

Floodplain Development Code Amendment

City Council
Planning File: DC-02-24
June 26, 2024

Additional Amendments:

~~6.087 Severability. This ordinance and the various parts thereof are hereby declared to be severable. If any section clause, sentence, or phrase of the Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of this Ordinance.~~

~~6.088 Interpretation: In the interpretation and application of this ordinance, all provisions shall be:~~

~~(a) Considered as minimum requirements;~~

~~(b) Liberally construed in favor of the governing body; and~~

~~(c) Deemed neither to limit nor repeal any other powers granted under the state statutes.~~

6.090 Permit Review. Review all development permit applications to determine that: [Ord. 5746, 9/29/10]

- ~~h) Review all development permit applications to determine if the proposed development is located in the floodway, and if so, ensure that the standards in Sections 6.100 through 6.110 **6.113** are met.~~
- ~~i) When Base Flood Elevation data or floodway data are not available, then the Floodplain Administrator shall obtain, review and reasonably utilize any Base Flood Elevation and floodway data available from a federal, state or other authoritative source in order to administer the provisions of this Article.~~
- ~~j) When Base Flood Elevations or other engineering data are not available from an authoritative source, the Floodplain Administrator shall take into account the flood hazards, to the extent they are known, to determine whether a proposed building site or subdivision will be reasonably safe from flooding.~~

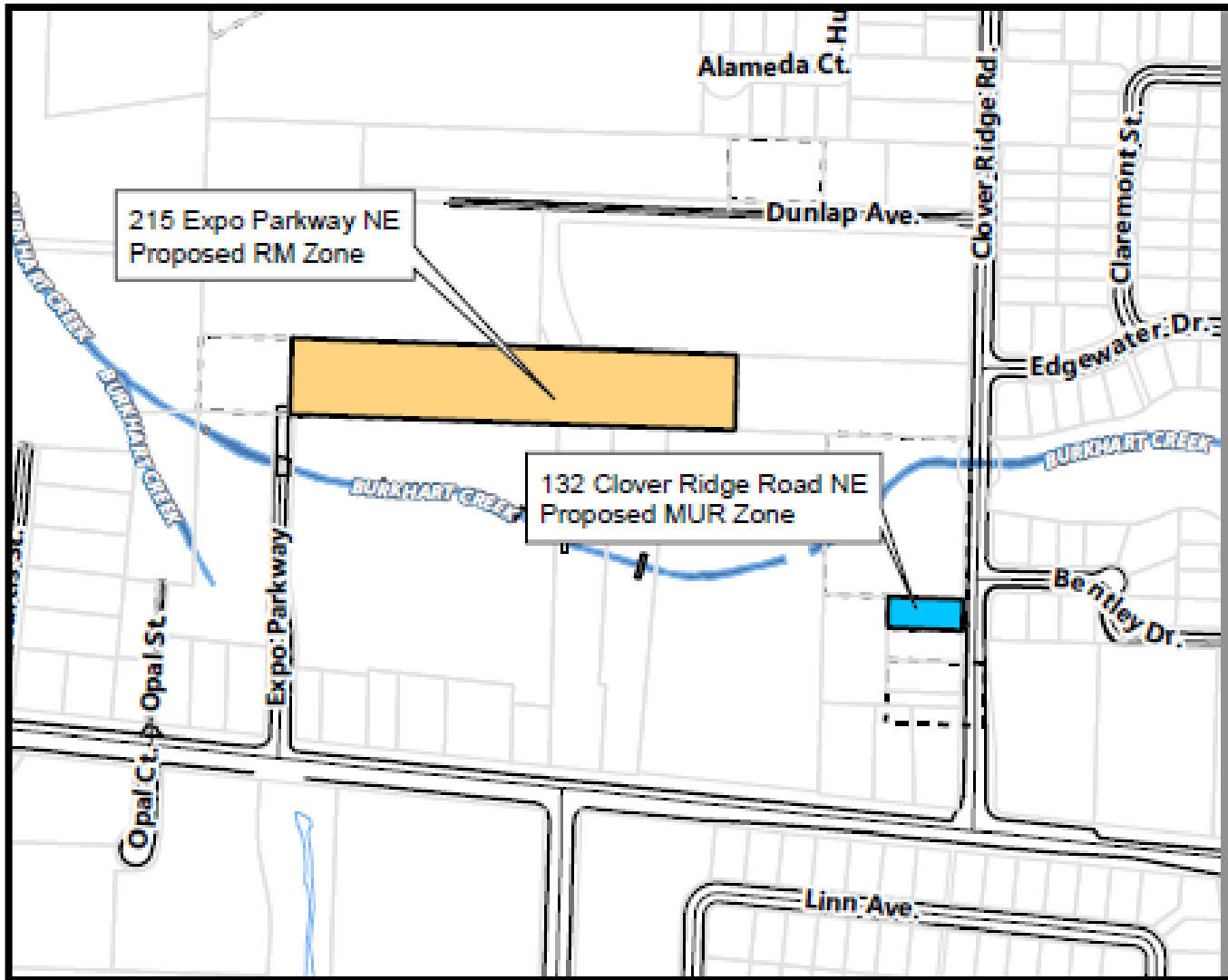
Questions:



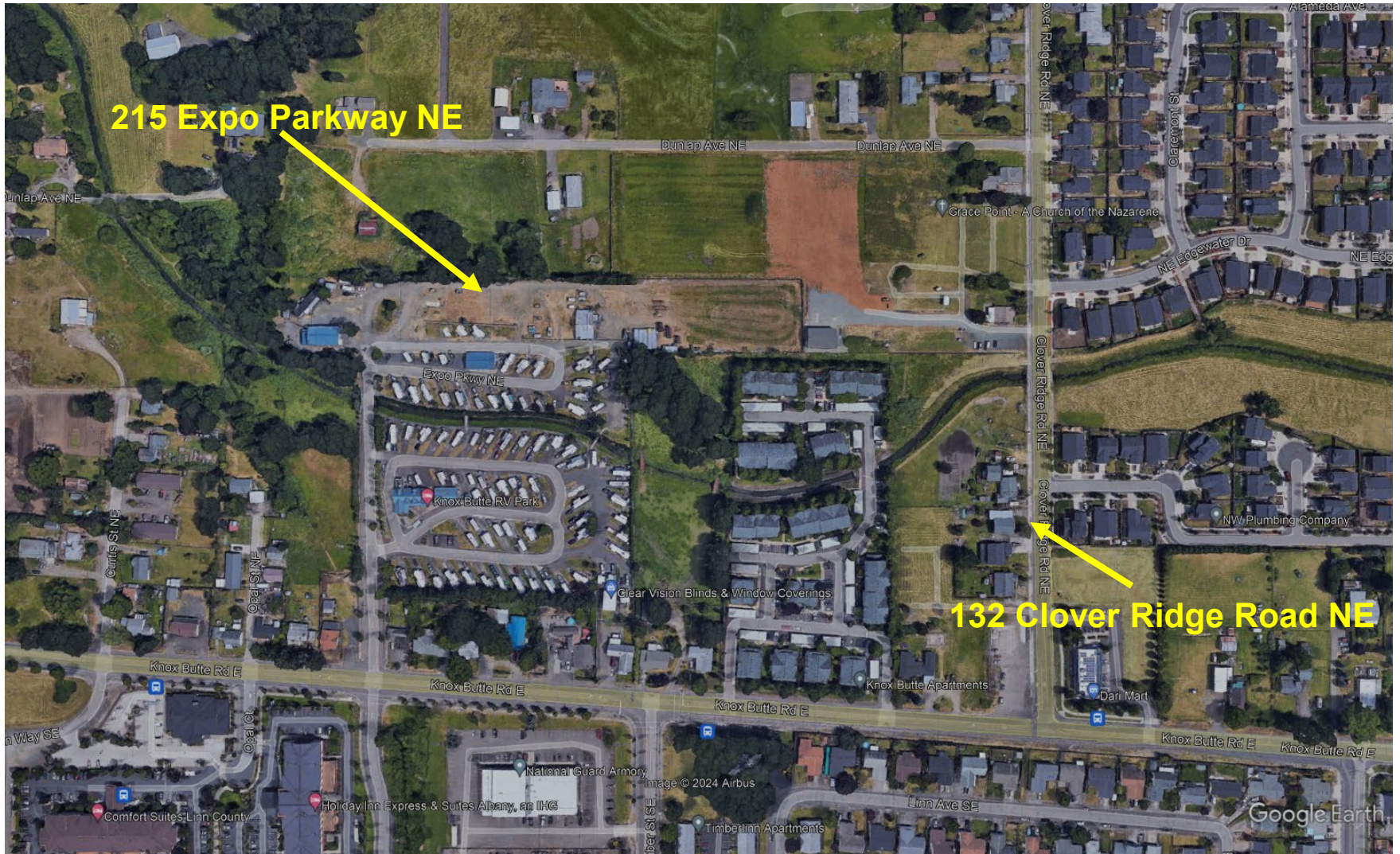


Albany City Council
Voluntary Island Annexations
(AN-02-23 & ZC-05-23)
Wednesday, June 26, 2024
6:00 p.m.

Summary of Request



Summary of Request



Annexation Criteria (ADC 2.110)

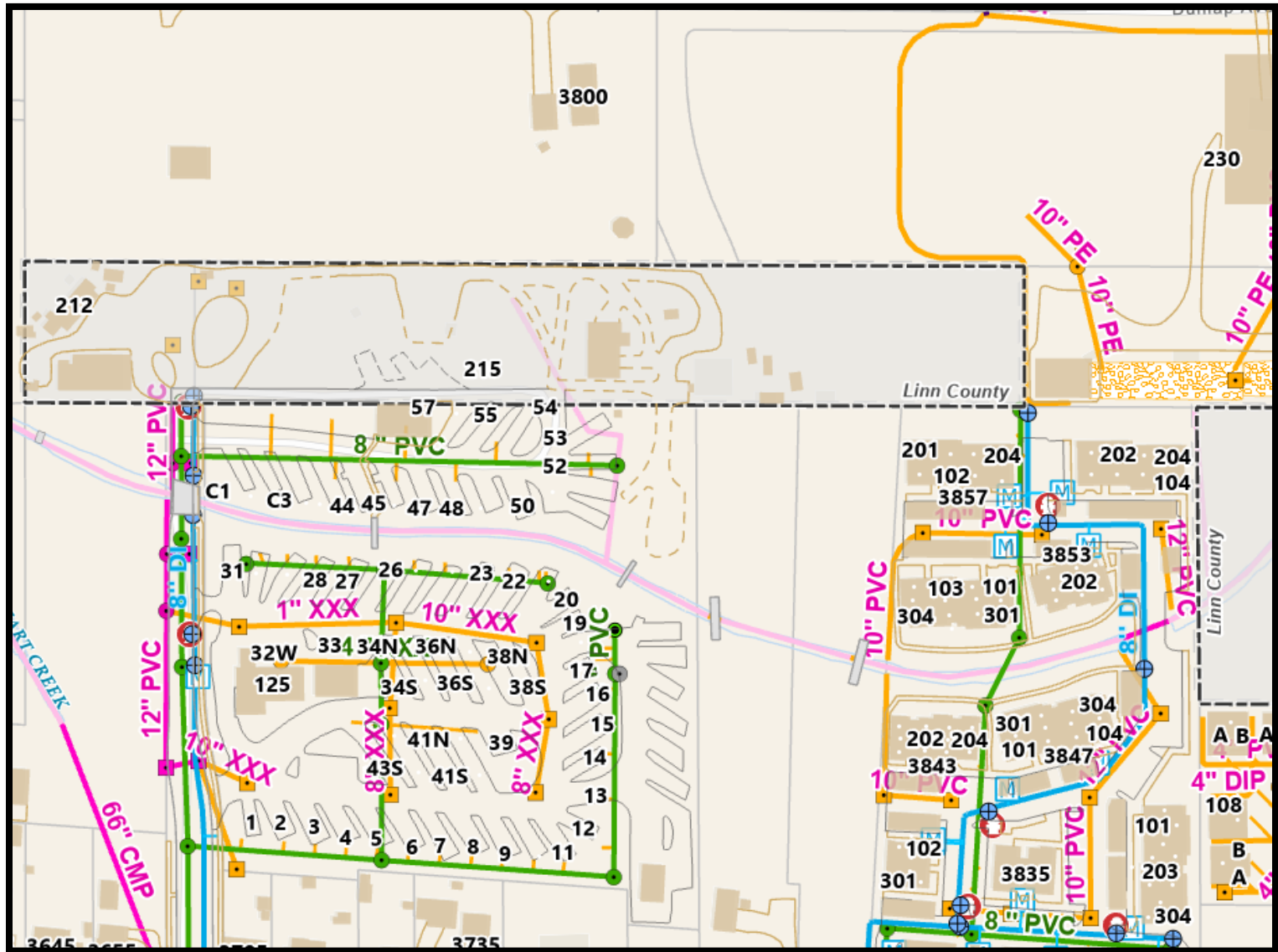
1. Eligibility

2. Infrastructure

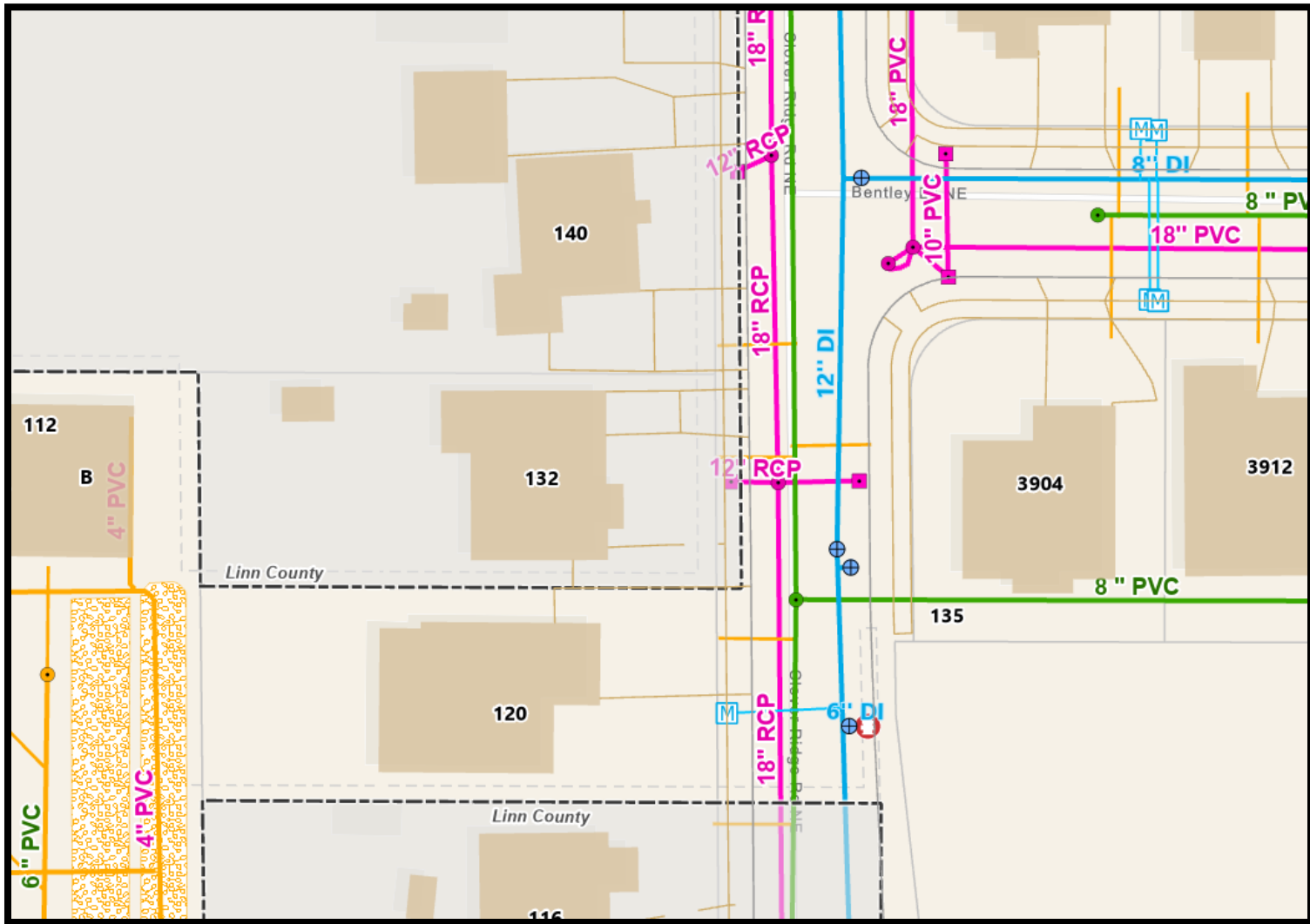
3. Planning

4. Reasonableness

Utilities – 215 Expo Parkway NE



Utilities – 132 Clover Ridge Road NE



Zoning Map Amendment Criteria (ADC 2.740)

(1) The proposed base zone is consistent with the Comprehensive Plan map designation for the entire subject area unless a Plan map amendment has also been applied for.

(2) Existing or anticipated transportation facilities are adequate for uses that are permitted under the proposed zone designation.

(3) Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development within the subject area without adverse impact on the affected service area.

(4) The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.

(5) The land use and transportation pattern recommended in any applicable City-contracted or funded land use or transportation plan or study has been followed, unless the applicant demonstrates good cause for the departure from the plan or study.

Public Notice

- **Notice of Public Hearing regarding this application was mailed to property owners within 300 feet of each property on 5/13/24;**
- **The staff report with exhibits was posted on the Planning Commission & Planning Projects home page since 5/13/24;**
- **A-DH Notice published 5/18/24;**
- **Each site was posted by 5/24/24**
- **As of tonight's council meeting, we have received no comments.**

Staff Recommendation



Public Hearing on 2024 Annual Action Plan and Community Needs for Albany's Community Development Block Grant Program



June 26, 2024 City Council Hearing

A bit about the CDBG program

CDBG Objectives:

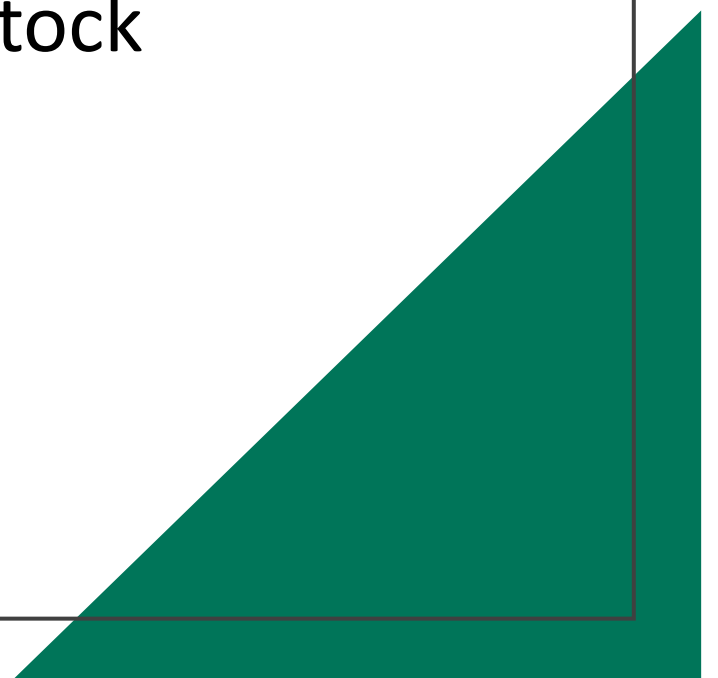
- Decent Housing
- A Suitable Living Environment
- Economic Opportunities

Primarily to benefit Albany's low- and moderate- income residents (LMI)

2023-2027 Consolidated Plan

Strategic Plan Goals:

- Increase affordable housing options
- Maintain the existing affordable housing stock
- Support public services for LMI residents
- Support economic opportunities for LMI residents
- Strengthen LMI neighborhoods and accessibility



2024 CDBG Funding

- The allocation for program year 2024 is **\$349,123**
- Admin (20% Cap): \$69,820
- Public Services (15% Cap): \$52,360
- Economic Development, Facility Improvements and Housing Rehabilitation (No Cap): \$226,943



2024 Annual Action Plan

Public Service Grants

Goal	Activities
Support public services for low- and moderate-income residents	Case management and emergency shelter for homeless youth, Jackson Street Youth Services, \$26,760
	Unsheltered homeless outreach and resource navigation services, COAT (Creating Housing Coalition), \$10,800
	Senior Companion program, Oregon Cascades West Council of Governments, \$4,000
	Summer and afterschool youth enrichment program scholarships, Boys and Girls Club, \$10,800

2024 Annual Action Plan

Economic Development, Facility Improvements and Housing Rehabilitation

Goal	Activities
Increase affordable housing options across housing pipeline	Security Improvements at shelter for survivors of domestic violence, Center Against Rape and Domestic Violence, \$40,900
Maintain the existing affordable housing stock	Low- and moderate-income homeowner rehabilitation program, DevNW, \$125,000
Support economic opportunities for low- and moderate-income residents	Small business assistance to low- and moderate-income childcare providers, Family Connections, \$61,043



Questions and Comments?

For more information about CDBG: albanyoregon.gov/cd/blockgrant

Public Works Department Transportation Discussion



Recommendation

City Council Meeting
June 26, 2024

DISCUSSION OUTLINE

- Brief summary of previous presentations
- Report on public outreach and polling
- Recommendation

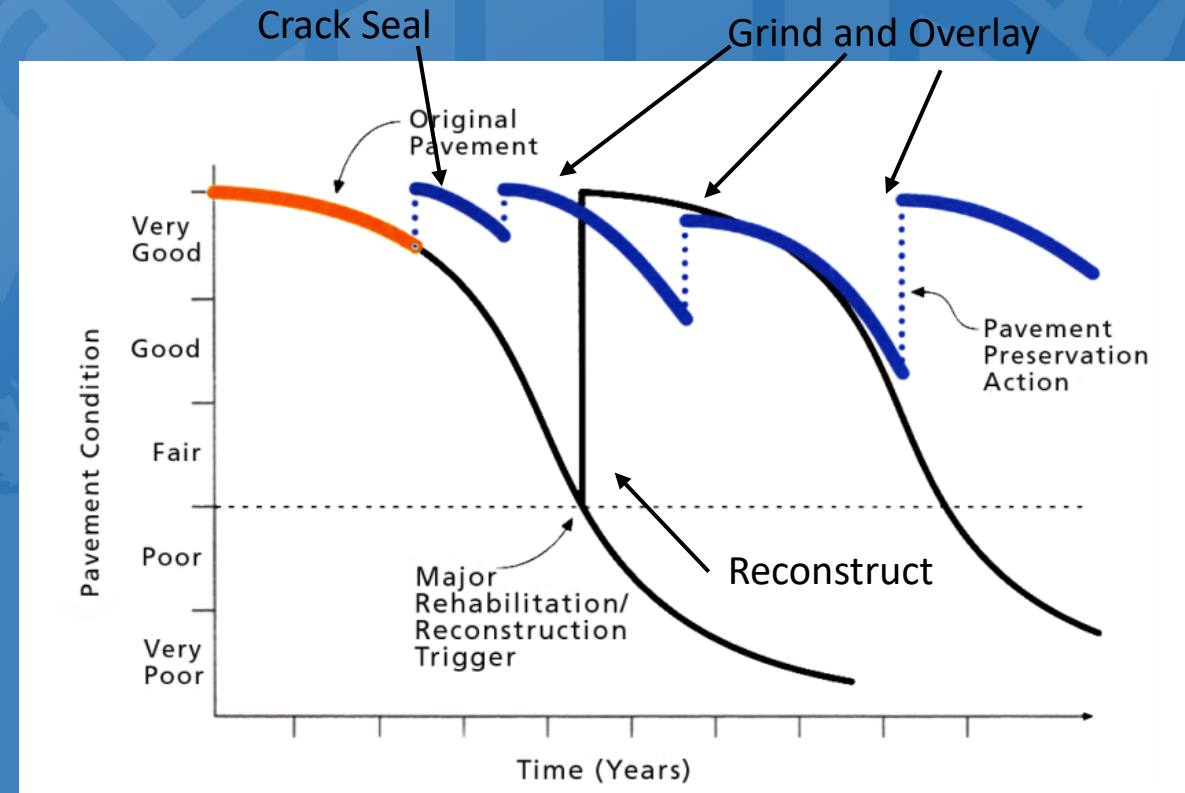


Pavement Rehabilitation Options

PCI	Treatment Option	Unit Cost
Good (100-80)	Crack Sealing	\$1.00 to \$1.50 per lin. Ft.
Good (100-80)	Slurry Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Chip Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Grind and Overlay	\$60 to \$70 per sq. yd.
Poor (49-0)	Full Depth Reclamation with Cement	\$275 to \$400 per sq. yd.
Poor (49-0)	Traditional Reconstruction	\$300 to \$500 per sq. yd.

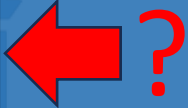
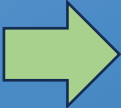
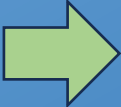
Reminder: Pavement Management Strategy

- The ideal strategy for pavement management: invest in (relatively) minor maintenance at appropriate intervals
- Only works for streets in good or fair condition
- The overall goal for our pavement management program is to get all streets to this level



Reminder: Current PCI for Albany Streets

PAVEMENT CONDITION	ARTERIAL		COLLECTOR		LOCAL	
	MILES	PERCENT	MILES	PERCENT	MILES	PERCENT
GOOD (100 TO 80)	4.3	20.1%	10.4	41.1%	54.1	37.8%
FAIR (79 TO 50)	16.7	78.3%	11.7	46.3%	36.8	25.7%
POOR (49 TO 0)	0.3	1.6%	3.2	12.6%	52.3	36.5%
TOTAL	21.3	100.0%	25.4	100.0%	143.2	100.0%



Reminder: Former and New Levels of Service

- To date, the Council goals and policies targeted arterial and collector streets only
 - Strategic Plan objective: “Utilize available street funding to maintain arterial and collector streets to a minimum Pavement Condition Index (PCI) score of 60...Address local streets as funding allows.”
- At the January 22, 2024 Work Session, Council directed staff to transition to a new goal that includes local streets
 - Local streets in fair/good condition will be maintained at a PCI>60 and failed local streets will be brought up to PCI>60.
 - This requires identifying new, additional funding

Reminder: Existing Street Fund Revenue Sources

Funding Source	Restrictions?
State Gas Tax	<i>Existing</i> street system operation & maintenance
Federal Gas Tax (STBG)	Maintenance & expansion of <i>arterials & collectors</i>
Sewer In-Lieu-of Franchise Fee	Unrestricted
Water In-Lieu-of Franchise Fee	Unrestricted
Transportation System Development Charges – Improvement	<i>Growth-related</i> projects in Transportation System Plan (arterials & collectors)
Transportation System Development Charges – Reimbursement	Unrestricted transportation system projects

Reminder: Potential Street Revenue for Pavement Improvements (5-yr Avg)

Funding Source	Annual Average Capital
State Gas Tax	\$1,000,000
Federal Gas Tax (STBG)	\$800,000
Sewer In-Lieu-of Franchise Fee	\$900,000
Water In-Lieu-of Franchise Fee	\$800,000
(Reserve)	-\$500,000
TOTAL	\$3,000,000

Reminder: Combined Street Annual Funding Gap

	Annual Need	Annual Avg Available	Gap
Arterials & Collectors	\$4.0 Million	\$2.5 Million	\$1.5 Million
Locals – Good & Fair Condition	\$3.5 Million	\$0.5 Million	\$3.0 Million
Locals – Poor Condition	\$8.3 Million	\$0	\$8.3 Million
Total			\$12.8 Million

Assumptions:

- All streets are managed to maintained a target PCI of 60 or greater
- All streets in poor condition receive full reconstruction
- Arterials/Collectors receive grind/overlay every 20 years on average
- Local streets in good/fair condition receive grind/overlay every 40 years on average
- Slurry seal all local streets every 20 years on average
- Existing funding sources continue at current levels

Alternate Funding Sources

- January 22, 2024 Council Work Session discussed Transportation Utility Funding and Local Fuel Tax options
 - Council was supportive of additional funding with mixed support for both options
- Staff conducted more detailed research on both options
 - ODOT Fuel Tax program
 - Other similar jurisdictions
 - Consultants
 - Public opinion research

Local Fuel Tax Research

- Local fuel tax
 - Refined the estimate per penny of local fuel tax in Albany using ODOT fuel sales data
 - Estimated \$400,000 per penny of fuel tax in Albany. Typical local fuel tax rates are 3 cents per gallon, therefore a rough estimate of possible annual revenue from a local fuel tax would be approximately \$1.2 million
 - Comparable jurisdictions (Springfield, Canby, Woodburn) have relatively flat to declining annual revenue growth over the last 5 years
 - Public opinion research finds that transportation issues on the ballot tend to do best in off-year elections
 - Also, local fuel taxes almost universally fail when there is no public education campaign; with a robust outreach and education campaign, success is more common but not guaranteed

Transportation Utility Fee Research

- TUF structure varies between communities
 - From most simple to most complex, options include:
 - A flat fee for every developed property;
 - A flat fee by class where classes are residential, and various categories of nonresidential;
 - A variable fee within class where properties are sorted by class and fee varies by class based on a factor such as size or impact; or
 - Per trip based on ITE trip generation category.
 - If Council approves an ordinance to establish a TUF, staff estimates 6-8 months to develop the methodology, present it to Council for feedback, and generate a resolution.

Initial Results of Public Opinion Research

Community Leader Interviews

- Poor road condition is widely recognized as an issue
- Understand delaying costs more
- “Fair share”
- More outreach is needed
- Sharing outcomes will increase support
- Need to be transparent and accountable

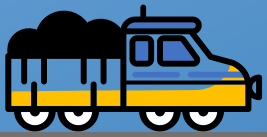
Focus Groups

- There is a problem with roads and transportation
- General distrust of government spending
- Lack of information on how streets are maintained, costs, and funding
- Worry about additional cost
- Strong opposition to fuel tax
- Belief that low-income & older areas are neglected

Recommendation

- Staff recommends moving forward with a Transportation Utility Fee in the near-term, reserving the option of a local fuel tax for a future year
 - A TUF is flexible, can be ramped in, can include a low-income assistance program, and can be implemented more quickly
 - At a level reasonably possible to be successful, a fuel tax will not generate enough additional revenue to meaningfully impact local street conditions
- Clear need to do significant outreach and education
 - Final opinion research report will be available next month
 - Input will shape how/where staff provides information and structures any future funding

Public Works Department Transportation Funding



Questions & Discussion