



COMMUNITY DEVELOPMENT DEPARTMENT

333 Broadalbin Street SW, P.O. Box 490
Albany, OR 97321

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www.cityofalbany.net

STAFF REPORT

Site Plan Review (SP-14-16)

New Construction of a 26-foot wide Paved Access Driveway – Pacific Cast Technologies

EXECUTIVE SUMMARY

The proposed project is a Site Plan Review (Planning File SP-14-16) for new construction of a 26-foot wide paved access driveway from the ATI facility (Pacific Cast Technologies) on Queen Avenue SW to Ferry Street SW, along with a 10' x 12' guard shack at ATI's southern gate adjacent to the planned access road (Attachments A and B). The property where the access driveway will be constructed is 2435 & 2445 Ferry Street SW, and it is zoned Light Industrial (LI). No new trips to the ATI facility are proposed at this time; however, the applicants expect a significant portion of existing trips to the facility will utilize Ferry Street and the new access road. The applicant is Matt Lee, of Pacific Cast Technologies, who is represented by Mike Smee, of ATI Engineering; and Grant Beem, of K&D Engineering. Site Plan Review is required when there are changes to site circulation or access (ADC 2.430(4)). Site Plan Review approval will be granted if the application meets all of the review criteria that are applicable to the proposed development.

APPLICATION INFORMATION

DATE OF REPORT: September 13, 2016

REVIEW BODY: Staff

STAFF REPORT PREPARED BY: David Martineau, Project Planner

PROPERTY OWNER/APPLICANT: Matt Lee; Pacific Cast Technologies, Inc.; 150 Queen Avenue SW; Albany, OR 97322

APPLICANT REP.: Mike Smee; ATI Engineering; PO Box 460; Albany, OR 97321

ENGINEER: Grant Beem; K&D Engineering; PO Box 725; Albany, OR 97321; 541-928-2583; gbeem@kdeng.com

ADDRESS/LOCATION: 2435 & 2445 Ferry Street SW

MAP/TAX LOT: Linn County Assessor's Map No. 11S-03W-18BA; Tax Lots 1102 & 1106

ZONING: Light Industrial (LI) District

TOTAL LAND AREA: 12.84 acres

EXISTING LAND USE: Vacant

NEIGHBORHOOD: Sunrise

SURROUNDING ZONING: North: LI (Light Industrial) and RM (Residential Medium Density)
South: IP (Industrial Park)
East: RM
West: LI and RM

SURROUNDING USES: An existing metals foundry, Pacific Cast Technologies Inc., is located to the north. Albany Rental and vacant land lies to the south. Large single- and multi-family residential lots with access provided from Marion Street border the subject property to the east. Single-family residences border the property to the northwest, while light industrial tenant spaces are situated to the west, across Ferry Street.

PRIOR HISTORY: Both subject lots totaling 12.84 acres were rezoned from Industrial Park (IP) to Light Industrial (LI) to accommodate future development on December 3, 2014 (file ZC-01-14).

A Site Plan Review for temporary outdoor storage of gas line pipes for nine months was approved in 1992 (SP-39-92). Review of aerial photos of the site show that it has largely been vacant for at least the past 20 years, with intermittent field mowing.

NOTICE INFORMATION

Notices were mailed to surrounding property owners on August 11, 2016. At the time the comment period ended on August 25, 2016, the Albany Planning Division had received no written comments.

STAFF ANALYSIS

Section 2.450 of the Albany Development Code (ADC) includes the following review criteria, which must be met for this application to be approved. Code criteria are written in ***bold italics*** and are followed by findings, conclusions, and conditions of approval where conditions are necessary to meet the review criteria.

Criterion (1) Public utilities can accommodate the proposed development.

FINDINGS OF FACT

Sanitary Sewer

- 1.1 City utility maps show an eight-inch public sanitary sewer main in Ferry Street along the northern half of the frontage of Tax Lot 1102.
- 1.2 The proposed access road will not require sanitary sewer service.

Water

- 1.3 City utility maps show a twelve-inch public water main in Ferry Street.
- 1.4 The proposed access road will not require water service.

Storm Drainage

- 1.5 City utility maps show a fifteen-inch public storm drainage main in Ferry Street near the southwest corner of Tax Lot 1106, and a 54-inch main along the east boundary of the site.

- 1.6 The applicant's submittal indicates that a portion of the storm water runoff produced by the project will go to the main in Ferry Street, and a portion will go to the main along the east boundary of the site.
- 1.7 ADC 12.530 states that a development will be approved only where adequate provisions for storm and flood water run-off have been made, as determined by the City Engineer.
- 1.8 The applicant is required to submit a drainage plan, including support calculations, as defined in the City's Engineering Standards. The applicant is responsible for making provisions to control and/or convey storm drainage runoff originating from, and/or draining to, any proposed development in accordance with all City standards and policies as described in the City's Engineering Standards.

CONCLUSIONS

- 1.1 Public utilities (sanitary sewer, water, and storm drainage) can accommodate the proposed development.
- 1.2 Sanitary sewer and water service is not required for this project.
- 1.3 This criterion is satisfied without conditions.

Criterion (2) The proposed post-construction stormwater quality facilities (private and/or public) can accommodate the proposed development, consistent with Title 12 of the Albany Municipal Code.

FINDINGS OF FACT

- 2.1 The proposed access road will add 21,552 square feet of impervious surface to the site.
- 2.2 AMC 12.45 requires storm water quality facilities to be constructed for this development.
- 2.3 The applicant submitted a storm drainage plan that includes storm water quality facilities for this development proposal (Attachment C). The Public Works Department reviewed the plans and determined that they are generally acceptable.

CONCLUSION

- 2.1 The new development must provide storm water quality facilities consistent with Title 12 of the Albany Municipal Code and the City's Engineering Standards.

CONDITION

- 2.1 Before beginning work on the proposed development, the applicant must obtain a storm water quality permit from the City's Public Works Department. In conjunction with the storm water quality permit, the applicant must obtain an EPSC permit through the Public Works Department.

Criterion (3) The transportation system can safely and adequately accommodate the proposed development.

FINDINGS OF FACT

- 3.1 The project will construct a 26 foot wide access driveway for the ATI facility on Queen Avenue to Ferry Street.
- 3.2 Ferry Street is classified as a major collector street by the City and is, with the exception of sidewalks, improved to city standards. Improvements include a vehicle travel lane in each direction, on-street parking, and striped bike lanes.
- 3.3 Trip generation for industrial like the ATI facility is based on gross floor area. This project will not increase the floor area of any of the industrial buildings on the site. As a result, no increase in vehicle trip generation is expected.
- 3.4 The construction of a new site access to Ferry Street will serve to redistribute some site generated trips that currently utilize the site's existing access to Queen Avenue. Queen Avenue is classified as a minor arterial street and has significantly higher volumes than does Ferry Street. The redistribution of some site generated trips to Ferry Street will improve the operation of Queen Avenue.
- 3.5 The Transportation System Plan (TSP) does not identify any capacity issues occurring next to the site.

CONCLUSIONS

- 3.1 The development is not expected to add any additional vehicle trips to the street system.
- 3.2 The proposed connection to Ferry Street will redistribute some site generated trips to Ferry Street and improve the operation of Queen Avenue, a minor arterial street.
- 3.3 The public street system can accommodate the proposed development. This criterion is satisfied without conditions.

Criterion (4) Parking areas and entrance-exit points are designed to facilitate traffic and pedestrian safety and avoid congestion.

FINDINGS OF FACT

- 4.1 The proposed new connection to Ferry Street is located about 1,580 feet south of Queen Avenue. The connection is designed to provide for separate left and right turn exiting lanes, is based on Albany Standard Drawing 310 (Commercial Driveway with Curb Returns), and has a width of 42 feet.
- 4.2 ADC 12.100(2) allows driveway width of up to 48 feet for industrial development. Driveways in excess of 36 feet in width are required to have defined exit and approach lanes.
- 4.3 According to ADC 12.180, a clear vision area must be maintained at each access to a public street and on each corner of property at the intersection of two streets or a street and a railroad. No fence, wall, hedge, sign, or other planting or structure that would impede visibility between the heights of 2 and 8 feet shall be established in the clear vision area.

- 4.4 The proposed access road will utilize an existing driveway approach apron along Ferry Street. Commercial and industrial district driveways require at least twenty feet of clear area measured along each lot line or drive edge. There are no obstructions that would block visibility within the clear vision area.
- 4.5 Pacific Cast Technologies has existing, developed parking lots at its manufacturing and a production facility north of the subject site. The development of an access road to the facility from Ferry Street will not add any new parking areas.
- 4.6 No sidewalks or pedestrian facilities exist on Ferry Street. No sidewalks are planned along the proposed asphalt access road.

CONCLUSIONS

- 4.1 No parking areas are planned with this proposal.
- 4.2 The proposed 42 foot wide driveway connection to Ferry Street complies with ADC 12.100 in terms of allowable width. The applicant's site plan shows separate striped approach lanes to the approach.
- 4.3 There are no known obstructions that would block visibility within the clear vision area.
- 4.4 This criterion is satisfied with the following condition.

CONDITION

- 4.1 The new driveway connection to Ferry Street shall have a width of 42 feet, be located as shown on the approved site plan, and include separate striped approach lanes with directional turn arrows. The design of the driveway approach shall comply with Standard Drawing 310, and does not need to include an internal pedestrian refuge island.

Criterion (5) The design and operating characteristics of the proposed development are reasonably compatible with surrounding development and land uses, and any negative impacts have been sufficiently minimized.

FINDINGS OF FACT

- 5.1 Site Plan Review is intended to promote functional, safe, and attractive developments that maximize compatibility with surrounding developments and uses and with the natural environment. Site Plan Review is not intended to evaluate the proposed use or the structural design of the proposal. Rather, the review focuses on the layout of a proposed development, including building placement, setbacks, parking areas, external storage areas, open areas, and landscaping. Where conflicts are identified, mitigation can be required through conditions of approval.
- 5.2 Design and Operating Characteristics. The proposed use is a 26-foot wide paved access driveway from the Pacific Cast Technologies facility at 150 Queen Avenue SW widening to 40 feet to accommodate turning movements from an existing driveway apron on Ferry Street SW. Allowable uses in the LI district include manufacturing and production, railroad yards, waste and recycling businesses, storage facilities, vehicle repair and kennels, along with their ancillary uses such as accessory buildings, parking lots and driveways. This use (access road) is allowed through Site Plan Review approval in the Light Industrial (LI) district. No other development is proposed at this time, according to the applicant.

- 5.3 The operating characteristics of this neighborhood include industrial and light industrial development, storage operations, auto repair, and industrial tenant spaces. Much of the industrially-zoned property in the vicinity of the proposed access road is presently vacant or undeveloped. There are some areas designated as Residential Medium Density both east and northwest of the site. These areas are largely developed with single family and multi-family residences, however there are several long, deep parcels lying to the east of the subject property that have further residential development potential.
- 5.4 Building and Parking Lot Setbacks. ADC 4.090, Table 1, shows that in the LI zoning district, the minimum setback from a front property line is fifteen feet. There is an interior setback of 40 feet if the development abuts a residential district; otherwise, there are no interior setbacks. This property is surrounded by light industrial zoning on the north and west side, Industrial Park zoning to the south, and Residential Medium Density zoning to the east and northwest. The only building being proposed onsite is a 10' x 12' guard shack that will be located at ATI's southern gate adjacent to the planned access road, about two feet from an interior property line.
- 5.5 Lot Coverage. The total site is about 12.84 acres. There is no maximum lot coverage standard for the LI district. The asphalt access road will add about 21,552 square feet of impervious surface, the equivalent of 0.49 acres, to the site.
- 5.6 Outside Storage, Landscaping and Screening. No outside storage is proposed. The only development planned on the site that will require a certificate of occupancy is the 10' x 12' guard shack at the south gate entrance. Therefore, landscaping and screening is not warranted for the development of the access road.

CONCLUSIONS

- 5.1 The proposed use is a paved, 26-foot wide access driveway, which is allowed through Site Plan Review approval in the Light Industrial (LI) district.
- 5.2 The neighborhood contains industrial and light industrial development, storage operations, auto repair, and industrial tenant spaces. Properties to the east and northwest of the subject property are zoned Residential Medium Density (RM), and are characterized by residential dwelling units.
- 5.3 The subject property has ongoing industrial uses that are not changing as the result of the proposed access road.
- 5.4 The design and operating characteristics of the proposed access road will be reasonably compatible with surrounding development. This criterion is met without conditions.

Criterion (6) Activities and developments within special purpose districts must comply with the regulations described in Articles 4 (Airport Approach), 6 (Natural Resources), and 7 (Historic), as applicable.

FINDINGS OF FACT

- 6.1 Article 4: Airport Approach. The subject property is not located within the City's Airport Approach Overlay District. Site elevation on the property ranges from 220 feet to 230 feet, based on the National Geodetic Vertical Datum of 1929 (NGVD 1929), according to the site plan submitted with the application (Attachment B).

- 6.2 Article 6: Floodplains. Comprehensive Plan Plate 5: Floodplains, does not show a 100-year floodplain on this property. FEMA/FIRM Community Panel No. 41043C-0526G, dated September 29, 2010, shows that this property is in Zone X, an area determined to be outside the 500-year floodplain.
- 6.3 Article 6: Wetlands. Comprehensive Plan Plate 6 does not show any wetlands on the subject site; the National Wetlands Inventory does not show any wetlands on the property. However, there are wetlands shown on the City's local wetland inventory that appear on the property from a point near the middle of the site to the southwest. Another area of wetlands is located on the southeast corner of the property. The Department of State Lands (DSL) was notified of the proposal on July 6, 2016. In a response letter dated July 22, 2016, DSL confirmed the presence of wetlands and stated that a state permit would be required for 50 cubic yards or more of removal and/or fill in the wetlands (Attachment E). A copy of this correspondence was forwarded to the applicant.
- 6.4 Historic and Archaeological Resources. Comprehensive Plan, Plate 9: Historic Districts, shows the property is not located in a Historic District. There are no known archaeological sites on the property.

CONCLUSIONS

- 6.1 Wetlands have been identified on the site that will require a state permit for 50 cubic yards or more of removal and/or fill in the wetlands in accordance with Oregon Department of State Lands/U.S. Army Corps of Engineers permitting and mitigation requirements.
- 6.2 There are no other special purpose districts to consider on this site. This criterion is satisfied without conditions.

Criterion (7) The site is in compliance with prior land use approvals.

FINDING OF FACT AND CONCLUSION

- 7.1 There are no known outstanding conditions of approval from previous land use approvals.
- 7.2 This criterion is satisfied without conditions.

Criterion (8) Sites that have lost their nonconforming status must be brought into compliance, and may be brought into compliance incrementally in accordance with Section 2.370.

FINDING OF FACT AND CONCLUSION

- 8.1 The site is not considered nonconforming.
- 8.2 This criterion is not applicable.

OVERALL CONCLUSION

This report reviews and evaluates a Site Plan Review application, submitted by Grant Beem, of K&D Engineering, on behalf of Pacific Cast Technologies, for conformance with the Albany Development Code (ADC). As proposed and conditioned, the application for a conditional use review to develop a new access driveway satisfies all of the applicable review criteria as outlined in this report.

STAFF DECISION

APPROVAL with CONDITIONS of the Site Plan Review application referenced above. The approval is subject to the conditions listed below in this staff report.

General

- Development shall occur consistent with the plans and narrative submitted by the applicant, or as modified by conditions of approval, and shall comply with all applicable state, federal and local laws.

Public Utilities

- 2.1 Before beginning work on the proposed development, the applicant must obtain a storm water quality permit from the City's Public Works Department. In conjunction with the storm water quality permit, the applicant must obtain an EPSC permit through the Public Works Department.

Transportation

- 4.1 The new driveway connection to Ferry Street shall have a width of 42 feet, be located as shown on the approved site plan, and include separate striped approach lanes with directional turn arrows. The design of the driveway approach shall comply with Standard Drawing 310 and does not need to include an internal pedestrian refuge island.

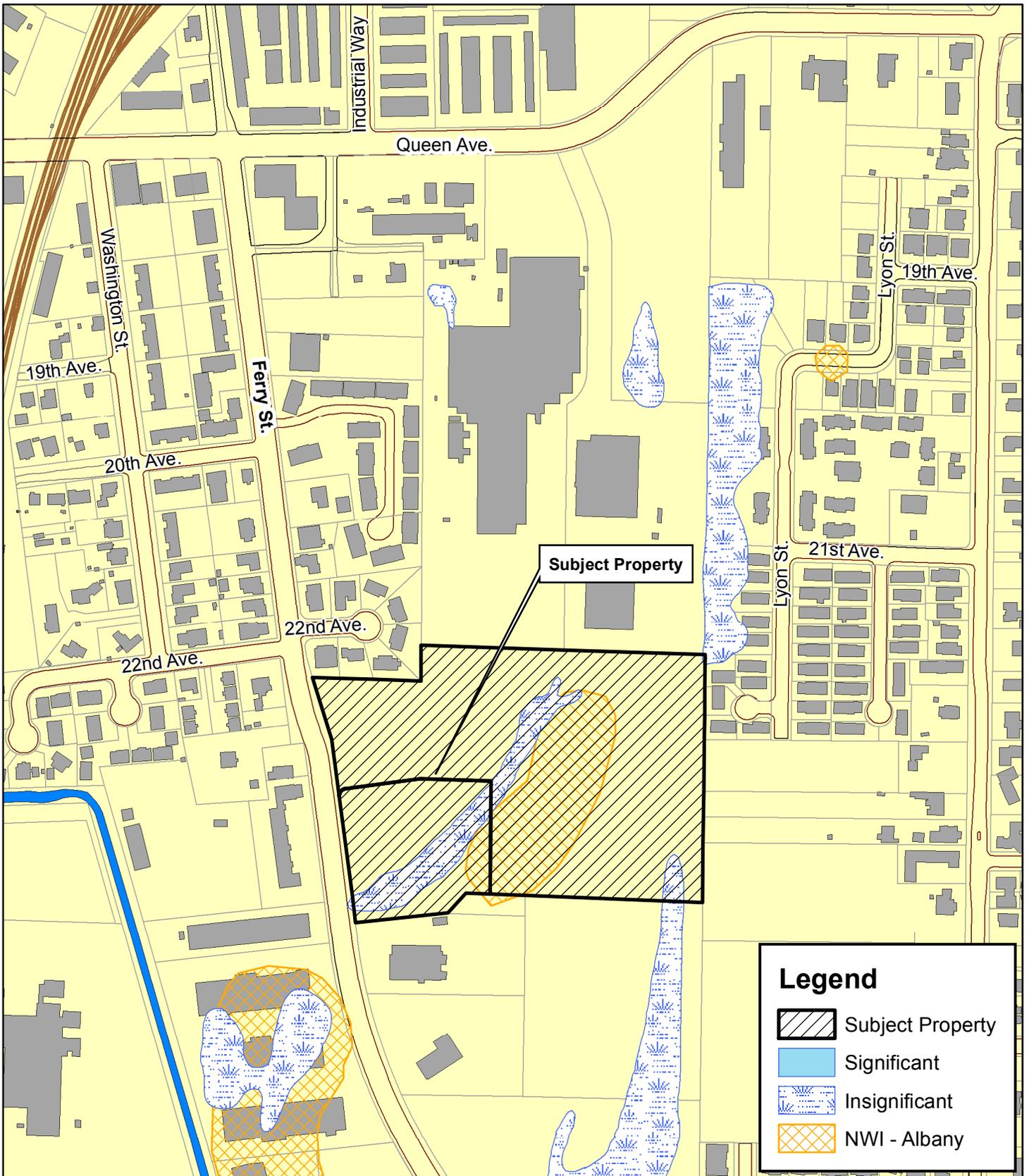
ATTACHMENTS

- A Location Map
- B Applicant's Site Plan
- C Applicant's Storm Drainage Plan
- D Narrative
D.1 – D.4 Applicant's Findings
- E Correspondence
E.1 – E.2 Letter from Lauren Brown, Department of State Lands, dated July 22, 2016

ACRONYMS

ADC	Albany Development Code
AMC	Albany Municipal Code
EPSC	Erosion Prevention and Sediment Control (Permit)
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
IP	Industrial Park Zoning District
LI	Light Industrial Zoning District
NGVD 29	National Geodetic Vertical Datum of 1929*
RM	Residential Medium Density Zoning District
SP	Site Plan Review
TSP	Transportation System Plan
ZC	Zoning Map Amendment

*The conversion factor from NGVD 1929 to NAVD 1988 in Albany is +3.38 feet.



Legend

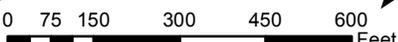
-  Subject Property
-  Significant
-  Insignificant
-  NWI - Albany

Location Map: 2435 & 2445 Ferry Street SW



The City of Albany's Infrastructure records, drawings and other documents have been gathered over many decades, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect, thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the

N

July 6, 2016

Planning Division

City of Albany - 333 Broadalbin St. SW, Albany, Oregon 97321 (541) 917- 7550

SITE PLAN
FOR
ATI QUEEN AVENUE FACILITY
LOCATED IN
NW 1/4 SEC. 18, T. 11 S., R. 3 W., W.M.
CITY OF ALBANY, LINN COUNTY, OREGON
JULY 5, 2016

VERTICAL CONTROL:

THE SITE BENCHMARK IS A PK NAIL IN THE DRIVEWAY APRON (ELEVATION = 223.74). THIS BENCHMARK WAS ESTABLISHED USING LINN COUNTY GPS STATION 93035 AN ALUMINUM CAP IN MONUMENT BOX IN QUEEN AVENUE (ELEVATION = 216.368).

SURVEY NOTES:

THE PROPERTY LINES WERE DETERMINED BY COLE SURVEYING. THIS IS NOT A BOUNDARY SURVEY. BOUNDARIES SHOWN ON THIS SURVEY ARE A GRAPHIC REPRESENTATION TO SHOW THE APPROXIMATE LOCATION OF BOUNDARIES TO EXISTING IMPROVEMENTS. EXISTING UTILITIES ARE FROM UTILITY LOCATES PERFORMED BY THE VARIOUS UTILITY AUTHORITIES.

OWNER / DEVELOPER:

PACIFIC CAST TECHNOLOGIES, INC.
150 QUEEN AVE. SW
ALBANY, OR 97322

SITE ADDRESS:

2445 FERRY ST. SW
ALBANY, OR 97322

TAX LOTS:

TAX LOTS: 1102 + 1106
MAP: 115-03W-18BA
TAX LOTS: 1103 + 1105
MAP: 115-03W-07CD

ENGINEER:

K&D ENGINEERING, INC.
276 NW HICKORY ST.
ALBANY, OR 97321
541-928-2583

FLOODPLAIN:

PROJECT AREA IS OUTSIDE THE SPECIAL FLOOD HAZARD AREA AS SHOWN ON FEMA FIRM 41043C0526G, DATED SEPTEMBER 29, 2010.

OTHER ZONING DISTRICTS:

PROJECT AREA IS OUTSIDE WILLAMETTE GREENWAY, HISTORIC DISTRICT AND AIRPORT HEIGHT RESTRICTION AREA.

LAND AREA: (GROSS AND NET)

TAX LOT 1102 (115-03W-18BA): 10.20 ACRES
TAX LOT 1106 (115-03W-18BA): 2.64 ACRES
TAX LOT 1103 (115-03W-07CD): 4.58 ACRES
TAX LOT 1105 (115-03W-07CD): 5.90 ACRES
TOTAL: 28.32 ACRES

IMPERVIOUS AREA: (TAX LOTS 1102 + 1106)

EXISTING: 0.02 ACRES (0.16Z)
PROPOSED NEW AREA: 0.49 ACRES (3.82Z)
PROPOSED REMOVED AREA: 0.02 ACRES (0.16Z)
POST DEVELOPMENT AREA: 0.49 ACRES (3.82Z)

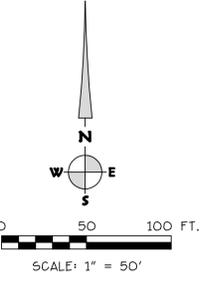
LEGEND:

- 8"SS EXISTING SANITARY SEWER + SIZE
- 8"SD EXISTING STORM DRAIN + SIZE
- 8"W EXISTING WATERLINE + SIZE
- PROPERTY LINE / LOT LINE
- EXISTING CATCH BASIN / CURB INLET
- EXISTING MANHOLE
- VALVE
- WATER METER
- FIRE HYDRANT
- POWER PEDESTAL
- TELEPHONE PEDESTAL
- TV PEDESTAL
- GAS METER / VALVE
- PROPOSED PRIVATE STREET LIGHT
- PROPOSED GRADE CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR



TYPICAL ROAD SECTION: NOT TO SCALE

VICINITY MAP: NOT TO SCALE



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DATE	REVISIONS	BY

SITE PLAN NOT FOR CONSTRUCTION

K & D ENGINEERING, INC.



276 N.W. HICKORY STREET
P.O. BOX 725
ALBANY, OREGON 97321
(541) 928-2583

ATI QUEEN AVENUE FACILITY

CITY OF ALBANY, LINN COUNTY, OREGON

SITE PLAN
FERRY STREET ACCESS ROAD

HORIZ. SCALE: 1" = 50'
VERT. SCALE:
SIGN DATE: 7/5/2016
DESIGN BY: GMB
DRAWN BY: ITM
CHECK BY: GMB
PROJECT No.: 16-72

SHEET No. 1 OF 1

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MAP 115-03W-188A
TAX LOTS 1103 + 1105
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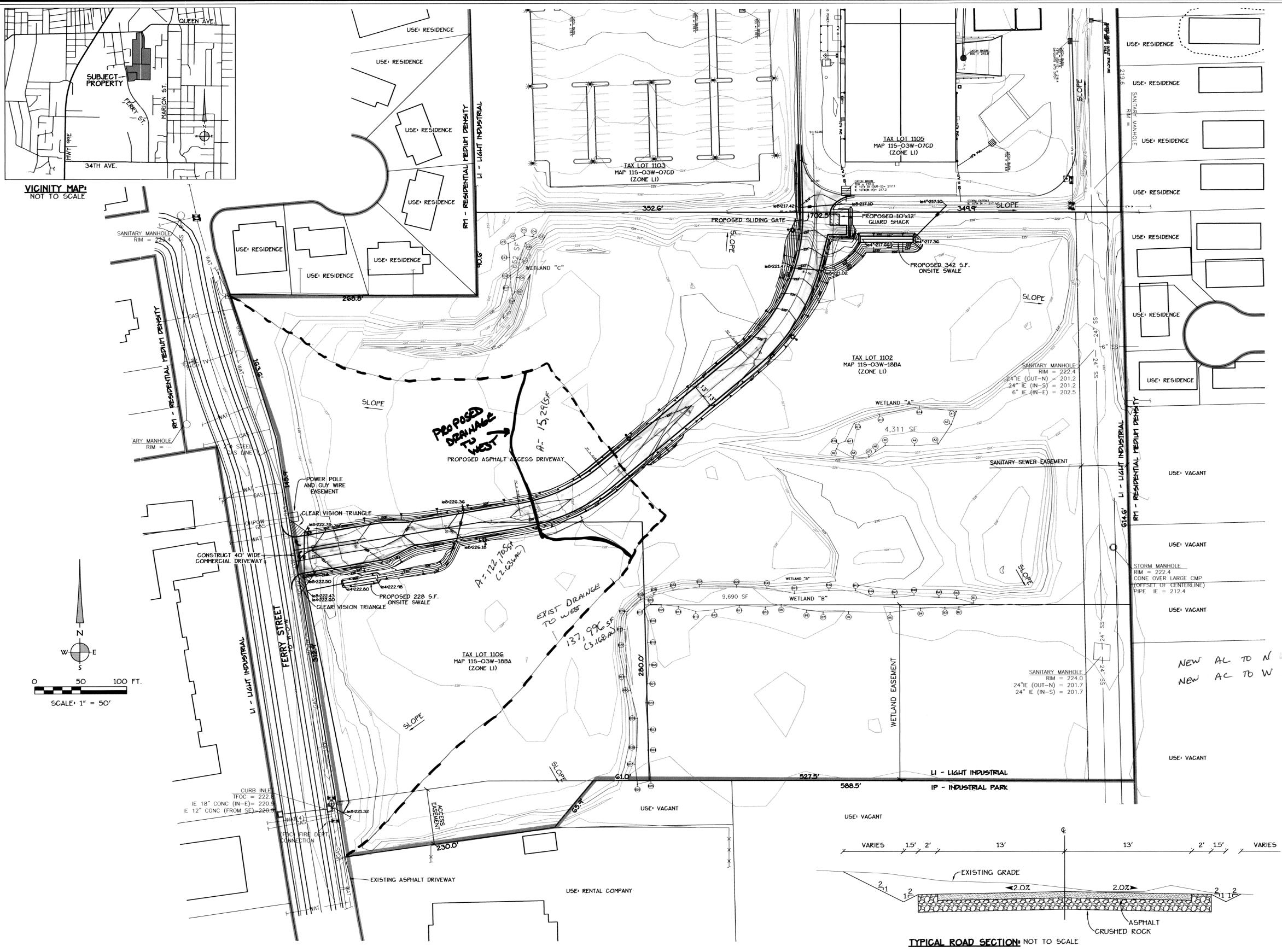
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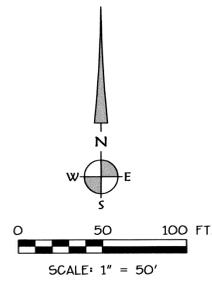
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 - ⊕ - GAS METER / VALVE
 - ⊕ - PROPOSED PRIVATE STREET LIGHT
 - — — — — PROPOSED GRADE CONTOUR
 - — — — — EXISTING MINOR CONTOUR
 - — — — — EXISTING MAJOR CONTOUR

NEW AC TO N = 13,675
NEW AC TO W = 7,876



VICINITY MAP:
NOT TO SCALE



TYPICAL ROAD SECTION: NOT TO SCALE

Date: 7/5/2016 Time: 8:25
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ATI QUEEN AVENUE
FACILITY

CITY OF ALBANY, LINN COUNTY, OREGON

SITE PLAN
FERRY STREET ACCESS ROAD

HORIZ. SCALE: 1" = 50'	SHEET No.
VERT. SCALE:	1
SIGN DATE: 7/5/2016	OF
DSGN BY: GMB	1
DRWN BY: ITM	
CHKD BY: GMB	
PROJECT No.: 16-72	

**ATTACHMENT “B”
NARRATIVE
FERRY STREET ACCESS ROAD
AT
ATI PACIFIC CAST TECHNOLOGIES QUEEN AVENUE FACILITY
SITE PLAN REVIEW**

Project Description

ATI, at its Pacific Cast Technologies site, plans to construct a 26 foot wide access driveway along with a guard shack and larger 40 foot wide road section to accommodate a turn lane onto Ferry Street. The road will have a 2 foot wide gravel shoulder on each side along with a ditch that is 0.75 feet deep to convey the stormwater to treatment facilities then into the City of Albany storm drain system.

Upon completion of the project tax lots 1103 and 1105 (map 11s-03w-07cd) will be accessed via both the existing Queen Avenue access and the new Ferry Street access. No new industrial facilities are planned with this development at this time. No new trips to or from the site are anticipated at this time either. It is expected that a significant portion of the existing trips to and from the site will utilize the site via Ferry Street and the new access road.

Drainage

Current drainage patterns for the site are difficult to define. Portions of the property drain northerly and easterly into a ditch that flows into an inlet and eventually the City of Albany’s piped storm drain system. Portions of the property flow southerly to a man made wetland. The westerly portion of the property flows over land towards Ferry Street where it enters piped City of Albany storm drainage facilities.

Upon completion of the proposed access road much of the site will retain the same drainage pattern. The road will drain in two directions. To the north it will drain along the roadside ditch to an onsite treatment swale then into the ditch to the north of the site where it will eventually reach the piped City of Albany storm drain system. To the South it will drain to a separate onsite treatment swale then directly into the piped City of Albany storm drain system located in Ferry Street.

Lot coverage

There is no maximum for lot coverage in the Light Industrial zone per Article 4 of the Albany Development Code. Lot coverage of tax lots 1102 and 1106 (map 11s-03w-18ba) on which the majority of the road is located will be approximately 3.82% upon completion of the road.

Criterion 1. Public utilities can accommodate the proposed development. Albany Development Code, Article 2 2 - 13 January 1, 2015

Fact: Tax lots 1103 & 1105 (map 11s-03w-07cd) are currently served by City of Albany domestic water, sanitary sewer, and storm drain utilities.

Fact: Development of the proposed access road will not require sanitary sewer or domestic water services.

Fact: City of Albany onsite water quality drainage swales will provide some infiltration and detention.

Fact: City of Albany staff did not identify any downstream capacity issues with the storm drainage system in the area.

Conclusion: The proposed access road can be accommodated with the existing and proposed utilities.

Criterion 2. The proposed post-construction stormwater quality facilities (private and/or public) can accommodate the proposed development, consistent with Title 12 of the Albany Municipal Code. [Ord. 5842, 1/01/15]

Fact: The proposed access road will add 21,552 square feet of impervious surfaces to project site.

Fact: The proposed treatment method is the City of Albany onsite swale shown in Division E of the Stormwater Management Engineering Standards.

Fact: Treatment area of the two proposed onsite swales is 570 square feet.

Fact: Division E of the Stormwater Management Engineering Standards requires the treatment area of the onsite swale to be 0.025 times the area of the impervious surface.

Fact: $(21,552 \text{ square feet}) \times 0.025 = 538.8 \text{ square feet}$

Fact: $570 \text{ square feet} > 538.8 \text{ square feet}$

Conclusion: The proposed post-construction stormwater quality facilities can accommodate the proposed development.

Criterion 3. The transportation system can safely and adequately accommodate the proposed development.

Fact: The proposed access road alone will not change the number of trips to or from the site.

Fact: Traffic currently accesses the site via Queen Avenue.

Fact: The Ferry Street access point is an existing driveway apron.

Fact: Upon completion of the project traffic will use both the Ferry Street and Queen Avenue access points.

Fact: Ferry Street was designed to handle industrial traffic.

Fact: Plans call for maintaining a 20 foot clear vision triangle.

Conclusion: The transportation system can safely and adequately accommodate the proposed access road.

Criterion 4. Parking areas and entrance-exit points are designed to facilitate traffic and pedestrian safety and avoid congestion.

Fact: The proposed access road will utilize an existing driveway apron along Ferry Street.

Fact: Good sight distances exist at the Ferry Street access point.

Fact: No sidewalks or pedestrian facilities exist on Ferry Street.

Fact: There is a limited number of pedestrians on Ferry Street due to the surrounding industrial zoning and the lack of pedestrian facilities.

Conclusion: Entrance and exist points area designed to facilitate traffic and pedestrian safety and to avoid congestion.

Criterion 5. The design and operating characteristics of the proposed development are reasonably compatible with surrounding development and land uses, and any negative impacts have been sufficiently minimized.

Fact: Surrounding area consists of land zoned Residential Medium Density and Industrial.

Fact: Existing developed residential properties have existing screening.

Fact: The site plan calls for only an access road to an existing industrial facility at this point in time.

Conclusion: The proposed access road is consistent with the site zoning and surrounding properties, existing screening will minimize negative impacts.

Criterion 6. Activities and developments within special purpose districts must comply with the regulations described in Articles 4 (Airport Approach), 6 (Natural Resources), and 7 (Historic), as applicable.

Fact: The subject property is outside the Airport Approach District.

Fact: The subject property is outside any historic districts.

Fact: The subject property has no areas identified for riparian habitat.

Fact: Previously mitigated wetlands are shown on the site plan and the proposed access road was aligned to avoid impacting these.

Conclusion: The proposed access road was designed to avoid impacts to any special purpose districts.

Criterion 7. The site is in compliance with prior land use approvals. [Ord. 5832, 4/9/14]

Fact: Proposed access road is only to access existing sites and is not a proposed planning use.

Conclusion: **This criterion is not applicable.**

Criterion 8. Sites that have lost their nonconforming status must be brought into compliance, and may be brought into compliance incrementally in accordance with Section 2.370. [Ord. 5832, 4/9/14]

Fact: Proposed access road is only to access existing sites and is not a proposed planning use.

Conclusion: **This criterion is not applicable.**



WETLAND LAND USE NOTIFICATION RESPONSE
OREGON DEPARTMENT OF STATE LANDS
 775 Summer Street NE, Suite 100, Salem, OR 97301-1279
 Phone (503) 986-5200
www.oregonstatelands.us

DSL File Number: WN2016-0293

Cities and counties have a responsibility to notify the Department of State Lands (DSL) of certain activities proposed within wetlands mapped on the Statewide Wetlands Inventory. David Martineau from city of Albany submitted a WLUN pertaining to local case file #: SP-0014-16.

Activity location:

township: 11S range: 03W section: 18 quarter-quarter section:
 tax lot(s): 1102, 1106
 street address: 2435 and 2445 Ferry St SW, Albany
 city: county: Linn
 latitude: 44.620015 longitude: -123.103195

Mapped wetland/waterway features:

- The national wetlands inventory shows a wetland on the property.
- The local wetlands inventory shows a wetland on the property.
- The county soil survey shows hydric (wet) soils on the property. Hydric soils indicate that there may be wetlands.

Oregon Removal-Fill requirement (s):

- A state permit is required for 50 cubic yards or more of removal and/or fill in wetlands, below ordinary high water of streams, within other waters of the state, or below highest measured tide where applicable.

Your activity:

Contacts:

- For permit information and requirements contact DSL Resource Coordinator (see website for current list) [http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands Waterways](http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways)
- For wetland delineation report requirements and information contact DSL Wetlands Specialist (see website for current list)
[http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands Waterways](http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways)
- For removal-fill permit and/or wetland delineation report fees go to
http://www.oregon.gov/DSL/PERMITS/docs/rf_fees.pdf
- A permit may be required by the U.S. Army Corps of Engineers (503-808-4373).

- This is a preliminary jurisdictional determination and is advisory only.

