



COMMUNITY DEVELOPMENT

333 Broadalbin Street SW, PO Box 490, Albany, Oregon 97321-0144 | BUILDING 541-917-7553 | PLANNING 541-917-7550

Staff Report

Zoning Map Amendment

File: ZC-06-19

March 9, 2020

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|-------------------|---|---------------------------|
| HEARING BODIES: | Planning Commission | City Council |
| HEARING DATES: | Monday, March 16, 2020 | Wednesday, April 22, 2020 |
| HEARING TIMES: | 5:15 P.M. | 7:15 P.M. |
| HEARING LOCATION: | City Council Chambers, Albany City Hall, 333 Broadalbin Street SW | |

Executive Summary

The application is a request to rezone an existing 1.30-acre parcel from Residential Medium Density (RM) to Residential Medium Density Attached (RMA). The RM district permits a maximum residential density of 25 units per gross acre, while the RMA permits a maximum residential density of 35 units per gross acre. However, the actual density of any site depends on the ability to satisfy other development standards such as parking, landscaping, and for multifamily development, land requirement by unit standards (i.e. per bedroom). Other key differences between the two zones include:

- Single-family detached units are not permitted in the RMA, whereas they are permitted in the RM.
- Housing units must be attached in the RMA, whereas detached housing units are permissible in the RM.
- Self-serve storage units are not permitted in the RMA, whereas they are permitted in the RM.
- The maximum allowable height in the RM district is 45 feet, while the RMA permits a maximum height of 60 feet.

The applicant is Spies Real Estate Group, LLC., represented by MSS Engineering, Inc., of Corvallis, Oregon. This Zoning Map Amendment application was deemed complete on January 22, 2020. At this time, the request is limited to the zone change; the applicant has not submitted a development application for formal land use review. The criteria for amending a zoning map are found in Albany Development Code (ADC/Development Code) 2.740 and are addressed in the staff report below.

In summary, the proposed amendment satisfies applicable review criteria, will remain consistent with the City's Comprehensive Plan goals and policies, and will not affect implementation of the Statewide Planning Goals. Therefore, the staff recommendation is APPROVAL of the proposed zoning map amendment.

Application Information

| | |
|---------------------|--|
| Proposal: | Zoning Map Amendment from the RM (Residential Medium Density) zoning district to the RMA (Residential Medium Density Attached) zoning district |
| Review Body: | Planning Commission and City Council (Type IV, Quasi-Judicial Decision) |
| Report Prepared By: | Travis North, Project Planner |



| | |
|-----------------------------|--|
| Property Owner/Applicant: | Spies Real Estate Group, LLC; PO Box 2590, Corvallis, OR 97330 |
| Applicant’s Representative: | MSS Engineering, Peter Seaders; 215 NW 4th Street, Corvallis, OR 97330 |
| Address/Location | 2710 Grand Prairie Road SE |
| Map/Tax Lot: | Linn County Assessor’s Map No. 11S-03W-17D Tax Lot 101 |
| Zoning: | RM (Residential Medium Density) |
| Comprehensive Plan | Medium Density Residential |
| Acres | 1.30 acres |
| Existing Land Use: | Single-family Residence |
| Neighborhood: | Periwinkle |
| Surrounding Zoning: | North: RM – Residential Medium Density South: RS-6.5 – Residential Single Family East: RS-6.5 Residential Single Family West: RS-6.5 Residential Single Family & Open Space |
| Surrounding Uses: | North: Single-family and Multi-family homes South: Religious Institution East: Religious Institution West: Grand Prairie Park |
| Prior History: | There are no prior land use permits associated with this property |

Review Process and Appeals

The proposal to amend the zoning map is made through a Type IV quasi-judicial land use review process. The Planning Commission will hold a public hearing to consider proposed amendments and will make a recommendation to the City Council. If the planning commission denies the request, it only goes to city council on appeal. The city council will hold a subsequent public hearing to consider the proposed amendments. After closing the public hearing, the city council will deliberate and make a final decision. Within five days of the city council’s final action on the proposed amendments, the community development director will provide written notice of the decisions to any parties entitled to notice. A city council decision can be appealed to the Oregon Land Use Board of Appeals (LUBA) if a person with standing files a Notice of Intent to Appeal within 21 days of the date the decision is reduced to writing and bears the necessary signatures of the decision makers.

Public Notice

A public notice was mailed to surrounding property owners within 300 feet of the subject property on February 24, 2020, and a notice was posted on the property on March 2, 2020, in accordance with ADC 1.370(2). At the time this report was published, the Albany Planning Division had not received any written comments regarding the proposed project.

Analysis of Development Code Criteria

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

Zoning Map Amendments (ADC 2.740)

Zoning Map amendments will be approved if the council finds that the applicant has shown that all of the following criteria are met.

Criterion 1

The proposed base zone is consistent with the Comprehensive Plan Map Designation for the entire subject area unless a plan map amendment has also been applied for.

Findings of Fact

- 1.1 The subject property is designated Residential Medium Density on the Comprehensive Plan Map. According to the Plan Designation Zoning Matrix (ADC 2.760, Table 2-1), the existing zone, RM, and the proposed zone, RMA, are both compatible zoning districts with the Comprehensive Plan Map Designation.

Conclusions

- 1.1 The proposed RMA zone is consistent with the Comprehensive Plan Map Designation of Residential Medium Density. This criterion is satisfied.

Criterion 2

Existing or anticipated transportation facilities are adequate for uses permitted under the proposed zone designation.

Findings of Fact

- 2.1 The site is located on the southeast corner of Waverly Drive and Grand Prairie Road. The zone change would change the designation of a 1.30-acre parcel from RM to RMA.
- 2.2 Zone changes are required to comply with the Transportation Planning Rule (TPR). The rule holds that a “significant effect” occurs and must be mitigated if a proposed zone change would result in an existing or planned transportation facility either failing to meet an adopted performance standard or degrading the performance of an already failing facility.
- 2.3 The subject application included a TPR Assessment. The analysis was performed by MSS Engineering. The analysis compared the number of a.m. peak hour, p.m. peak hour, and average daily vehicle trips that could be generated by development of the site under the current RM zone designation with the trips that could result from development under the requested RMA designation.
- 2.4 The trip generation estimate assumed that the site could be developed with 23 multifamily units under the current RM zone designation and 31 units under the requested RMA designation. The trip generation estimate for both scenarios used Institute of Transportation Engineers (ITE) code 220, “Multi-Family Housing (low-rise)”. The analysis found that development under the requested RMA zone designation would generate an additional 4 a.m. peak hour, 5 p.m. peak hour, and 59 average daily vehicle trips
- 2.5 The MSS analysis included the following analysis regarding the site’s trip generation and the TPR:

“The difference in daily trips between the existing and proposed zoning designations is 58.6 trips. Since the result is well below the ODOT standard of 400 daily trips of incremental difference, the increase is determined to be inconsequential.”

Conclusions

- 2.1 The proposed zone change would change the designation of a 1.30-acre parcel from RM to RMA.

- 2.2 The TPR requires that zone changes be evaluated to see if the vehicle trip generation that could occur under the new zone designation is more than could have occurred under current designation, and if so, if the additional trips would result in a “significant effect.”
- 2.3 An analysis submitted by the applicant estimated that a reasonable worst-case development under the requested zone designation would, at most, generate 5 more p.m. peak hour and 59 more average daily trips than would development under the current zone designation. The additional trips generated by the requested zone change at number of trips falls below the Oregon Highway Plan (OHP) threshold of 400 average daily trips for evaluation of a significant effect under the TPR.
- 2.4 This criterion is satisfied.

Criterion 3

Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development in the subject area without adverse impact on the affected service area.

Findings of Fact

- 3.1 Sanitary Sewer: City utility maps show an 8-inch public sanitary sewer main in Waverly Drive and a 15-inch main in Grand Prairie Road. The City’s Wastewater Collection System Facility Plan shows no downstream deficiencies that would limit the development on the subject property under the proposed RMA zoning designation.
- 3.2 Water: City utility maps show a 24-inch public water main in Grand Prairie Road. The existing 24-inch public water main adjacent to the subject property is deemed adequate to serve both the domestic and fire suppression needs of any development on the site under the proposed RMA zoning designation.
- 3.3 Storm Drainage: City utility maps show a 12-inch public storm drainage main in Grand Prairie Road and a 30-inch main in a public utility easement near the east boundary of the subject property. Stormwater collected in these mains ultimately flows to Periwinkle Creek.

Development in this area is typically required to provide on-site stormwater detention before discharging to the public system. Because such detention requires that post-development discharge does not exceed pre-development rates, and detention would be required under either RM or RMA zoning designations, the proposed zone change would have no adverse impact on the public drainage system.

Conclusions

- 3.1 Existing public utilities (sanitary sewer, water, and storm drainage) are adequate to serve future development on the subject property under the proposed RMA zoning designation.
- 3.2 This criterion is satisfied.

Criterion 4

The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.

Findings of Fact

- 4.1 According to Section 3.020(5) of the Development Code, the Residential Medium Density (RM) district is intended primarily for medium-density residential urban development. The RM district should be located on collector streets or arterial streets. The proposed Residential Medium Density Attached (RMA) district is intended primarily for medium to high-density urban residential

development. The RMA district should also be located on collector streets or arterials streets. Both Waverly Drive and Grand Prairie Road are classified as arterial streets. Regarding allowable uses, key differences between the two districts include:

- Single-family detached units are not permitted in the RMA, whereas they are permitted in the RM.
- Housing units must be attached in the RMA, whereas detached housing units are permissible in the RM.
- Self-serve storage units are not permitted in the RMA, whereas they are permitted in the RM.

4.2 The permitted residential density for the RM and RMA zone is summarized in the table below. The subject property is 1.30 acres. Therefore, the RM zone would permit a maximum residential density of 32 units, while the RMA would permit a maximum density of 45 units. At the time of development, the applicant could apply for various density bonuses outlined in ADC 3.220, which when combined would allow an increase in density of up to 30 percent of what would be considered under the Minimum Land Requirement by Unit Type. However, in no case can the density bonuses be used to exceed the maximum density of the (25 units per acre in the RM zone and 35 units per acre in the RMA zone). Therefore, the absolute maximum number of units that could occur on the site if it were zoned RMA would be 45 units, but likely less.

Table 1: Density and Land Requirement by Unit Standards

| Density Standard | RM Zone | RMA Zone |
|--|---|---|
| 1) Maximum Units Allowed per Gross Acre | 25 units per gross acre <i>32 units max. allowed on 1.30 acres of land</i> | 35 units per gross acre <i>45 units max. allowed on 1.30 acres of land</i> |
| 2) Minimum Land Requirement by Unit Type | 2,000 sq. ft. per 1-bedroom unit, 2,400 sq. ft. per 2-3-bedroom unit <i>28 one-bed units on 1.30 acres, or 23 two/three bed units on 1.30 acres</i> | 1,500 sq. ft. per 1-bedroom unit, 1,800 sq. ft. per 2-3-bedroom unit <i>37 one-bed units on 1.30 acres, or 31 two/three bed units on 1.30 acres</i> |

Source: Sections 3.020 and 3.190 of the Development Code, 2017

4.3 The following Comprehensive Plan goals and policies are relevant in considering whether the proposed RMA zoning designation “best satisfies” the goals and policies of the Comprehensive Plan. Each of the relevant goals and policies are listed below in bold italic print.

4.4 ***Goal 1: Citizen Involvement (Chapter 9)***

Goal: Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process.

Policy 2: When making land use and other planning decisions:

- a. ***Actively seek input from all points of view from citizens and agencies and assure that interested parties from all areas of the Urban Growth Boundary have the opportunity to participate.***
- b. ***Utilize all criteria relevant to the issue.***
- c. ***Ensure the long-range interests of the general public are considered.***
- d. ***Give particular attention to input provided by the public.***
- e. ***Where opposing viewpoints are expressed, attempt to reach consensus where possible.***

Policy 3: Involve the general public in the use, evaluation, and periodic review and update of the Albany Comprehensive Plan.

Policy 4: Ensure information is made available to the public concerning development regulations, land use, and other planning matters including ways they can effectively participate in the planning process.

In Type IV quasi-judicial proceedings conducted for zoning map amendments as proposed by the applicant, the Development Code sets forth provisions for citizen involvement at public hearings before the planning commission and city council. Notice was mailed to surrounding property owners within 300 feet of the subject site and to affected government agencies. Notice of these public hearings was posted on the subject property. Based on these provisions, citizens will have ample opportunity to review and comment on the proposed map amendments.

People who are notified of the public hearings are invited to submit comments or questions about the application prior to the hearing or at the hearing. Review of the applications are based on the review criteria listed in the Development Code. The purpose of the public hearing is to provide the opportunity for people to express their opinion about the proposed changes. The planning commission and city council facilitate this process through their respective public hearings.

4.5 ***Goal 2: Land Use Planning-Land Use Designations (Chapter 9)***

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

According to the Albany Comprehensive Plan, “The relationship of the Plan designations to the zoning districts is summarized graphically in the ‘Plan Designation Zoning Matrix’. This matrix is for determining the compatibility of a particular zoning district with any given Plan designation. The matrix shows what zoning districts are compatible with each Plan designation”.

The Medium Density Residential Comprehensive Plan Map Designation includes the following compatible zoning districts: Residential Single Family (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Neighborhood Commercial (NC).

4.6 ***Goal 10: Housing (Chapter 4)***

To provide for the housing needs of citizens of the state.

Goal 1: Provide a variety of development and program opportunities that meet the housing needs of all Albany’s citizens.

Goal 2: Create a city of diverse neighborhoods where residents can find and afford the values they seek.

Policy 1: Ensure an adequate supply of residentially-zoned land in areas accessible to employment and public services.

The proposed zone change will improve the utilization of residentially-zoned land through the modest increase in the number of allowable dwelling units between the RM and RMA zoning districts. The subject property has close access to nearby employment, public services, and shopping. There are regional shopping centers within approximately one mile of the subject property that include Heritage Mall and Heritage Plaza Shopping Center. Albany Public Library is located approximately one mile from the site as well. Most notably, Grand Prairie Park is located directly across the street from the subject lot. Places of worship are within a one-mile radius of the subject property, including one on the abutting property to the east. Accessibility to employment and services is further enhanced by a public transit bus stop located across the street on Waverly Drive.

Policy 2: Provide a variety of choices regarding type, location, density and cost of housing units corresponding to the needs and means of city residents.

The RMA district is intended primarily for medium to high-density residential urban development. Allowable uses include a range of residential dwellings from single-family to multifamily apartments or condominiums, however, units must be attached. RMA-zoned districts are located in several areas of Albany in order to provide a variety of higher density housing choices for residents in places that have available and adequate public services. Due to its proximity to commercial areas around town, it is a zone which provides residents easy access to employment sites, shopping, and community services.

The Housing Needs Analysis data in the Comprehensive Plan estimated there were about 1,700 acres of developable residential land in the city limits, with over 1,450 acres designated/zoned for single-family development and roughly 150 acres for medium density development. The analysis concluded that there would be a surplus of low-density land, including 162 acres of land zoned RS-5, 321 acres zoned RS-6.5, and 598 acres zoned either RS-10 or RR. There will be a shortage of medium density land, with an estimated need of about 68 additional acres, of which 14 acres are needed to accommodate future RM development, 44 acres specifically needed for RMA development, and the remainder for medium density housing in the Hackleman-Monteith (HM), Mixed Use Residential (MUR) and Waterfront (WF) zones. Since the 2005-2025 Housing Needs Analysis was completed, only 134,164 square feet, or 3.08 acres, were added to the RMA zone. Like this zone change application presently under review, that transfer shifted land away from RM-zoned land.

Policy 4: Encourage residential development that conserves energy and water; uses renewable resources; and promotes the efficient use of land, conservation of natural resources, easy access to public transit, and easy access to parks and services.

Policy 6: Encourage residential development on already serviced vacant residential lots or in areas where services are available or can be economically provided.

Policy 7: Require residential densities to be commensurate with the availability and adequacy of public facilities and services.

As noted above, the subject property is located in an area that is accessible to employment and public services. Although the lot is not vacant, it is significantly underdeveloped with only one single-family house. The increase in allowable density that will result from the proposed zone change should further incentivize the property's development. A public park and public transit stop are located directly across the street. Public utilities are available at the property line to serve development on the subject property.

Policy 8: Encourage the development of great neighborhoods by:

- a. Supporting neighborhood identity.***
- b. Locating parks, trails, schools, daycares, and churches in close proximity to residences.***
- c. Incorporating natural features and spaces into developments.***
- d. Connecting and orienting new neighborhoods to Village Centers.***

The subject property is located in the vicinity of several residential zoning districts (RM, RS-5, RS-6.5). Correspondingly, the area is characterized by a variety of housing types and lot sizes, including single-family detached housing units, duplexes, and triplexes. This diversity of land use types is further enhanced by the church located directly east of the subject property and Grand Prairie Park located directly west. Because the proposed zone only allows for attached housing units, any residential development is likely to further increase the diversity of housing types available in this area. Future multifamily residential development must satisfy applicable development standards and review criteria. Evaluation of development against review criteria would consider potential negative impacts to surrounding uses, and measures to mitigate for those impacts such as landscaping, buffering and screening, building setbacks, and height restrictions. There are no known natural features present on the site; however, new landscaping, trees, and open space will be required at time of development.

Policy 15: Encourage the removal of barriers to safe neighborhoods, such as vacant lots and buildings, and overgrown vegetation.

Presently, the subject lot is developed with a single-family house. Changing the zone as proposed is expected to facilitate development of the lot, likely with multifamily housing units.

Conclusions

- 4.1 Goal 1, Citizen Involvement. Landowners within 300’ of the subject property were notified of the public hearing. Likewise, the City posted a notice of the public hearing on the City website and the property was also posted with notices of the public hearing.
- 4.2 Goal 2, Land Use Planning. The Medium Density Residential Comprehensive Plan Designation lists both the RM and RMA as compatible zoning districts.
- 4.3 Goal 10, Housing. The RM district is intended primarily for medium density residential urban development. Rezoning the subject property from RM to RMA will make the proposed use consistent with the intent of the Goal 10-Housing updates in 2007 (see Ordinance No. 5673).
- 4.4 The surrounding area is characterized by a diverse mix of housing types, lots sizes, institutional uses and public parks.
- 4.5 Density standards in the Development Code impose an upper limit on the number of dwelling units that can be constructed in both the RM and RMA districts. Based on the current lot size of 1.30 acres, the RM zone would limit development of the property to 32 units and the RMA zone would limit development to 45 units.
- 4.6 The subject property is located in close proximity to regional shopping and employment centers, public services, places of worship, and public parks.
- 4.7 Both the RM and RMA zoning designations satisfy the applicable goals and policies of the Albany Comprehensive Plan; however, higher density development is best accommodated in the RMA zone. The Plan projected 747 residential units on 44 acres would be needed in the RMA zoning district to the year 2025. Accommodation of higher density development through the RMA zone helps offset density pressures in the other residential zones that allow multifamily development. Therefore, on balance, the RMA zoning designation best satisfies the applicable goals and policies of the Albany Comprehensive Plan.
- 4.8 This criterion has been met.

Criterion 5

The land use and transportation pattern recommended in any applicable City-contracted or funded land use or transportation plan or study has been followed, unless the applicant demonstrates good cause for the departure from the plan or study.

Findings of Fact and Conclusion

- 5.1 Albany’s Transportation System Plan (TSP) includes improvements necessary to accommodate anticipated development through the year 2030. The TSP does not include any projects along the frontage of this site.
- 5.2 Aside from the TSP, the subject property is not situated in the study area of any City-contracted or funded land use or transportation plan or study.

Conclusions

- 5.1 The proposed zone change will not modify the transportation pattern envisioned by the TSP.
- 5.2 The subject property is not situated in the study area of any City-contracted or funded land use or transportation plan or study.
- 5.3 This criterion is not applicable.

Overall Conclusion

The application for Zoning Map Amendment from the RM (Residential Medium Density) zoning district to the RMA (Residential Medium Density Attached) zoning district satisfies all applicable review criteria as outlined in this report. The staff analysis concluded that the availability of utilities and infrastructure, along with the subject property's close proximity to regional shopping and employment centers, public parks, and transit make the 1.30-acre property an ideal candidate for development within the city. The evidence supports changing the zoning designation of the subject property from RM to RMA.

Options for the Planning Commission

The planning commission has three options with respect to the proposed zone change request:

- Option 1: Recommend the city council approve the request as proposed;
- Option 2: Recommend the city council approve the request with conditions; or
- Option 3: Deny the request. The city council will only consider the proposal on appeal by the applicants.

Motion

Based on findings and conclusions presented in this report, staff recommends the planning commission choose Option 1 and recommend approval of the zone change request. If the planning commission follows this recommendation, the following motion is suggested:

I move that the planning commission recommend that the city council approve land use application ZC-06-19, as described in the March 9, 2020, staff report to the planning commission. This motion is based on the findings and conclusions in the staff report, and the findings in support of the application made by the planning commission during deliberations on this matter.

Attachments

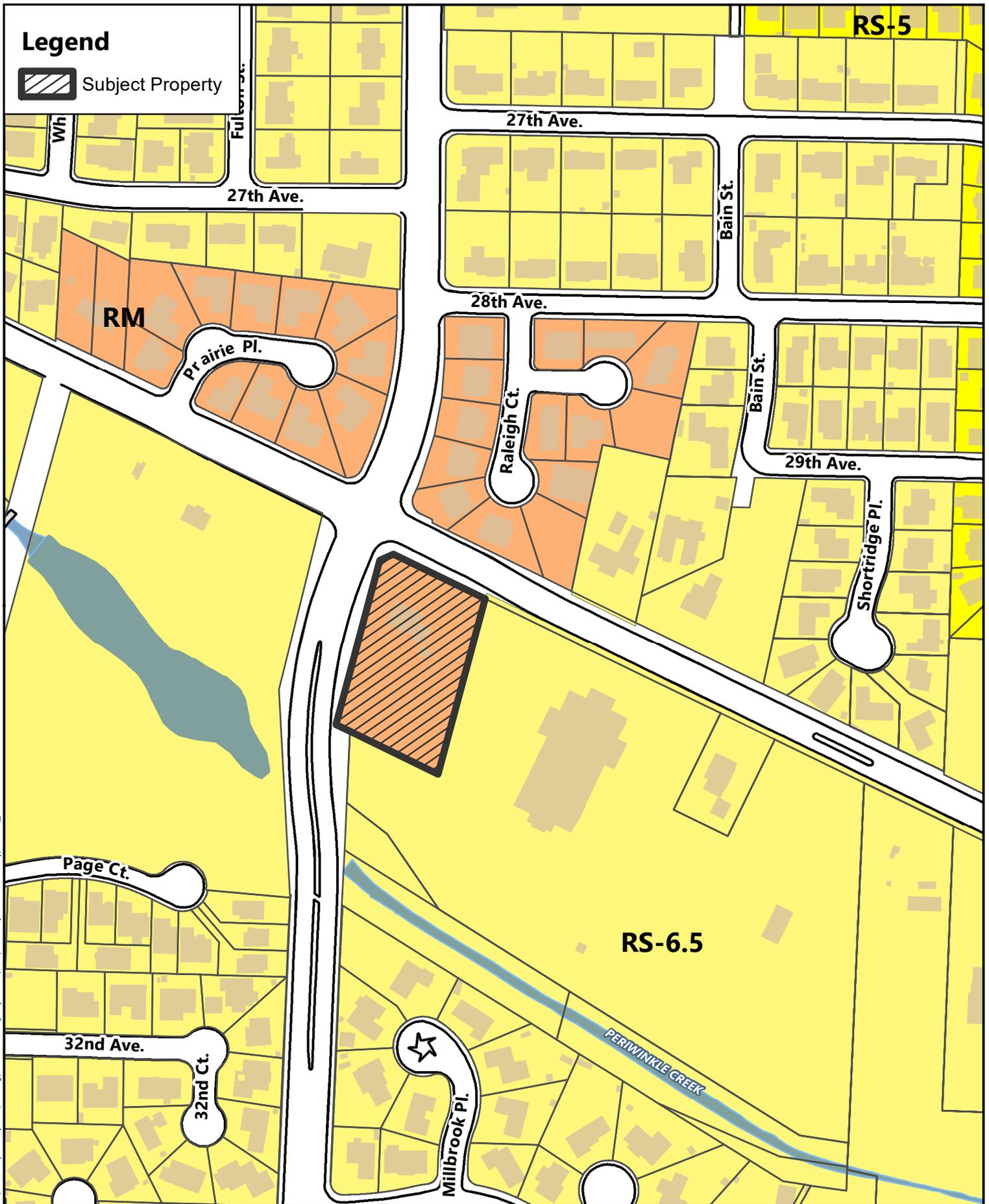
- A. Location Map
- B. Applicant's Narrative & Findings
- C. Applicant's Findings for the Transportation Planning Rule

Acronyms

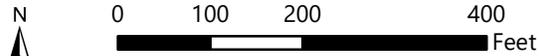
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|------|--|
| ADC | Albany Development Code |
| HM | Hackleman-Monteith zoning district |
| ITE | Institute of Traffic Engineers |
| LLC | Limit Liability Company |
| LUBA | Land Use Board of Appeals |
| MUR | Mixed Use Residential zoning district |
| NC | Neighborhood Commercial zoning district |
| ODOT | Oregon Department of Transportation |
| OP | Office Professional zoning district |
| RM | Residential Medium Density zoning district |
| RMA | Residential Medium Density Attached |
| TPR | Transportation Planning Rule |
| TSP | Transportation System Plan |

Legend

 Subject Property



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2710 Grand Prairie Road SE

Date: 7/24/2019 Map Source: City of Albany

Location / Zoning Map



MSS INC

ENGINEERING CONSULTANTS
SURVEYORS
PLANNERS

December 24, 2019

To: Planning Division
Community Development
333 Broadalbin St SW
Albany, OR 97321

From: MSS Engineering
215 NW 4th St
Corvallis, OR 97330

This narrative is prepared for the proposed zone change application at 2710 Grand Prairie Rd SE. It is intended to demonstrate compliance with the applicable review criteria in the Albany Development Code (ADC 2.740). The proposal is to change the zoning of the property from RM to RMA. The zone change is proposed under the quasi-judicial procedure. No change to the comprehensive plan designation is proposed. Below is a list of the applicable review criteria, followed by a response which indicates compliance.

1. *The proposed base zone is consistent with the Comprehensive Plan map designation for the entire subject area unless a Plan map amendment has also been applied for.*

RESPONSE: The proposed zone (RMA) is consistent with the Comprehensive Plan map designation (Residential – Medium Density) for the entire subject area. See the attached map of the surrounding area Comprehensive Plan map designation.

2. *Existing or anticipated transportation facilities are adequate for uses permitted under the proposed zone designation.*

RESPONSE: The subject property fronts on Grand Prairie Rd and Waverly Dr, which are both arterial streets and are more than adequate for any development permitted under the proposed RMA zone designation. Arterial streets are the highest functional class of city street, and are designed to carry the largest volumes of traffic at higher speeds. According to the Albany Transportation System Plan (TSP), the intersection of Grand Prairie and Waverly is operating at level of service B (the operational standard is D or better) and has a volume / capacity ratio of 0.58 (up to 0.85 is considered acceptable operations). See the attached Figure 4-1, taken from the Albany TSP.

Under normal circumstances, a property of this size located on a corner of two arterial streets would present a problem in terms of accessing the lot without putting a driveway too close to the intersection. However, this particular property has been

given legal access easements and pre-constructed driveways which provide access to the lot through the parking lot of the neighboring church. See the attached existing conditions drawing, which shows the access easements and aerial view of the driveways.

3. *Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate the potential development in the subject area without adverse impact on the affected service area.*

RESPONSE: Water service to the property is provided from a 16” ductile iron water main in the Grand Prairie right of way. There is an existing 4” sanitary lateral stub which can be connected to. If the 4” lateral is insufficient to service the maximum development under the new RMA designation, a larger lateral can be installed and connected to the existing 15” sewer main in Grand Prairie Rd, or the existing 8” main in Waverly Dr. Stormwater service is conveniently provided by a 15” main running in a public drainage easement adjacent to the east property line. Franchise utilities including power, natural gas and cable are all present in the right of way of both streets. See the attached existing conditions drawing for the locations of existing utilities. If developed to maximum density under the proposed RMA zone designation, the subject property may fit 31 units. This is not enough to generate any measurable impact on the schools, police or fire protection services.

4. *The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.*

RESPONSE: The Comprehensive Plan designation of Residential – Medium Density is equally well suited by the base zones RM & RMA. Both are medium density residential zones. The only difference is that RMA is better suited to attached dwellings and offers a higher density.

The proposed RMA use of the property would not be out of place in the subject location. While the property is surrounded on the east and south by a large church parking lot, the vast area across Grand Prairie to the north is densely subdivided and developed with mostly duplexes. Grand Prairie Park lies immediately across Waverly Dr to the west. There are no abutting single-family residences neighboring the property.

The RM zone has a maximum density of 25 units per gross acre before any bonuses. The minimum land requirement for the RM zone is 2400 square feet per two or three-bedroom unit. This results in a maximum of 23 two or three-bedroom units on the 1.30-acre subject property under the RM zone. The RMA zone allows 35 units per gross acre, and the minimum land requirement is 1800 square feet per two or three-bedroom unit. This results in a maximum of 31 units of the same type under the RMA zone. The extra eight units help to meet the goals of the Albany Comprehensive Plan related to the efficient use of land.

In the ‘Goal 10: Housing’ section of the Albany Comprehensive Plan published October 2007, it is the number 1 stated policy to “Ensure an adequate supply of residentially-zoned land in areas accessible to employment and public services.” The subject property is ideally located with proximity to public services and places of employment to meet this policy. Changing the zone to RMA and developing to maximum density would be the best and most efficient way to meet the policy. The Housing section also states projected need of net acres of residential land, broken apart by zone. The Plan projects 13.9 net acres of RM land needed by 2025, and 44.1 net acres of RMA land needed by 2025. Clearly the Comprehensive Plan indicates a far greater need of RMA land than RM.

The second policy in the ‘Goal 10: Housing’ section is to “Provide a variety of choices regarding type, location, density and cost of housing units corresponding to the needs and means of city residents.” With the exception of detached single-family homes, all of the uses allowed in the RM zone are also allowed in the RMA zone. As discussed above, Albany has a definite need for higher density housing, which would be better met with the change to RMA. There would be no loss in variety of any kind from the proposed change; only an increase in location, type, and density-related variety.

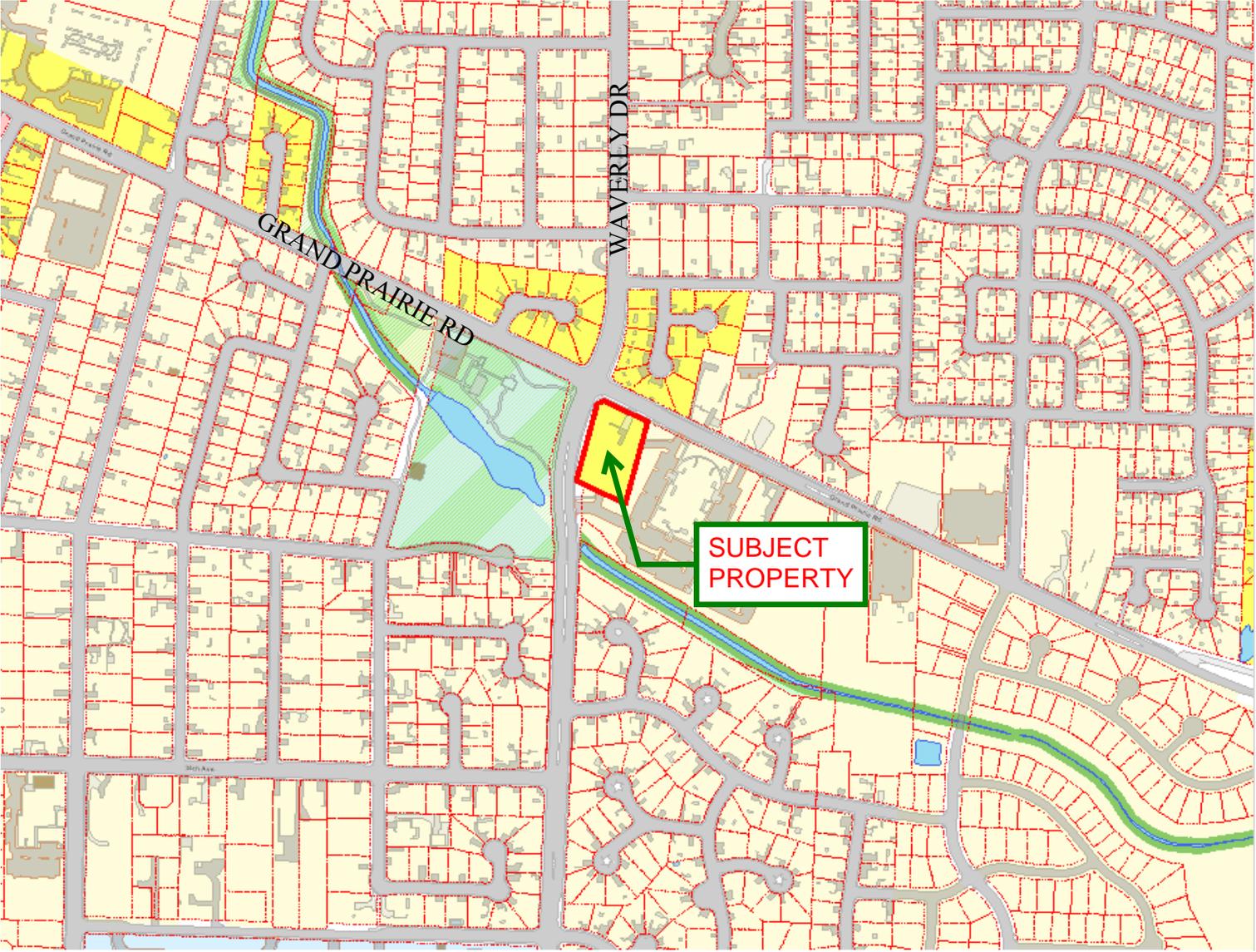
The fourth policy is “Encourage residential development that conserves energy and water; uses renewable resources; and promotes the efficient use of land, conservation of natural resources, easy access to public transit, and easy access to parks and services.” The subject property is ideally located to meet this goal. Grand Prairie Park borders the site immediately to the west across the street. There is also a transit stop immediately across the street. Access to both can be gained on foot by the existing crosswalk in the property’s frontage at the intersection. The best way to make use of these advantages is by changing the zone to RMA, thereby making the most efficient use of the land for residential development.

The subject property is currently underdeveloped, but perfectly situated to meet all the goals and policies of the Albany Comprehensive Plan when fully developed. The proposed zone change will not only encourage and facilitate the development of the property, but also provide the most efficient use of the land and the highest quantity of new housing to meet those goals and policies.

5. *The land use and transportation pattern recommended in any applicable City-contracted or funded land use or transportation plan or study has been followed, unless the applicant demonstrates good cause for the departure from the plan or study.*

RESPONSE: This proposal is consistent with the existing transportation plan in the subject area. The property is accessed by existing driveways from the neighboring church parking lot, so no changes to the transportation system will come from the zone change. See the response to item No. 2 and the attached Figure 4-1 from the Albany TSP.

COMPREHENSIVE PLAN MAP DESIGNATIONS



LEGEND

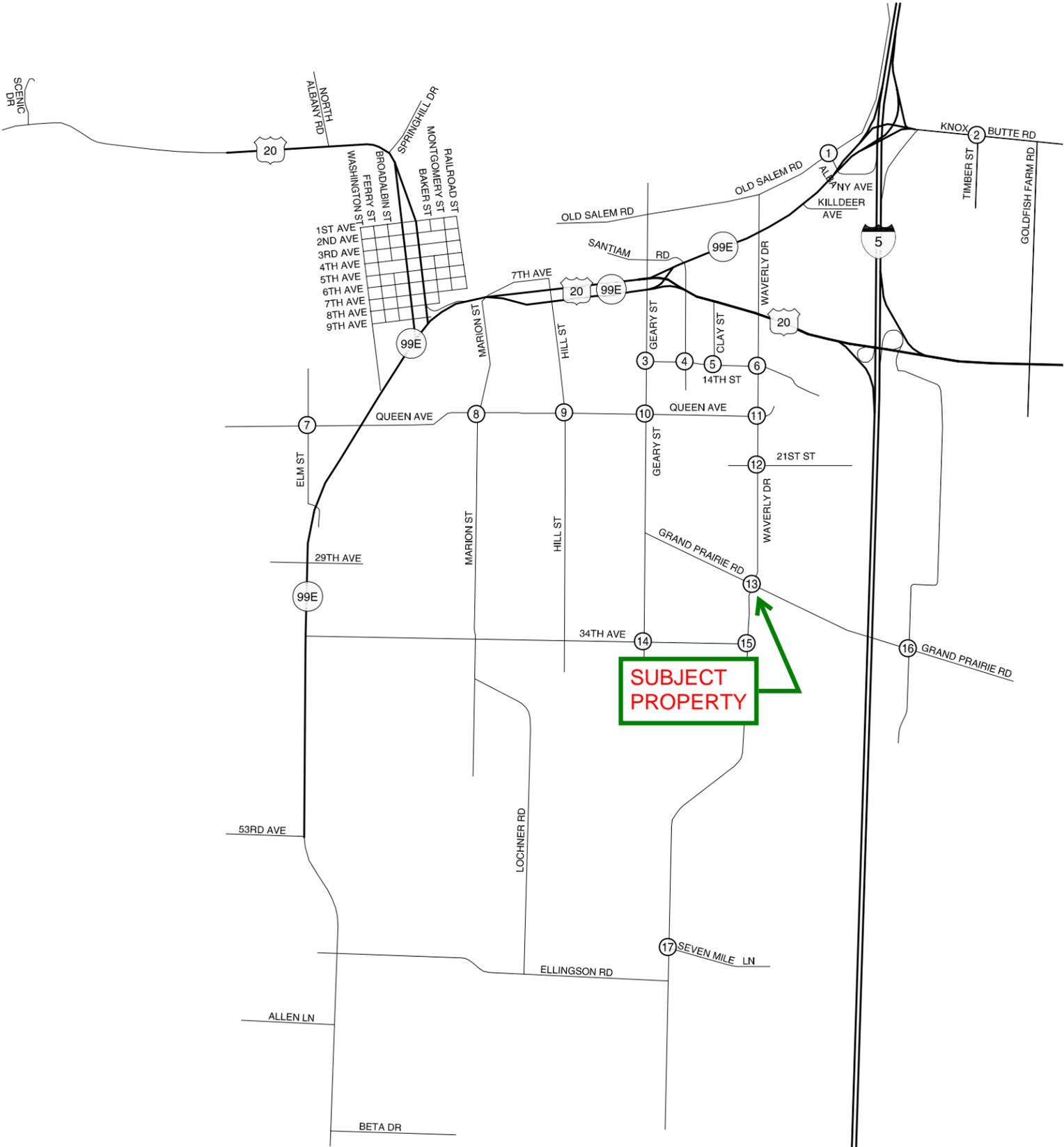
-  RESIDENTIAL - LOW DENSITY
-  RESIDENTIAL - MEDIUM DENSITY
-  GRAND PRAIRIE PARK



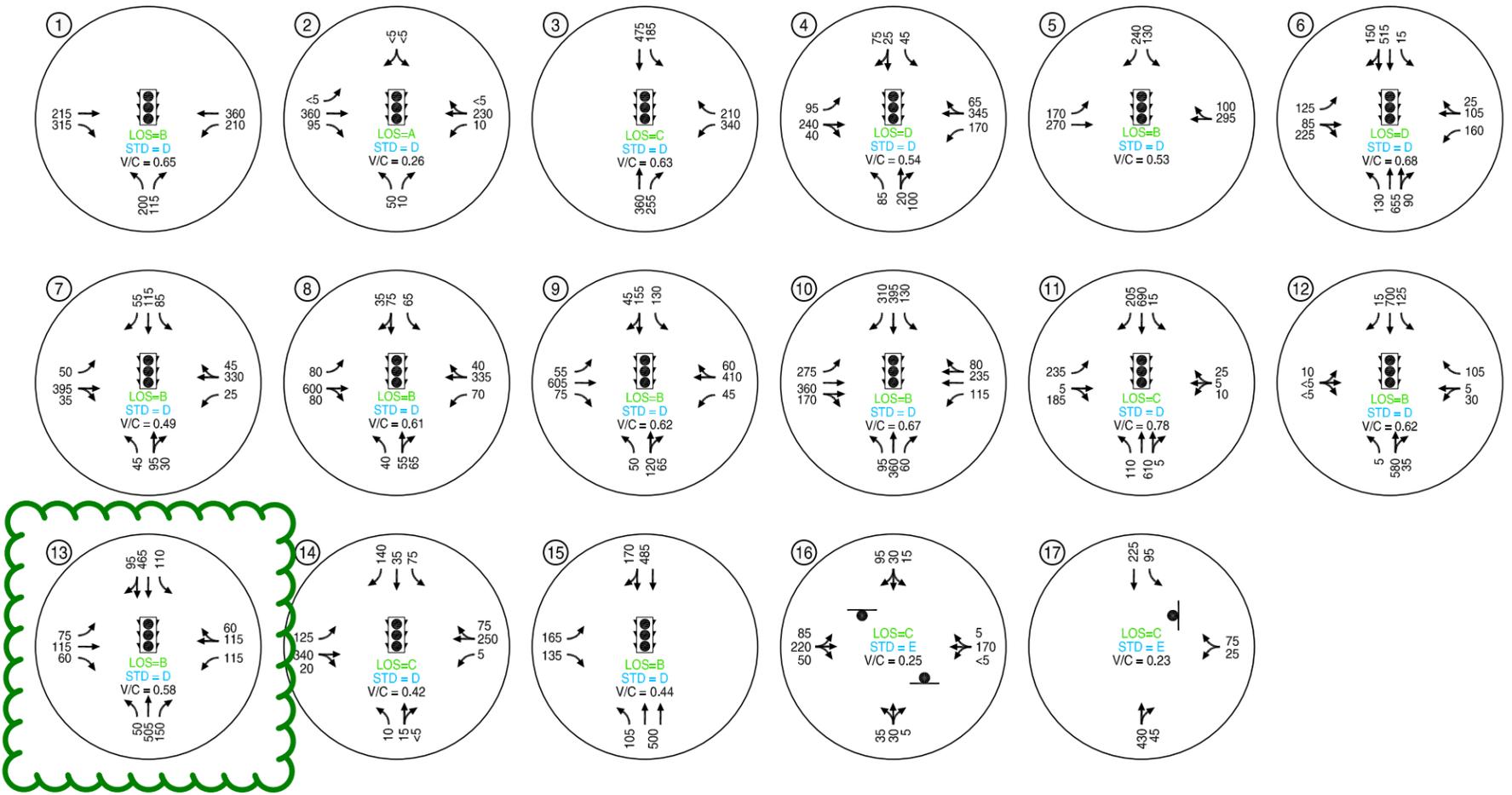
THIS MAP IS NOT TO SCALE



(NO SCALE)



SUBJECT PROPERTY



LEGEND

- # - INTERSECTION NUMBER
- - STOP SIGN
- 🚦 - TRAFFIC SIGNAL
- GREEN - MEETS OPERATIONAL STANDARD
- RED - DOES NOT MEET OPERATIONAL STANDARD
- LOS - LEVEL OF SERVICE
- STD - LEVEL OF SERVICE STANDARD
- V/C - VOLUME-TO-CAPACITY RATIO

ALBANY JURISDICTION INTERSECTION OPERATIONS EXISTING WEEKDAY PM PEAK HOUR ALBANY, OREGON

H:\profile\6497\Task_9_TSP_Phase2\reports\TSP_Draft_Document\Figures\AutoCAD\6497\Figs_Task5 (revised).dwg Feb 15, 2010 - 2:43pm - openpdx Layout Tab: ALBANY INTX



FOUND MONUMENT REFERENCE TABLE:

- 50 5/8" ROD W/RED PLASTIC CAP STAMPED "NORTH-STARS PLS 1923" FLUSH PER CS22105, FIELD
- 51 5/8" ROD W/PLASTIC CAP FADED WHITE & LEGIBLE PER CS22105, DOWN 0.2', FIELD
- 52 5/8" ROD W/YELLOW PLASTIC CAP STAMPED "K&D ENGR. LS 58861" UP 0.1', HELD FOR GRAND PRAIRIE R/W, S64°04'14"E 0.06' FROM COMPUTED PROPERTY CORNER, RESET PER CS23334 AFTER ORIGINAL 5/8" ROD PER CS22105 WAS DESTROYED BY CONSTRUCTION.
- 53 5/8" ROD W/YELLOW PLASTIC CAP STAMPED "K&D ENGR. LS 58861" FLUSH IN SIDEWALK, HELD, RESET PER CS23334 AFTER ORIGINAL 1/2" ROD PER CS4990 WAS DESTROYED BY CONSTRUCTION.
- 54 5/8" ROD W/YELLOW PLASTIC CAP STAMPED "K&D ENGR. LS 58861" FLUSH IN SIDEWALK, FOUND N25°10'34"E 0.39' FROM POINT (53), RESET PER CS23334 AFTER ORIGINAL 5/8" ROD PER CS23343 WAS DESTROYED BY CONSTRUCTION.
- 55 5/8" ROD W/YELLOW PLASTIC CAP STAMPED "K&D ENGR. LS 78908" DOWN 0.4', PROTRUDING FROM FENCE POST FOOTING, DISTURBED/DESTROYED WITH NO USABLE FOOTING, CALCULATED POSITION OF PROPERTY CORNER SHOWN.
- 56 5/8" ROD W/YELLOW PLASTIC CAP STAMPED "K&D ENGR. LS 78908" DOWN 0.1', HELD, RESET PER CS24922 AFTER ORIGINAL 1/2" ROD PER CS4990 WAS DESTROYED BY CONSTRUCTION.

EASEMENT REFERENCE TABLE:

- E1 "PERPETUAL, NON-EXCLUSIVE ACCESS EASEMENT FOR THE SOLE, LIMITED PURPOSE OF...PEDESTRIAN AND VEHICULAR INGRESS TO AND EGRESS FROM GRANTEE'S PARCEL AND WAVERLY DRIVE AND GRAND PRAIRIE ROAD" GRANTED BY THE NEIGHBORING CHURCH PROPERTY UNTO THE SUBJECT PROPERTY PER DEED 2007-6104.
- E2 "EASEMENT AND RIGHT-OF-WAY, INCLUDING THE RIGHT TO ENTER UPON THE REAL PROPERTY HERINAFTER DESCRIBED AND TO MAINTAIN AND REPAIR PUBLIC UTILITIES FOR THE PURPOSE OF CONVEYING FIBER OPTIC SERVICE OVER, UNDER, THROUGH, AND ACROSS THE SAID HERINAFTER DESCRIBED TOGETHER WITH THE RIGHT TO EXCAVATE AND BELL DITCHES AND/OR TRENCHES FOR THE LOCATION OF THE SAID PUBLIC UTILITIES AND THE FURTHER RIGHT TO REMOVE TREES, BUSHES, UNDER-GROWTH, AND OTHER OBSTRUCTIONS INTERFERING WITH THE LOCATION AND MAINTENANCE OF THE SAID PUBLIC UTILITIES" GRANTED BY THE NEIGHBORING CHURCH PROPERTY UNTO THE CITY OF ALBANY PER DEED 2007-7100.

SURVEY REFERENCE TABLE:

- XXX MEASURED DATA
- [XXX] RECORD DATA PER CS23334
- {XXX} RECORD DATA PER CS22105
- {XXX} RECORD DATA PER CS4990 AND DEED VOL. 216, PG. 682, Linn County Microfilm Records

BASIS OF BEARINGS:

THE BASIS OF BEARINGS IS BASED ON THE STATE PLANE COORDINATE SYSTEM USING GEODETIC CONTROL TIES TO THE OREGON REAL-TIME GEODETIC NETWORK (ORGN) STATION 244.

HORIZONTAL DATUM & PROJECTION:

THE HORIZONTAL DATUM FOR THIS SURVEY IS NAD 83 (2011) EPOCH 2010.00. THIS MAP USES GROUND COORDINATES IN A LOCAL DATUM PLANE (LDP) RELATIVE TO THE STATE PLANE COORDINATE SYSTEM, OREGON NORTH ZONE 5601. UNITS ARE IN INTERNATIONAL FEET.

BENCHMARK & VERTICAL DATUM:

THE ELEVATIONS ON THIS MAP ARE BASED ON A RAPID-STATIC GNSS CONTROL TIE TO ORGN STATION 244 POST-PROCESSED THROUGH OPUS. THE VERTICAL DATUM IS NAVD 29 (CONVERTED FROM NAVD 88 USING VERTCON - ADJUSTMENT FACTOR: -3.327').

SURVEY DATE:

THIS SURVEY REFLECTS GROUND CONDITIONS AS OF 10/09/2019.

TITLE REPORT, BOUNDARY & EASEMENTS:

THE BOUNDARY ON THIS MAP IS BASED ON THE LEGAL DESCRIPTION OF THE PROPERTY PER VO. 216, PG. 682, LINN COUNTY MICROFILM RECORDS. MONUMENTS (50), (51), (53) & (56) WERE HELD AS FOUND FOR THE PROPERTY CORNERS. IT IS LIKELY THAT THE 1/2" ROD THAT WAS SET AT POINT (A) PER CS4990 WAS DESTROYED BY THE CONSTRUCTION OF A CONCRETE STEEL WALL AND CHAIN LINK FENCE. IT WAS RE-ESTABLISHED BY INTERSECTING THE RECORD DISTANCES BETWEEN MONUMENTS (53) & (56) REPORTED IN CS4990 AND THE DEED POINTS (52) & (54) WERE NOT HELD BECAUSE ALTHOUGH MANY MONUMENTS WERE DESTROYED AND RESET PER CS23334, POINT (53) REMAINS THE SENIORMOST MONUMENT. POINT (52) WAS HELD FOR THE GRAND PRAIRIE RIGHT OF WAY, BUT FELL 0.06' SOUTHEAST OF THE LINE (A)-(53) AND THE COMPUTED PROPERTY CORNER.

FLOOD ZONE:

A TITLE REPORT PREPARED BY TIGER TITLE, ORDER NO. 471819078839 DATED 02/19/2019 REPORTED ONLY ONE EASEMENT OF RECORD LIMS ON THE SUBJECT PROPERTY: A 10' POWER EASEMENT FOR A POLE ANCHOR DATED 07/22/1974. THIS EASEMENT HAS SINCE BEEN ASSORBED INTO THE GRAND PRAIRIE RIGHT OF WAY.

UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, GIS DATA AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

ALTHOUGH ALL UTILITY LOCATES WERE PROPERLY REQUESTED, WATER LOCATES WERE NOT COMPLETE AT TIME OF SURVEY. THE WATERLINE IN THE WEST PORTION OF THE GRAND PRAIRIE FRONTAGE WAS POSSIBLE TO DRAW ACCURATELY FROM SURVEYED VALVE LOCATIONS. THE WATERLINE IN THE EAST PORTION OF THE GRAND PRAIRIE FRONTAGE HAD TO BE DRAWN APPROXIMATELY FROM GIS DATA.

LEGEND

| | |
|--|-------------------------|
| | PROPERTY BOUNDARY |
| | ADJACENT PROPERTY LINES |
| | CENTERLINE |
| | RIGHT OF WAY |
| | EASEMENT LINE |
| | BUILDING |
| | SIDEWALK |
| | FENCE |
| | WATERLINE |
| | SANITARY SEWER |
| | STORM DRAIN LINE |
| | OVERHEAD POWER |
| | NATURAL GAS LINE |
| | CENTURYLINK LINE |
| | SMALL FLOWLINE |
| | EXISTING MAJOR CONTOURS |
| | EXISTING MINOR CONTOURS |
| | CONCRETE PAVING |
| | ASPHALT PAVING |
| | GRAVEL SURFACE |

| | |
|--|----------------------------|
| | FOUND PROPERTY CORNER |
| | CALCULATED PROPERTY CORNER |
| | STORM MANHOLE |
| | STORM CATCHBASIN |
| | STORM/SEWER CLEANOUT |
| | STORM OUTFALL |
| | STORM CURB INLET |
| | SEWER MANHOLE |
| | WATER METER |
| | FIRE HYDRANT |
| | WATER VALVE |
| | POWER/UTILITY POLE |
| | STREET LIGHT |
| | POWER/COMM PEDESTAL |
| | ELECTRIC/GAS METER |
| | TEL/COMM PED/RISER |
| | STREET SIGN |
| | DECIDUOUS TREE |
| | CONIFER TREE |

SPIES REAL ESTATE GROUP
 P.O. BOX 2590
 CORVALLIS, OREGON
 541-602-9575

| REVISIONS | DATE | BY |
|-----------|------|----|
| | | |

GRAND PRAIRIE DEVELOPMENT
 ALBANY, OREGON

EXISTING CONDITIONS

2710 GRAND PRAIRIE RD SE

MSS INC
 ENGINEERING CONSULTANTS
 AND PLANNERS

215 NW 4th STREET
 CORVALLIS, OR 97330
 (541) 753-1320 FAX: (541) 753-5956

PRELIMINARY
 REGISTERED PROFESSIONAL LAND SURVEYOR
 PETER J. SEADERS
 APR 26, 2015
 OREGON
 RENEWS: 06/30/2020

C100
 # 1 OF 1 SHEETS

| | | |
|----------|------------|-------|
| JOB # | FILE | DRAWN |
| SCALE | DATE | NMT |
| AS SHOWN | 12/27/2019 | |

MSS, Inc. holds all rights to the plans and ideas on this sheet. These plans and specifications are for the construction of one project and restricted to the original site for which they were prepared as shown in the title block. These plans are not to be copied in any form whatsoever without the expressed written permission of MSS, Inc. The contractor shall be responsible for checking dimensions and site conditions and is to report any errors or omissions in writing to the designers before the start of construction.

Introduction

This TPR (Traffic Plan Rule) analysis is prepared in accordance with Oregon state law for the proposed zone change of the property at 2710 Grand Prairie Rd SE in Albany. ORS 660-12-0060 requires that any zone change application be accompanied by an analysis which reports the change in expected traffic between the maximum possible development under the existing zone vs. under the proposed zone. This analysis will compare the peak hour trips of the property developed to the maximum number of two-story, two-bedroom townhomes under the existing RM zoning designation and under the proposed RMA designation. The difference will then be compared to the capacity of the intersection of Grand Prairie and Waverly as described in the Albany Transportation Plan. The results will show that the increase in traffic made possible from the zone change is inconsequential to the Albany transportation system.

The 1.30-acre site is located at the southeast corner of Grand Prairie Rd SE and Waverly Dr SE. The site is currently underdeveloped with one single-family residence taking access directly off Grand Prairie. The adjacent property has been set up such that when the subject property is developed, it will take access via easements across the neighboring property, in order to avoid a driveway too close to the intersection.



The existing RM zone will allow for 23 two-story, two-bedroom townhomes. The proposed RMA zoning designation will allow for 31 of the same type of units. For the analysis, the ITE Trip Generation Manual 10th Edition was used. The use category was Code 220: Multifamily Housing (Low-Rise), which applies to one or two-story townhomes. Both AM & PM peak hour trip generation rates were analyzed as shown in the tables below. See the attached list of land uses and trip generation rates taken from the ITE manual.

Analysis**AM Peak Hour (ITE 10th)**

| Code | Description | Unit of Measure | Trips per Unit |
|------|--------------------------------|-----------------|----------------|
| 220 | Multifamily Housing (Low-Rise) | Units | 0.46 |

| | Units | AM Peak Hour Trips |
|------------|-------|--------------------|
| Existing | 23 | 10.6 |
| Proposed | 31 | 14.3 |
| Additional | 8 | 3.7 |

PM Peak Hour (ITE 10th)

| Code | Description | Unit of Measure | Trips per Unit |
|------|--------------------------------|-----------------|----------------|
| 220 | Multifamily Housing (Low-Rise) | Units | 0.56 |

| | Units | PM Peak Hour Trips |
|------------|-------|--------------------|
| Existing | 23 | 12.9 |
| Proposed | 31 | 17.4 |
| Additional | 8 | 4.5 |

Daily Trips (ITE 10th)

| Code | Description | Unit of Measure | Daily Rate |
|------|--------------------------------|-----------------|------------|
| 220 | Multifamily Housing (Low-Rise) | Units | 7.32 |

| | Units | Daily Trips |
|------------|-------|-------------|
| Existing | 23 | 168.4 |
| Proposed | 31 | 226.9 |
| Additional | 8 | 58.6 |

Results

The tables above show the trip generation for the site under the existing and proposed zone designations, as well as the difference in peak hour trips between the two. Maximum development under the RM zone produces 12.9 PM peak hour trips (10.6 AM). Maximum development under the RMA zone produces 17.4 PM peak hour trips (14.3 AM). The difference between existing and proposed zoning designations at PM peak hour is 4.5 additional trips (3.7 at AM peak hour).

Because the difference in peak hour trip generation is too small to be significant, the daily trip rate is analyzed instead. Maximum development under the RM zone produces 168.4 daily trips. Maximum development under the RMA zone produces 226.9 trips. The difference in daily trips between existing and proposed zoning designations is 58.6 trips. Since the result is well below the ODOT standard of 400 daily trips of incremental difference, the increase is determined to be inconsequential.

According to the Albany Transportation System Plan (TSP), the intersection of Grand Prairie and Waverly is operating at level of service B (the operational standard is D or better) and has a volume / capacity ratio of 0.58 (up to 0.85 is considered acceptable operations). Thus, the small increase in traffic resulting from the proposed zone change will have little or no impact on the intersection. See the attached Figure 4-1, taken from the Albany TSP.

ITE Trip Generation, 10th Edition

| ITE No. | Land Use Description | unit | Daily Rate | Peak Hour of Adjacent Street Rate | | | | | |
|--------------------------------|--|------------|------------|-----------------------------------|-----|-----|----------|-----|-----|
| | | | | AM (7-9) | | | PM (4-6) | | |
| | | | | Total | In | Out | Total | In | Out |
| Industrial/Agricultural | | | | | | | | | |
| 110 | General Light Industrial | ksf | 4.96 | 0.70 | 88% | 12% | 0.63 | 13% | 87% |
| | | emp. | 3.05 | 0.52 | 83% | 17% | 0.49 | 22% | 78% |
| 130 | Industrial Park | ksf | 3.37 | 0.40 | 81% | 19% | 0.40 | 21% | 79% |
| | | emp. | 2.91 | 0.44 | 86% | 14% | 0.42 | 20% | 80% |
| 140 | Manufacturing | ksf | 3.93 | 0.62 | 77% | 23% | 0.67 | 31% | 69% |
| | | ac. | 35.02 | 4.62 | 90% | 10% | 4.54 | 43% | 57% |
| 150 | Warehousing | ksf | 1.74 | 0.17 | 77% | 23% | 0.19 | 27% | 73% |
| | | emp. | 5.05 | 0.61 | 72% | 28% | 0.66 | 36% | 64% |
| 151 | Mini-Warehouse | ksf | 1.51 | 0.10 | 60% | 40% | 0.17 | 47% | 53% |
| 160 | Data Center | ksf | 0.99 | 0.11 | 55% | 45% | 0.09 | 30% | 70% |
| Residential | | | | | | | | | |
| 210 | Single-Family Detached Housing | DU | 9.44 | 0.74 | 25% | 75% | 0.99 | 63% | 37% |
| 220 | Multifamily Housing (Low-Rise) | DU | 7.32 | 0.46 | 23% | 77% | 0.56 | 63% | 37% |
| 231 | Mid-Rise Residential w/ 1st-Floor Commercial | DU | 3.44 | 0.30 | 28% | 72% | 0.36 | 70% | 30% |
| 240 | Mobile Home Park | DU | 5.00 | 0.26 | 31% | 69% | 0.46 | 62% | 38% |
| 251 | Senior Adult Housing - Detached | DU | 4.27 | 0.24 | 33% | 67% | 0.30 | 61% | 39% |
| 252 | Senior Adult Housing - Attached | DU | 3.70 | 0.20 | 35% | 65% | 0.26 | 55% | 45% |
| 253 | Congregate Care Facility | DU | 2.02 | 0.07 | 60% | 40% | 0.18 | 53% | 47% |
| 254 | Assisted Living | beds | 4.24 | 0.39 | 78% | 22% | 0.49 | 30% | 70% |
| 255 | Continuing Care Retirement Community | units | 2.40 | 0.14 | 65% | 35% | 0.16 | 39% | 61% |
| 270 | Residential Planned Unit Development | DU | 7.38 | 0.57 | 22% | 78% | 0.69 | 75% | 25% |
| Lodging | | | | | | | | | |
| 310 | Hotel | rooms | 8.36 | 0.47 | 59% | 41% | 0.60 | 51% | 49% |
| 311 | All Suites Hotel | rooms | 4.46 | 0.34 | 53% | 47% | 0.36 | 48% | 52% |
| 312 | Business Hotel | rooms | 4.02 | 0.39 | 42% | 58% | 0.32 | 55% | 45% |
| 320 | Motel | rooms | 3.35 | 0.38 | 37% | 63% | 0.38 | 54% | 46% |
| 330 | Resort Hotel | rooms | n/a | 0.32 | 72% | 28% | 0.41 | 43% | 57% |
| Recreational | | | | | | | | | |
| 411 | Public Park | ac. | 0.78 | 0.02 | 59% | 41% | 0.11 | 55% | 45% |
| 416 | Campground/Recreational Vehicle Park | occ. sites | n/a | 0.21 | 36% | 64% | 0.27 | 65% | 35% |
| 444 | Movie Theatre | screens | 220.00 | n/a | n/a | n/a | 14.60 | 44% | 56% |
| 445 | Multiplex Movie Theatre | screens | 292.50 | n/a | n/a | n/a | 13.73 | 51% | 49% |
| 488 | Soccer Complex | fields | 71.33 | 0.99 | 61% | 39% | 16.43 | 66% | 34% |
| 490 | Tennis Courts | courts | 30.32 | n/a | n/a | n/a | 4.21 | n/a | n/a |
| 491 | Racquet/Tennis Club | courts | 27.71 | n/a | n/a | n/a | 3.82 | n/a | n/a |
| 492 | Health/Fitness Club | ksf | n/a | 1.31 | 51% | 49% | 3.45 | 57% | 43% |
| 495 | Recreational Community Center | ksf | 28.82 | 1.76 | 66% | 34% | 2.31 | 47% | 53% |

ITE Trip Generation, 10th Edition

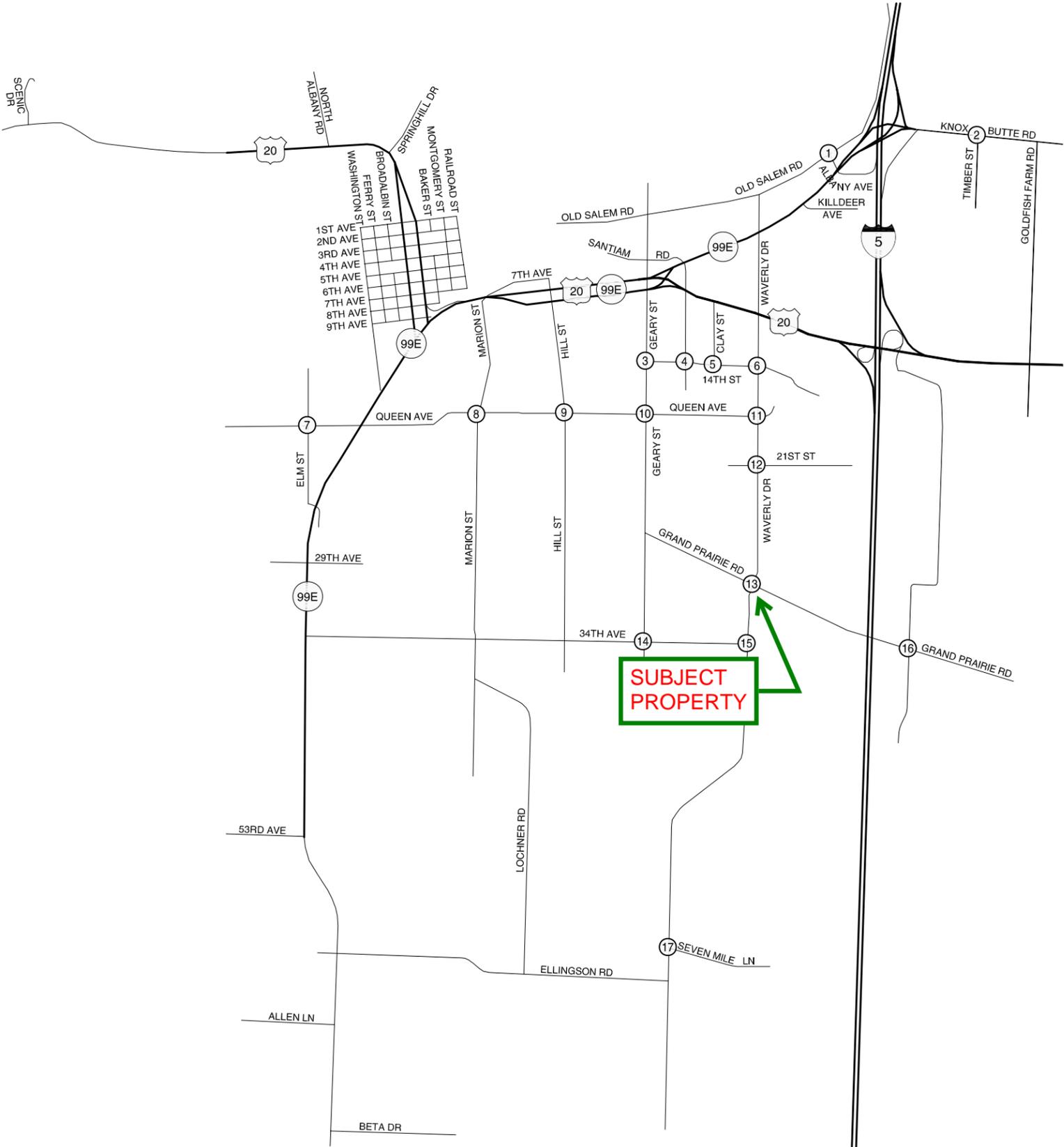
| ITE No. | Land Use Description | unit | Daily Rate | Peak Hour of Adjacent Street Rate | | | | | |
|----------------------|----------------------------------|----------|------------|-----------------------------------|-----|-----|----------|-----|-----|
| | | | | AM (7-9) | | | PM (4-6) | | |
| | | | | Total | In | Out | Total | In | Out |
| Institutional | | | | | | | | | |
| 520 | Elementary School | ksf | 19.52 | 6.97 | 55% | 45% | 1.37 | 45% | 55% |
| | | students | 1.89 | 0.67 | 54% | 46% | 0.17 | 48% | 52% |
| 522 | Middle School/Junior High School | ksf | 20.17 | n/a | n/a | n/a | 1.19 | 52% | 48% |
| | | students | 2.13 | 0.58 | 54% | 46% | 0.17 | 49% | 51% |
| 530 | High School | ksf | 14.07 | 3.38 | 71% | 29% | 0.97 | 54% | 46% |
| | | students | 2.03 | 0.52 | 67% | 33% | 0.14 | 48% | 52% |
| 534 | Private School (K-8) | students | 4.11 | 0.91 | 55% | 45% | 0.26 | 46% | 54% |
| 536 | Private School (K-12) | students | 2.48 | 0.80 | 61% | 39% | 0.17 | 43% | 57% |
| 540 | Junior/Community College | ksf | 20.25 | 2.07 | 77% | 23% | 1.86 | 50% | 50% |
| | | students | 1.15 | 0.11 | 81% | 19% | 0.11 | 56% | 44% |
| 560 | Church (Weekday) | ksf | 6.95 | 0.33 | 60% | 40% | 0.49 | 45% | 55% |
| | | seats | 0.44 | 0.01 | 50% | 50% | 0.03 | 40% | 60% |
| | Church (Sunday/Sunday peak) | ksf | 27.63 | 9.99 | 48% | 52% | n/a | n/a | n/a |
| | | seats | 1.21 | 0.54 | 49% | 51% | n/a | n/a | n/a |
| 565 | Daycare Center | ksf | 47.62 | 11.00 | 53% | 47% | 11.12 | 47% | 53% |
| | | students | 4.09 | 0.78 | 53% | 47% | 0.79 | 47% | 53% |
| 590 | Library | ksf | 72.05 | 1.00 | 71% | 29% | 8.16 | 48% | 52% |
| Medical | | | | | | | | | |
| 610 | Hospital | ksf | 10.72 | 0.89 | 68% | 32% | 0.97 | 32% | 68% |
| | | beds | 22.32 | 1.84 | 72% | 28% | 1.89 | 28% | 72% |
| 620 | Nursing Home | ksf | 6.24 | 0.55 | 78% | 22% | 0.59 | 41% | 59% |
| | | beds | 3.06 | 0.17 | 72% | 28% | 0.22 | 33% | 67% |
| 630 | Clinic | ksf | 38.16 | 3.69 | 78% | 22% | 3.28 | 29% | 71% |
| Office | | | | | | | | | |
| 710 | General Office Building | ksf | 9.74 | 1.16 | 86% | 14% | 1.15 | 16% | 84% |
| | | emp. | 3.28 | 0.37 | 83% | 17% | 0.40 | 20% | 80% |
| 715 | Single Tenant Office Building | ksf | 11.25 | 1.78 | 89% | 11% | 1.71 | 15% | 85% |
| | | emp. | 3.77 | 0.53 | 89% | 11% | 0.51 | 15% | 85% |
| 720 | Medical-Dental Office Building | ksf | 34.80 | 2.78 | 78% | 22% | 3.46 | 28% | 72% |
| | | emp. | 8.70 | 0.68 | 78% | 22% | 0.97 | 34% | 66% |
| 730 | Government Office Building | ksf | 22.59 | 3.34 | 75% | 25% | 1.71 | 25% | 75% |
| | | emp. | 7.45 | 1.10 | 75% | 25% | 0.71 | 20% | 80% |
| 732 | United States Post Office | ksf | 103.94 | 8.28 | 52% | 48% | 11.21 | 51% | 49% |
| 750 | Office Park | ksf | 11.07 | 1.44 | 89% | 11% | 1.07 | 7% | 93% |
| 760 | Research and Development Center | ksf | 11.26 | 0.42 | 75% | 25% | 0.49 | 15% | 85% |
| 770 | Business Park | ksf | 12.44 | 0.40 | 61% | 39% | 0.42 | 46% | 54% |

ITE Trip Generation, 10th Edition

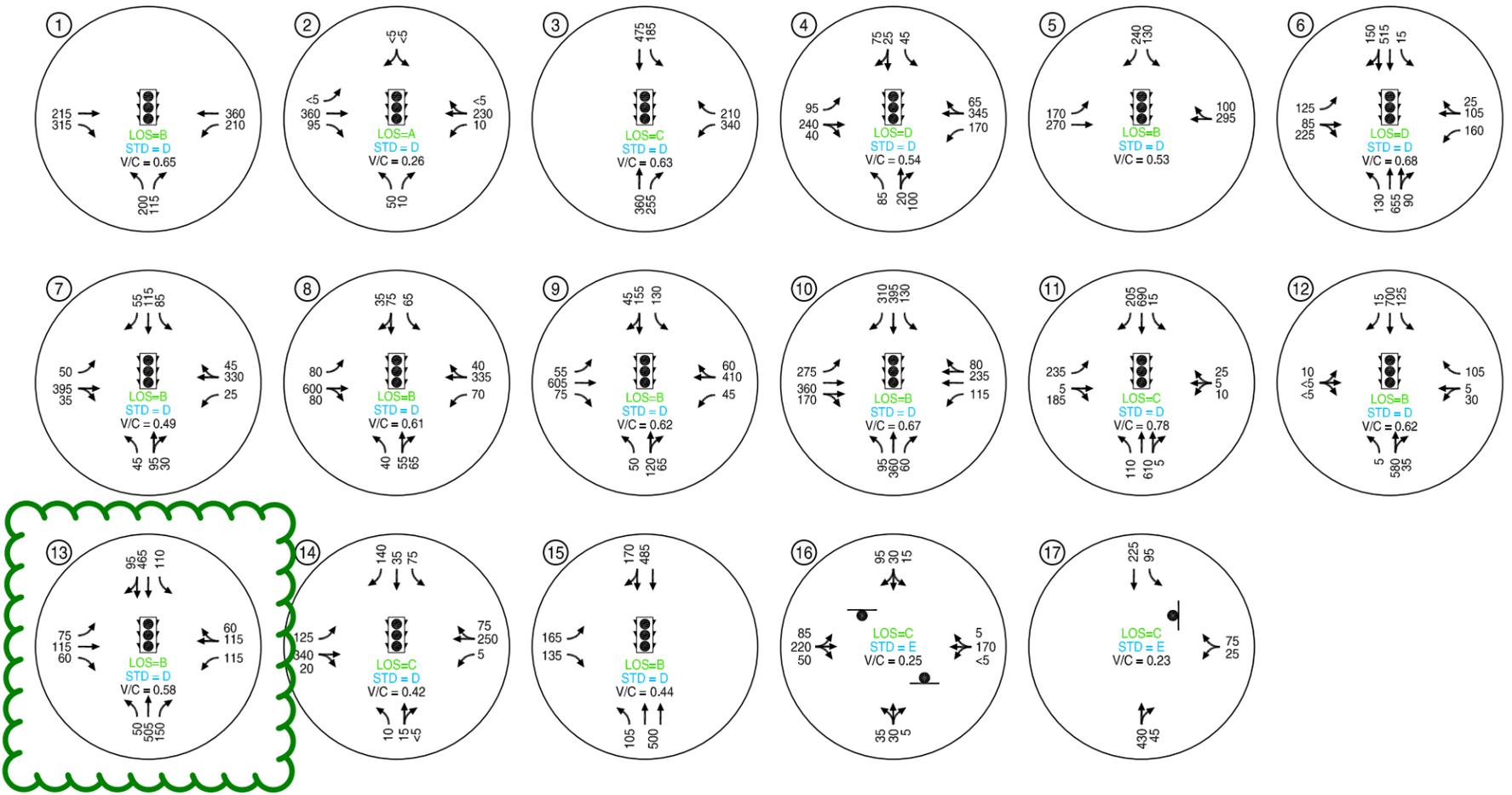
| ITE No. | Land Use Description | unit | Daily Rate | Peak Hour of Adjacent Street Rate | | | | | |
|-----------------|---|-----------|------------|-----------------------------------|-----|-------|----------|-----|-----|
| | | | | AM (7-9) | | | PM (4-6) | | |
| | | | | Total | In | Out | Total | In | Out |
| Retail | | | | | | | | | |
| 813 | Free-Standing Discount Superstore | ksf | 50.70 | 1.85 | 56% | 44% | 4.33 | 49% | 51% |
| 814 | Variety Store | ksf | 63.47 | 3.18 | 57% | 43% | 6.84 | 52% | 48% |
| 815 | Free-Standing Discount Store | ksf | 53.12 | 1.17 | 69% | 31% | 4.83 | 50% | 50% |
| 816 | Hardware/Paint Store | ksf | 9.14 | 1.08 | 54% | 46% | 2.68 | 47% | 53% |
| 817 | Nursery (Garden Center) | ksf | 68.10 | 2.43 | n/a | n/a | 6.94 | n/a | n/a |
| 820 | Shopping Center | ksf | 37.75 | 0.94 | 62% | 38% | 3.81 | 48% | 52% |
| 840 | Automobile Sales (New) | ksf | 27.84 | 1.87 | 73% | 27% | 2.43 | 40% | 60% |
| 841 | Automobile Sales (Used) | ksf | 27.06 | 2.13 | 76% | 24% | 3.75 | 47% | 53% |
| 843 | Automobile Parts Sales | ksf | 55.34 | 2.59 | 55% | 45% | 4.91 | 48% | 52% |
| 850 | Supermarket | ksf | 106.78 | 3.82 | 60% | 40% | 9.24 | 51% | 49% |
| 851 | Convenience Market | ksf | 762.28 | 62.54 | 50% | 50% | 49.11 | 51% | 49% |
| 853 | Convenience Market w/ Gas Pumps | ksf | 624.20 | 40.59 | 50% | 50% | 49.29 | 50% | 50% |
| | | fuel pos. | 322.50 | 20.76 | 50% | 50% | 23.04 | 50% | 50% |
| 854 | Discount Supermarket | ksf | 90.87 | 2.53 | 58% | 42% | 8.38 | 50% | 50% |
| 857 | Discount Club | ksf | 41.80 | 0.49 | 70% | 30% | 4.18 | 50% | 50% |
| 858 | Farmers Market | ksf | 103.94 | 8.28 | 52% | 48% | 11.21 | 51% | 49% |
| 862 | Home Improvement Superstore | ksf | 30.74 | 1.57 | 57% | 43% | 2.33 | 49% | 51% |
| 875 | Department Store | ksf | 22.88 | 0.58 | 64% | 36% | 1.95 | 50% | 50% |
| 880 | Pharmacy/Drugstore w/o Drive-Thru Window | ksf | 90.08 | 2.94 | 65% | 35% | 8.51 | 49% | 51% |
| 881 | Pharmacy/Drugstore w/Drive-Thru Window | ksf | 109.16 | 3.84 | 53% | 47% | 10.29 | 50% | 50% |
| 890 | Furniture Store | ksf | 6.30 | 0.26 | 71% | 29% | 0.52 | 47% | 53% |
| 899 | Liquor Store | ksf | 101.49 | n/a | n/a | n/a | 16.37 | 50% | 50% |
| Services | | | | | | | | | |
| 912 | Drive-In Bank | ksf | 100.03 | 9.50 | 58% | 42% | 20.45 | 50% | 50% |
| | | lanes | 124.76 | 8.83 | 61% | 39% | 27.15 | 49% | 51% |
| 925 | Drinking Place | ksf | n/a | n/a | n/a | 11.36 | 66% | 34% | |
| 930 | Fast Casual Restaurant | ksf | 315.17 | 2.07 | 67% | 33% | 14.13 | 55% | 45% |
| 931 | Quality Restaurant | ksf | 83.84 | 0.73 | n/a | n/a | 7.80 | 67% | 33% |
| | | seats | 2.60 | 0.02 | n/a | n/a | 0.28 | 67% | 33% |
| 932 | High-Turnover (Sit-Down) Restaurant | ksf | 112.18 | 9.94 | 55% | 45% | 9.77 | 62% | 38% |
| | | seats | 4.37 | 0.48 | 52% | 48% | 0.42 | 57% | 43% |
| 933 | Fast Food Restaurant w/o Drive-Thru | ksf | 346.23 | 25.10 | 60% | 40% | 28.34 | 50% | 50% |
| | | seats | 42.12 | n/a | n/a | n/a | 2.13 | 64% | 36% |
| 934 | Fast Food Restaurant w/Drive-Thru | ksf | 470.95 | 40.19 | 51% | 49% | 32.67 | 52% | 48% |
| | | seats | 19.52 | 1.31 | 53% | 47% | 0.97 | 53% | 47% |
| 936 | Coffee/Donut Shop w/o Drive-Thru | ksf | 754.55 | 101.14 | 51% | 49% | 36.31 | 50% | 50% |
| | | seats | n/a | 10.79 | 53% | 47% | 4.26 | 51% | 49% |
| 937 | Coffee/Donut Shop w/Drive-Thru | ksf | 820.38 | 88.99 | 51% | 49% | 43.38 | 50% | 50% |
| | | seats | n/a | 4.32 | 52% | 48% | 1.22 | 45% | 55% |
| 942 | Automobile Care Center | ksf | n/a | 2.25 | 66% | 34% | 3.11 | 48% | 52% |
| 944 | Gasoline/Service Station | ksf | 1,202.83 | 84.55 | 50% | 50% | 109.27 | 50% | 50% |
| | | fuel pos. | 172.01 | 10.28 | 50% | 50% | 14.03 | 50% | 50% |
| 945 | Gasoline/Service Station w/Convenience Market | ksf | 1,440.02 | 75.99 | 51% | 49% | 88.35 | 51% | 49% |
| | | fuel pos. | 205.36 | 12.47 | 51% | 49% | 13.99 | 51% | 49% |
| 949 | Car Wash and Detail Center | stalls | 156.20 | 8.60 | 63% | 37% | 13.60 | 49% | 51% |
| 960 | Super Convenience Market/Gas Station | ksf | 837.58 | 83.14 | 50% | 50% | 69.28 | 50% | 50% |
| 970 | Winery (Weekday) | ksf | 45.96 | 2.07 | 70% | 30% | 7.31 | 50% | 50% |
| | | ksf | 205.11 | n/a | n/a | n/a | 37.65 | 48% | 52% |



(NO SCALE)



SUBJECT PROPERTY



LEGEND

- # - INTERSECTION NUMBER
- STOP SIGN
- TRAFFIC SIGNAL
- GREEN - MEETS OPERATIONAL STANDARD
- RED - DOES NOT MEET OPERATIONAL STANDARD
- LOS - LEVEL OF SERVICE
- STD - LEVEL OF SERVICE STANDARD
- V/C - VOLUME-TO-CAPACITY RATIO

ALBANY JURISDICTION INTERSECTION OPERATIONS EXISTING WEEKDAY PM PEAK HOUR ALBANY, OREGON

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