



memo portland

to **Anne Catlin and Matthew Ruetters, City of Albany**
from **Matt Hastie, MIG|APG and Ken Pirie, Walker Macy**
re **East Albany Plan – Design Workshop Results and Summary of Initial Planning Concepts**
date **March 3, 2022**

The East Albany consultant team and City of Albany staff conducted a Design Workshop on February 15. The purpose of the workshop was to brainstorm and develop initial land use and transportation plan concepts that reflect the Project Vision and Goals developed earlier in the planning process.

During the workshop, participants discussed and sketched out potential future locations for new road and trail connections and discussed desired patterns of land use in the Project Study Area. Ideas and observations discussed during the workshop included the following:

- Potential land use alternatives should anticipate requirements associated with Oregon's Climate-Friendly and Equitable Communities process. Among other features, those rules will require a certain percentage of a City's future growth to occur in higher density residential and mixed use areas of the community. The corridor along Timber Ridge between Knox Butte and Hwy 20 looked like a promising candidate for a future CFA.
- Future retail, services and restaurants should be located in walkable and bikeable areas away from Highway 20.
- Land uses on the Samaritan and Legacy Health properties can be considered flexible for the purposes of this plan. Those owners have not made final decisions about the future development of their properties and are interested in any recommendations we may identify in those locations.
- In identifying specific land uses along the edge of the existing urban growth boundary (UGB), consider future plans and current county zoning for adjacent land that is now outside the UGB. (Note: Linn County land is zoned Exclusive Farm Use, with two exceptions – RR-5 north on Clover Ridge, and Aggregate Resource Overlay south of Highway 20 where the Knife River training facility and quarry sites are located.)

- It will be important to coordinate our efforts with Linn County.
- In identifying the location and design of roads that parallel riparian or other natural area corridors, we should think about whether roads should be directly adjacent to the corridors or whether new developments should front the corridors. The first option may be preferable from an urban design perspective while the second option may make it easier to pay for construction of the new roads (since they would be “double-loaded” with development).
- We may consider different types of bicycle facilities. The City’s Transportation System Plan (TSP) only identifies standard bicycle lanes as an option. However, to the extent we update or recommend updates to the TSP, we could consider other options like buffered bike lanes, multi-use paths or “cycle-tracks.”
- Currently improvements along Goldfish Road and Timber Ridge Street include standard on-street bicycle lanes. Extensions of those roads could use other treatments.
- For the Knox Butte area, much of this area is steeply sloped and likely will be developed for lower density housing with limited roadway connections. We may identify opportunity areas for denser or more mixed development in the flatter areas. We can identify this as a future refinement planning area.
- The area north of Highway 20 and east of I-5 has transportation circulation challenges, including the potential need to limit access to the north via Price Road. This in turn will reduce access to properties west of Price Road. One possible solution to avoid sending vehicles to Knox Butte, would be to extend Anderson Place south to Highway 20 across from Timber Street and north to connect it to an improved section of Blue Ox Drive. However, this may have several challenges, including impacts to existing business and structures north of Highway 20, and potential constraints to making improvements to Blue Ox Drive. That road was built in part with federal funds to provide access to recreational facilities and is classified as a local street. It may not be feasible to improve it to the extent needed or to reclassify it as a collector road. Building a full intersection at Highway 20/Timber Street also could worsen traffic operations there. Another option is to extend Commercial Way west to Price and east to Goldfish Farm (parallel Blue Ox Drive). Commercial Way dead ends into ODOT lot.

- Even if the potential improvements noted above are not feasible, it would be important to have an improved pedestrian crossing of Highway 20 in this area.
- Potential new employment areas do not need to be overly large. For example, anything in the 40–100-acre range would attract a wide range of industrial, light industrial or other large employers.
- Different land uses may be warranted for industrial sites in the southwest corner of the study area due to wetlands.
- Anything we can do to increase the flexibility of land uses allowed in an area, particularly for different types of employment uses will be beneficial from an economic development perspective.

As an outcome of the meeting, the Consultant Team is in the process of preparing sketch plans of the following:

- **Roadway network**, including potential new collector or arterial roads.
- **Trail network**, including pedestrian or multi-use trails paralleling riparian corridors and on-street trail connections that provide a high level of pedestrian and bicycle connectivity through the area
- **Three preliminary land use development alternatives** for the Project Study Area, showing different configurations of moderate density and higher-density housing, mixed use or neighborhood commercial areas, commercial development, and mixed employment areas.

The team and City staff will review these concepts with the Project Advisory Committee (PAC) and the Albany Planning Commission and City Council at meetings in March. Based on feedback at those meetings, the team will further refine and evaluate the alternatives as part of the next phase of work in the project. Preliminary land use concept sketch plans accompany this memo.