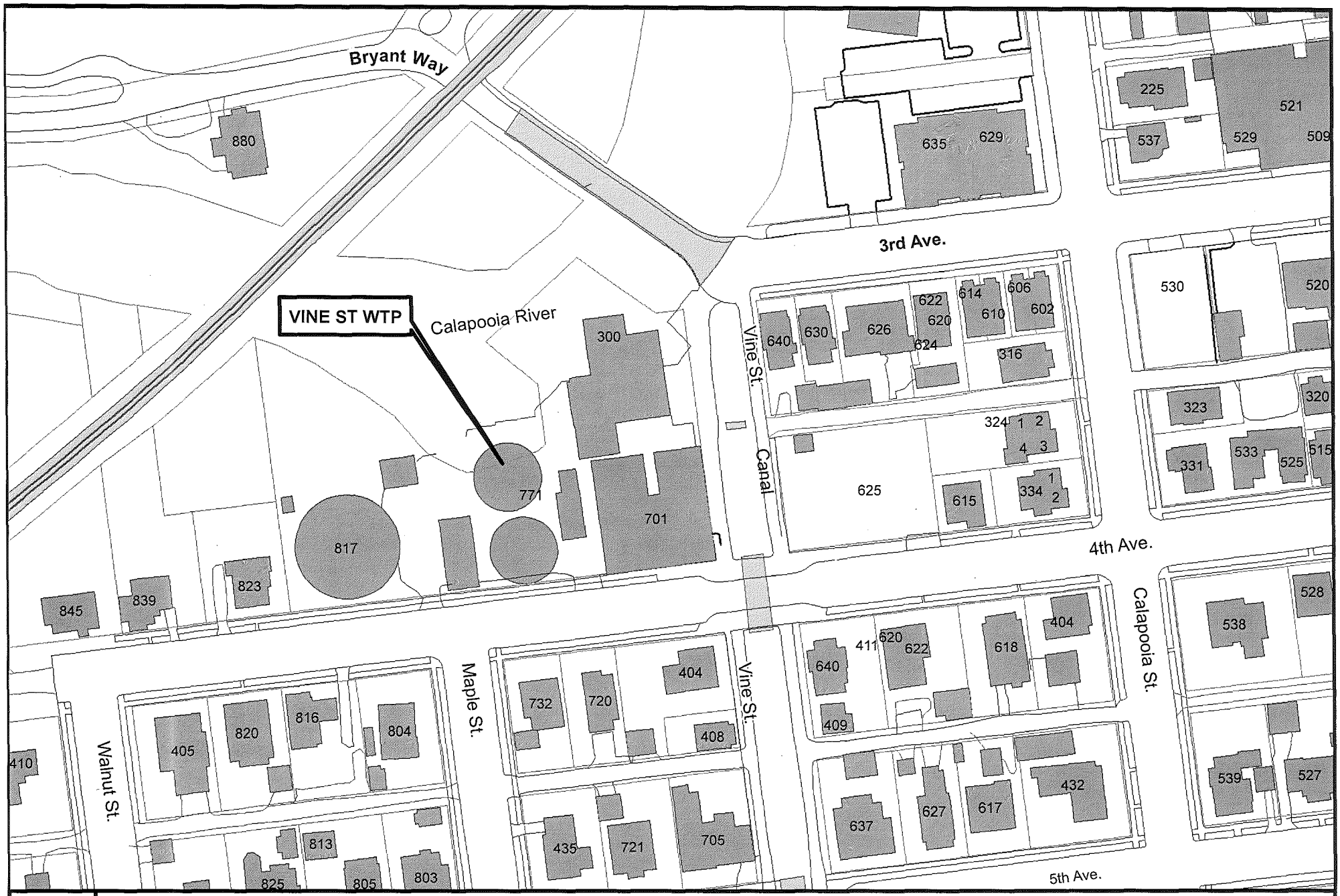
CITY OF ALBANY, OREGON
Public Works Department

Construction Contract Bids

Project: WTP-16-01-A, Vine Street WTP Electrical Improvements

Bid Opening: Thursday, October 29, 2015

Engineer's Estimate	US West Electric (Myrtle Creek, OR)	Elcon Corporation (Milwaukee, OR)	EC Electrical Construction (Albany, OR)	Benton Electric, Inc (Albany, OR)	Christenson Electric, Inc (Portland, OR)
$775,000	$585,707	$662,613	$666,011	$694,000	$697,050



N

NOT TO SCALE

WTP-16-01-A, VINE STREET WTP ELECTRICAL IMPROVEMENTS
Attachment 2

TO: Albany City Council

VIA: Wes Hare, City Manager

FROM: Stewart Taylor, Finance Director

DATE: October 26, 2015, for the November 4, 2015, City Council Meeting

SUBJECT: Public Safety Local Option Levy Renewal Election

RELATES TO STRATEGIC PLAN THEME: • Safe Community

Action Requested:

By motion, select the date for voters to consider a renewal of the public safety operating levy.

Discussion:

Operating levies in Oregon are dedicated property tax assessments approved by voters for a specific purpose for up to five years. Albany voters first approved an operating levy in support of police, fire, and ambulance services in November 2002. The levy was for 95 cents per thousand of assessed value and provided funding for fiscal years ending in 2003 through 2007. The operating levy was renewed in November 2006 at the same rate for fiscal years 2008-2012.

In May 2012, voters approved an increase in the rate from 95 cents to $1.15 per thousand of assessed value for fiscal years 2013-2017. Staff recommends keeping the levy rate the same for the next renewal period. The next renewal will also be excluded from the urban renewal district brought about by changes in state statute.

The following election dates would allow voters to consider renewing the operating levy prior to expiration of the existing levy:

-May 2016 Primary Election
-November 2016 General Election
-May 2017 Special Election

The General Election in November 2016 will have both local and national issues for voters to consider. The Primary Election or Special Election in May might provide greater attention to the renewal of the levy.

Budget Impact:

The current budget for the public safety operating levy is $2,506,000. The final year of the current levy is 2016-2017.

ST:md