



SUMMARY

Meeting Date and Time: 3/10/2022, 12:00pm

Location: Zoom Virtual Meeting

Attendees:

- Staci Belcastro, City of Albany, City Engineer
- Karen Cardosa, East Albany resident, realtor, Development Commission member
- Anne Catlin, City of Albany
- Erin Dey, DevNW
- James Feldman, ODOT
- Ron Green, City Traffic Safety Commission member
- David Helton, ODOT TGM Grant manager
- Ron Irish, City of Albany Public Works
- Darrin Lane, Linn County
- Kim Lyddane, City of Albany Parks and Recreation Department
- Steph Nappa, Oregon Cascades West Council of Governments (OCWCOG)
- Matthew Ruetters, City of Albany
- Wayne Scheler, Business Owner, Developer, and East Albany resident
- Patrick Wingard, DLCD

Consultant Team members

- Garth Appanaitis, DKS
- Matt Hastie, MIG | APG
- Andrew Parish, MIG | APG
- Ken Pirie, Walker Macy

Introductions

Participants introduced themselves.

Matt Hastie provided an overview of the project timeline. He noted a delay in the transportation analysis due to model updates and coordination required between the Albany Area MPO and ODOT's Transportation Planning Analysis Unit (TPAU). This will likely result in a delay of approximately two months in comparison to the previously identified project schedule.

Transportation

Framework Roads

Ken Pirie introduced the proposed road system framework. Matt Hastie noted tradeoffs when placing streets in areas adjacent to natural area corridors. Typically placing roads along property lines and having houses on both sides of the street help developers share the costs of roadway improvements. However, that also can result in homes turning their backs to natural resource and trail corridors. That in turn can reduce visibility for trail users and reduce the amenity value of the natural area corridors. Placing roadways and associated trails next to the natural resource corridors



Project Advisory Committee #4 Meeting Summary

can help overcome those drawbacks but also can make it more difficult to pay for construction of the roads.

The costs for affordable housing developers were mentioned specifically – they have very slim margins to construct projects in a financially feasible manner and are sensitive to any cost increases, including right of way dedications/improvements, which can make a project infeasible. Funding sources have scoring criteria that are based on walking distance to services, parks, and transit, for example.

Are the east-west road connections needed in the southern portion of the Timber Ridge area?
Suggestion to move the Expo Parkway extension below Burkhart Creek to reduce creek crossings.

PAC members noted that roadway capacity for private vehicles should not be the primary goal of this plan. Look at movement of people using all modes.

Wetlands can be a barrier for transportation but also serve an important function in flood mitigation and habitat. Protections can also help preserve rural character and views.

Many of the proposed intersections in East Albany may be suited for roundabouts.

Suggestion to align potential roads north and south of Knox Butte Road just west of Scrael Hill Road. Timber Ridge Road alignment could go east, adjust Scrael Hill Road to Kennel Road.

Bicycle/Pedestrian network

David Helton suggested the team develop a vision for Highway 20 – design it to be more bicycle and pedestrian-friendly, consider a boulevard design and/or incorporate a separated multi-use path. When/if the I-5/Highway 20 interchange is improved, it would make sense to implement bike/pedestrian connectivity nearby.

Comments on the proposed bicycle/pedestrian crossings of I-5:

- Truax Creek - questionable whether that would be feasible to construct. It lies within a riparian area, and there might not be enough vertical clearance to fit a trail under the freeway.
- Knox Butte Road - should emphasize the need for improved bike/ped connections through the interchange. There's a short-term need to retrofit what's out there now that might result in crossings, flashing beacons, etc. We don't need all the details but we should push ODOT to do something in the short term in addition to the eventual replacement of the interchange.
- Path under I-5 at Cox Creek might not be feasible because of vertical clearance and riparian area, similar to Truex Creek.
- Santiam Highway - similar to Knox Butte. Albany TSP calls for this improvement.
- Overcrossing at 18th avenue a possibility. There appears to be space on the West side of the highway for structure to land. This would be expensive and might be a long-term item, but might be considered by ODOT with the I-5 interchange improvements.
- A dedicated bike/pedestrian bridge or undercrossing on the north side of the Knox Butte interchange would be beneficial.
- Make sure trail connections exist for any I-5 crossings – these will be important.



Project Advisory Committee #4 Meeting Summary

- Suggestion to extend the off-street trails along Burkhart Creek between Clover Ridge and the roundabout area
- This is a great opportunity to create a bicycle system that bridges the gap between recreational cycling and riding for transportation.
- Will want to coordinate this effort with the upcoming Albany Area MPO bicycle/pedestrian plan.

Land Use

Ken Pirie introduced preliminary land use plans developed at a recent workshop of City staff and the consultant team.

- Discussion of what is allowed in employment zones. Residential uses are often limited in these zones.
- Question about the location of schools – does East Albany need more and do they have the land? Schools are generally allowed in residential zones, so plans do not yet show specific school locations. The School District typically plans for school facility needs based on enrollment forecasts and obtains land to meet those needs. The School District is represented on the PAC.
- The ODOT maintenance yard in the study area is appropriately identified as a low-value use that could redevelop over time. One reason MU shown for ODOT property is to provide restaurants and services within walking distance to people visiting Timber Linn park and residents and employers in the area away from Hwy 20.
- Discussion of when and how the public will review these concepts. Specifics of the types of housing and types of businesses that end up being developed will matter a lot for East Albany.
- Special thanks to Karen for being a liaison to residents/HOAs for this process.
- Blue Ox Road – Consider extending south to 20 at Timber Street, or some other connection to get people from Price Road over to Highway 20 around Timber St or at Goldfish Farm Road. Improvements to this road may be especially challenging due to how that road was funded when it was built and the fact that it was intended primarily to access recreational facilities and properties.
- Question about which alternative has the greatest space designated for medium to high density housing – this would be the preference for some PAC members. That analysis will be conducted as part of one of our next steps.

Conclusion and Next Steps

Matt Hastie brought the meeting to a close and thanked participants for attending and for all their comments. Next steps include reviewing these plans with the City's Planning Commission (PC) and Council, further refinement of them based on PAC, PC and Council comments, transportation analysis, and returning to the PAC and other community members with more defined Development Alternatives.



Project Advisory Committee #4 Meeting Summary