



SUMMARY

Meeting Date and Time: 1/25/2022, 12:00pm

Location: Zoom Virtual Meeting

Attendees:

- Staci Belcastro, City of Albany, City Engineer
- Karen Cardosa, East Albany resident, realtor
- Anne Catlin, City of Albany, Community Development Planner
- Katherine Daniel, DLCD Natural Hazards
- 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
- Kim Lyddane, City of Albany Parks and Recreation Department
- Steph Nappa, Oregon Cascades West Council of Governments (OCWCOG)
- Transportation Planner, Community Development Commissioner
- Doug Pigman, Greater Albany Public Schools
- Matthew Ruetters, City of Albany, Community Development Director
- Wayne Scheler, Business Owner, Developer, and East Albany resident
- Patrick Wingard, DLCD

Consultant Team members

- Garth Appanaitis, DKS
- Brendan Buckley, Johnson Economics
- Matt Hastie, APG
- Andrew Parish, APG
- Ken Pirie, Walker Macy

Gap Analysis Discussion

Consultant team members provided a status report on the project and reviewing the key findings from the Gap Analysis, with a focus on the identified gaps and potential strategies for addressing them. Following are comments from PAC members, organized by topic.

Housing

- The goals and strategies around housing are appropriate for meeting long-term objectives. However, the timing of some of the actions needed to implement them may occur sooner and in some cases are outside of the city's control. For example, things like tax increment financing take time to get into place. HB2001 will have a quicker impact on the development of middle housing. Similarly, wetland mitigation banking credits are generally unavailable right now and that strategy will be difficult to use in the short term. How does timing play into goal setting and implementation of this plan?



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Parks, Wetlands and Trails

- The City is planning for new parks in this area, including about five acres of neighborhood parks in total. The City is working on a relatively short-term plan for a new park on the property between the Meadow Ridge and Timber Ridge schools.
- Trails and parks have been built in the past in areas of Albany where occasional flooding is an issue and that could be a potential conflict in the future. However, the streams and creeks in this area do not generally have the same kinds of flooding issues as areas along the Willamette River so that may be less of an issue in East Albany.
- I understand that wetlands can be a constraint to development. At the same time, they can have benefits in terms of stormwater management and storage.

Annexation and Infrastructure Improvements

- The County has plans to improve portions of Goldfish Farm Road to city standards, including installing piped infrastructure, etc. That will help address the inconsistency in transportation and other facilities on that road.
- The City has intergovernmental agreements that govern future infrastructure improvements for these fringe areas associated with annexation and development.
- East Albany is unique in terms of the number of pockets of unannexed areas. The City has the ability to annex unincorporated islands but it often runs into challenges in doing so related to opposition from property owners in those areas.

Transportation Improvements

David Helton summarized the following issues related to transportation mobility, access and connectivity, including in the areas near existing I-5 interchanges. Matt noted that this is great food for thought going into the Design Workshop that will be the next step in this process.

- There needs to be improved access in the northeast quadrant of the US20/I-5 interchange, including north connection from Santiam Highway that is west of Goldfish Farm Road. Timber street should be extended northward, connecting with Dunlap Avenue or other roads to the north. That probably would require acquisition of property and removal of buildings, but it would have good circulation benefits.
- The state's climate friendly areas planning might eventually create the impetus for more mixed use and higher value commercial development in the area.
- Some of the lower value, low-density existing industrial uses may not be appropriate or the highest and best use in this area in the future. There will need to be a citywide look at where those uses would go.
- Should we presume that the airport remains in the study area? A change to that would be beyond the scope of this project.
- East/west bike and pedestrian connectivity is a pretty significant gap in this area and new or improved facilities are needed to address that. Those could include improvements as part of future upgrades to the I-5 interchange, and/or a separate bike/ped bridge elsewhere (e.g., south of US20 at 18th).



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Next Steps

Next steps include a design workshop with members of the Consultant team along with key City and ODOT staff to begin to identify planning alternatives for the study area. That will be followed by a presentation to the City Council and Planning Commission (March 7). The team will then move forward with developing planning alternatives as part of Task 5.