

Appendix A

Task 1: Project Kick-off

Project Description and Planning Process – based on project scope of work

Project Kick-off Meeting Summary – July 12, 2011

Stakeholder Interview Summary – August 9, 2011

Project Web Site: <http://www.southalbanyplan.com>

Project Memo 1: Vision Elements and Evaluation Criteria – September 7, 2011

Revised Project Memo 1: Vision and Plan Objectives – May 28, 2012



Project Purpose and Transportation Relationship and Benefit

The Project involves the update of the Comprehensive Plan, Transportation System Plan (“TSP”) adopted by the City of Albany (the “City”) in 2010, the development code, and the facility standards to ensure that urbanization of the Project “study area” (defined below) occurs in an integrated, connected manner that facilitates use of alternative modes, reduces reliance on the automobile, reduces use of state highways for local travel, provides certainty about planned transportation investments to encourage economic development, and lowers future emissions thereby helping to reduce the effects of climate change. The Project will assure consistency of recommended plan and code amendments with local and state policies, plans, and rules, including the Transportation Planning Rule (as amended July 14, 2006). The planning period for the South Albany Area Plan is generally 2010 to 2030.

Project Study Area

The Project “study area” is bounded by the City’s urban growth boundary on the south, Interstate 5 (“I-5”) on the east, land developed to urban densities on the north and Oregon Route 99E on the west (the “Project Study Area”).

The Consultant’s transportation analysis for proposed facilities and land uses within the Project Study Area may need to consider impacts on transportation facilities outside the Project Study Area. The Project will plan for integration of development in South Albany with existing and planned urban development adjacent to the Project Study Area.

Background

The Project Study Area contains the largest remaining undeveloped industrial and urban residential reserve lands inside the City’s urban growth boundary--approximately 1,400 acres. Preliminary visioning and conceptual work was done for the Project Study Area as part of the “Balanced Development Patterns” project (1999-2001). The Balanced Development Patterns vision for the Project Study Area is a new vibrant mixed-use area with a village center, a greenway along Oak Creek, public open spaces, a mix of housing and transportation choices and commercial and industrial development.

In 2006, PepsiCo signed a development agreement with the City to develop a manufacturing and bottling plant in the western portion of the Project Study Area, adjacent to the Union Pacific Railroad. According to the “Oregon Rail Study”, PepsiCo desired to obtain rail service at this site and found that this would require construction of a siding along the mainline Union Pacific Railroad track. Consideration was given to connecting a rail segment to connect the Pepsi site with the Albany and Eastern Railroad which operates a rail line in the northern portion of the Project Study Area. (Oregon Rail Study, p. 145) Ultimately, PepsiCo chose not to pursue development at this

location. In addition, the State of Oregon recently awarded two “Connect Oregon III” grants totaling over \$5 million to the Albany and Eastern Railroad to upgrade 26 miles of track between Albany, Lebanon, and Sweet Home.

The Project will also refine the vision of the Balanced Development Patterns project by identifying an efficient, environmentally sensitive mix and density of land uses that are both financially and politically feasible. The South Albany Area Plan will refine the 2010 TSP to include transportation facilities to support the land use vision in the South Albany Area Plan.

While the planning period for the South Albany Area Plan is generally 2010 to 2030, the planning period used in currently adopted plans such as Balanced Development Patterns may have planning periods short of or beyond 2030. The Project must include assessment of the implications of planned growth for the Project Study Area over the 2010 to 2030 period, to the extent possible given the format and content of existing plans.

Project Objectives

The City seeks to create a vibrant new neighborhood that will be appealing to residents and businesses seeking new sites. The South Albany Area Plan will seek to create this neighborhood by integrating planning for land uses, transportation, parks and recreation, schools, infrastructure, economic development, natural and cultural resources, and place making. The South Albany Area Plan will:

- Identify feasible patterns of land uses that are consistent with the City’s goals for urbanization and environmental protection.
- Consider the capacity of existing, planned, and needed infrastructure facilities to serve the new development in a logical and orderly manner.
- Identify transportation facilities needed for circulation of motor vehicles and people walking and cycling.
- Provide rail service to industrial properties by protecting existing and future right-of-way for service to industrial properties.
- Reduce reliance on automobiles for short trips within the Project Study Area, and between the Project Study Area and surrounding development.
- Prepare recommendations for Planning Commission and City Council consideration, including Comprehensive Plan and Zoning designations, plan and development code amendments, and facility standards to implement the Preferred Alternative for land use and transportation.
- Establish alignment and design standards for the Oak Creek Parkway to create a street that defines the southern edge of open space along Oak Creek, provides accessibility to parks and recreation facilities and that is integrated with surrounding development and other transportation facilities; prepare recommendations for low-impact development for environmentally-sensitive areas within the vicinity of Oak Creek.

South Albany Area Planning Process

Task 1

Task 2

Task 3

Task 4

Task 5

Task 6

Task 7

Task 8

Project Kickoff	Existing and Future Conditions	Public Event #1	Land Use and Transp. System Alternatives	Public Event #2	Plan Implementation	Public Event #3	Plan Adoption and Code Amendment Recommendations
<p>Gather and review background information</p> <p>Project Kickoff Meeting</p> <p>Stakeholder Interviews</p> <p>Form Project Advisory Committee (PAC)</p> <p>Form Technical Advisory Committee (TAC)</p> <p>Set up website</p> <p>Draft Project Memorandum #1: Vision Elements and Evaluation Criteria</p> <p>TAC Meeting #1</p> <p>PAC Meeting #1</p>	<p>Analyze area</p> <p>Summarize existing and planned future conditions</p> <p>Establish context for planning land uses and transportation</p> <p>Conduct market analysis for potential development</p> <p>Draft Project Memorandum #2: Existing and Planned Conditions</p> <p>Draft Project Memorandum #3: Market Analysis</p> <p>TAC Meeting #2</p> <p>PAC Meeting #2</p>	<p>Prepare materials for Public Event #1</p> <p>Facilitate Public Event #1</p> <p><i>(Solicit public input on existing conditions, planned growth, and market conditions. Lead discussion about desired characteristics of future development and the findings of Project Memoranda 1, 2, and 3.)</i></p> <p>Revise Project Memorandum #1: Vision Elements and Evaluation Criteria</p> <p>Revise Project Memorandum #2: Existing and Planned Conditions</p> <p>Revise Project Memorandum #3: Market Analysis</p> <p>Joint City Council and Planning Commission Briefing</p>	<p>Facilitate Team Workshop <i>(Brainstorm and develop initial land use and transportation plan concepts)</i></p> <p>Draft Project Memorandum #4: Land Use and Transportation Alternatives</p> <p>TAC Meeting #3</p> <p>PAC Meeting #3</p>	<p>Prepare materials for Public Event #2</p> <p>Facilitate Public Event #2</p> <p><i>(Solicit public input on land use and transportation system alternatives for development, and identify a preferred land use and transportation system alternative.)</i></p> <p>Revised Project Memorandum #4: Preferred Land Use and Transportation Alternative</p> <p>Joint City Council and Planning Commission Briefing</p>	<p>Draft Project Memorandum #5: South Albany Area Plan Report Outline</p> <p>Draft Project Memorandum #6: TSP Amendments</p> <p>Draft Project Memorandum #7: Comprehensive Plan Amendments</p> <p>Draft Project Memorandum #8: Development Code Amendments</p> <p>Draft Project Memorandum #9: Funding and Implementation</p> <p>TAC Meeting #4</p> <p>PAC Meeting #4</p> <p>Joint TAC/PAC Meeting #4A</p>	<p>Prepare materials for Public Event #3</p> <p>Facilitate Public Event #3</p> <p><i>(Solicit public input on recommended plan and amendments needed to implement the preferred land use and transportation system alternative.)</i></p> <p>Revise Memo #5: South Albany Area Plan Report Outline</p> <p>Revise Memo #6: TSP Amendments</p> <p>Revise Memo #7: Comprehensive Plan Amendments</p> <p>Revise Memo #8: Development Code Amendments</p> <p>Revise Memo #9: Funding and Implementation</p> <p>Joint City Council and Planning Commission Briefing</p>	<p>Prepare Draft South Albany Area Plan</p> <p>Prepare presentation material for Planning Commission and City Council Hearings</p> <p>Planning Commission Hearing</p> <p>City Council Hearing</p> <p>Prepare Final South Albany Area Plan <i>(revising Plan as necessary as a result of the hearings)</i></p>
2011	September-October	December	January-February	March-April	May-July	August-September	October-December

2012

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
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Meeting: South Albany Area Plan, Kick-off Meeting
Project No.: 16056
Meeting Date: July 12, 2011
Meeting Time: 2:00 to 4:00 PM
Location: Albany City Hall, Santiam Room
Attendees: See attached sign-in list
Minutes By: Dave Siegel /Joe Dills

AGENDA

1. WHERE
Background/briefing on the South Albany area
2. WHY
Project objectives
3. WHAT, WHEN, HOW
 - a. Walk through Scope and Schedule
 - b. One-page project plan
4. WHO
 - a. Key stakeholders and participants in process
 - b. Public information tools – web, press releases, mailers, visits to groups
 - c. Approach to "public events"

Field Trip – 4-5 p.m.

I. Where

Background/Briefing

- Introductions
- Heather Hansen provided overview of project's background and history.
- The South Albany Area Plan (SAAP) will identify how much development can be approved before the realignment of Ellingson Road is required.

2. Why

Participating department representatives provided an overview of their objectives for this project.

Parks

- Oak Creek's area influences. Parks master plan sees Oak Creek corridor serving resource, transportation (bike-ped) and recreation purposes.
- Envisions smaller parks or mini-parks to be located within various future developments as they occur.
- Envisions a large, eventual connection of an Oak Creek trail to the Calapooia River (where the City has holdings), as well as to the Linn County ponds and lands near I-5 (Freeway Lakes area).
- Neighborhood park standards exists (one per square mile) – park mapping is typically generalized.
- Community Park can be on the 26 acre parcel owned by the City and on 6 acres adjacent to it (total ⇒ 32 acres). Potential for school co-location at this site.
- Oak Creek corridor should have public access. Private ownership with easements is likely implementation model.

Public Works

Roads

- Realignment of Ellingsen Road connection to 53rd is a key link. Engineering is about 90 percent complete.
- At Ellingsen and Columbus, there is a desire to extend it to 7-Mile Lane (long-term).
- Lochner Road has flooding issues. Columbus and 99W is only protected way in and out of area during floods.

Rail

- New access will likely have to be north of Oak Creek.
- Access by rail to Pepsico site is difficult because it is on the Union Pacific main line. The short-line railroad to the north is a more likely alternative.

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Sewer

- Capacity okay. Lift station to come in off of 99W (CIP). Just need conveyance system.

Water

- 8 mg water reservoir is proposed to the east of Pepsico site. Could move this site if needed.

Storm

- Water quality treatment an issue. Could be site for low impact development practices. Now working on green street standards and other LID practices within code revision work being done by Greenworks.

Power

- Provided by Consumer Power and Pacific Power: there may be some concerns over amount of power supply and may be some service-area jurisdictional issues.

Urban Renewal

- Used to have an urban renewal district in the area; was put aside when Pepsico deal died. There is a possibility to re-establish it (Oak Creek Urban Renewal Plan).
- There is an older Oak Creek Urban Renewal Plan to review.

Planning

- Area can represent a “neighborhoods of choice” for future development.
- This is an opportunity for truly integrated planning among City departments and multiple disciplines.
- Desire for integrated “team effort” among departments.
- Need to clearly identify land uses, patterns, densities.
- Clear implementation strategy that can be carried out is desired.
- Look at resilience (urban agriculture, district energy, energy production).
- Need an “implementation mindset”.
- Need meaningful stakeholder involvement so people understand the basis for and implementation of decisions. Property owners need to be fully informed all through the process.

Fire Department

- Possible need for a station and/or training facility.
- Will need to include Fire Department in discussions.

ODOT

- This is the City’s project, and ODOT wants what the City wants. ODOT wants smart growth and choices in transportation modal use.
- Very interested in projects that can get adopted.

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- TGM program promotes compact and connected planning for multiple benefits, promoting orderly growth, and making good use of land within the UGB.
- Project cannot consider a new interchange at I-5.

Miscellaneous

- Larry Epping, a developer of low-moderate and mid-range housing is a substantial property owner. Probably will want to “stay the course” regarding traditional suburban development.
- Pepsico is for sale to industrial users.
- Mennonite Village is a big player, but more community-minded regarding future uses.
- Big need for a grocery store to serve the area.
- Location of grocery store – on Hwy 99 or more central in SAAP project area) will be an issue.
- Transitions between Industrial and other uses in west part of study area is a concern.
- Public Involvement: don’t make it an abstract exercise. Be specific about proposed density and character of development and strategies for livability.

3. What, When, How

General Issues and Observations

- **Wetlands:** Have been identified by the City. New delineations (e.g., Mennonite Village) have been made. City will make this information available. Most significant wetlands are protected by open space zoning. The City’s Goal 5 mapping will be the base to be used by the project. It may be supplemented by information gathering in Task 2.
- **Tree Cover:** City would like significant stands identified for protection/conservation and tools to do so. “What do we do with this asset”? Guidelines needed.
- **Industrial Uses on Pepsico Site:** Being marketed actively. Industrial users are concerned about complaints stemming from incompatible uses abutting it.

Work Plan

- TAC/PAC meetings are set for being held on same day to save on costs and travel. City would like to change this to have separated TAC/PAC meetings. Follow-up: Joe to contact City with alternatives and implications of separating TAC/PAC meetings and who staffs them.
- **Number of Alternatives:** “Four” are stated in the scope. It was clarified this is not intended to be four different plans. Given the existence of much previous planning that will be the starting point, it was agreed that the Task 4 work can prepare a single framework level plan, and the “alternatives” can be choices/questions/options for elements within that framework.
- **Transportation System Plan:** South of Oak Creek, the arterial street network is pretty well set. TSP has 20-year horizon. This planning effort should fall within the parameters/forecasts with the TSP. This plan may end up with a need to amend the TSP in the area of policy, projects, etc.
- **Preferred Alternative:** It was agreed that there will need to be an iteration of the plan prior to Task 5.3. The work through Task 5.2 will provide good opportunity for participants to comment on the framework and alternative issues. A step needs to be added to the scope to actually draw up the preferred alternative

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and review it with the TAC/PAC (and get their support) before Task 6. Follow-up: Talk with City and David Helton about how to accommodate additional TAC and PAC meeting, and project resources for creating the preferred plan (May be able to use either one or both contingent meetings).

- Look at having Event #2 after new PAC/TAC meeting.
- **Illustrations:** Means “illustrative”, not line drawings or renderings. Photo libraries and image libraries are a great source of imagery to illustrate concepts and proposals to the public stakeholders and decision makers.

4. Who

Stakeholders

- Involve neighborhoods to the north; environmental groups; hunting and fishing groups; historic preservation interests; Linn-Benton Hispanic Advisory Council; bike communities; properties along 3-Mile Lane; Tangent; agricultural users.

Public Information Tools and Events

- To be Determined

Memorandum



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To: Heather Hansen and Greg Byrne
From: Joe Dills and David Siegel, Otak
Date: August 9, 2011
Subject: South Albany – Summary of Stakeholder Interviews
Project No.: 16056

Overview

Purpose – This memorandum summarizes the responses received from stakeholder interviews conducted by members of the Otak Team in conjunction with the South Albany Area Plan. The purpose of the stakeholder interview process is to obtain initial information regarding issues, problems, opportunities, and aspirations related to the initiation of the conceptual master planning process for South Albany Area Plan. The interviews are part of a larger information gathering process that includes field work, review of related plans, studies and policies, and discussions with the City of Albany staff and representatives of other agencies.

Process – Twelve interviews were conducted. Eight of them were conducted in person, and four were conducted by telephone. The interviewees included representatives from the following interests:

- Property owners
- Property developers
- Business owners/operators
- Albany Tree Commission
- Bike/Pedestrian Advisory Committee
- City Council
- Oregon Department of Transportation
- Native American tribes

Each of the stakeholders had experience and/or familiarity with planning, development, business, and transportation issues associated with South Albany. The interviews were conducted by Joe Dills and David Siegel of Otak, Beth Goodman of ECONorthwest, and Susie Wright of Kittelson & Associates. Participants were advised that comments would be shared in a generalized summary, without specific attribution regarding who said what. Prior to the interview, the interviewees were provided with a brief background regarding the project and a description of the interview process.

Questions – A number of questions were used to prompt discussion with the South Albany Area Plan stakeholders interviewed by members of the Otak team. There were a couple of specific questions focused toward business-related stakeholders and a couple aimed at stakeholders representing transportation interests. The questions are listed below. These questions were used to prompt discussion and participants shared perspectives on multiple topics.

1. Please describe your background and connection to the project area. How long have you been *[living–working–involved]* in South Albany?
2. When we look at the existing conditions within the project area and the area’s location itself, what are the area’s strong points and opportunities that this Plan needs to address?
 - For businesses in the Area: Are there characteristics of the South Albany Area (or Albany as a whole) that makes it a good place for your firm? Put another way, why is your firm located where it is?
3. Now, on the negative side...what are the weaknesses and challenges facing this project area that need to be overcome? What are your ideas for solving these problems?
4. What mix of uses is best for this 1400-acre area? In the future, do you see this area as being a place to work? A place to live? A place where daily needs (shopping, schools, etc.) can easily be met? A place incorporating natural features as a community resource?
5. What opportunities does the 1,400 acre South Albany Area offer for businesses?
 - What types of businesses do you see locating in the Area?
 - What characteristics of the Area make it attractive to these businesses? (e.g., transportation access, site size, etc.)
 - Are there parts of the South Albany Area that are more (or less) attractive as a place to locate a business? If so, where and why?
 - What are the barriers that may make locating in South Albany difficult for these businesses?
6. Is there any particular land use that should be emphasized or specific uses you think are important to include?
7. What are the opportunities for integrating housing into the South Albany Area?
 - What types of housing should be developed in the area?
 - Are there opportunities for mixed use development? If so, describe how you think that might best work.
 - Are there barriers that may make developing housing in South Albany difficult?

8. For real estate professionals: A few questions about vacancy rates and the cost of built space.
 - What are the vacancy rates in Albany? Is there any difference in the South Albany Area (for the developed parcels)?
For commercial, retail, and industrial.
 - How much does built space cost per square foot in Albany? Is there any difference in the South Albany Area? (for the developed parcels)
For commercial space (e.g., class A office space, class B/C office space, other commercial), retail, and industrial space (e.g., manufacturing, warehouse, or flex space)
9. Along those lines, do you see this as a place where pedestrian and bicycle trips could be significant within the study area? How about as key ways people get to and from the area?
10. What do you see as the key barriers to making pedestrian and bicycle trips within or to/from this area in the future?
11. Is there a comparable area within Albany or elsewhere that represents a success story that the South Albany Plan can learn from? Is there a similar plan, that you're aware of, that is relevant to this effort that we can learn from? What is it and what aspects are relevant?
12. What should be the City's role in carrying out the Plan? Is there any aspect that the City should definitely not be involved in? Who, beside the City, are key implementers of the Plan?
13. Finally, a question about your vision for the area. Suppose you had to leave Albany to live on a South Sea Island, and you come back in 15 to 20 years. The South Albany Plan has been successfully carried out and you really like what you see. What do you see?

Themes

The following themes were mentioned by multiple participants and/or emphasized as the major issues that needed to be addressed by the South Albany Concept Plan. Individual responses are summarized under each question in the "Stakeholder Interview" attachment to this memorandum.

1. *A solid aspirational plan is key.* A high quality of life was mentioned frequently. The "series of neighborhoods" was seen as appealing, with access to schools, neighborhood-scale commercial services, and a grocery store being desirable. Make it a special place, and more sustainable and long-lasting.
2. *The area offers opportunities for industrial development, as an extension of Albany's industrial core.* Manufacturing firms may find the study area's characteristics attractive, including: its location at the edge of Albany's urban growth boundary, the access to Highway 99, the access to rail via a short-line rail road, the configuration and large size of parcels in the site, and the area's relatively

flat topography. The types of industrial uses indicated as suitable for the site include: food processing, metals manufacturing, warehouse and distribution, and other light industrial uses.

3. *The area could accommodate residential development.* Stakeholders thought that the eastern part of the site, along Columbus Street and around Mennonite Village would be most appropriate for residential development. Some existing businesses are concerned about the potential for residential development on the west side of the site, near existing manufacturers, which could create incompatibilities between industrial and residential development. Others focused more on the desired qualities of future residential development within the area. Access to schools, park facilities, Oak Creek, and neighborhood-scale commercial services was a common theme. Other stakeholders thought the area south of Oak Creek and north of the Pepsi site should be developed for residential uses.
4. *Preserving and managing Oak Creek is important.* Oak Creek should be preserved, both as green space, a public amenity and as a natural feature. Oak Creek should be developed as parkland or a greenway, with most of the area remaining a natural area, possibly with bicycle and walking paths. Public access was seen as very important. Oak Creek's greenspace can buffer residential and industrial uses. Development in the vicinity of Oak Creek should be located across the Oak Creek Parkway, across from the creek—facing it and not hiding it from view as a fenced, “backyard resource”.
5. *Wetland and stormwater issues will be challenging.* The study area has a lot of wetlands and stormwater management is going to be challenging. Businesses, especially medium- and small-scale businesses, may not be able to afford the costs of wetlands mitigation. The City should consider working with private interests to develop mitigation plans that are agreeable to landowners and State agencies. The area's wetlands and needs for innovative stormwater management solutions were also regarded as a resource, perhaps providing synergies for shared uses or for wetland banking to free up developable land resources elsewhere within the project area.
6. *Improving the transportation network is critical to development of the area.* Several respondent's mentioned the need for a new interchange with I-5 (*note: a new interchange will not be part of the S Albany Plan, per ODOT funding requirements for the project*). In addition, there are minimal roads within the study area. Improving the transportation network will be critical to developing the area. The amount and types of improvements that are made will affect the type of development that locates in the study area. In addition, pedestrian and bicycle routes and connections within the area, and linking South Albany with the greater community were also frequently mentioned as important.
7. *Rail access is important to existing manufacturing businesses.* Rail spurs off the short-line rail are very important for the existing businesses and allow them to ship materials into and out of the study area.
8. *The Concept Plan must present realistic ways to mitigate constraints.* The Concept Plan should clearly present plans to overcome development barriers and build necessary infrastructure to allow the area to develop over the next 20 years. The Plan should be realistic and implementable. The City

should work with stakeholders to develop strategies to overcome the constraints in the study area.

South Albany Concept Plan Stakeholder Interviews

Summary of All Responses and Comments

The following summary comments are generally grouped by the question that was posed to the interviewee. Comments that covered other issues have been grouped below under Other Comments. This is a summary from the interviews of ten individuals.

1. Please describe your background and connection to the project area. How long have you been *[living–working–involved]* in South Albany?

To preserve anonymity of respondents, this information is not provided in this summary.

2. When we look at the existing conditions within the project area and the area’s location itself, what are the area’s strong points and opportunities that this Plan needs to address?

- a. The site is located at the edge of the UGB, which is a better area for industrial uses because of potential conflicts between industrial, residential, and some types of commercial uses.
- b. The area is on the edge of the UGB and doesn’t have much existing residential development (which often conflicts with heavy industrial).
- c. The site is good for firms that need good transportation access because it is located on the edge of the UGB and trucks don’t have to travel on Albany’s roads.
- d. The area is good for industrial uses, without the encroachment of residential uses.
- e. The area provides opportunities for industrial, with large parcels and good transportation access.
- f. This area provides opportunity to extend Albany’s industrial core.
- g. The area provides a buffer between existing and new industrial uses with incompatible residential uses. It is hard to quantify how big this buffer should be because attitudes change about how much buffer is needed.
- h. Existing manufacturers are very concerned about compatibility with surrounding development, as they have gotten complaints about noise and other concerns from residences in nearby neighborhoods.
- i. The city should consider how much industrial land it needs and whether it has adequate industrial land. The study area has good industrial land. If not this area, where should industry be located?
- j. The area offers industrial land opportunities. It is a connection with the main corridor of industrial land in Albany.

- k. The access to transportation at the site is very good, with direct access to Highway 99 and potential access to Highway 20 and I-5.
- l. The presence of the short-line railroad, and abilities to have a spur on the short-line, is critical.
- m. Rail transportation access is very important.
- n. There are other food processors in the City, which is an advantage for similar businesses in South Albany.
- o. Commercial retail development should go along Highway 99, where there is good visibility and traffic access.
- p. This is an obvious area for residential growth.
- q. The study area is the only significant land base for residential development in Albany. It could be mostly developed for residential uses.
- r. Oak Creek provides an opportunity for green space and natural resource land. It could be connected to the green space at the Calapoia River (which includes an old municipal dump), possibly along 53rd Avenue.
- s. The greenspace around Oak Creek could provide a buffer between residential and industrial uses.
- t. Oak Creek could be an undeveloped green space, with natural habitat areas and bike paths. It shouldn't be a developed, urban park.
- u. Land prices are relatively low in Albany.
- v. The Lochner Road crossing of Oak Creek is very scenic and would be a nice feature for the area to maintain.
- w. Lochner Road is also a very nice back way into Albany and it serves more traffic than an aerial photo may indicate.
- x. Environment and natural resources: walking and biking connections needed.
- y. Need to have public access along Oak Creek and then situate other uses across from it (not have creek as back yard), front it.
- z. Need to address balance of affordability and types of residential uses.
- aa. Put yourself in the picture: Would you want to live there?
- bb. Good: Large amounts of undeveloped property to work with. The natural resource constraints are an asset. Ellingson Extension will provide “quieter” traffic for the Village. Pepsico site; is an asset for future industry.
- cc. Oak Creek is an oak savannah that drains to Calapoia River. A floodplain during flood events. South area of Calapoia and Oak Creek area likely has Native American artifacts. Can talk to Grand Ronde for background. Area is a wet prairie with populations of migratory birds, turtles... but area hasn't had detailed field work done. Opportunity for Oak Creek corridor as an amenity for public use. Important to allow urbanization, but also retain the function of Oak Creek drainage system. Will be pressures for maximum development. Nature trail opportunity/education/access. Vision should include natural resources being seen as an asset.

- dd. Raw land, greenfield. Cheaper. Convenient for reaching Corvallis, I-5.
- ee. Significant planning efforts went in to the 53rd Avenue Extension railroad crossing plans and this plan needs to be consistent with the legal document RX1421.
- ff. Topography is flat and easy to build
- gg. Existing connectivity and transportation is good.
- hh. Large number of archeological, burial sites, and areas with natural resource constraints provide great opportunities for green spaces. Conversely, they also limit land appropriate for development. Great synergies possible between protection and open space at the urban interface.
- ii. Area has a unique history; provides equally unique educational and recreational opportunities.

3. Now, on the negative side....what are the weaknesses and challenges facing this project area that need to be overcome? What are your ideas for solving these problems?

- a. Connecting Ellington to I-5 would vastly improve access to I-5.
- b. Automotive connectivity within the site is poor.
- c. It is difficult to get over Oak Creek and there should be better north-south connectivity.
- d. There are potentials for conflicting uses between industrial and residential uses, depending on how the site is built.
- e. Use the west side of the site (west of Lochner Rd) for industrial and some types of commercial uses (those that would be compatible with industrial uses).
- f. Put residential development on the east side of the site, around Columbus Street.
- g. The amount of wetlands is a barrier. It is difficult for a company to make use of their parcel if they have to pay several times the value of the land for wetlands mitigation.
- h. The wetlands are a big constraint on this area.
- i. The floodway and wetlands is a big barrier for small businesses.
- j. The floodway and wetlands is a barrier.
- k. The prevalence of wetlands will make higher densities hard to achieve.
- l. There should be an area-wide policy for addressing nonsignificant wetlands, which should be the product of agreement between the City and State agencies (e.g., DSL or DLCDD). Wetlands should be mitigated along the Oak Creek floodway and adjacent area. This would mean that wetland mitigation did not have to be done on a parcel-by-parcel basis.
- m. The wetlands should be connected into some system to manage stormwater, possibly through intermittent ponding. The stormwater should not be piped and taken off-site.
- n. Wetlands probably can't be mitigated onsite but there may be a way to allow stormwater to be accommodated somewhat on the site.
- o. There are significant constraints on the site, including: wetlands, Oak Creek, oak tree groves, potential for finding protected wildlife and insects, soil stability (an issue in the development previously planned on the Metro Land property), native artifacts and

- archeological artifacts (e.g., Calipoolia mounds), BPA power easements, other easements, rail road noise, transportation limitations (e.g., improving the bridge on Lochner over Oak Creek), and compatibility with industrial uses (e.g., odors produced by industrial processes).
- p. This area may already be too close to the City for much heavy industrial uses because of need to be compatible with other urban uses.
 - q. Albany’s regulatory framework discourages business development.
 - r. The rail crossing and how to incorporate it into the new roads will be a challenge.
 - s. There are some transportation issues that will need to be addressed, such as realigning Lochner.
 - t. Connecting the Mennonite Village to the rest of the City and providing services and amenities there will be a problem and challenge.
 - u. The availability of transportation access (especially to I-5 and on-site transportation) and the lack of existing water and wastewater services are a barrier to development. The city has plans to address some of these issues (e.g., wastewater and water service).
 - v. One challenge will be maintaining and providing bike/pedestrian connectivity. Albany lacks a north-south bike/pedestrian corridor. Highway 99E is the only through street and it is not a very pleasant environment for pedestrians and bicycles. The plan should provide some north-south routes for pedestrians and bicycles.
 - w. It would also be nice if the plan could improve connectivity with subdivision on the west side of Highway 99E.
 - x. Currently not stringent enough on emissions/pollution regulations area industrial properties. There hasn’t been a solid plan since 1996. You are limited to north, south, east, west by roads.
 - y. Developer attitude of “how much can we cram in”.
 - z. Crossing Highway 99W.
 - aa. High levels of employment can exhaust vehicle capacity of road system.
 - bb. East to west transmission lines are a hindrance to desirability.
 - cc. Challenges: Wetlands... a challenge to development. (Note: Village conducted a wetland delineation). Public transit has been discontinued... limits public access; have to drive.
 - dd. Nearest grocery is three to five miles away.
 - ee. Large swaths of property are wetlands and people regard regulations to preclude development on these areas as onerous. Balancing development with natural resource protection will be difficult public issue. Protect resources.
 - ff. Government isn’t trusted in this area. People are conservative.
 - gg. Plans don’t allow thoughtful integration of a variety of land uses.
 - hh. Zoning prevents uses other than primary use.
 - ii. City is “Corvallis-lite”.
 - jj. Area heavily impacted by wetlands... look at creating a wetland bank to make more certainty for valuation and assessment.

- kk. Zoning designation boundaries don't reflect what's on the ground.
- ll. This area should not be looking at using Beta Drive for access. This crossing has poor topography and is a safety concern as they move towards high speed rail. ODOT Rail will be working aggressively to maintain the railroad crossing at Beta Drive as a private access only.
- mm. Farmed wetlands are a constraint – complex pattern. They create uncertainty for how many units can be built on each property.
- nn. Flat topography might be a problem for some utilities
- oo. Transitions from Industrial to Residential and Industrial to Ag is a concern
- pp. City has a buffer requirement adjacent to farmed areas – this constrains development
- qq. Does not agree with idea to put a road along the entire length of Oak Creek open space. The concern is a single loaded road. Creative design can balance development and visibility of the natural edge – e.g. parks placed there.
- rr. Okay with continuous ped-bike path that parallels Oak Creek.
- ss. Amount of environmentally constrained land presents a cost burden to planning and development, and resents a host of difficult issues to address. Suggests MOUs, partnering agreements and plenty of discussion to help align expectations and prevent problems down the line.

4. What mix of uses is best for this 1400-acre area? In the future, do you see this area as being a place to work? A place to live? A place where daily needs (shopping, schools, etc.) can easily be met? A place incorporating natural features as a community resource?

- a. The area west of the railroad is envisioned as a potential industrial area and the area east of the railroad as residential.
- b. Some mix of commercial would be good so that residents do not have to go all the way to Fred Meyer to access a store. The residential areas by LBCC also need access to a moderate sized grocery store.
- c. Need pedestrian connections: southern access across Highway 99W, need more than one. May need to revisit TSP.
- d. May result in more limited housing opportunities and more recreational use.
- e. Need elementary school.
- f. Need grocery store and services for people living in the neighborhoods
- g. Graphics and examples are key—need success stories and examples (drawings, photos).
- h. Neighborhood commercial needs guidelines on what can/cannot be provided.
- i. Look at long-term, viable, sustainable uses, not short-term again.
- j. Need more convenient services (grocery store, gas station, restaurant) abutting or nearby. Might even put a convenience store on-site.
- k. A place to work? Yes, but not within large industrial uses.
- l. A place to live? Yes.

- m. A place incorporating natural features as a community resource? Yes.
- n. Worst: Large shopping centers with great impervious areas.
- o. Best: Smaller commercial with low impact development practices.
- p. Amenable to small businesses (like north Albany).
- q. Housing types: Benton Woods (N. Albany) not a good example because it created a wetland and used higher density cluster development. East Thornton Lake development is a good example. If done thoughtfully, with low impact development practices, it could work. Need to raise the bar.
- r. Careful design that recognizes and values natural resources and landscapes.
- s. Economy isn't conducive to new industry.
- t. Yes, wetland bank.
- u. Market is too uncertain. Safe bet is to "do nothing".
- v. Residential – multi-level structure with more open space.
- w. The basic pattern of Industrial, Neighborhoods, and Mixed Use nodes that has been discussed to date is appropriate.
- x. Agree that grocery store is needed. Plan should evaluate whether piano property or a more central location is the best choice.
- y. Supportive of variety of housing types that form neighborhoods
- z. What is target demographic? It is housing choices that are more affordable than what is available in Corvallis, but higher quality than most of the inventory in East Albany.

5. What opportunities does the 1,400 acre South Albany Area offer for businesses?

- **What types of businesses do you see locating in the Area?**
 - **What characteristics of the Area make it attractive to these businesses? (e.g., transportation access, site size, etc.)**
 - **Are there parts of the South Albany Area that are more (or less) attractive as a place to locate a business? If so, where and why?**
 - **What are the barriers that may make locating in South Albany difficult for these businesses?**
- a. There are opportunities for a food processing cluster, building around the existing businesses in the City. This could provide for economic stability.
 - b. There are distributions opportunities, for developing distribution hubs like Target.
 - c. The site offers opportunities for light industrial, such as food processing or distribution.
 - d. Food processing is a big opportunity in Albany. The site could accommodate a very large food processor (e.g., Dole).
 - e. This area may be good for development of more specialty metals manufacturing because of the Department of Energy, proximity to OSU, and existing metals manufacturing.
 - f. Growth in metals manufacturing could be in titanium (casting for aerospace uses), forging and fabrication shops, and niobium (for aerospace or medical uses).

- g. In general, Oregon's location on the Pacific Rim is an advantage for metals manufacturing because of access to international markets.
- h. There are small manufacturers who might be interested in locating in the study area, such as secondary manufacturing of timber or small chemical manufacturers. These firms would need sites of 5 to 10 acres.
- i. The area has an existing pool of skilled manufacturing laboring, which could be attractive for secondary manufacturing businesses. These jobs would fit with the culture in Albany.
- j. Albany has a skilled workforce, with good workers who have experience in manufacturing.
- k. Albany has a pro-business attitude that can help attract businesses.
- l. The City has been good to work with and has forged a partnership with ATI-WAH Change on waste water issues.
- m. It takes businesses a lot of time to work through the Albany regulatory process. The perception is that Albany is anti-business.
- n. There are opportunities for commercial development, in village centers, that would serve the existing and new residential areas. The village centers would have neighborhood commercial uses and should not compete the the community commercial along Highway 99.
- o. Industrial uses should be confined to the areas in the south of the site, such as those owned by Pepsi, and the north side of Oak Creek. Industrial uses will be constrained by the lack of Interstate access and poor connectivity with Highways 99 and 34.

6. Is there any particular land use that should be emphasized or specific uses you think are important to include?

- a. Places for neighborhood gatherings (coffee shop, deli, bakery).
- b. Village Center designation for Piano property. Other services needed.
- c. GAPS property can be park/ball fields.
- d. Public access along Oak Creek. Put parks on the south.
- e. Provide variety of housing site opportunities/sizes on each block - healthy, balanced income neighborhoods foundation for quality neighborhood.
- f. Grocery in area, if supportable (perhaps on Piano property).
- g. Put overlay zone on Piano property.
- h. Understands need/likelihood of industrial development on Pepsico site.
- i. More housing coming. Would help to have more services for community shopping nearby.
- j. Need to assess what natural resources exist within the area.
- k. Design infrastructure in a less intrusive, urban/suburban manner (e.g., 4-lane roads). Celebrate natural areas.
- l. Greenstreets, low impact development. City taking baby steps in this area, but City may be ready for some big moves.
- m. Realigned Ellingson Road provides opportunities for commercial or recreational access.

- n. Bike/pedestrian path along Oak Creek. Use Oak Creek as an amenity.
- o. This is dependent upon what fits given the location of the railroad lines. The area is likely to have some mixed use with more residential close to Lochner but much depends upon the economy.
- p. Based on other locations, the construction of the railroad overpass at 53rd Avenue is likely to be a catalyst to development. Development likes knowing they have free flow access at all times, regardless of the railroad activity, and once constructed will be key to the area developing.
- q. Use of accessible open spaces as protective buffers.

7. What are the opportunities for integrating housing into the South Albany Area?

- **What types of housing should be developed in the area?**
 - **Are there opportunities for mixed use development? If so, describe how you think that might best work.**
 - **Are there barriers that may make developing housing in South Albany difficult?**
- a. Consider housing that is economically feasible.
 - b. The eastern part of the study area is near existing housing and far from the industrial area.
 - c. Bringing more jobs to Albany is important because without the jobs, how can people support themselves.
 - d. There is some concern about conflicts between new housing and the short-line rail road (e.g., noise) because of the importance of the rail road for existing businesses.
 - e. This is an intensive industrial area, which doesn't have much opportunity for residential development.
 - f. The area could be developed with a combination of low and moderate density single-family (4.5 to 5 du/gross acre) and higher density housing (around 16 du/gross acre) along 53rd and near village centers.
 - g. Columbus may be the best area for residential development.
 - h. Office and residential can be better developed elsewhere in the City. Developing this area for office and residential may lessen demand for infill and redevelopment elsewhere in the city.

8. For real estate professionals: Questions about vacancy rates and the cost of built space.

- **What are the vacancy rates in Albany? Is there any difference in the South Albany Area (for the developed parcels)?**
For commercial, retail, and industrial.
- **How much does built space cost per square foot in Albany? Is there any difference in the South Albany Area? (for the developed parcels)**
For commercial space (e.g., class A office space, class B/C office space, other

commercial), retail, and industrial space (e.g., manufacturing, warehouse, or flex space)

- a. Only one interview answered this question. Additional input on land prices will be sought, as needed.
- b. Vacancy is pretty high right now.
- c. There hasn't been much construction in industrial spaces over the last 20 years.
- d. Tangent Industrial Park is a direct competition

	Vacancy	Price
Industrial	Warehouse – low vacancy 10-20,000 sq ft – 20% vacancy Larger than 20,000 sq ft – 30% vacancy Historical rates are 10%-15% vacancy	Very little selling Bare ground with services: \$2 per sq ft. Historical: 1998: \$1.25 sq/ft 1995/2005: \$2.5 to \$3 sq ft
Commercial	Older: as high as 90% vacancy Newer: as high as 10%-15% vacancy	Older, downtown: \$0.60 sq ft per month Newer: \$1.5 to \$1.75 sq ft per month

9. Along those lines, do you see this as a place where pedestrian and bicycle trips could be significant within the study area? How about as key ways people get to and from the area?

- a. With the presence of LBCC to the east, the study area could serve as a key bicycle and pedestrian route for through trips as well as local trips.
- b. Oak Creek will be difficult to get multiple crossings of and the plan should consider a bike/ped only crossing if road crossings will be limited.

10. What do you see as the key barriers to making pedestrian and bicycle trips within or to/from this area in the future?

- a. As long as bicycle lanes are provided, there don't appear to be any barriers to bicycle trips; the key to attracting pedestrian trips is to make the atmosphere as pleasant as possible.
- b. Out of direction travel is a barrier for pedestrians and bicycles so access to the study area from the south on Highway 99W and LBCC should be addressed with the future closure of the Ellingson Road railroad crossing.

11. Is there a comparable area within Albany or elsewhere that represents a success story that the South Albany Plan can learn from? Is there a similar plan, that you're aware of,

that is relevant to this effort that we can learn from? What is it and what aspects are relevant?

- a. Could not think of any success stories anywhere in Albany. The city is divided into so many separate “chunks” as a result of the river, Highway 99W and the train yard and that it will take a real commitment to make this area a success.
- b. “Great neighborhoods” was a good process, but was more code focused.
- c. Get involvement of people who know planning... objective point of view. “panel of experts” might be useful (Don Donovan, Pam Silbernagel, Steve Bryant, Rich Catlin, Helen Burns Sharp).
- d. Oscar Holt (Chamber of Commerce) could help with ideas on business mix.
- e. North Albany: Large area with restaurants, commercial uses, etc. Hospital/health center in area likely helps attract people.
- f. Note: Have talked to Good Sam about potential clinic in area. Hospice and pharmacy going in at Columbus Street by railroad tracks north of Village.
- g. Doesn’t see big box retail as appropriate for this area.
- h. North Albany. Great neighborhoods effort. A uniqueness to that part of community. Smaller area related commercial. Family pleasant environment.
- i. On guard for anything that reduces utility and value of property.
- j. Processes for the concept plans in the Portland area are a good model (N. Bethany and West Bull Mt.).
- k. Process needs to be responsive to PAC’s input.
- l. Four meetings of the PAC may be too few—check-in’s between meetings should be done to supplement.
- m. Plan should provide flexibility.
- n. Engagement of property owners: Give them something to react to. “Here’s a neighborhood you could build”. Show good/bad examples. Give them the visuals. Great neighborhoods can result in higher value. Photo examples.

12. What should be the City’s role in carrying out the Plan? Is there any aspect that the City should definitely not be involved in? Who, beside the City, are key implementers of the Plan?

- a. Urban renewal for infrastructure (Lochner needs to be raised).
- b. Getting properties “shovel-ready”.
- c. PPL and Consumer Power serve the area. Power is limited.
- d. Not sure of City’s role, except for zoning to encourage implementation of plans.
- e. Need to be cooperation between public and private sector regarding wetlands (protection and development).
- f. Civic agencies include Corps of Engineers, Division of State Lands.

- g. Note: Some areas noted as wetlands really are not. He'll get it to us.
- h. Help shepherd a quality, balanced process. Avoid having a few folks make the decisions.
- i. Involve Calapooia Watershed Council, Parks Department (Ed Hodney).
- j. Need cross-department communication to ensure awareness of efforts and build synergies.
- k. Involve the tribal governments.
- l. Involve Department of Public Works.
- m. City, County, State could partner in establishment of a wetland bank in the area to enable more development in certain areas.
- n. Current City staff is from larger communities and have different mind-set for land uses allowed in the area.
- o. City needs to ensure all stakeholders are well-informed and not caught unaware of issues.

13. Are you familiar with the 53rd Avenue Extension project and associated closure of the Ellingson Road rail road crossing that is currently in the TSP? Do you have any comments about this project?

- a. The team should review the legal document RX1421 related to the 53rd Avenue railroad overpass.
- b. Make sure the project TAC and project team avoid looking at adding traffic to the Beta Drive Railroad crossing.

14. Finally, a question about your vision for the area. Suppose you had to leave Albany to live on a South Sea Island, and you come back in 15 to 20 years. The South Albany Plan has been successfully carried out and you really like what you see. What do you see?

- a. There would be an interchange with Ellingson Rd and I-5. *Note: the scope for the S Albany Area Plan requires that a new interchange will not be included as part of the plan. This is a condition of the project funding by ODOT.*
- b. The area west of Lochner would be developed with industrial firms and compatible commercial uses.
- c. The center of the site could be used for heavy industry.
- d. East of Lochner would have some commercial uses and residential uses.
- e. The east side of the site could be mostly residential, close to the Mennonite Village.
- f. Oak Creek would be preserved and would be a key feature in the area. There would be green space along Oak Creek, with a park that focuses on the local ecosystems.
- g. Oak Creek needs to be maintained and enhanced. The area plan should work around Oak Creek.
- h. There would be a truck crossing of Oak Creek.
- i. The development adjacent to Oak Creek would be commercial and mixed-use projects, rather than low-quality apartments.

- j. The Pepsi site would be a manufacturing park, with leasable space for smaller manufacturing and research and development.
- k. The area would have lots of basic industry jobs. Oak Creek would be protected. The land would be efficiently used but there would be a balance of uses. The industrial sites would be efficiently used but there would be areas for businesses to expand at their sites, as they needed to expand.
- l. The ideal outcome would be for mainly residential development, with higher densities developed around village centers. Oak Creek would be preserved and provide a buffer with industrial uses to the north. New industrial uses would locate in the south part of the study area (e.g., on the lands owned by Pepsi). The necessary transportation and other infrastructure projects would be completed.
- m. The ideal outcome would be a realistic Concept Plan, which would result in the agreed development in the area (e.g., implementation of the Plan). The South Albany Plan should be realistic and should be implementable. Over the last 10 years, it has gotten harder to build in most places, as there have been more constraints. The study area could be difficult to develop because of the costs of transportation improvement, wetland issues, and other constraints described previously. Developers and landowners need the City's help to overcome these constraints, the cost of which cannot be entirely born by the developer. If the Plan does not help mitigate these constraints, it will not be implemented.
- n. Great neighborhoods and quality development.
- o. Sustainable and long-lasting.
- p. Good connections between farm and home. Community character and connection to the land.
- q. Smart growth, walkable neighborhoods.
- r. High quality of life.
- s. Neighborhood commercial.
- t. High-quality industrial – beautiful frontage.
- u. Code can require quality of design for commercial/land use.
- v. Consideration of natural resources. Thriving residential and commercial uses. Low impact development. Community buy-in.
- w. Integrated community—live and work
 - Safe community
 - Parks
 - Neighborhoods
 - Ability to flexibly implement over time
- x. Envisions an area that provides the following:
 - a mix of residential, commercial, and public parks
 - streets with bicycle lanes
 - paths across Oak Creek
 - easy access to other areas of town

- bus service
- Oak Creek natural area maintained

15. Other Comments

- a. The railroad crossing at Ellingson Road is heavily used by LBCC, and there are some concerns about the impact of the closure. Southbound traffic backs up to turn right into LBCC and a right-turn lane would be helpful.
- b. The nicer segments of Oak Creek would be nice to preserve and use as a community resource.
- c. The role of the site in the context of the rest of Albany is as a continuation of the industrial core of Albany, with connection to residential areas via Columbus Street.
- d. The City has to decide whether it wants more industrial development and where it will be. This area provides opportunities for industrial.
- e. The regulatory process in Albany is very difficult to navigate and takes years to get through the process. Three things that would need to change to improve the regulatory process:
- f. The city would need to actively work with businesses more to help them through the development process.
- g. The city would need to reduce regulations for retrofitting existing buildings (e.g., parking requirements, fencing requirements, landscaping, etc.).
- h. The SDCs are too high for businesses that are reusing existing buildings.
- i. Pepsico site: City views it as industrial economic development site. City has an agreement where City benefits from development of these projects. Looking at large-format commercial and industrial development. City Council a big player. Hasso Hering (Albany Democrat newspaper) can be very vocal... meet with newspaper up front and privately.
- j. Property owners will be important.
- k. This is a discussion of what's important for the community in the future, not what's important to property owners at this time.

South Albany Area Plan		
Project Advisory Committee Membership		
Name	Business/Interest	Title
Bill Coburn	Albany City Council	City Councilor, Ward II
Bill Draper	Albany Democrat Herald	Director of Operations
Dave Faller	Albany Planning Commission	Chair, Albany Planning Commission
Eirik Thorsgard	Confederated Tribes of Grand Ronde	Cultural Relations Coordinator
Gail Langellotto	Resident	OSU Department of Horticulture
Glenda Fleming	Albany Planning Commission	Albany Planning Commissioner
Greg Roe	United Way of Linn County	Executive Director
Jason Lafferty	Sno Temp Cold Storage	General Manager
Jim Huckestein	LBCC	Vice- President Finance & Operations
Joe Dills - Otak	OTAK	Principal
Julie Jones	GAPS Board	*
Kelly Albers	Bike-Ped Commission	USDA, Upper Willamette Basin Engineer
Mark Azevedo	Albany Tree Commission	USDA Ag Research Service, Microbiologist
Mark Grenz	Representing Larry Epping	Multi-tech Engineering
Ron Litwiller	Mennonite Village	President/CEO
Matt Wellner	Metropolitan Land Group	Director of Planning
Seaton McLennan	City of Tangent	Mayor, City of Tangent
Tom Krupicka	Tom's Garden Center	Owner
Sharon Konopa	City of Albany	Mayor, City of Albany
Greg Byrne	City Of Albany - Community Development	Director, Albany Community Development
Heather Hansen	City of Albany, Community Development	Planning Manager - City of Albany
Hayes, Tari	City of Albany, Community Development	Administrative Support

South Albany Area Plan		
Technical Advisory Committee Membership		
Name	Company	Title
Doris Johnston	Pacific Power	Regional Community Manager
Dustin Smith	Bonneville Power Administration	Realty Specialist
Ed Moore	Oregon Dept. Land Conservation & Development	Regional Representative, Community Services Division
James Ramseyer	Consumer Power. Inc.	Director of Customer & Energy Services
Jim Noyes	ODFW	
John Detar	ODOT - Region 2	Senior Regional Planner
John Pascone	AMEDEC	President
Kip Much	NW Natural	Community & Government Affairs Mgr.
Mark Russell	Albany & Eastern Railroad	General Manager
Robert Wheeldon	Linn County Planning & Building Dept	Director
Russ Allen	Greater Albany Public Schools	Director, Business and Operations
Robert I Melbo	ODOT - Rail Division	State Rail Planner
Tara Davis	Calapooia Watershed Council	Coordinator
Wes Hare	City of Albany - City Manager	Albany City Manager
Greg Byrne	City Of Albany - Community Development	Director, Albany Community Development
Ed Hodney	City of Albany - Parks & Recreation	Director, Albany Parks & Recreation
Mark Shepard	City of Albany - Public	Director, Albany Public Works
Kate Porsche	City of Albany - Urban Renewal	Urban Renewal Manager, City of Albany
Ron Irish	City of Albany - Public Works Engineering	Transportation System Analyst, City of Albany
Heather Hansen	City of Albany, Community Development	Planning Manager - City of Albany
David Martineau	City Of Albany - Community Development	Planner III, City of Albany
Tari Hayes	City of Albany, Community Development	Administrative Support



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Project Overview

South Albany contains the largest remaining undeveloped industrial and urban residential reserve lands inside the City's urban growth boundary--approximately 1,900 acres. The Project [study area](#) is bounded by the City's urban growth boundary on the south, Interstate 5 on the east, land developed to urban densities on the north and Oregon Route 99E on the west.

The South Albany Area Plan (SAAP) will create an integrated land use and transportation plan for the area. Preliminary visioning and conceptual work was done for the Project Study Area as part of the "[Balanced Development Patterns](#)" project (1999-2001). Further work was done in 2007 in the 2007 South Albany Area Plan/Oak Creek Refinement Plan. Each of these studies envisioned a new vibrant mixed-use area with a village center, a greenway along Oak Creek, public open spaces, a mix of housing and transportation choices and commercial and industrial development. The SAAP will be implemented through amendments to the Comprehensive Plan, Transportation System Plan, and Development Code.

Project Objectives

The City seeks to create a vibrant new community that will be appealing to residents and businesses seeking new sites. The project objectives stated in the grant funding for the project are listed below.

- Identify feasible patterns of land uses that are consistent with the City's goals for urbanization and environmental protection.
- Consider the capacity of existing, planned, and needed infrastructure facilities to serve the new development in a logical and orderly manner.
- Identify transportation facilities needed for circulation of motor vehicles and people walking and cycling.
- Provide rail service to industrial properties by protecting existing and future right-of-way for service to industrial properties.
- Reduce reliance on automobiles for short trips within the area, and between the area and surrounding development.
- Prepare recommendations for Planning Commission and City Council consideration, including Comprehensive Plan and Zoning designations, plan and development code amendments, and facility standards to implement the Preferred Alternative for land use and transportation.
- Establish alignment and design standards for the Oak Creek Parkway to create a street that defines the southern edge of open space along Oak Creek, provides accessibility to parks and recreation facilities and that is integrated with surrounding development and other transportation facilities; prepare recommendations for low-impact development for environmentally-sensitive areas within the vicinity of Oak Creek.

Upcoming Meetings:

- 8/13/12 - Joint TAC / PAC Meeting
- 8/20/12 - Joint City Council / Planning Commission Meeting
- 8/28/12 - Open House

Envisioning South Albany!

What is your vision for a livable and prosperous South Albany Community? We want your ideas! Please click the [Get Involved](#) link for ways to participate.

Have a Comment? Click the [Contact Us](#) link now.

If you would like to be added to our Interested Parties e-mail list, please click [Here](#). You may unsubscribe at any time.

New!

[Direction to Preferred Alternative](#)

Stay Involved

Following the joint TAC-PAC meeting on March 12, 2012, the project team will begin work on Task 6: Plan Implementation. Work on transportation analysis, land use regulations, and funding will continue from April to June. To stay involved, please utilize the Get Involved and Contact Us pages on this website.

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Memorandum



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To: Heather Hansen and Greg Byrne
From: Joe Dills, AICP
Copies: David Helton
Date: September 7, 2011
Subject: South Albany Area Plan – Project Memorandum
#1: Vision Elements and Evaluation Criteria
Project No.: 16056

Introduction

The purpose of this memorandum is to:

1. Summarize prior planning efforts that are applicable to the South Albany Area Plan (SAAP)
2. Assess what these prior efforts recommend or imply for future land use and transportation facilities in the SAAP study area (shown in Figure 1).

There has been a significant amount of planning done to date to lay the foundation for the SAAP. The SAAP will bring the past work together, refine it, and shape a recommended plan through an open community process. This memorandum concludes with a Preliminary Plan Objectives, which will be discussed and refined over the next two months of the project. It is recommended that a Vision Statement be during this community dialogue, capturing and coalescing an overall vision for the plan. This project scope (Task 1.7) calls for project “evaluation criteria” (for the plan alternatives) to be included as part of this memo. It is recommended that the Plan Objectives be utilized as the evaluation criteria.

Summary and Timeline of Prior Planning Efforts

- Albany Comprehensive Plan – (last update: April 2008)
- Great Neighborhoods Project – 2000
- Balanced Development Patterns – 2001
- South Albany Area Plan, Draft Concept Diagram – 2007
- Albany Strategic Plan, FY 2010 through 2014 - 2009
- Albany Transportation System Plan – February 2010

The above projects are summarized and assessed below. There have been, of course, many other special area studies in Albany. Examples include the Economic Opportunities Analysis Update

(2008), Oak Creek Open Space Boundary Review (date), and Albany Goal 5 Analysis (in progress) – these will be reviewed in subsequent tasks of the project.

Albany Comprehensive Plan

Overview – From the Plan’s introductory section:

“The Albany Comprehensive Plan provides a framework for making better decisions about the uses of land and its resources. It is a guideline for both short- and long- term development. The Plan identifies existing assets, problems, and needs in the community; it projects future conditions; and it sets forth City policy for dealing with these elements. Also adopted are implementation methods that suggest the means to implement policy statements.

The Plan is intended for use by local officials, people with development interests, neighborhood community groups, state and federal agencies, and citizens of all interests. The Plan provides interesting and factual information about community under numerous topics ranging from wildlife to economic development. But it is essential to recognize that the Plan is comprehensive and has no parts that can be viewed without consideration of interrelationships with other areas of the Plan.”
(Plan, page i)

For more information: <http://www.cityofalbany.net/comdev/compplan/>

Assessment – The Albany Comprehensive Plan is, by definition, comprehensive. It serves as the City’s blueprint for future growth, expression of core values, compliance document with Oregon’s Statewide Planning Program, and integration point for special planning efforts such as the North Albany Plan and Transportation System Plan. Like most well-crafted comprehensive plans, it covers a lot of ground.

The following themes are stated in the Comprehensive Plan’s goals and policies. They are summarized here as key elements which address land uses and transportation facilities for the SAAP. For the sake of brevity, these are selected themes. Of the 45 goals and 267 policies in the Comprehensive Plan, there are many which are applicable to the SAAP to varying degrees.

- Create attractive gateways into Albany
- Encourage the protection of trees of significant size that represent a visual and aesthetic resource to the community
- Encourage development within the UGB to be compatible with adjacent agriculture
- Retain open space lands which provide aesthetic, environmental, recreational, buffer, hazard protection, habitat and/or historic benefits
- Where possible, use utility easements (and similar corridors) for pedestrian and bicycle pathways

- Consider density bonuses, clustered development, and open space uses as ways to address flood fringe areas
- Determine the location of known archeological sites, utilize it in planning, and protect available information to minimize vandalism of sites
- Protect wetland resources and guide development per the City's Goal 5 program
- Strive for a balance of growth in jobs and housing for Albany and the region
- Create village centers that offer housing and employment choices
- Encourage land use patterns and development plans that take advantage of density and location to reduce the need for travel and dependency on the private automobile
- Discourage future strip commercial development
- Provide opportunities for small neighborhood commercial facilities
- Encourage innovation in housing types, densities and lot sizes and design
- Encourage the development of great neighborhoods
- Provide an efficient transportation system that: provides for the local and regional movement of people and goods; is safe; provides a diversified system that provides mobility for all; and, balances financial resources with livability and economic vitality
- Provide a high quality and diversified system of safe and attractive parks, open space, recreation, and facilities
- Utilize the City's park planning minimum standards
- Actively seek input from all points of view from citizens and agencies and assure that interested parties from all areas of the UGB have an opportunity to participate

The Comprehensive Plan establishes Land Use Designations for land in the SAAP study area. A key issue that will be addressed by the SAAP study is whether existing Land Use Designations are adequate to guide growth and development in the area, or if changes to Land Use Designations are needed in response to conditions or to better meet the City's goals.

Great Neighborhoods Project – 2000

Overview – From the City's web page:

“On April 12, 2000, the Albany City Council adopted changes to the Development Code relating to the "Great Neighborhoods" project. The adoption was the culmination of a major community planning effort that began in November 1998 and engaged several hundred Albany residents. As a result of the code changes, developers will pay more attention to making their projects compatible with existing neighborhoods, and new development will be designed with greater thought given to the safety and convenience of pedestrians.

The Great Neighborhoods project started as a forum for citizens to voice their hopes and concerns about living in Albany. More than 400 people attended a series of five community meetings in

November 1998. A volunteer steering committee met in early 1999 to help create a set of ideas for proposed changes to the Albany Development Code, based on comments from those community meetings. Last summer and fall, City staff worked with the Planning Commission to write the actual code changes. The Planning Commission and City Council reviewed and discussed possible changes at more than 20 meetings last winter and this spring, holding five public hearings. Throughout the process, citizens raised enough issues to fill 85 pages of Development Code changes.

The design of single-family homes prompted a lot of comment. People said that some designs detracted from how comfortable and functional their neighborhoods are. When the front door is not visible from the street, it is inconvenient for visitors, and slows the response time for paramedics. A front door that faces the street is more secure from break-in. Likewise, having enough windows on the front of the home makes it less likely that crime will occur on the street. The new regulations require that the front door face the street or open onto a porch that faces the street, and prescribes a minimum amount of front wall that must be windows.”

For more information:

<http://www.cityofalbany.net/comdev/projects/greatneighborhoods/index.php>

Assessment – The Great Neighborhoods project was an important community dialogue about neighborhood livability and development form. It set the foundation for the subsequent Balanced Development Patterns project. Overall, many key development standards were adopted, including: mandatory neighborhood meetings, front doors facing streets, allowance of alleys and narrow streets, multi-family and commercial buildings oriented to streets, etc. These important code standards are the base-line for implementation of the SAAP.

Balanced Development Patterns – 2001

Overview – From the City’s web page:

“The Balanced Development Patterns project (BDP) looked at past trends and projected needs, and assessed how they relate to our available land and transportation system capacity and managing growth over the next 20 years. Projections indicate that there may be 13,000 more residents living in Albany by the year 2020. They would live in almost 6,000 new homes and work at more than 6,000 new jobs. With a fixed amount of land, how will we accommodate this much growth while continuing to build better neighborhoods and a livable city center? As Albany continues to grow, the demands of a larger population create potential threats to our quality of life: threats such as eroding livability, declining mobility, and rising transportation costs. Without careful planning designed to manage this new growth, these threats could become reality.

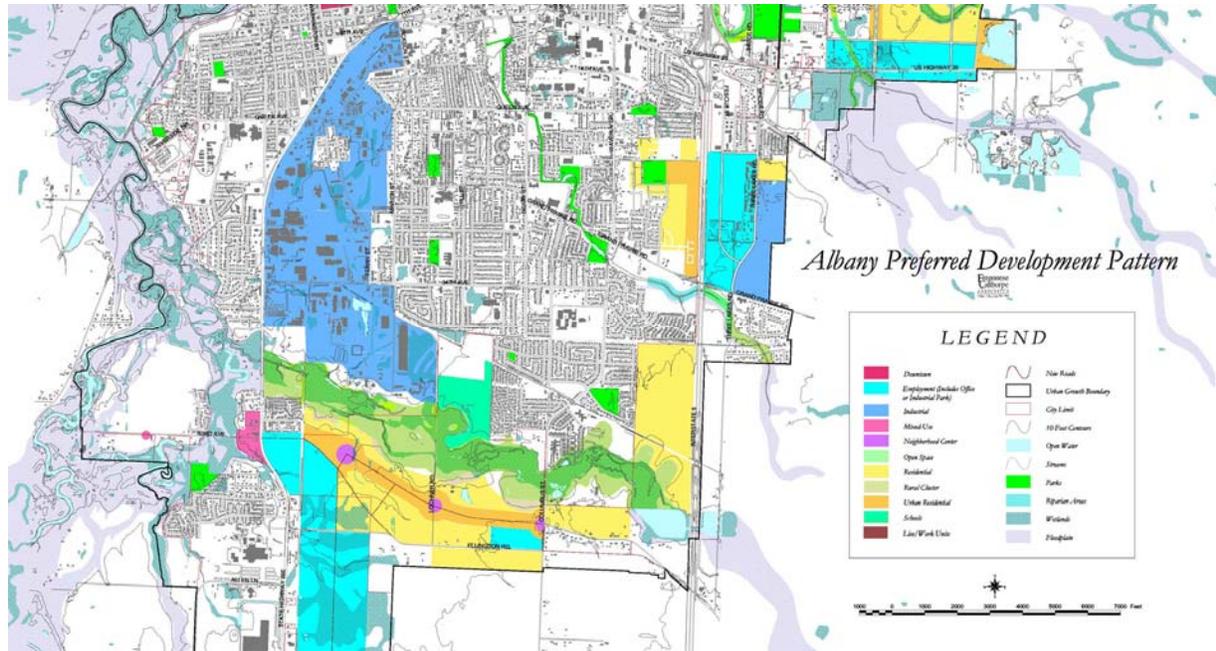
In the first phase of this project, in a series of community workshops in the spring of 2001, participants identified what types of residential, commercial and mixed-use developments they want in Albany and where these developments should be located, based on jobs and housing projections. The result is a city-wide map showing a new “development pattern” that uses small village centers with mixed use and urban residential surrounding the centers and employment centers close to major transportation routes (Interstate-5, US Highway 20, and State Route 99E).”

For more information: <http://www.cityofalbany.net/comdev/projects/balanceddev/index.php>.

Assessment – The BDP project proposed that a “Village Center” concept be applied in South Albany (and other areas). The Village Center description and concept map are shown below. The Village Center concept was ultimately adopted into the Comprehensive Plan along with a new village center zoning district, Mixed Use Commercial (MUC), which was applied in North Albany and East Albany.

The concept for the South Albany area was:

“South – A parkway with three centers, surrounded by single-family housing and higher density residential housing, runs through the south end of Albany. There are more overall households than the enhanced redevelopment concept, but fewer single-family households. There are more retail jobs, but fewer overall jobs, than the enhanced redevelopment concept. 38 percent of the housing and 43 percent of the jobs are located in the south.”
(BDP Report, page 4)



For more information: <http://www.cityofalbany.net/comdev/projects/balanceddev/index.php>

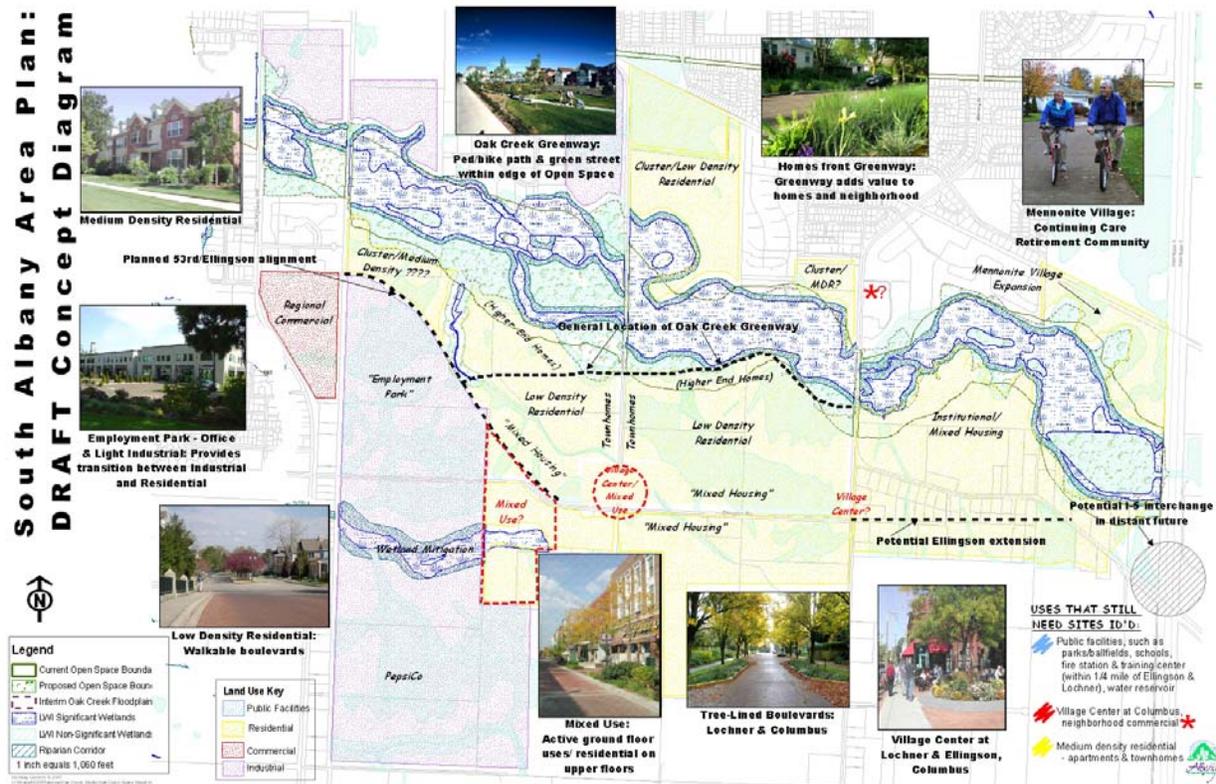
The BDP South Albany concept provides a starting point for the development of alternatives for assessment as part of the SAAP project. SAAP will also evaluate whether the Village Center concept and Mixed-Use zoning adopted as part of the BDP project are adequate for implementation of the SAAP preferred alternative, or if additional policies and codes are needed.

South Albany Area Plan, Draft Concept Diagram – 2007

Overview – The Concept Diagram represents initial efforts in 2006 and 2007 to master plan the South Albany Area. From the City’s web page:

“Work began on this project in early 2006. Planning staff met with property owners in the area to explain the purpose of the plan and to gather their ideas. In October of 2006 about 75 citizens attended an open house in the Council Chambers. Staff, and landscape architect John Stewart, presented a draft concept plan for how the area might develop... Since The October 2006 meeting, staff have been in touch with a number of property owners. The draft concept diagram was updated to address public input, including discussions with property owners.”

For more information: <http://www.cityofalbany.net/comdev/projects/oakcreek/>



Assessment – The Concept Diagram captured key themes from the discussions in 2006–2007, with a specific intent to generalize them into a “diagram” rather than a plan. It includes elements which are already adopted into Albany’s Comprehensive Plan and Code (e.g., Regional Commercial zoning on the “piano” property), and, proposed many new ideas and possibilities to consider. These include:

- Oak Creek Greenway (a road), with a conceptual alignment shown, and intent for homes to front the adjacent open spaces
- Mennonite Village and their expansion area
- Two potential Village Centers: one at Lochner and one at Ellingson/Columbus
- Tree lined boulevards: Lochner and Columbus
- Mixed use east of PepsiCo
- Low-density residential with walkable boulevards
- Employment park north of the PepsiCo property
- Medium-density residential, with potential clustering north of the Ellingson realignment
- Realignment of Ellingson Road
- The “piano” property as Regional Commercial

The South Albany Draft Concept Diagram provides a starting point for the development of alternatives for assessment as part of the SAAP project.

Albany Strategic Plan

Overview – The Albany Strategic Plan is an overarching statement of the City’s mission, vision, values, and key themes. The four themes are: Great Neighborhoods, a Safe City, a Healthy Economy, and an Effective Government. For each theme, the plan defines goals and measureable objectives, and actions for each objective. A five-year planning horizon is used.

Assessment – The themes and objectives that have some relevance to the SAAP include:

- Great Neighborhoods Objective 10.8: Establish effective measures to protect and restore key natural resources within and around the Albany Urban Growth Boundary. (Community Development) Actions: complete Goal 5 review and DLCD approval; complete upland, wetland, and riparian areas inventory; and amend Development Code to improve natural resource protections.
- Healthy Economy Objective 10.32: Provide the supply of commercial and industrial land identified in the Economic Opportunities Analysis. (Community Development, Public Works) Actions: increase the number of state-certified industrial properties; assess the infrastructure needs of available employment lands; and reorder CIP priorities to assure a full range of urban services to key properties.

Transportation System Plan

Overview – From the Introduction of the TSP:

“The City of Albany initiated an update of the city’s Transportation System Plan in 2006. This Transportation System Plan (TSP) will guide the management and development of appropriate transportation facilities within Albany, incorporating the community’s vision, while remaining consistent with state and other local plans. This plan will be adopted as a supporting document to the Comprehensive Plan providing the majority of the required transportation elements of a comprehensive plan.

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and must also provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation

Planning Rule (TPR, OAR 660-012). These laws and rules require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle, pedestrian, and transit plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the Transportation System Plan.”

For more information:

http://www.cityofalbany.net/publicworks/streets/management_plan/index.php

Assessment –

Overall, the TSP provides an excellent foundation for the SAAP. The TSP is recently updated, integrates land use planning with transportation, and provides recommendations covering all modes: automobile, freight, transit, pedestrian, and bicycle. It is not the purpose of this memorandum to cite all of the applicable provisions—that will be covered in subsequent tasks. The following are selected elements, in summary form, of the TSP that are particularly relevant to the SAAP.

- Land use assumptions for the “Oak Creek Area” were made in the TSP (Table 5-3). The SAAP market analysis and growth assumptions for the alternatives will coordinate with the TSP numbers.
- The TSP identifies “Link and Intersection Improvement Projects” which are the key auto-related projects (Table 7-1 and Figure 7.1). There are seven projects in the SAAP area.
- The 53rd Extension /realignment of Ellingson Road is a significant project that will not only address transportation and safety needs – it will also have a strong influence on the land use pattern of the areas on the north and south of it.
- The Lochner-Columbus connector (Project L-8) is a planned new facility (Minor Collector) that will be an important part of neighborhood design and the relationship of the neighborhood to the Oak Creek Open Space.
- The TSP modeled traffic volumes for the project area, which influences the functional classifications street cross sections. Hwy 99E and Ellingson Road are Principal Arterials. Columbus and Lochner are Minor Arterials.
- The projected traffic volumes on the arterial streets are significant. They are high because these facilities serve important roles in citywide and regional mobility. They will be the most challenging to plan for pedestrian crossings and accessibility.
- The TSP identifies an important pedestrian/bicycle improvement: the Oak Creek Trail. It is planned as a multi-use path.

Plan Objectives and Evaluation Criteria

As described above, the South Albany area has benefitted from multiple planning efforts in the last 10+ years. The current process, the South Albany Area Plan, is charged with bringing these efforts together, refining them, and enhancing the final plan with the help of the community. As a first step toward this goal, the SAAP should have two foundational elements: A Vision Statement and Plan Objectives. The Vision Statement will be a short paragraph capturing the long term concept and intent for the area. The Plan Objectives will briefly state how the plan will fulfill the vision, listing the descriptive parts of the plan. It is recommended that the Plan Objectives serve as evaluation criteria for the creation and refinement of alternatives and implementation recommendations.

Based on our review of past planning efforts, the stakeholder interviews conducted for the SAAP and the objectives stated in the scope of work (Appendix A), the following is recommended as a Preliminary Plan Objectives. It is vital that the next steps in the process be used to inform, refine, and finalize these statements, and craft the Vision Statement that captures the overall concept.

Preliminary Vision Statement –

We recommend that a Vision Statement be written based on input from participants in the SAAP process. The proposed steps are: (1) Discuss the Plan Objectives at TAC and PAC meeting(s) No. 1; (2) The project team will draft a Vision Statement; (3) The Vision Statement will be discussed at TAC and PAC meeting(s) No. 2 and placed on the project web site for public review; (4) Discuss the draft Vision Statement with the community at the first public meeting in November; (5) Finalize the Vision Statement and Plan Objectives.

Preliminary Plan Objectives –

The following preliminary Plan Objectives do not have a priority order.

A Complete and Livable Community – South Albany will include a livable and cohesive mix of neighborhoods, mixed use centers, schools, employment sites, parks, natural resource areas – all knit together by a connected pattern of streets, pathways and open space.

Great Neighborhoods – South Albany will be a showcase of implementation for Albany’s Great Neighborhoods principles, policies and guidelines.

Connectivity and Transportation Options – Multiple options for local travel will be provided through a connected street and pathway network, and land uses which supports walking, biking and transit opportunities.

Prosperous Economy – Commercial and industrial lands will implement the City's Economic Opportunities Analysis, take advantage of the South Albany's location in the region, and fulfill the economic role of the area defined by the plan.

Oak Creek Open Space – The Oak Creek Open Space will be key natural area within South Albany, providing multiple open space benefits: wetland protection, habitat, flood storage, pathways, and visual identity for the area.

Resource Stewardship – Wetlands, tree groves and other key resources will incorporated as amenities and functional elements of the plan.

City Gateway – Highway 99E and Columbus Street/Waverly Road will be planned as aesthetically pleasing gateways into Albany.

Compatible Transitions – Transitions between land uses will be carefully planned to promote compatibility. This objective applies particularly to the transitions between industrial and residential areas, and between developed areas and open space.

Financial Feasibility – The plan will evaluate what types of financial strategies will support feasible public and private investment to make the area development-ready.

Phased Implementation – The plan will evaluate phasing to support orderly and efficient development.

Effective Mitigation of Development Constraints – The plan will address creative ways to mitigate the development challenges posed by wetlands and other constraints.

Next steps

As noted above, it is vital that the next steps in the process be used to inform, refine, and finalize the Vision and Project Objectives. Those steps will include (a) initial review by the Technical Advisory Committee and Project Advisory Committee; (b) second review by the TAC and PAC to incorporate Existing and Planned Conditions information; (c) input from the community in Community Forum 1; (d) feedback from the Planning Commission and City Council. These may seem like a lot of steps, but it is important that the Vision and Project Objectives are well-vetted and well-informed prior to commencing the design of the physical plan. The SAAP project is committed to an inclusive process that builds long-term consensus support for the plan.

Appendix A

Excerpt from South Albany Area Plan Statement of Work (Approved May 25, 2011)

Project Purpose and Transportation Relationship and Benefit

The Project involves the update of the Comprehensive Plan, Transportation System Plan (“TSP”) adopted by the City of Albany (the “City”) in 2010, the development code, and the facility standards to ensure that urbanization of the Project “study area” (defined below) occurs in an integrated, connected manner that facilitates use of alternative modes, reduces reliance on the automobile, reduces use of state highways for local travel, provides certainty about planned transportation investments to encourage economic development, and lowers future emissions thereby helping to reduce the effects of climate change. The Project will assure consistency of recommended plan and code amendments with local and state policies, plans, and rules, including the Transportation Planning Rule (as amended July 14, 2006). The planning period for the South Albany Area Plan is generally 2010 to 2030.

Project Study Area

The Project “study area” is bounded by the City’s urban growth boundary on the south, Interstate 5 (“I-5”) on the east, land developed to urban densities on the north and Oregon Route 99E on the west (the “Project Study Area.”)

The Consultant’s transportation analysis for proposed facilities and land uses within the Project Study Area may need to consider impacts on transportation facilities outside the Project Study Area. The Project will plan for integration of development in South Albany with existing and planned urban development adjacent to the Project Study Area.

Background

The Project Study Area contains the largest remaining undeveloped industrial and urban residential reserve lands inside the City’s urban growth boundary--approximately 1,400 acres. Preliminary visioning and conceptual work was done for the Project Study Area as part of the “Balanced Development Patterns” project (1999-2001). The Balanced Development Patterns vision for the Project Study Area is a new vibrant mixed-use area with a village center, a greenway along Oak Creek, public open spaces, a mix of housing and transportation choices and commercial and industrial development.

In 2006, PepsiCo signed a development agreement with the City to develop a manufacturing and bottling plant in the western portion of the Project Study Area, adjacent to the Union Pacific Railroad. According to the “Oregon Rail Study”, PepsiCo desired to obtain rail service at this site and found that this would require construction of a siding along the mainline Union Pacific Railroad track. Consideration was given to connecting a rail segment to connect the Pepsi site with the

Albany and Eastern Railroad which operates a rail line in the northern portion of the Project Study Area. (Oregon Rail Study, p. 145) Ultimately, PepsiCo chose not to pursue development at this location. In addition, the State of Oregon recently awarded two “Connect Oregon III” grants totaling over \$5 million to the Albany and Eastern Railroad to upgrade 26 miles of track between Albany, Lebanon, and Sweet Home.

The Project will also refine the vision of the Balanced Development Patterns project by identifying an efficient, environmentally sensitive mix and density of land uses that are both financially and politically feasible. The South Albany Area Plan will refine the 2010 TSP to include transportation facilities to support the land use vision in the South Albany Area Plan.

While the planning period for the South Albany Area Plan is generally 2010 to 2030, the planning period used in currently adopted plans such as Balanced Development Patterns may have planning periods short of or beyond 2030. The Project must include assessment of the implications of planned growth for the Project Study Area over the 2010 to 2030 period, to the extent possible given the format and content of existing plans.

Project Objectives

The City seeks to create a vibrant new neighborhood that will be appealing to residents and businesses seeking new sites. The South Albany Area Plan will seek to create this neighborhood by integrating planning for land uses, transportation, parks and recreation, schools, infrastructure, economic development, natural and cultural resources, and place making. The South Albany Area Plan will:

- Identify feasible patterns of land uses that are consistent with the City’s goals for urbanization and environmental protection.
- Consider the capacity of existing, planned, and needed infrastructure facilities to serve the new development in a logical and orderly manner.
- Identify transportation facilities needed for circulation of motor vehicles and people walking and cycling.
- Provide rail service to industrial properties by protecting existing and future right-of-way for service to industrial properties.
- Reduce reliance on automobiles for short trips within the Project Study Area, and between the Project Study Area and surrounding development.
- Prepare recommendations for Planning Commission and City Council consideration, including Comprehensive Plan and Zoning designations, plan and development code amendments, and facility standards to implement the Preferred Alternative for land use and transportation.

- Establish alignment and design standards for the Oak Creek Parkway to create a street that defines the southern edge of open space along Oak Creek, provides accessibility to parks and recreation facilities and that is integrated with surrounding development and other transportation facilities; prepare recommendations for low-impact development for environmentally-sensitive areas within the vicinity of Oak Creek.

FINAL Memorandum



To: Heather Hansen and Greg Byrne
From: Joe Dills, AICP
Copies: David Helton, SAAP Project Team
Date: May 28, 2012
Subject: South Albany Area Plan – Vision and Plan Objectives
Project No.: 16056

The following vision statement and plan objectives are based on stakeholder interviews, discussions by the Technical and Project Advisory Committees, existing and planned conditions inventories, community input received at the December 6th Public Workshop and other outreach, input from the joint TAC/PAC meeting on January 24th, and conceptual design work prepared to date.

The vision statement captures the long term concept and intent for the area. The plan objectives state how the plan will fulfill the vision, listing descriptive parts of the plan. They will also serve as evaluation criteria for the refinement of alternatives and implementation recommendations.

The document is the Final Vision and Plan Objectives for the South Albany Area Plan – notes regarding revisions have been removed from the version dated February 2, 2012.

Vision Statement

South Albany will be:

- A complete, walkable and welcoming community
- The home of new “neighborhoods of choice” in Albany
- Known for having Oak Creek as its “front yard”
- A thriving employment center and gateway to Albany
- Integrated with greater Albany and the region
- Developed with a commitment to resource stewardship

Heather Hansen

South Albany Area Plan – Vision and Project Objectives

May 28, 2012

Project Objectives

A Complete and Livable Community – South Albany will include livable neighborhoods --varied housing, mixed use centers, schools, employment sites (commercial and industrial), parks, natural resource areas – all knit together by a connected pattern of streets, pathways and open space.

A Walkable Community – South Albany will be a walkable community, with pedestrian-friendly streets, good network of blocks and pedestrian ways, and a functional trail system

Great Neighborhoods – South Albany will be a showcase of implementation for Albany’s Great Neighborhoods principles, policies and guidelines. Each neighborhood will be connected to a community focal point.

Village Centers – South Albany will include one or more village centers to provide local services.

Connectivity and Transportation Options – Multiple options for local, intra-city, and regional travel will be provided through a connected street and pathway network, and land uses which support walking, biking and future public transit.

Prosperous Economy – Commercial and industrial lands will fulfill the City’s Economic Opportunities Analysis, take advantage of the South Albany’s location in the region, and fulfill the economic role of the area defined by the plan. Zoning regulations for employment lands will incorporate flexibility in order to respond to changes in business and industry trends.

Oak Creek Greenway – The Oak Creek Greenway will integrate open space areas, both public and private, near Oak Creek. The Greenway will:

- Be the centerpiece of the South Albany open space system, providing multiple benefits: wetland protection and mitigation, habitat, flood storage, pathways, recreation, history, environmental education and visual identity for the area.
- Be South Albany’s “front yard” - physically and visually accessible to adjacent development.
- Create a multitude of public connections (parks, trails, trailheads, visual, etc.) between “Oak Creek Parkway” (an east-west street) and the public edge of the Greenway area.
- Include a continuous east-west pathway, and other pathways that connect north and south to community destinations.

Resource Stewardship – Wetlands, tree groves, flood storage, and other key resources will be incorporated as amenities and functional elements of the plan.

Heather Hansen

South Albany Area Plan – Vision and Project Objectives

May 28, 2012

City Gateway – Highway 99E and Columbus Street/Waverly Road will be planned as safe, aesthetically pleasing, multi-modal gateways into Albany.

Compatible Transitions – Transitions between land uses will be carefully planned to promote compatibility. This objective applies particularly to the transitions between industrial and residential areas, and between developed areas and open space.

Financial Feasibility – The plan will evaluate what types of financial strategies will support feasible public and private investment to make the area development-ready.

Phased Implementation – The plan will evaluate phasing to support orderly and efficient development.

Effective Mitigation of Development Constraints – The plan will identify future policies and planning needed to mitigate the development challenges posed by wetlands and other constraints.