



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

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www.oregon.gov/LCD



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: September 11, 2015

Jurisdiction: City of Albany

Local file no.: CP-01-15

DLCD file no.: 003-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 09/11/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.: 003-15 {23857}

Received: 9/11/2015

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption**. (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Albany

Local file no.: **CP-01-15**

Date of adoption: 9/9/15

Date sent: 9/11/15

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted):

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

One additional project was added to the TSP project list, which consisted of a traffic signal at Knoxx Butte Road and Goldfish Farm Road.

Local contact (name and title): Melissa Anderson

Phone: 541-704-2319

E-mail: melissa.anderson@cityofalbany.net

Street address: 333 Boradalin Street SW

City: Albany

Zip: 97321

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Comp Plan Text Amendment to the Transportation System Plan, removing portions of Timber Ridge Ave. and Somerset Streets from the project list, adding construction of traffic signals at the Knox Butte/Clover Ridge Rd. and Knox Butte/Goldfish Farm Rd. and updated the project funding list (Goal 1 & 12)

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from to Acres:

Change from to Acres:

Change from to Acres:

Change from to Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: Acres added: Acres removed:

Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Linn County

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

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, 2015, and considered public testimony on the proposed Comprehensive Plan text amendment to the Transportation System Plan (TSP), and recommended approval based on evidence presented in the Staff Report presented at the public hearing for City of Albany Planning File CP-01-15; and

WHEREAS, the proposed TSP amendments are discussed in detail in the Staff Report, and the specific text amendments are presented as Exhibits A through E of this Ordinance; and

WHEREAS, the Albany City Council held a public hearing on the proposal on August 26, 2015, 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: Project L15, Timber Ridge Road north of Somerset Avenue, attached as Ordinance Exhibit A, is hereby amended.

Section 3: Project L19, Somerset Avenue east of Timber Ridge Road, attached as Ordinance Exhibit B, is hereby amended.

Section 4: Project I143, a new intersection project to construct a traffic signal at the Clover Ridge Road/Knox Butte Road intersection, attached as Ordinance Exhibit C, is hereby added.

Section 5: Project I144, a new intersection project to construct a traffic signal at the Goldfish Farm Road/Knox Butte Road intersection, attached as Ordinance Exhibit D, is hereby added.

Section 6: The project funding list of the TSP, attached as Ordinance Exhibit E, is hereby amended.

Passed by the Council: Sept 9, 2015

Approved by the Mayor: Sept 9, 2015

Effective Date: Oct 9, 2015


Mayor

ATTEST:

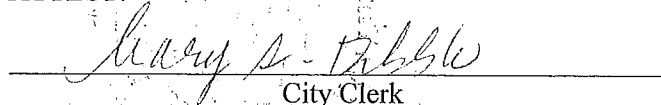

City Clerk

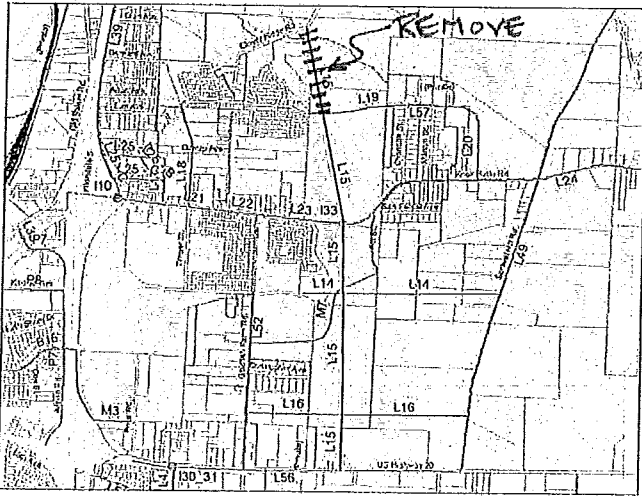
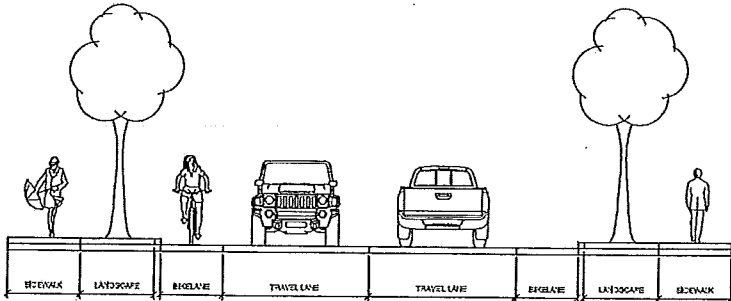
EXHIBIT A

Albany TSP

February 2010 June 2015

Project #: 6497.0

Page 74

Project #: L15		New North/South Collector			
Description: A new collector north/south from Somerset Avenue south to Clover Ridge Road at the northern urban growth boundary to US 20 (Santiam). Bicycle and pedestrian only traffic on Clover Ridge Road across Truax Creek. Right of way has been dedicated for the section from Somerset to Burkhart Creek. 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: Major Collector		Agency Coordination:	
				Time Frame: Long-term	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$7,497,000	\$0	\$0	\$7,497,000	100%
	\$6,210,260			\$6,210,260	
Project Goals Met:					
Efficiency ☒	Capacity ☒	Safety ☐	Transit ☐	Ped/Bike ☒	Livability ☐
Project Location:			Related Projects: L14, L16, L19, L23, L24, L56, I33		
					
Illustrative Section:					
					

Project #: L19

Somerset Avenue Extension

Description: Extends Somerset Drive west from L15, and from a wetland 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

Agency Coordination:

Time Frame:
Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$1,653,000 \$865,600	\$0	\$0	\$1,653,000- \$865,600	100%

Project Goals Met:

Efficiency
☒

Capacity
☒

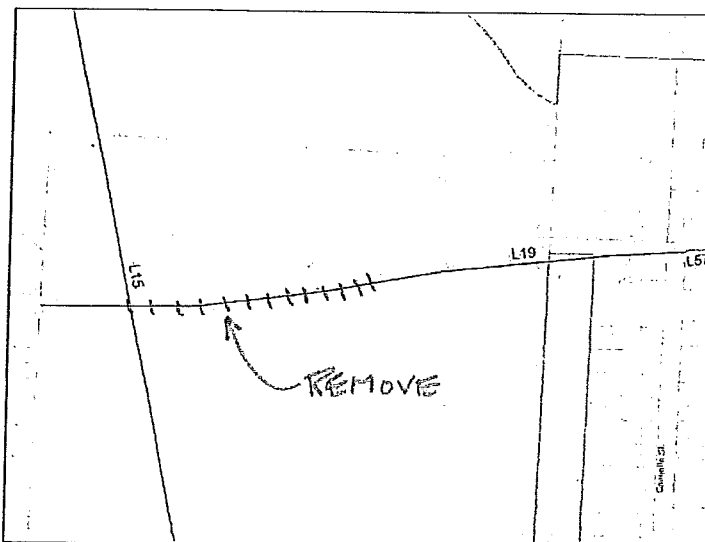
Safety
☐

Transit
☐

Ped/Bike
☒

Livability
☐

Project Location:



Related Projects:

L15, L20, L57

Illustrative Section:

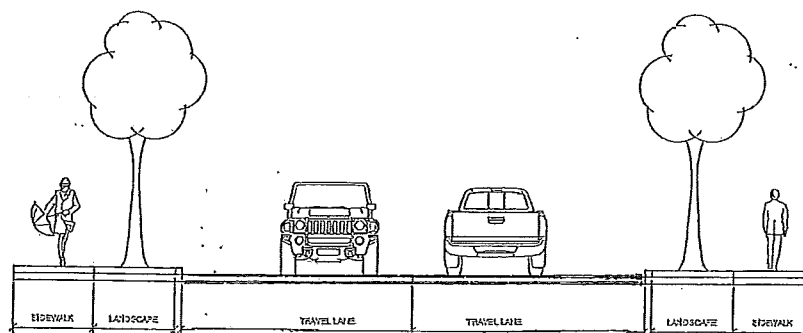
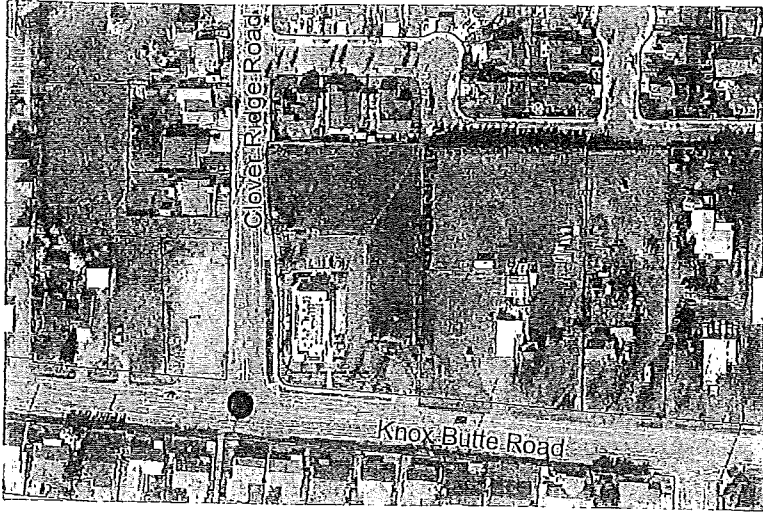
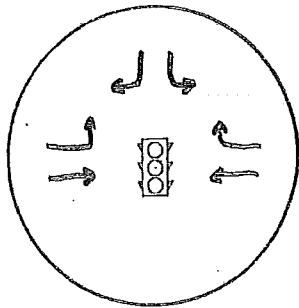


EXHIBIT C

Project #: 6497.0

Albany TSP

June 2015

Project #: 143		Knox Butte Road/Clover Ridge Road			
Description: Develop a traffic signal once warrants are met.					
Category: Traffic Signal		Classification: Principal Arterial / Minor Collector		Agency Coordination: None	
				Time Frame: Long-term	
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$350,000	\$0	\$0	\$350,000	100%
Project Goals Met:					
Efficiency ☒	Capacity ☒	Safety ☐	Transit ☐	Ped/Bike ☐	Livability ☐
Project Location: L21, L22			Related Projects:		
					
Illustrative Section:					
					

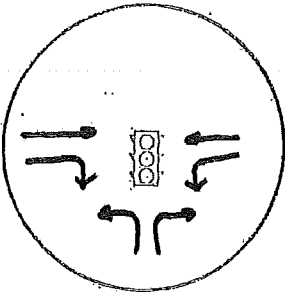
Project #: I44		Knox Butte Road/Goldfish Farm Road			
Description: Develop a traffic signal once warrants are met.					
Category: Traffic Signal		Classification: Principal Arterial / Minor Collector		Agency Coordination: None	
Time Frame: Long-term					
Project Costs:		Const./Eng. \$350,000	ROW \$0	Other \$0	Total Cost \$350,000
		SDC Eligible: 100%			
Project Goals Met:					
Efficiency ☒	Capacity ☒	Safety ☐	Transit ☐	Ped/Bike ☐	Livability ☐
Project Location:			Related Projects: L21, L22		
					
Illustrative Section:					
					

EXHIBIT E.1

TSDCi Eligible & Funded Projects – with 2015 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 E.2

1	2	3	4	5	6
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCI Eligible
I25	US 20/Waverly Drive	long/dev	29%	\$853,000	\$247,370
I26	US 20/Waverly Drive	long/dev	29%	\$240,000	\$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	\$894,000	\$232,440
I28	OR 99E/34th Avenue	long/dev	32%	\$456,000	\$145,920
I29	OR 99E/Killdeer Avenue	long/dev	28%	\$3,207,000	\$897,960
I30	US 20/Timber Street	long/dev	44%	\$571,000	\$251,240
I31	US 20/Timber Street	long/dev	44%	\$619,000	\$272,360
I33	Knox Butte/New North/South Collector	long/dev	100%	\$525,000	\$525,000
I34	Springhill Dr./Hickory St.	long/dev	100%	\$345,000	\$345,000
I35	Gibson Hill Rd/Crocker Ln	mid	100%	\$345,000	\$345,000
I36	Timber St Extension/18th Ave/Spicer Dr ROW	short	100%	\$650,000	\$650,000
I36	Timber Str. Extension/18th Ave/Spicer Dr	long/dev	100%	\$863,000	\$863,000
I37	OR 99E / 29th Ave	long/dev	28%	\$106,000	\$29,680
I38	Salem Avenue/Geary Street	long/dev	28%	\$845,000	\$236,600
I39	OR 99E/Lyon Street	long/dev	16%	\$205,000	\$32,800
I40	OR 99E/53rd Avenue	long/dev	38%	\$550,000	\$209,000
I41	Ellingson Road / Lochner Road	long/dev	100%	\$500,000	\$500,000
I42	53 rd Avenue Extension / Industrial Property Access	long/dev	100%	\$500,000	\$500,000
I-43	Clover Ridge Road / Knox Butte	long/dev	100%	\$350,000	\$350,000
I-44	Goldfish Farm Road / Knox Butte	long/dev	100%	\$350,000	\$350,000
L1	53rd Avenue Extension	long/dev	54%	\$18,600,000	\$10,044,100
L2	Waverly Drive	long/dev	36%	\$1,394,000	\$501,840
L3	Washington/Calapooia/1st/2nd	short	42%	\$100,000	\$42,000
L4	Timber Street Extension ROW	short	100%	\$966,000	\$966,000
L4	Timber Street Extension	long/dev	100%	\$2,708,000	\$2,708,000
L5	Main Street - 7th Avenue - Hill Street	mid	64%	\$1,292,000	\$826,880
L6	North Albany Road	mid	29%	\$5,847,000	\$1,695,630
L6	North Albany Road ROW	short	100%	\$19,000	\$19,000
L9	Queen Avenue	long/dev	12%	\$0	\$0
L10	New North Albany Connector <i>Funding is for 15% construction west of Crocker (\$145/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%	\$4,949,000 \$3,662,260	\$4,949,000 \$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%	\$1,270,000 \$482,600	\$1,270,000 \$482,600
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 E.3

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	Scrauel 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 E.4

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				\$267 M \$266 M	\$155 M \$154 M



Community Development Department

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STAFF REPORT

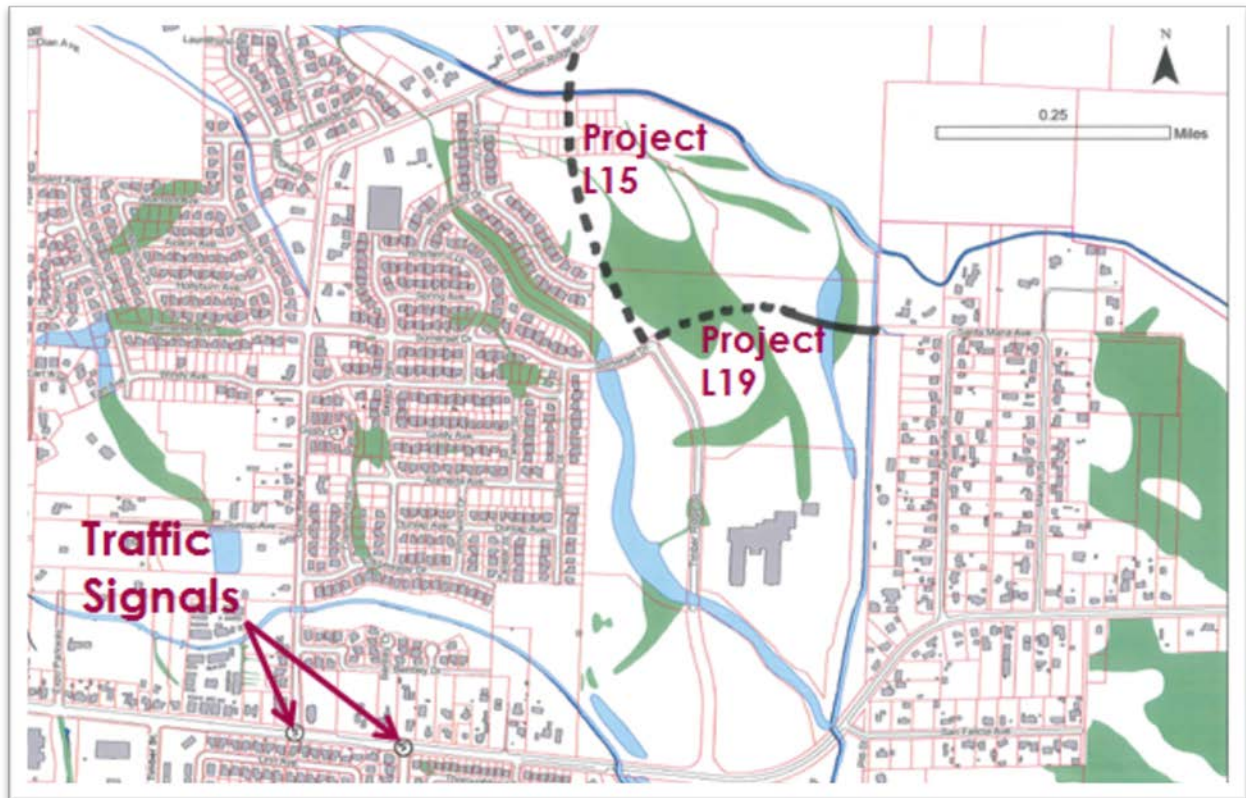
Comprehensive Plan Text Amendment to the Transportation System Plan

<u>HEARING BODY:</u>	PLANNING COMMISSION	CITY COUNCIL
<u>HEARING DATE:</u>	Monday, July 20, 2015	Wednesday, August 26, 2015
<u>HEARING TIME:</u>	5:15 p.m.	7:15 p.m.
<u>HEARING LOCATION:</u>	Council Chambers, Albany City Hall, 333 Broadalbin Street SW	

SUMMARY

The proposal is a legislative Comprehensive Plan Text Amendment to the Transportation System Plan (TSP) to 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 Road/Clover Ridge Road intersection and the Knox Butte Road/Goldfish Farm Road intersection (as illustrated below). Amendments also include changes to the project funding list related to these proposed changes.

The City of Albany TSP was last adopted in its entirety by the City Council in 2010, as a supporting document to the Comprehensive Plan. Since that time, the TSP was updated in 2012 with the concurrent adoption of the South Albany Area Plan. The proposal amends the TSP to address changes that have occurred since the last TSP update. New information is available concerning the anticipated timing of bridge reconstruction on Clover Ridge Road across Truax Creek, and the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue. The proposed amendments are recommended to meet changing conditions and new information regarding the noted bridge reconstruction.



GENERAL INFORMATION

DATE OF REPORT: July 9, 2015
FILE: CP-01-15
TYPE OF REQUEST: Legislative, Type IV Decision: Comprehensive Plan Text Amendment to the TSP, to remove portions of Timber Ridge Avenue and Somerset Streets from the project list, and install traffic signals at the Knox Butte Road/Clover Ridge Road intersection and at the Knox Butte Road/Goldfish Farm Road intersection. 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 AND PROCESS SUMMARY

Notice was provided to the Oregon Department of Land Conservation and Development (DLCD) on June 15, 2015, at least 35 days before the first evidentiary hearing on July 20, 2015, 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 June 10, 2015, 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 July 8, 2015, at least one week before the FIRST public hearing on July 20, 2015, in accordance with ADC 1.600. In addition, the staff report for the proposed TSP amendment was posted on the City's website on July 13, 2015, at least seven days before the first evidentiary public hearing.

As of the date of this report, no 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

Comprehensive Plan Text Amendment to the Transportation System Plan

The Albany Development Code includes the following review criteria that must be met for this legislative 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).
- 1.2 The proposal is a Comprehensive Plan Text Amendment to the TSP to address changes that have occurred since the last TSP update. New information is available concerning the anticipated timing of bridge reconstruction on Clover Ridge Road across Truax Creek, and the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue.
- 1.3 The proposed amendments include removal of portions of Timber Ridge Avenue and Somerset Streets from the project list, and the addition of traffic signals at the Knox Butte Road/Clover Ridge Road intersection and the Knox Butte Road/Goldfish Farm Road intersection. The project funding list for these and other projects is also updated to reflect these proposed amendments.
- 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. The 2010 TSP and subsequent amendment in 2012 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 July 8, 2015, at least one week before the first public hearing on July 20, 2015. In addition, the staff report for the proposed TSP amendment was posted on the City's website July 13, 2015, 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 June 15, 2015, at least 35 days before the first evidentiary hearing on July 20, 2015.
- 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 prepared a recommendation that was forwarded to the City Council.

- 1.8 A second public hearing is 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 made 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 is available concerning the anticipated timing of bridge reconstruction on Clover Ridge Road across Truax Creek, and the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue.

- 1.10 The proposed TSP update would modify the TSP project list as follows:

- a. Eliminate the portion of project L15 (Timber Ridge Road) north of Somerset Avenue (Attachment B).
- b. Eliminate a portion of project L19 (Somerset Avenue) just east of Timber Ridge Road (Attachment C).
- c. Add a new intersection project to construct a traffic signal at the Clover Ridge Road/Knox Butte Road intersection (Attachment D).
- d. Add a new intersection project to construct a traffic signal at the Goldfish Farm/Knox Butte Road intersection (Attachment E).
- e. Revise the project funding list is to reflect changes in the projects listed above (Attachment F).

- 1.11 The existing bridge on Clover Ridge Road is under County jurisdiction, is in poor condition, and is in danger of being weight restricted. The 2012 TSP included an assumption (project L15) that the existing bridge would be replaced by a new bridge located to the east, along an extension of Timber Ridge Road; Timber Ridge Road would be extended north across Albany's Urban Growth Boundary (UGB) and would reconnect to Clover Ridge Road at a new intersection located outside the UGB, in Linn County. The construction of the new intersection and street segment north of the UGB would be a County project, and would involve road construction and right of way acquisition within Exclusive Farm Use (EFU) designated farmland (Attachment B).

- 1.12 The condition of the existing bridge is such that Linn County is now moving forward with plans to reconstruct it in place. Once that occurs there will be no need or justification for Linn County to consider construction of a second bridge and new road alignment that would occur north of the UGB within EFU land.

- 1.13 The decision to replace the existing bridge in place changes the need for TSP project L15 (Attachment B). The primary function of the portion of that project north of Somerset Avenue is to connect a new collector street to a new bridge location. Retaining the existing bridge makes the street connection and new bridge

unnecessary.

- 1.14 An additional consequence of the decision to replace the bridge in place will be higher traffic volumes on Clover Ridge Road at the TSP's horizon year of 2030. Trips to and from the area north of the UGB would occur on Clover Ridge Road instead of Timber Ridge Road.
- 1.15 The increase in projected trips on Clover Ridge Road would eventually result in the need to construct a traffic signal at the Clover Ridge Road/Knox Butte Road intersection. The TSP does not currently identify the need for a traffic signal at that location.
- 1.16 New information is available concerning the extent of jurisdictional wetlands located north and east of the intersection of Timber Ridge Road and Somerset Avenue. The wetland is larger than previously thought and would be impacted by TSP projects L15 (Timber Ridge Road extension) and L19 (Somerset Avenue extension).
- 1.17 Project L15 as currently envisioned by the TSP would need to cross and impact a significant amount of wetlands. Elimination of the north section of project L15 as discussed above would prevent street intrusion into the wetlands while maintaining an interconnected arterial, collector, and local road system.
- 1.18 Project L19 as currently envisioned by the TSP would extend Somerset Avenue to connect Timber Ridge Road with Santa Maria Avenue (Attachment C). The majority of that road alignment would occur over and impact wetlands. The primary benefit of the road connection is to provide a connection between the Draperville neighborhood and Timber Ridge Elementary school. Elimination of a portion of Somerset Avenue would allow for a local street connection between the neighborhood and the school and a reduction in impacts to the wetland.
- 1.19 The elimination of the portion of Somerset Avenue just east of Timber Ridge Road would have some impact on traffic volumes on Santa Maria Avenue and Charlotte Street to the east. If the proposed TSP amendments are adopted, traffic volumes on Santa Maria and Charlotte are expected to drop by a small amount when compared to current TSP projections. The reason for the decrease is that the local street connections that would remain are more circuitous and less direct than the collector street connection currently envisioned by the TSP. Staff's estimate for traffic volume changes that would result from the TSP amendments are shown on Attachment G.
- 1.20 Increasing development in the area will also increase traffic volumes on Goldfish Farm Road and could result in the need for construction of a traffic signal prior to 2030, the horizon year of the TSP.

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 Goal 1, Citizen Involvement. 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 Goal 12, Transportation. 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 policies, two through four, by ensuring multimodal transportation facilities will be safe and intersections will operate safely, especially along high volume corridors.
- 1.5 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 2012, concurrent with the adoption of the South Albany Area Plan.
- 2.2 Since the adoption of the TSP in 2012, new information is available concerning the timing of bridge reconstruction on Clover Ridge Road across Truax Creek, and 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 projects L15 (Timber Ridge Road extension; Attachment B) and L19 (Somerset Avenue extension; Attachment C).

CONCLUSIONS

- 2.1 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.
- 2.2 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. Summary of proposed amendments to the Transportation System Plan
- B. Proposed amendment to Project L15
- C. Proposed amendment to Project L19
- D. Proposed amendment to Project I143
- E. Proposed amendment to Project I144
- F. Proposed amendment to the TSDCi Eligible and Funded Projects List
- G. Estimated traffic volume changes