



**NOTICE OF PUBLIC MEETING**  
**CITY OF ALBANY**  
**CITY COUNCIL**  
 Council Chambers  
 333 Broadalbin Street SW  
 Wednesday, August 10, 2016  
 7:15 p.m.

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

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

**AGENDA**

Rules of Conduct for Public 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. SCHEDULED BUSINESS

a. Legislative Public Hearing  
 1) CP-01-16, Comprehensive Plan Text Amendment to the Transportation System Plan. [Pages 2-24]  
 Action: \_\_\_\_\_ ORD. NO. \_\_\_\_\_

b. Business from the Public

c. Adoption of Consent Calendar  
 1) Approval of Minutes  
 a) June 20, 2016, Work Session minutes. [Pages 25-28]  
 b) June 22, 2016, Regular Session minutes. [Pages 29-30]  
 Action: \_\_\_\_\_

d. Reports  
 1) City flag contest update. [Handout available at meeting.]  
 Action: \_\_\_\_\_  
 2) ST-13-04, Main Street Reconstruction property transfer. [Pages 31-33]  
 Action: \_\_\_\_\_

5. BUSINESS FROM THE COUNCIL
6. NEXT MEETING DATE: Work Session: Monday, August 22, 2016  
 Regular Session: Wednesday, August 24, 2016
7. ADJOURNMENT

City of Albany Web site: [www.cityofalbany.net](http://www.cityofalbany.net)



TO: Albany City Council

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

FROM: Bob Richardson, Planning Manager *TRR*  
Melissa Anderson, Project Planner *WA*

DATE: August 3, 2016 for the August 10, 2016, City Council Meeting

SUBJECT: Public Hearing (Planning File CP-01-16)

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Staff recommends Council approve the proposed Comprehensive Plan text amendment to the Transportation System Plan as presented in the attached Ordinance.

Discussion:

The City Council will hold a public hearing to consider a legislative Comprehensive Plan Text Amendment to the Transportation System Plan (TSP) as presented in the attached Ordinance (Attachment 1). The proposal amends Project L19 of the TSP by extending Somerset Avenue west to Timber Ridge Street. The amendments also include changes to the project-funding list related to this proposed change.

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

The City of Albany TSP was last adopted in its entirety as a supporting document to the Comprehensive Plan by the City Council in 2010. Since that time, the TSP was updated in 2012 with the concurrent adoption of the South Albany Area Plan, and updated in 2015. The criteria for amending the Comprehensive Plan are found in Albany Development Code (ADC) 2.220. These criteria are addressed in detail in the Staff Report, which is provided as Attachment 2.

The Planning Commission held a public hearing regarding the proposal on July 20, 2016. The Planning Commission found the proposed Amendment to the TSP to be consistent with the Albany Development Code review criteria for a Comprehensive Plan Amendment. Based on those findings, the Planning Commission unanimously voted to recommend that the City Council approve the proposed amendment.

Upon deliberation after the hearing, Council may make any necessary modifications to the proposed amendments and take action on the attached Ordinance.

Budget Impact:

None

MA:rk  
Attachments (2)

ORDINANCE NO. \_\_\_\_\_

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.

WHEREAS, the Albany Planning Commission held a public hearing on July 20, 2016, and considered public testimony on the proposed Comprehensive Plan Text Amendment to the Transportation System Plan (TSP), and recommended approval based on evidence in the Staff Report presented during the public hearing for City of Albany Planning File CP-01-16; and

WHEREAS, the proposed TSP amendments are discussed in detail in the Staff Report, with limits as shown in Exhibit A and the specific text amendment presented in Exhibit B of this Ordinance; and

WHEREAS, the Albany City Council held a public hearing on the proposal on August 10, 2016, and reviewed the findings of fact and testimony presented at the public hearing and then deliberated.

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

Section 1: The Findings of Fact and Conclusions included in the Staff Report are hereby adopted in support of this decision.

Section 2: TSP Project L19, extending Somerset Avenue west to Timber Ridge Street, is hereby amended.

Section 3: The project-funding list of the TSP, attached as Exhibit B, is hereby amended.

Passed by the Council: \_\_\_\_\_

Approved by the Mayor: \_\_\_\_\_

Effective Date: \_\_\_\_\_

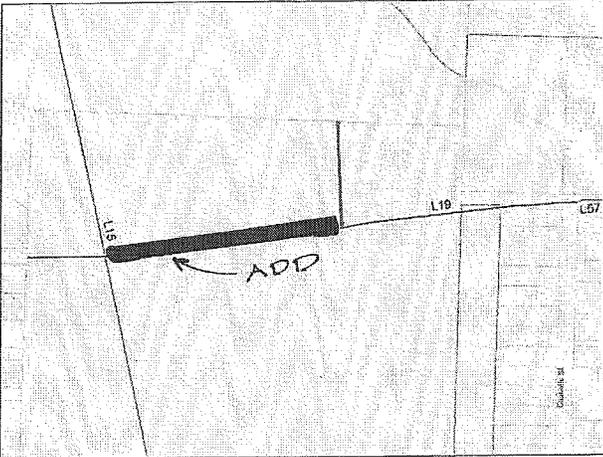
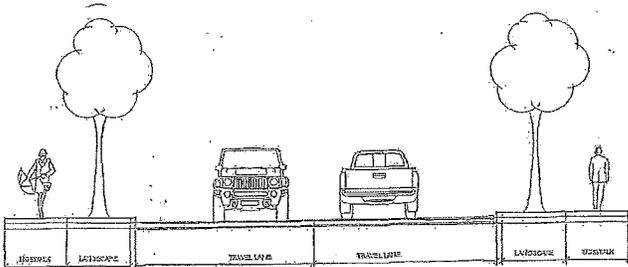
\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Albany TSP  
February 2010

Project #: 6497.0  
Page 78

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

Kittelson & Associates, Inc.

Portland, Oregon.

**TSDCi Eligible & Funded Projects – with 2016 proposed modifications**Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.

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

EXHIBIT B

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

EXHIBIT B

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

EXHIBIT B

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



# Community Development Department

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

Phone: 541-917-7550 Facsimile: 541-917-7598  
[www.cityofalbany.net](http://www.cityofalbany.net)

## STAFF REPORT

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

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

### SUMMARY

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

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

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

### APPLICATION INFORMATION

DATE OF REPORT:	August 3, 2016
FILE:	CP-01-16
TYPE OF REQUEST:	Legislative, Type IV Decision: Comprehensive Plan Text Amendment to the Transportation System Plan. The amendment is to TSP Project L19, and will extend Somerset Avenue west to Timber Ridge Street. Amendments also include changes to the project funding list related to these proposed changes.
REVIEW BODIES:	Planning Commission and City Council
APPLICANT:	City of Albany, Community Development Department
STAFF:	Melissa Anderson, Project Planner; and Ron Irish, Transportation Analyst

### NOTICE INFORMATION

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

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

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

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

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

### APPEALS

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

### STAFF ANALYSIS

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

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

***Criterion 1: A legislative amendment is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.***

### FINDINGS OF FACT

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

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

***Goal 1 Citizen Involvement: Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process. Policies include involving the public in the evaluation and update of the Plan and seek input from citizens, agencies and interested parties, and ensuring information is made available to the public.***

### FINDINGS OF FACT:

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

**Goal 12 Transportation:**

- Goal 1: Provide an efficient transportation system that provides for the local and regional movement of people and goods.*
- Goal 2: Provide a safe transportation system.*
- Goal 3: Provide a transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.*
- Goal 4: Provide a transportation system that balances financial resources with community livability and economic vitality.*
- Policy 2) Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.*
- Policy 3) Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.*
- Policy 4) Minimize conflicts along high volume and/or high speed corridors.*
- 1.9 The purpose of this TSP update is to address changes that have occurred since the last TSP update. New information has become available concerning the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue, and the need to provide future development in the area with a secondary access connection.
  - 1.10 The proposed TSP update would modify the TSP project list as follows:
    - a. Extend project L19 (Somerset Avenue) west so it connects with Timber Ridge Road (Attachment B).
    - b. The project funding list is also revised to reflect changes in the projects listed above (Attachment C).
  - 1.11 Project L19 as currently envisioned by the TSP would leave a gap in Somerset Avenue between Timber Ridge Road and an existing wetland to the east. The benefits of extending Somerset Avenue across that gap would be to: Provide for a second street connection to the property to the north when it is developed in the future; provide for a street connection between the Draperville neighborhood and Timber Ridge Elementary School; and to provide maintenance access for a sanitary sewer truck main that needs to be installed along the same alignment as the proposed street extension.
  - 1.12 City utility maps show a 15-inch public sanitary sewer main in Somerset Drive west of Timber Ridge Street. The City's Wastewater Collection System Facility Plan indicates that this 15-inch main needs to be extended to the east as Somerset Drive is extended.

- 1.13 City utility maps show a 24-inch public water main in Somerset Drive west of Timber Ridge Street. The City's Water Facility Plan indicates that this 24-inch main needs to be extended to the east as Somerset Drive is extended.
- 1.14 City utility maps show that the main storm drainage features in this area are a variety of creeks and ditches. As Somerset Drive is extended to the east, public storm drainage and storm water quality features must be installed as required by the Code.

#### CONCLUSIONS

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

*Criterion 2: A legislative amendment is needed to meet changing conditions or new laws.*

#### FINDINGS OF FACT

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

#### CONCLUSIONS

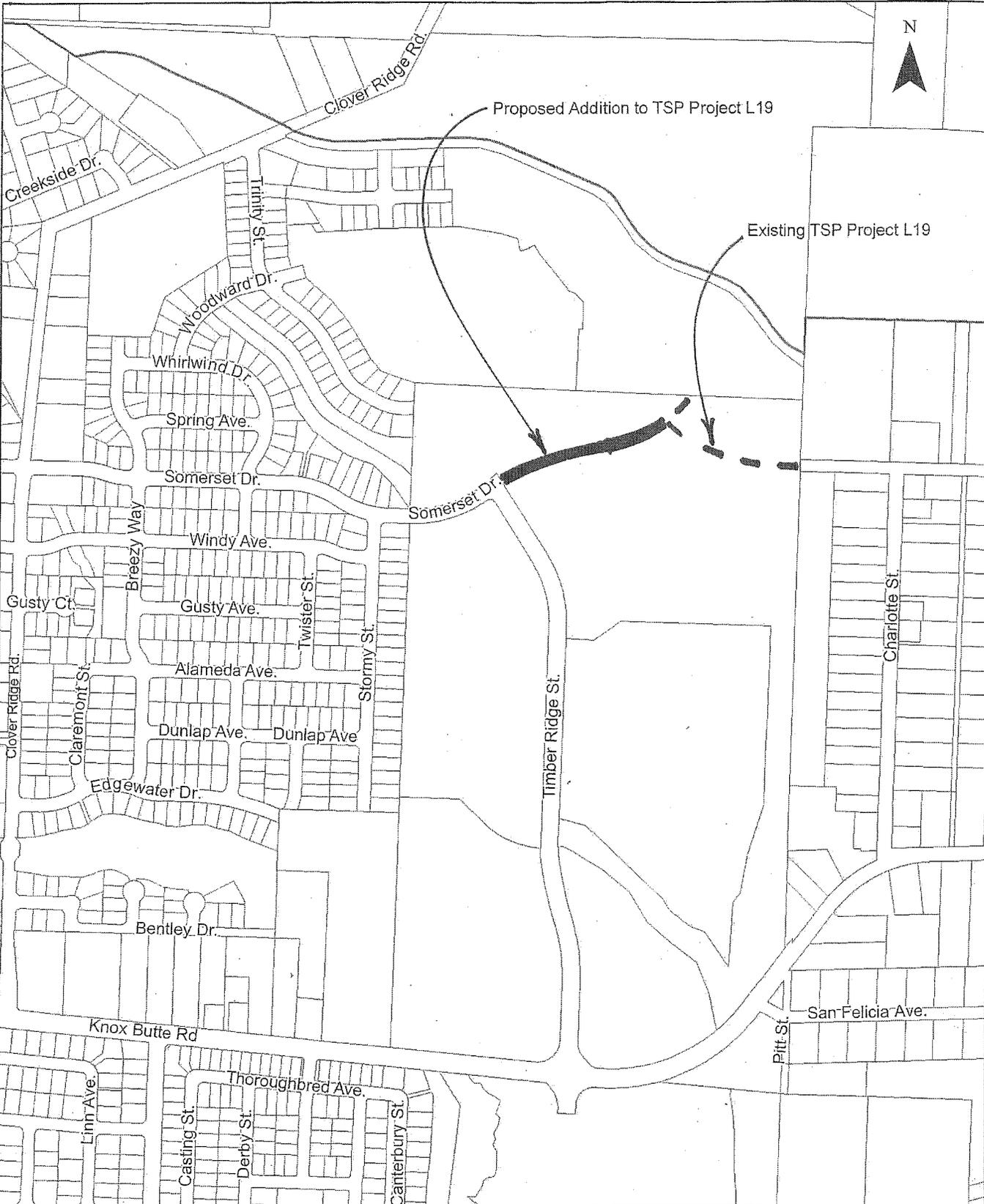
- 2.1 The TSP amendment is needed to respond to new information about wetlands.
- 2.2 The TSP amendment is proposed to plan for change and development to ensure adequate infrastructure and facilities are accommodated and to meet existing laws, while reducing impacts to protected wetlands.
- 2.3 This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

#### OVERALL CONCLUSION

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

#### ATTACHMENTS

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



Proposed TSP Modification

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

**TSDCi Eligible & Funded Projects – with 2016 proposed modifications**Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.

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

ATTACHMENT C

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

ATTACHMENT C

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

ATTACHMENT C

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



# Oregon

Kate Brown, Governor

Department of State Lands  
 775 Summer Street NE, Suite 100  
 Salem, OR 97301-1279  
 (503) 986-5200  
 FAX (503) 378-4844  
[www.oregon.gov/dsl](http://www.oregon.gov/dsl)

May 11, 2016

State Land Board

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

Kate Brown  
 Governor

Jeanne P. Atkins  
 Secretary of State

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

Ted Wheeler  
 State Treasurer

Dear Mr. Beathe:

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

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

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

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

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

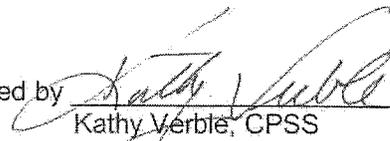
This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available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

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

Sincerely,

  
Lauren Brown  
Jurisdiction Coordinator

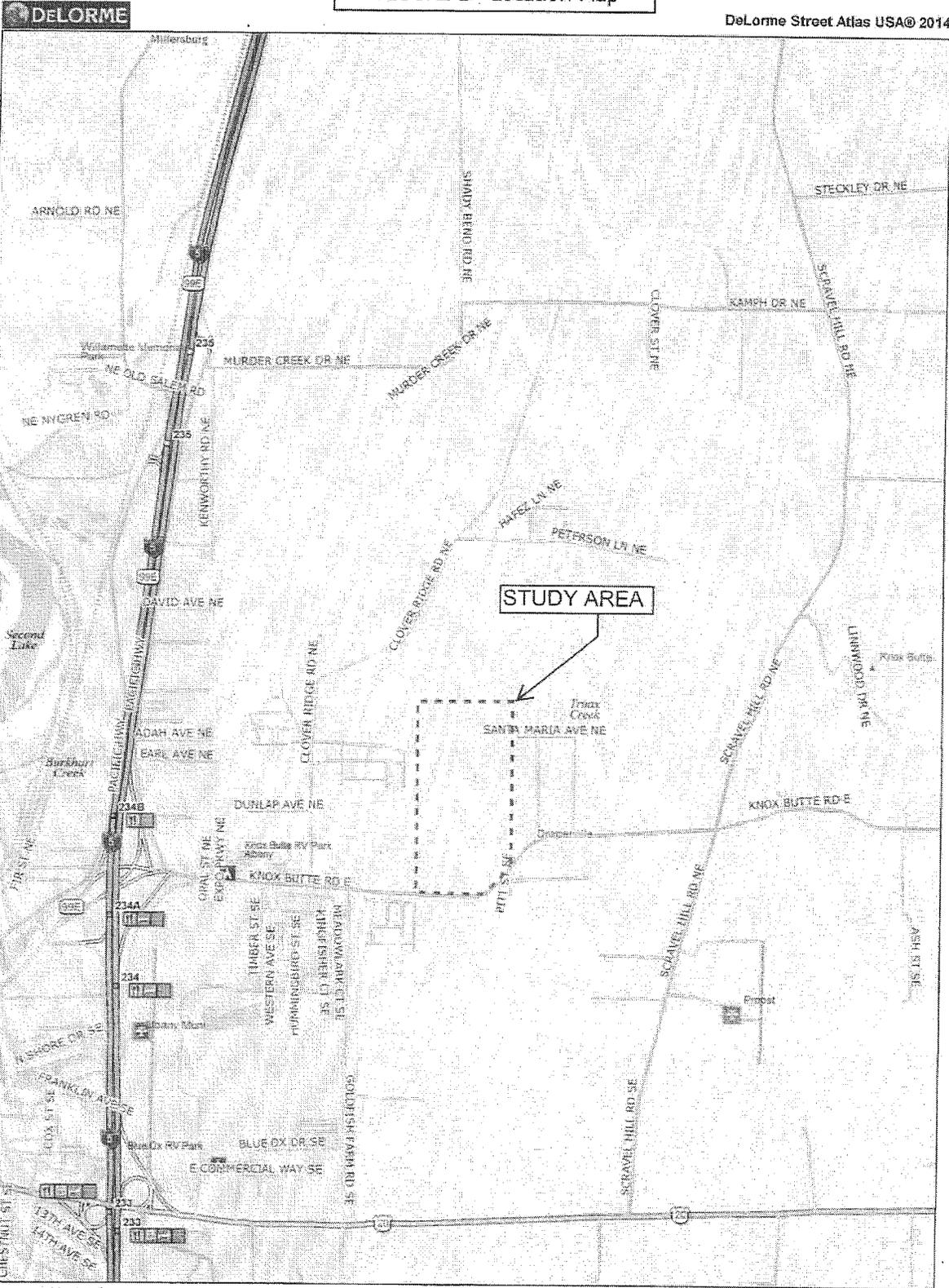
Approved by

  
Kathy Verble, CPSS  
Aquatic Resource Specialist

Enclosures

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

FIGURE 1 - Location Map



Data use subject to license.

© DeLorme. DeLorme Street Atlas USA© 2014.  
www.delorme.com

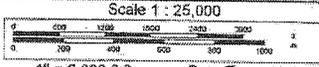
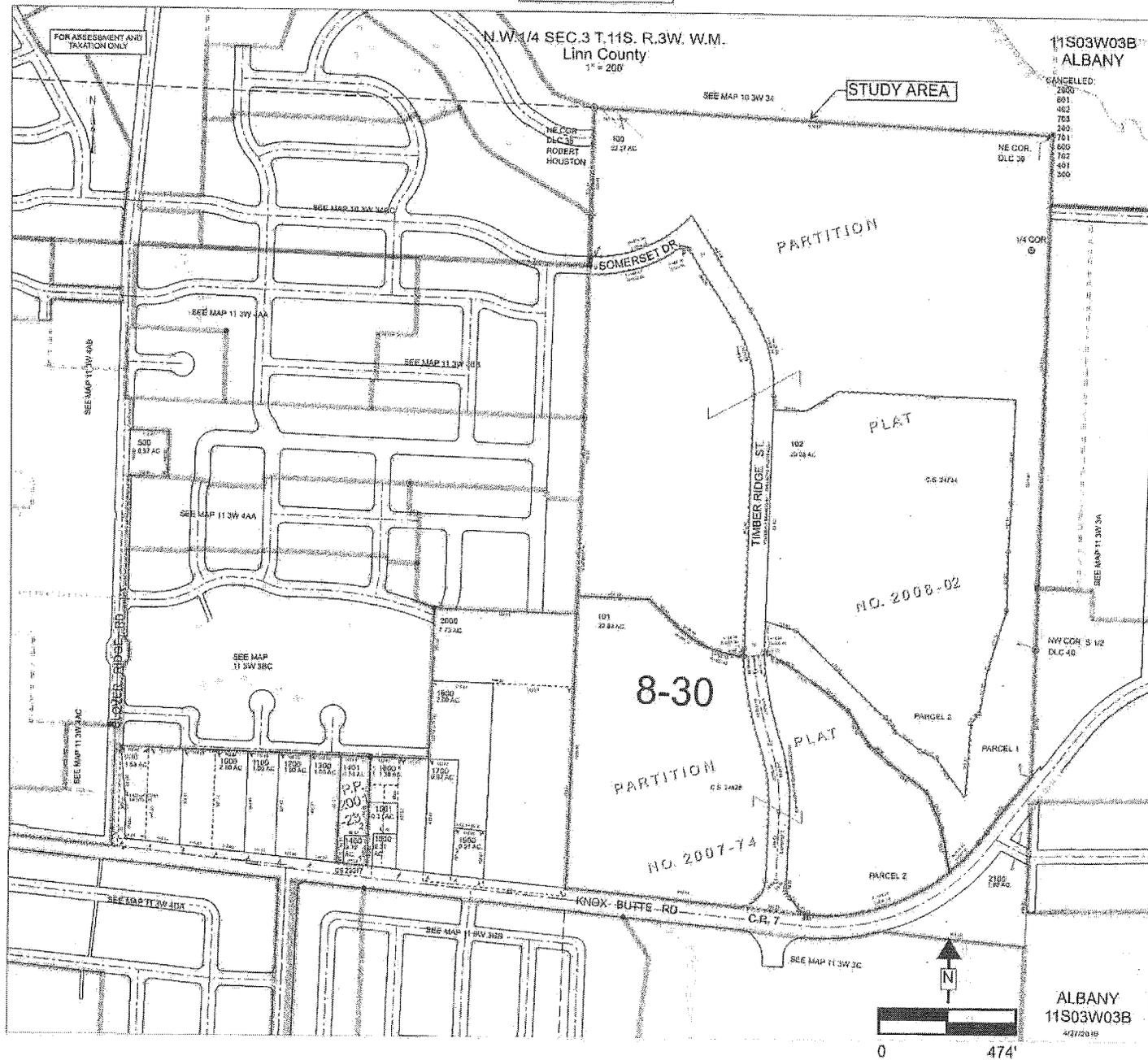


FIGURE 2. Tax Map

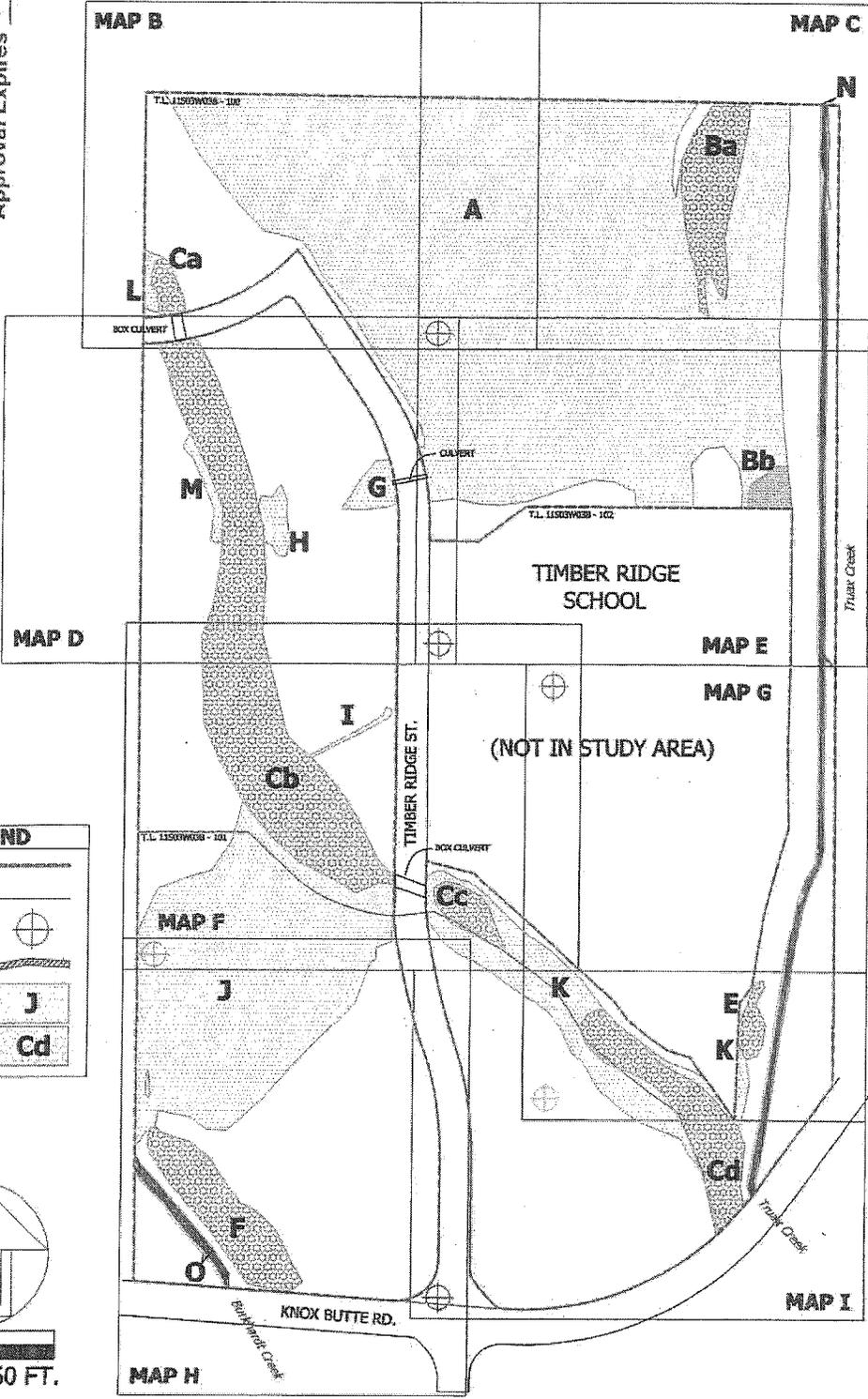


ATTACHMENT D

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

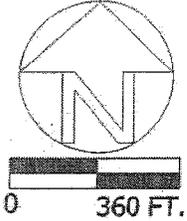
**FIGURE 6A. WETLAND INDEX MAP**  
**TIMBER RIDGE PROPERTY**  
 Section 03 T11S R03W W.M.  
 City of Albany, Linn County, Oregon

Base topography, property boundaries, wetland boundaries and the sample plot locations were surveyed using a total station by K&D Engineering, Inc., an Oregon registered professional land surveyor, using wire flags set by the Ackler Group, LLC. Estimated map accuracy both horizontally and vertically is ±0.20'.



**LEGEND**

Study Area	
Tax Lot Brdy	
Match Point	
Stream	
PEM Wetland	
PFO Wetland	

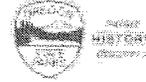




Oregon

Kate Brown, Governor

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



May 20, 2016

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

RE: SHPO Case No. 16-0874

City of Albany, CP-001-16, Transportation System Plan, TSP Project L19  
Extend Somerset Avenue to Timber Ridge Street  
See Map, Albany, Linn County

Dear Ms. Anderson:

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

Sincerely,

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

CITY OF ALBANY  
CITY COUNCIL WORK SESSION  
Municipal Court Room  
Monday, June 20, 2016  
4:00 p.m.

MINUTES

CALL TO ORDER

Mayor Sharon Konopa called the meeting to order at 4:05 p.m.

ROLL CALL

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

Councilors absent: Councilors Floyd Collins and Bessie Johnson.

BUSINESS FROM THE PUBLIC

None.

REGIONAL INTEROPERABLE RADIO SYSTEM

Police Captain Eric Carter explained that Albany Police Department (APD) has been working since 2009 on a 700-megahertz radio system that will allow APD to be interoperable with law enforcement agencies in Linn, Benton, and Lane counties, and hopefully with other counties in the future. He noted that APD went live with this system in 2012 and have since been working to bring other agencies on board. Linn and Benton County Sheriffs Offices and the Corvallis and Philomath Police Departments are now ready to join the system. Carter noted that APD had been paying roughly \$45,000 per year to utilize the system, which was not been their full share. Albany had been allowed to utilize the system at somewhat of a reduced rate until such time as other are agencies were able to join in the use of the system. The cost will increase to \$68,000 per year for the next fiscal year, which is the reason for bringing the proposal forward. Carter added that the system will be a tremendous benefit in being able to communicate with these other agencies.

Councilor Ray Kopczynski questioned the increase in cost, despite bringing in additional agencies. He wondered why additional agencies wouldn't reduce the per-agency share. Police Chief Mario Lattanzio explained that the per-agency share is increasing because of additional costs associated with new radio towers and equipment. Kopczynski also wondered whether there would be any staffing overlap between the agencies. Lattanzio explained that there is a \$20,000 administrative fee to the Linn County Sheriff's Office to help offset the cost, \$5,000 of which is the City's share.

This item will come back to the Wednesday, June 22, 2016, City Council meeting for adoption.

STORMWATER UTILITY DISCUSSION

Konopa read a message from Councilor Floyd Collins in his absence. In his e-mail, Collins expressed support for a tiered system and feels that Council needs to choose the figures for lot size difference and the percentage above and below the average single-family unit (SFU). He is also in support of a credit system, with details to be worked out following input from the public outreach process. He added that for non-SFUs, if they are under a separate Department of Environmental Quality (DEQ) 1200 series permit, then credit should be applied.

Utility Services Manager Mary Yeager gave a PowerPoint presentation (see agenda file). He noted that no specific decisions are being requested from Council at this meeting. The information being provided is conceptual framework so that staff has the information to be able to provide during public outreach over the coming months. Yeager outlined what staff has understood from Council so far. The stormwater program would be starting small, growing over time as needed, with no initial additions of staff or equipment. Council is considering tiers for residential and non-residential customers, as well as a six percent reduction in sewer rates and a two percent reduction in water rates to coincide with the implementation of the stormwater fee. Staff would go through a process of reevaluating the needs of the stormwater utility on an annual basis, in the same manner as they currently do with the water and sewer utilities. The new stormwater bill would be \$6.74 for the average residence; sewer and water rate reductions would be \$4.13 on average, for an overall increase of \$2.61 for an average residence. Albany would then be ranked 18 out of 26 for cost on the list of cities with stormwater utilities.

Yeager reviewed the option to have three residential tiers, as outlined in the PowerPoint presentation. He stated that the fee reduction is difficult to base on actual reductions in services or cost, because there really isn't any. The tier system is simply an effort to give recognition to those smaller residential properties that may have some limited reduced impact on the stormwater system.

Councilor Bill Coburn asked to clarify that charges will not be based on larger lot size or larger square footage of the residence, but rather the footprint or square footage of the impervious surface area. Yeager confirmed that is correct. The 3,200 square feet that has been established as the measurement for the equivalent residential unit (ERU) is for the impervious surface area, which includes the roof of the main structure, patios or porches, and any attached structures, not driveways.

Staff is proposing a 50-cent differential between the smaller, average, and larger sized properties. A typical residence would pay \$6.74, 10% of the accounts with a smaller footprint would pay \$6.24, and 10% with a larger footprint would pay \$7.24. Discussion followed related to the percentage of accounts in the smaller and larger sections. Yeager explained that the percentages could be divided however Council sees fit, it doesn't have to be 10/80/10, it can be 20/60/20, or however Council decides. The idea is that it remains revenue neutral by having the same percentage of accounts in the larger section as in the smaller section.

Councilor Rich Kellum pointed out that the tier structure being proposed has nothing to do with the impact on the system. He's not pleased with the idea that the charge isn't based on impact, and feels that if there's no difference in impact, there shouldn't be a difference in rates. Yeager reiterated that it is a policy question of whether Council wants to recognize those size differences within single-family residences.

Councilor Dick Olsen questioned the significance of 50 cents per month, and whether customers are going to notice that difference. Public Works Engineering & Community Development Director Jeff Blaine explained that the differential gives recognition to the customer that registers complaints about being charged the same amount for their 1,200 square foot house as what would be charged for an 8,000 square foot house, for example. He added that it is certainly not a requirement to have tiers, staff is just presenting Council with the option.

Yeager noted that only two cities in the area have residential tiers; it is certainly not an industry standard to have residential tiers. The information is being provided based on Council's previous interest in having tiers. He stated that the questions for Council are whether residential tiers should be a part of the discussion during upcoming public outreach, and how those tiers should be divided.

Konopa asked how stormwater charges would be figured for an apartment complex. Yeager explained that each of the roughly 2,500 non-residential accounts will be reviewed individually and charged based on impervious surface area.

Kellum said it's not lost on him that City regulations are causing a lot of the problem. When someone wants to build a facility or a home, regulations require that gutters connect to the stormwater system, the City has minimum requirements for paved area for parking, etc. For those that want to have a less onerous system, the City won't allow them to do less. He gave the example of a detention pond that he wanted to install at his business and was told that he couldn't. He noted that some of the things that are now advocated, such as bioswales or detention facilities, were not allowed at the time, and people will now be penalized.

Yeager reviewed the proposal for credits, which provide the opportunity for customers to control their bill as well as some limited incentive to help manage stormwater. Credits must meet City-defined requirements. Discussion followed related to properties in North Albany with dry wells and their ability to effectively manage stormwater. Yeager reiterated the need to think of the stormwater system as a whole and in terms of general benefit. He stated that in the case of the property that drains to an open ditch, that ditch then drains to another property and eventually finds its way into the stormwater system. That property has recognized a benefit, even if they are not directly tied into a piped stormwater system.

Coburn believes that Council is going to receive complaints about equity. Yeager added that it's important to remember that talking about a specific benefit to a specific property misses the larger issue. A resident's ability to access their property via the street system during a rainstorm, for example, is dependent on an effectively managed stormwater system. It's a question of general benefit rather than the direct benefit of a specific property.

Yeager continued with his presentation, explaining that the City would allocate a certain amount of money for credits, typically five percent of revenue. Many of the credits that would be applicable don't actually reduce the City's costs to operate the system; some of them even add costs. The concept is that all customers would pay the base charge. There wouldn't be any customers who would completely avoid stormwater charges, because of the general benefit to each property.

Discussion followed related to credits. Yeager explained that there is a class of industrial customers who are required to have a 1200Z permit through the DEQ, which helps to manage the quality of the water that comes off their property. Those permits don't cost the City any money and are required to improve quality, so the City would provide a credit for those customers who are in compliance with their 1200Z permit. Staff also believes it would be a good idea to provide credit opportunities to Greater Albany Public Schools (GAPS) if they either provide education or do things to help the City provide education, on a school by school basis, primarily with elementary and middle school students. Yeager also noted that the maximum credit allowed for each property would be 25 percent of the impervious surface charge. For non-SFR customers, this will be the largest portion of the billing.

Kellum asked where the cost for the impervious surface of streets and sidewalks is figured. Yeager advised that staff took the impervious area that's associated with streets and sidewalks, determined the total area, and then divided it

by the number of properties so that every customer is paying the same amount for use of the street system as part of the base charge.

Kopczynski voiced support for a tiered residential system. Kellum feels it's a great concept politically, but doesn't amount to much. He doesn't see how this helps the customers that need it. Coburn is okay with the tiered system. Olsen asked whether staff has investigated semi-impervious areas, such as gravel parking lots or wrecking yards. Yeager clarified that gravel is considered an impervious surface and will be used to factor stormwater charges. Olsen gave the example of B&R Wrecking. Yeager said that while staff hasn't looked at this property specifically, if they have a 1200Z permit through the DEQ, they will receive credit for that.

Yeager acknowledged concerns over the 50-cent differential for residential tiers. He asked Council to remember that despite the small amount, the net impact is \$2.61 for the average residence, so it would be \$2.11 for smaller properties or \$3.11 for larger properties, reducing the net impact by a fair percentage.

Discussion followed related to permit requirements and policy objectives of other communities and their corresponding stormwater rates. Yeager continued to outline opportunities and requirements for credits, and discussion followed related to administrative costs and staff time needed for administering credits.

Kellum questioned whether there is a risk that by limiting the amount of money that a customer can save to 25 percent, that the charge can be labeled a tax instead of a fee. For example, if someone comes up with a way of saving two-thirds of the stormwater from leaving their property and the City only gives them credit for one-quarter of that, does that change whether it's a fee for service. City Attorney Jim Delapoer stated that the law will look at it from the standpoint that as long as the City is merely raising enough money to compensate for the cost of the program, the incidental benefit or disadvantage to the individual payor is not going to be the criteria. He continued, it becomes a tax when it is revenue enhancement for something more than the problem you are solving. The City doesn't base it on the affect on the individual; it's based on the revenue achieved by the entity. As long as the City is not collecting more money than is needed for stormwater, then we're okay. Kellum clarified that it doesn't make any difference, then, the amount that we charge each person. Delapoer stated, no, not in the distinction between tax and fee.

Staff will be working to provide outreach to some of the service clubs and individual potential high ratepayers, in addition to open houses, and will extend invitations to Council to attend. This will take place over the summer and early fall, and staff will return in the fall with a recap for Council. A tentative schedule, if Council is going to move forward with a stormwater fee, is to adopt the rate and set up billing around November, with the rate effective in 2017. Staff will also make updates to the website, include articles in City bridges, and send utility bill stuffers over the coming months.

#### CITY MANAGER SEARCH

Human Resources Director David Shaw reviewed a handout titled Executive Search Firm RFP Summary (see agenda file). The summary is being supplied in response to a request from Council for additional information related to how the nine firms that responded to the request for proposals (RFP) were scored. Shaw believes there is a clear delineation between the top few and the rest of the respondents. He said that another question for Council to consider is whether to use an executive search firm to fill the Finance Director position that will be coming vacant. He noted that it is not typical to use a search firm to fill a Director position, but since they issued an RFP for the City Manager position, they decided to ask for proposals for the Finance Director as well. Based on preliminary reviews, he believes the cost would be about the same as what is proposed for the City Manager recruitment. City Manager Wes Hare spoke in favor of having a qualified pool of applicants already in place that the new City Manager can then choose from, and having that part of the recruitment process out of the way. Shaw noted that the City could begin the search without the executive search firm and have a final pool of applicants in time for the new City Manager to review; that process is not dependent on a search firm. Discussion followed.

Coburn and Kellum agreed that it would be prudent to begin the search for a new Finance Director now, and have a list of qualified applicants in place for the new City Manager. Konopa said it comes down to whether Council wants to spend the roughly \$24,000 for an executive search, or use the current internal process to place a new Finance Director. Kopczynski advocated the use of an executive search firm, and feels the position is too important not to have the highest level of professional expertise. Shaw noted that the primary difference with the executive search firm is that they target passive applicants, but many of the places they advertise will be the same resources the City uses.

Council directed staff to choose an executive search firm for the City Manager recruitment and proceed with that process. The question of whether to use an executive search firm for the Finance Director recruitment will come back to a future Council meeting when the full Council is present.

#### BUSINESS FROM THE COUNCIL

Kopczynski asked about the status of the League of Oregon Cities legislative priorities list. Hare advised that this item would be in the July 11, 2016, City Council Regular Session agenda, and asked that Council think about their priorities in advance.

CITY MANAGER REPORT

Assistant City Manager/Chief Information Officer Jorge Salinas reviewed a handout titled Street Lights (see agenda file). He explained that the City was contacted by a consultant from Siemens regarding possible savings that could be seen as a result of the City acquiring and managing its own network of streetlights. Salinas reviewed the figures on the handout. Discussion followed. Salinas noted that if Council is interested in this prospect, or would like more information, Siemens can do additional analysis and look more closely at the potential for savings, but there will be costs associated with that work. Staff wanted to give Council the opportunity to approve or reject the proposal from Siemens. Council did not express any interest in pursuing this item further.

ADJOURNMENT

There being no other business, the meeting was adjourned at 5:46 p.m.

Respectfully submitted,

Reviewed by,

Holly Roten  
Administrative Assistant I

Jorge Salinas  
Assistant City Manager/ Chief Information Officer

CITY OF ALBANY  
 CITY COUNCIL  
 Council Chambers  
 Wednesday, June 22, 2016  
 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

Konopa led the pledge of allegiance to the flag.

ROLL CALL

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

Councilors absent: Councilors Floyd Collins and Dick Olsen were excused.

SCHEDULED BUSINESS

Business from the Public

There was no business from the public.

Adoption of Resolution – Supplemental Budget

Finance Director Stewart Taylor explained the supplemental budget. He said that in the current budget year (2015-2016) property tax compression was less than estimated in the budget, so the public safety levy received more money than expected. The supplemental budget includes moving the extra to the General Fund. In the General Fund, it can be used to offset the Fire Department's higher-than-expected expenses for overtime. There are a few other items in the supplemental budget which the Council is already aware of.

MOTION: Councilor Rich Kellum moved to adopt the 2015-2016 Supplemental Budget. Councilor Bill Coburn seconded the motion, which passed 4-0 and was designated Res. No. 6518.

Adoption of Consent Calendar

Councilor Bessie Johnson moved to pull Item 1) a) from the Consent Calendar for discussion.

MOTION: Coburn moved to adopt the Consent Calendar with Item 1) a) removed for discussion. Councilor Ray Kopczynski seconded the motion, which passed 4-0.

Johnson said the first sentence of the second paragraph of the April 13, 2016, minutes says that Commissioner Will Tucker is "concerned" about Fire Chief John Bradner. She wanted to clarify that although he used the word "concerned," Tucker wasn't expressing concern, but commending Bradner's dedication. Also in the same paragraph, Johnson noted that Shane Wooton's name was misspelled.

MOTION: Johnson moved to adopt Item 1) a). Coburn seconded the motion, which passed 4-0.

BUSINESS FROM THE COUNCIL

Kopczynski gave a status report on the I-5 interchange at Knox Butte Road. The final design process is underway. If the funding works out as expected, construction will start in 2019.

Johnson said she enjoyed the Council's tour of local industry. She learned a lot about some local companies.

Konopa said there is discussion about going to the voters in November for a gas tax. If that is to happen, the Council needs some information from staff. She asked if the Council would like to have staff bring information to the next work session. The Council agreed to request a report from staff at the July 11, 2016, work session.

City Manager Wes Hare announced that the bids for construction of the Fire and Police stations were very closely grouped and all are within the engineer's estimates. He said a tight group of bids indicates that the architect did a good job. Staff will bring a recommendation to the July 13, 2016, Regular Session for adoption.

Public Works Operations Director Chris Bailey asked the Council about allowing City staff who live outside the Urban Growth Boundary (UGB) to take City work trucks home when they are on call. The current policy allows this for employees who live within the City, but a lot of the canal is actually outside of the city. Canal workers who are called in,

have to drive into town to get a truck and then drive back out to the site. Coburn said he believes this is a City Manager decision. Hare said he's already approved the change, but wanted the Council to know.

NEXT MEETING DATE: Work Session: July 11, 2016  
Regular Session: July 13, 2016

ADJOURNMENT:

There being no other business, the meeting was adjourned at 7:32 p.m.

Respectfully submitted,

Reviewed by,

Allison R. Liesse  
Accounting Specialist

Stewart Taylor  
Finance Director



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*  
Nolan Nelson, P.E., Civil Engineer III *NN*

DATE: August 3, 2016, for the August 10, 2016 , City Council Meeting

SUBJECT: ST-13-04; Main Street Reconstruction  
Property Transfer

RELATES TO: 

- Great Neighborhoods

Action Requested:

Staff recommends that Council authorize, by proper conveyance, the transfer of City-owned property identified as "To Be Transferred To 317 Main Street" on the attached vicinity map (Exhibit A).

Discussion:

Staff was tasked with acquiring, without the need for condemnation, the land necessary to facilitate construction of the Main Street Reconstruction project. One of the parcels staff acquired was a triangular-shaped property of approximately 213 square feet (see Exhibit A); Council accepted this right-of-way dedication per Resolution No. 6238 at the June 12, 2013 Council meeting. The City did not provide compensation to the property owner in exchange for the triangular-shaped property. Instead, we agreed to transfer a portion of City property, identified as "To Be Transferred To 317 Main Street" on Exhibit A, to the property owner at a future date.

In addition to the need to acquire title to the triangular-shaped property, staff also had to secure agreement from the property owner to move their driveway access and modify their parking lot to accommodate construction of the Main Street improvements. A portion of the modified parking lot was constructed on City owned property in order to maintain the existing number of parking spaces and meet fire code access requirements.

The property identified as "To Be Transferred To 317 Main Street" is approximately 3,075 square feet and was not needed for any City purpose. The Linn County Assessor's office lists the value of the triangular-shaped property we acquired at \$4,030 and the 3,075 square feet of land we agreed to transfer at \$33,790. However, these values do not include the costs to the property owner associated with modifying their driveway access and eliminating parking spaces, nor do they recognize our need for the land in order to complete this project.

Staff reviewed this matter with the City Attorney and concluded that condemnation of the necessary property to construct the Main Street improvements would likely have involved more cost and risk to the City than the difference between the values of the two properties. As a consequence, we believe that the exchange represents the properties of equal value or may, in fact, actually have had greater value to the City.

August 10, 2016 City Council Meeting  
Page 2  
August 3, 2016

The acquisition of the triangular-shaped property for right-of-way in exchange for the 3,075 square foot property along with the proposal to exchange land in order to avoid condemnation was previously reviewed and accepted by the Council. The purpose of this memorandum is to request authorization by the Council to transfer the 3,075 square foot property by appropriate conveyance to the owner of 317 Main Street SE.

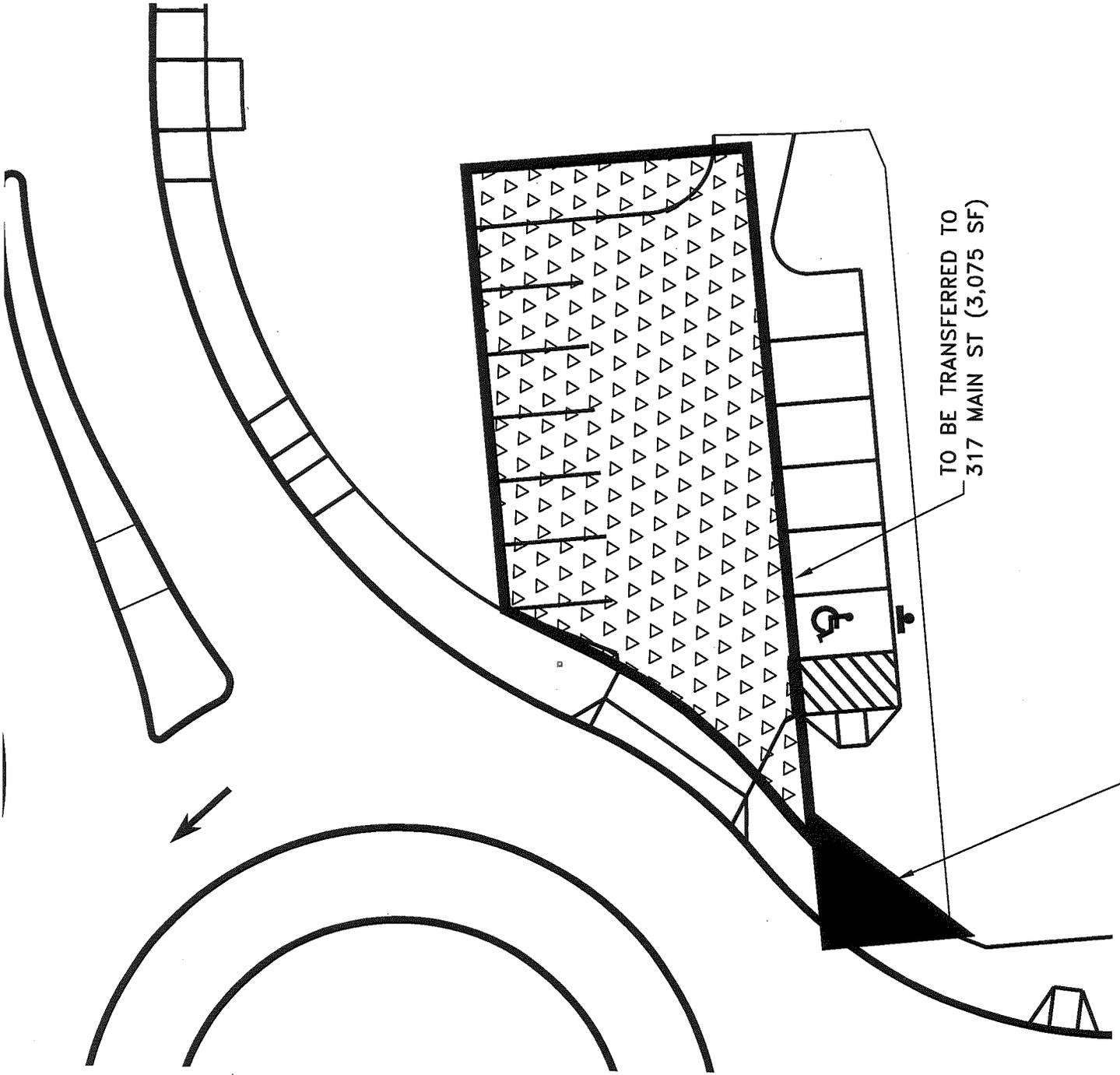
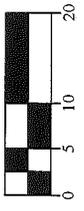
Budget Impact:

None.

SLB:NN:rk  
Attachment



# Exhibit A



TO BE TRANSFERRED TO  
317 MAIN ST (3,075 SF)

TRIANGULAR SHAPED PROPERTY (213 SF)  
DEDICATED TO CITY IN 2013