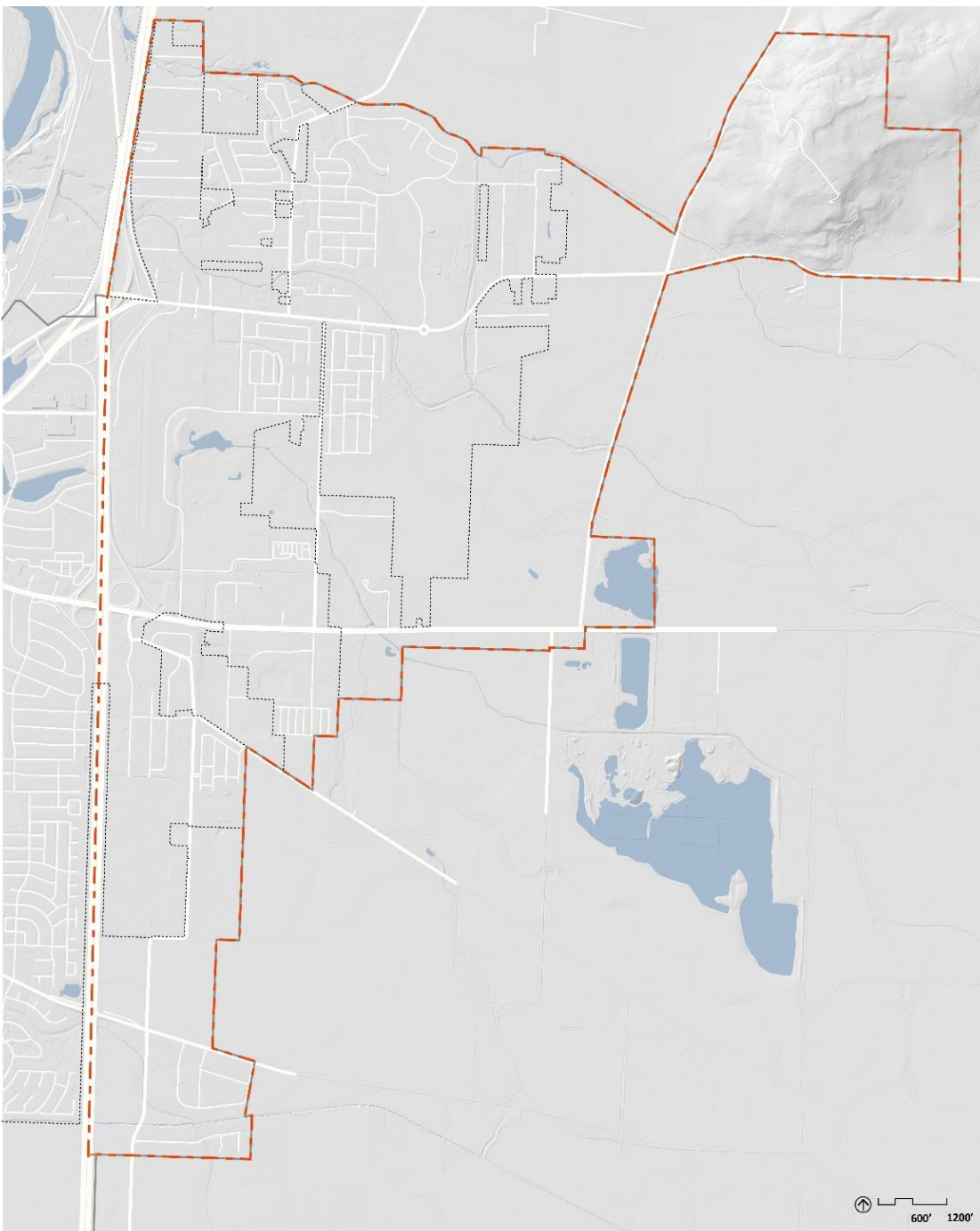







Existing & Planned Conditions

DRAFT 10.11.21

Study Area



Key

-  Project Boundary
-  Urban Growth Boundary
-  City of Albany

Study Area Character



Timber Linn Park



Creek corridors



Natural areas as density transitions



Large flat fields between creeks



New development



Existing low density neighborhoods



Nearby rural landscape



New schools (and Knox Butte)



Knox Butte (and Coast Range views)

Study Area Character



Strip commercial development



Large developments before EA Plan



Freeway 'barrier'



Auto Repair Yards



Auto Sales



Rural road character (no sidewalks)

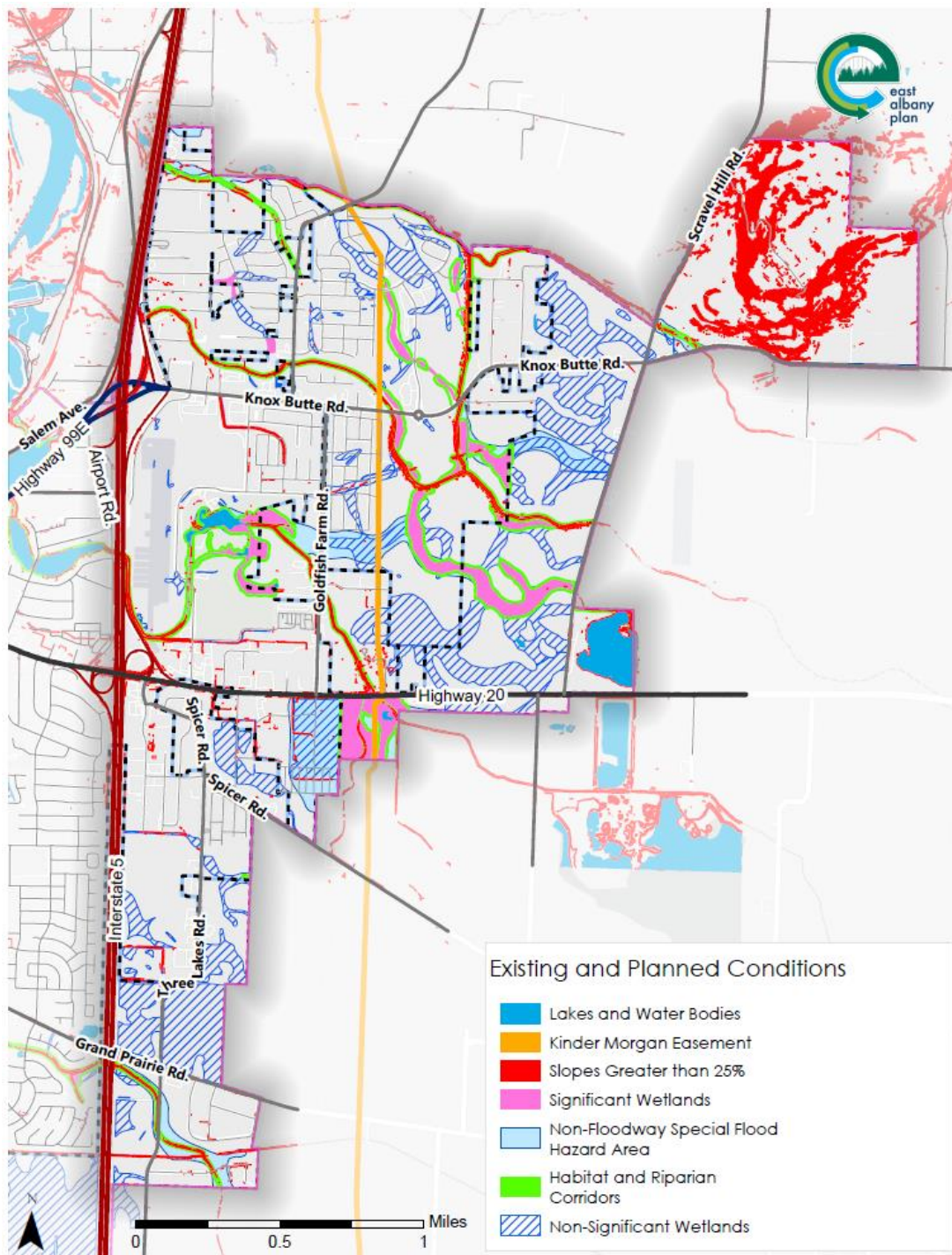
Population Demographics

Topic	Source	Linn County	City of Albany	Study Area*
Population	2020 Census, Table P2	128,610	56,472	5,217
% White Alone	2020 Census, Table P2	81.0%	75.8%	82.3%
% Hispanic or Latino	2020 Census, Table P2	9.8%	14.1%	9.1%
Median Income	2019 ACS 1-year estimate, Table S1901	\$55,893	\$60,624	\$73,543
% Below Poverty Line	2019 ACS 5-year estimate, Table S1701	13.3%	12.0%	7.7%

**Uses 2020 Block Group and Census Data applicable to study area. Census boundaries are not perfectly aligned with the study area boundary. Population and race/ethnicity information was sourced from Linn County Census Tract 201.01 Block Groups 1 and 2. Income and Poverty information was sourced from the census tract alone.*

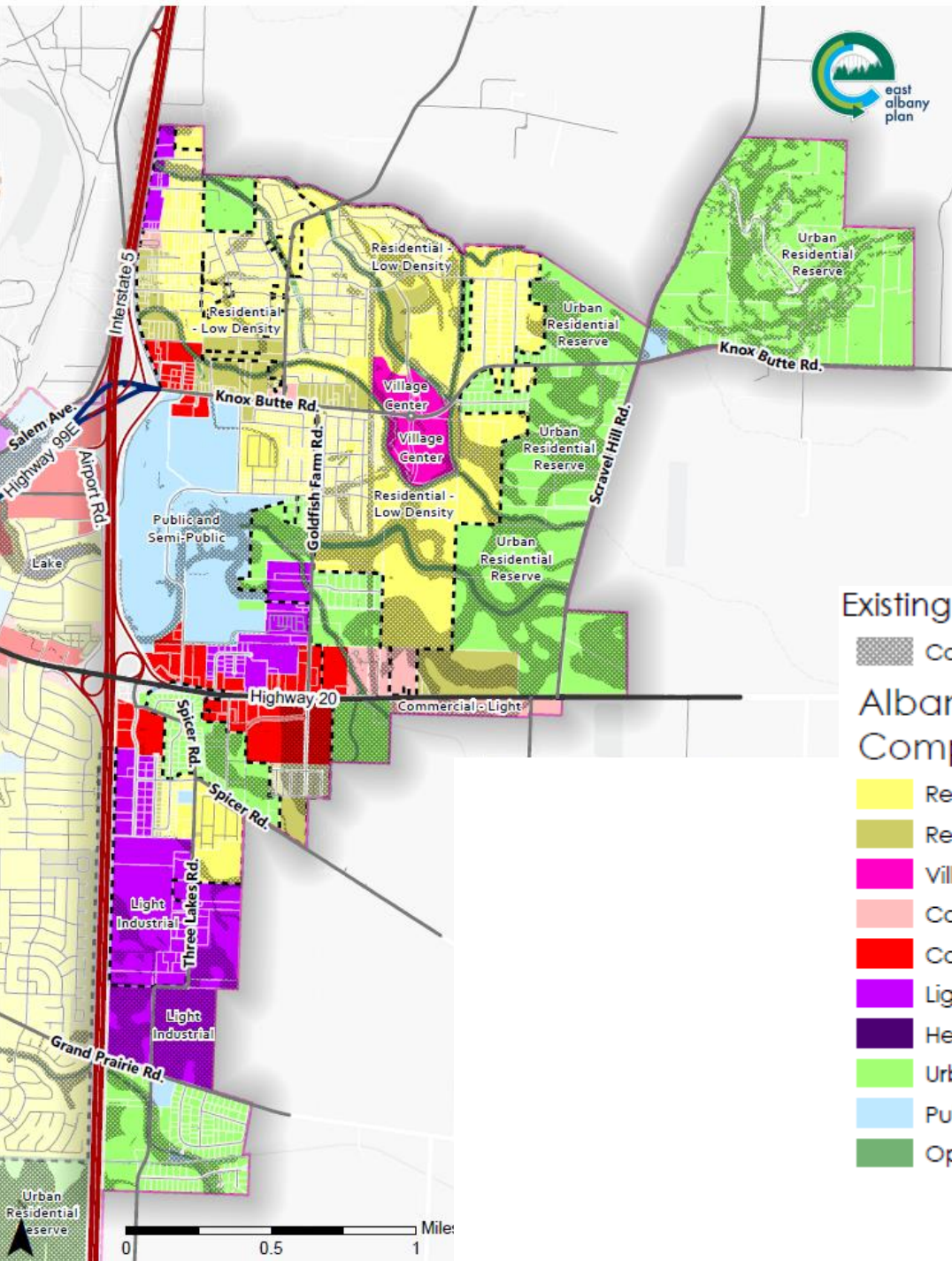
- Roughly 5,200 Residents (2020 census)
- Higher proportion of white residents than City as a whole today
- Higher median income than City as a whole today





Constraints

- Steep slopes in Knox Butte area
- Creeks & wildlife corridors
- “Significant” and “Non-Significant” wetlands throughout East Albany



Existing and Planned Conditions

-  Constraints
- Albany Comprehensive Plan**
-  Residential - Low Density
-  Residential - Medium Density
-  Village Center
-  Commercial - Light
-  Commercial - General
-  Light Industrial
-  Heavy Industrial
-  Urban Residential Reserve
-  Public and Semi-Public
-  Open Space

Comprehensive Plan Designations

- Residential – Low Density
- Residential – Medium Density
- Village Center
- Light Commercial
- General Commercial
- Light Industrial
- Public/Semi Public
- Open Space
- Urban Residential Reserve



Existing Zoning


Residential Zones:
RS-6.5, RS-5, RM

Employment Zones:
LI, RC, CC, NC, IP


Mixed Use:
MUC


Open Space (OS)


Existing and Planned Conditions


 Constraints


Albany Zoning


 RR - Residential Reserve


 RS-10 - Residential Single Family (5 Units per Acre)


 RS-6.5 - Residential Single Family (6-8 Units per Acre)


 RS-5 - Residential Single Family (8-10 Units per Acre)


 RM - Residential Medium Density

 RMA - Residential Medium Density Attached


 MUR - Mixed Use Residential


 CB - Central Business


 DMU - Downtown Mixed Use


 ES - Elm Street


 HM - Hackleman / Monteith


 HD - Historic Downtown


 LE - Lyon / Ellsworth


 MS - Main Street


 PB - Pacific Boulevard


 WF - Waterfront


 NC - Neighborhood Commercial


 OP - Office Professional


 CC - Community Commercial

 RC - Regional Commercial

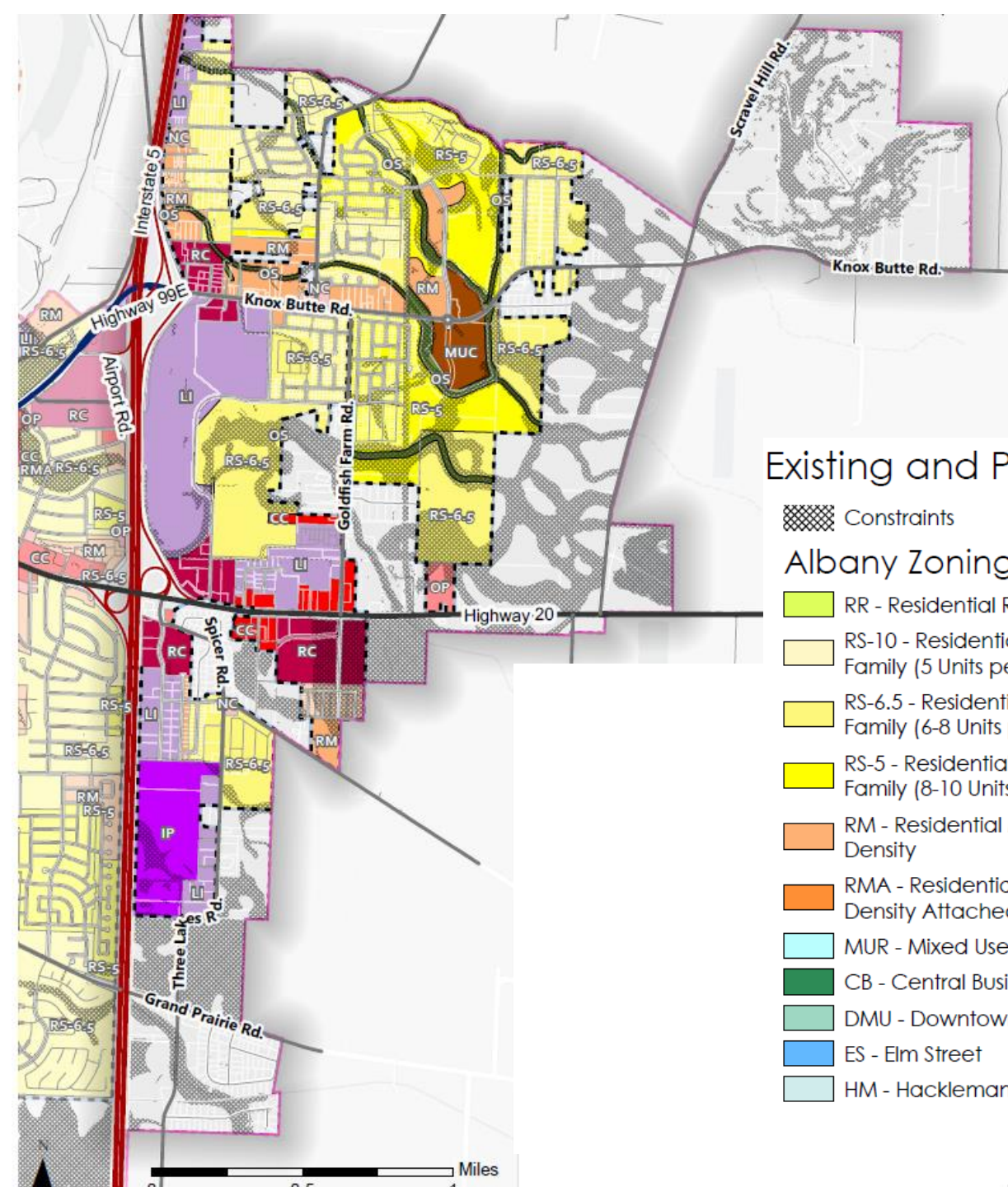
 MUC - Mixed Use Commercial

 LI - Light Industrial

 HI - Heavy Industrial

 IP - Industrial Park

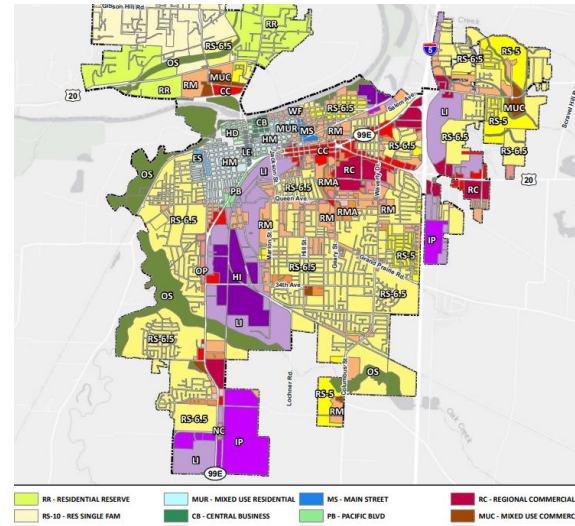
 OS - Open Space



Development Regulations

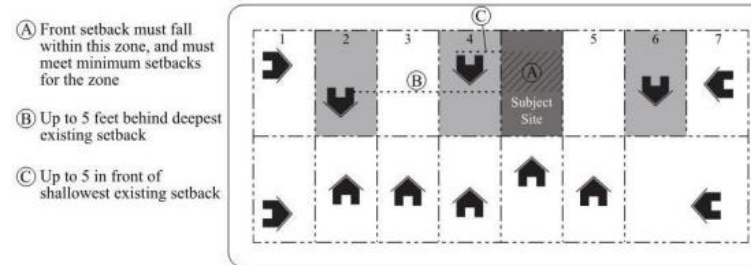
Land Use/Zoning

- Determines uses allowed in certain areas
- Controls intensity/density of development in a given area
- Protects/conserves sensitive lands (e.g., wetlands, stream corridors), open space, or areas subject to natural hazards



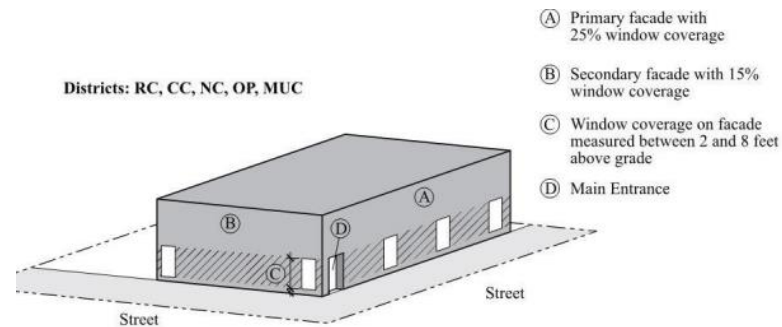
Development Standards

- Sets parameters and restrictions for how development can occur on a given property
 - Maximum height
 - Lot coverage
 - Property line setbacks
 - Minimum parking requirements



Design Standards

- Requires specific design elements
 - Building orientation
 - Building façade coverage/articulation
 - Utilize certain # of design features or conform to neighborhood character



Existing Zoning

Allowed Uses

Zone	General Uses	Description/Notes
Residential Single Family (RS-5)	<ul style="list-style-type: none"> • Single-family detached* • Townhouses (SF attached) • Child or adult home care • Group living • Parks/open space 	Intended for moderate density detached and attached single-family development. Average minimum lot sizes are 5,000 square feet and 2,800 square feet.
Residential Single Family (RS-6.5)	<ul style="list-style-type: none"> • Single-family detached* • Child or adult home care • Group living • Parks/open space 	Primarily intended for low density, single-family detached development. Average minimum lot size 6,500 square feet.
Residential Medium Density (RM)	<ul style="list-style-type: none"> • Single-family detached* • Multi-family housing • Child or adult home care • Group living • Parks/open space 	Accommodates medium density development patterns up to 25 units/acre. Located on a collector or arterial street, or in a Village Center.
Mixed Use Commercial (MUC)	<ul style="list-style-type: none"> • Convenience commercial • Personal services • Offices • Medium density residential 	Generally anchored by a grocery store with a mix small retail, offices, and residences. Accessible to and compatible with adjacent residential areas.

**Note that every zone that allows single-family detached will be required to allow "middle housing" types (duplexes, triplexes, quadplexes, townhomes, cottage cluster) per recent state legislation (HB 2001, passed 2019). The City is in the process of updating development/zoning regulations to allow for these housing types in applicable zones.*



Existing Zoning

Allowed Uses

Zone	General Uses	Description/Notes
Regional Commercial (RC)	<ul style="list-style-type: none"> Offices Retail/restaurants Vehicle services/repair Small scale manufacturing 	Provides range of commercial services that serve the region. Appropriate for larger sites along major transportation corridors.
Community Commercial (CC)	<ul style="list-style-type: none"> Offices Retail/restaurants Various institutional services (daycare, religious, education) 	Serves most commercial uses with design/development guidelines intended to express community image. Mostly located along arterials.
Industrial Park (IP)	<ul style="list-style-type: none"> Light manufacturing High-tech Research and development Offices 	Balances industrial and business parks in a clean, non-polluting environment. Offers a transition between heavier industry zones and residential areas.
Light Industrial (LI)	<ul style="list-style-type: none"> Manufacturing Warehousing Wholesaling Processing and assembling 	Limited impact on surrounding area and provides a buffer between heavy industrial and other uses. Often has good access to highways or rail.
Neighborhood Commercial (NC)	<ul style="list-style-type: none"> Convenience commercial Community services Residential care facilities Home businesses 	Intended for small scale retail serving nearby residents. Commercial/businesses are compatible with residential character.
Office Professional (OP)	<ul style="list-style-type: none"> Office Manufacturing/Industrial Retail, service, restaurants Mixed Use Residential 	Intended to provide a vertical or horizontal mix of professional offices, personal services, live-work, residential and limited related commercial uses in close proximity to residential and commercial districts.

Existing Development

Based on Assessor's Data,
Google Maps

Residential *(based on tax assessor data):*

- 1,703 Single Family Units
- 34 plex units (2-4 units each)
- 174 Manufactured Homes (on individual taxlots)
- 5 RV/Manufactured Home Parks (~210 permanent units)
- 5 Multifamily Projects (470 units)

Commercial:

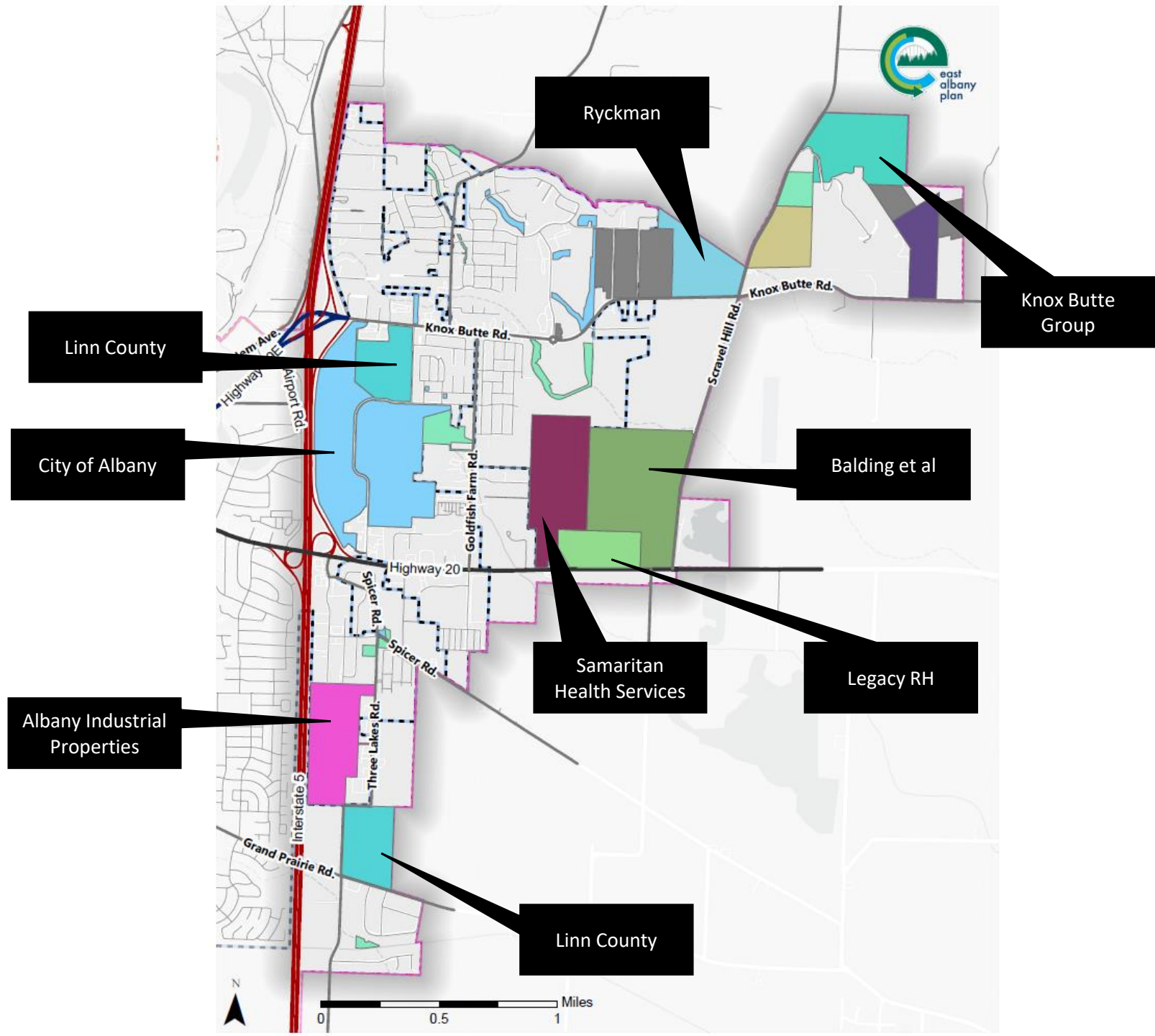
- Hospitality (near Expo Center)
- Walmart, Home Depot, Coastal Farm & Ranch
- Auto/RV sales
- Denny's
- Furniture
- Landscaping

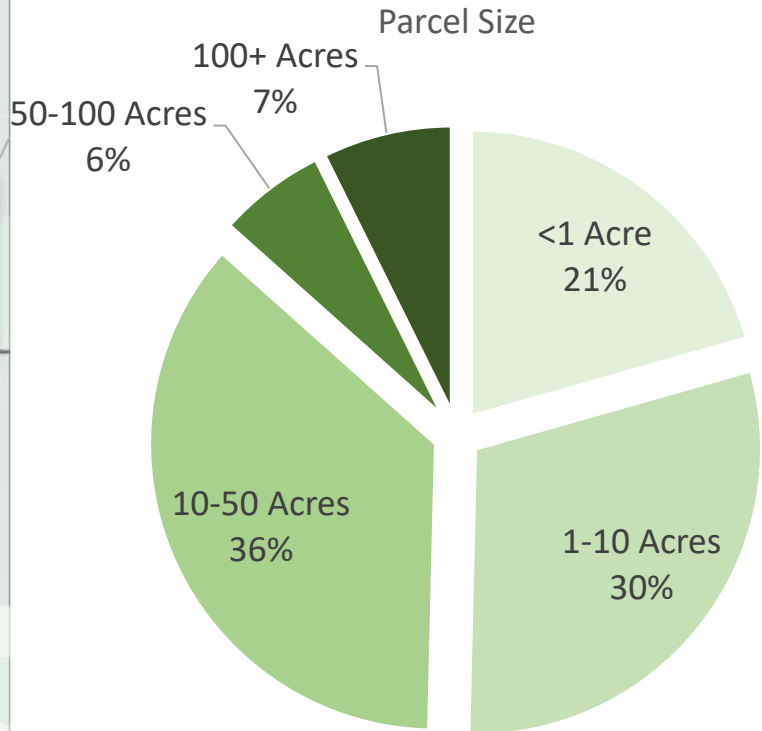
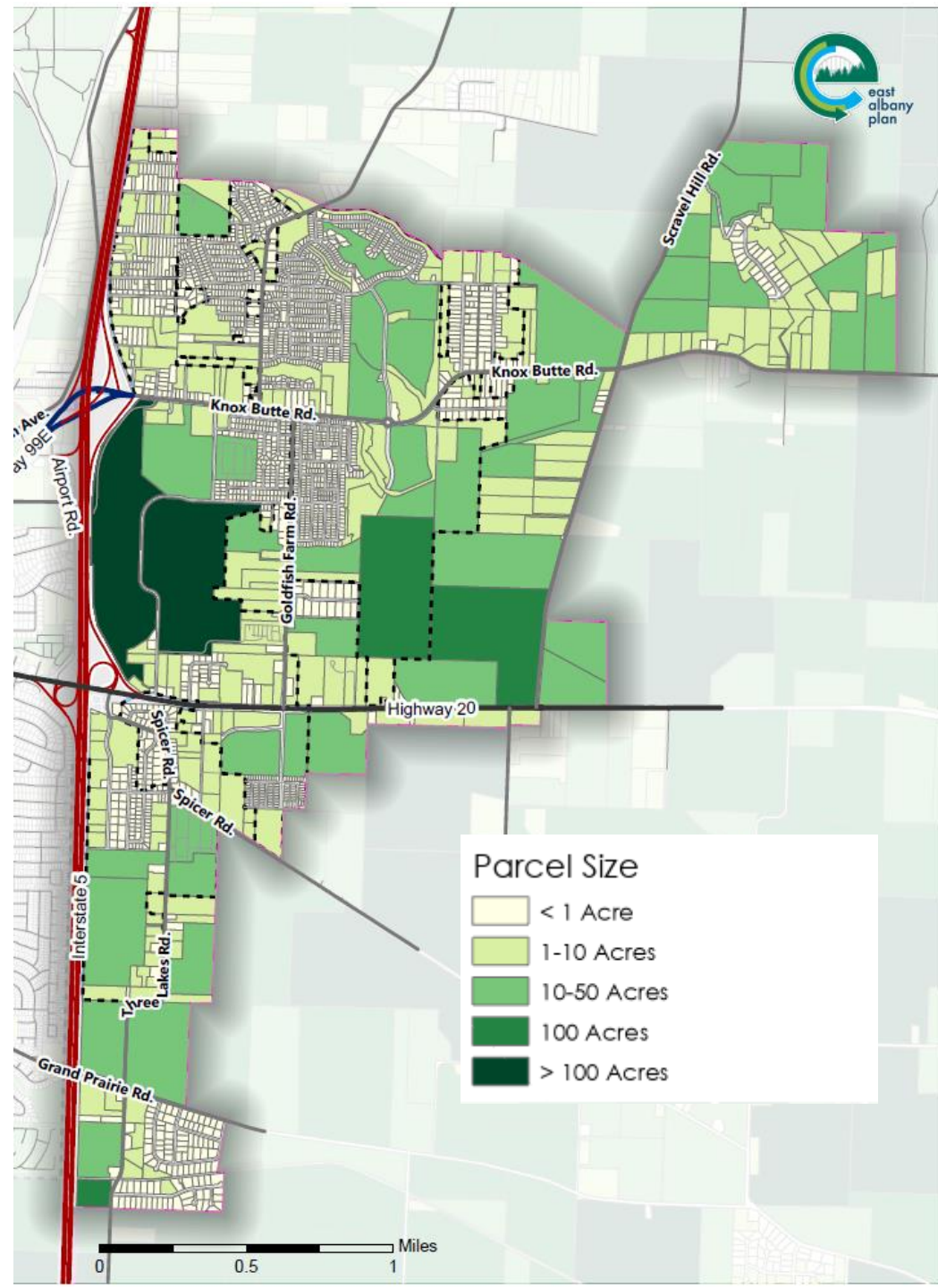
Industrial:

- Airport & shipping
- Auto & appliance repair
- Manufacturing
- Wholesale coffee/roasting
- Contractor Supplies – plumbing, flooring, etc.
- Pick-A-Part/auto wrecking



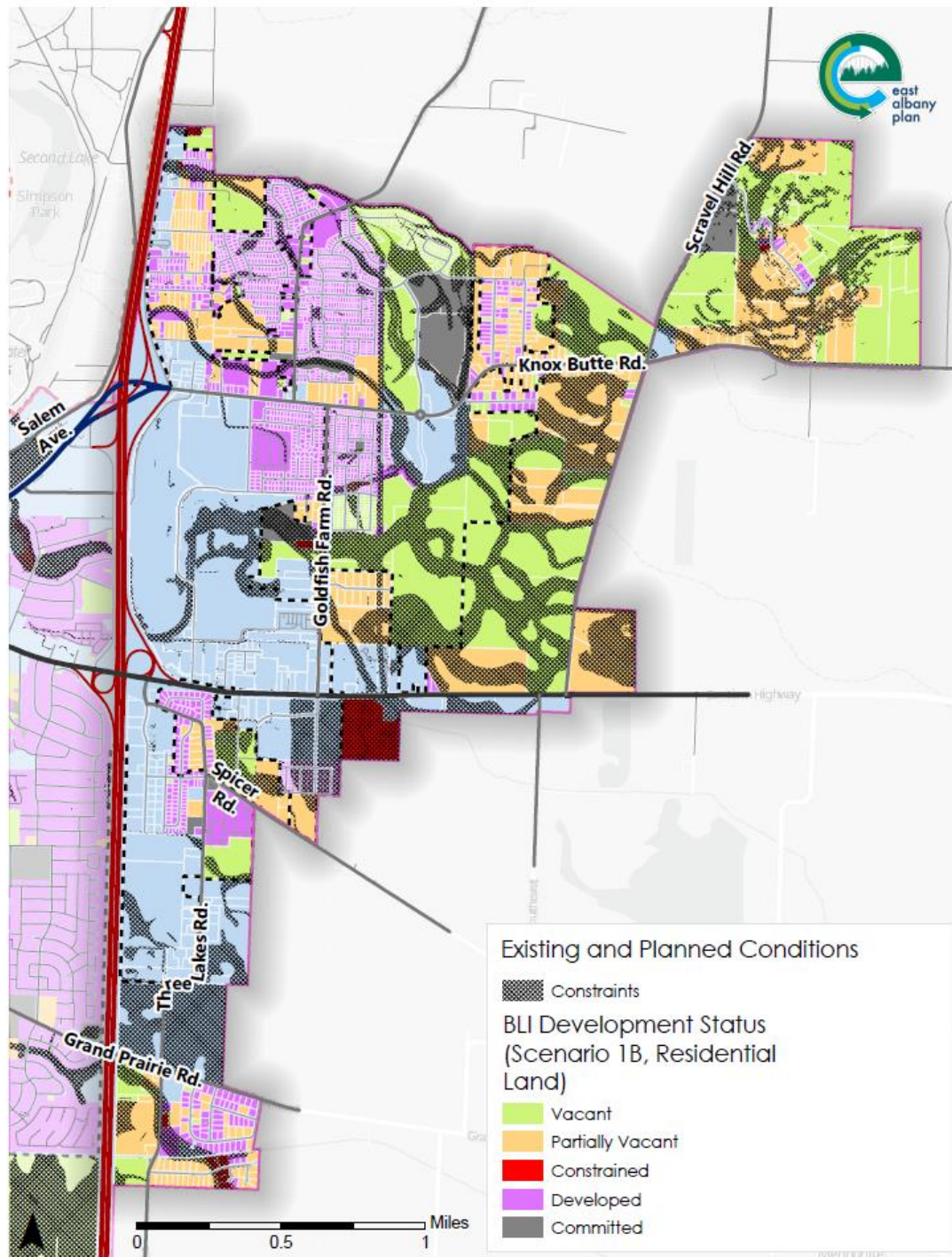
Land Ownership





- < 1 Acre:** 2181 Taxlots, 512 Acres
- 1-10 Acres:** 216 Taxlots, 740 Acres
- 10-50 Acres:** 22 Taxlots, 900 Acres
- 50-100 Acres:** 2 taxlots, 151 Acres
- 100+ Acres:** 1 taxlot, 182 Acres

Parcel Size

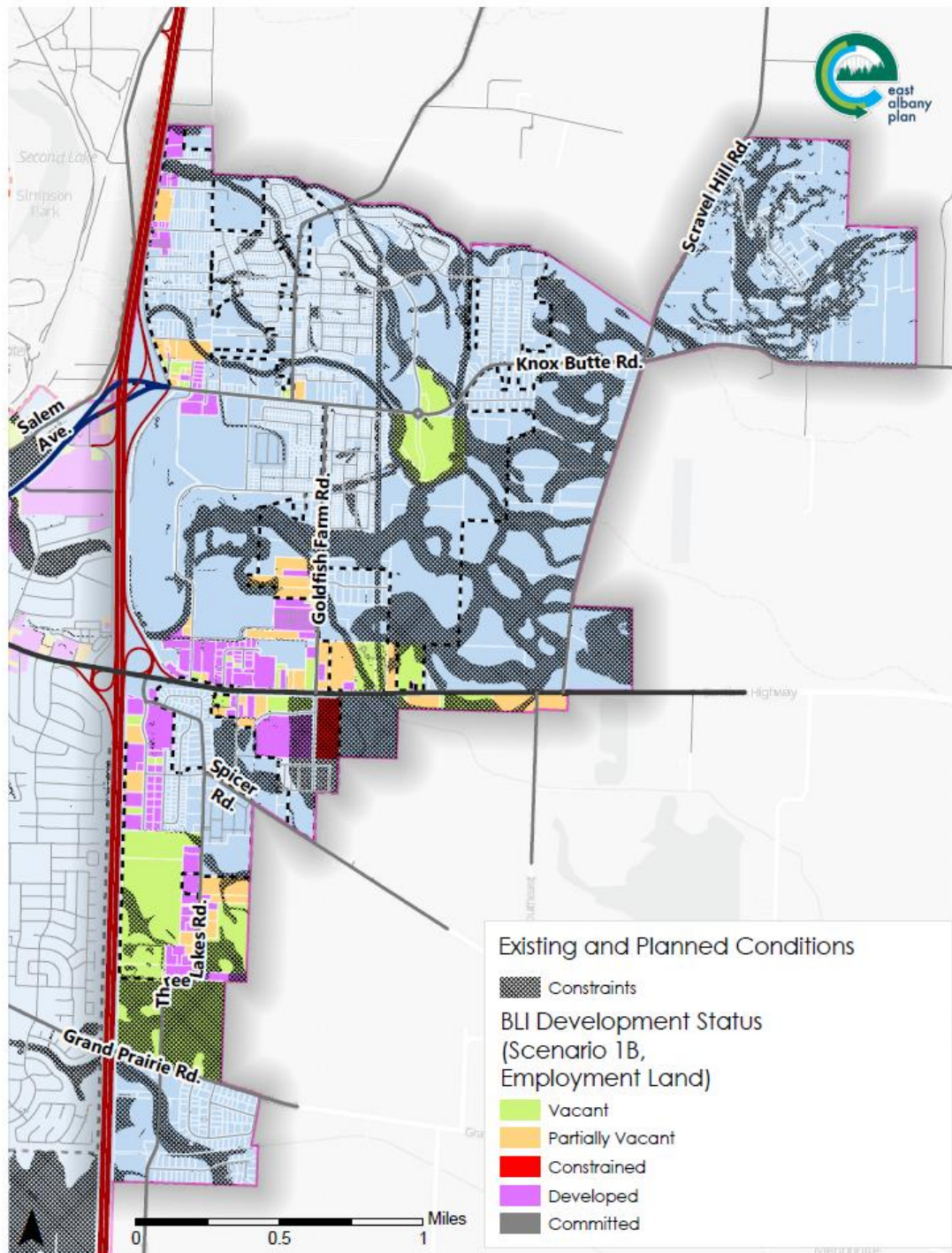


Buildable Land

Residential

- Large vacant parcels outside of City limits.
- Wetlands throughout the area. Steep slopes on Knox Butte.
- Mix of older neighborhoods on larger lots and newer subdivisions

Source: 2020 Buildable Lands Inventory



Source: 2020 Buildable Lands Inventory

Buildable Land

Employment

- Large vacant employment parcels near Grand Prairie Rd.
- Wetland impacts, transportation issues are barriers to development
- Mixed Use designation near Knox Butte Roundabout being developed mainly with multifamily units



Buildable Land

Nearly **2,500 acres** overall

1,900 acres outside of constrained areas (using Scenario 1B from the 2019-2020 BLI)

1,115 acres that are categorized as “Vacant” or “Partially Vacant”

Note: much of the "Village Center" land is currently under development

Plan Designation	Total Acres	Unconstrained Acres	Developable Acres
Residential – Low Density	644.6	519.4	223.8
Residential – Medium Density	137.6	103.9	64.6
Village Center	54.6	40.4	40.4
Commercial – General	120.8	95.9	43.1
Commercial – Light	51.5	40.4	36.4
Light Industrial	282.4	236.4	157.5
Urban Residential Reserve	947.8	658.7	549.0
Public/Semi Public	234.4	197.0	0
Open Space	18.0	5.3	N/A
TOTAL	2,491.8	1,897.5	1,114.8

Source: 2020 Buildable Lands Inventory



Market Analysis

FIGURE 5.1: FEASIBLE RESIDENTIAL DEVELOPMENT FORMS

<p>Garden Apartment or Condominiums with Surface Parking</p>	<p>Typically wood frame construction with surface parking, carports or stand-alone garages. Construction is usually two to three stories high, with a density approaching 30 units per acre. This is a predominant form outside the central city.</p>	
<p>Attached Duplex/ Townhomes</p>	<p>Also typically wood frame, these units often have parking under the unit from street or back alley. Projects can be fee simple or with condominium ownership of the ground. 16 to 22 units per acre.</p>	

Residential:

Market for single family detached/attached, middle housing, garden apartments, 2-3 story walk-up apartments.

Greater density, taller buildings, podium construction might be feasible in the future.

Market Analysis

Residential:

Market for single family detached/attached, middle housing, garden apartments.

Other housing forms might be feasible in the future.

"Middle" Housing

Duplexes, Triplexes, Accessory Dwelling Units that increase housing options in lower-density residential areas. Cottage clusters can create a living community of small homes and can be condo-ized to provide affordable ownership opportunities.



Market Analysis

Residential:

Market for single family detached/attached, middle housing, garden apartments.

Other housing forms might be feasible in the future.

Mid-Rise Urban Apartments

Vertical Mixed Use

(Feasible later in planning period)

Wood framed construction of four stories. Semi-structured parking such as tuck-under. In the longer term, a concrete podium over parking and ground-floor uses may be feasible, greatly increasing potential density. These developments may require public incentives in the short to mid-term.





Market Analysis

Commercial:

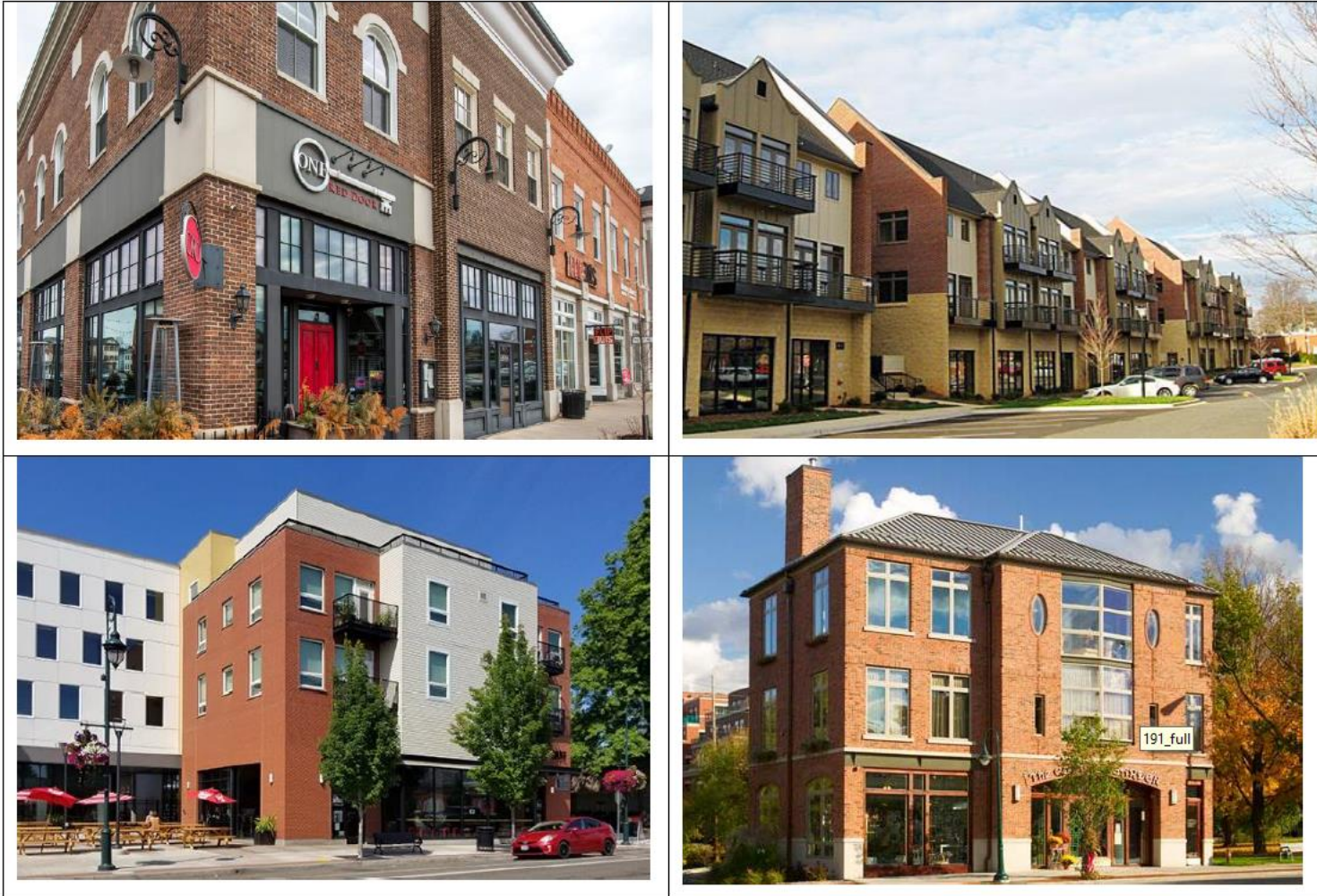
Likely one to two-story auto-oriented shopping center development with good visibility and access.

Industrial/Office:

Employer driven, speculative/flex space possible.

Market Analysis

FIGURE 5.3: SUBURBAN MIXED-USE DEVELOPMENT FORMS



Mixed Use:

2-3 stories of residential or office over a retail ground floor

Surface parking

Possible to implement in East Albany area if thoughtfully planned

FIGURE 5.4: HYPOTHETICAL DEVELOPMENT PROGRAMS, EAST ALBANY

RESIDENTIAL		1) STATUS QUO		
		EAST ALBANY		
Zoning Category	Typical Housing Type	Buildable Acres	Unit Capacity	Units/ Acre
Low-Density: RR, RS-10, RS-6.5, RS-5, HM, MS	Single-family detached; Duplex	807	2,757	4.2
Medium-Density: RS-5 attached, MR, RM<1ac, WF<1ac, MUC, DMU, CB	Single-family attached; Manufactured home; 2-4 plexes	30	364	10.5
High-Density: RM, RMA, HD	Multi-family apartments; condos	62	1,448	20.8
RESIDENTIAL TOTALS:		899	4,569	5.1

2) RESIDENTIAL DENSITY		
EAST ALBANY		
Buildable Acres	Unit Capacity	Units/ Acre
782	5,242	6.7
50	627	12.5
67	1,517	22.8
899	7,385	8.2

3) MIXED-USE EFFICIENCY		
EAST ALBANY		
Buildable Acres	Unit Capacity	Units/ Acre
716	4,802	6.7
75	938	12.5
77	1,745	22.8
868	7,485	8.6

COMMERCIAL			
EAST ALBANY			
Zoning Category	Buildable Acres	Built Space	FAR
Office	5	80,000	0.35
Institutional	5	80,000	0.35
Retail	60	720,000	0.25
COMMERCIAL TOTALS:	69	880,000	0.26

EAST ALBANY		
Buildable Acres	Built Space	FAR
5	80,000	0.35
5	80,000	0.35
60	720,000	0.25
69	880,000	0.26

EAST ALBANY		
Buildable Acres	Built Space	FAR
20	340,000	0.35
10	170,000	0.35
70	1,000,000	0.30
100	1,510,000	0.32

INDUSTRIAL			
EAST ALBANY			
Zoning Category	Buildable Acres	Built Space	FAR
General Industrial	66	940,000	0.30
Flex/Business Park	66	950,000	0.30
Warehouse	45	760,000	0.35
INDUSTRIAL TOTALS:	177	2,650,000	0.31

EAST ALBANY		
Buildable Acres	Built Space	FAR
66	940,000	0.30
66	950,000	0.30
45	760,000	0.35
177	2,650,000	0.31

EAST ALBANY		
Buildable Acres	Built Space	FAR
66	940,000	0.30
66	950,000	0.30
45	760,000	0.35
177	2,650,000	0.31

Market Analysis

Hypothetical Development Patterns:

1. Status Quo
2. Residential Density
3. Mixed-Use Efficiency



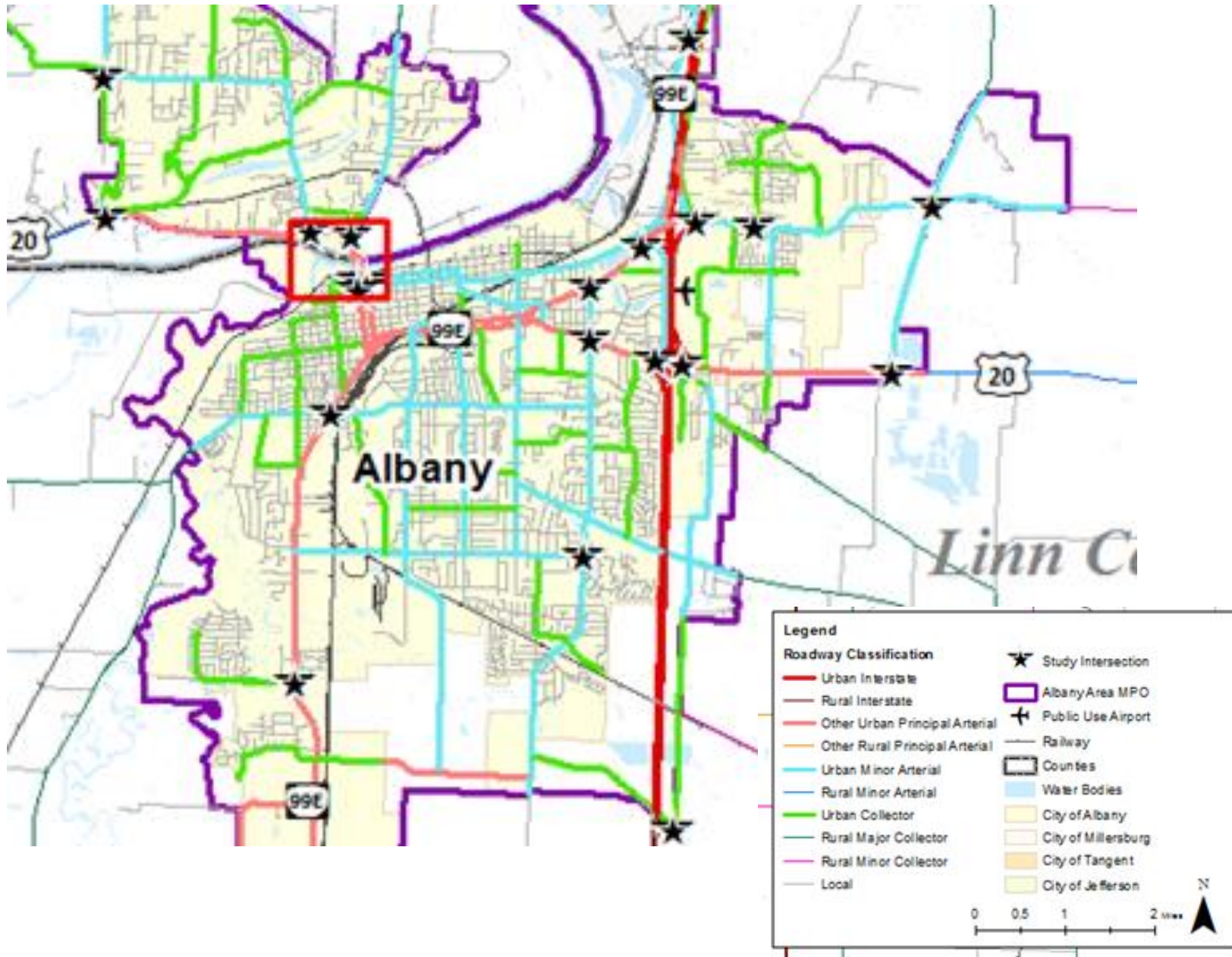
Existing Transportation System

Network Functional Class

1 principal arterial
(Santiam Hwy)

4 minor arterials
* Knox Butte Rd
* Scrael Hill Rd
* Goldfish Farms Rd
* Three Lakes Rd

Source: AAMPO RTP



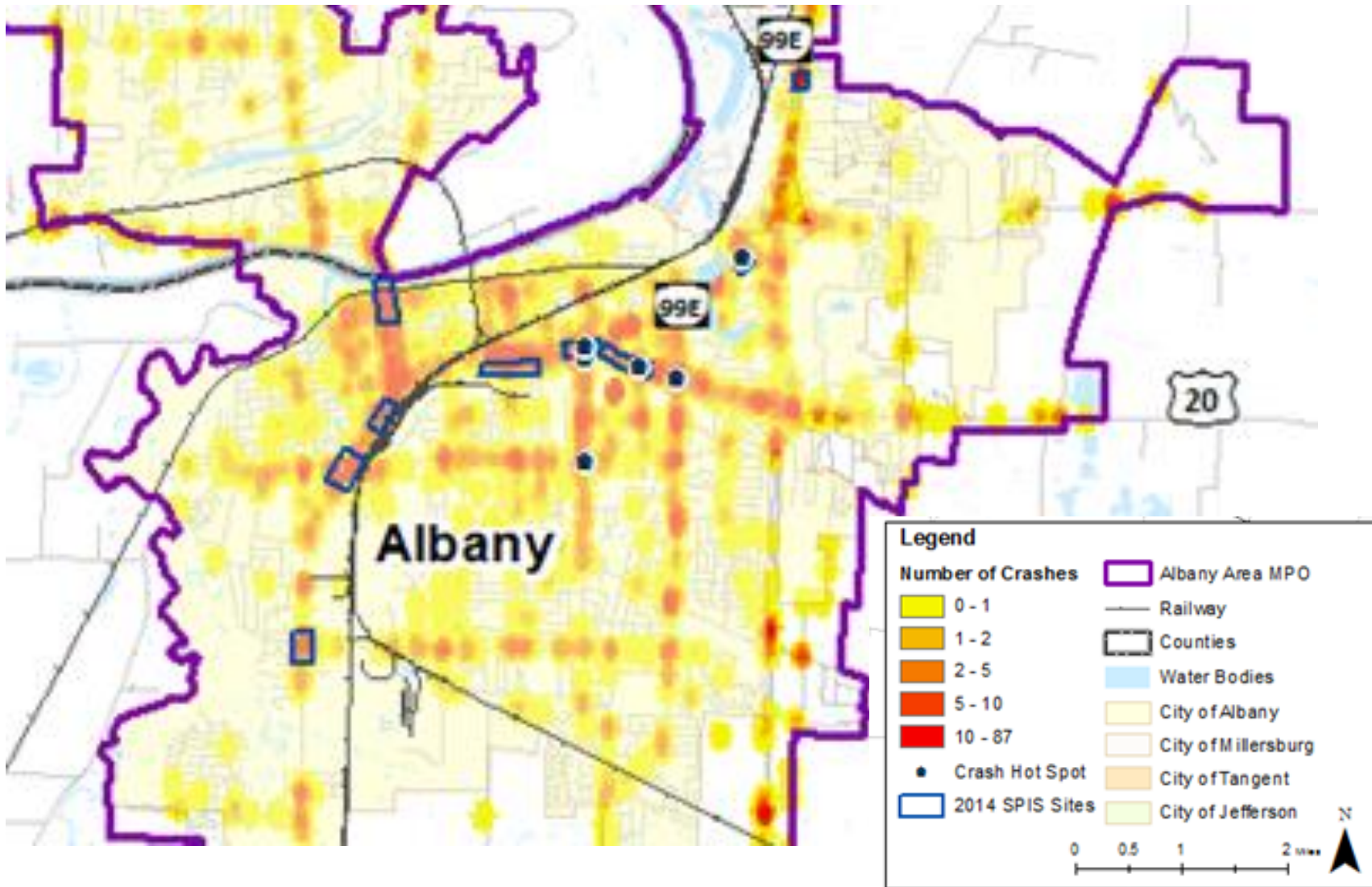
Existing Transportation System

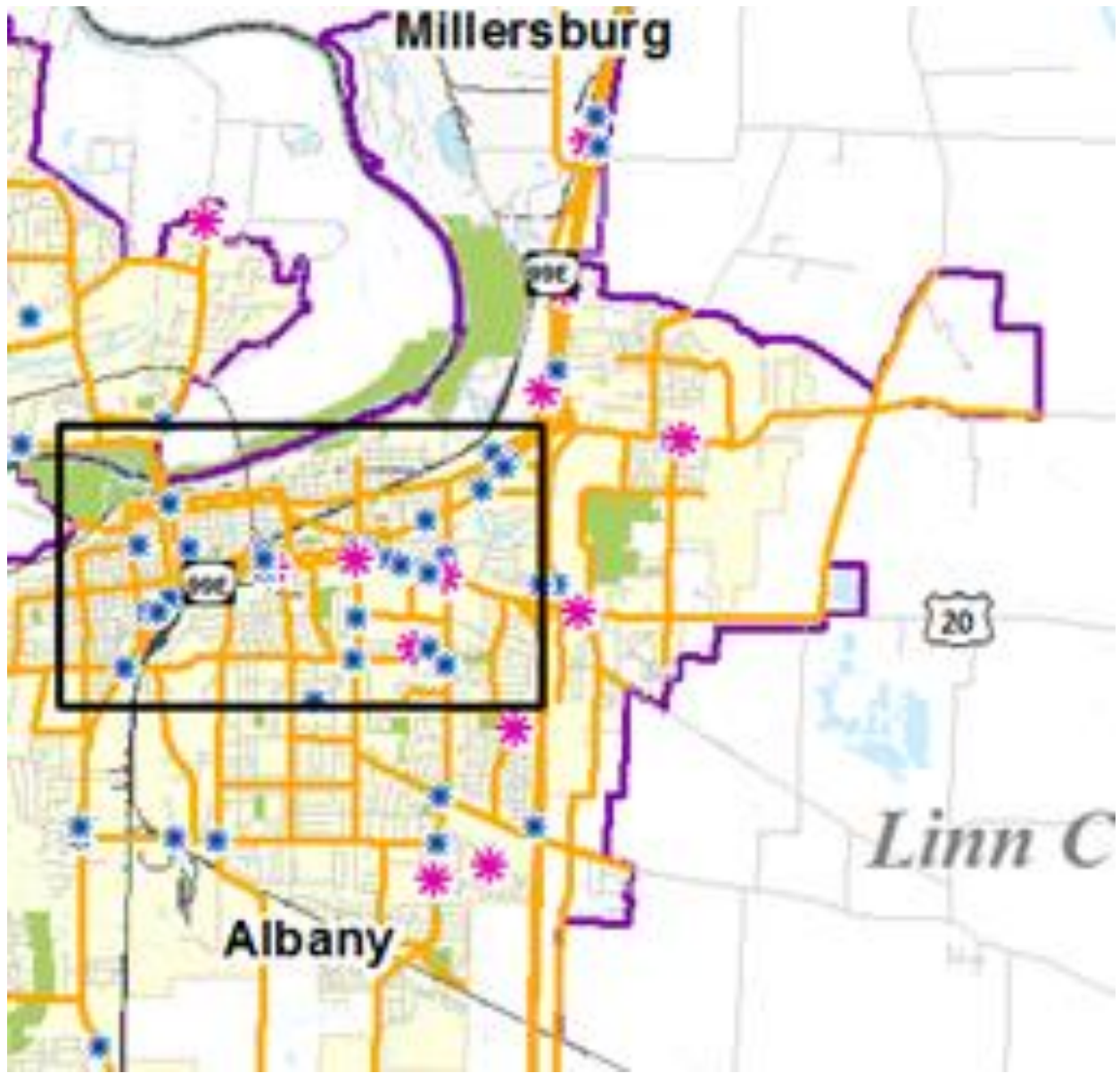
Crash History

2009 to 2013 data shows crashes primarily on arterial routes:

- * Santiam Hwy
- * Knox Butte Rd
- * Goldfish Farm Rd

Source: AAMPO RTP





Existing Transportation System

Serious/Fatal Crashes

One fatality on Knox Butte Rd and one fatality on Santiam Highway

Scrael Hill Rd/Knox Butte Rd intersection has a high crash rate

Source: AAMPO RTP



Several study intersections were analyzed for the Albany TSP and AAMPO RTP. The capacity analysis identified that:

- One East Albany Intersection was mobility deficient in 2018 (I-5 NB Off-Ramp/Knox Butte Rd)
- Two East Albany Intersections are projected to not meet mobility targets in 2040 (I-5 NB Off-Ramp/Knox Butte Rd & Knox Butte Rd/Clover Ridge Rd)

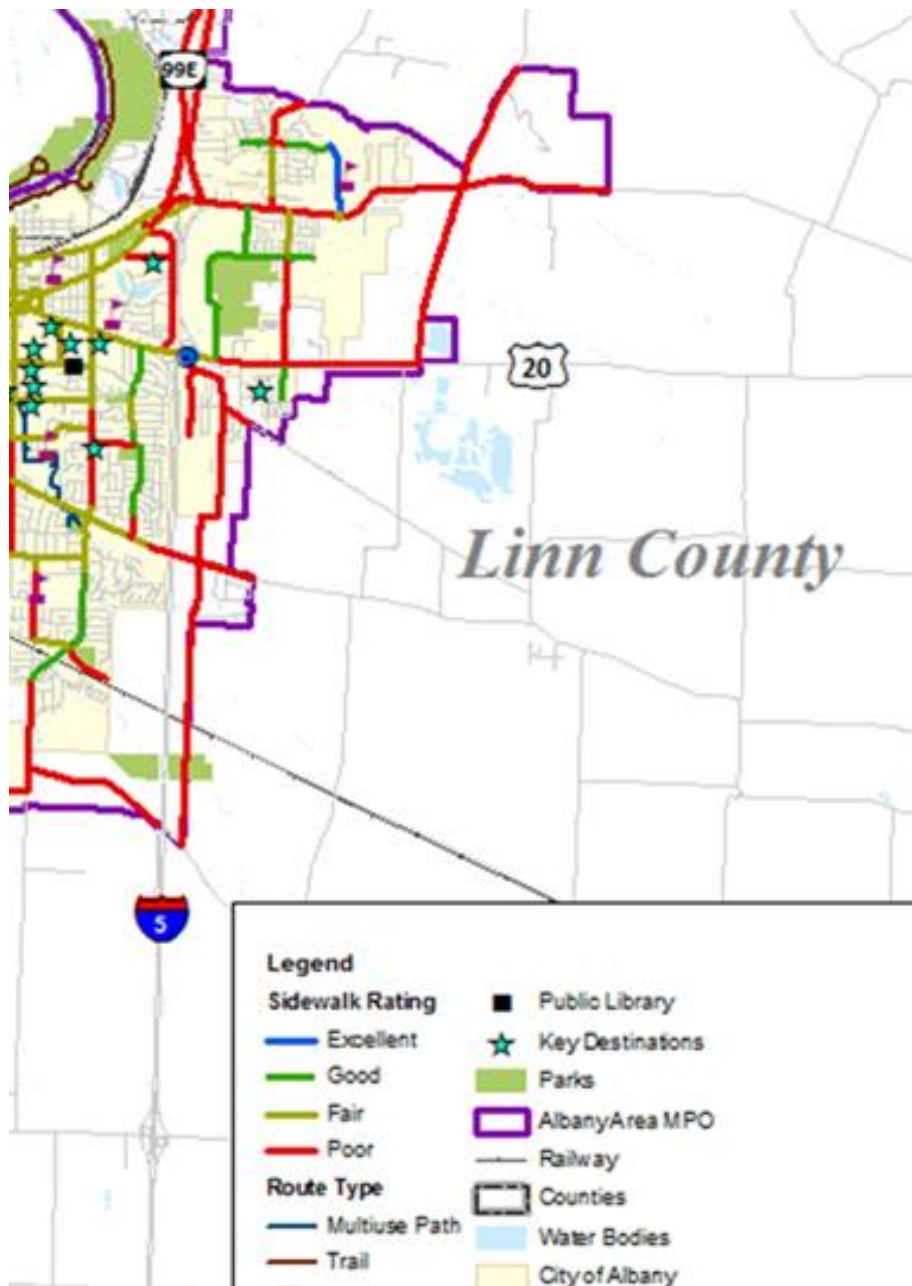
Following the adoption of the AAMPO RTP, mobility targets for US 20 were revised to be $v/c < 1.0$ through Alternate Mobility Targets process.

Existing Transportation System

Vehicle Mobility

Source: Albany TSP,
AAMPO RTP





Excellent: Substantial separation between the sidewalk and the roadway. **Good:** Sidewalks on both sides of the roadway, continuous landscaping buffering from moving vehicles.



Fair: Sidewalk is curbtight which can be uncomfortable for pedestrian. Bike lane or on-street parking buffers pedestrians from travelling vehicles. **Poor:** Road lacks sidewalks or has sidewalk gaps.

Existing Transportation System

Pedestrian Conditions

RTP reported conditions on major routes

Most ped facilities in east Albany deemed either "poor" or "fair"

Little connectivity between "excellent" or "good" facilities

Source: AAMPO RTP



Existing Transportation System

Pedestrian Network Photos

Pedestrian activity
primarily within
neighborhoods

Mix of conditions and
crossing treatments are
present

Source: Field visit



Existing Transportation System

Pedestrian Network Photos

Several streets with
sidewalks, though
connectivity
into/through
neighborhoods is limited

Source: Field visit



Existing Transportation System

Pedestrian Network Photos

Mix of curbtight and landscaped sidewalks are present

Source: Field visit



Existing Transportation System

Pedestrian Network Photos

Sidewalks missing on Goldfish Farm Road, Knox Butte Road, with travel challenging due to narrow/no shoulder and swale

Source: Field visit



Existing Transportation System

Pedestrian Network Photos

US 20 is a significant barrier with no opportunities to cross between the existing signals at Fescue and Goldfish Farm Rd (> ½ mile)

Source: Field visit



Existing Transportation System

Pedestrian Crashes

2009 to 2013 data (RTP) indicated one pedestrian crash on US 20 east of I-5

Source: AAMPO RTP



Bicycle Level of Traffic Stress (LTS)

Categories:

LTS 1 – Low stress (suitable for all cyclists, including children)

LTS 2 – Low stress with some attention required (suitable for most teens and adults)

LTS 3 – Moderate stress (suitable for most observant adult cyclists)

LTS 4 – High stress (suitable only for experienced and skilled cyclists)

Source: AAMPO RTP

Existing Transportation System

Bicycle Conditions

Level of Traffic Stress (LTS) was reported in RTP

Most regional streets are LTS 3 or 4 – (only very experienced riders)

In neighborhoods, low speed and low traffic support shared road riding



Existing Transportation System

Bicycle Network Photos

Many streets have striped bike lane or wide shoulder, though some are not low stress and bike friendly due to traffic volumes/speeds and blockage/debris

Source: AAMPO RTP



Existing Transportation System

Transit Service

Albany Transit System (ATS) serves East Albany

Route 2 has five stops in East Albany, 60 minute headways

No regional stops within East Albany

Source: AAMPO RTP/TDP

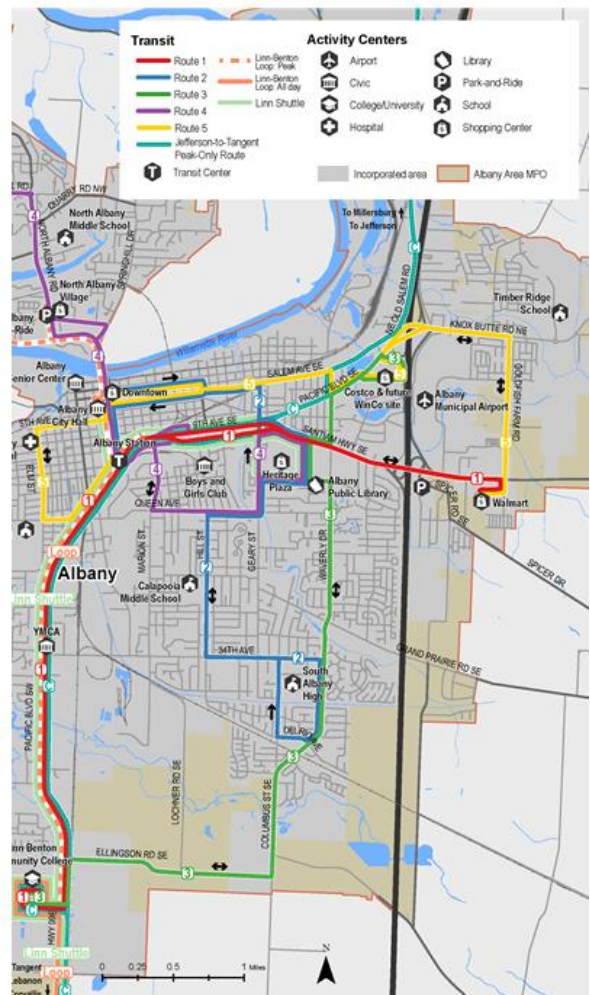
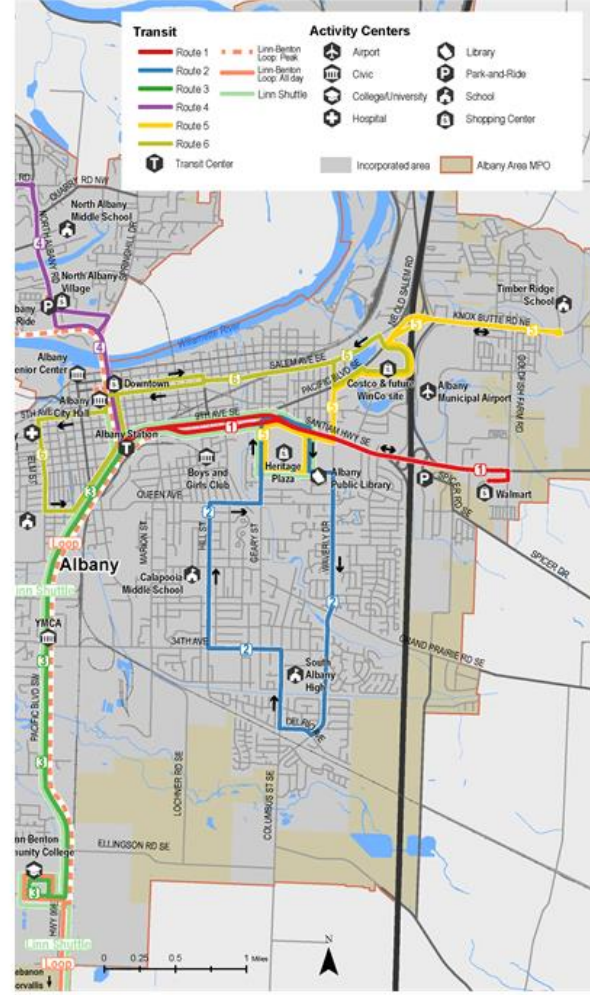
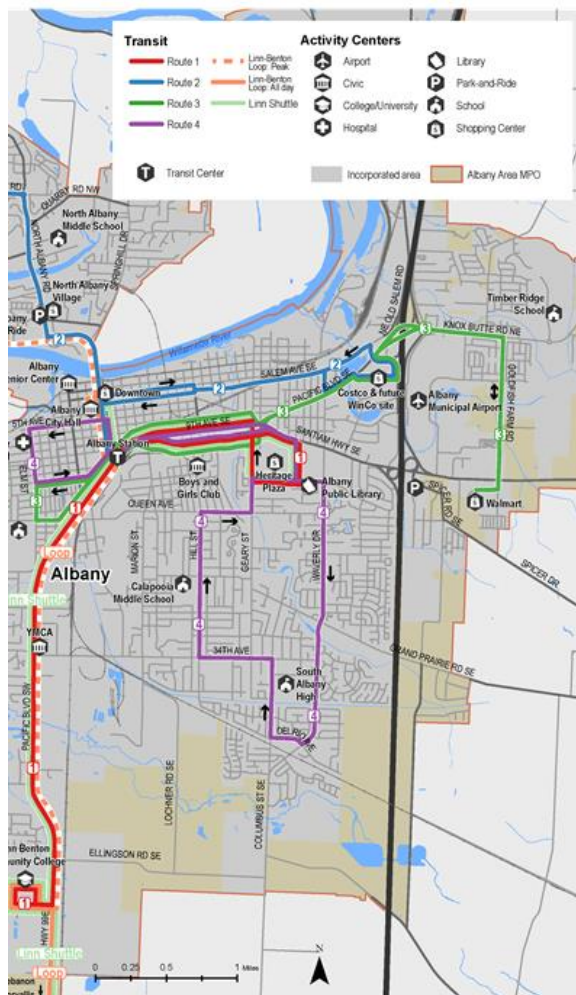


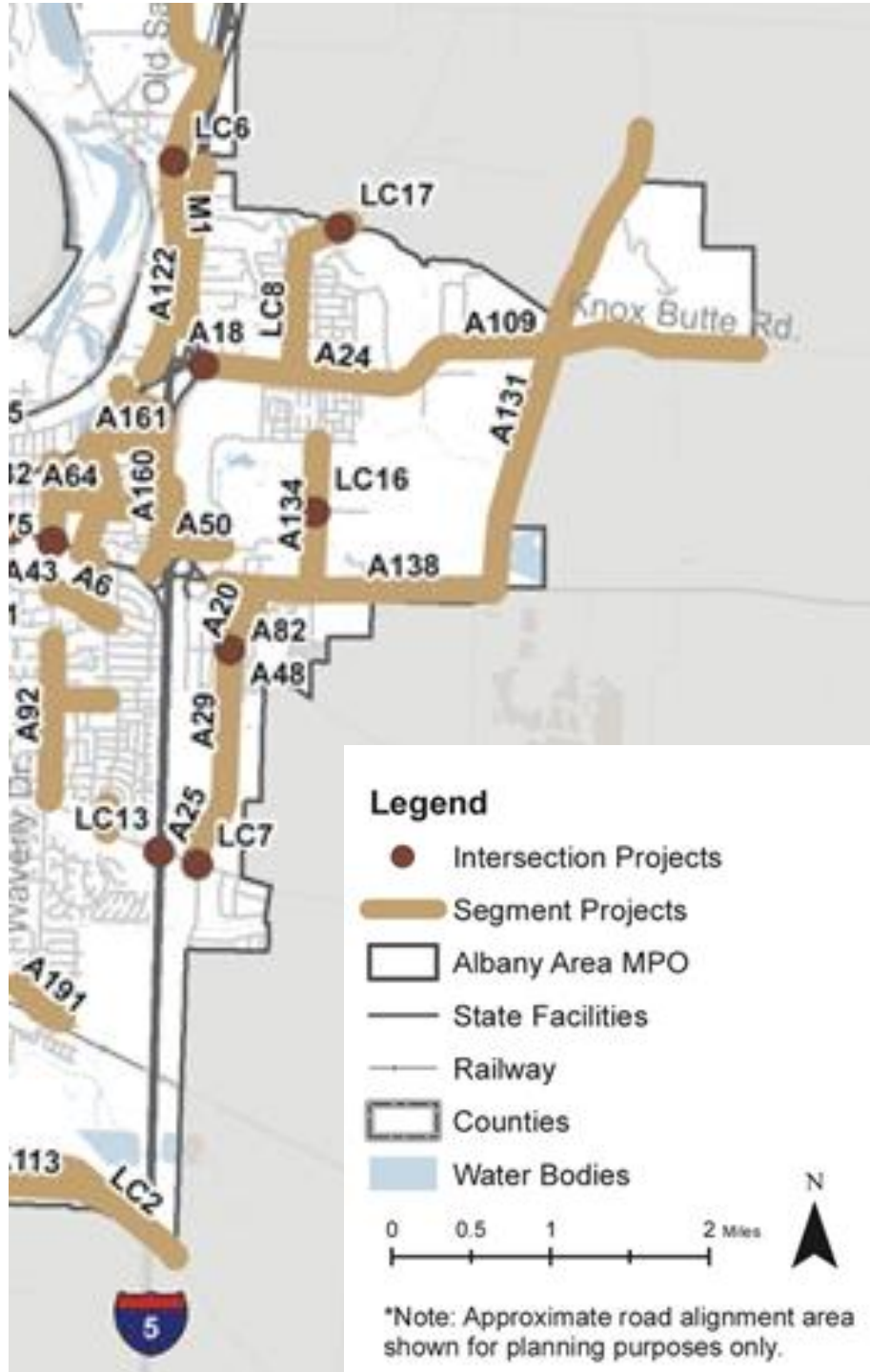
Existing Transportation System

Future Transit Service

Transit Development Plan (TDP) identified 3 future scenarios that would modify routes and service headways: short (left), medium (center), long term (right)

Source: AAMPO TDP





Transportation System

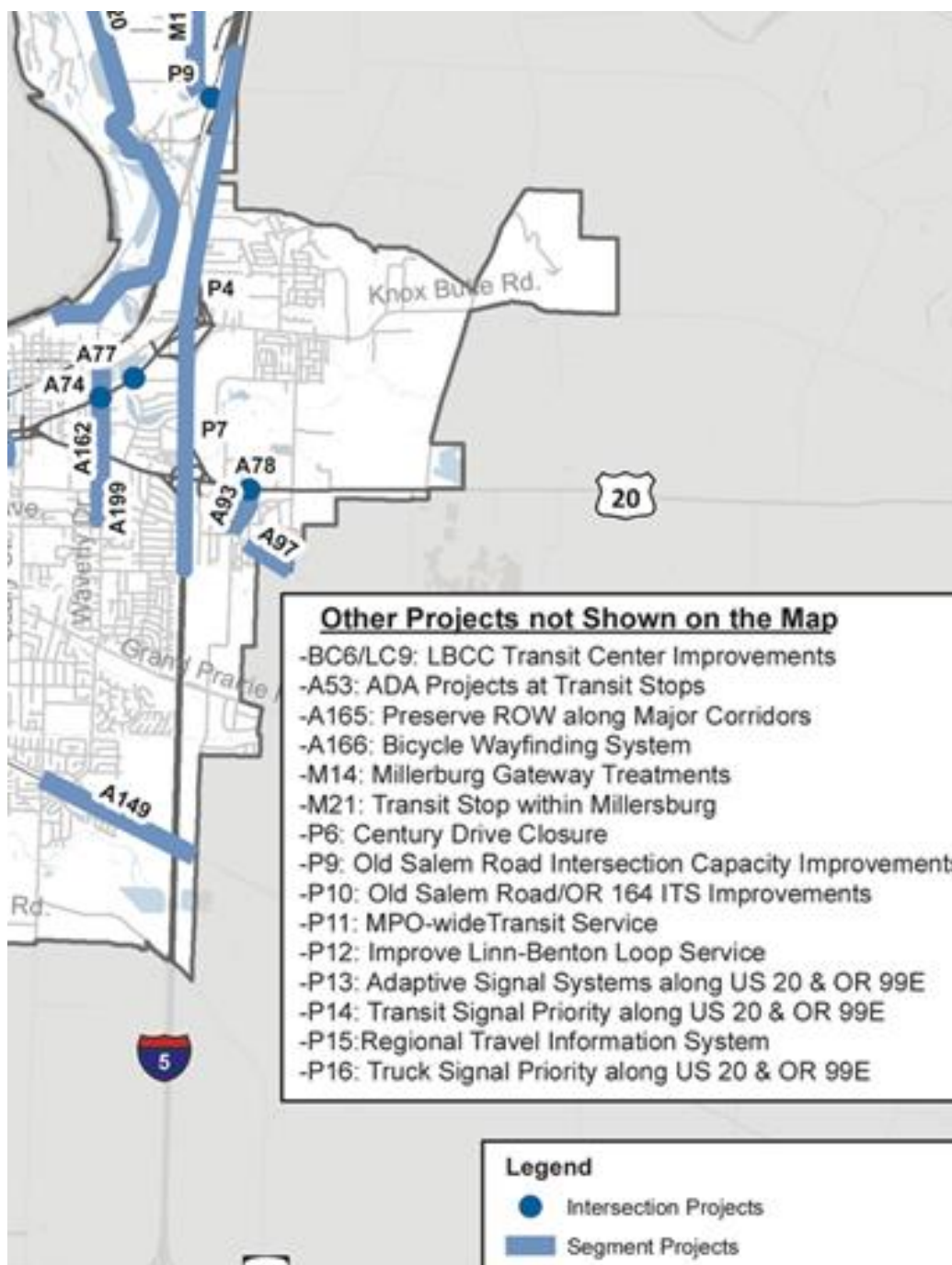
Planned Multimodal Improvements

Several Financially Constrained projects

- * Four modernization projects to fix ped/bike gaps
- * Roadway capacity upgrades (Knox Butte Rd)

Source: AAMPO RTP





Transportation System

Planned Multimodal Improvements

Additional "aspirational" projects identified as needs, but are beyond projected funding

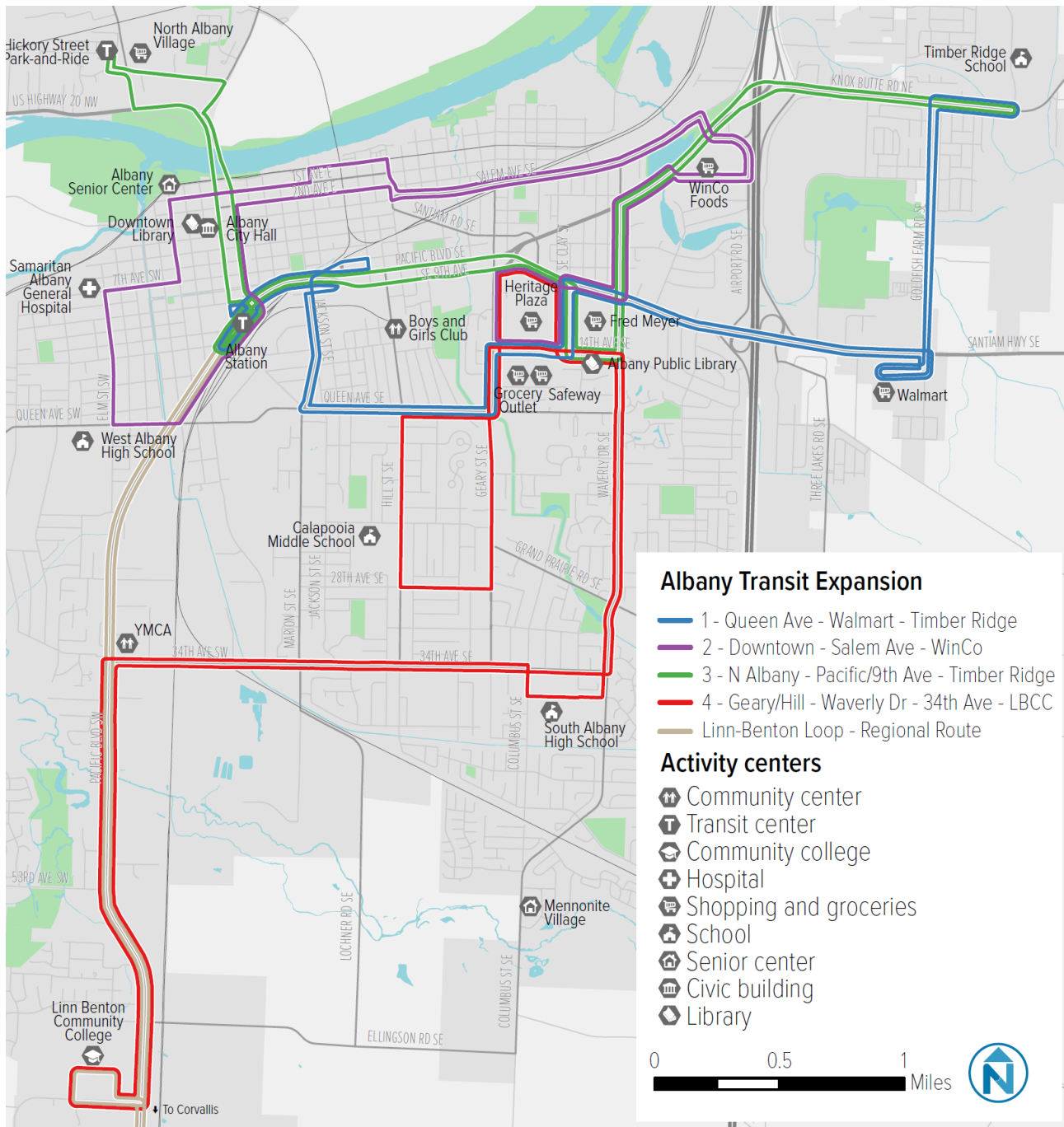
Primarily focused on street connections

Source: AAMPO RTP



Transportation System

Transit Expansion

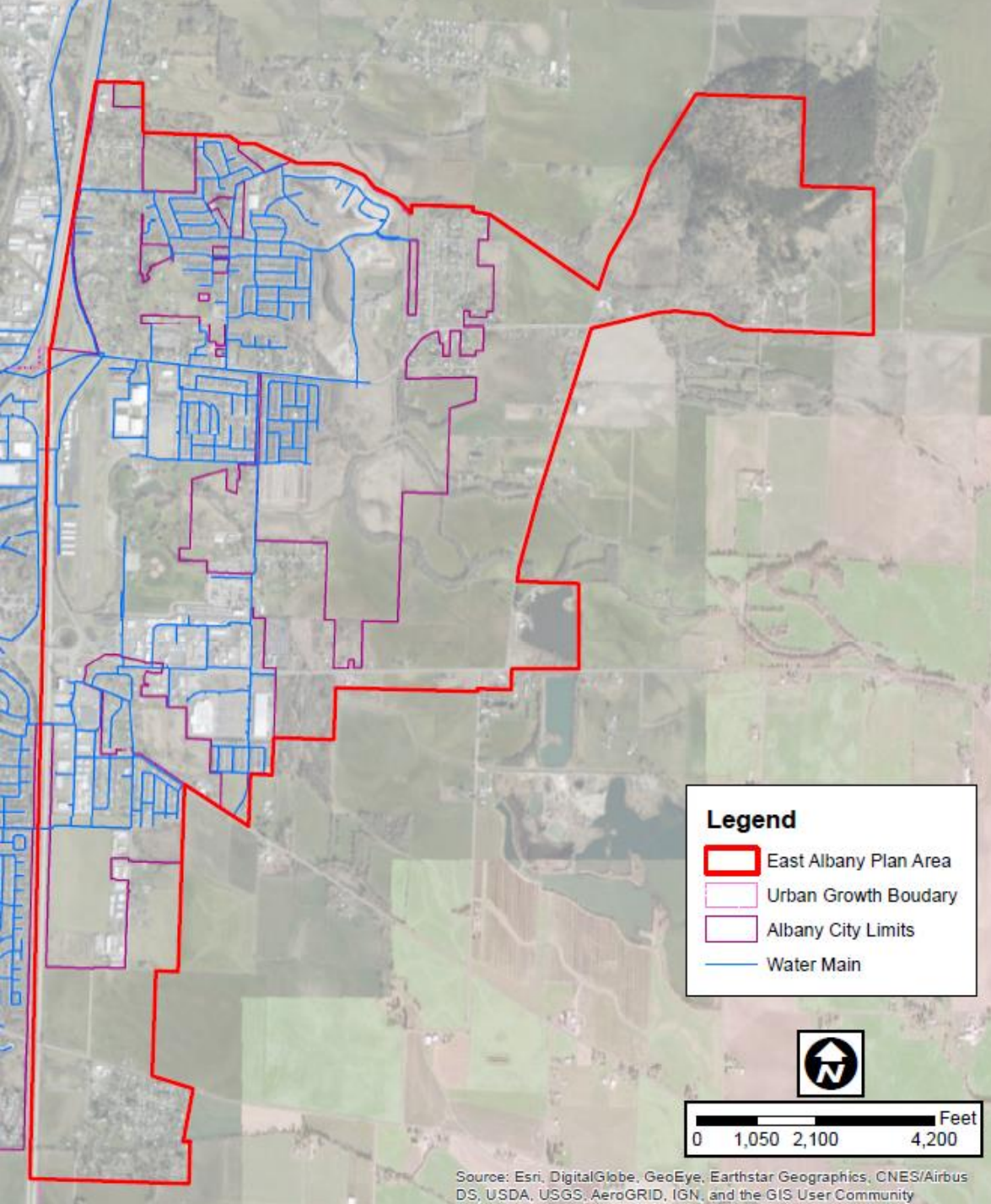


OCWCOG Transit Improvement Plan



Existing Water System

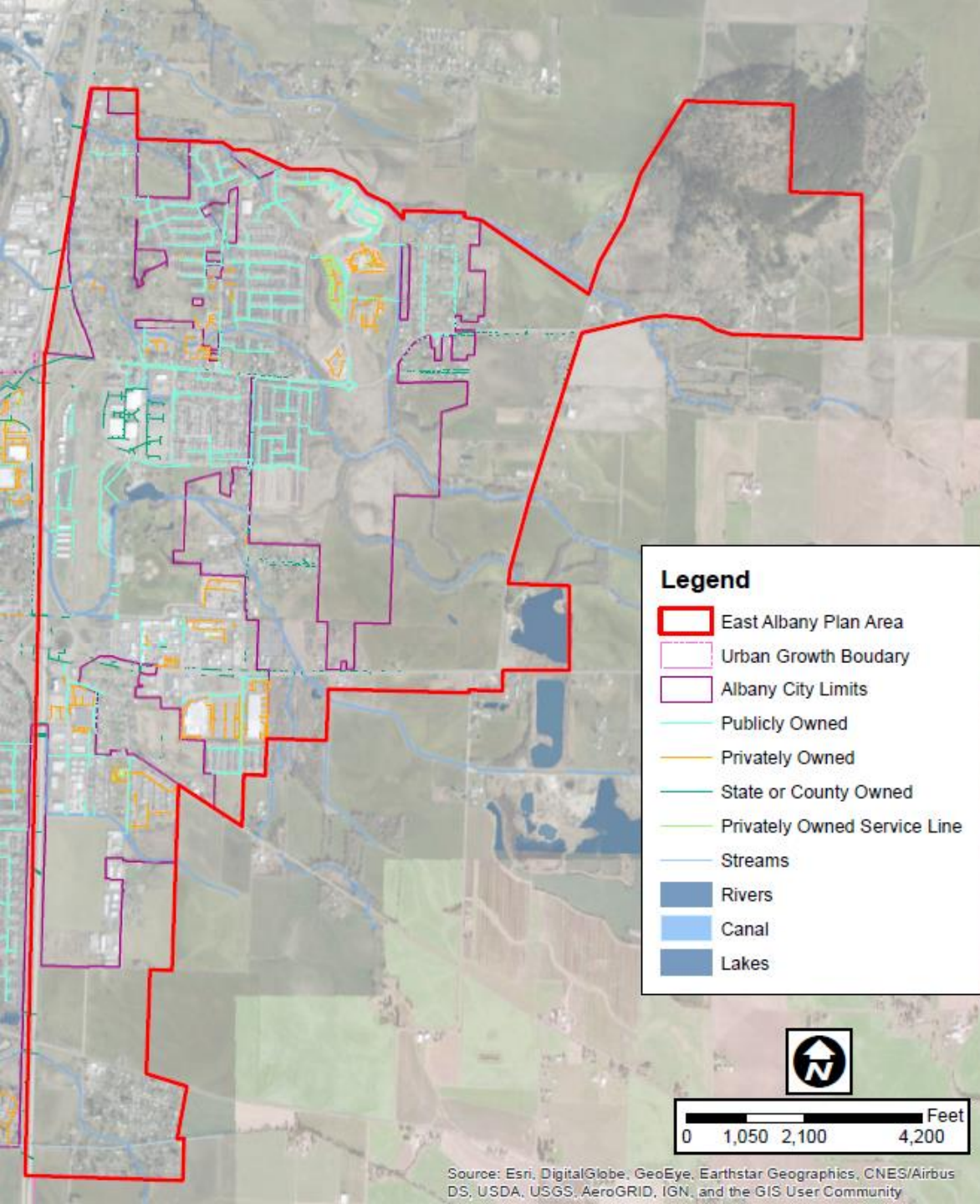
149,491 LF of Pipe
No Pump Stations
No Reservoirs



Existing Stormwater System

Pipes – 171,550 LF
Channels – 157,641 LF

Stormwater Master Plan in draft as of spring 2021, which includes a comprehensive project list.



Existing Wastewater System

144,868 LF of Pipe
61 Cleanouts
544 Manholes

Cox Creek Interceptor Project Phase 3t will provide capacity to reduce existing overflows and to handle peak buildout flows during a 5-year design storm event. FY 2024-2025

