

# TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

*You can save your progress by clicking the "Save" button at the bottom of the form.*

**Type of grant**

Category 2: Integrated Land Use & Transportation Planning

**ODOT region (1-5):**

2

**Primary applicant jurisdiction:**

City of Albany

**Project title:**

East Albany Plan

**Mailing address:**

P.O. Box 490, Albany, Oregon 97321

**Contact person name:**

Anne Catlin

**Contact person title:**

Planner III

**Contact phone:**

(541) 917-7560

**Contact email:**

anne.catlin@cityofalbany.net

**List other local jurisdictions providing match:**

**Summary description of project:**

Albany seeks to develop a refinement plan for the area of the Urban Growth Boundary located east of Interstate 5 (I-5). A more detailed land use plan and modified transportation network are needed to create vibrant and accessible neighborhoods and employment centers designed around natural resources. East Albany is 2,822 acres, half in the urban fringe. Most undeveloped land has wetlands, floodplain, access, and/or infrastructure constraints. The last area plan was in 2001 prior to the 2010 Transportation Systems Plan and creation of significant natural resource overlays to comply with Goal 5 (2011). Future I-5 improvements will require changes to the transportation network and the area lacks connectivity. Project objectives are to:

- Update Comprehensive Plan and zoning to provide more precise land use designations.
- Improve the transportation network and update TSP with design and location of transportation system needs required to support growth and respond to interchange upgrades.

## Project cost table

### TGM funds requested

Consultant:

\$ Consultant  
250,000

Local reimbursement: **\$ Local Reimbursement**  
0

**Total TGM funds requested** **\$ Total TGM Funds Requested**  
250,000

## Local match

**12% minimum (calculated)** **\$ 12% Minimum**  
34,091

## Match to be provided

Labor, supplies and services during project: **\$ Labor, supplies and services during project**  
35,000

Payment when Intergovernmental Agreement is signed: **\$ Check at time of IGA signing**  
0

### Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

### Consultant name (if applicable):

### Untitled

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

### Date

6/5/2019

## Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

### 1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional

importance.

### **1. Clear Transportation Relationship**

Interstate Operation: I-5 is at or above capacity through the Albany corridor and upgrades are needed at both Albany interchanges. Some changes to the local system envisioned by ODOT were not anticipated in the 2010 TSP. A more focused look at land use and the transportation system is needed to provide capacity for growth and to avoid highways for local trips.

Connectivity: East Albany has developed in a piecemeal fashion resulting in a lack of connectivity and inadequate transportation facilities and choices that add to travel demand and results in an over-reliance on highways for travel within east Albany.

Regional Facilities: The Linn County Fair and Expo Center and Timber Linn Park east of I-5 generate peak traffic that impacts the transportation system.

The Plan will analyze regional and local transportation needs to develop land use and transportation scenarios that will improve connectivity and internal circulation and support alternative modes of transportation in East Albany.

## **2. Adoption of products to meet project objectives**

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

### **2. Adoption of Products to Meet Project Objectives**

- a. Adoption-ready East Albany Plan that includes:
  - A land use plan that designates specific land uses and densities for the UGB;
  - Transportation system improvements including infrastructure and public service needs to support the plan;
  - Identification of recreation and trail opportunities;
  - Themes for the study area; and
  - Implementation strategy, including short-term and long-term measures.
- b. Comprehensive Plan, Zoning, Development Code, and TSP amendments to implement the Plan.
- c. Updated Urban Growth Management Agreement with Linn County if necessary.

## **3. Support of local officials**

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

**Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:**

City Grant Support Resolution No. 6799.pdf

## **Award criteria**

Applications will be scored on the following criteria. Instructions for responding to these criteria can be found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

## **1. Proposed project addresses a need and supports TGM objectives (up to 40 points)**

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

### **1. Proposed project addresses a need and supports TGM objectives (up to 40 points)**

#### **PURPOSE**

The Plan is needed to create vibrant neighborhoods, employment and recreation opportunities that are connected and accessible through a multimodal network. The Plan will build upon the 2001 East I-5 Plan that envisioned urban neighborhoods designed around interconnected greenways that provide trails, open space and wildlife connectivity between neighborhoods, schools, and village centers. Parkways and boulevards would connect to employment centers and highways. Neighborhoods would include diversity in housing. Some 2001 Plan elements were adopted, but further evaluation of infrastructure and land uses is needed to ensure a mix of housing types for all ages and incomes, and neighborhoods that are connected to jobs, shops, schools and parks.

#### **ISSUES**

- I-5 interchange improvements may impact access and land uses.
- Increased connectivity and transit options are needed within east Albany.
- East Albany character is influenced by I-5 and Santiam Highway (US 20), which provide windows and gateways into Albany.
- Significant natural resources create access and development challenges.

#### **OBJECTIVES**

- Connect residential, employment, commercial and recreational uses with a functional and safe multi-modal transportation system and interconnected greenway trail system.
- Recommend transportation system improvements needed to accommodate anticipated residential and employment growth and future I-5 interchange improvements.
- Create attractive gateways into Albany from I-5 and US 20 and protect rural character.
- Recommend land uses and densities that will achieve project objectives.

#### **TGM OBJECTIVES SUPPORTED**

1. Provide transportation choices to support communities with balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

A primary focus of the Plan will be creating connectivity between neighborhoods, commercial services, employment and recreation sites. To increase mobility options, the Plan would consider the development of transportation choices including expanded transit services, bike lanes, boulevards, and bike and pedestrian trails along riparian corridors that connect residents to employment and activity centers. The Plan will also identify safe and accessible bike and pedestrian networks to support a healthy, active lifestyle.

East Albany is currently served by a transit loop that runs along Knox Butte down Goldfish Farm to Walmart south of Santiam Highway. The system loops back over I-5 to the mall and train station before

heading back to East Albany. With increased residential and employment growth, an assessment of extending and improving transit services and locating a park and ride facility are needed to increase mobility options for residents and employers.

The existing transportation network and multimodal routes will be impacted by future I-5 interchange improvements. Once I-5 interchange work is scheduled, local street improvements will be required. Recent ODOT planning work for I-5 improvements envisioned several locations where access restrictions would be needed on the local street system, many of which were not anticipated in Albany's 2010 TSP. The growth envisioned at the TSP's horizon year reflected a fraction of the area's development potential. The Plan will evaluate transportation system options and determine appropriate land uses along streets that may be impacted by interchange improvements. The Plan will ensure the local transportation system is adequate to support future development and buildout of the UGB.

2. Create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation, a mix of housing types, employment, services, schools and recreation.

The 2001 East I-5 Plan strived for a balance of jobs and housing to increase livability, reduce travel time and trips, and create opportunities for alternative modes of transportation. Since 2001, the east Albany population has grown from 8 percent to 20 percent of the city's population, now more than 10,000 residents. Most new housing has been detached single-family homes. Several hundred new multi-family units are in various stages of development.

The refinement plan will evaluate findings from the city's housing needs and economic opportunities analyses to identify opportunities and locations for increasing the variety of housing types, densities, and mixed-use developments to accommodate the needs of Albany residents and considering proximity to amenities and employment.

Timber Ridge Road was identified as a new north-south collector road in the 2010 TSP that will connect neighborhoods north of Knox Butte to the village center and to Santiam Highway. Sections of the new collector and the roundabout at Knox Butte have been constructed. Timber Ridge Middle School was constructed in 2009 and a new elementary school, Meadow Ridge, is under construction next to Timber Ridge and scheduled to open in 2020.

The new schools provide some social and recreational opportunities to area residents north of US 20/Santiam Highway. The city's largest park, Timber Linn Park, is centrally located between Knox Butte Road and Santiam Highway, but is more than a half mile away for most neighborhoods. Riparian corridors and wetlands will affect the street layout and connectivity, so the Plan will evaluate opportunities for trails and bike routes. A new parks master plan may further inform and identify needs in the area.

The village center on Knox Butte Road is zoned Mixed Use Commercial and was sized to be a grocery store site with other shops and services close to residential neighborhoods to reduce vehicle trips and enhance livability. Most development interest has been for apartments, leaving little space for shops and services to support residences. The Plan will evaluate additional commercial and service needs and where they should be located to be easily accessible to residents and employment centers.

The character and uses along Santiam Highway and Interstate 5 influence the character of East Albany. The Plan will determine appropriate land uses along Santiam Highway that can be sited to reduce access points, provide an attractive gateway into Albany and provide needed services, employment and housing.

3. Support economic vitality and growth by planning for land uses and the movement of people and goods. Well planned new growth, accessible industrial and employment centers, housing with access to education, jobs and services.

The Plan will include facilities to provide adequate access to industrial properties to create efficient freight routes and will evaluate commercial, industrial and employment sites so they are easily accessible after I-5 interchange improvements are completed. The Plan will include a “gateway” element that evaluates building setbacks and landscaping to create an attractive gateway along US 20 and I-5.

Successful village centers are key elements of healthy neighborhoods where residents can shop and play close to home and reduce trips and travel time. One convenience store is within walking or biking distance of area neighborhoods. Most commercial development in East Albany is along US 20 or near I-5, has a regional draw (Walmart, Home Depot, car sales) or caters to travelers. A collection of properties zoned Regional Commercial adjacent to the Knox Butte interchange remain underdeveloped. Interchange improvements will increase the viability of this Regional Commercial site.

The plan will determine locations for neighborhood-scale village centers for walkable and bikeable retail, restaurants and entertainment, and ensure that neighborhoods have multimodal access to nearby commercial developments with a regional draw.

4. Save public and private costs with compact land uses and well-connected transportation patterns.

The East Albany Plan will evaluate the appropriate land uses and transportation network needed to accommodate residential and employment growth within the City’s urban growth boundary. One objective of the Plan is to balance residential, commercial and employment uses in the area to reduce trips out of the area and to increase the livability of the area.

The Plan will encourage interconnected compact development throughout East Albany to increase transportation choices, reduce vehicle miles traveled and costs of system improvements and maintenance, and to maintain acceptable system operation levels.

The Plan will assess future transportation needs and will identify and design local street and intersection improvements that will be triggered with I-5 interchange upgrades and needed to accommodate future growth and freight mobility. The Plan will help the city determine how infrastructure improvements will be funded.

5. Promote environmental stewardship through sustainable land use and transportation planning.

The Plan will recommend land use patterns and densities that can be supported by a multimodal transportation network designed to reduce impacts on Albany’s significant natural resource corridors identified through Goal 5. Neighborhoods and businesses will be designed and located to protect the area’s riparian and wildlife corridors, wetlands and drainageways located within significant natural resource overlays. The interconnected natural resources will provide pedestrian, open space and wildlife connectivity between neighborhoods and will help protect scenic vistas.

The Plan will seek to balance and locate residential, employment, commercial and mixed uses to increase the efficiency in land uses and transportation system options, reduce trip miles, including consideration of a park and ride lot. The Plan will increase access to parks and open spaces.

A more efficient development pattern and multimodal transportation network would reduce emissions and greenhouse gases while increasing the desirability and character of East Albany.

## **2. Proposed project is timely and urgent (up to 25 points)**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding
- build on, complement, or take a necessary step toward completing or implementing other high-priority community initiatives, including supporting a Governor's Regional Solutions team priority
- resolve transportation or land-use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future.

## **2. Proposed project is timely and urgent (up to 25 points)**

### **PROJECT IS TIMELY:**

Local Transportation Issues Not Anticipated in TSP. I-5 is at capacity in the Albany area. Future I-5 interchange improvements at US 20 (Santiam Road) and Knox Butte Road will trigger street improvements and realignments not anticipated in the City's 2010 TSP. Affected streets in East Albany include Fescue, Spicer, Price Road, Timber, and Century Drive. These streets provide access to prime employment land and a regional park facility (Timber Linn Park). These changes can have significant impacts on how the area develops. The City needs to plan for these changes now in order to assess costs and impacts.

The city adopted significant natural resource overlays after the 2010 TSP. Significant wetland, riparian corridors and floodplain cross much of the vacant land in East Albany. Roads need to be designed and aligned to reduce the impact to significant natural resources while still providing a robust and efficient transportation system.

An updated plan is needed now to build upon the 2001 East I-5 Plan and to achieve plan goals and TGM objectives of creating interconnected and lively neighborhoods and employment centers.

Growth Pressures. The City has experienced tremendous residential growth in east Albany over the last twenty years and very little vacant residential land remains in the City limits. Most of the land in the urban fringe is designated Urban Residential Reserve (URR), a Comprehensive Plan designation that serves as a place holder designation until a more detailed plan is developed. More than half of the Knox Butte village center is proposed to be developed with apartments leaving little room for retail and services. There have been a few development applications in the urban fringe for low-density growth inconsistent with the City's Comprehensive Plan. This has created challenges for the city and county for managing growth and has led to two recent LUBA appeals for land in the urban fringe.

Fresh Data and Analyses. The city is contracting with Angelo Planning Group and Johnson Economics to conduct buildable land inventories, Housing Needs Analysis, and Economic Opportunities Analysis. The project will kick off in July and be completed by April 2020. These products will give the city a clearer understanding of Albany's capacity of residential and employment lands to 2040 within the city limits and UGB. The products will provide data and analysis to support policy recommendations regarding housing and economic needs, and amendments to the Comprehensive Plan, Zoning Map and Development Code as necessary.

Floodplain Management and Endangered Species Act (ESA). Most of the creeks in East Albany are fish-

bearing waterways and provide habitat for salmon and steelhead. This project will evaluate underlying zoning and land uses, accessibility and infrastructure constraints in special flood hazard areas and significant riparian corridors for compliance with FEMA and the ESA.

PROJECT IS NEEDED NOW TO:

- 1) Create clear development outcomes. More specific Comprehensive Plan and zoning designations are needed in the urban fringe than Urban Residential Reserve to guide development and ensure it is consistent with Plan goals and efficient use of land within the UGB.
- 2) Identify and protect land for village and recreational centers.
- 3) Plan for transportation system and infrastructure improvements.

### **3. Proposed project approach is reasonable (up to 20 points)**

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

#### **3. Proposed project approach is reasonable (up to 20 points)**

City will lead and coordinate the project with ODOT and consultant team to facilitate development and review of work products and public involvement. The city will form a stakeholder group (SG) comprised of city and outside agency staff or representatives and stakeholders (property or business owners, public officials, etc.) to collect information and provide feedback and recommendations throughout the project. The City anticipates 2-3 public events and the use of social media and website to obtain public input on plan development.

The City hired a consultant team to develop housing needs, economic opportunities and buildable lands analyses in preparation for this project that will provide relevant data and analyses needed to assess the area's capacity to accommodate projected housing and employment needs and associated land uses and transportation system needs.

The city expects the project will take around 12-15 months from kick-off to adoption. Draft tasks and deliverables would generally include:

1-Project Kickoff: The project team (city, TGM staff and consultants) will meet to establish schedule and public involvement plan that includes multiple platforms and targeted outreach and to discuss project objectives and goals.

City will provide existing policy and planning documents to consultants, identify key issues that must be addressed in the Plan, highlight challenges and existing conditions.

Consultant will set up and launch the project web site and decided-upon public involvement tools and start stakeholder interviews.

Team will meet with SG to review project objectives, goals, regional issues and needs and local context.

2-Existing and Future Conditions Analysis: Consultant to evaluate existing conditions, project growth to 2040, identify regional issues and needs, and conduct multimodal system analysis to identify barriers and initial recommendations; prepare summary of existing and future conditions, challenges and opportunities; and present existing and future conditions analysis to SG for feedback and refinement for public.

3-Public Event #1: Project team will present project objectives, existing and future conditions, challenges and opportunities for input and feedback that will form the basis of the plan concepts. Consultant will summarize input and plan concepts and distribute through public involvement platforms.

4-Develop Plan Concepts/Alternatives: Project team workshop to brainstorm initial land use and transportation plan concepts and prioritization criteria. Consultant will:

-Develop land use and transportation system concepts, graphically depicting the vision for the area including circulation and access, and the location, type, density and/or scale of land uses.

-Complete traffic and multimodal trip rate analysis based on the land use plan alternatives and multi-modal street design standards, public bicycle and pedestrian infrastructure opportunities.

5-SG: Consultant to present draft Plan concepts/alternatives with maps and visuals to SG for feedback and refinement.

6-Public Event#2 & Work Session: Consultant to revise and develop Plan concepts/visuals, maps, prioritization criteria and materials for public event/charrette.

Project team will host public event/charrette to present and gather input and evaluation of plan concepts and alternatives and will arrive at preferred alternatives for each plan element.

Consultant will prepare summary of the charrette input and plan concepts for public distribution.

Planning Commission and City Council will be invited to all public events, but team may host joint work session at this stage to present preferred Plan concepts and public input to date.

7-Develop Plan: Consultant to prepare draft Plan including land use and development code amendments, multi-modal street design standards, transportation system improvements, and TSP updates including SDC cost analysis for infrastructure needs. Present draft products to SG for review and refinement.

8-Public Event #3: Present draft Plan for feedback. Possible policy maker work session.

9-Final Plan & Adoption: Consultant will prepare adoption-ready Plan and implementing ordinances, findings, and other documents to amend city Plans and TSP.

City/County staff will evaluate Urban Growth Management (UGM) agreement based on Plan.

City to adopt the East Albany Plan, to include Comprehensive Plan, Zoning, Development Code, and TSP amendments and updated UGM Agreement with Linn County if necessary.

#### **4. Proposed project has community support (up to 5 points)**

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

#### **4. Proposed project has community support (up to 5 points)**

Development of the East Albany Refinement Plan is supported by the Albany City Council, Planning Commission, Mayor, and City Manager and the city has committed staff support to the project as demonstrated in the city manager's letter. Linn County, Albany Area Metropolitan Planning Organization, Albany Area Chamber of Commerce, and Albany Millersburg Economic Development Corporation have all submitted letters of support for the project and have expressed willingness to participate in the project.

Support letters from the following people and entities are provided.

- Albany City Manager
- Albany Mayor
- City of Albany Public Works Operations Director
- Albany Planning Commission
- Linn County

- Albany Millersburg Economic Development Corporation
- Albany Area Chamber of Commerce
- Albany Area Metropolitan Planning Organization

**Upload letters of support from stakeholders here:**

Albany City Manager Ltr.pdf

Albany Mayor Support ltr.pdf

Albany PW Operations.ltr.pdf

Planning Commission Letter of Support.pdf

Linn County Support letter.pdf

Albany Millersburt Eco Devo Corp.ltr.pdf

Albany Area Chamber of Commerce.ltr.pdf

TGM\_Albany\_AAMPO signed.pdf

## **5. Proposed project sponsor readiness and capacity (up to 10 points)**

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

### **5. Proposed project sponsor readiness and capacity (up to 10 points)**

Senior Planner Anne Catlin will manage the project and will be assisted by staff from community development, public works, city manager's office, and economic development. In her 20 years with the city, Anne has worked on several TGM-funded projects from conception through implementation, periodic review tasks, and she manages the city's Community Development Block Grant programs. She will coordinate review of deliverables and input from state agencies, schedule meetings and public input process, and prepare all grant paperwork. City staff will help consultants facilitate meetings and coordinate public outreach. Consultants will provide the technical expertise, analysis, and work products for the project.

The city has successfully completed several TGM projects. The most recent was the South Albany Area Plan (SAAP) adopted in 2012. The SAAP integrated planning for land uses, transportation, recreation, schools, infrastructure, economic development, natural and cultural resources, and place making. It resulted in amendments to the Comprehensive Plan, Zoning Map, Development Code and TSP.

The 2003 North Albany Refinement Plan (NARP) created an area-specific plan that established land use patterns to reduce private vehicle reliance and expand transportation and housing choices.

The planning and transportation issues, scope, citizen involvement, final plans and adopted products for the SAAP and NARP are similar to those anticipated with the East Albany Plan.

The city budgeted staff to this project and is under contract with Angelo Planning Group (and Johnson Economics) for a new Housing Needs Analysis, Economic Opportunities Analysis and buildable lands inventories. These studies will begin July 1, with final drafts completed in March 2020 prior to this project team kick off. These studies will provide current data and analysis required for a meaningful area plan. These investments demonstrate the city's commitment to understanding and addressing city needs.

## Upload supplemental application materials

**Project area map (optional):**

East Albany Comp Plan Map.pdf

East Albany Zoning Map.pdf

E Albany Comp Plan\_Natural Resources.pdf

East Albany 2015 Aerial Photo.pdf

**Title VI: Racial & Ethnic Impact Statement form**

Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement here](#)

**If you encounter any issues with the submittal process, please contact:**

Abigail Erickson

Planning Section Web Coordinator

[Abigail.ERICKSON@odot.state.or.us](mailto:Abigail.ERICKSON@odot.state.or.us)



A RESOLUTION IN SUPPORT OF AN APPLICATION TO THE STATE OF OREGON'S TRANSPORTATION AND GROWTH MANAGEMENT GRANT (TGM) PROGRAM TO ASSIST WITH DEVELOPMENT OF A LAND USE AND TRANSPORTATION PLAN FOR EAST ALBANY.

WHEREAS, the TGM Grant Program, operated by the Oregon Departments of Transportation and Land Conservation and Development, provides funds to help local governments develop integrated land use and transportation plans; and

WHEREAS, the east Albany area contains the largest remaining undeveloped land inside the City's urban growth boundary; and

WHEREAS, future Interstate-5 interchange improvements will require changes to Albany's transportation system; and

WHEREAS, land use and transportation recommendations for east Albany were included in the Balanced Development Patterns project (2001) and some elements of this plan were adopted; and

WHEREAS, the general vision is to create vibrant neighborhoods, employment centers and recreation opportunities that are interconnected by riparian corridor greenways and transportation choices; and

WHEREAS, developing the most efficient, environmentally sensitive mix and density of land uses that are both financially and politically feasible will require innovative integrated planning; and

WHEREAS, receipt of grant funds would support hiring technical expertise needed to complete the integrated planning process.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the City Council endorses the submittal of the application for a TGM grant of \$250,000 for the purpose of developing a refinement plan for east Albany that integrates land use, transportation, protection of significant cultural and natural resources, and economic development; and

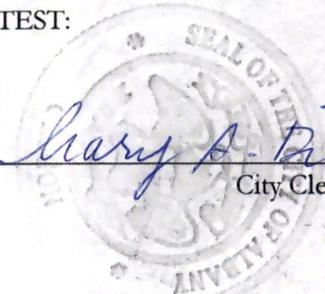
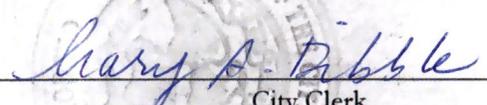
BE IT FURTHER RESOLVED that the City of Albany agrees to provide a staff match of at least \$30,000 (12 percent) from wages and salaries 100-40-1601-51001 for fiscal year 2020 as a grant match; and

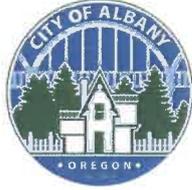
BE IT FURTHER RESOLVED that the City Council authorizes the mayor to write a letter in support of the grant application on behalf of the City.

DATED AND EFFECTIVE THIS 22<sup>ND</sup> DAY OF MAY 2019.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
  
\_\_\_\_\_  
City Clerk



## CITY MANAGER'S OFFICE

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | PHONE 541-917-7500

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May 21, 2019

### Transportation Growth Management

Dear TGM Review Committee:

The City of Albany is seeking a Transportation and Growth Management grant to help manage growth within its "urban fringe." Specifically, the grant would make it possible to develop a refinement plan for the area of Albany east of Interstate 5.

This area has grown to 20 percent of the city's population - from 8 percent in 2000, when the most recent planning occurred for the area. Pressures are growing to develop in the urban fringe, and in areas with no vision or Comprehensive Plan direction. More precise land use designations and future zones for urban fringe land are needed.

Future I-5 corridor improvements will impact the city's transportation network, access, and land uses along affected streets, including access to a large, highly visible industrial property along I-5.

The City is funding a Housing Needs Analysis and Economic Opportunities Analysis this fiscal year to have a better understanding of future housing and employment land needs prior to launching the refinement plan for east Albany. The City is committed to engaging in a creative and integrated planning effort and has committed staff time to this effort.

We hope TGM will consider this important project to help the city create vibrant, livable, and accessible neighborhoods and employment centers that meet the needs of Albany and the region.

Sincerely,

Peter Troedsson  
City Manager

PT:ag

c: Anne Catlin

[cm.cityofalbany.net](http://cm.cityofalbany.net)





## MAYOR SHARON KONOPA

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | [sharon.konopa@cityofalbany.net](mailto:sharon.konopa@cityofalbany.net)

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June 4, 2019

Transportation and Growth Management Program  
Oregon Department of Transportation  
555 13<sup>th</sup> St NE, Suite 2  
Salem, OR 97301

To Whom it May Concern:

RE: EAST ALBANY PLANNING NEEDS

I am submitting this letter of support on behalf of the City of Albany for the City's Transportation and Growth Management grant application for an integrated land use and transportation plan for the east Albany area.

East Albany provides a gateway to Albany and is readily accessible and visible from Interstate 5 and Santiam Highway. Regional facilities are located there including Linn County Fair and Expo Center, the historic Albany Municipal Airport, and the city's largest park and concert venue - Timber Linn Park.

There are over 1,400 acres of undeveloped land in the area that provide natural character and mountain views. This area has a network of riparian corridors for wildlife habitat and with recreational potential.

The vision for the area east of Interstate 5 came out of the Balanced Development Patterns TGM grant project in 2000-2001. It called for a new vibrant mixed-use village center along Knox Butte Road, and a mix of housing and transportation choices. Several neighborhoods, a new school, and regional draw businesses have located in the area since the East I-5 Study was completed in 2001. Yet the area lacks a village center for the residents and transportation choices are lacking.

A creative and integrated planning effort is needed to refine the earlier vision, address transportation issues and infrastructure needs, create connectivity while protecting natural areas and creating great neighborhoods. Neighborhoods where people can live, work, shop, play, drive, walk, and ride bikes safely and have opportunities to interact with their neighbors and with nature.

Please join me in supporting Albany's efforts to develop a land use and transportation plan for east Albany.

Sincerely,

Sharon Konopa, Mayor of Albany



## PUBLIC WORKS - OPERATIONS

310 Waverly Drive NE, Albany, Oregon 97321 | PHONE 541-917-7600

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June 3, 2019

Cindy Lesmeister  
Grants/Contracts Coordinator  
Transportation Growth Management Program  
Oregon Department of Transportation  
555 13<sup>th</sup> Street NE  
Salem, OR 97301

Dear Cindy:

### **Support for the East Albany Transportation and Growth Management Grant**

Please accept this letter of support for the grant application submitted by the City of Albany for a Transportation and Growth Management (TGM) grant to study the east Albany area. As the Public Works Operations Director, I am responsible for both the Albany Municipal Airport and the City's three public transit programs. The east Albany area has the potential for a significant amount of growth in residential, commercial and industrial properties and the airport and transit systems will both impact and be impacted by this new development.

The Albany Municipal Airport is located just east of I-5 and is constrained by Knox Butte Road to the north and Santiam Highway to the south. Federal Aviation Administration (FAA) rules will impact development of properties to the north or south of the airport, and future I-5 interchange modifications. Also, while it is the goal of our public transit programs to serve newly developing properties, there is currently limited fixed route service to the east portion of the City. Consideration of public transit needs only after the development has happened often leads to inefficient or simply impossible transit service.

The TGM grant funding will allow the City to develop a detailed plan for development of this area that will be integrated with our transportation programs. Taking a comprehensive approach will help avoid potential pitfalls which may include development proposals that do not comply with FAA rules or that are not easily served by public transit. Integrating these issues in the east Albany area plan will provide the best opportunity for Albany to integrate development projects with existing and future transportation networks.

Thank you for considering this grant application.

Sincerely,

Chris Bailey  
Public Works Operations Director

CB:kw

c: Anne Catlin, Planner II

Larry Tomlin  
1139 Morse Lane SW  
Albany, OR 97321  
(541)974-4443

June 3, 2019

Transportation and Growth Management Program Manager  
555 13<sup>th</sup> St NE, Suite 2  
Salem, OR 97301

To Whom it May Concern:

**The Need for a Refinement Plan in East Albany**

The Albany Planning Commission supports the city's Transportation and Growth Management (TGM) grant application to develop a refinement plan for the area of Albany east of Interstate 5.

The east Albany area has added many neighborhoods, new schools and large retailers in the last 20 years. As Albany continues to grow, east Albany will continue to develop and there are pressures to develop land in the urban fringe. Most of the undeveloped land is outside the city limits in the urban growth boundary where there are wetlands and riparian corridors, and limited north-south connections. The city needs to evaluate zoning and Comprehensive Plan designations for areas outside the city in order to accommodate housing and jobs anticipated over the next 20 years.

Access to east Albany is restricted by I-5 and traffic continues to increase on Santiam Highway and Knox Butte Roads. The refinement plan will identify transportation system improvements that are needed to support anticipated growth. The plan would help to create livable neighborhoods and employment centers with diverse housing and transportation choices, and natural areas.

The city undertook a similar planning effort in south Albany, where growth has been slower. Planning for this area is needed now to help the city prepare for more growth.

On behalf of the Albany Planning Commission, I ask you to award the city this TGM grant to develop a plan for east Albany.

Sincerely,



Larry Tomlin, Chair  
Albany Planning Commission

# LINN COUNTY BOARD OF COMMISSIONERS



JOHN K. LINDSEY  
*Commissioner*

WILL TUCKER  
*Commissioner*

ROGER NYQUIST  
*Commissioner*

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Linn County Courthouse  
P.O. Box 100, Albany, Oregon 97321  
(541) 967-3825 FAX: (541) 926-8228

**RALPH E. WYATT**  
*Administrative Officer*

May 30, 2019

To Whom It May Concern:

On behalf of Linn County, we support the City of Albany's request for funding to develop a plan to address transportation and land use issues in Albany east of Interstate 5 (I-5).

Albany is a gateway to Linn County from I-5. Santiam Highway is a primary east-west route through the County connecting communities east to and from I-5 and the Linn County Fair and Expo Center is located east of I-5. Future improvements along the I-5 Corridor and Albany interchanges would impact County employers and communities.

Also, Albany's urban fringe is easily accessible and is endowed with creeks and scenic views of the Cascade Mountains. As such, the County has received several requests for development in Albany's urban fringe where large tracts of urban residential reserve and industrial land provide opportunities. A more detailed plan for Albany's capacity for residential and employment growth in our region is needed to guide development.

The County looks forward to participating in this needed planning effort. Please join us in supporting Albany's project that will help shape growth in Linn County.

Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

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Roger Nyquist, Chairman

---

John K. Lindsey, Commissioner

---

William C. Tucker, Commissioner



To Whom it may Concern

May 21, 2019

Re: Letter of Support – East Albany Plan

The Albany-Millersburg Economic Development Corporation fully supports the City of Albany's grant application to the Transportation and Growth Management program to develop a refinement plan for the east Albany area.

This plan is sorely needed because the opportunities that are possible in this area can only be realized with proper planning.

Several industries, retailers, Linn County Fair and Expo, and Albany municipal airport are located east of Interstate 5 and the area contains prime vacant industrial and commercial land.

New neighborhoods and schools in the area make East Albany an attractive area to locate and invest. As the Albany area continues to grow, this area will play an important role in accommodating future employers and providing services to residents.

Access to east Albany and key employment sites, transportation options, and plans for addressing wetlands are needed to provide certainty to property owners. This planning effort is needed to address obstacles to development and capitalize on assets and opportunities so that businesses will continue to grow and invest in Albany and Linn County.

We appreciate your support in providing a grant to help Albany plan for the future of east Albany.

Sincerely,

A handwritten signature in black ink, appearing to read "John Pascone", with a long, sweeping horizontal stroke extending to the right.

John Pascone,  
President



May 23, 2019

Re: East Albany Refinement Plan Letter of Support

To Whom it May Concern:

On behalf of the Albany Area Chamber I am pleased to give our full support of the City of Albany's grant application to the Transportation and Growth Management program to develop a refinement plan for the east Albany area. It is the final Albany refinement plan that is needed and will give us a complete roadmap going forward on what is feasible east of I-5.

Our businesses, industries, and residents depend on having access to east Albany employers, schools, services, retailers, hotels, airport, and the Linn County Fair and Expo. As east Albany neighborhoods continue to grow, and businesses look for opportunities on vacant industrial and commercial lands they need to know with certainty where wetlands and other obstacles or opportunities are located.

Having worked with the City and citizens over the years on developing Albany's other refinement plans I understand the importance of proper planning and how these plans can help create vibrant neighborhoods, employment centers, and transportation systems.

Please help Albany plan for our future by supporting the grant for the east Albany refinement plan.

Sincerely,

  
Janet Steele  
President



## Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •  
Benton County • Oregon Department of Transportation

June 5, 2019

RE: Letter of Support – City of Albany: East Albany Plan Project

To Whom This May Concern:

The Albany Area Metropolitan Planning Organization (AAMPO) Policy Board supports the City of Albany's application for Transportation and Growth Management funding to develop a refinement plan for portions of the City and Urban Growth Boundary in an East Albany Plan.

The MPO continues to work towards developing and supporting a robust, sustainable, and useful transportation system in our region. East Albany plays a vital role in accommodating future growth and Highway 20 serves as the major entryway to eastern Linn County. It is clear that a more specific plan to address Albany's capacity for growth is necessary to ensure that critical transportation needs are addressed and connectivity throughout the region is maintained.

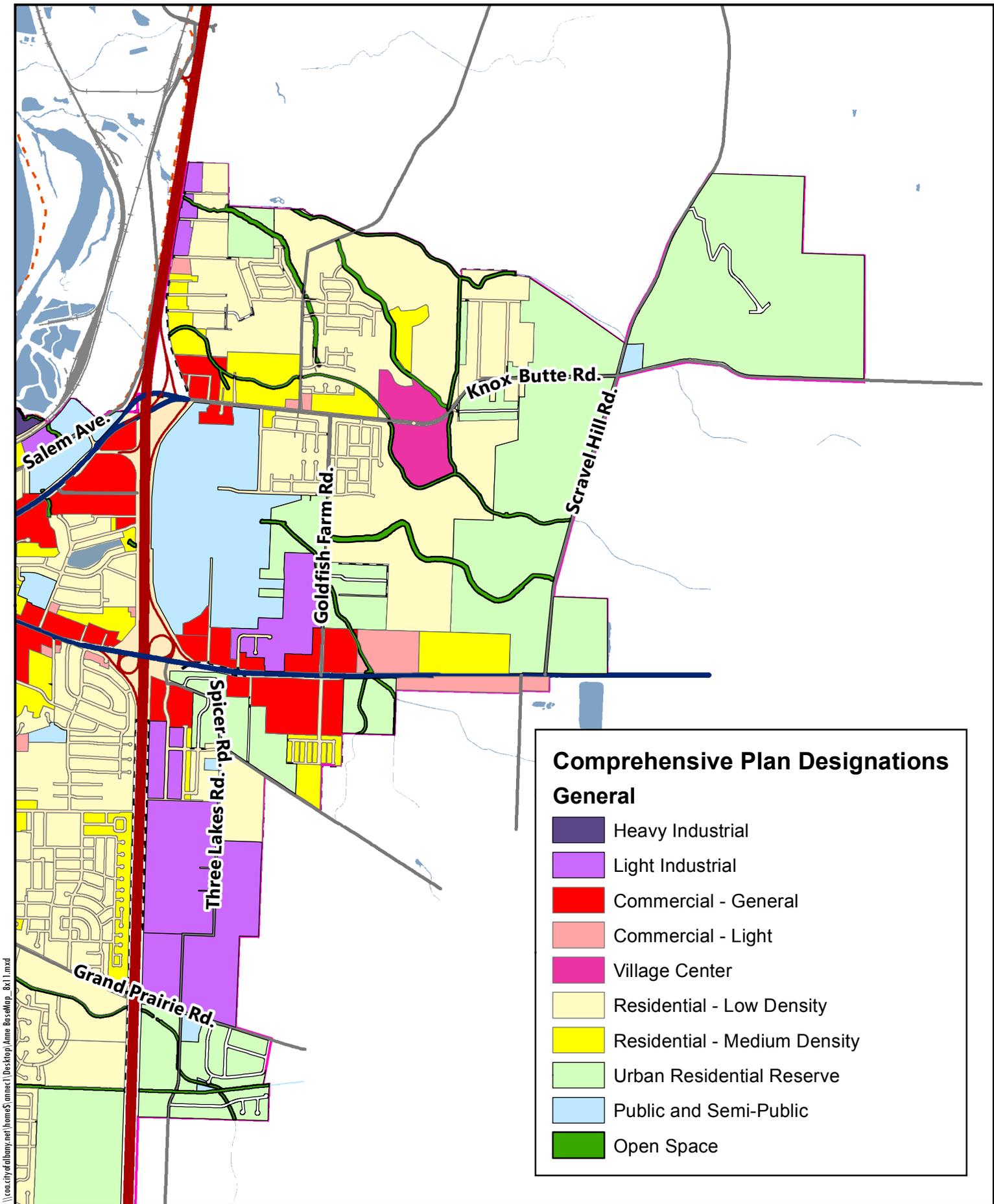
Thank you for the opportunity to provide support for this application. We appreciate your consideration of the East Albany Plan that will undoubtedly help the entire region when planning for future growth.

Sincerely,

6.5.19

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Dana Nichols, Staff, on behalf of Albany Area MPO Policy Board



**Comprehensive Plan Designations**

**General**

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

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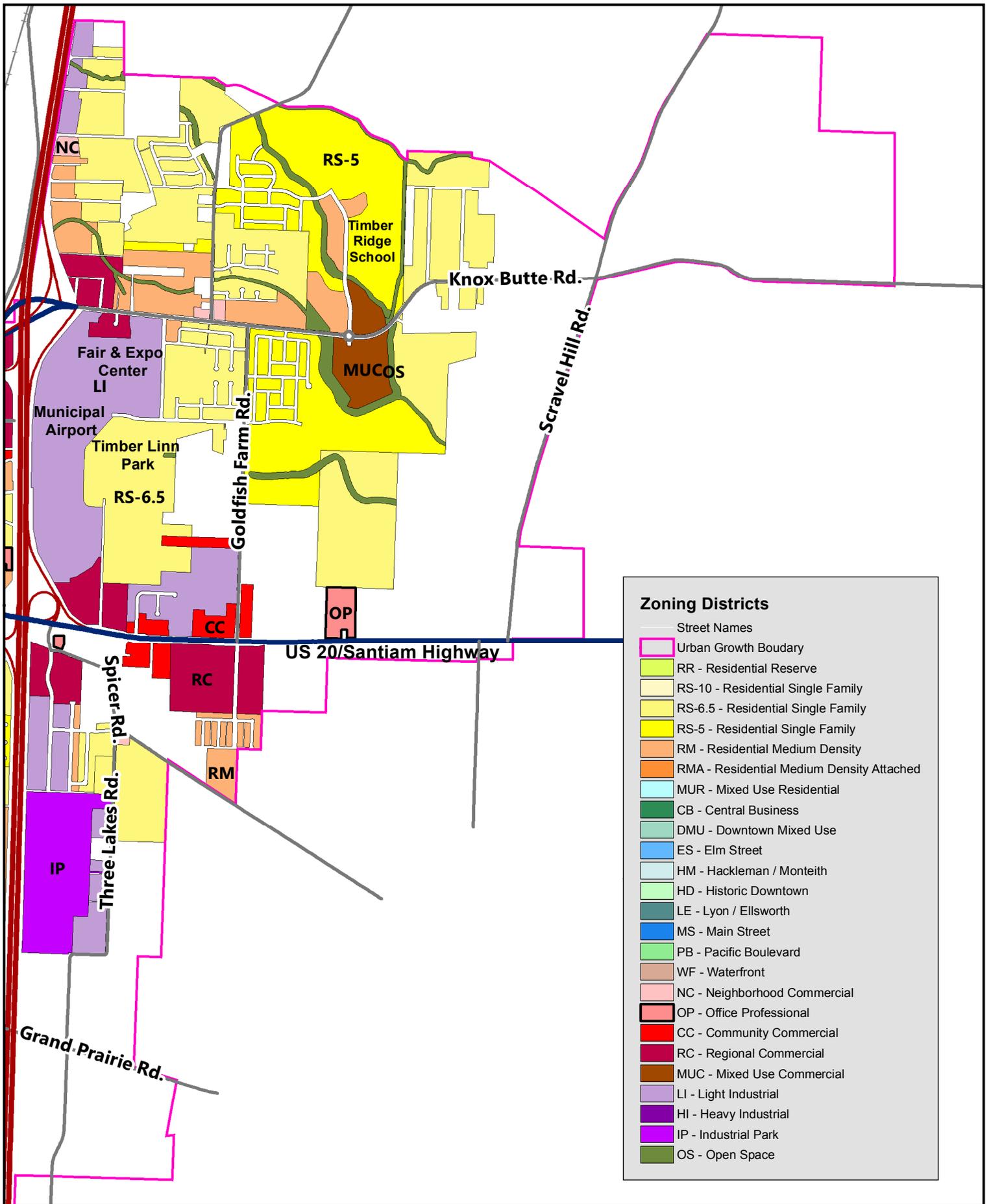


1255  
Feet

Date: 6/4/2019 Map Source: City of Albany

## East Albany Area

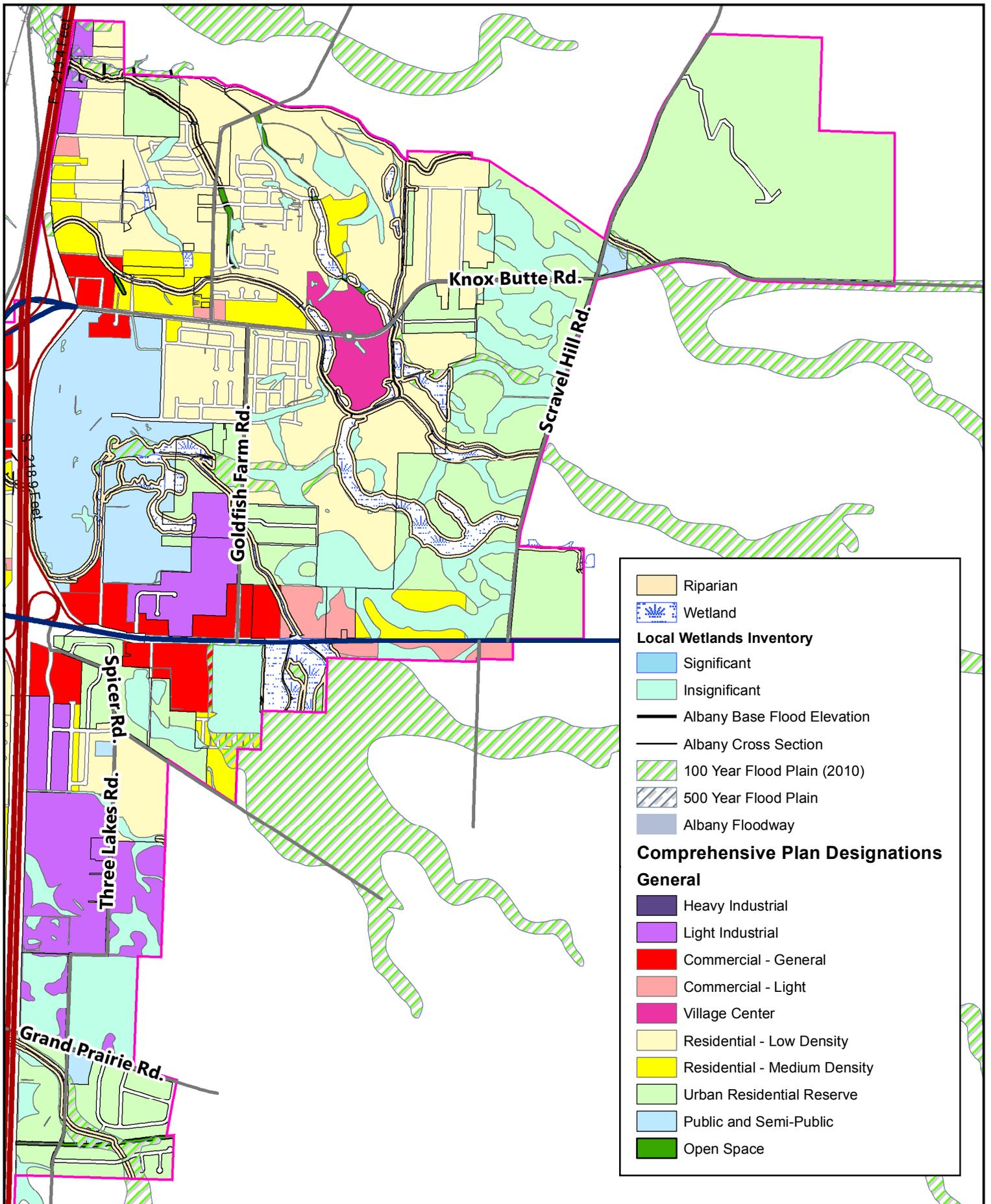
# Comprehensive Plan Designations



Date: 6/4/2019 Map Source: City of Albany

# East Albany Area

# Zoning Map



Date: 6/4/2019 Map Source: City of Albany

# East Albany Area

## Comprehensive Plan with Natural Resource Overlays



# 2015 Aerial Photo, East Albany



## RACIAL AND ETHNIC IMPACT STATEMENT

**This form is used for informational purposes only and must be included with the grant application.**

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1.  The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- |  |  |
|--|--|
| <input type="checkbox"/> Women                     | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians            |
| <input type="checkbox"/> African-Americans         | <input type="checkbox"/> Alaskan Natives             |
| <input type="checkbox"/> Hispanics                 |  |

2.  The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- |  |  |
|--|--|
| <input type="checkbox"/> Women                     | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians            |
| <input type="checkbox"/> African-Americans         | <input type="checkbox"/> Alaskan Natives             |
| <input type="checkbox"/> Hispanics                 |  |

3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

**If you checked numbers 1 or 2 above**, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

*By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

**Dated:** June 4, 2019

Printed Name: Anne Catlin

Title: Planner III

Agency Name: City of Albany

<sup>1</sup> “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.