



NOTICE OF PUBLIC MEETING
CITY OF ALBANY
CITY COUNCIL
 Council Chambers
 333 Broadalbin Street SW
 Wednesday, May 27, 2015
 7:15 p.m.

OUR MISSION IS
*"Providing quality public services
 for a better Albany community."*

OUR VISION IS
*"A vital and diversified community
 that promotes a high quality of life,
 great neighborhoods, balanced
 economic growth, and quality public
 services."*

AGENDA

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE TO THE FLAG
3. ROLL CALL
4. SCHEDULED BUSINESS

Rules of Conduct for Public Meetings

1. No person shall be disorderly, abusive, or disruptive of the orderly conduct of the meeting.
2. Persons shall not testify without first receiving recognition from the presiding officer and stating their full name and residence address.
3. No person shall present irrelevant, immaterial, or repetitious testimony or evidence.
4. There shall be no audience demonstrations such as applause, cheering, display of signs, or other conduct disruptive of the meeting.

a. Quasi-Judicial Public Hearing

- 1) CP-01-14 and ZC-100-14, amending Ordinance No. 4447, which adopted the City of Albany Comprehensive Plan Map; and amending Ordinance No. 4441, which adopted the City of Albany Zoning Map; adopting findings for property located at 241 Waverly Street SE; Linn County Assessor's Map No. 11S-3W-05DD, Tax Lot 400; and declaring an emergency. [Pages 3-70]

Action: _____ ORD. NO. _____

- 2) ZC-01-15, amending Ordinance No. 4441, which adopted the City of Albany Zoning Map; adopting findings for property located at an unaddressed property east of 1655 Geary Street SE; Linn County Assessor's Map No. 11S-3W-08CA, Tax Lot 2201; and declaring an emergency. [Pages 71-90]

Action: _____ ORD. NO. _____

b. Business from the Public

c. Adoption of Resolution

- 1) Revising the project list for the Transportation System Development Charges, reaffirming the base fee and the appeal fee, and repealing Resolution No. 6335. [Pages 91-99]

Action: _____ RES. NO. _____

d. Adoption of Consent Calendar

- 1) Approval of Minutes
 - a) April 2, 2015, Capital Improvement Program Joint Work Session. [Pages 100-101]
 - b) April 8, 2015, City Council Regular Session. [Pages 102-105]
- 2) Approving annual liquor license renewals. [Pages 106-107]
- 3) Accepting an easement from Central Willamette Community Credit Union. [Pages 108-113]

RES. NO. _____

Action: _____

e. Appointment

- 1) Appointing Stephen Van Buskirk to the Bicycle and Pedestrian Advisory Commission. [Pages 114-116]

Action: _____

f. Report

- 1) Vacation of First Avenue Street SW. [Pages 117-119]

Action: _____

5. BUSINESS FROM THE COUNCIL
6. RECESS TO EXECUTIVE SESSION TO DISCUSS CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED IN ACCORDANCE WITH ORS 192.660 (2)(h)
7. RECONVENE
8. NEXT MEETING DATE: Work Session: June 8, 2015
Regular Session: June 10, 2015
9. ADJOURNMENT

City of Albany Web site: www.cityofalbany.net



TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Interim Public Works Engineering and Community Development Director *JB*

FROM: David Martineau, Project Planner *DM*

DATE: May 20, 2015 for the May 27, 2015, City Council Meeting

SUBJECT: Public Hearing (Planning Files CP-01-14 and ZC-100-14)

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Staff recommends that Council conduct a public hearing, hear testimony, deliberate, and make a decision on the land use application to amend the Comprehensive Plan Map and Zoning Map affecting property located at 241 Waverly Drive SE.

Discussion:

The subject property is located at 241 Waverly Drive SE, as shown in Ordinance Exhibit A. The applicant intends to develop the site with a multifamily residential use. In support of their development plan, the applicant has requested to change the Comprehensive Plan (Plan) designation of 1.37 acres of the 1.38-acre parcel from Low Density Residential (LDR) to Medium Density Residential (MDR), and 0.01 acre (650 square feet) from General Commercial (GC) to MDR. This application includes a concurrent Zoning Map Amendment that would change 1.37 acres from Residential Single Family (RS-6.5) to Residential Medium Density Attached (RMA), and 0.01 acre from Community Commercial (CC) to RMA, as shown in Ordinance Exhibit B. The criteria for amending the comprehensive plan map are found in Albany Development Code (ADC) 2.220(3); and the criteria for amending the zoning map are found in ADC 2.740. These criteria are addressed in detail in the staff report, which is included as an attachment.

The Planning Commission held a public hearing regarding the proposal on April 20, 2015. The Planning Commission found that the proposed comprehensive plan map and zoning map amendments are consistent with the City's Comprehensive Plan policies, and the Albany Development Code review criteria. Based on these findings, the Planning Commission voted 6-2 to recommend that the City Council approve the proposed comprehensive plan map and zoning map amendment.

Recommendation:

Approve the proposed comprehensive plan map and zoning map amendments as presented in the attached Ordinance.

Budget Impact:

None

DM:rk
Attachments(2)

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 4447, WHICH ADOPTED THE CITY OF ALBANY COMPREHENSIVE PLAN MAP; AND AMENDING ORDINANCE 4441, WHICH ADOPTED THE CITY OF ALBANY ZONING MAP; ADOPTING FINDINGS FOR PROPERTY LOCATED AT 241 WAVERLY STREET SE; LINN COUNTY ASSESSOR'S MAP NO. 11S-3W-05DD, TAX LOT 400; AND DECLARING AN EMERGENCY.

WHEREAS, the Albany Planning Commission held a public hearing on April 20, 2015, on the proposed map amendment and, after considering testimony from the public, recommended approval based on evidence provided in the staff report as presented at the public hearing for City of Albany Planning Files CP-01-14 and ZC-100-14; and

WHEREAS, the Comprehensive Plan Map designation, Zoning Map designation, and a copy of the recorded survey for the subject property are provided as Ordinance Exhibits A, B, & C respectively; and

WHEREAS, the Albany City Council held a public hearing on the same application on May 27, 2015, and reviewed the findings of fact and testimony presented at the public hearing and then deliberated.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: The Findings of Fact and Conclusions included in the Staff Report are hereby adopted in support of this decision.

Section 2: The Albany Comprehensive Plan Map designation of the property described in Ordinance Exhibit A is hereby amended from Low Density Residential, LDR, and General Commercial, GC, to Medium Density Residential, MDR.

Section 3: The Zoning Map designation of the property described in Ordinance Exhibit B is hereby amended from Residential Single Family, RS-6.5, and Community Commercial, CC, to Residential Medium Density Attached, RMA.

Section 4: A copy of the map showing the amendments to the Comprehensive Plan Map and Zoning Map shall be filed in the Office of the City Clerk of the City of Albany and the changes shall be made on the official City of Albany Zoning Map.

Section 5: A copy of the recorded survey of the affected property, attached as Ordinance Exhibit C, shall be submitted to the Linn County Assessor's Office within 90 days after the effective date of this ordinance.

Section 6: In as much as this ordinance is necessary for the immediate preservation of the public peace, health, and safety of the City of Albany, or to facilitate the prompt and timely completion of important City business, an emergency is hereby declared to exist; and this Ordinance shall take effect and be in full force and effect when signed by the Mayor.

Passed by the Council: _____

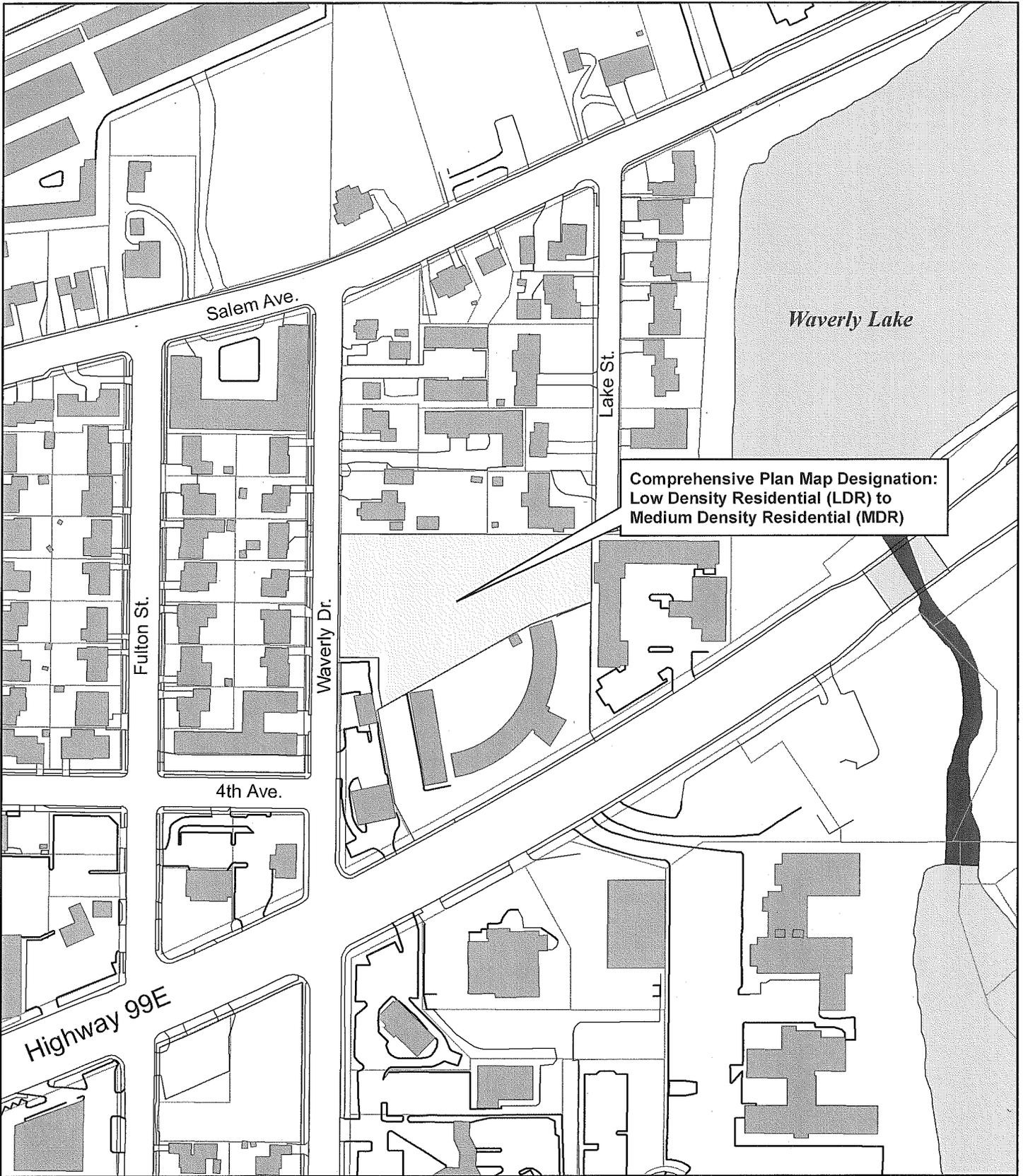
Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

City Clerk

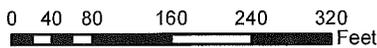


Comprehensive Plan Map Designation:
 Low Density Residential (LDR) to
 Medium Density Residential (MDR)

Current and Proposed Comprehensive Plan Designation: 241 Waverly Drive SE



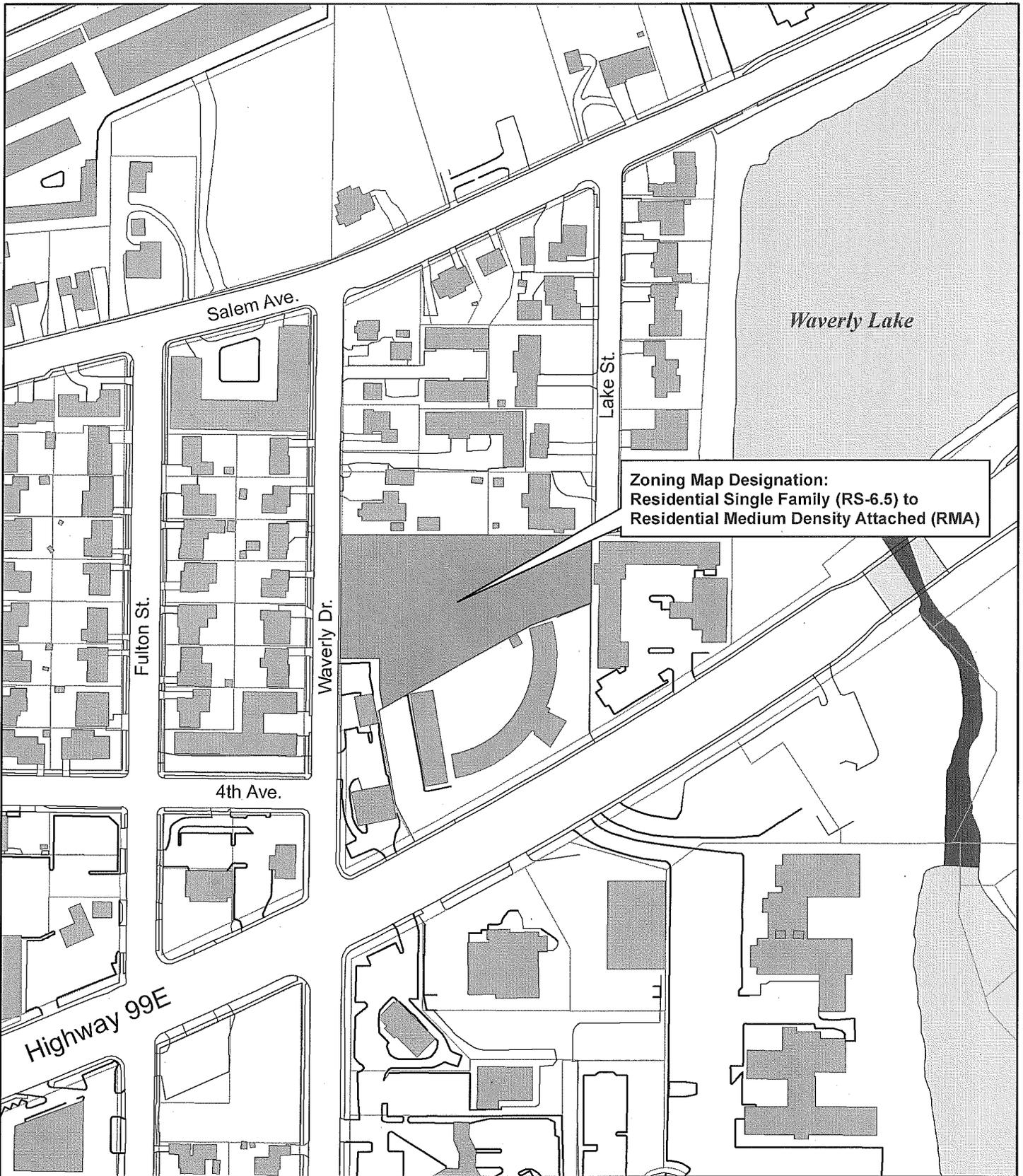
The City of Albany's Infrastructure records, drawings, and other documents have been gathered over many decades, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided 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 verify the



May 14, 2015

Planning Division

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



Current and Proposed Zoning Designation: 241 Waverly Drive SE



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May 14, 2015

Planning Division

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



Community Development Department

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

Phone: 541-917-7550 Facsimile: 541-917-7598
www.cityofalbany.net

STAFF REPORT

Comprehensive Plan Map and Zoning Map Amendments (CP-01-14 & ZC-100-14) RJ Alldritt, Tyre & Sidon LLC

<u>HEARING BODY</u>	CITY COUNCIL
<u>HEARING DATE</u>	Wednesday, May 27, 2015
<u>HEARING TIME</u>	7:15 p.m.
<u>HEARING LOCATION</u>	Council Chambers, Albany City Hall, 333 Broadalbin Street SW

EXECUTIVE SUMMARY

RJ Alldritt, represented by Rich Catlin of Reece and Associates, is applying to change the Comprehensive Plan (Plan) designation of 1.37 acres of a 1.38-acre parcel from Low Density Residential (LDR) to Medium Density Residential (MDR), and 0.01 acre (650 square feet) from General Commercial (GC) to MDR. This application includes a concurrent Zoning Map Amendment that would change 1.37 acres from Residential Single Family (RS-6.5) to Residential Medium Density Attached (RMA), and 0.01 acre from Community Commercial (CC) to RMA.

The property is located at 241 Waverly Drive SE (Attachment A). It is bordered by single family and duplex dwelling units to the north, a motel to the east and south, an auto lube service center to the south, and a car wash to the southwest, with single family residences further west across Waverly Drive. The site is in close proximity to Waverly Elementary School to the west and Waverly Park to the east.

Due to its irregular shape and relatively small size, the property has modest single family residential development potential, according to the applicant. He contends that increased flexibility of multifamily design can result in a more efficient development for a lot that serves as a transition between commercial businesses to the south with neighborhood residential uses to the north.

The applicant further justifies the request by noting a deficiency of medium density housing in the City's housing needs analysis. The need for medium density housing can be met by rezoning lower density land in places where it makes sense and services are readily available.

The staff analysis concluded the following:

- The proposal to change the Plan designation to MDR with the concurrent zone change to RMA will have little effect on the neighborhood since residential areas are already characterized by a range of dwelling types and existing development to the south is commercial.
- The requested Plan designation is consistent with the Comprehensive Plan map patterns reflecting a transition between higher intensity and lower intensity land uses.
- On balance, the evidence supports changing the designation of the subject property from LDR and GC to MDR, and the zoning from RS-6.5 and CC to RMA.

The Albany Planning Commission held a public hearing on April 20, 2015, on the proposed map amendment and, by a vote of 6-2, recommended APPROVAL based on evidence presented in the staff report and testimony presented at the public hearing for City of Albany Planning Files CP-01-14 and ZC-100-14.

GENERAL INFORMATION

DATE OF REPORT: May 20, 2015

FILES: CP-01-14 and ZC-100-14

TYPE OF APPLICATIONS: (1) Quasi-judicial Comprehensive Plan Map amendment to change 1.37 acres from LDR (Low Density Residential) to MDR (Medium Density Residential); and 0.01 acre (650 square feet) from GC (General Commercial) to MDR.

(2) Quasi-judicial Zoning Map amendment to change 1.37 acres from RS-6.5 (Residential Single Family) to RMA (Residential Medium Density Attached; and 0.01 acre (650 square feet) from CC (Community Commercial) to RMA.

REVIEW BODY: Planning Commission and City Council

STAFF REPORT PREPARED BY: David Martineau, Project Planner

PROPERTY OWNER/APPLICANT: Tyre & Sidon LLC; c/o RJ Alldritt; 19460 Tam Lake Ct; Bend, OR 97702

APPLICANT REPRESENTATIVE: Rich Catlin, Reece & Associates; 321 1st Avenue E, Suite 3A; Albany, OR 97321; 541-926-2428; rich@r-aengineering.com

ADDRESS/LOCATION: 241 Waverly Drive SE

MAP/TAX LOT: Linn County Assessor's Map No. 11S-03W-05DD; Tax Lot 400

CURRENT ZONING: RS-6.5 (Single Family Residential) District (1.37 acres); CC (Community Commercial) District (0.01 acre)

COMP PLAN DESIGNATION: LDR (Low Density Residential); GC (General Commercial)

EXISTING LAND USE: Single family residence

SURROUNDING ZONING: North: RS-6.5
South: CC
East: CC
West: CC and RS-6.5

SURROUNDING USES: North: Single family and duplex dwelling units
South: Motel and auto lube service center
East: Motel
West: Car wash; single family residences west of Waverly Drive

PRIOR HISTORY: A Comprehensive Plan Map amendment and zone change application was filed in 1989 (files CP-02-89 & ZC-04-89) to change the Comprehensive Plan designation from Low Density Residential (LDR) to General Commercial (GC), with a concurrent zone change from R-1 (Single Family Residential) to C-2 (Community Commercial) to accommodate a proposed car wash. The amendment request was for a portion of 241 Waverly Drive that was subsequently combined with an existing commercial lot to the south. The amendments were approved by City Council on June 14, 1989.

In 1997, the applicant (RJ Alldritt) sought to change the Comprehensive

Plan designation from Low Density Residential (LDR) to High Density Residential (HDR), with a concurrent zone change from RS-6.5 to RM-3 (CP-07-97, ZC-09-97 and SP-69-97). The request was denied by the Planning Commission on March 16, 1998. The City was undergoing Periodic Review at this time which involved reviewing demand and supply for all types of land. However, the Planning Commission found that the applicant did not provide sufficient evidence that there was not an adequate supply of high density residential land. They also found that the request was not consistent with the Comprehensive Plan Map pattern nor did the applicant provide enough evidence to show that the proposed change was consistent with Goal 10 (Housing: To provide for the housing needs of citizens of the state).

A Property Line Adjustment was approved in 2009 that transferred about 650 square feet from Tax Lot 500 to Tax Lot 400 (LA-03-09).

NOTICE INFORMATION

A Notice of Public Hearing was mailed to property owners located within 300 feet of the subject property on April 8, 2015 (Attachment B). The Notice of Public Hearing was posted on the subject property at one location on April 13, 2015. The Comprehensive Plan and Zoning Map Amendment draft staff report was posted on the City's website April 13, 2015. One letter was received April 20, 2015 (Attachment F), and one person testified at the Planning Commission hearing (Attachment G), both in opposition to the proposed amendments.

APPEALS

Within five days of the City Council's final action on these applications, the Community Development Director will provide written notice of the decisions to the applicant and any other 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.

STAFF ANALYSIS - COMPREHENSIVE PLAN MAP AMENDMENT (FILE CP-01-14)

Section 2.220(3) of the Albany Development Code (ADC) includes the following review criteria that must be met for this quasi-judicial map amendment to be approved. Code criteria are written in *bold italics* and are followed by findings and conclusions.

- (1) *The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be more supportive of the Comprehensive Plan as a whole than the old designation.*

FINDINGS OF FACT

- 1.1 **Current Plan Designation:** The current Comprehensive Plan Map designation of the property is Low Density Residential-LDR (Attachment C). The LDR designation "identifies areas predominantly suited or used for detached single-family development on lot sizes ranging from 5,000 to 10,000 square feet," (Albany Comprehensive Plan, page 9-9). The property also contains 0.01 acre of land designated as General Commercial (GC). The GC designation "identifies areas from community services to regional commercial establishments, suitable for a wide range of retail sales and service establishments," (Albany Comprehensive Plan, page 9-10).
- 1.2 **Requested Designation:** The request is to designate 1.37 acres of LDR and 0.01 acre of GC to Medium Density Residential-MDR (Attachment D). The MDR Plan designation "identifies areas suitable for multiple-family and attached single-family development at densities up to 35 units per acre," (Albany Comprehensive Plan,

page 9-9).

- 1.3 The Comprehensive Plan defines a goal as, “a general statement indicating a desired end, or the direction the City will follow to achieve that end.”

The Comprehensive Plan describes the City’s obligation in regard to goals as follows: “The City cannot take action which opposes a goal statement unless: 1) It is taking action which clearly supports another goal, 2) There are findings indicating the goal being supported takes precedence (in the particular case) over the goal being opposed,” (Comprehensive Plan, page ii).

- 1.4 The Comprehensive Plan (page 2) defines a policy as, “a statement identifying a course of action or City position.”

The Comprehensive Plan describes the City’s obligation in regard to policies as follows: “The City must follow relevant policy statements in making a land use decision . . . [I]n the instance where specific Plan policies appear to be conflicting, then the City shall seek solutions which maximize each applicable policy objective within the overall content of the Comprehensive Plan and in a manner consistent with the statewide goals. In balancing and weighing those statements, the City can refer to general categories of policies and does not have to respond to each applicable policy. Also, in this weighing process, the City shall consider whether the policy contains mandatory language (e.g., shall, require) or more discretionary language (e.g., may, encourage),” (Comprehensive Plan, page iii).

Relevant Plan Goals and Policies

- 1.5 The proposed Plan map amendment to change land from LDR and GC to MDR must satisfy long-range interests of the general public as outlined in the Comprehensive Plan’s goals and policies.

The following Comprehensive Plan goals and policies are relevant in considering whether the proposed MDR designation is more supportive of the Comprehensive Plan, on balance, than the current LDR and GC designation. The relevant goals and policies are listed under the relevant Statewide Planning Goals and are shown in *bold italic* print followed by findings of fact and conclusions.

GOAL 2: LAND USE PLANNING (Chapter 9 – Land Use Planning)

Goal: Undertake Periodic Review and Update of the Albany Comprehensive Plan to ensure the Plan:

- 1. Remains current and responsive to community needs*
- 2. Retains long-range reliability*
- 3. Incorporates the most recent and reliable information*
- 4. Remains consistent with state laws and administrative rules*

Policy 2: Base approval of Comprehensive Plan amendments upon consideration of the following:

(a) Conformance with goals and policies of the Plan

- 1.6 How this application conforms to the goals and policies of the Comprehensive Plan is the subject of the discussion under this review criterion.

(b) Citizen review and comment

- 1.7 This Comprehensive Plan Map and Zoning Map Amendment application is processed as a Type IV quasi-judicial land use decision. The City’s Development Code requires notification to surrounding property owners that this Comprehensive Plan Map Amendment Application has been received and that there will be public hearings on the application. Signs advertising the public hearing must also be posted on the property [ADC 1.400 and 1.410].

A Notice of Public Hearing was mailed to affected and surrounding property owners and the property was posted with the required signs.

(c) Applicable Statewide Planning Goals

- 1.8 How the proposed changes comply with the Statewide Planning Goals is the subject of this section of the report.
(d) Input from affected governmental units and other agencies
- 1.9 ORS 197.610 requires the City to notify the Oregon Department of Land Conservation and Development (DLCD) of any proposed changes to the Comprehensive Plan Map and/or Zoning Map. Notice was provided to DLCD on February 27, 2015. Oregon Department of Transportation (ODOT) and the Greater Albany Public Schools are affected governmental units within the subject area. They have been notified of the proposed amendments.
- (e) Short - and long-term impacts of the proposed change*
(f) Demonstration of public need for the change
(g) Demonstration that the proposed amendment will best meet the identified public need versus other available alternatives
(h) Any additional information as required by the Planning Commission and City Council
- 1.10 The short-term and long-term impacts of the proposed change, the public need for the change, and other available alternatives are discussed in the findings below.

GOAL 10: HOUSING (Chapter 4 – Housing)

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 that there is an adequate supply of residentially zoned land in areas accessible to employment and public services.

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.

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

- 1.11 The most recent update of the City's 2005 to 2025 Housing Needs Analysis occurred in 2007 to stay current with population trends, income and land availability. The applicant notes that "Table 4-17 indicates that 4,303 new housing units would be needed by 2025. Based on population forecasts and income distributions, 727 units would be needed in RMA and RM-3¹ for households seeking that type of housing," (see Page 3 of Attachment E).
- 1.12 The applicant adds that within the Urban Growth Boundary, only 17 buildable acres were specifically zoned RMA or RM-3, as identified by City staff (see Table 5-4 on Page 3 of Attachment E). These 17 buildable acres translate to 231 potential units, assuming a projected gross density of about 15 units per acre (see Table 5-8 on Page 4 of Attachment E).

¹ The zoning designations of RM-3 (Residential Multiple Family), and RM-5 (Residential Limited Multiple Family), were combined into the new RM (Residential Medium Density) zoning designation on June 27, 2007.

- 1.13 The City's Housing Needs Analysis shows that there is a projected shortage of land zoned for medium density residential uses. At the time the Housing Needs Analysis was updated, there was a net need of 44.1 acres to accommodate RMA and RM-3 housing needs by 2025, and a surplus of land totaling 321 acres zoned RS-6.5 (see Table 5-9 on Page 4 of Attachment E).
- 1.14 The applicant concludes that, "according to the population forecast and estimated incomes in the Albany economy in 2025, there is a shortage of land zoned RMA and RM-3 and a surplus of land zoned RS-6.5. To meet housing needs, some land zoned RS-6.5 should be rezoned to RMA or RM-3. The proposed map amendment would accomplish this precisely. The proposed map designation of MDR would establish the correct Comprehensive Plan Map designation to enable the needed zoning. These facts and analysis demonstrate that Comprehensive Plan policies are more supportive of RMA than RS-6.5 in compliance with this criterion," (Page 5 of Attachment E).

GOAL 12: TRANSPORTATION (Chapter 5 – Transportation)

Goal 1: Provide an efficient transportation system that provides for the local and regional movement of people and goods.

Goal 2: Provide a safe transportation system.

- 1.15 Transportation findings are fully addressed in findings under Criterion 2 of Zoning Map Amendment ZC-100-14, later in this staff report. In summary, the trip generation analysis completed by Ferguson & Associates, Inc. concluded that there would be a small increase in traffic generation from RS-6.5 to RMA zoning as defined by ODOT. The proposed amendments will not significantly affect an existing or planned transportation facility and no further analysis is warranted under the Transportation Planning Rule, according to the applicant. Staff concurs with this determination.

GOAL 14: URBANIZATION (Chapter 8 – Urbanization)

Goal: Achieve stable land use growth which results in a desirable and efficient land use pattern.

Policy 13: Encourage residential professional uses as buffers between intensive commercial uses and less intensive residential uses where compatibility can be demonstrated with the surrounding residential neighborhood.

Implementation Strategy 8: Provide for medium- or high-density development adjacent to streets designated and designed as arterials and collectors or, if compatible, adjacent to major employment centers and ensure that traffic does not negatively impact the surrounding area.

- 1.16 The subject property is 1.38 acres. The applicant points out that the transition from rural land to urban land is complete in the vicinity of the subject property. Surrounding uses have already been developed with commercial uses south of the site and urban residential uses north and west of the site.
- 1.17 According to the applicant, "This neighborhood provides a variety of housing types and sizes. Within a 300-foot radius of the subject property, there are 21 detached homes on individual lots, a duplex, two fourplexes, and two apartment buildings containing 21 units. There are also two motels, a restaurant, car wash, and auto lube shop within the same distance." The applicant contends that this residentially diverse area is well-suited for proposed medium density housing.
- 1.18 The subject property is located within walking distance of Waverly Elementary School and Waverly Park. The applicant adds that it is located close to public transit that serves nearby grocery stores with access to daily goods and services. Livability in the neighborhood would be enhanced by onsite open space and recreational amenities, as outlined in the design standards of the Albany Development Code.

CONCLUSIONS (CRITERION 1, PLAN GOALS AND POLICIES)

Findings and conclusions of the evaluation of the Plan goals and policies relevant to this request are summarized below.

- 1.1 Goal 2, Land Use Planning. Notification was sent to all affected and surrounding property owners and agencies with jurisdiction. Two public hearings have been scheduled to consider the proposed comprehensive plan and zoning map amendments.
- 1.2 Goal 10, Housing. If the proposed map amendments are approved, 1.38 acres of land currently developed with a single family residential use will be added in the MDR area, and 1.37 acres of LDR land will be removed from the single family inventory.
- 1.3 Goal 12, Transportation. The TPR requires that zone changes be evaluated to determine 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 affect." Based on ODOT Development Review Guidelines, the proposed amendments will not significantly affect an existing or planned transportation facility and no further analysis is warranted under the Transportation Planning Rule.
- 1.4 Goal 14, Urbanization. The conversion of rural to urban land is complete in the vicinity of the subject property. The property lies between existing commercial uses and residential uses that have been built at a variety of urban residential densities. Allowing higher density development near schools, parks and grocery stores may encourage alternative modes of transportation.
- 1.5 On balance, the evidence supports changing the designation of the subject property from LDR and GC to MDR, and the zoning from RS-6.5 and CC to RMA.

(2) *The requested designation is consistent with any relevant area plans adopted by the City Council.*

FINDING OF FACT

- 2.1 "Relevant area plans" as used here means land use plans. For example, the City has relevant area plans for areas such as East I-5 and South Albany. There are no relevant area plans for the area where the subject property is located.

CONCLUSION

- 2.1 This review criterion is not applicable because there are no relevant area plans for the area where the property is located.

(3) *The requested designation is consistent with the Comprehensive Plan Map pattern.*

FINDINGS OF FACT

- 3.1 The Comprehensive Plan does not, in broad terms, describe ideal land use or map patterns. Typically, it is good practice to locate uses with negative off-site impacts away from residential areas, avoid "spot zoning," provide a transition from higher intensity land uses to less intense residential uses, encourage compatible infill, and discourage low-density sprawl.

Particular Comprehensive Plan goals and/or policies provide guidance about what kind of uses and land patterns are desirable. For example, Goal 14 (Urbanization), Policy 13, says, "Encourage residential professional uses as buffers between intensive commercial uses and less intensive residential uses where

compatibility can be demonstrated with the surrounding residential neighborhood,” (Comprehensive Plan, page 8-3).

- 3.2 Currently, the land south and east of the subject property has a Comprehensive Plan designation of General Commercial (GC), which is shown in red on the Plan map that follows (see Figure 1 below). Properties to the north and west are designated Low Density Residential (LDR), and are shown as light yellow. The subject property can serve as a transitional buffer between these two designations. The proposed Plan map amendment would change the designation of 1.38 acres from LDR and GC to Medium Density Residential (MDR).

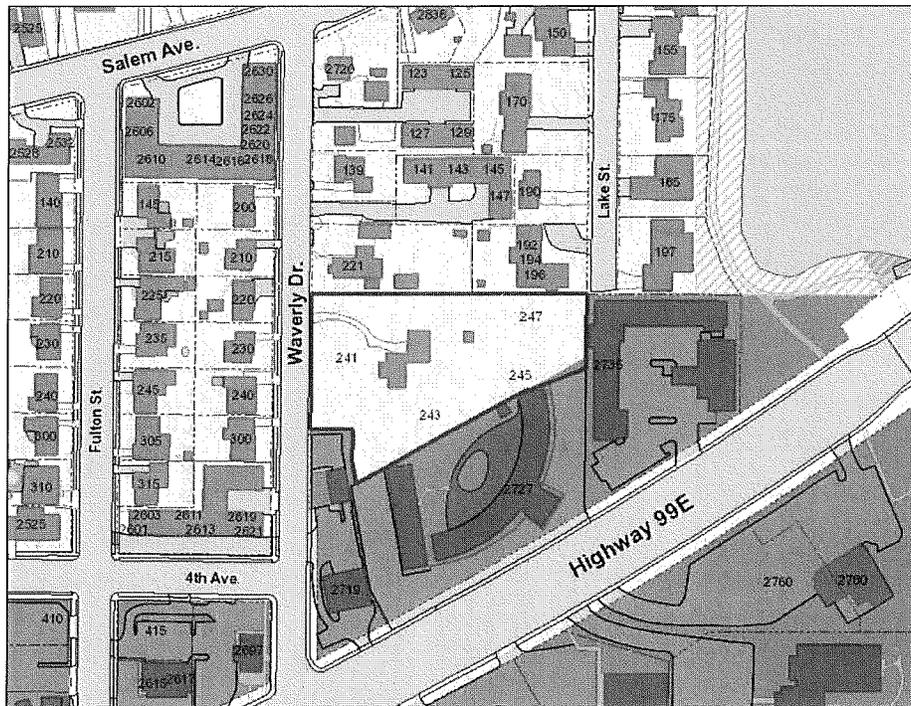


Figure 1: Subject property is identified as “Low Density Residential” in the Comprehensive Plan. Properties to the south and east are designated “General Commercial; north and west are designated “Low Density Residential.”

- 3.3 As stated in Finding 1.1 above, the LDR designation “identifies areas predominantly suited or used for detached single-family development on lot sizes ranging from 5,000 to 10,000 square feet,” (Albany Comprehensive Plan, page 9-9). The property also contains 0.01 acre of land designated as General Commercial (GC). The GC designation “identifies areas from community services to regional commercial establishments, suitable for a wide range of retail sales and service establishments,” (Albany Comprehensive Plan, page 9-10).

The MDR designation “identifies areas suitable for multiple-family and attached single-family development at densities up to 35 units per acre,” (Albany Comprehensive Plan, page 9-9).

- 3.4 Due to a variety of factors including changing development patterns, business concepts, and community needs, and other factors that cannot be specifically anticipated, the zoning patterns within areas of a community cannot always remain static.
- 3.5 Land uses on the property designated “General Commercial” that abuts the site include motels and an automobile service center. These uses typify uses that are allowed on commercially-zoned property in the General Commercial-designated areas. The applicant points out that residential uses to the north and west that are designated “Low Density Residential” in the Comprehensive Plan exhibit a mixture of different housing

types and densities. Housing types include single family, duplexes and multi-family dwellings that lie within the RS-6.5 zoning district. According to the applicant, "Approximately one-half of the homes in this area are congregated in multi-dwelling structures such as fourplexes and apartments. There is no predominant housing type in this area. It is an inclusive, heterogeneous neighborhood."

- 3.6 The proposed Comprehensive Plan Map amendment and zone change from Residential Single Family (RS-6.5) to Residential Medium Density Attached (RMA) would reflect the transitional aspect between the higher commercial land uses to the south and east and the less intensive residential neighborhood to the north and west.
- 3.7 There are numerous areas on the Comprehensive Plan Map that already reflect a transitional, or stepped-down land use from areas with higher intensity land uses to lower intensity land uses (see Figure 2 below). In this way, there is a degree of separation between commercial and single family land uses.

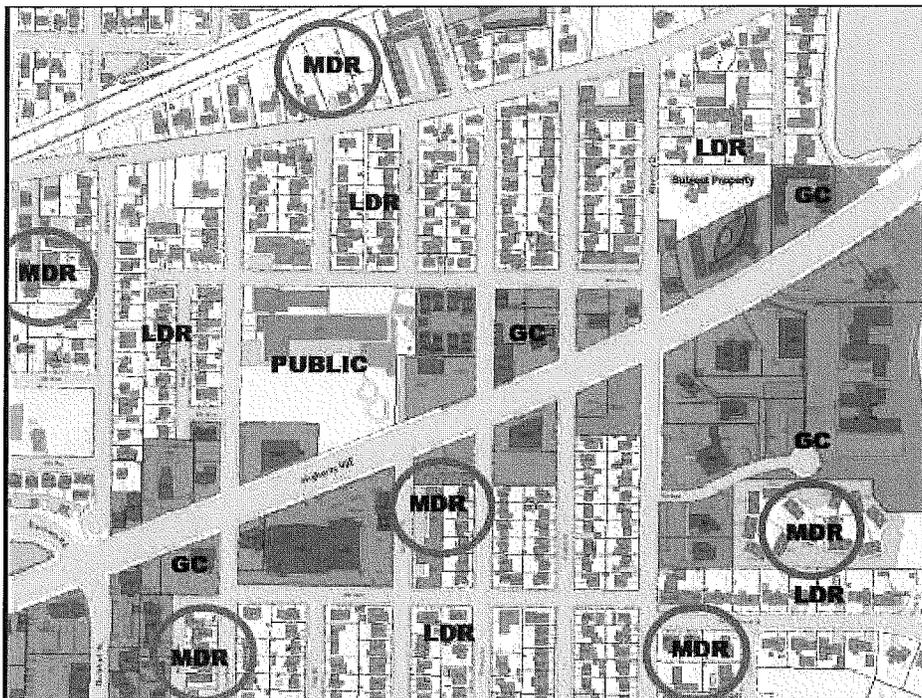


Figure 2: Examples of transitional or stepped-down land use intensities designated as Medium Density Residential (MDR). The subject property is located at the upper right corner of the map.

CONCLUSIONS

- 3.1 There is no specific formula for an appropriate Comprehensive Plan map pattern.
- 3.2 The predominant map pattern for this location is LDR and GC (see Figure 1).
- 3.3 The proposal to change the Plan designation to MDR with the concurrent zone change to RMA is expected to result in development compatible with surrounding uses, since those uses in the RS-6.5 zone are already primarily developed with uses that could also be developed under the proposed RMA zone. Additionally, the types of uses that could be developed under the RMA zone, are considered as compatible with the adjacent commercial uses, as uses permitted in the current low density zone.
- 3.4 The requested Plan designation is consistent with the Comprehensive Plan map patterns reflecting a transition between high intensity and low intensity land uses.

3.5 This review criterion is met.

(4) *The requested designation is consistent with the statewide planning goals.*

FINDING OF FACT

4.1 Oregon's 19 Statewide Planning Goals constitute the framework for a statewide program of land use planning. The Statewide Goals are achieved through local comprehensive planning. The Albany Comprehensive Plan was acknowledged by the Land Conservation and Development Commission in 1982 as being in compliance with the Statewide Planning Goals. The Statewide Planning Goals were evaluated under the Comprehensive Goals and Policies in Review Criterion (1) above. The Findings of Fact and Conclusions are hereby included by reference.

CONCLUSIONS

4.1 The requested MDR designation for this site is consistent with the Statewide Planning Goals.

4.2 This criterion is met.

STAFF ANALYSIS - ZONING MAP AMENDMENT (FILE ZC-100-14)

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 and conclusions.

(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 (ADC 2.740 (1)).*

FINDINGS OF FACT

1.1 The applicant proposes to change the zoning of 1.37 acres from Residential Single Family (RS-6.5) and 0.01 acre of Community Commercial (CC) to Residential Medium Density Attached (RMA) district.

1.2 The current Comprehensive Plan map designation of the subject site is Low Density Residential (LDR) and General Commercial (GC). The proposed RMA zoning is not consistent with the Low Density Residential (LDR) Plan designation of the site.

1.3 The applicant has applied to change the Comprehensive Plan Map designation from LDR and GC to MDR.

1.4 The proposed zone change to RMA is consistent with the concurrent proposed MDR designation of the property.

CONCLUSIONS

1.1 The applicant has applied for a concurrent Comprehensive Plan Map amendment to MDR. The proposed RMA zoning is consistent with the MDR designation.

1.2 This criterion is satisfied, provided that the amendment to the Comprehensive Plan Map is approved.

(2) *Existing or anticipated transportation facilities are adequate for uses that are permitted under the proposed zone designation (ADC 2.740 (2)).*

FINDINGS OF FACT

- 2.1 The site is located on the east side of Waverly Drive about 330 feet north of Pacific Boulevard. The zone change would change the designation of 1.38 acre parcel of property from RS-6.5 to RMA.
- 2.2 Albany's Transportation System Plan (TSP) includes improvements necessary to accommodate anticipated development through the year 2030. The TSP does include an intersection capacity project (# I24) just south of this site at the Pacific Boulevard/Waverly Drive intersection. That intersection is part of the state highway system and under ODOT jurisdiction.
- 2.3 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.
- 2.4 The subject application included a Trip Generation study and TPR Assessment. The analysis was performed by Ferguson & Associates and is dated October 7, 2014. The analysis compared the number of average daily and peak hour vehicle trips that could be generated by development of the site under the current RS-6.5 zone designation with the trips that could result from development under the requested RMA designation.
- 2.5 The trip generation estimate developed for the existing RS-6.5 zone designation used ITE code 210, "Single Family Homes" and was based on a development potential of 6 possible lots. The trip generation estimate was for 57 average daily trips, with 6 of those occurring during the PM peak traffic hour.
- 2.6 The trip generation estimate for the proposed RMA zone designation used ITE code 220, "Apartment" and was based on a development potential of 35 units. The trip generation estimate was for 233 average daily trips with 22 of those occurring during the PM peak traffic hour.
- 2.7 Based on the study results, development of the site under the requested RMA zone designation would result in 176 more average daily trips and 16 more PM peak hour trips than would development under the existing zone designation.
- 2.8 The Ferguson study included the following analysis in regard to the site's trip generation and the TPR:

"As the land use authority, the City of Albany determines the extent of a study for a TPR assessment. This is echoed in the ODOT Development Review Guidelines, Section 3.3.02:

Applications for plan and zoning amendments that create a "significant effect" under TPR section 0060 must provide information that is best discovered in traffic impact analysis, but it is up to the local government to request or require it."

Most importantly, Chapter 3.2 of the ODOT Development Review Guidelines (p. 33) excludes amendments generating less than 400 ADT:

"If an amendment subject to TPR Section 0060 increases the volume to capacity ratio further, or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless the change in trips falls below the thresholds listed:

"The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

Any proposed amendment that does not increase the average daily trips by more than 400.”

CONCLUSIONS

- 2.1 The proposed zone change would change the designation of 1.38 acre parcel from RS-6.5 to RMA.
 - 2.2 Albany's Transportation System Plan includes improvements necessary to accommodate anticipated development through the year 2030. The TSP does include an intersection capacity project (# 124) just south of this site at the Pacific Boulevard/Waverly Drive intersection.
 - 2.3 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."
 - 2.4 An analysis submitted by the applicant estimated that a reasonable worst case development under the requested zone designation would, at most, generate up to 176 more daily, and 16 more PM peak hour trips, than would development under the current zone designation.
 - 2.5 The proposed zone change does have the potential to add some trips to the Pacific Boulevard/Waverly Drive intersection. That intersection is on the state highway system and under the jurisdiction of ODOT. Based on ODOT Development Review Guidelines, the potential increase in trips related to the zone is below the 400 ADT threshold for determination of a "small increase" and as a result is not subject to TPR Section 0060.
 - 2.6 The ODOT Review Development Guidelines are based on and mirror the TPR review standards contained in Oregon Highway Plan Action 1F.5.
 - 2.7 This review criterion is met without conditions.
- (3) *Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development within the subject area without adverse impact on the affected service area (ADC 2.740 (3)).*

Sanitary Sewer.

- 3.1 City utility maps show an 8-inch public sanitary sewer main along the subject property's east boundary. The City's Wastewater Facility Plan does not show any system deficiencies downstream of the subject property.

Water.

- 3.2 City utility maps show a 12-inch public water main in Waverly Drive that is looped to a 12-inch main in 4th Avenue and a 20-inch main in Salem Avenue. The City's Water Facility Plan does not show any system deficiencies in this area.

Storm Drainage.

- 3.3 City utility maps show an 8-inch public storm drainage main in Waverly Drive. This main runs to the north where it discharges to a 36-inch main in Salem Avenue. The 36-inch main discharges to Waverly Lake approximately 650 feet east of Waverly Drive.

- 3.4 The 8-inch main in Waverly Drive is undersized and will likely require most any development on the property to provide on-site storm water detention. This detention requirement would likely be a condition of approval for any development regardless of the zoning of the property. Property zoned for higher density development may find that more land area would be needed to provide the detention facilities than for a lower density development.

Schools.

- 3.5 Children living in future residential development on the property would attend Waverly Elementary School, located about five blocks to the west of the development, Memorial Middle School, or West Albany High School. According to the Greater Albany Public School District, these schools are expected to reach capacity by 2018. The Greater Albany Public School system began collecting a school construction excise tax in 2009. The tax equals \$1.00 per square foot for all residential building permits. The funds will be used to partially offset the cost of constructing additional school facilities to accommodate future growth in the student population.

Police and Fire Protection.

- 3.6 The City of Albany provides police and fire protection to this area. There are no adverse impacts on the affected service area that are anticipated with this map amendment request.

CONCLUSIONS

- 3.1 The existing public sanitary sewer facilities in this area are capable of accommodating the existing development as well as future development allowed in the proposed zone.
- 3.2 The existing public water facilities in this area are capable of accommodating the existing development as well as future development allowed in the proposed zone.
- 3.3 The existing public storm drainage facilities in this area are capable of accommodating most residential development that could occur in the proposed zone. Any development that may occur which may produce higher levels of storm water runoff would likely be required to provide on-site storm water detention to protect the public system from overloading.
- 3.4 The Greater Albany Public Schools District forecasts schools serving this area to reach capacity by 2018. In anticipation, the District collects a school construction excise tax for all residential building permits that will be used to construct future additional school facilities.
- 3.5 The site is served by police and fire protection provided by the City of Albany.
- 3.6 This review criterion is met without conditions.

- (4) *The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan (ADC 2.740 (4)).*

FINDINGS OF FACT

- 4.1 The current zoning designation of the property where the Zoning Map amendment is proposed is Residential single Family (RS-6.5) and Community Commercial (CC). The proposed zoning is Residential Medium Density Attached (RMA).
- 4.2 Prior to being zoned RS-6.5, the subject property was zoned R-1 (Low Density Urban Residential District) from 1977 to 1996, and R-2 (Low Density Multiple Family Residential District) prior to 1977. In 1980, the

Comprehensive Plan designation was changed to low density residential. The R-2 zoning designation allowed single family outright, duplexes and multifamily either outright or through Site Plan Review according to development codes in effect at the time. However, the R-1 district allowed mainly single-family dwellings, consistent with the present-day RS-6.5 zoning.

Zoning District Purposes

- 4.3 According to Section 3.020(3) of the Albany Development Code, the RS-6.5 (Residential Single Family District) zoning district is “intended primarily for low-density urban single-family residential development. The average minimum lot size is 6,500 square feet.” Multiple family dwelling units on one property are not permitted in the RS-6.5 district.
- 4.4 Allowable uses that are permitted outright in the RS-6.5 district include single family detached residences, duplexes in limited circumstances, child or adult care homes, group care homes with five or fewer residents, accessory buildings not greater than 750 square feet with walls not higher than 11 feet, home businesses that meet standards, and agricultural crop production. Uses allowed through conditional use approval include bed and breakfasts, basic utilities, community services, schools, religious institutions, parks, and entertainment and recreational uses.
- 4.5 According to Section 4.020(3) of the Albany Development Code, the CC (Community Commercial District), “recognizes the diversity of small to medium-scale businesses, services and sites mostly located on arterial streets and highways. Design guidelines, building location and front-yard landscaping will provide a coordinated and enhanced community image along these major transportation corridors as they develop or redevelop. Sound and visual buffers should be used to mitigate impacts on nearby residential areas.”
- 4.6 The subject property has 650 square feet of land zoned CC. It is located on the southeast corner of the property and has no road access or any other characteristics that would make it feasible to develop with a commercial use.
- 4.7 According to the Section 3.020(6), “The RMA District is intended primarily for medium- to high-density urban residential development. All units, whether single- or multiple-family, shall be attached. New RMA districts should be located on a collector or arterial street or in Village Centers. Development may not exceed 35 units per gross acre.” Waverly Drive is a minor arterial street.
- 4.8 Allowable uses that are permitted outright in the RMA district include attached single family and two family dwelling units, child or adult care homes, group care homes with five or fewer residents, and agricultural crop production. Multiple family units, day cares, boarding houses and manufactured home parks are permitted through an approved site plan review. Basic utilities, hospitals, community services, schools, religious institutions, parks, and entertainment and recreational uses are permitted through conditional use approval.
- 4.9 Regarding the proposed RMA zoning district best satisfying the goals and policies of the Comprehensive Plan, the Findings and Conclusions under Review Criterion (1) of the concurrent Comprehensive Plan Map amendment are included here by reference. In summary, those findings found that the proposed map amendments on the subject property were, on balance, more supportive of listed Plan policies. The City’s Housing Needs Analysis shows that there is a projected shortage of land zoned for medium density uses; there is a surplus of land designated for lower density single family uses; the proposed amendments will not significantly affect an existing or planned transportation facility; and the neighborhood is already characterized by a variety of housing types and sizes.

CONCLUSIONS

- 4.1 The RMA zone best satisfies the applicable goals and policies of the Albany Comprehensive Plan.

4.2 This criterion has been met.

(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 (ADC 2.740 (5)).*

FINDINGS OF FACT

5.1 Albany's Transportation System Plan includes improvements necessary to accommodate anticipated development through the year 2030. The TSP includes an intersection capacity project (# 124) just south of this site at the Pacific Boulevard/Waverly Drive intersection.

5.2 The TSP does not identify any other capacity or level of service problems associated with the proposed Zoning Map amendment.

5.3 There are no other applicable City-contracted or funded land use or transportation plan or study that applies to the subject area.

CONCLUSIONS

5.1 The proposal will not conflict with the transportation system as shown in TSP.

5.2 The proposal is in accordance with the transportation pattern as shown in the TSP.

5.3 This criterion is met.

SUMMARY

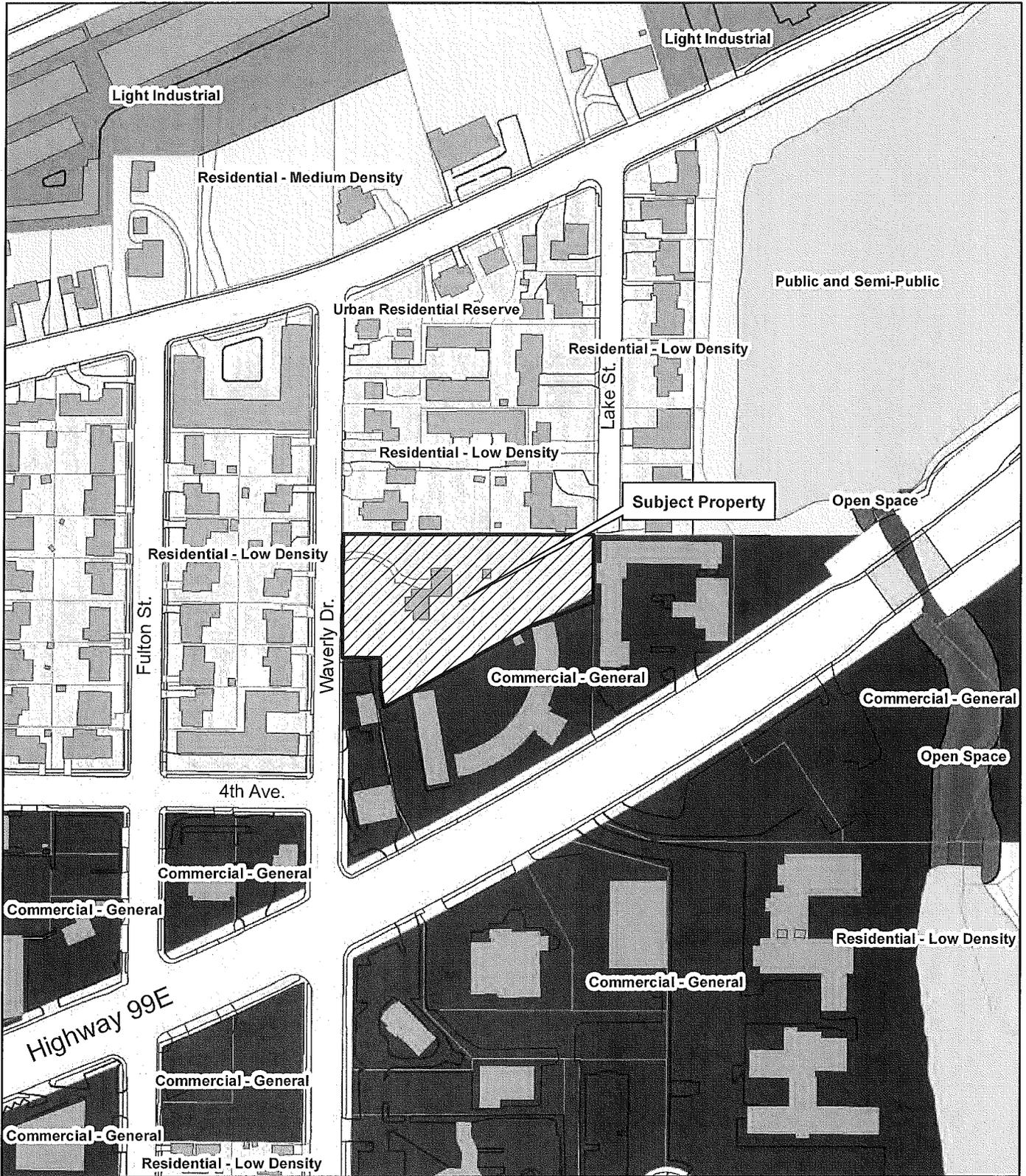
The property at 241 Waverly Drive SE has an irregular shape and a relatively small size to develop single family homes together with providing necessary infrastructure and access. In addition, the character of the surrounding neighborhood is one that provides a wide variety of housing types and sizes built over the years, ranging from single family detached homes on single lots to apartment buildings containing multiple units. The subject property serves as a transition between commercial businesses to the south with neighborhood residential uses to the north. Waverly Drive is a minor arterial street, and public transportation that provides access to schools, parks and shopping is available nearby. On balance, the evidence supports changing the Comprehensive Plan map designation to Medium Density Residential and the zoning to Residential Medium Density Attached.

ATTACHMENTS

- A Location Map
- B Notice of Public Hearing
- C Current Comprehensive Plan & Zoning Designation
- D Proposed Comprehensive Plan & Zoning Designation
- E Application and Narrative from the Applicant
- F Draft April 20, 2015 Planning Commission Minutes
- G Letter from Wade and Charleen Spurlin dated April 16, 2015

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADC	Albany Development Code
ADT	Average Daily Traffic
AMC	Albany Municipal Code
CC	Community Commercial Zoning District
DLCD	Oregon Department of Land Conservation and Development
GC	General Commercial Comprehensive Plan Designation
HDR	High Density Residential Comprehensive Plan Designation
ITE	Institute of Transportation Engineers
LDR	Low Density Residential Comprehensive Plan Designation
LI	Light Industrial Zoning District
LOS	Level of Service
LUBA	Oregon Land Use Board of Appeals
MDR	Medium Density Residential Comprehensive Plan Designation
ODOT	Oregon Department of Transportation
R-1	Low Density Urban Residential District (no longer used)
R-2	Low Density Multiple Family Residential District (no longer used)
RM	Residential Medium Density Zoning District
RM-3	Residential Multiple Family Zoning District (combined with RM in 2007)
RM-5	Residential Limited Multiple Family Zoning District (combined with RM in 2007)
RMA	Residential Medium Density Attached Zoning District
ROW	Right of Way
RS-6.5	Residential Single Family District (minimum average lot size of 6,500 square feet)
TPR	Transportation Planning Rule
TSP	Transportation Systems Plan
V/C	Volume to Capacity



Location Map: 241 Waverly Drive SE, with Comprehensive Plan Designations



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 verify the



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July 17, 2014

Planning Division

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



COMMUNITY DEVELOPMENT DEPARTMENT

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

Phone: 541-917-7550 Fax: 541-917-7598
www.cityofalbany.net

NOTICE OF PUBLIC HEARING

<u>HEARING BODY</u>	PLANNING COMMISSION	CITY COUNCIL
<u>HEARING DATE</u>	Monday, April 20, 2015	Wednesday, May 27, 2015
<u>HEARING TIME</u>	5:15 p.m.	7:15 p.m.
<u>HEARING LOCATION</u>	Council Chambers, Albany City Hall, 333 Broadalbin Street SW	

GENERAL INFORMATION

DATE OF NOTICE:	April 8, 2015
FILES:	CP-01-14 and ZC-100-14
TYPE OF APPLICATION:	Quasi-Judicial Comprehensive Plan Map Amendment from Low Density Residential and General Commercial to Medium Density Residential, and Zoning Map Amendment from RS-6.5 and CC to RMA, a Type IV process
REVIEW BODIES:	Planning Commission and City Council
PROPERTY OWNER/ APPLICANT:	Tyre & Sidon LLC; c/o RJ Alldritt; 19460 Tam Lake Ct; Bend, OR 97702
APPLICANT REPRESENTATIVE:	Rich Catlin, Reece & Associates; 321 1 st Avenue E, Suite 3A; Albany, OR 97321; 541-926-2428; rich@r-aengineering.com
ADDRESS/LOCATION:	241 Waverly Drive SE
MAP/TAX LOT:	Linn County Assessor's Map No. 11S-03W-05DD; Tax Lot 400
ZONING:	RS-6.5 (Single Family Residential) District; CC (Community Commercial) District
CP DESIGNATION:	LDR (Low-Density Residential); GC (General Commercial)
EXISTING LAND USE:	Single family residence
SURROUNDING ZONING:	North: RS-6.5 South: CC East: CC West: CC and RS-6.5
SURROUNDING USES:	North: Single family and duplex dwelling units South: Motel and auto lube service center East: Motel West: Car wash; single family residences west of Waverly Drive

The Planning Division has received the Comprehensive Plan Map and Zoning Map Amendment (zone change) applications referenced above and has scheduled a Public Hearing before the Planning Commission and City Council. We are mailing notice of this public hearing to property owners within 300 feet of the property where the map amendments are proposed. We invite your comments, either in writing prior to the day of the public

hearing or in person at the hearing. Comments will be taken into account when the Planning Commission and City Council make decisions on these applications.

We have attached location maps that show the current and proposed property zoning designations. All documents and evidence submitted by or on behalf of the applicant, and applicable criteria, are available for inspection at no cost at the Albany Community Development Department, Planning Division. The Staff Report will be available by 5:00 p.m. on April 13, 2015. A copy will be available at the City's web site at the following link: <http://www.cityofalbany.net/departments/community-development/planning/all-projects>, or at the Planning Division located in City Hall. All of this information is available for inspection at no cost, and copies will be provided upon request at a reasonable cost. For more information, please contact Project Planner David Martineau at 541-917-7550. Submit any written comments to the Planning Division, P.O. Box 490, Albany OR 97321. Any person who submits written comments or testifies at a public hearing will receive a copy of the Notice of Decision.

If additional documents or evidence are provided by any party, the City may allow a continuance, or leave the record open, to allow the parties a reasonable opportunity to respond. Any continuance or extension of the record requested by an applicant shall result in a corresponding extension of the 120-day time limitations of ORS 227.178.

YOUR COMMENTS

All testimony and evidence must be directed toward the approval standards for the application listed in this notice. Failure to raise an issue by letter, or in person, before the close of the record or the final evidentiary hearing, or failure to provide statements or evidence with sufficient detail to allow the Planning Commission and City Council an adequate opportunity to respond to each issue raised, precludes an appeal based on that issue.

PUBLIC HEARING PROCEDURE

The Public Hearing will begin with a declaration of any *ex parte* contacts (contacts which occurred outside of the public hearing) or any conflict of interest by the decision-makers. This will be followed by the staff report from the Planning staff. Then the applicant will testify, followed by testimony by other people in support of the application. After the people who are in favor of the application are finished, testimony from opponents will begin. This will be followed by testimony from people who neither favor nor oppose the application. The applicant will then be given the opportunity for rebuttal. The decision-makers are free to ask questions of any person who has testified, or of staff, at any point during the hearing.

If the hearing is continued or the record is left open, the chairperson will announce the date, time, and place for resumption of the hearing, and/or what limitations exist on further testimony or submittal of written materials. If the hearing and record are closed, the decision-makers will begin deliberations and/or will announce the time, date, and place when the decision will be made.

APPROVAL STANDARDS FOR THIS REQUEST

The Albany Development Code contains the following review criteria that must be met for this application to be approved:

QUASI-JUDICIAL COMPREHENSIVE PLAN MAP AMENDMENT [ADC 2.220(3)]

- (3) The requested designation for a quasi-judicial map amendment meets all of the following tests:
 - (a) The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be more supportive of the Comprehensive Plan as a whole than the old designation.

- (b) The requested designation is consistent with any relevant area plans adopted by the City Council.
- (c) The requested designation is consistent with the Comprehensive Plan Map pattern.
- (d) The requested designation is consistent with the Statewide Planning Goals.

QUASI-JUDICIAL ZONING MAP AMENDMENT (ADC 2.740)

- (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.
- (2) Existing or anticipated transportation facilities are adequate for uses that are permitted under the proposed zone designation.
- (3) Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development within the subject area without adverse impact on the affected service area.
- (4) The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.
- (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.

The following Comprehensive Plan goals and policies are relevant to the Comprehensive Plan and Zoning Map amendment.

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 decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Goal 10: Housing (Chapter 4)

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

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

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.

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

Goal 12: Transportation (Chapter 5)

Goal 1: Provide an efficient transportation system that provides for the local and regional movement of people and goods.

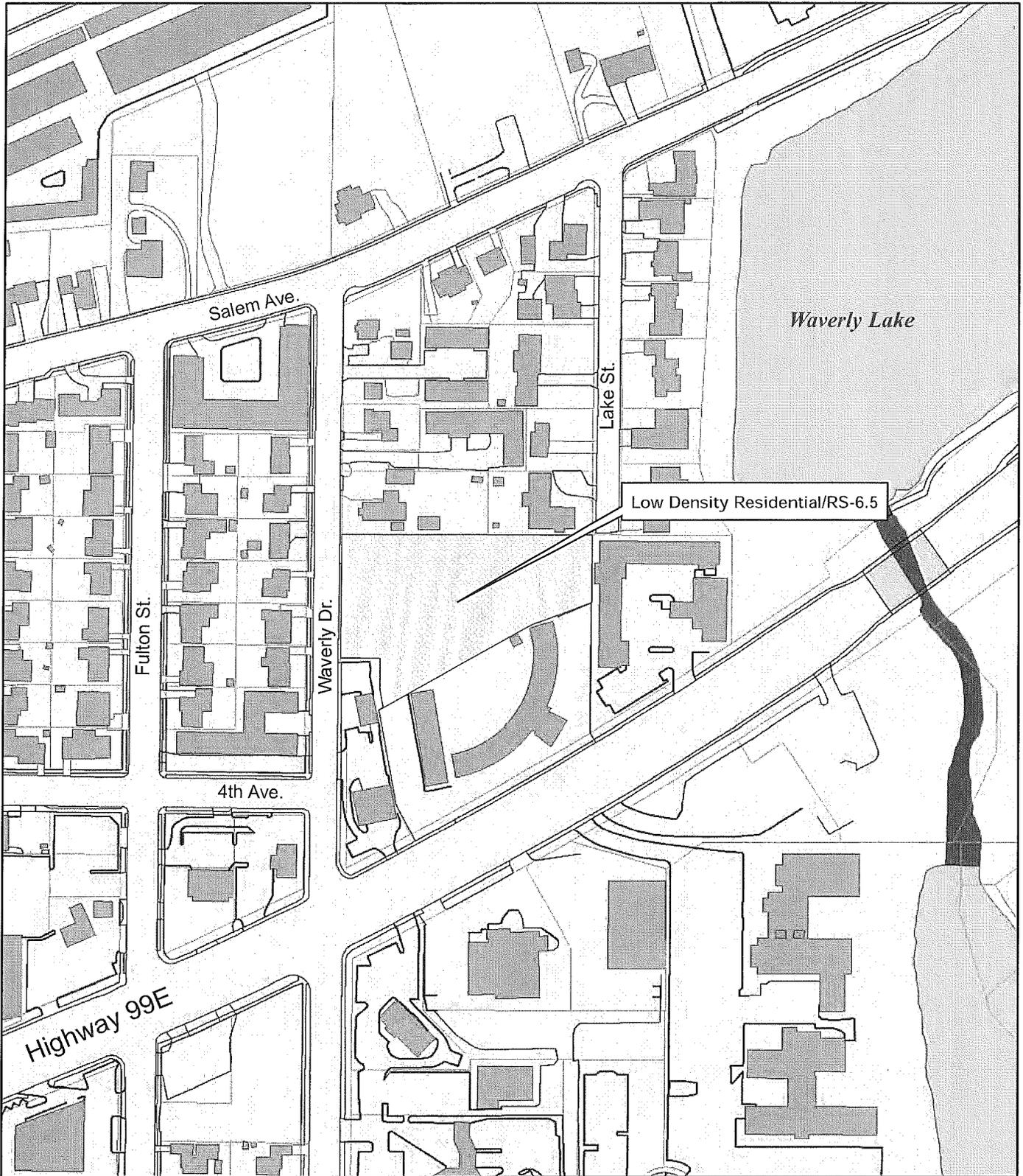
Goal 14: Urbanization (Chapter 8)

Goal 1: Achieve stable land use growth which results in a desirable and efficient land use pattern.

Policy 13: Encourage residential professional uses as buffers between intensive commercial uses and less intensive residential uses where compatibility can be demonstrated with the surrounding residential neighborhood.

The location of the meeting/hearing is accessible to the disabled. If you need special accommodations to attend or participate, please notify the Human Resources Department in advance by calling 541-917-7501.

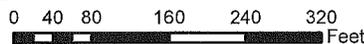
Attachments: Location Maps showing Current and Proposed Zoning Designation



Current Comprehensive Plan and Zoning Designation: 241 Waverly Drive SE



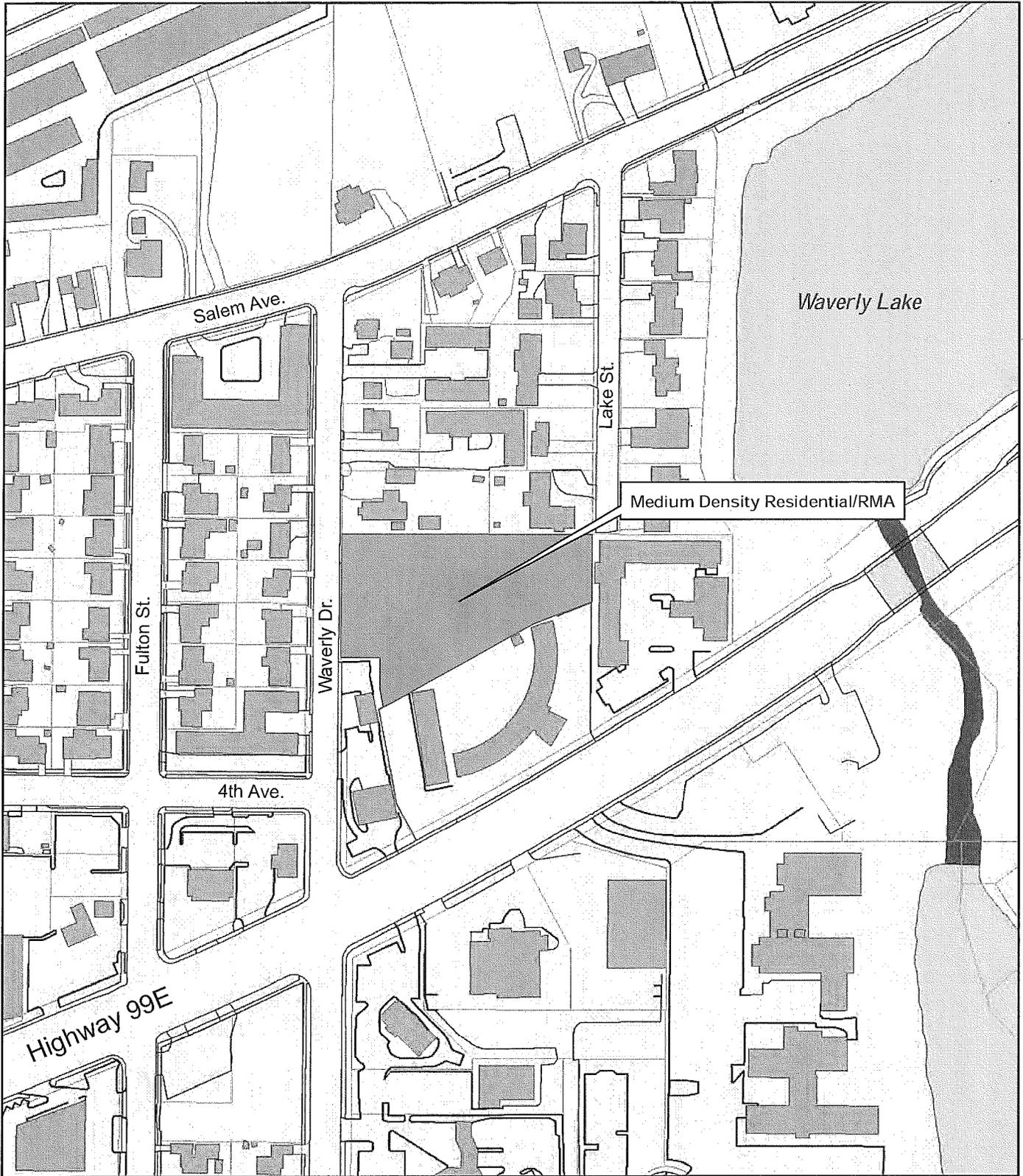
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February 27, 2015

Planning Division

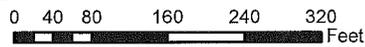
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Proposed Comprehensive Plan and Zoning Designation: 241 Waverly Drive SE



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February 27, 2015

Planning Division

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

NARRATIVE

Comprehensive Plan Map Amendment and Zone Change 241 Waverly Drive SE

Introduction

RJ Alldritt is the owner of 1.38 acres at 241 Waverly Drive SE. The property is bounded by two residential parcels to the north, a motel to the east, another motel to the south, and a car wash on the southwest corner. Waverly Elementary School is a few blocks to the west. Waverly Park is around the corner to the east.

The property is in a neighborhood just off Pacific Boulevard. Waverly Drive is a busy street in the block south of Pacific, but north of Pacific where the Alldritt property lies, Waverly Drive is a low volume street that passes through to Salem Road to the north. Between Pacific Boulevard and Salem Road this residential neighborhood exhibits a mixed character. Small post-World War II homes on small lots line the internal streets such as Fulton Street and Waverly Drive, while larger homes, dating to the latter half of the Twentieth Century are typical along Lake Street. Tenant housing in small to modest clusters are occupied by one-half of the households in the vicinity of this property.

Given the relatively small size, the Alldritt property has a modest redevelopment potential. The property is unusually deep and has an irregular boundary that defies efforts to efficiently lay out a subdivision. The site is more amenable to flexible design components of multi-dwelling development. As an infill project, services are already available to the site. The density and type of housing are compatible with tenant housing already present in the neighborhood. This would be a reasonable transitional land use between commercial businesses and the neighborhood.

A deficient of medium density housing is forecast by the City's housing needs analysis. When coupled with a forecast surplus of low density residential land, the redevelopment potential of the Alldritt property comes into focus. The need for medium density land can be met by rezoning low density land, services are readily available, and the site is does not lend itself to efficient layout for detached homes. This application for map amendments ensues.

The proposed map amendments would change the existing Comprehensive Plan Map designation from Low Density Residential to Medium Density Residential with a concurrent zone change from RS-6.5 to RMA.

The proposed map amendments would also realign the zoning boundary to follow property lines. As currently shown on city maps, the zoning boundary departs from the property lines near the southeast corner of the subject property, resulting in split-zoned land. While the subject property appears to be entirely zoned RS-6.5, in fact a 0.01-acre triangle is zoned Community Commercial. A similar condition occurs on the Comprehensive Plan map. The proposed map amendments would restore these land use boundaries to the property lines.

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COMPREHENSIVE PLAN MAP AMENDMENT

The decision criteria for a Comprehensive Plan map amendment are set forth in ADC 2.220. These criteria are addressed in the following sections. The criteria appear in *italics*, the response in plain text.

2.220 Review Criteria. Amendments to the Comprehensive Plan will be approved if the Council finds that the application meets the following applicable criteria:

- (1) A legislative amendment is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.*
- (2) A legislative amendment is needed to meet changing conditions or new laws.*

These criteria do not apply because the proposed map amendment is a quasi-judicial request that affects one discrete property.

- (3) The requested designation for a quasi-judicial map amendment meets all of the following tests:*
 - (a) The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance is more supportive of the Comprehensive Plan as a whole than the old designation.*

The housing policies of the Albany Comprehensive Plan are relevant to this request. The relevant policies are:

1. Ensure an adequate supply of residentially-zoned land in areas accessible to employment and public services.
2. Provide a variety of choices regarding type, location, density and cost of housing units corresponding to the needs and means of city residents.
6. Encourage residential development on already serviced vacant residential lots or in areas where services are available or can be economically provided

These policies were updated in 2007 to stay current with population forecasts, income, and land availability set forth in "Albany Housing Needs Analysis 2005 to 2025"¹. Table 4-17² indicates that 4,303 new housing units would be needed by 2025. Based on population

¹ Prepared by the Albany Community Development Depart, adopted in 2007 as a background report to the Albany Comprehensive Plan.

² Ibid page 50.

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forecasts and income distributions, 727 units would be needed in RMA and RM-3 for households seeking that type of housing.

Table 4-17. Projected New Housing Units Needed by Type and Zoning District, 2025

	RM-3/ RMA	RM-5/ RM	RS-5	RS- 6.5	RS-10, RR	URR	HM, MUR	WF, HD	MUC, Other	Total
Single Family Units	65	233	520	695	200	0	53	164	99	2,029
	3.2%	11.5%	25.6%	34.3%	9.9%	0.0%	2.6%	8.1%	4.9%	
Manufactured Dwelling Park Units	0	47	18	126	0	0	0	0	0	191
	0.0%	24.8%	9.5%	65.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
Duplexes	184	238	172	142	69	0	8	0	8	821
	19.9%	25.4%	22.4%	21.9%	8.4%	0.0%	1.0%	0.0%	1.0%	
3 or 4 Units per lot	21	14	4	3	3	0	2	0	2	49
	42.3%	29.1%	8.5%	5.7%	5.8%	0.0%	4.5%	0.3%	3.8%	
Multiple Family 5+ Units per lot	478	455	10	10	0	0	0	83	177	1,213
	39.4%	37.5%	0.9%	0.9%	0.0%	0.0%	0.0%	6.8%	14.5%	
Total Units Needed	727	959	736	1,014	271	0	63	247	286	4,303

Staff compiled an inventory of buildable land within the urban growth boundary. Table 5-4³ indicates that only 17 acres were zoned as RMA and RM-3.

Table 5-4. Developable Vacant and Partially Developed Residential Land by Size, September 2005

Comp Plan Designation	Zoning District	Developable Area >= 1 acre			Developable Area < 1 acre			TOTAL Buildable Acres
		Vacant Acres	Part-Devel Acres	>= 1 Acre Total	Vacant Acres	Part-Devel Acres	< 1 Acre total	
LDR	RR	187.5	181.6	369.1	55	53.9	108.9	478
LDR	RS-10	89.9	55.6	145.5	21.1	44.2	65.3	211
LDR	RS-6.5	262.3	213	475.3	66.7	32.7	99.4	575
LDR/MDR	RS-5	280.2	7	287.2	8.1	0.9	9	296
VC	HM/MUR	0	0	0	2.3	0	2.3	2
MDR/VC	RM-5/RM	63.5	24.6	88.1	21.5	15.2	36.7	125
MDR	RM-3/RMA	6.2	0	6.2	8.5	2.5	11	17
VC	WF	3.3	0	3.3	3.9	2.4	6.3	10
City Totals		893	482	1,375	187	152	339	1,714
URR		596	503.6	1,099.6	23.2	31.9	55.1	1,155
UGB Totals		1,489	985	2,474	210	184	394	2,868

³ Ibid page 54.

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Table 5-8⁴ demonstrates that those 17 acres of buildable land compute to 231 potential units.

Table 5-8. Projected Density by Zone and Build-Out Capacity of Developable Land

Comp Plan Designation	Zoning District	Projected Gross Density Per Acre	Net Developable Acres	Potential Units* at Build-Out
LDR	RR	3	478	1,446
LDR	RS-10	3	211	670
LDR	RS-6.5	4	575	2,202
LDR/MDR	RS-5	5.5	296	1,806
VC	HM	5.5	1.3	10
VC	MUR	8	1	8
MDR	RM-5/RM*	12	125	1,509
MDR	RM-3//RMA	15	17	231
VC	WF	15	10	135
VC/GC	MUC, HD, CB & Redevel.	12	27 Est.	324
Total - City			1,741	8,141
URR	Outside City	4.5	1,155	5,198
Total UGB			2,910	13,454

*Figures don't equal density per acre x total developable acres because capacity was calculated on a lot by lot basis. When actual density was known, it was used. Lots less than the average minimum lot size for single-family units were allotted one unit.

Table 5-9⁵ calls out the need for an additional 44.1 acres of RMA and RM-3 to meet housing needs by 2025. By comparison, there would be a surplus of RS-6.5 land (321.1 acres).

Table 5-9. Projected Land Need (Surplus) by Zoning District to 2025

	RM-3/ RMA~	RM-5/ RM~	RS-5	RS-6.5	RS-10, RR	URR	HM, MUR	WF	HD, CB MUC, Other*	Total
Projected Units Needed by Zone	747	988	724	976	310	0	63	209	286	4,018
Estimate Density/Acre	15	12	5.5	4	3	4.5	7	15	12	n/a
Acres Needed	48.5	79.9	133.8	253.5	90.5	0.0	9.0	16.5	23.8	656
Available Land~	4.1~	66.0~	296.2	574.6	689.0	1,155	2.3	9.6	27.0	2,824
Net Acres Needed	44.1	13.9	(162.4)	(321.1)	(598.5)	(1,155)	6.7	6.9	(3.2)	(2,168)

*The HD (Historic Downtown), CB (Central Business), MUC (Mixed Use Commercial), Other category estimates the number of acres that might be redeveloped in these zones or other commercial zones.

~Developable areas less than one acre in the RM-3 and RM-5 zones were excluded from the Available Land

⁴ Ibid, page 56.

⁵ Ibid, page 56.

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total because these properties will likely develop or already have developed as single-family lots.

The report draws the following conclusions from these data⁶:

“Assuming staff estimates for the distribution of housing by type and price, and projected density trends are reasonable, the City needs more medium-density land, but overall there is a surplus of land to accommodate projected growth to 2025. Some of the surplus in the RS-5, RS-6.5 and RS-10 zones and land in the UGB designated URR can be rezoned to meet projected housing needs to 2025 by housing type and affordability and for public facilities.”

“In order to meet housing needs to 2025, there will be demand for at least 50 acres of land zoned to allow medium-density housing to include multiple-family and attached single-family units (shown above in the RM-3/RMA and RM-5/RM zones). If the City averages higher densities than projected, such as 20 units an acre in the RM-3/RMA zone instead of 15 units an acre, 12 fewer acres would be needed to 2025.”

“Land needs to be designated for multiple-family and medium-density development and policies adopted to provide land for multi-family development in order to reach projected 2025 needs.”

According to the population forecast and estimated incomes in the Albany economy in 2025, there is a shortage of land zoned RMA and RM-3 and a surplus of land zoned RS-6.5. To meet housing needs, some land zoned RS-6.5 should be rezoned to RMA or RM-3. The proposed map amendment would accomplish this precisely. The proposed map designation of MDR would establish the correct Comprehensive Plan Map designation to enable the needed zoning. These facts and analysis demonstrate that Comprehensive Plan policies are more supportive of RMA than RS-6.5 in compliance with this criterion.

(b) The requested designation is consistent with any relevant area plans adopted by the City Council.

This criterion does not apply because the subject property is not located within the boundaries of any area plan adopted by the City Council.

(c) The requested designation is consistent with the Comprehensive Plan Map pattern.

⁶ Ibid page 57.

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The subject property is situated in a neighborhood designated as Low Density Residential on the Comprehensive Plan map. The southern property boundary shares a map boundary with land designated General Commercial to the south. To the north nearby land is designated Medium Density Residential.

The Map pattern itself does not tell the whole story. The neighborhood in which the subject property is located exhibits a mix of housing types and densities. Approximately one-half of the homes in this area are congregated in multi-dwelling structures such as fourplexes and apartments. There is no predominant housing type in this area. It is an inclusive, heterogeneous neighborhood.

To the south is a more intensive land use along Pacific Boulevard. The proposed Medium Density Residential designation would be a transition or step down from a higher intensity land use (General Commercial) along Pacific Boulevard to the south to the less intensive residential neighborhood to the north.

For these reasons, the proposed map amendment would be consistent with the Comprehensive Plan map pattern.

(d) The requested designation is consistent with the statewide planning goals.

The Land Conservation and Development Commission acknowledged the Albany Comprehensive Plan and implementing ordinances as being in compliance with the Statewide Planning Goals. Subsequent post-acknowledgement plan amendments must also comply with the goals.

Goal 1, Citizen Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Opportunities for citizen involvement occurred during the formulation and adoption of the Albany Comprehensive Plan and Development Code. The Oregon Land Conservation and Development Commission acknowledged the Comprehensive Plan and Development Code as being in compliance with Goal 1.

In quasi-judicial proceedings conducted for map amendments as proposed by the applicant, the Development Code sets forth the acknowledged provisions for citizen involvement at public hearings before the Planning Commission and City Council. Based on these provisions, citizens would have ample opportunity to review and comment on the proposed map amendments.

For these reasons, the proposed map amendment complies with Goal 1.

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Goal 2, Land Use Planning: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The Development Code sets forth the planning process for reviewing quasi-judicial proceedings conducted for map amendments as proposed by the applicant. The Albany Comprehensive Plan provides the policy framework for making such decisions. The Oregon Land Conservation and Development Commission acknowledged the Comprehensive Plan and Development Code as being in compliance with Goal 2. The applicant has submitted adequate factual information in support of the proposed map amendment.

For these reasons, the proposed map amendment complies with Goal 2.

Goal 3, Agricultural Lands: To preserve and maintain agricultural lands.

Goal 3 does not apply because there are no Goal 3 protected agricultural lands in or within the vicinity of the subject property.

Goal 4, Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Goal 4 does not apply because there are no Goal 3 protected forest lands in or within the vicinity of the subject property.

Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces: To protect natural resources and conserve scenic and historic areas and open spaces.

The aim of Goal 5 is to protect a broad range of resources. According to , the following Goal 5 resources must be inventoried:

- a. Riparian corridors, including water and riparian areas and fish habitat;
- b. Wetlands;
- c. Wildlife Habitat;
- d. Federal Wild and Scenic Rivers;
- e. Oregon Scenic Waterways;
- f. Groundwater Resources;
- g. Approved Oregon Recreation Trails;

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- h. Natural Areas;
- i. Wilderness Areas;
- j. Mineral and Aggregate Resources;
- k. Energy sources.

Local governments are also encouraged to inventory the following resources:

- a. Historic Resources;
- b. Open Space;
- c. Scenic Views and Sites.

Adopted Albany Goal 5 inventories do not show significant resources on the subject property. The National Wetlands Inventory shows no wetlands mapped on the subject property. No other Goal 5 resources are mapped in the vicinity of the subject property. The proposed map amendment would not impact significant Goal 5 resources. Therefore the proposed map amendment complies with Goal 5.

Goal 6, Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

Planning Guideline 4 indicates that plans should be based on the "carrying capacity of the air, land and water resources of the planning area." According to the Oregon Department of Environmental Quality, there are no air or water quality issues associated with the subject property or nearby lands. Site development would rely on municipal systems for water supply and wastewater disposal. Development Code standards emphasize the need to provide, enhance and maintain open spaces for the benefit of groundwater, air quality, and the natural environment in compliance with Goal 6.

Goal 7, Areas Subject to Natural Hazards: To protect people and property from natural hazards.

Planning for Natural Hazards: Oregon Technical Resource Guide (Community Planning Workshop for the Oregon Department of Land Conservation and Development, 2000) identifies five natural hazards to be considered in a comprehensive plan: flood, landslide, coastal, wildfire and seismic.

Regional All Hazard Mitigation Master Plan for Benton, Lane, Lincoln and Linn Counties, Phase One (Goettel & Associates Inc. for Oregon Cascades West Council of Governments, 1998) addressed three natural hazards that afflict Linn County: floods, winter storms and landslides.

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The subject property is not located in a mapped floodplain or landslide prone area. Albany is susceptible to the effects of winter storms such as ice, snow and high winds. Seismic activity is intermittent but the exposure is significant. Current building codes integrate risk reduction strategies for all new construction to minimize the impact of ice, snow, high winds, and earthquake.

For these reasons, the proposed map amendment is consistent with Goal 7.

Goal 8, Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Goal 8 does not apply because the proposed map amendment is not intended to satisfy public recreational needs.

Goal 9, Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Goal 9 does not apply because the proposed map amendment is not intended primarily for economic development purposes. However there may be incidental economic benefits in the form of telecommuting and home-based business.

Goal 10, Housing: To provide for the housing needs of citizens of the state.

Goal 10 directs cities to inventory lands suitable for residential use and to designate a sufficient amount of land in proportion to the financial capabilities of Oregon households. Albany completed such an update in 2006.⁷ That study forecasted a surplus in 2025 of land zoned RS-6.5 (the current zoning of the subject property) and a deficit of land zoned RMA or RM-3 (the proposed zoning district for the subject property). A more detailed discussion of the manner in which the proposed map amendments address the expected housing shortfall can be found under Comprehensive Plan amendment criterion (3)(a) earlier in this narrative. Those findings and conclusions are incorporated here by reference in compliance with Goal 10.

Goal 10 does not prescribe the composition or spatial distribution of residential zones. Instead Goal 10 allows for flexibility of housing location, type, and density. These factors are addressed under Goal 14 (Urbanization) on following pages.

⁷ Albany Housing Needs Analysis 2005 to 2025 (Albany Community Development staff, 2006).

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Goal 11, Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

This would be an infill project because the surrounding lands are fully developed. Public facilities and services already available to the subject property include fire suppression, law enforcement, and public schools. Water supply and drainage collection mains are in Waverly Drive and a wastewater collection main crosses the eastern edge of the subject property. There are no known capacity issues in these mains. A more detailed discussion of these services can be found under criterion 3 for the proposed zone change. Those findings and conclusions are incorporated here by reference.

Therefore the proposed map amendment is consistent with Goal 11.

Goal 12, Transportation: To provide and encourage a safe, convenient and economic transportation system.

The measure of compliance with Goal 12 is the Transportation Planning Rule. [OAR 660-012-0060(1)] To maintain compliance with Goal 12, the proposed comprehensive plan amendment must address this criterion:

Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:*
 - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

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- (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
- (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

The subject property has frontage on and physical access to Waverly Drive, a two lane paved street with bike lanes in both directions and parking on the west side only. It is located between the stop controlled intersection at Salem Avenue and the signalized intersection at Pacific Boulevard.

Ferguson & Associates, Inc. conducted a trip generation analysis, comparing the number of trips expected for reasonable worst case scenarios under the existing and proposed zoning districts. Ferguson found that more vehicle trips could be expected if the subject property were developed for 35 apartments under RMA zoning than for 13 detached homes developed under RS-6.5 zoning. However, the relatively small project size means that the incremental increase in traffic generation from RS-6.5 to RMA is so small (13 AM peak hour trips, 16 PM peak hour trips, 176 daily trips) that it qualifies as a "small increase" as defined by ODOT. Therefore the proposed map amendment would not "significantly affect" an existing or planned transportation facility and no further analysis is warranted under the Transportation Planning Rule. The full report from Ferguson & Associates, Inc. is attached to this application.

For these reasons, the proposed map amendment is consistent with Goal 12 and the Transportation Planning Rule.

Goal 13, Energy Conservation: *To conserve energy.*

Homes built under current energy codes are far more energy efficient than homes built only a decade ago. Therefore the proposed map amendment would provide a choice for energy efficient housing for urban residents. Potential building sites on the subject property afford the opportunity to employ solar gain in house design. Access to transit affords the opportunity for vehicle energy savings.

For these reasons, the proposed map amendment complies with Goal 13.

Goal 14, Urbanization: *To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

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In the vicinity of the subject property, the transition from rural to urban land is complete. This would be an urban infill project because the surrounding lands have already fully developed for urban residential and commercial uses.

This neighborhood provides a variety of housing types and size. Within a 300-foot radius of the subject property, there are 21 detached homes on individual lots, a duplex, two fourplexes, and two apartment buildings containing 21 units. There are also two motels, a restaurant, car wash, and auto lube shop within the same distance. This is a heterogeneous area that is well-suited for the proposed medium density housing.

The subject property is located close to two transit corridors along Waverly Drive and Salem Road. An increase in density would support ridership in this area.

The site is within walking distance of Waverly Elementary and Waverly Park. It is on a transit route to grocery stores with access to daily goods and services. The livability of the neighborhood would be enhanced by on-site open space and recreation amenities incorporated into the development per Development Code design standards.

For these reasons, the proposed map amendment complies with Goal 14.

Goal 15, Willamette River Greenway: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Goal 15 does not apply because the Willamette River Greenway is not present on the subject property.

Goal 16, Estuarine Resources: To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Goal 16 does not apply because no estuarine resources are present on the subject property.

Goal 17, Coastal Shorelands: To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce

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the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Goal 17 does not apply because no coastal shorelands are present on the subject property.

Goal 18, Beaches and Dunes: To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Goal 18 does not apply because no beaches or dunes are present on the subject property.

Goal 19, Ocean Resources: To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Goal 19 does not apply because no ocean resources are present on the subject property.

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ZONING MAP AMENDMENT

A Zoning Map amendment is proposed to change the zoning district for the subject property from RS-6.5 to RMA. The decision criteria for a Zoning Map amendment are set forth in ADC 2.740. The applicable criterion is addressed as follows.

2.740 Review Criteria. Zoning Map amendments will be approved if the Council finds that the applicant has shown that all of the following criteria are met:

- (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.*

The proposed zone change to RMA will be consistent with the Comprehensive Plan map designation if the concurrent Plan map amendment to Medium Density Residential is approved. RMA is a compatible zoning district for the Comprehensive Plan Designation of Medium Density Residential according to the Plan Designation Zoning Matrix in ADC 2.760, abbreviated as follows:

PLAN DESIGNATION ZONING MATRIX

Comprehensive Plan Designation	Compatible Zoning Districts
Medium Density Residential	Residential Single Family (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Neighborhood Commercial (NC)

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

The subject property has frontage on and physical access to Waverly Drive, a two lane paved street with bike lanes in both directions and parking on the west side only. It is located between the stop controlled intersection at Salem Avenue and the signalized intersection at Pacific Boulevard.

The measure of compliance with this criterion is the Transportation Planning Rule. [OAR 660-012-0060(1)] Findings and conclusions addressing the TPR as it pertains to Statewide Planning Goal 12 elsewhere in this narrative are applicable here; those findings and conclusions are incorporated by reference to demonstrate compliance with this criterion.

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- (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.*

Water. The City of Albany municipal water system supplies this area. There is a 12-inch water main on the west side of Waverly Drive that is adequate to serve future development allowed in the RMA zoning district. One water service to the existing house would be up-sized to serve future development of the subject property. A water system development charge would be collected with building permits to partially fund long term improvements to the City's water system.

Wastewater. The City of Albany municipal wastewater system serves this area. There is an 8-inch wastewater main on the east side of the subject property that has adequate capacity to serve future development allowed in the RMA zoning district. A wastewater system development charge would be collected with building permits to partially fund long term improvements to the City's wastewater system.

Drainage. The City of Albany stormwater system collects runoff in this area. There is a 8-inch storm drain on the east side of Waverly Drive. The adequacy of this storm drain would be analyzed in a drainage study at the time of site plan review. Detention and water quality features would be required.

Schools. Children residing in a future residential development on the subject property would attend the following schools in the Greater Albany Public School District system: Waverly Elementary School (a 10-minute walk to the west), Memorial Middle School, and West Albany High School. By 2018, these schools are expected to reach capacity.⁸ In 2009, the District began to collect the Albany School Construction Excise Tax at a rate of \$1.00 per square foot for all residential building permits to partially offset the cost of additional facilities to accommodate the growth in the student population.

Police. The City of Albany police department provides law enforcement in this area.

Fire. The City of Albany Fire Department provides emergency response and fire suppression services from East End Station 13 to this area.

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

⁸ 2009-2018 Facility Plan (Greater Albany Public Schools Staff, 2009).

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The purpose of the RMA zoning district is described in ADC 3.020(6):

The RMA District is intended primarily for medium- to high-density urban residential development. All units, whether single- or multiple-family, shall be attached. New RMA districts should be located on a collector or arterial street or in Village Centers. Development may not exceed 35 units per gross acre.

A discussion of the applicable goals and policies of the Comprehensive Plan is addressed under the review criteria for Comprehensive Plan map amendment discussed earlier in this narrative. Those findings and conclusions are incorporated here by reference to demonstrate that RMA best satisfies the goals and policies of the Comprehensive Plan.

(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.*

The subject property is located in the service area for the following plans or studies adopted by the City of Albany:

Albany Transportation System Plan (Kittelson & Associates, 2010). This Plan makes no recommendations that affect the land use of the subject property. No new street corridor is planned through the subject property. Waverly Drive is a fully improved minor arterial, lacking only a frontage sidewalk. That sidewalk would be constructed with site improvements. No operational or safety deficiencies have been identified for the segment of Waverly Drive between Pacific Boulevard and Salem Avenue which operates within an acceptable Demand to Capacity ratio of less than 0.40. However the segment south of Pacific Boulevard operates at 1.09, in part due to intersection deficiencies at Pacific Boulevard and Santiam Highway. The Trip Generation analysis prepared by Ferguson & Associates, Inc. determined that the incremental increase in traffic generated by the proposed zone change is considered a "small increase" as defined by ODOT, leading to a conclusion that the proposed zone change would not "significantly affect an existing or planned transportation facility" as that term is used in the Transportation Planning Rule. Therefore the proposed zone change is consistent with the Albany Transportation System Plan.

Albany Public Transit Plan (Kittelson & Associates, 2010). This Plan makes no recommendations that would influence the development of the site. There is a transit stop for ATS Route 1 at the southwest corner of Waverly Drive and Pacific Boulevard, a five minute walk from the subject

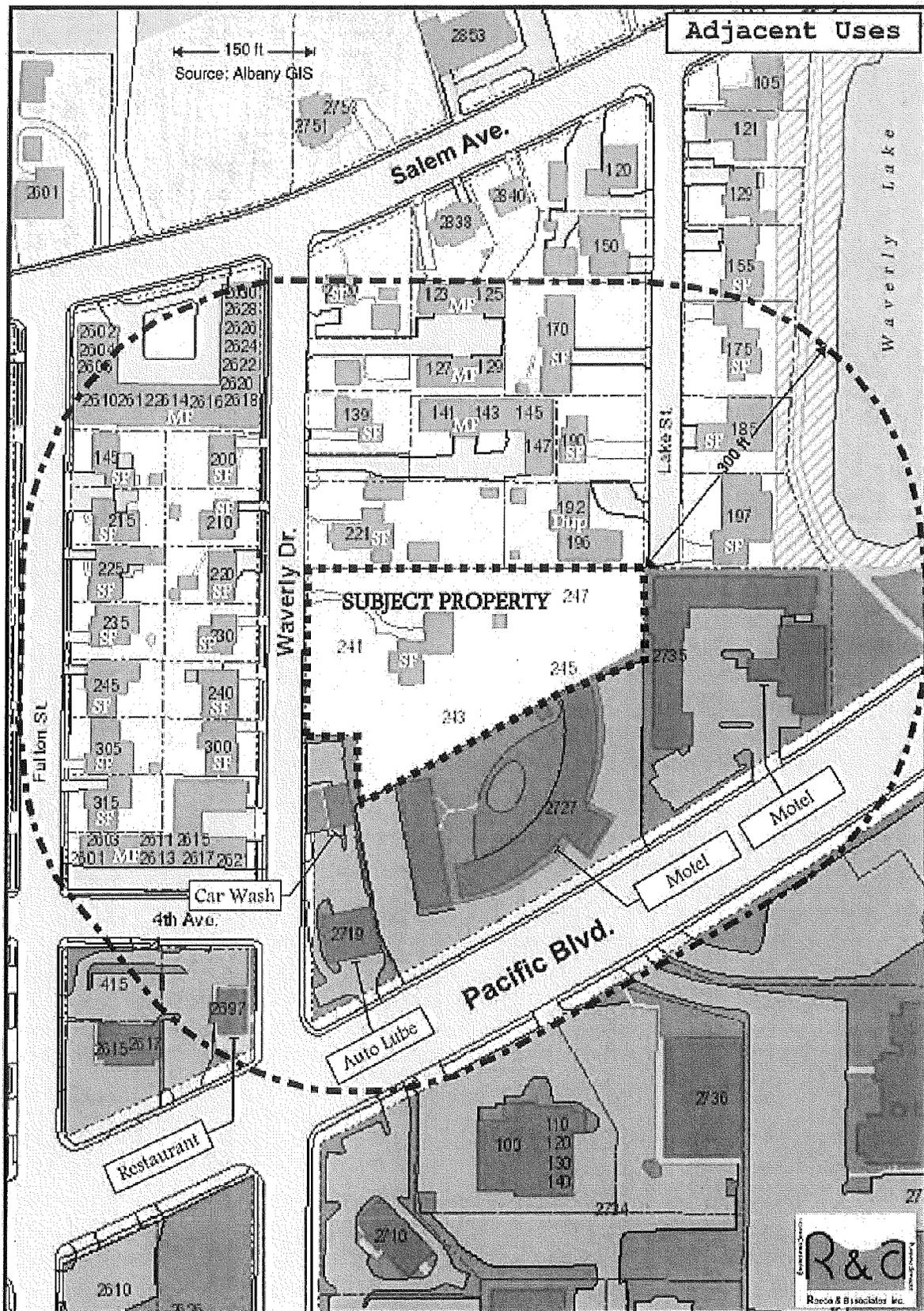
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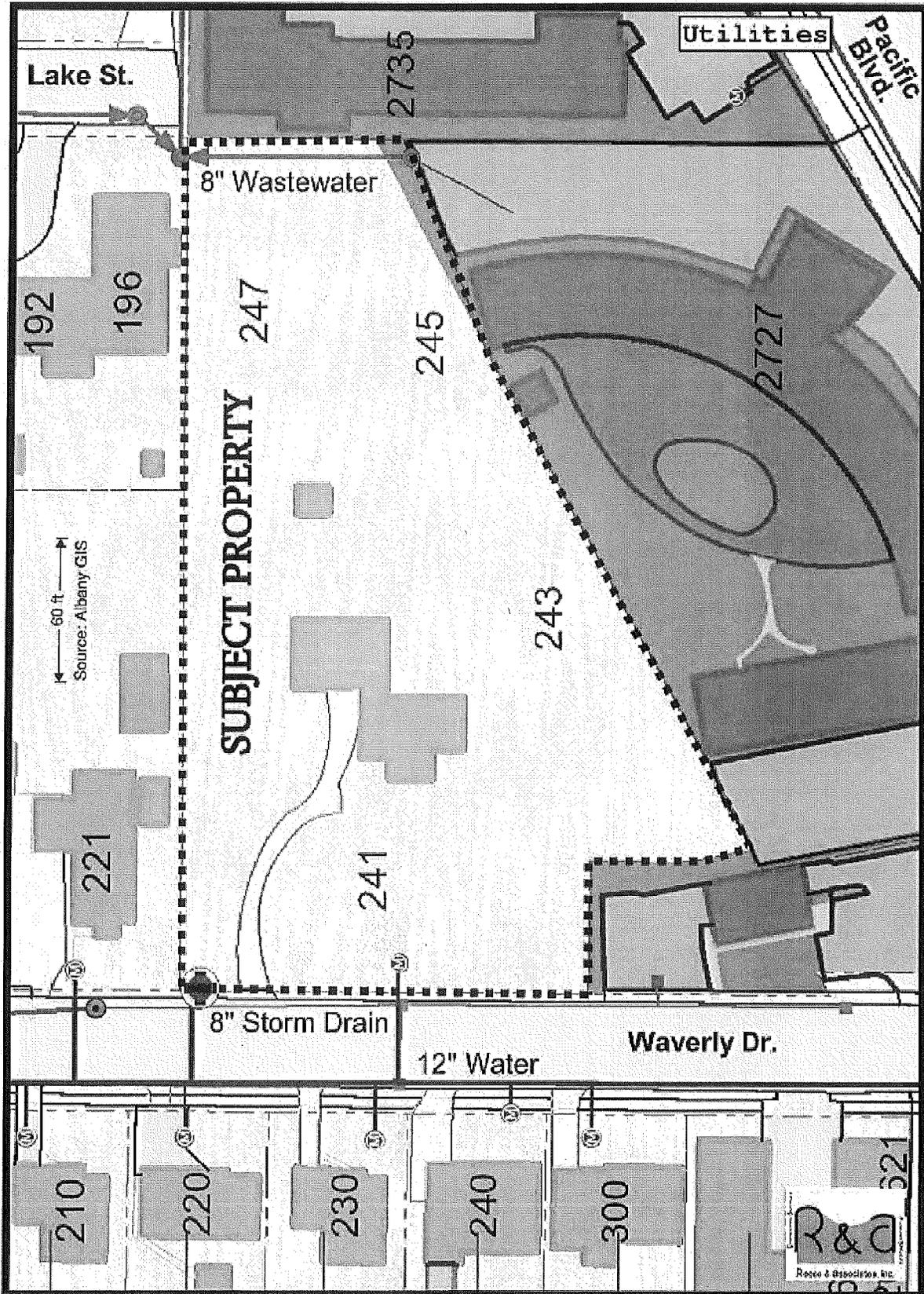
property. There is also a transit stop for ATS Routes 1 and 2 at the southwest corner of Salem Avenue and Waverly Drive, a ten minute walk from the subject property.

Albany Municipal Airport Plan (Century West, 2002). The subject property is located under the Horizontal Surface for the Albany Municipal Airport which extends 5,000 feet from the centerline of Runway 16-34 at the Albany Municipal Airport. The building height restrictions of the RMA would prevent encroachment of the Horizontal Surface which, at elevation 372 feet, is approximately 150 feet above the existing grade. Any potential hazards to airport operations such as glare and bird strike would be evaluated during development review. The standards of the Airport Approach district would apply to the subject property irrespective of the zoning.

The subject property is situated outside the study area for the area refinement plans funded by the City.

///R&a 12/08/15







October 7, 2014
#01409

RJ Aldritt
19460 Tam Lake Ct
Bend, OR 9770
541-848-9128
rjaldritt@bendcable.com

re: Trip Generation Letter for Residential Rezone - Albany, OR

INTRODUCTION AND SUMMARY OF FINDINGS

As requested, we have evaluated TPR compliance for a proposed zone change and comprehensive plan amendment, submitted concurrently with a site plan application. The project would be located at 241 SE Waverly Drive, in Albany, Oregon. The rezone involves changing the zoning from RS6.5 to RMA. Under the current zoning, the 1.5 acre parcel would be allowed to develop 6 single family homes. The proposed plan is to build a 35 unit apartment complex under the RMA zone.

The purpose of this letter-report is to demonstrate that the requirements of OAR 660-012, the Transportation Planning Rule (TPR) are met. The TPR is invoked because there is a proposed change in zoning and the comprehensive plan.

The proposed project was forecast to generate 18 a.m. peak hour trips, 22 p.m. peak hour trips and 233 daily trips on the average weekday. When comparing what would be allowed by an outright permitted use under the current zoning to the proposed development, this reflects an incremental increase of 13 a.m. peak hour trips, 16 p.m. peak hour trips and 176 daily trips. As shown herein, this increase in traffic is not large enough to require any additional analysis beyond this trip generation letter. It was found that the proposed amendments would meet the requirements of the TPR.

PROJECT DESCRIPTION

The site is located off SE Waverly Drive as shown in Figure 1. The site currently has one single family home located on it. The application includes a rezone and a comprehensive map change, as well as a concurrent site plan application for the development of 35 apartment dwellings. The requested zone change is from an RS 6.5 to a zone that would allow the construction of 35 apartments (RMA). A preliminary site plan is shown in Figure 2.

TRIP GENERATION

The proposed development would consist of a 35 unit Apartment Complex. Future trips generated by the project were forecast using trip generation rates found in the 9th Edition of *Trip Generation* (ITE, 2013). Land use code 220, Apartment, was used to calculate the proposed projects trip generation. Table 1 displays the rates used for the forecast. For the purposes of a TPR assessment, we are interested in the difference between what is allowed under the current zoning as an outright permitted use and the proposed development. Under the current zoning, 6 single family homes would be allowed.

TABLE 1 – TRIP GENERATION RATES

ITE LAND USE CODE	LAND USE	DAILY	TRIP ENDS RATE		IN/OUT SPLIT (PERCENT)	
			PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR
210	Single Family Homes	9.52	1.00	0.75	63/37	25/75
220	Apartment	6.65	0.62	0.51	65/35	20/80

Notes: *Source: *Trip Generation* (ITE, 9th Edition, 2013), land use code 210, Single Family Home & 220, Apartment.

The proposed project was forecast to generate 18 a.m. peak hour trips, 22 p.m. peak hour trips and 233 daily trips on the average weekday. This reflects an incremental increase of 13 a.m. peak hour trips, 16 p.m. peak hour trips and 176 daily trips as shown in Table 2, for the purposes of the TPR analysis.

TABLE 2 – TRIP GENERATION FORECAST

ITE LAND USE	SIZE (DU)	AM PEAK HOUR TRIP ENDS			PM PEAK HOUR TRIP ENDS			DAILY
		IN	OUT	TOTAL	IN	OUT	TOTAL	
210 Single Family Homes	6	1	4	5	4	2	6	57
220 Apartment	35	4	14	18	14	8	22	233
Incremental Increase	29	3	10	13	10	6	16	176

TRIP DISTRIBUTION

ODOT requested that both a.m. and p.m. peak hour traffic assignments be prepared, so that they can judge the impact on the system. AM Peak hour traffic was assigned to the network as illustrated in Figure 3. PM peak hour traffic is illustrated in Figure 4. Daily traffic was also assigned to the network for the other purposes, as discussed below. Daily traffic is shown in Figure 5. The total entering traffic volume at the intersection of Highway 99E and Waverly Drive was:

- 8 vehicles per hour during the a.m. peak hour;
- 9 vehicles per hour during the p.m. peak hour; and,
- 106 vehicles per day.

TRANSPORTATION PLANNING RULE ASSESSMENT

The question has been raised as to whether the nearby intersection of Waverly Drive and Highway 99E is required to be examined in a traffic impact analysis in order to satisfy the requirements of the TPR. This question was looked from a number of different perspectives and was discussed with City of Albany staff and with ODOT staff and it was determined that the intersection does not need to be assessed. The following analysis supports that conclusion.

ODOT's Development Review Guidelines 2013 provides guidance on traffic impact studies. Chapter 3.2, Transportation Planning Rule (TPR) Reviews provides guidance on how to evaluate traffic impacts in a TPR review. Chapter 3.3, Traffic Impact Analysis (updated August 7, 2014) provides guidance on how to prepare a traffic impact analysis.

In chapter 3.3, Table 3.3.1, TIA Thresholds and Analysis Areas (p. 6) in the second column discusses the analysis area for a TRP.

"The analysis area is the area significantly affected (i.e. affected intersections), within reason. For example, in rural areas without street networks, a measurable effect can be felt far beyond the local area."

This guidance does not define the level of trips impacting an intersection. The language "within reason" appears to allow for discretion. Under the 3rd column, the study area includes all intersections impacted by 50 peak hour trips or 300 daily trips or an increase of 10 percent of the total entering volume of traffic (TEV). In the table, it was noted that this threshold is not regulatory, but is based on what ODOT considers to be the "best practice."

Since the project was forecast to generate an incremental increase of 13 a.m. peak hour trips, 16 p.m. peak hour trips, and 176 daily trips, no ODOT intersection would be impacted by more than 50 peak hour trips or 300 daily trips. (And by inspection, the 10 percent increase is not met.) Since this threshold is considered to be a reasonable threshold when looking at ODOT access permits, and has previously been considered the threshold for any ODOT traffic impact study, this threshold would not meet the "within reason" criterion for a TPR assessment.

The City's threshold is also 50 p.m. peak hour trips. Under this threshold, staff has the discretion to request an analysis. It was forecast that 9 peak hour trips would be added to this intersection during the p.m. peak hour. This is

significantly less than the threshold of 50 peak hour trips. Staff has determined that other than a trip generation study, as presented herein, no additional analysis would be required.

As the land use authority, the City of Albany determines the extent of a study for a TPR assessment. This is echoed in the ODOT development review guidelines, section 3.3.02:

"Applications for plan and zoning amendments that create a "significant effect" under TPR section 0060 must provide information that is best discovered in traffic impact analysis, but it is up to the local government to request or require it."

Most importantly, Chapter 3.2 of the ODOT Development Review Guidelines (p. 33) excludes amendments generating less than 400 ADT:

"If an amendment subject to TPR Section 0060 increases the volume to capacity ratio further, or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless the change in trips falls below the thresholds listed:

"The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- Any proposed amendment that does not increase the average daily trips by more than 400."*

Staff at both agency's agree with this conclusion: since the proposed zone change/comprehensive plan amendment would result in an incremental increase of less than 400 daily trips and the intersection of Waverley Drive and Highway 99E would otherwise fail to meet ODOT mobility standards in the future, the change in trip generation can be considered to be a "small increase" and as such the amendment would not "significantly affect" an existing or planned transportation facility, as per Chapter 3.2 of the ODOT Development Review Guidelines.

Moreover, the proposed amendment is supportive of the State's goal of providing compact urban development forms. From a planning perspective, the site is better suited for apartments than single family homes.

SUMMARY AND CONCLUSIONS

The proposed 1.5 acre project was forecast to generate 18 a.m. peak hour trips, 22 p.m. peak hour trips and 223 daily trips, with an incremental increase of 13 a.m. peak hour trips, 16 p.m. peak hour trips and 176 daily trips. As shown in this letter report, the proposed amendment would meet the requirements of the Transportation Planning Rule (TPR).

RJ Aldritt: Residential Rezone

October 7, 2014

* * * * *

It is trusted that the above analysis adequately addresses the City of Albany requirements for a trip generation letter. Please feel free to contact us at your convenience if you would like to discuss any element of this letter-report.

Very truly yours,
FERGUSON & ASSOCIATES, INC.

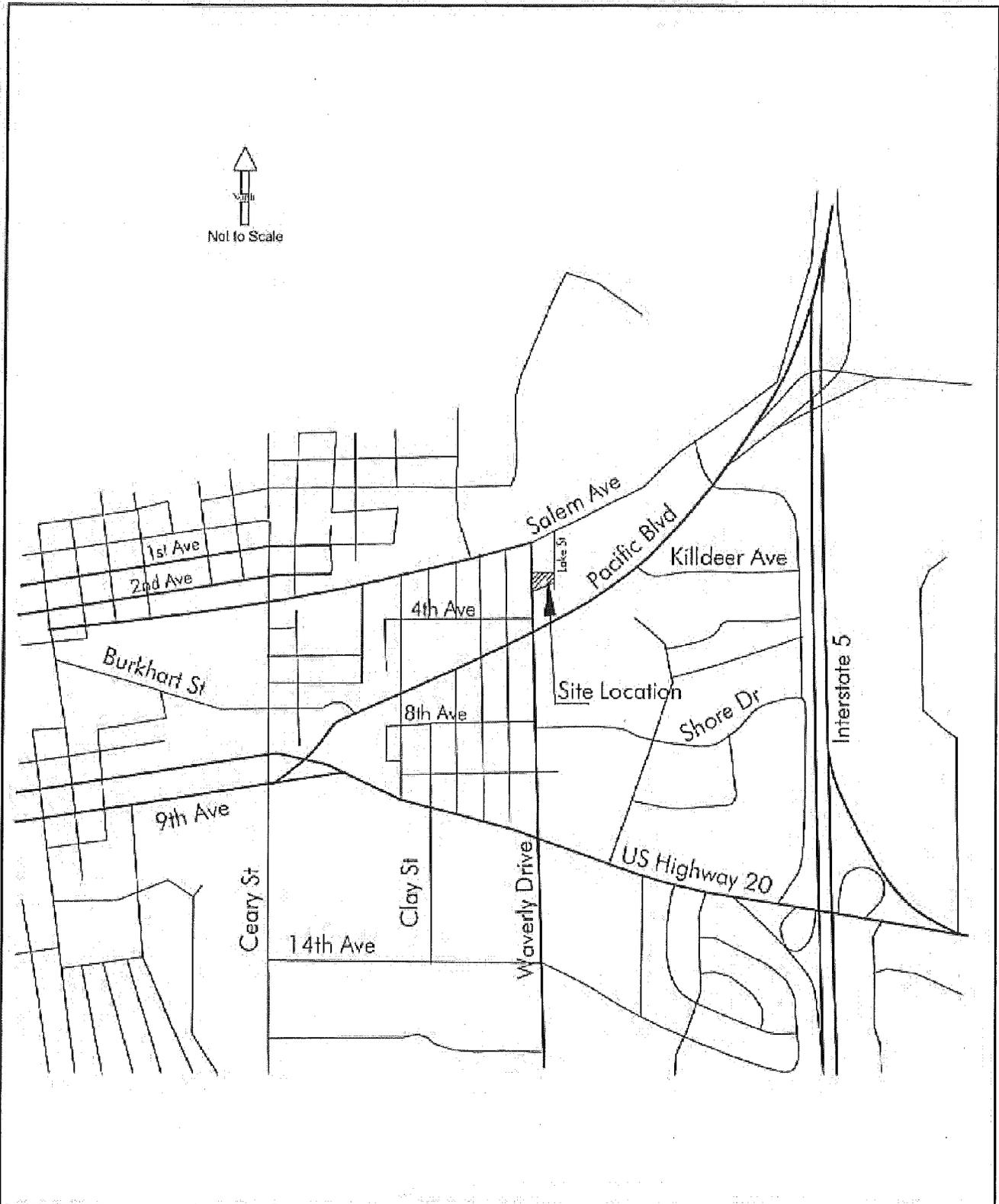
Scott Ferguson, PE



Attachments:

Figures 1 -5

Correspondence with City of Albany and ODOT staff



↑
North
Not to Scale

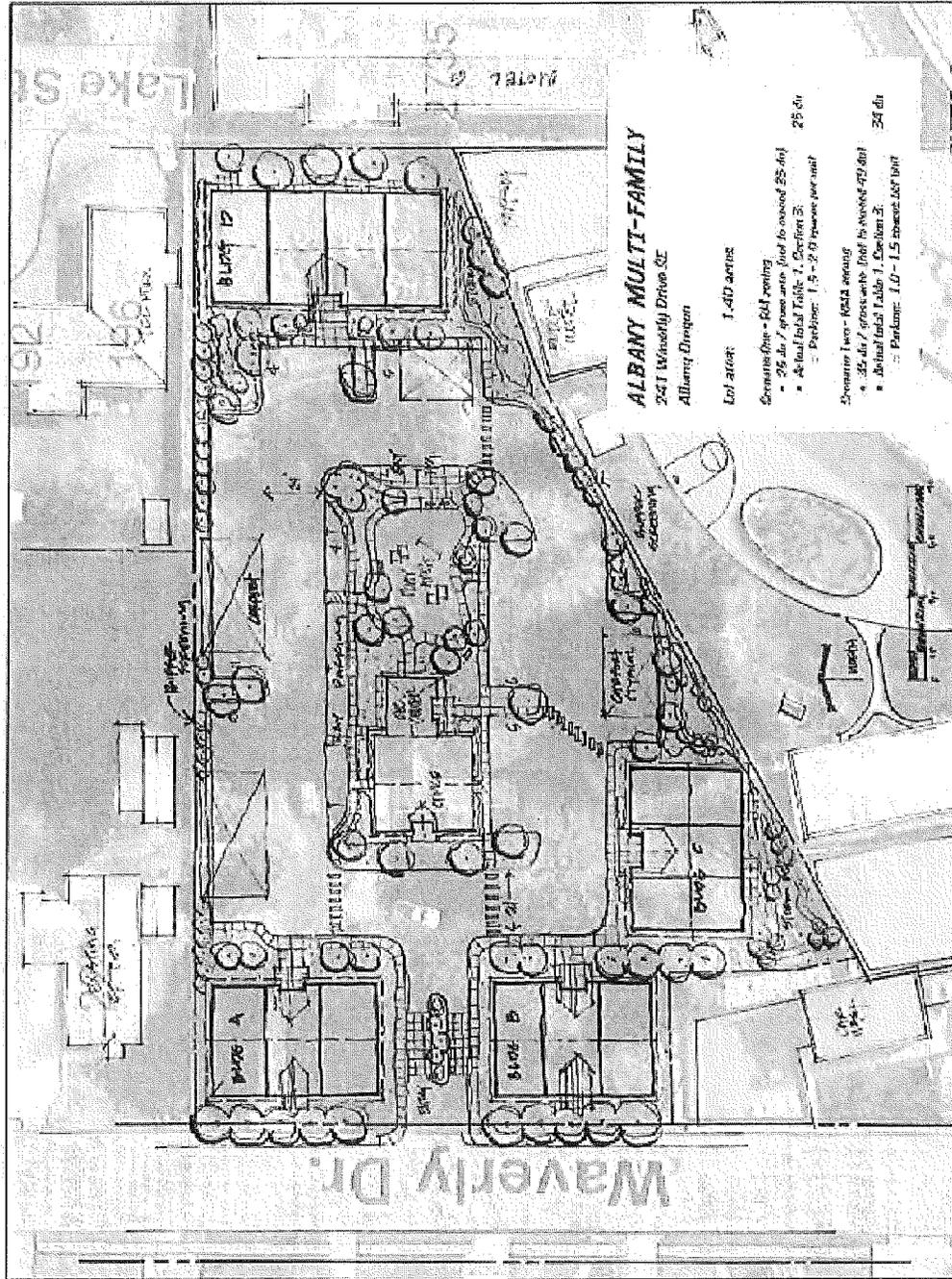
Site Location

241 Waverly Dr -Albany, Oregon

Figure 1

Ferguson & Associates, Inc.

#01409
October 6, 2014

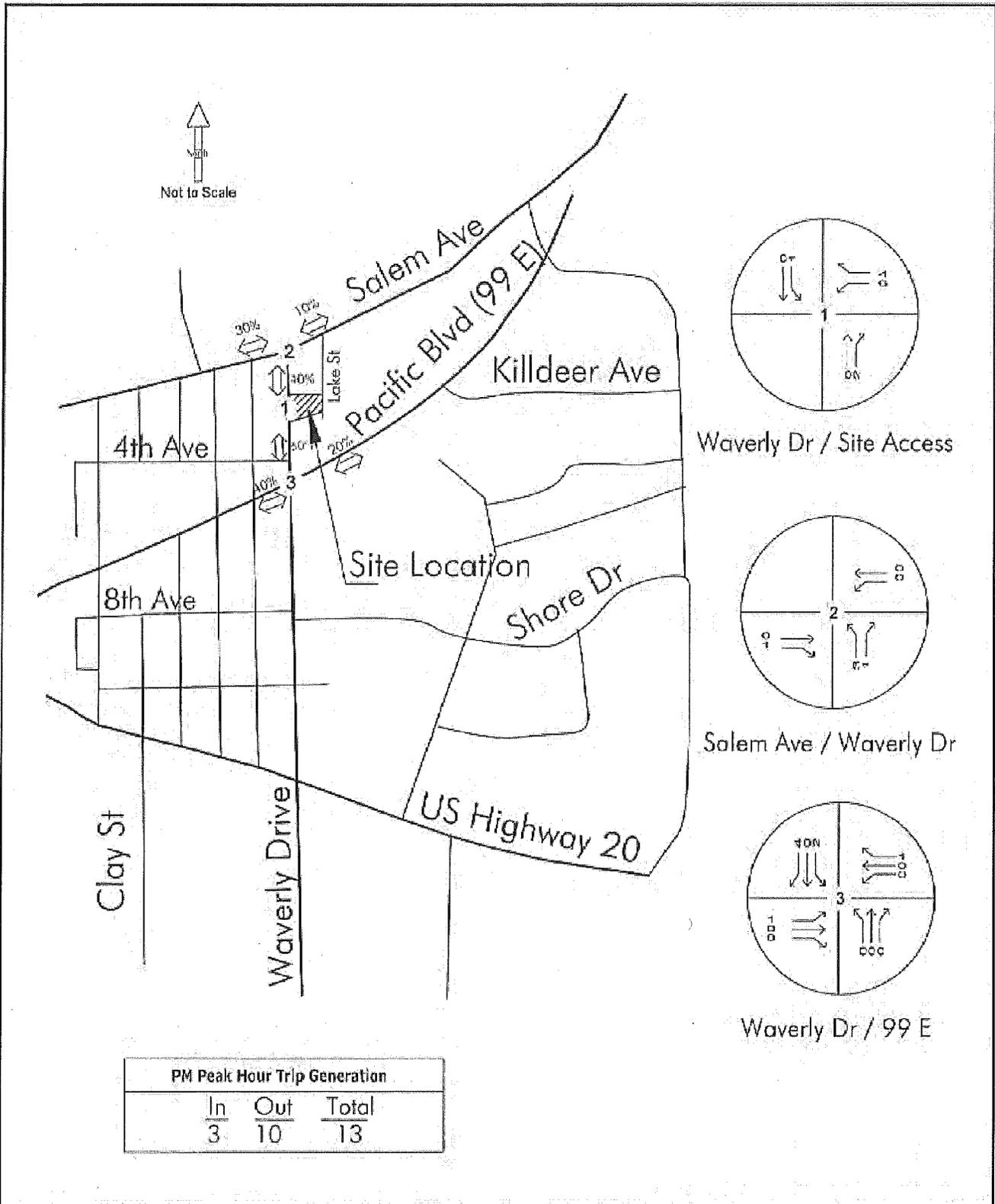


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Not to Scale

Figure 2
Ferguson & Associates, Inc.

Site Plan
241 Waverly Dr - Albany, Oregon

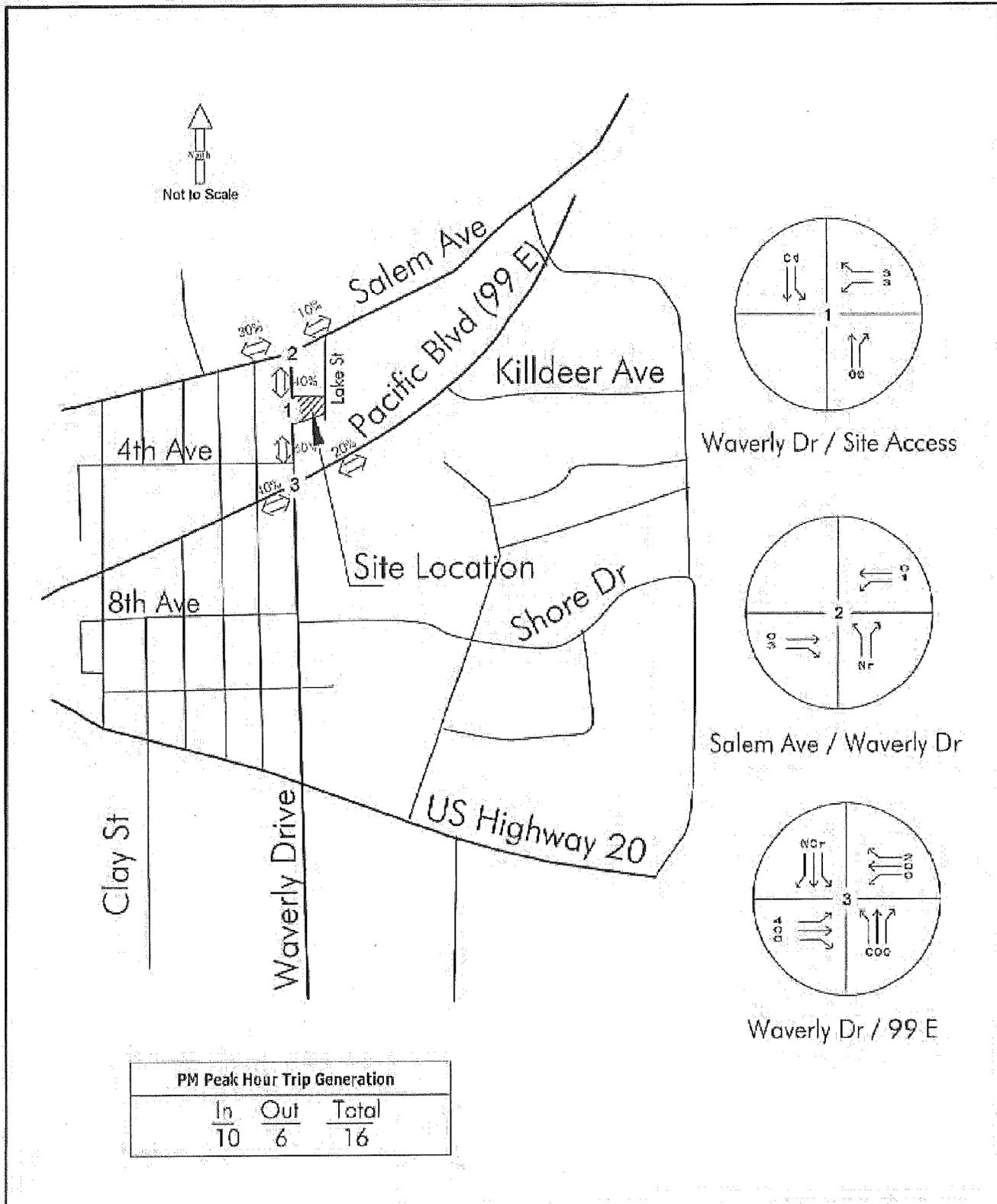
#01409
October 6, 2014



AM Peak Hour Distribution & Assignment
241 Waverly Dr - Albany, Oregon

Figure 3
Ferguson & Associates, Inc.

#01409
October 6, 2014



PM Peak Hour Distribution & Assignment
241 Waverly Dr - Albany, Oregon

Figure 4
Ferguson & Associates, Inc.

#01409
October 6, 2014

CITY OF ALBANY
PLANNING COMMISSION
City Council Chambers, 333 Broadalbin Street SW
Monday, April 20, 2015
5:15 p.m.

MINUTES

Planning Commissioners present: Wendy Ezell, Sue Goodman (arrived at 5:54 p.m.), Roger Phillips, Cordell Post, Kristin Richardson, Dala Rouse, Daniel Sullivan, Larry Tomlin

Planning Commissioners absent: Linsey Godwin (excused)

Staff present: David Martineau, Planner III; Melissa Anderson, Planner II; Mark Shepard, Public Works and Community Development Director and Assistant City Manager; Sean Kidd, Deputy City Attorney; Mike Trabue, Fire Marshal; Ron Irish, Transportation Analyst; Rachel Kutschera, Administrative Assistant

CALL TO ORDER

Chair Tomlin called the meeting to order at 5:15 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

ROLL CALL

COMMENTS FROM THE PUBLIC

None

PROPOSED STREET NAME CHANGE

Request to change the name of Bartley Street SE to Bartley Place SE. Planner Martineau summarized the history of the proposed change. The Planning Commission will make a recommendation to the City Council on this matter. Fire Marshal Trabue provided additional information regarding the matter, specifically that feedback had been received from residents in protest after the original change was approved, and subsequently the Fire Department has decided to revert the street name back to its original state.

MOTION: Commissioner Post moved to recommend the proposed street name change to City Council. Commissioner Rouse seconded. The motion passed 7-0.

City Council will hold a public hearing on this proposal on Wednesday, April 22, 2015, at 7:15 p.m.

QUASI-JUDICIAL PUBLIC HEARINGS

The first public hearing is regarding case CP-01-14 & ZC-100-14, a request for a comprehensive plan map amendment to change the designation of one parcel from the Low Density Residential (LDR) and General Commercial (GC) to the Medium Density Residential (MDR) designation, and change the zoning from Single Family Residential (RS-6.5) and Community Commercial (CC) to the Residential Medium Density Attached (RMA) district. The applicant is RJ Alldritt, represented by Rich Catlin with Reece & Associates. The location of the proposed zone change is 241 Waverly Drive SE.

Chair Tomlin opened the public hearing at 5:22 p.m.

Declarations by the Commission:

Conflicts of Interest: none

Ex Parte Contact: none

Site Visits: Chair Tomlin drove by several times, as have Commissioners Post and Rouse.

Abstain: none

Hearing Procedures:

Challenges from the public: none

Staff Report:

Staff member David Martineau presented information regarding the case (see staff report and presentation slides in agenda packet).

Questions from the Commission:

Commissioner Rouse asked that if current zoning is adhered to, apartments wouldn't be allowed today? Planner Martineau confirmed that is the case. Duplexes would depend on when they were proposed, the size, and lot location. Commissioner Phillips asked if the owner indicated what they would do with the property, if apartments, and how high? Planner Martineau said it appears that apartments are the plan, and in an RMA zone the height is 60 ft.; however, this property would be constrained due to setbacks and the small size of property. Commissioner Phillips asked if public space and parking for two cars is required. Planner Martineau said yes, a common open space feature is required and parking for one or more cars off the street. Commissioner Phillips commented that after all those requirements there would not be much room for development. Planner Martineau said there could be apartments but limits and densities would be lower than what the zone would ultimately allow.

Commissioner Rouse asked to compare density to apartments on Salem Avenue, would it be the same? Planner Martineau said there are two density standards: the RMA zone allows 35 units per acre, but densities are also determined by how many bedrooms per unit. One bedroom units equal 1500 square feet; if two bedroom, then 1800 square feet. Factoring in parking, setbacks, and open space also limit development. Further discussion ensued between Commissioner Rouse and Planner Martineau regarding current documents used for analysis, and Planner Martineau confirmed that the most current documents are being used.

Testimony in Favor of the Changes:

Mr. Rich Catlin, a land use planner with Reece and Associates, spoke as a representative of the applicant. He pointed out that when you look at the mix of development in the proposed neighborhood, there is no equivalent in terms of developed space or potential in the City where everything conforms. There are some non-conforming uses, but the mix seems to work where many people are living close together. The notification map shows properties within 300 feet of the site shows about nine units per acre, lower than high density and higher than medium density. Mr. Catlin provided a set of handouts labeled 1, 2, and 3, to support his testimony (see agenda packet). He then commented that there is a shortfall of 44 acres in the proposed zoning and housing density in the City, and the proposed change would meet that need.

He also discussed a prior application on this site in 2007 for a similar rezone and map amendment that was denied by the Commission, but this application is not for the same density and the City had not completed their Housing

Needs Analysis. Residents of any development would have access to schools, shopping, and transit. However, no site plan for development has been prepared at this point. The traffic study used a hypothetical situation to show the highest density that might be used. Another element is that there are large trees on the property that might affect development of the site. All other requirements taken into consideration, only about 25% of the site would likely be developed.

Commissioner Goodman arrived at 5:54 p.m.

Testimony in Opposition to the Changes:

Katherine (Kasey) Tegner, 221 Waverly Drive SE (provided a picture showing her property as well as the subject property; see agenda packet). She lives on the north boundary line to the proposed site, having bought her house in 1990 and lived there since. She explained that there were mostly owner occupied homes when she first moved in, but now are mostly rentals. The "feel" from the street is that the neighborhood is small and any commercial uses face other streets. When the local streets were improved, 5 to 6 feet of the properties were turned into a curb. All multi-family dwellings are single story and blend into the area. She feels like the neighborhood is growing up around her and the property owner of the proposed site is not vested in what becomes of the land, and any development will overwhelm the neighborhood. There could be 35 apartments on the site, which represents only one acre out of 44. Mrs. Tegner thinks the change is a bad idea and has been since the other similar application years before. Development would put up to three times more cars on Old Salem Road, which could result in a traffic light at some point, and she would like to keep the traffic down.

Commissioner Sullivan asked if she has any type of fence or barrier between her and the subject property. She has a split rail with sheep fencing currently and has tried to work with the property owner to build a fence, but phone calls were not returned. Commissioner Sullivan asked if anything would mitigate the livability for her, if the rezoning was approved. She responded that she does understand why the proposal was made, but in this area anything over a single story would be overwhelming. She added that zero lot line homes, duplexes, or triplexes would probably work. She commented that there is also an enormous elm tree that adds to the neighborhood, as well as trees from all over the world that the previous occupant planted. She would like to see those trees protected. This is a very personal, emotional issue for her.

Neutral Testimony: none

Staff Response: none

Procedural Questions: none

Applicant Rebuttal:

Mr. Catlin provided a response to the spoken and written testimony in opposition. He acknowledged that development of neighboring property is always difficult to residents and he doesn't want to downplay that. They did look at scenarios for single-family development, but the challenge is that the amount of area for building is greatly reduced by requirements for single-family development. Due to the small size and configuration of the lot in question, a higher-density is the best potential. He reminded the audience and Commission that no specific development has been proposed at this time and would be subject to all codes and requirements when it is.

Commissioner Sullivan asked about the nature of the trees on the site. Mr. Catlin doesn't know what specific type of trees, but they are large with large root systems that would add to the value of the development if they were retained. Commissioner Goodman asked if Mr. Catlin knew how many trees would be removed. He hasn't done a layout, but first an arborist would look at the site and determine where the root systems are, then look at how much land could be developed afterwards. Many of them are located in the center of the site where things like

parking and housing would normally go, which is a factor. Chair Tomlin reminded the Commission that trees are not part of the proposed application.

Commissioner Rouse asked Planner Martineau and Mr. Catlin to address the applicability of an existing City ordinance regarding infill in current neighborhoods. Planner Martineau said yes, as well as multi-family design issues, standards, heights, and setbacks. She then asked Mr. Catlin to address the concern regarding buffering between properties and if 35 apartments could potentially be built. Mr. Catlin said there are a number of tools in the existing Development Code that address this issue and it's conjecture at this point to assume 35 apartments would be built. One way to look at development would be to stack it near the commercial sites and not the residential.

Procedural questions: none

Chair Tomlin closed the public hearing at 6:16 p.m.

Discussion and Decision:

Commissioner Sullivan asked what would happen if the zone change is approved and someone wanted to put a park on the site. Planner Martineau responded that in the RMA and RS 6.5 zones, a park could be allowed through the Conditional Use process. Commissioner Phillips asked for clarification on what types of uses were actually being allowed by this change. Planner Martineau listed a variety of potential uses, and Director Shepard clarified that the zone change was the question to be voted on.

MOTION: Commissioner Post moved that the Commission recommend that City Council approve the proposed Comprehensive Plan Map and Zoning Map amendment. Commissioner Richardson seconded. There was no discussion and the motion passed 6-2 (Commissioners Ezell and Phillips opposed).

City Council will hold a public hearing on this proposal on Wednesday May 27, 2015, at 7:15 p.m.

QUASI-JUDICIAL PUBLIC HEARING

The second public hearing is regarding case ZC-01-15, a request for a zoning map amendment to change one parcel from the Office Professional (OP) district to the Residential Medium Density (RM) district. The applicant is Kenneth Marshall, represented by Brian Vandetta with Udell Engineering. The location of the proposed zone change is an unaddressed property, east of 1655 Geary St. SE.

Chair Tomlin opened the public hearing at 6:21p.m.

Declarations by the Commission:

Conflicts of Interest: none
 Ex Parte Contact: none
 Site Visits: none
 Abstain: none

Hearing Procedures:

Challenges from the public: none

Staff Report:

Staff member Melissa Anderson presented information regarding the case (see staff report and presentation slides in agenda packet).

Questions from the Commission: none

Testimony in Favor of the Changes:

Mr. Brian Vandetta, Civil Engineer at Udell Engineering, provided testimony as a representative of the applicant. Mr. Vandetta has worked with Mr. Ken Marshall for almost five years and attempted several layouts for use of the property but none have worked. Since selling the property to the new owner, Ms. Patricia Neal, a residential development appears to be the best use on the land. Ms. Neal offered to provide information on her plans to develop the property but Chair Tomlin responded that was not relevant to the case currently being heard.

Testimony in Opposition to the Changes: none

Neutral Testimony: none

Staff Response: none

Procedural Questions: none

Chair Tomlin closed the public hearing at 6:32 p.m.

Discussion and Decision: none

MOTION: Commissioner Post moved that the Commission recommend City Council approve the proposed zone change. Commissioner Rouse seconded. There was no discussion and the motion passed 8-0.

City Council will hold a public hearing on this proposal on Wednesday May 27, 2015, at 7:15 p.m.

APPROVAL OF MINUTES

November 17, 2014

MOTION: Commissioner Post moved to approve the November 17, 2014 as stated. Commissioner Rouse seconded. The motion passed 8-0.

February 2, 2015

Commissioner Rouse commented that she would like to see what the corrections are in the minutes that were approved in prior meetings.

MOTION: Commissioner Post moved to approve the February 2, 2015 minutes as stated. Commissioner Rouse seconded. The motion passed 8-0.

ACTIVITY UPDATE

Director Shepard explained that Lowe's is in the final stages of getting approval for building permits and the warranty deed, likely within a week.

Tonight's meeting is the last for Director Shepard who is taking a job in Corvallis as the City Manager.

NEXT PLANNING COMMISSION MEETING DATE

Monday, April 27, 2015, regarding a Conditional Use case for a youth shelter and an 82-lot subdivision proposal.

ADJOURN

Hearing no further business, Chair Tomlin adjourned the meeting at 6:39 p.m.

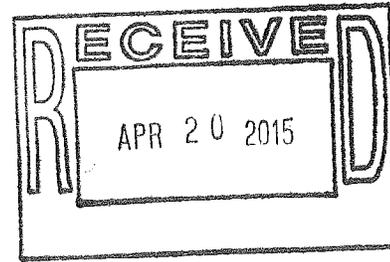
Respectfully submitted,

Rachel Kutschera
Administrative Assistant

Reviewed by,

David Martineau
Planner III

April 16, 2015



Planning Division

P.O. Box 490

Albany, Oregon 97321

To Whom It May Concern:

Subject: Proposed Comprehensive Plan Map and Zoning Map Amendment

We are Wade and Charleen Spurlin, long-time Albany residents. We have owned property in this area for 43 years. Here are some of our thoughts concerning the above proposed changes from LDR/CR to MDR in our area:

- 1) We don't feel this new zoning is compatible with the existing neighborhood. It appears to us to be a classic example of spot zoning.
- 2) Is the information gathered in 2005 and published in 2007 (10 years old) concerning Albany's housing needs through 2025 still accurate? It appears to us that there have been a lot of large multiple-use housing units built since 2007, and quite a few are presently under construction now.

In conclusion, at this point in time we are against the recommended Comprehensive Plan Map and Zoning Amendments concerning the address at 241 Waverly Dr. SE, Albany, Oregon.

Thank you.

Wade Spurlin
Charleen Spurlin
Wade and Charleen Spurlin

1792 NW Cascade Hts. Dr.

Albany, Oregon 97321



TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Interim Public Works Engineering and Community Development Director *JB*

FROM: Melissa Anderson, Project Planner *MA*

DATE: May 20, 2015 for the May 27, 2015, City Council Meeting

SUBJECT: Public Hearing (Planning File ZC-01-15)

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Staff recommends that Council conduct a public hearing, hear testimony, deliberate, and make a decision on a land use application to rezone one 5,000 square foot lot from the Office Professional (OP) zoning district to the Residential Medium Density (RM) zoning district.

Discussion:

The subject property is located on a vacant, unaddressed lot that is immediately east of 1655 Geary Street SE, as shown on Exhibit A and described in Exhibit B of the attached ordinance. The applicant intends to develop the lot with a residential use, either a single-family or duplex home, consistent with the single-family homes to the east and west of the subject property. The criteria for amending the zoning map are found in Albany Development Code (ADC) 2.740. These criteria are addressed in detail in the staff report, which is included as an attachment.

The Planning Commission held a public hearing regarding the proposal on April 20, 2015. The Planning Commission found the proposed zoning map amendment is consistent with the City's Comprehensive Plan policies and map designations, and the Albany Development Code review criteria for a zoning map amendment. Based on those findings, the Planning Commission unanimously voted to recommend that the City Council approve the proposed zoning map amendment.

Recommendation:

Approve the proposed zoning map amendment as presented in the attached Ordinance.

Budget Impact:

None

MA:rk
Attachments(2)

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE 4441, WHICH ADOPTED THE CITY OF ALBANY ZONING MAP; ADOPTING FINDINGS; FOR PROPERTY LOCATED AT AN UNADDRESSED PROPERTY, EAST OF 1655 GEARY ST. SE; LINN COUNTY ASSESSOR'S MAP NO. 11S-3W-08CA, TAX LOT 2201; AND DECLARING AN EMERGENCY.

WHEREAS, the Albany Planning Commission held a public hearing on April 20, 2015, and considered public testimony on the proposed map amendment, and recommended approval based on evidence presented in the staff report presented at the public hearing for City of Albany Planning File ZC-01-15; and

WHEREAS, a zoning district map and legal description for the subject property are provided as Ordinance Exhibits A and B, respectively; and

WHEREAS, the Albany City Council held a public hearing on the same application on May 27, 2015, and reviewed the findings of fact and testimony presented at the public hearing and then deliberated.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: The Findings of Fact and Conclusions included in the Staff Report are hereby adopted in support of this decision.

Section 2: The Zoning Map designation of the area, attached as Ordinance Exhibit A, is hereby amended from Office Professional, OP, to Residential Medium Density, RM.

Section 3: A copy of the map showing the amendment to the Zoning Map shall be filed in the Office of the City Clerk of the City of Albany and the changes shall be made on the official City of Albany Zoning Map.

Section 4: A copy of the legal description of the affected property, attached as Ordinance Exhibit B, shall be filed with the Linn County Assessor's Office within 90 days after the effective date of this ordinance.

Section 5: In as much as this ordinance is necessary for the immediate preservation of the public peace, health, and safety of the City of Albany, or to facilitate the prompt and timely completion of important City business, an emergency is hereby declared to exist; and this Ordinance shall take effect and be in full force and effect when signed by the Mayor.

Passed by the Council: _____

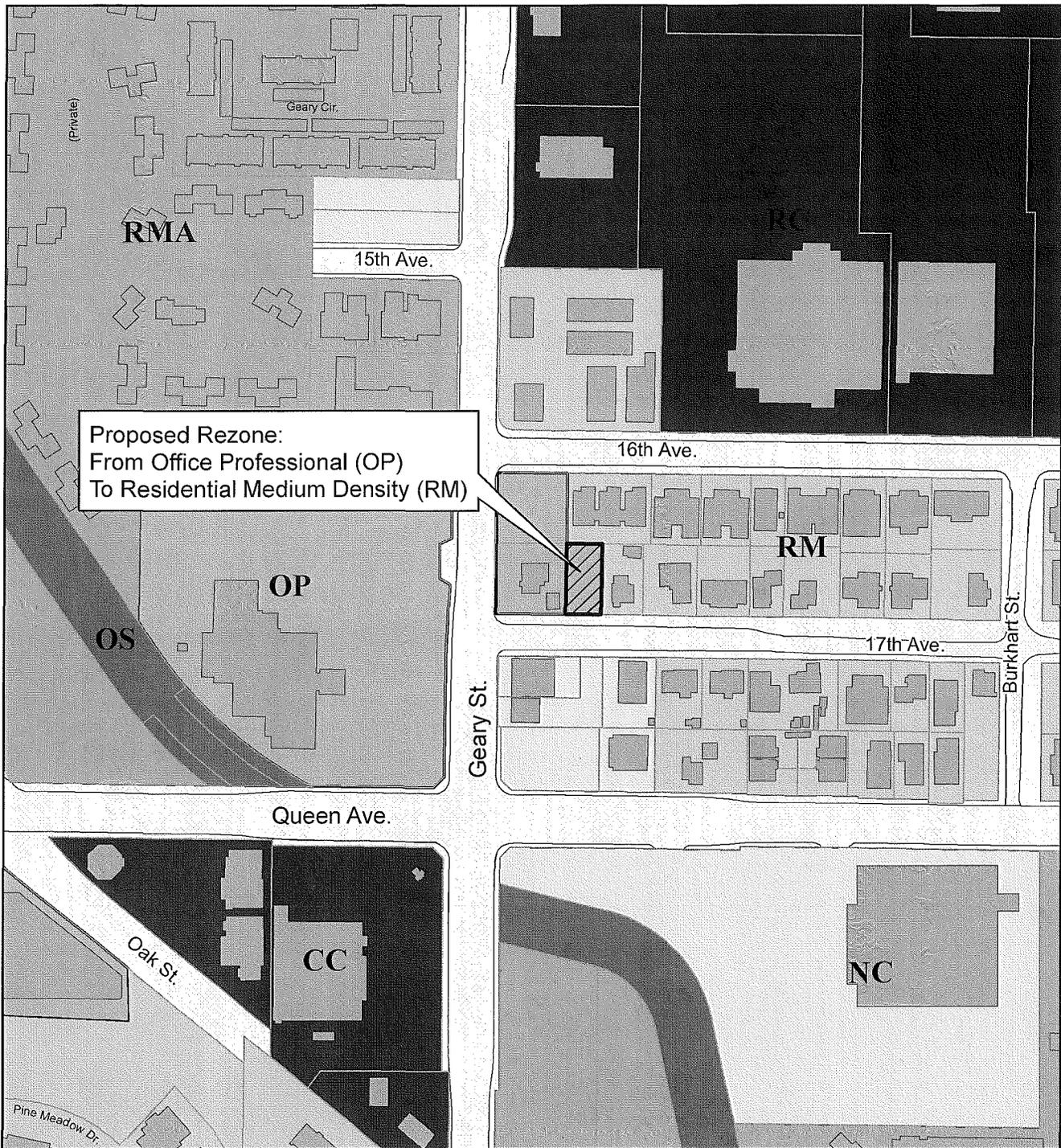
Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

City Clerk



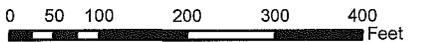
Location Map: Unaddressed Parcel, East of 1655 Geary St. SE

 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; this inaccuracy 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.

N



0 50 100 200 300 400 Feet



March 9, 2015

Planning Division

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

Marshall

Zone Change Area Legal Description

An area of land in the Southwest 1/4 of Section 8, Township 11 South, Range 3 West, Willamette Meridian, City of Albany, Linn County, Oregon. Being more particularly described as follows:

Lot 6, Block 8, Fair Dale Addition, being more particularly described as follows:

Beginning at the Southeast corner of said lot 6, on the North right-of-way of 17th Avenue, thence along said North right-of-way North 90°00'00" West 50.00 feet to the Southwest corner of said lot 6; thence leaving said North right-of-way North 0°00'00" East 100.00 feet to the Northwest corner of said lot 6; thence North 90°00'00" East 50.00 feet to the Northeast corner of said lot 6; thence South 0°00'00" West 100.00 feet to the point of beginning.

The basis for this legal description is Linn County Survey No. 9502.



Community Development Department

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

Phone: 541-917-7550 Facsimile: 541-917-7598
www.cityofalbany.net

STAFF REPORT Zoning Map Amendment (ZC-01-15)

<u>HEARING BODY</u>	CITY COUNCIL
<u>HEARING DATE</u>	Wednesday, May 27, 2015
<u>HEARING TIME</u>	7:15 p.m.
<u>HEARING LOCATION</u>	Council Chambers, Albany City Hall, 333 Broadalbin Street SW

SUMMARY

The proposal is a request to rezone one 5,000 square foot lot from the Office Professional (OP) zoning district to the Residential Medium Density (RM) zoning district. The subject property is located on a vacant, unaddressed lot that is immediately east of 1655 Geary Street SE. The applicant intends to develop the lot with a residential use, either a single-family or duplex home, consistent with the single-family homes to the east and west of the subject property. The applicant is seeking this zone change because the RM zoning district allows a three to five foot interior yard setback for single-family and duplex residential uses that abut other residential uses. In contrast, the OP zone requires a larger setback regardless of the use; structures on property in the OP zone abutting residential districts and/or uses require one foot of setback for each foot of finished wall height with a minimum setback of 10 feet (per 4.090, Table 4-2).

The proposed RM zone is consistent with the underlying residential medium density comprehensive plan land use designation. No public comments have been received on the proposed zoning map amendment. The Albany Planning Commission held a public hearing on April 20, 2015, on the proposed map amendment and recommended approval based on evidence presented in the staff report and testimony presented at the public hearing for City of Albany Planning File ZC-01-15.

GENERAL INFORMATION

DATE OF REPORT:	May 20, 2015
FILE:	ZC-01-15
TYPE OF APPLICATION:	Zone Change (Type IV, Quasi-judicial) to change one parcel from Office Professional (OP) to Residential Medium Density (RM) to accommodate a residential use.
REVIEW BODIES:	Planning Commission and City Council
REPORT PREPARED BY:	Melissa Anderson, Project Planner
PREVIOUS PROPERTY OWNER/APPLICANT:	Kenneth Marshall, 2697 Broadway Street NW, Albany, OR 97321; 541-754-7314
CURRENT PROPERTY OWNER	Patricia Al Neal, P.O. Box 24, Depoe Bay, OR 97341; 541-765-2945; paneal@centurytel.net
ENGINEER:	Brian Vandetta, Udell Engineering; 63 East Ash Street, Lebanon, OR 97355; 541-451-5125

ADDRESS/LOCATION: Unaddressed property, east of 1655 Geary St. SE

MAP/TAX LOT: Linn County Assessor's Map No. 11S-3W-08CA; Tax Lot 2201

ACREAGE: 5,000 square feet

ZONING: Residential Medium Density (RM) District

COMPREHENSIVE PLAN DESIGNATION: Medium Density Residential (MDR) Designation

EXISTING LAND USE: Vacant, undeveloped land

SURROUNDING ZONING: North: RM (Residential Medium Density) and OP (Office Professional)
 South: 17th Avenue and NC (Neighborhood Commercial)
 East: RM
 West: OP

SURROUNDING USES: North: Residential Tri-plex and Office Use
 South: 17th Avenue and Commercial Uses
 East: Single-Family Residential Use
 West: Single-Family Residential Use

PRIOR HISTORY: There is no history of prior land use cases on this vacant lot.

NOTICE INFORMATION

A Notice of Public Hearing was mailed to property owners located within 300 feet of the subject property on April 3, 2015, and posted on the subject property at one location on April 8, 2015. The staff report for the proposed zoning map amendment was posted on the City's website April 13, 2015. At the time this staff report was completed, no comments had been received.

APPEALS

Within five days of the City Council's final action on these applications, the Community Development Director will provide written notice of the decisions to the applicant and any other 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.

STAFF ANALYSIS

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 and conclusions.

Zoning Map Amendment Review Criteria ADC 2.740:

- (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 a vacant, 5,000 square foot, unaddressed lot, located east of 1655 Geary Street SE; Linn County Assessor's Map No. 11S-3W-08CA; Tax Lot 2201.

- 1.2 The applicant proposes to rezone the lot from the Office Professional (OP) zoning district to the Residential Medium Density (RM) zoning district (see Exhibit I).
- 1.3 The applicant intends to develop the lot with a residential use, either single-family or duplex home, consistent with the single-family homes to the east and west of the subject property.
- 1.4 The applicant is seeking this zone change because the RM zoning district allows a three to five foot interior yard setback for single-family and duplex residential uses that abut other residential uses. In contrast the OP zone requires a larger setback regardless of the use; structures on property in the OP zone abutting residential districts and/or uses require one foot of setback for each foot of finished wall height with a minimum setback of 10 feet (per ADC 4.090, Table 4-2; See Exhibit IV).
- 1.5 Properties to the north and south of the subject property are also zoned RM; the property to the west is zoned OP and 17th Avenue borders the south end of the property.
- 1.6 The Comprehensive Plan map designation of the subject property is Medium Density Residential (MDR) (see Exhibit II). According to the Plan Designation Zoning Matrix, Table 2-1 found in ADC 2.760, the proposed RM zoning district is consistent with the MDR Plan map designation of the site (see Exhibit III).
- 1.7 No comprehensive plan map amendment is proposed for the subject property.

CONCLUSIONS

- 1.1 The proposed RM zone is consistent with the Comprehensive Plan designation of Medium Density Residential.
- 1.2 This criterion is met.
- (2) *Existing or anticipated transportation facilities are adequate for uses that are permitted under the proposed zone designation.*

FINDINGS OF FACT

- 2.1 The site is located on the north side of 17th Avenue about 100 feet east of Geary Street. The proposal is to change the zoning designation of the 5,000 square foot parcel of property from OP (Office Professional) to RM (Residential Medium Density). The owner's intent is to construct a single family or duplex home on the parcel.
- 2.2 Albany's Transportation System Plan (TSP) includes improvements necessary to accommodate anticipated development through the year 2030, and does not identify any capacity or level of service problems occurring adjacent to the development.
- 2.3 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.
- 2.4 The existing OP zone designation on the parcel would allow for residential development at a density of one unit per 1,600 square feet of lot area. The lot has an area of 5,000 square feet, so a total of total of 3 multi-family units could be placed on the parcel now.
- 2.5 The proposed zone designation of RM would allow for residential development at a density of up to one unit per 2,000 square feet of lot area, resulting in a maximum of 2 units on the parcel.

CONCLUSIONS

- 2.1 The proposed zone change would change the designation of a 5,000 square foot parcel from OP to RM.
 - 2.2 Albany's Transportation System Plan includes improvements necessary to accommodate anticipated development through the year 2030, and does not identify any capacity or level of service problems occurring adjacent to the development.
 - 2.3 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."
 - 2.4 The requested zone change would reduce the maximum number of residential units that could be developed on the parcel.
 - 2.5 Because the zone change reduces the maximum density possible with lot development, it also reduces the traffic volumes and impacts that would occur with lot development and will not have a significant effect on the transportation system.
 - 2.6 This criterion is met without conditions.
- (3) *Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development within the subject area without adverse impact on the affected service area.*

Sanitary Sewer.

- 3.1 City utility maps show an eight-inch public sanitary sewer main in Geary Street and an eight-inch main in 17th Avenue.
- 3.2 The City's Wastewater Facility Plan shows no system deficiencies in this area.

Water.

- 3.3 City utility maps show a 12-inch public water main in Geary Street and an eight-inch water main in 17th Avenue.
- 3.4 The City's Water Facility Plan shows no system deficiencies in this area.

Storm Drainage.

- 3.5 City utility maps show a 12-inch public storm drainage main in Geary Street. This main carries storm water runoff approximately 250 feet south to a 72-inch public storm drainage main in Queen Avenue.
- 3.6 The lot coverage maximum in both the OP and RM zones is 70%. Therefore, the proposed zone change is unlikely to result in an increase in the amount of impervious surface on the developed lot.

Police and Fire Protection.

- 3.7 The Albany Police Department and Fire Department serve the property. No adverse impact is expected to result for this zoning map amendment.

CONCLUSIONS

- 3.1 All public utilities are currently available to the site and are adequate to support allowed uses in the RM zone.
- 3.2 This review criterion is met without conditions.
- (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 This review criterion requires that the intent and purpose of the proposed RM zoning district “best satisfies” the goals and policies of the Comprehensive Plan. The following Comprehensive Plan goals and policies are relevant in considering whether the proposed RM 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.

4.2 *Goal 1: Citizen Involvement*

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.*

In Type IV quasi-judicial proceedings conducted for zoning map amendments as proposed by the applicant, the Development Code sets forth the acknowledged 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.

4.3 *Goal 2: Land Use Planning*

Residential: General Requirements

MEDIUM DENSITY RESIDENTIAL (MDR): Identifies areas suitable for multiple-family and attached single-family development at densities up to 35 units per acre. Manufactured home parks are permitted with Site Plan Review.

The land use designations on the Comprehensive Plan Map indicate the type, location, and density of land development and redevelopment that will be permitted in the future. The Comprehensive Plan map designation of the subject property is Medium Density Residential (MDR). See Exhibit II.

The current zoning designation of the subject property is the Office Professional (OP) District and the proposed zoning for the subject property is the Residential Medium Density (RM) District. Properties to the north and south of the subject property are zoned RM, while the property to the west is zoned OP. See Exhibit I.

The relationship of the Plan designations to the zoning districts is summarized in the "Plan Designation Zoning Matrix." This matrix shows what zoning districts are compatible with each Plan designation. According to the Plan Designation Zoning Matrix, the proposed RM zoning district is consistent with the MDR Plan map designation of the site (Comprehensive Plan Matrix, pp. 9-12 to 9-13 and Albany Development Code 4.090, Table 4-2; See Exhibit III).

4.4 **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 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 RM district is intended primarily for medium density residential development. Allowable uses include a range of residential dwellings from single family to multi-family apartments or condominiums. RM-zoned districts are located in several areas of Albany in order to provide a variety of medium density housing choices for residents in places that have available and adequate public services.

The Housing Needs Analysis data in the Comprehensive Plan estimated there was 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 (Table 5-8, Housing Needs Analysis). The analysis projected residential land need between 2005 and 2025 to be about 656 acres. The analysis concluded that there would be a surplus of low-density land (162 acres of RS-5 and 321 acres of RS-6.5). There will be a shortage of medium density residential land, with an estimated need of about 68 additional acres, of which 14 acres needed to accommodate future RM development (Table 5-9, Housing Needs Analysis).

CONCLUSIONS

- 4.1 The Housing Needs Analysis in the Comprehensive Plan concludes there is a need for additional RM zoned land.
- 4.2 The proposed zoning map amendment from OP to RM will remain equally consistent with general requirements for the Residential comprehensive plan designation.
- 4.3 The RM zone best satisfies the applicable goals and policies of the Albany Comprehensive Plan.
- 4.4 This criterion is met without conditions.
- (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

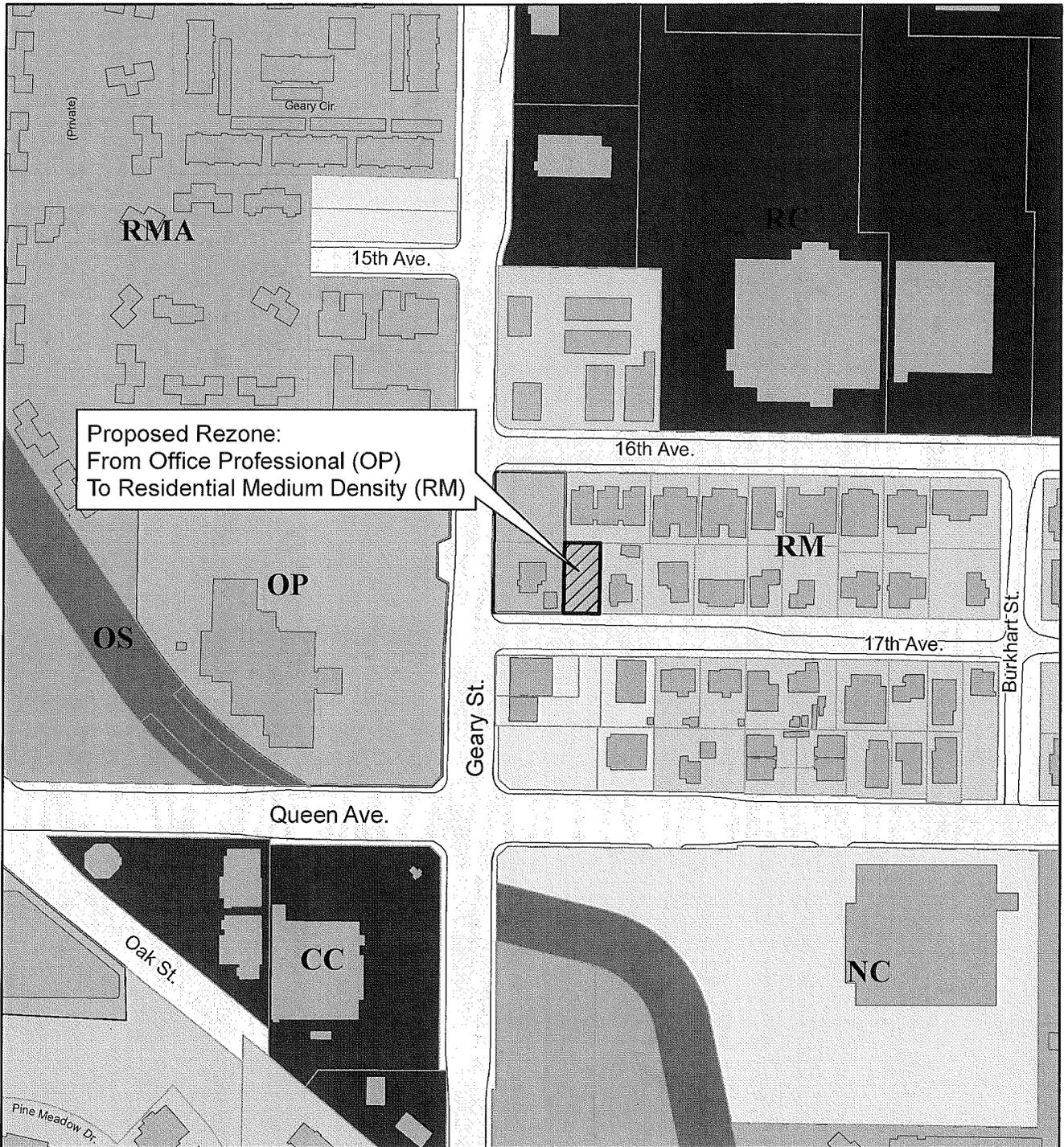
- 5.1 No change in the existing transportation pattern and transportation plan is proposed.
- 5.2 This criterion does not apply.

OVERALL CONCLUSION

The application for a request to rezone one 5,000 square foot lot from the Office Professional (OP) zoning district to the Residential Medium Density (RM) zoning district meets all of the applicable review criteria as outlined in this report.

EXHIBITS

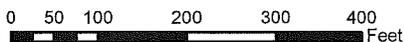
- I. Location Map with Zoning Designations
- II. Location Map Comprehensive Plan Map Designations
- III. Comprehensive Plan Designation Matrix, Table 2-1
- IV. Commercial & Industrial Districts Development Standards, Table 4-2
- V. Applicant's Narrative



Location Map: Unaddressed Parcel, East of 1655 Geary St. SE



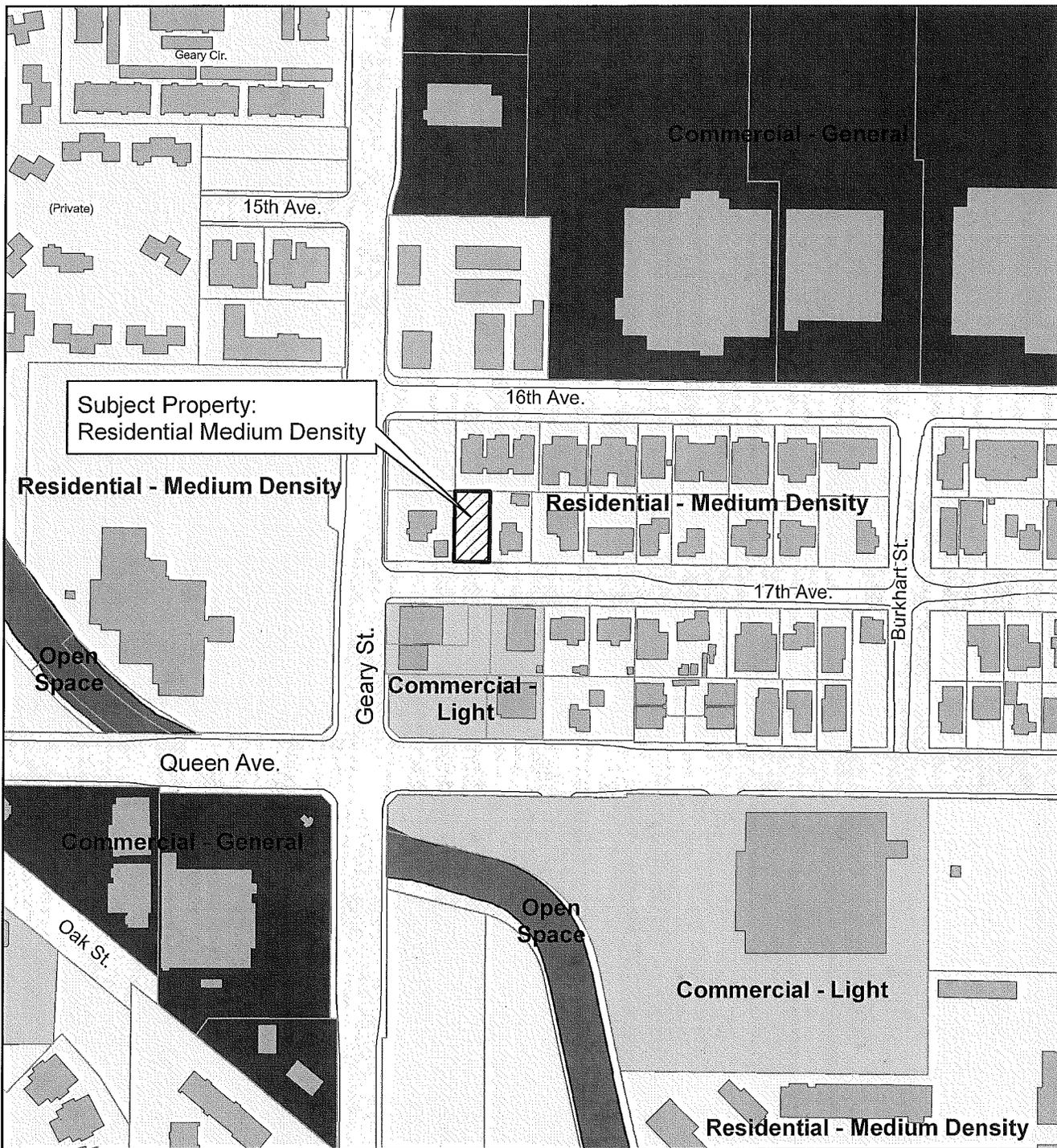
The City of Albany's infrastructure records, drawings, and other documents have been gathered over many decades, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided 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 verify



March 9, 2015

Planning Division

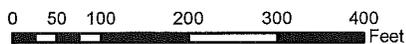
City of Albany - 333 Broadalbin St. SW, Albany, Oregon 97321 (541) 917- 7550



Comprehensive Plan Map Designations



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 verify



March 20, 2015

Planning Division

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

ALBANY DEVELOPMENT CODE

2.760 Zoning. For rezoning and annexation zoning requests, the zoning of the property shall be compatible with the Comprehensive Plan designation as provided in the Table 2-1, Plan Designation Zoning Matrix. Zoning other than that shown in the matrix requires approval of a Comprehensive Plan Map and/or Zoning Map amendment.

**TABLE 2-1
PLAN DESIGNATION ZONING MATRIX**

Comprehensive Plan Designation	Compatible Zoning Districts
Light Industrial	Industrial Park (IP), Light Industrial (LI), Transit District (TD)
Heavy Industrial	Light Industrial (LI), Heavy Industrial (HI)
General Commercial	Neighborhood Commercial (NC), Community Commercial (CC), Regional Commercial (RC), Office Professional (OP)
Light Commercial	Neighborhood Commercial (NC), Office Professional (OP)
Village Center	Historic Downtown (HD), Central Business (CB), Lyon-Ellsworth (LE), Pacific Boulevard (PB), Elm Street (ES), Main Street (MS), Waterfront (WF), Mixed Use Commercial (MUC), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Community Commercial (CC)
Medium Density Residential	Residential Single Family (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Neighborhood Commercial (NC)
Low Density Residential	Residential Single Family (RS-10, RS-6.5, RS-5), Hackleman-Monteith (HM), Residential Reserve (RR), Office Professional (OP), Neighborhood Commercial (NC)
Urban Residential Reserve	Residential Single Family (RS-10, RS-6.5, RS-5), Residential Reserve (RR), Residential Medium Density Attached (RMA), Residential Medium Density (RM), Mixed Use Residential (MUR), Neighborhood Commercial (NC), Office Professional (OP)
Public and Semi-Public	All zones
Open Space	Open Space (OS)

[Ord. 5555, 2/7/03; Ord. 5556, 2/21/03; Ord. 5673, 6/27/07]

TABLE 4-2

Commercial and Industrial District Development Standards								
STANDARD	OP	NC	CC	RC	TD	IP	LI	HI
MINIMUMS								
Lot size (sq. ft.)(1)	None	None(2)	None	None	None	3 acres(4)	None	None
Lot width	None	None	None	None	None	None	None	None
Lot depth	None	None	None	None	None	None	None	None
Front setback	10'	10'	10'	10'	10'	15'(11)	15'(11)	15'
Interior setbacks -abutting non-res'l	5'	None	None	None	None	15'(6)	None	None
Interior setbacks - abutting res'l district	10'(5)	10'(5)	10'(5)	10'(5)(6)	10'(5)(6)	30'(11)	40'(11)	50'
MAXIMUMS								
Building Size	None(10)	None(10)	100,000 (13)	None	None	None(10)	None	None
Lot size (sq. ft.)	None	30,000(2)	None	None	None	None	None	None
Height (8)	30'	30'	50'	None	None	50'(12)	None	None
Lot Coverage (7)	70%	80%	90%	90%	None	80%	None	None
Landscaped Area (3)	100%	100%	100%	100%	100%	100%	100%	100%
Open Space	(9)	(9)	(9)	N/A	N/A	N/A	N/A	N/A

N/A means not applicable.

- (1) The minimum lot size for residential units is 1,600 s.f. per unit. No minimum lot size is required for non-residential development.
- (2) New NC zones may be no more than 30,000 s.f. of contiguous land.
- (3) All yards adjacent to streets. Approved vegetated post-construction stormwater quality facilities are allowed in landscaped areas. [Ord. 5842, 1/01/15]
- (4) The minimum lot size for supporting commercial uses may be smaller than 3 acres.
- (5) Structures on property abutting residential districts and/or uses require 1 foot of setback for each foot of finished wall height with a minimum setback of 10 feet.
- (6) No setbacks are required for buildings abutting railroad rights-of-way.
- (7) Lot coverage for single-family detached development shall only include the area of the lot covered by buildings or structures. [Ord. 5768, 12/7/11]
- (8) Unless in Airport Approach Overlay District. See Sections 4.400 to 4.440.
- (9) Ten or more multiple-family units require common open space. See Section 8.220.
- (10) The maximum business footprint for supporting commercial uses allowed in IP is 5,000 square feet. The maximum business footprint for convenience-oriented and personal service-oriented retail uses in NC and OP is 5,000 square feet. [Ord. 5742, 7/14/10]
- (11) When adjacent to or across the street from residentially zoned land, the setback shall be 1 foot for each foot of building height over 30 ft. Buildings may increase in height ("step" up) as the setback increases. For example, at the minimum setback in LI, a building may be 30 feet tall but may increase in height up to 50 feet when set back 50 feet from the property line.
- (12) Higher structures permitted by Conditional Use approval.
- (13) The maximum building size may be exceeded for non-commercial and non-office uses when the building is multi-story.

[Table and footnotes amended by Ord. 5445, 4/12/00; Ord. 5555, 2/7/03; Ord. 5556, 2/21/03; Ord. 5742, 7/14/10; Ord. 5768, 12/7/2011; Ord. 5842, 1/01/15]

**EXHIBIT A – APPLICATION FOR A ZONING MAP
AMENDMENT**

NATURE OF REQUEST:	An application for an Amendment to the Zoning Map
APPLICANT / PROPERTY OWNER:	Kenneth G. Marshall 401k Profit Sharing Plan 2697 Broadway Street NW Albany, OR 97321
PROPERTY LOCATION:	Lot 6, Block 8 Fair Dale Addition immediately East of 1655 Geary Street
ASSESSOR'S MAP AND LOT:	T11S-R3W-08CA; Tax Lot 2201.
COMP. PLAN MAP DESIGNATION:	Current: Residential Medium Density
ZONING MAP DESIGNATION:	Current: Office Professional Proposed: Residential Medium Density (RM)

II.
Zoning Map Amendment

Applicable criteria, as found in Section 2.740 of the Albany Development Code, appear in **bold** followed by findings and conclusions in regular font.

ADC 2.740

- (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.**

Facts:

The applicant is applying for a Zoning Map Amendment to change the designation of the entire subject property to Residential Medium Density. The proposed Residential Medium Density zoning is consistent with the existing Comprehensive Plan Map designation.

Conclusions:

If the proposed Zoning Map Amendment is approved, the proposed base zone, Residential Medium Density, will be compatible with the Comprehensive Plan Map designation.

ADC 2.740

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

Facts:

The subject property has physical access to Geary Street, a fully improved street and frontage on 17th Avenue, a local street.

Conclusions:

The proposed zone change will change an office professional zone to a residential, compatible with the existing development and comprehensive plan. The neighborhood is fully developed with a residential use and necessary transportation facilities. Therefore, there would be no significant effect on the transportation system resulting from the proposed zone change.

ADC 2.740

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

Facts:

Public facilities are available to the subject property as follows.

Water. City utility maps show an 8 inch public water main in the 17th avenue right-of-way. At the time of development, water service and fire service needs will be determined and a plan developed to deliver water to the subject property.

Sanitary Sewer. City utility maps show an 8 inch public sanitary sewer main in 17th Street with a dead end manhole and service laterals serving the subject property and the adjacent property to the West. At the time of development, a plan will be developed to extend sanitary sewer service to the subject property.

Storm Drainage. City utility maps show a 12 inch public storm drainage main on the East side of Geary Street and a catch basin at the NE corner of the 17th Avenue and Geary Street intersection, connected to the main by 10-inch pipe. There is no public storm drain in 17th Avenue, which has only been improved with curb and gutter along the subject property frontage. At the time of development a plan will be developed for draining the subject property. Specific requirements for detention and connection as necessary will be established at that time.

Schools. The subject property is located within a fully developed residential area with public school infrastructure already in place.

Police and Fire Protection. The Albany Police Department provides law enforcement services to this area. The Albany Fire Department provides fire suppression services.

Conclusions:

Public water, sanitary sewer, and storm drainage facilities are adjacent to the subject property. These facilities are capable of serving any anticipated development in the RM zone. Additional residential use of a vacant lot in a fully developed residential area, even if developed to the maximum density of two units, will not place an adverse demand on the school system or on police and fire protection services. Therefore, the proposed zone change has no adverse impact on these services

ADC 2.740

- (4) Any unique natural features or special areas involved such as floodplains, slopes, significant natural vegetation, historic district will not be jeopardized as a result of the proposed zoning.**

Facts:

The subject property does not lie within any of the afore mentioned special areas. The subject property does not contain a structure, significant vegetation or lie within a historic district.

Conclusions:

The proposed zoning will not jeopardize the unique natural features or special areas mentioned above.

ADC 2.740

- (5) The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.**

Facts:

The proposed zone change to an RM zone is compatible with the RM zone specified in the comprehensive plan.

Conclusions:

The proposed zoning matches that specified in the comprehensive plan. Therefore, the intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan.

ADC 2.740

- (6) 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.**

Facts:

No changes to the transportation plan are proposed.
The subject property is adjacent to fully developed public streets.

Conclusions:

The proposed zone change will not affect the transportation plan. Therefore, the application complies with this criterion.



TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Interim Public Works Engineering and Community Development Director 913

FROM: Ronald G. Irish, Transportation Systems Analyst *RG*
Jeni Richardson, P.E., Civil Engineer III *Jm*

DATE: May 18, 2015, for the May 27, 2015, City Council Meeting

SUBJECT: Transportation SDC Funded List Update

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Staff recommends Council adopt the attached resolution reallocating funding to the identified near-term projects without impacting the TSDC fee charged to new development.

Discussion:

At the May 11, 2015, City Council Works Session, staff described a series of Transportation System Development Charge project funding modifications that would be proposed over the coming months. The modifications included updating the priority level assigned for improvements to portions of Crocker Lane, Lochner Road, and Dogwood Avenue. Adoption of the attached resolution would facilitate redirecting funding for Dogwood Avenue, which has been determined to not be necessary within the immediate future, to portions of Crocker Lane and Lochner Road, which have been identified as near-term projects.

The modifications to Figure 'A' in the attached TSDC fee resolution are necessary to reallocate funding to the identified near-term projects without impacting the TSDC fee charged to new development. The costs before and after modifying these projects are summarized below:

	Total Project Cost	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
Current	\$267 M	\$155 M	\$12 M	\$22 M
Proposed	\$267 M	\$155 M	\$13.5 M	\$20.5 M

Budget Impact:

If adopted as proposed, there will be no change to the TSDC fee and, therefore, no budget impact.

JR:RI:kw
Attachment

RESOLUTION NO. _____

A RESOLUTION REVISING THE PROJECT LIST FOR THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, REAFFIRMING THE BASE FEE AND THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6335 (A RESOLUTION REVISING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, REAFFIRMING THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6244).

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, a methodology for the calculation of an improvement and reimbursement fee system development charge for the transportation system in Albany has been developed as specifically described in Resolution No. 6220; and

WHEREAS, the priority for improvements to portions of L42 Crocker Lane and L54 Lochner Road has moved to near-term; and

WHEREAS, the project descriptions, project costs, TSDCi eligible percentage, and methodology for calculating an improvement fee system development charge have not changed; and

WHEREAS, modifications to Figure A: SDCi Eligible Projects Funded by the Adopted Fee Schedule herein are necessary to reallocate funding to the identified near-term projects without impacting the TSDC fee charged to new development; and

WHEREAS, the *Engineering News Record (ENR) Construction Cost Index (Seattle)* used in Resolution 6335 was 10145; and

WHEREAS, corrections to the proposed system development charges based on changes in ENR are not being considered at this time, and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of \$11,950; however, in the interest of promoting economic development, the City Council deemed it desirable to charge less than the legally allowable charges. The \$11,950 allowable fee is based on the project list in the 2010 Transportation System Plan and on February 2010 dollars, which if indexed to current rates, is equivalent to \$14,020 (using index ratio 10145/9431); and

WHEREAS, the Albany City Council deems it desirable to implement a reallocation of funds between projects that will not change the current fee.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 6335 is hereby repealed effective as of the effective date of this resolution; and

BE IT FURTHER RESOLVED that Transportation System Development Charge project list is hereby amended as described in Figure 'A' herein; and

BE IT FURTHER RESOLVED that an appeal fee is hereby reaffirmed as described herein; and

BE IT FURTHER RESOLVED that the Transportation System Development Charges herein are effective May 27, 2015.

BASE FEE REAFFIRMED

The base unit for the transportation system development charge (SDC) improvement and reimbursement fee will be p.m. peak hour trip end as defined in the latest version of the Trip Generation manual by the Institute of Transportation Engineers (ITE). The base fee for a single trip end ramps up from \$2,014.25 to \$3,484.86 over a five-year period to account for anticipated slow recovery of development activity.

The adjusted base fee for a single trip is a combination of the adjusted improvement and reimbursement base fees as shown in the following table:

Effective July 1 in Year	Base SDCi Fee	Base SDCr Fee	Total Base Fee for a Single Trip End
2011	\$1,503.14	\$511.11	\$2,014.25
2012	\$1,871.38	\$511.11	\$2,382.49
2013	\$2,238.45	\$511.11	\$2,749.56
2014	\$2,605.52	\$511.11	\$3,116.63
2015	\$2,973.75	\$511.11	\$3,484.86

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

Residential, institutional, business and commercial, office, and industrial development SDC fees are computed by multiplying the base SDC fee by the associated basis for trip determination and by the associated p.m. peak hour trip end rate for the given land use. This calculated fee is further reduced to allow for a pass-by trip credit that varies by land use. Pass-by trip factors are eight percent (8%) for industrial and office (ITE Category 000-199 and 700-799), 20 percent (20%) for institutional (ITE Category 300-699), and 50 percent (50%) for business and commercial (ITE Category 800-999).

A sample SDC calculation for a single-family house (ITE Category 210) for the fourth year of the ramp (2014) is shown in the following table:

SDC Calculation for a Single-family House (ITE Category 210)				
	P.M. Peak Trip Rate ¹	Pass-By Factor ²	2014 Base Fee for a Single Trip Fee	SDC Fee
SDCi	1.01	1.00	\$2,605.52	\$2,632
SDCr	1.01	1.00	\$511.11	\$ 516
Total			\$3,116.63	\$3,148

¹ P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual

² Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University

A sample SDC calculation for other land uses for the fourth year of the ramp (2014) is shown in the following table:

ITE Code	Description	Units	PM Peak Trips	Pass by Factor	2014 Base Fee for a Single Trip Fee ¹	SDC Fee
220	1 Apartment	1 unit	0.62	1.00	\$3,116.63	\$1,932
110	Light Industrial	1,000 sf	0.91	0.92	\$3,116.63	\$2,609
140	Manufacturing	1,000 sf	0.73	0.92	\$3,116.63	\$2,093
520	Elementary School	1,000 sf	1.21	0.80	\$3,116.63	\$3,017
710	General Office	1,000 sf	1.49	0.92	\$3,116.63	\$4,272
720	Medical Office	1,000 sf	3.46	0.92	\$3,116.63	\$9,921
814	Specialty Retail	1,000 sf	2.71	0.50	\$3,116.63	\$4,223

ITE Code	Description	Units	PM Peak Trips	Pass by Factor	2014 Base Fee for a Single Trip Fee ¹	SDC Fee
820	Shopping Center	1,000 sf	3.73	0.50	\$2,556.05	\$5,813
862	Home Improvement Superstore	1,000 sf	2.37	0.50	\$3,116.63	\$3,693
911	Walk-In Bank	1,000 sf	12.13	0.50	\$3,116.63	\$18,902
931	Quality Restaurant	1,000 sf	7.49	0.50	\$3,116.63	\$11,672
932	High Turnover Restaurant	1,000 sf	11.15	0.50	\$3,116.63	\$17,375
934	Fast Food W/Drive Thru	1,000 sf	33.84	0.50	\$3,116.63	\$52,733

SDC CREDITS

Pursuant to Albany Municipal Code Section 15.16.090, a credit against the transportation SDC fee shall be given in the following situations:

A. Credit for prior use:

Pursuant to AMC 15.16.090 (1), a credit against the reimbursement and improvement fee portions of the SDC shall be given in an amount of the SDC_i and SDC_r calculated for the existing use if it is less than the SDC_i and SDC_r calculated for the proposed use. If the change in use results in the SDC_i or SDC_r for the proposed use being less than the SDC_i or SDC_r for the existing use, no SDC_i or SDC_r shall be required for that fee portion; however, no refund or credit shall be given.

B. Credit for the cost of a qualified public improvement associated with the development:

Pursuant to AMC 15.16.090 (2), a credit against the improvement fee portion of the SDC shall be given for the cost of a qualified public improvement required as a condition of development approval. A qualified public improvement must also be identified in the funded section of the project list in *Figure A: SDC Eligible Projects Funded by the Adopted Fee Schedule* (see below). A funded project can be either wholly or partially funded with SDC_i fees. Projects can move between the funded and unfunded sections according to AMC 15.16.060 (3).

The credit shall not exceed the dollar amount (adjusted annually using ENR Seattle Construction Cost Index) in the SDC column in *Figure A* associated with a qualified improvement in the funded projects group. If the credit exceeds the amount of TSDC_i to be paid by the development, then the excess credit may be applied against transportation improvement fees that accrue in subsequent phases of the original development project. In summary, credits are possible only for projects identified in *Figure A* as having SDC funding and only to the extent that it is SDC funded.

On-site: A project that meets these qualification criteria and is located in whole or in part, on or contiguous to the property, and that is required to be built with greater capacity than is necessary for the particular development needs and exceeds the minimum standard facility size, will have reserve capacity. The applicant shall have the burden of demonstrating that a particular qualified transportation improvement will have a reserve capacity. The Highway Capacity Manual (HCM), or other City-approved traffic engineering methodology, shall be the approved method for calculating reserve capacity. The reserve capacity shall be expressed as a percent of the construction cost for said improvement. That portion of the construction cost that represents the reserve capacity, when multiplied by the percent of said project funded with the SDC_i fee as identified in *Figure A* will be the estimated credit. The actual credit will be the lower of the estimated credit and the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in *Figure A* associated with said project.

Off-site: A project that meets these qualification criteria that is not located on or contiguous to property (an off-site improvement) is qualified for a SDC_i credit. The credit shall be the lower of the actual construction cost or the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in *Figure A* associated with said project.

C. Credit for reducing the number of trip ends the development will generate using automobiles:

Transit or Pedestrian: A credit against the improvement fee portion of the SDC shall be possible if the development is in an established transit or pedestrian district or if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of trip ends the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied.

The reduced SDC will be calculated based upon the number of trip ends the development will generate with the trip end reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

D. Credit for reducing the number of peak hour trips the development will generate using automobiles:

Off-peak Work Hours: A credit against the improvement fee portion of the SDC shall be possible if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of peak hour trips the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied. The reduced SDC will be calculated based upon the number of trip ends the development will generate with the peak hour trip reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

APPEAL PROCEDURE AND FEE

Pursuant to Albany Municipal Code Section 15.16.100(5), an appeal fee of \$100 per appeal is hereby established.

Appeal submittal by parties appealing their calculated fee (AMC Section 15.16.100(3)) shall:

- a) Conform to AMC Section 15.16.100 procedures;
- b) Use standard study methodology and data collection forms and procedures for conducting a local trip generation study described in Albany's adopted "Traffic Impact Study Guidelines" and the ITE Trip Generation Manual; and
- c) Be prepared by or under the direct supervision of a Professional Civil or Transportation Engineer currently licensed to practice within the State of Oregon, and with special training and experience in transportation engineering and planning. The engineer shall certify the document by providing a signature and seal of approval.

Figure A: SDCi Eligible Projects Funded by the Adopted Fee Schedule

Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647. Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded. Year 11-20 funded projects are in column 8.

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
B1	14th Avenue	short	100%	\$2,000	\$2,000	\$2,000	
B2	Waverly Drive	short	100%	\$5,000	\$5,000	\$5,000	
B3	Hill Street	long/dev	100%	\$743,000	\$743,000		\$743,000
B4	24th Avenue	short	100%	\$5,000	\$5,000	\$5,000	
B5	Jackson Street	short	100%	\$674,000	\$674,000	\$110,000	
B6	Center Street	short	100%	\$6,000	\$6,000	\$6,000	
B7	US 20, North Albany	long/dev	100%	\$31,000	\$31,000	\$0	
B8	1st Avenue	long/dev	100%	\$43,000	\$43,000		

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
B9	2nd Avenue	long/dev	100%	\$43,000	\$43,000		
B10	Madison Street/7th Avenue	long/dev	100%	\$40,000	\$40,000		
B11	7th Avenue	long/dev	100%	\$95,000	\$95,000		
B12	Takena	long/dev	100%	\$53,000	\$53,000		\$53,000
B13	Liberty/Lakewood	long/dev	100%	\$76,000	\$76,000		
B14	12th Avenue (West)	mid	100%	\$32,000	\$32,000	\$32,000	
B15	Bain Street	long/dev	100%	\$49,000	\$49,000		
B16	South Shore Drive	long/dev	100%	\$33,000	\$33,000		
B17	Shortridge Street	long/dev	100%	\$27,000	\$27,000		
B18	24th Avenue	long/dev	100%	\$44,000	\$44,000		\$44,000
B19	38th Avenue and 39th Avenue	mid	100%	\$106,000	\$106,000	\$106,000	
B20	Lyon Street	short	100%	\$2,000	\$2,000	\$2,000	
B21	Ellsworth Street	short	100%	\$4,000	\$4,000	\$4,000	
I1	Main Street/Salem Avenue/3rd Avenue	short	100%	\$1,088,000	\$1,088,000	\$1,088,000	
I2	Main Street/Santiam Avenue/4th Avenue	short	69%	\$255,000	\$175,950	\$175,950	
I3	14th Avenue/Heritage Mall Access	short	100%	\$41,000	\$41,000	\$23,000	
I4	14th Avenue/Clay Street	short	100%	\$10,000	\$10,000	\$7,000	
I5	Waverly Avenue/14th Avenue	short	100%	\$41,000	\$41,000	\$23,000	
I6	Waverly Avenue/Queen Avenue	long/dev	100%	\$72,000	\$72,000		
I7	Waverly Avenue/Grand Prairie	long/dev	100%	\$175,000	\$175,000		
I8	US 20/North Albany Road	short	13%	\$40,000	\$5,200	\$5,200	
I9	US 20/Springhill Drive	short	23%	\$14,000	\$3,220	\$3,220	
I10	Knox Butte/Century Drive	short	0%	\$345,000	\$0		
I11	34th Avenue/Marion Street	mid	100%	\$345,000	\$345,000	\$345,000	
I12	US 20 (Lyon Street)/2nd Avenue	mid	16%	\$23,000	\$3,680	\$3,680	
I13	US 20/Clay Street	mid	20%	\$185,000	\$37,000	\$37,000	
I14	OR 99E/34th Avenue	long/dev	32%	\$192,000	\$61,440		\$61,440
I15	34th Avenue/Hill Street	long/dev	100%	\$350,000	\$350,000		\$350,000
I16	Ellingson Road/Columbus Street	long/dev	100%	\$500,000	\$500,000		\$250,000
I17	Waverly Avenue/14th Avenue	long/dev	100%	\$77,000	\$77,000		\$77,000
I18	Queen Avenue/Geary Street	long/dev	100%	\$1,901,000	\$1,901,000		\$950,500
I19	Waverly Avenue/34th Avenue	long/dev	100%	\$42,000	\$42,000		
I20	US 20 (Ellsworth Street)/1st Avenue	mid	22%	\$18,000	\$3,960	\$3,960	
I21	US 20 (Lyon Street)/1st Avenue	mid	23%	\$11,000	\$2,530	\$2,530	
I22	US 20 (Lyon Street)/1st Avenue	mid	23%	\$10,000	\$2,300	\$2,300	
I23	US 20 (Ellsworth Street)/2nd Avenue	mid	23%	\$17,000	\$3,910	\$3,910	
I24	OR 99E/Waverly Avenue	long/dev	27%	\$959,000	\$258,930		\$258,930
I25	US 20/Waverly Drive	long/dev	29%	\$853,000	\$247,370		\$247,370
I26	US 20/Waverly Drive	long/dev	29%	\$240,000	\$69,600		\$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	\$894,000	\$232,440		\$232,440
I28	OR 99E/34th Avenue	long/dev	32%	\$456,000	\$145,920		
I29	OR 99E/Killdeer Avenue	long/dev	28%	\$3,207,000	\$897,960		
I30	US 20/Timber Street	long/dev	44%	\$571,000	\$251,240		\$251,240
I31	US 20/Timber Street	long/dev	44%	\$619,000	\$272,360		
I33	Knox Butte/New North/South Collector	long/dev	100%	\$525,000	\$525,000		
I34	Springhill Dr./Hickory St.	long/dev	100%	\$345,000	\$345,000		\$172,500
I35	Gibson Hill Rd/Crocker Ln	mid	100%	\$345,000	\$345,000	\$345,000	

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
I36	Timber St Extension/18th Ave/Spicer Dr ROW	short	100%	\$650,000	\$650,000		\$325,000
I36	Timber Str. Extension/18th Ave/Spicer Dr	long/dev	100%	\$863,000	\$863,000		\$441,000
I37	OR 99E / 29th Ave	long/dev	28%	\$106,000	\$29,680		
I38	Salem Avenue/Geary Street	long/dev	28%	\$845,000	\$236,600		\$236,600
I39	OR 99E/Lyon Street	long/dev	16%	\$205,000	\$32,800		
I40	OR 99E/53rd Avenue	long/dev	38%	\$550,000	\$209,000		\$0
I41	Ellingson Road / Lochner Road	long/dev	100%	\$500,000	\$500,000		\$250,000
I42	53 rd Avenue Extension / Industrial Property Access	long/dev	100%	\$500,000	\$500,000		
L1	53rd Avenue Extension	long/dev	54%	\$18,600,000	\$10,044,100		
L2	Waverly Drive	long/dev	36%	\$1,394,000	\$501,840		\$0
L3	Washington/Calapooia/1st/2nd	short	42%	\$100,000	\$42,000	\$42,000	
L4	Timber Street Extension ROW	short	100%	\$966,000	\$966,000		\$483,000
L4	Timber Street Extension	long/dev	100%	\$2,708,000	\$2,708,000		\$677,000
L5	Main Street - 7th Avenue - Hill Street	mid	64%	\$1,292,000	\$826,880	\$826,880	
L6	North Albany Road	mid	29%	\$5,847,000	\$1,695,630	\$1,695,630	
L6	North Albany Road ROW	short	100%	\$19,000	\$19,000		\$19,000
L9	Queen Avenue	long/dev	12%	\$0	\$0		
L10	New North Albany Connector <i>Funding is for 15% construction west of Crocker (\$145/lf) and 40% construction east of Crocker</i>	long/dev	100%	\$5,818,000	\$5,818,000		\$1,154,053
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	\$982,000	\$982,000		\$245,000
L12	Spicer Drive Extension (East of Timber St.)	long/dev	100%	\$1,666,000	\$1,666,000		
L13	Goldfish Farm Road Extension	long/dev	100%	\$1,013,000	\$1,013,000		\$253,350
L14	Dogwood Avenue Extension	long/dev	100%	\$3,294,000	\$3,294,000		\$494,100 \$0
L15	New North/South Collector - LID	short	100%	\$2,548,000	\$2,548,000		
L15	New North/South Collector	long/dev	100%	\$4,949,000	\$4,949,000		\$742,350
L16	New East/West Collector	long/dev	100%	\$3,723,000	\$3,723,000		\$558,450
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	\$996,000	\$996,000		\$149,400
L18	Timber St Extension to Somerset Avenue	long/dev	100%	\$1,720,000	\$1,720,000		\$258,000
L19	Somerset Avenue Extension - LID	short	100%	\$383,000	\$383,000		
L19	Somerset Avenue Extension	long/dev	100%	\$1,270,000	\$1,270,000		\$190,500
L20	Santa Maria Avenue Extension	long/dev	100%	\$1,872,000	\$1,872,000		\$280,800
L21	Knox Butte Road Widening ROW	short	100%	\$1,478,000	\$1,478,000		\$1,478,000
L21	Knox Butte Road Widening	long/dev	60%	\$3,169,000	\$1,901,000		\$1,901,000
L22	Knox Butte Road Widening ROW	short	100%	\$31,000	\$31,000		
L22	Knox Butte Road Widening	long/dev	56%	\$825,000	\$462,000		
L23	Knox Butte Road Widening	long/dev	52%	\$1,256,000	\$653,120		
L24	Knox Butte Road Widening	long/dev	47%	\$7,688,000	\$3,613,360		
L25	Dunlap Avenue Extension	long/dev	100%	\$1,045,000	\$1,045,000		\$156,750
L26	Springhill Road Widening	long/dev	61%	\$3,406,000	\$2,077,660		
L27	US 20 Widening	long/dev	18%	\$8,351,000	\$1,503,180		
L28	Ellingson Road Extension	long/dev	61%	\$5,740,000	\$3,501,400		
L30	Oak Street	short	100%	\$2,130,000	\$2,130,000	\$2,130,000	
L31	Fescue Street to Three Lakes Road Connector	long/dev	100%	\$886,000	\$886,000		\$132,900
L32	Fescue Street Extension	long/dev	100%	\$3,054,000	\$3,054,000		

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCI Eligible	TSDCI Eligible & Funded Years 1-10	TSDCI Eligible & Funded Years 11-20
L33	Three Lakes Road Realignment ROW	short	59%	\$750,000	\$442,500		
L33	Three Lakes Road Realignment	long/dev	59%	\$1,868,000	\$1,102,120		
L34	Looney Lane Extension	long/dev	100%	\$914,000	\$914,000		\$137,100
L35	Albany Avenue Widening	long/dev	26%	\$1,177,000	\$306,020	\$306,020	
L36	W Thornton Lk Dr, N Albany Rd & N Alb Middle School	long/dev	11%	\$565,000	\$62,150	\$62,150	
L37	Springhill Drive	long/dev	18%	\$4,158,000	\$748,440		
L38	Scenic Drive	long/dev	10%	\$6,842,000	\$684,200		
L39	Century Drive	long/dev	52%	\$3,199,000	\$1,663,480		
L40	Gibson Hill Road	long/dev	6%	\$3,816,000	\$228,960		\$228,960
L41	Skyline Drive	long/dev	0%	\$1,523,000	\$0		
L42	Crocker Lane	long/dev	30%	\$4,529,000	\$1,358,700		
L42-a	Crocker Lane North (LID)	long/dev short	30%	\$1,721,020	\$516,306	\$417,000	
L42-b	Crocker Lane South	long/dev	30%	\$2,807,980	\$842,394		
L43	Valley View Drive	long/dev	40%	\$3,695,000	\$1,478,000		
L44	West Thornton Lake Drive	long/dev	11%	\$6,097,000	\$670,670		
L45	Allen Lane	long/dev	56%	\$2,689,000	\$1,505,840		
L46	Columbus Street	long/dev	49%	\$4,549,000	\$2,229,010		\$1,137,250
L47	Grand Prairie Road	long/dev	53%	\$2,260,000	\$1,197,800		
L48	Spicer Drive	long/dev	32%	\$868,000	\$277,760		
L49	Scrael Hill Road	long/dev	21%	\$9,699,000	\$2,036,790		
L50	Quarry Road	long/dev	21%	\$3,493,000	\$733,530		
L51	Spicer Road	long/dev	54%	\$676,000	\$365,040		
L52	Goldfish Farm Road	long/dev	82%	\$4,444,000	\$3,644,080		
L53	Ellingson Road <i>Funding is for 24ft of right-of-way (3 to 5 lanes) at \$6/s.f. and 25% construction</i>	long/dev	49%	\$5,847,000	\$2,865,030		\$1,979,250
L54	Lochner Road	long/dev	44%	\$8,270,000	\$3,638,800		\$2,067,500
L54-a	Lochner Road – North	long/dev short	44%	\$3,721,500	\$1,637,460	\$1,007,475	
L54-b	Lochner Road - South	long/dev	44%	\$4,548,500	\$2,001,340		\$1,137,125
L55	Three Lakes Road ROW	short	42%	\$287,000	\$120,540		\$120,540
L55	Three Lakes Road	long/dev	42%	\$4,569,000	\$1,918,980		
L56	US 20 - East of I-5	long/dev	44%	\$2,068,000	\$909,920		
L57	Santa Maria Avenue	long/dev	91%	\$694,000	\$631,540		
L58	Oak Street	short	65%	\$2,186,645	\$1,421,550	\$1,421,550	
L59	Water Avenue	short	50%	\$4,070,000	\$2,035,000	\$0	
L60	US 20 Superelevation and Widening	long/dev	22%	\$3,122,000	\$686,840		
L61	Three Lakes Road	long/dev	0%	\$1,879,000	\$0		
L62	Oak Creek Parkway <i>Funding is for 25% construction west of Columbus</i>	long/dev	100%	\$16,456,000	\$16,456,000		\$1,812,719
M1	Queen/Geary Periwinkle Path	short	70%	\$46,000	\$32,200	\$32,200	
M2-a	Oak Creek Loop Trail (south of Oak Creek)	long/dev	70%	\$2,680,000	\$1,876,000	\$200,000	
M2-b	Oak Creek Loop Trail (north of Oak Creek)	long/dev	70%	\$1,787,000	\$1,250,900		
M2-c	Oak Creek Crossing Trails	long/dev	70%	\$838,000	\$586,600		
M3	West Timber-Linn Trail	mid	70%	\$161,000	\$112,700	\$112,700	
M4	South Waterfront Trail	mid	70%	\$76,000	\$53,200	\$53,200	
M5	Albany-Corvallis Multiuse Path	mid	70%	\$1,477,000	\$1,033,900	\$304,500	

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
M6	Albany-Corvallis Multiuse Path	long/dev	70%	\$761,000	\$532,700		
M7	East Timber-Linn Trail	long/dev	70%	\$277,000	\$193,900		\$193,900
M8	Bain Street/Waverly Lake Trail	long/dev	70%	\$153,000	\$107,100		\$107,100
M9	Lebanon Trail	long/dev	70%	\$581,000	\$406,700		
M10	Periwinkle Trail Extension	long/dev	70%	\$1,528,000	\$1,069,600		
M11	East Albany Willamette River Bridge	long/dev	70%	\$7,657,000	\$5,359,900		
M12	99E/Oak Creek	long/dev	70%	\$129,000	\$90,300		
M13	US 20/99E Undercrossing	long/dev	70%	\$1,500,000	\$1,050,000		
P1	Springhill Drive	mid	70%	\$542,000	\$379,400	\$379,400	
P2	99E/24th Avenue	long/dev	70%	\$129,000	\$90,300		
P3	Oregon 99E: Burkhart to Waverly	long/dev	70%	\$129,000	\$90,300		
P4	Ferry Street	long/dev	70%	\$725,000	\$507,500		
P5	Columbus Street	long/dev	70%	\$277,000	\$193,900		
P6	Geary Street	long/dev	70%	\$791,000	\$553,700	\$553,700	
P7	Airport Road	long/dev	70%	\$485,000	\$339,500		
P8	Killdeer Street	long/dev	70%	\$174,000	\$121,800		
P9	Waverly Drive	long/dev	70%	\$88,000	\$61,600		
P10	Albany-Santiam Canal Pedestrian Esplanade	long/dev	70%	\$1,232,000	\$862,400		
P11	Thurston Street Canal Pedestrian Esplanade	long/dev	70%	\$1,863,000	\$1,304,100		
P12	Gibson Hill Road	short	70%	\$1,034,000	\$723,800	\$723,800	
S1	ADA Accessibility Audit	short	0%	\$25,000	\$0		
S2	Hwy 20 Corridor & Downtown Refinement Plan	short	100%	\$250,000	\$250,000	\$250,000	
S3	Safety Audit	short	0%	\$30,000	\$0		
S4	OR 99E Speed Study	short	0%	\$0	\$0		
S5	Downtown STA	short	0%	\$0	\$0		
S6	Albany TSP MPO Update	mid	32%	\$350,000	\$112,000	\$112,000	
S7	Major Corridors	long/dev	0%	\$0	\$0		
S8	Wayfinding	long/dev	0%	\$25,000	\$0		
S9	Interstate 5 / OR 99E / Knox Butte	long/dev	100%	\$100,000	\$100,000	\$100,000	
S10	Interstate 5 / US 20 (Santiam)	long/dev	100%	\$100,000	\$100,000	\$100,000	
T1	ADA Accessibility Projects	mid	70%	\$430,000	\$301,000	\$301,000	
TOTALS				\$267 M	\$155 M	\$12 M \$13.5 M	\$22 M \$20.5 M

DATED THIS 27TH DAY OF MAY 2015.

Mayor

ATTEST:

City Clerk



Budget Committee approval: May 7, 2015

Planning Commission approval: _____

City Council approval: _____

CITY OF ALBANY

CAPITAL IMPROVEMENT PROGRAM (CIP)
JOINT WORK SESSION
CITY COUNCIL – PLANNING COMMISSION – BUDGET COMMITTEE
City Hall, Council Chambers
333 Broadalbin SW
Thursday, April 2, 2015
6:30 p.m.

MINUTES

City Council: Mayor Sharon Konopa; City Councilors Rich Kellum, Floyd Collins, Ray Kopczynski, and Bessie Johnson

Budget Committee: Sue Folden, Jeff Christman, Scott Pierson, Will Summers

Planning Commission: Linsey Godwin, Dala Rouse

Staff Present: Mark Shepard, Assistant City Manager/Public Works & Community Development Director; Jeff Blaine, Assistant Public Works Director/City Engineer; Jeff Babbitt, Senior Accountant; Staci Belcastro, Engineering Manager; Ed Hodney, Parks & Recreation Director; Mario Lattanzio, Police Chief; John Bradner, Fire Chief; Kate Porsche, Economic Development & Urban Renewal Director; Wes Hare, City Manager; Marilyn Smith, Public Information Officer; Stewart Taylor, Finance Director; Anne Baker, Senior Accountant

CALL TO ORDER / INTRODUCTION

Wes Hare called the meeting to order at 6:30 p.m. and gave an introduction to the Capital Improvement Program (CIP).

COMMUNITY NEEDS

Mark Shepard gave an overview of the Community Needs section.

ACCESSIBILITY

Mark Shepard gave an overview of the Accessibility section.

Bessie Johnson asked what the Dave Clark Path project consisted of. Shepard stated that the project will place curb ramps along Front Avenue.

PARKS

Ed Hodney gave an overview of the Parks section.

Wes Hare discussed how CDBG funding was being used to fund some of the Parks projects.

PUBLIC FACILITIES

John Bradner gave an overview of the Public Facilities section.

Bessie Johnson asked if a replacement fund can be started to build up funding for the radio system upgrade. Bradner stated that the Fire Department hasn't been able to fund equipment replacement for a few years.

Dala Rouse asked if any departments are funding their equipment replacement programs. Shepard noted that Public Works is fully funding their programs.

REVITALIZATION

Kate Porsche gave an overview of the Revitalization section and mentioned all the original projects of the Urban Renewal Plan are included in the unfunded projects listing.

STORMWATER

Mark Shepard gave an overview of the Stormwater section and noted the City does not have a dedicated funding source for stormwater projects.

TRANSPORTATION

Shepard gave an overview of the Transportation section.

Floyd Collins asked if transportation project I-35 at Gibson Hill and Crocker Road could be included in the CIP. Shepard stated that staff can look into the costs and include it in the next draft of the CIP.

Sharon Konopa asked if the traffic signal on 34th and Hill was delayed further. Shepard stated the Hill Street project was pushed out due to the need to accumulate SDC funds for the project.

WASTEWATER

Shepard gave an overview of the Wastewater section and mentioned the focus was on making a significant investment in the collections system. Shepard also mentioned significant projects, such as the Riverfront Interceptor, are not included in this CIP.

Will Summers asked if the capacity issues in the wastewater system included large pipes. Shepard stated that they are included, as well as the need to accommodate future growth in certain areas of the City.

WATER

Shepard gave an overview of the Water section.

Dala Rouse asked if the City is trying to phase out AC lines. Shepard stated that there isn't a huge concern with leaks in the AC lines; the bigger concern is with the steel lines in the water system.

ADJOURNMENT

The meeting adjourned at 8:20 p.m.

Respectfully submitted,

Jeff Babbitt
Senior Accountant

JMB:kw

CITY OF ALBANY
CITY COUNCIL
Council Chambers
Wednesday, April 8, 2015
7:15 p.m.

MINUTES

CALL TO ORDER

Mayor Sharon Konopa called the meeting to order at 7:15 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

Three Girl Scouts from Troop 20339 led the pledge of allegiance.

ROLL CALL

Councilors present: Councilors Rich Kellum, Bill Coburn, Bessie Johnson, Ray Kopczynski, Dick Olsen, and Floyd Collins.

Councilors absent: None.

SCHEDULED BUSINESS

Communications

- 1) Accepting Kelley Guilliot's resignation from the Library Board.

MOTION: Councilor Bessie Johnson moved to accept Kelley Guilliot's resignation from the Library Board and send a letter of thanks. Councilor Floyd Collins seconded the motion and it passed 6-0.

- 2) 2014 Human Relations Commission annual report.

Human Relations Commission (HRC) Chair Kim Whitley and Member Graham Kislingbury presented the annual report as outlined in the Council agenda packet and offered to answer questions.

Konopa asked if the HRC expected to be active on anything in particular in the coming year. Whitley said the Commission will be participating in River Rhythms. Linn County Mental Health Department has asked them to work with the County on Mental Health Month in May. The Commission also wants to participate in National Night Out and Festival Latino. They will continue their diversity collaboration with Linn-Benton Community College (LBCC) and partnership with the City of Corvallis on their Martin Luther King, Jr, Day celebration.

City Manager Wes Hare thanked the HRC. He and Public Information Officer/Management Assistant Marilyn Smith provide staff support for the Commission. It has been a pleasure to work with them.

Councilor Rich Kellum said he noticed last year that nonprofits were eligible for the Human Rights Award but for-profits were not. He contacted the HRC and last month and they have changed the standard.

Konopa suggested expanding the award to include high school students. She feels strongly that we need to work to get young people more engaged in the City.

Business from the Public

There was none.

First Reading of Ordinance

Levying assessments against property specially benefited by sewer connections and the assessment of Sewer, Parks, and Transportation System Development Charges for property described as Tax Lot 3401, parcel 11S-03W-03A, and site address 331 Charlotte Street NE, and declaring an emergency.

City Attorney Jim Delapoer read the Ordinance for the first time in title only: LEVYING ASSESSMENTS AGAINST PROPERTY SPECIALLY BENEFITED BY SEWER CONNECTIONS AND THE ASSESSMENT OF SEWER, PARKS, AND TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR PROPERTY DESCRIBED AS TAX LOT 3401, PARCEL 11S-03W-03A, AND SITE ADDRESS 331 CHARLOTTE STREET NE, AND DECLARING AN EMERGENCY.

Councilor Ray Kopczynski moved to read the Ordinance a second time in title only. Collins seconded the motion and it passed 6-0.

Delapoer read the Ordinance for the second time in title only.

MOTION: Collins moved to adopt the Ordinance and Kellum seconded it. The motion passed 6-0 was designated Ordinance No. 5850.

Adoption of Resolutions

Adopting the Limited English Proficiency (LEP) Plan.

Councilor Dick Olsen commented that he did not see any of the Scandinavian languages on the list. Smith explained that the list in the Council packet is the list used when the plan was first put together. Since then, the City has received a new list from the contractor used for translations. The new list breaks down available languages by geographic area and includes the Scandinavian languages.

MOTION: Collins moved to adopt the Limited English Proficiency Plan and Kopczynski seconded it. The motion passed 6-0, and was designated Resolution No. 6402.

City Manager Wes Hare said the idea was first brought by citizens to the HRC. The Committee reviewed it extensively. Information Technology Director Jorge Salinas and Smith did good work drafting the Plan. The Plan eliminates one possible compliance issue with accepting federal funds but also spells out for us what we can do to accommodate people who have special language needs.

Authorizing the expenditure of economic development funds for the workforce development partnership with industries and Linn-Benton Community College.

Konopa called the Councilors' attention to a new resolution on the dais titled "Authorizing the expenditure of \$2,901,221.90" (see agenda file).

Hare mentioned that this issue has come before the Council on many occasions. Workforce training has been a community issue since before he started at the City. This is the first organized approach to dealing with the issue. He invited questions from the Council.

Olsen said he thinks the City should spend its economic development money in the form of loans. The City has other important needs including the fire station and street repairs. He cited page 2 of the Workforce Program Funding Agreement, which establishes a committee to review funding requests. He asked if there would be repeated requests to the committee for funding. Hare explained that the intent is to authorize up to the \$2.9 million, and the committee will decide how that amount is spent. He said LBCC and the businesses involved may not need the full amount. Kellum added that the money is to be spent for items on the list included in the agreement.

Collins spoke in strong support of the agreement. He thinks it's the first community-wide effort to train local employees for businesses in Albany. If Albany only gets the minimum number of employees stated in the agreement, that is still more than we would have gotten from the Pepsi agreement. He thinks they will see a greater return on their investment than they previously anticipated.

Olsen said that the same amount of money could have been raised with 2 cents per thousand to the LBCC bond measure. He wished they would have just added it to their own rather than ask the City for the money.

MOTION: Kellum moved to approve the resolution and Collins seconded it. The motion passed 5-1, with Olsen voting no, and was designated Resolution No. 6403.

Adoption of Consent Calendar

- 1) Approval of Minutes
 - a) February 9, 2015, City Council Work Session.
 - b) February 11, 2015, City Council Regular Session.
- 2) Accepting the Benton County Victim Impact Panel Grant. RES. NO. 6404
- 3) Accepting a dedication deed from Lowe's Home Centers, LLC. RES. NO. 6405

MOTION: Councilor Bill Coburn moved to adopt the Consent Calendar as presented. Johnson seconded the motion and it passed 6-0.

Award of Bid

SS-13-04-B, Wetlands Integration with Albany-Millersburg Water Reclamation Facility Outfalls, Control Valve Installation.

Assistant City Manager/Public Works and Community Development Director Mark Shepard said that the project involves installing a valve to protect the Talking Water Garden Wetlands from potential flooding. The problem was discovered during a storm in January 2012, when water backed up into the Wetlands causing some damage. The project cost is higher than the budget estimate. Public Works is confident that the bids represent the actual cost to do the work. The additional cost will be covered by a Public Works reserve.

MOTION: Kopczynski moved to award the contract in the amount of \$194,825 to Emery and Sons Construction Group. Collins seconded the motion.

Johnson asked for clarification of the amount of Tornado Soft's bid. Shepard explained that the bid form was not filled out correctly, but even if it was, they would not have been the low bid.

VOTE: A vote was taken on the motion and it passed 6-0.

Kellum asked if the bridge next to the Wetlands still belongs to Linn County. Shepard said yes.

Report

ST-09-03, Oak Street Local Improvement District (LID), accepting the Engineer's and Financial Investigation Reports and setting a public hearing.

Shepard said these are the final assessments for the Oak Street LID. The assessment methodology was proposed by Lowe's. The project was broken into two parts. The first part was the punch-through between Pacific Boulevard and Ninth Avenue; the second part was the section from Ninth Avenue to Queen Avenue. Lowe's proposed to make some cash payments and also participate in the assessments. Public Works waited to come to Council until Lowe's had committed to open the store. The methodology is the same as originally approved by Council. He referred to page 56 of the agenda packet as the best summary of participating funds.

Kellum asked if Ping's Restaurant had not already paid for their waterline. Shepard said Ping's still has some frontage to pay for.

MOTION: Collins moved to accept the Final Engineer's Report and Financial Investigation Report for ST-09-03, Oak Street Local Improvement District; and adopt the resolution to schedule a public hearing for April 22, 2015. Kopczynski seconded and it passed 6-0 and was designated Resolution No. 6406.

Collins asked for an update on Lowe's. Shepard said staff continues to work with Lowe's and they are active in getting their building permits. Shepard will send a more detailed update via e-mail to the Council.

Appointment

Appointing Tim McCloud to the Bicycle & Pedestrian Advisory Commission.

MOTION: Collins moved to approve the appointment. Kellum seconded the motion and it passed 6-0.

Konopa noticed McCloud in the audience, and thanked him for volunteering and participating.

BUSINESS FROM THE COUNCIL

Johnson said she will not be at the May 13, 2015, meeting.

Coburn said the Lowe's project is out for bid.

Kellum said the Transient Lodging Tax is up, but hoteliers say most of the increase comes from single-night stays off of the freeway. Kellum said the local economy needs multiple-night stays.

Kopczynski said he recently met with some of the Albany Visitors Association (AVA) Board. The AVA would like to set up a day-long tour in May or October to show the Council a package tour.

Collins distributed a map of Valley View Drive and Countryman Circle (see agenda file). He made an onsite visit and met neighboring property owners. Yesterday, he met at City Hall with the School District, Konopa, Smith, the Police Department, and property owners. He proposed graveling a few more feet of City right-of-way, adding the equivalent of four more parking spaces. Less than four yards of gravel will keep kids safe. Collins asked for Council concurrence to move ahead.

Kopczynski expressed concern that gravel and asphalt wouldn't hold up well. Collins said he recommends leaving the method to Public Works.

ACTION: There was concurrence from the Council to proceed with improvements at the corner of Valley View Drive and Countryman Circle to facilitate parking as described by Collins.

Konopa said she thinks this is a good resolution of an acrimonious neighborhood problem.

Konopa said she had one item carried over from the work session where they discussed ballot measure 2-89. Benton County has asked the City of Albany to endorse "NO on M 2-89." Konopa e-mailed the information to the Councilors.

MOTION: Kellum moved that the Council take a stand against Measure 2-89. Collins seconded the motion.

Albany City Council Regular Session
April 8, 2015

Olsen said he needs more information before he can vote.

VOTE: The motion passed 5-1, with Olsen voting no.

NEXT MEETING DATE: Work Session: April 20, 2015
 Regular Session: April 22, 2015

There being no other business, the meeting was adjourned at 7:57 p.m.

Respectfully submitted,

Reviewed by,

Mary A. Dibble, MMC
City Clerk

Wes Hare
City Manager



TO: Albany City Council
 VIA: Stewart Taylor, Finance Director
 FROM: Kandice Easdale, Parks & Recreation Clerk II
 DATE: May 20, 2015, for the May 27, 2015 City Council Meeting
 SUBJECT: Annual Liquor License Renewals

RELATES TO STRATEGIC PLAN THEME: ● A Safe City

Action Requested:

Council approval for these annual liquor license renewals

Discussion:

Following is a list of businesses that have submitted an application for liquor license renewal. These businesses have paid their fees.

Abby's Legendary Pizza of Albany	A-II LLC	3033 Santiam Hwy SW
Carino's Italian Restaurant	Johnny Carino's of Albany	1825 14 th Ave SE
Carniceria Los Compadres	Juan C Orozco	2530 Pacific Blvd SE
Cellar Selections	Matthew S Morse	1907 Marion St SE
Dari Mart Store #21	Dari-Mart Stores Inc	1005 W Queen Ave
Dari Mart Store #22	Dari-Mart Stores Inc	105 Clover Ridge Rd
Dari Mart Store #23	Dari-Mart Stores Inc	1670 Hill St. SE
Denny's #7835	Canby-Denn Inc	3430 Spicer Rd SE
Discount Cigarettes	Influx Inc	2850 Santiam Hwy
Eagles Lodge #2255	Eagles Lodge #2255	127 N Broadalbin St
Izzys Pizza Bar Classic Buffet	Jansen Enterprises, Inc	2155 Pacific Blvd SW
K 1 Chinese Restaurant	Kawang Inc	637 NW Hickory St. #160
Los Tequilas	Los Tequilas Inc	2525 Santiam Hwy
Lucky Larry's Lounge	AMKO Inc	1295 Commercial Way
Mimiji Japanese Restaurant	Yong's Inc	641 Hickory St. #120
Pepper Tree Sausage House	Michael S Campbell	1125 Salem Ave
Pizza Hut	Pizza Hut Of SE Kansas Inc	2215 14 th Ave SE
Pop's Branding Iron	Heuvel-Finley & Assoc Inc	901 Pacific Blvd SE
Red Robin Restaurant	Restaurant Development Co	1845 14 th Ave SE
Rite Aid #5365	Thrifty Payless Inc	1235 Waverly Dr SE
Sizzler #246	Double S Foods LLC	2148 Santiam Hwy
Sweet Waters Family Restaurant	Sweet Waters Inc	2830 Santiam Hwy
Tacos El Machin	Taco El Machin LLC	1642 E Pacific Blvd
Taqueria Alonzo	Alonzo Gutierrez	250 Broadalbin St SW #170
Target Store T-0609	Target Corporation	2255 14 th Ave SE
Tom Tom Deli & Market	RJW & Sons Inc	321 Airport Rd SE

Tri Valley Food Mart	Ravinder Ratanpal	2703 Santiam Hwy SE
Tup Tim Thai Cuisine	Tup Tim Thai Cuisine LLC	236 1 st Ave SW
VFW Post #584 Albany	VFW Post #584	1469 Timber St

Budget Impact:

Revenue of \$1,015.

ke

RESOLUTION NO. _____

A RESOLUTION ACCEPTING THE FOLLOWING EASEMENT:

Grantor

Purpose

Central Willamette Community Credit Union

An 8-foot wide easement for a public water line and fire hydrant as part of the Capitol Surgery Center project. 11S03W05DD 00711 and 00604

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that it does hereby accept this easement.

DATED AND EFFECTIVE THIS 27TH DAY OF MAY 2015.

Mayor

ATTEST:

City Clerk

EASEMENT FOR PUBLIC UTILITIES

THIS AGREEMENT, made and entered into this 12th day of May, 2015, by and between Central Willamette Credit Union, hereinafter called Grantor, and the CITY OF ALBANY, a Municipal Corporation, herein called "City."

WITNESSETH:

That for and in consideration of the total compensation to be paid by the City, the grantor has this day bargained and sold and by these presents does bargain, sell, convey, and transfer unto the City of Albany, an easement, including the right to enter upon the real property hereinafter described, and to maintain and repair public utilities for the purpose of conveying public utilities services over, across, through, and under the lands hereinafter described, together with the right to excavate and refill 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.

This agreement is subject to the following terms and conditions:

1. The easement hereby granted consists of:

An 8-foot wide easement for a public water line and fire hydrant as part of the Capitol Surgery Center project. See description on attached Exhibit A and easement maps on attached Exhibits B and C.
2. The permanent easement described herein grants to the City, and to its successors, assigns, authorized agents, or contractors, the perpetual right to enter upon said easement at any time that it may see fit, for construction, maintenance, evaluation and/or repair purposes.
3. The easement granted is in consideration of \$1.00, receipt of which is acknowledged by the Grantor, and in further consideration of the public improvements to be placed upon said property and the benefits grantors may obtain therefrom.
4. The Grantor does hereby covenant with the City that they are lawfully seized and possessed of the real property above-described and that they have a good and lawful right to convey it or any part thereof and that they will forever warrant and defend the title thereto against the lawful claims of all persons whomsoever.
5. Upon performing any maintenance, the City shall return the site to original or better condition.
6. No permanent structure shall be constructed on this easement.

IN WITNESS WHEREOF, the Grantor has hereunto fixed their hand and seal the day and year written below.

GRANTOR:

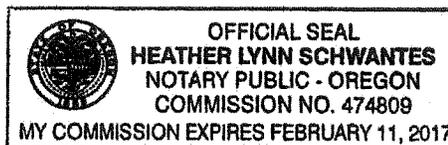
Central Willamette Credit Union

Nikki Warner
By: Nikki Warner, Chief Administrative Officer

STATE OF OREGON)
County of Linn) ss.
City of Albany)

The foregoing instrument was acknowledged before me this 12th day of May, 2015, by Nikki Warner, Chief Administrative Officer, on behalf of Central Willamette Credit Union, as her voluntary act and deed.

Heather Lynn Schwantes
Notary Public for Oregon
My Commission Expires: February 11, 2017



CITY OF ALBANY:

STATE OF OREGON)
County of Linn) ss.
City of Albany)

I, Wes Hare as City Manager of the City of Albany, Oregon, pursuant to Resolution Number _____, do hereby accept on behalf of the City of Albany, the above instrument pursuant to the terms thereof this _____ day of _____ 2015.

City Manager

ATTEST:

City Clerk

EXHIBIT A

Legal Description For:
Public Waterline and Fire Hydrant Easement
Property Vested In: Central Willamette Credit Union

An 8.00-foot wide strip of land situated in the southeast one-quarter of Section 5, Township 11 South, Range 3 West of the Willamette Meridian, in the City of Albany, Linn County, Oregon, more particularly described as follows:

Beginning at the southeast corner of that property described in that instrument recorded in Document No. 2011-497, Linn County Records, said point recorded as being 153.60 feet North 88°28'00" East and 194.47 feet South 01°25'53" East from the southwest corner of Parcel 3, Partition Plat 2001-18, as platted and recorded in the Linn County Book of Partition Plats, said point being on the north right of way line of 7th Avenue; and running thence:

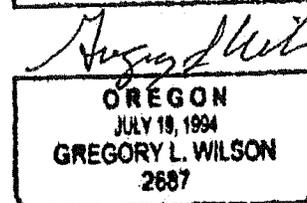
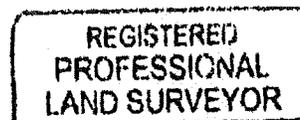
Southwesterly along the arc of a 385.00-foot radius curve to the left (whose radius point bears South 13°41'15" East and the long chord of which bears South 75°55'53" West 5.12) 5.12 feet along said north right of way line;

thence North 1°25'53" West 8.21 feet;

thence Northeasterly along the arc of a 393.00-foot radius curve to the right (whose radius point bears South 14°10'50" East and the long chord of which bears North 76°56'09" East 15.31 feet) 15.32 feet;

thence South 1°25'53" East 8.14 feet to a point on the aforementioned north right of way line of 7th Avenue;

thence Southwesterly along the arc of a 385.00-foot radius curve to the left (whose radius point bears South 12°10'07" East and the long chord of which bears South 77°04'19" West 10.20 feet) 10.21 feet along said north right of way line to the Point of Beginning.

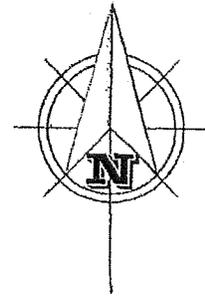


EXPIRES 6-30-16

EXHIBIT B

WATERLINE AND FIRE HYDRANT EASEMENT TO THE CITY OF ALBANY

BADLANDS RPA, LLC
TAX LOT
11S03W05DD712



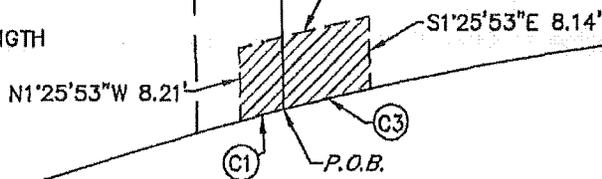
SCALE: 1" = 20'
MAY 7, 2015

APPROX. LOCATION OF
EXISTING 10' WATERLINE
EASEMENT PER
DOC. NO. 2011-00239

CENTRAL WILLAMETTE
CREDIT UNION
TAX LOT
11S03W05DD00711

CENTRAL WILLAMETTE
CREDIT UNION
TAX LOT
11S03W05DD00604

- Ⓒ1 L.C. - S75°55'53"W 5.12'
385.00' RADIUS / 5.12' ARC LENGTH
- Ⓒ2 L.C. - N76°56'09"E 15.31'
393.00' RADIUS / 15.32' ARC LENGTH
- Ⓒ3 L.C. - S77°04'19"W 10.20'
385.00' RADIUS / 10.21' ARC LENGTH



WATERLINE AND FIRE HYDRANT
EASEMENT TO THE CITY OF ALBANY

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 19, 1994
GREGORY L. WILSON
2887

EXPIRATION DATE: 6/30/2019

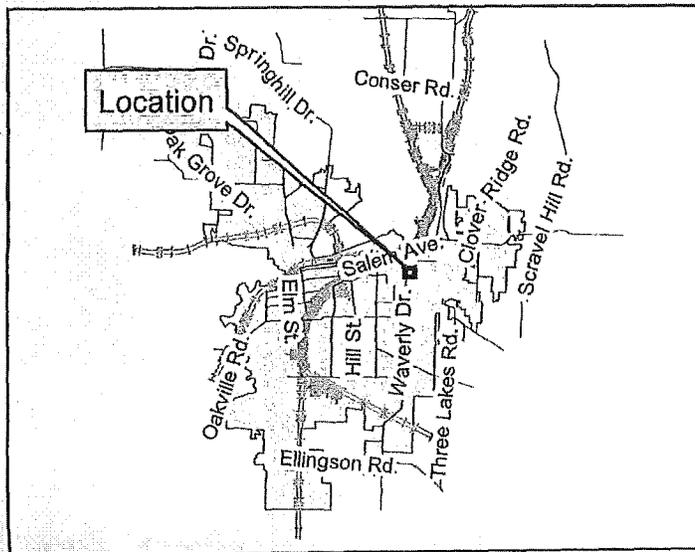
BARKER SURVEYING
3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: INFO@BARKERWILSON.COM

LOCATION: SE 1/4 OF SECTION 5, T. 11 S.,
R. 3 W., W.M., CITY OF ALBANY,
LINN COUNTY, OREGON

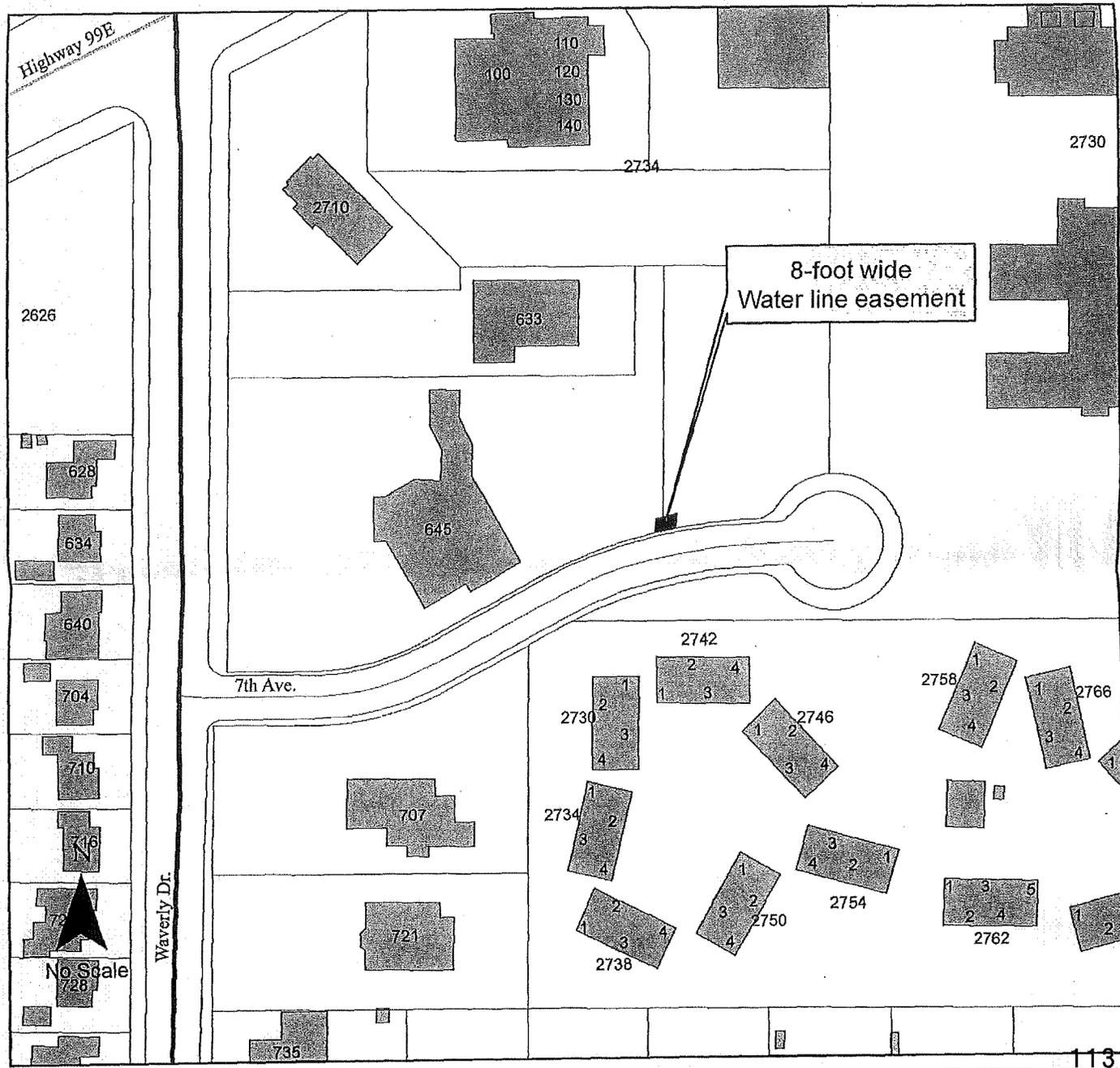
EXHIBIT C

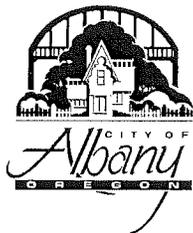
11S03W05DD- 00711, 00604

An 8-foot wide easement for a public water line and fire hydrant as part of the Capitol Surgery Center project.



Geographic Information Services





TO: Albany City Council
FROM: Sharon Konopa, Mayor *Sharon*
DATE: May 20, 2015, for May 27, 2015, City Council Meeting
SUBJECT: Appointment to the Bicycle and Pedestrian Advisory Commission

RELATES TO STRATEGIC PLAN THEME: • An Effective Government

Action Requested:

Council approval of the following appointment:

Albany Bicycle and Pedestrian Advisory Commission
Stephen Van Buskirk (Mayor's new appointment)

Discussion:

Recommendations for any remaining vacancies on the City advisory groups will be submitted for approval at subsequent Council meetings.

Budget Impact:

None.

SK:ldh

G:\Administrative Services\City Manager's Office\Boards-Commissions\2015 Recruitment\^2015 appointments-boards & commissions-msk-#6.doc



BOARD, COMMISSION, AND COMMITTEE APPLICATION

(Please print legibly or type)

RECEIVED
APR 21 2015
City of Albany
City Manager's Office

CITY HALL
333 Broadalbin Street SW
P.O. Box 490
Albany, OR 97321-0144
www.cityofalbany.net
(541) 917-7500

Board, Commission, and/or Committee Preference:

Bicycle and Pedestrian Committee
(list all for which you are applying)

Name: Stephen Van Buskirk Preferred First Name: Stephen

Residential Information:

Home Address: Albany Or 97321 Phone: _____
Cellular: 541.974.8633

E-mail: stephen.VB@gmail.com Fax: _____
(Optional)

Employment Information:

Employer's Name: _____
Work Address: Albany Or 97322 Phone: 541.967.7653
Cellular: _____

E-mail: _____ Fax: _____
(Optional)

Please provide information as requested below to describe your qualifications to serve on this City of Albany Board, Commission, or Committee. Feel free to provide additional information that you may wish to share with the City.

- List current or most recent occupation, business, trade, or profession: Electronics Design and cable assembly, Industrial machine controls.

For City use only: Ward: (I) II III or Lives Outside City Limits (Circle One)
If lives outside city limits, does applicant meet special definition for the specific b/c/c for which applying?
Yes No If yes, how? _____

BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM

Page 2

- List community/civic activities. Indicate activities in which you are or have been active:

None Presently

- Indicate why you are interested in serving on this board, commission, or committee and what other qualifications apply to this position.

I am a long time bicycle rider. I have ridden in Eugene, Corvallis, Portland and now Albany. I have ridden 20 to 50 miles in all these areas. I prefer the west hills in Portland and N. Albany. I now commute 5 mi / day in Albany. As such I am familiar with issues facing riders and would like to participate with the committee.

- What contributions do you hope to make?

As I stated above I have knowledge and experience riding and would like to use this to improve riding in Albany.



Signature of Applicant

4-21-15

Date



TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, Interim Community Development and Public Works Director *JB*

FROM: Bob Richardson, Planning Manager *BR*

DATE: May 20, 2015, for the May 27, 2015, City Council Meeting

SUBJECT: Vacation of 1st Avenue Street SW

RELATES TO STRATEGIC PLAN THEME:

- Great Neighborhoods
- Healthy Economy

RELATES TO: Historic Carousel and Museum (SP-102-14)

Action Requested:

Staff recommends that the City Council initiate street vacation proceedings, and direct staff to prepare a street vacation application affecting an approximately 1,075 sq. ft. portion of the north side of 1st Avenue SW, west of the intersection with Washington Street SW.

Discussion:

On December 12, 2014, the Historic Carousel and Museum organization submitted a Site Plan Review application for the construction of 14,218 sq. ft. building that would house a carousel and associated uses. If the current application is not deemed complete within 180 days after it was submitted, it will become void. June 10, 2015 is the 180th day completeness deadline.

One completeness issue is the placement of the proposed carousel building, which would extend into the 1st Avenue street right-of-way (ROW), covering an area of approximately 1,075 sq. ft. Because the proposed building would be constructed on an area that is currently street ROW, that portion of the street would need to be vacated prior to construction of the building. State law provides two methods to vacate streets: the applicant may file a petition to vacate the street, or the City Council may initiate vacation proceedings. One of these actions must occur for City staff to deem the submitted Site Plan Review application complete.

Under both methods, a public hearing before the City Council is required. A key difference between the two methods is that if the applicant submits the street vacation application, state law requires them to obtain the "consent of the owners of all abutting property and of not less than two-thirds in area of the real property affected thereby" (ORS 271.080). Alternatively, "the city governing body may initiate vacation proceedings authorized by ORS 271.080 and make such vacation without a petition or consent of property owners" (ORS 271.130).

To facilitate completion of the submitted Site Plan Review application, staff recommends that the City Council initiate street vacation proceedings and direct staff to prepare the vacation application. A Council-initiated street vacation would allow staff to deem the application complete within the 180-day deadline, assuming the other outstanding issues are addressed by the applicant. Meeting the 180-day deadline avoids the need for the applicant to resubmit and pay additional application fees. A Council-initiated process also avoids the need for the applicant to obtain signatures of consent from the Burlington Northern Railroad company and US Postal Service, which abut 1st Street SW, as these signatures would likely be difficult to obtain before the 180-day completeness deadline.

Initiating the street vacation gives staff direction to continue working with the applicant and submit a coordinated street vacation application. It is not a decision on the future street vacation application or Carousel and Museum Site Plan Review application. However, it is recommended that any future decision to approve a street vacation also be contingent upon approval of the Site Plan Review application.

Budget Impact:

There would not be a significant budget impact, though staff time would be used to develop a street vacation application.

RAR:rk

Attachment

- Site plan showing approximate area of street to be vacated

c: Gordon Steffensmeier, Civil Engineer III
Ron Irish, Transportation Systems Analyst
Chris Veit, Historic Carousel and Museum (Site Plan Review Applicant Representative)

GENERAL NOTES

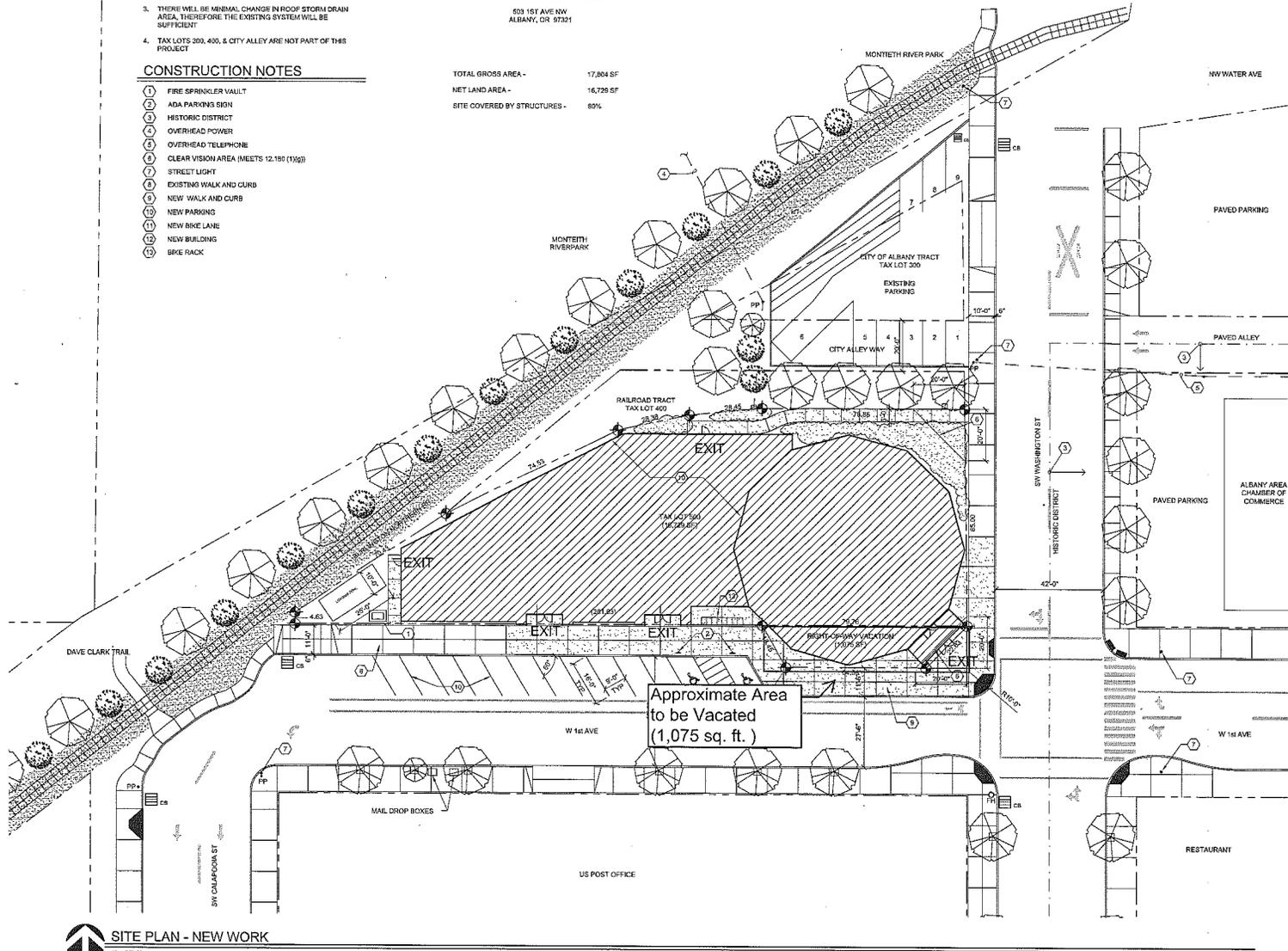
1. THERE WILL BE NO EXTERIOR MAIL DELIVERY
2. TRASH COMPACTOR WILL BE LOCATED IN THE BASEMENT
3. THERE WILL BE MINIMAL CHANGE IN ROOF STORM DRAIN AREA, THEREFORE THE EXISTING SYSTEM WILL BE SUFFICIENT
4. TAX LOTS 300, 400, & CITY ALLEY ARE NOT PART OF THIS PROJECT

CONSTRUCTION NOTES

- ① FIRE SPRINKLER VAULT
- ② ADA PARKING SIGN
- ③ HISTORIC DISTRICT
- ④ OVERHEAD POWER
- ⑤ OVERHEAD TELEPHONE
- ⑥ CLEAR VISION AREA (MEETS 12-150 (1)(g))
- ⑦ STREET LIGHT
- ⑧ EXISTING WALK AND CURB
- ⑨ NEW WALK AND CURB
- ⑩ NEW PARKING
- ⑪ NEW BIKE LANE
- ⑫ NEW BUILDING
- ⑬ BIKE RACK

HISTORICAL CAROUSEL AND MUSEUM
 LOCATED IN
 BLOCK 2, "CITY OF ALBANY" SUBDIVISION
 SE 1/4 SEC. 1, T. 11 S., R. 4 W., WM
 CITY OF ALBANY, LINN COUNTY, OREGON
 503 1ST AVE NW
 ALBANY, OR 97321

TOTAL GROSS AREA - 17,804 SF
 NET LAND AREA - 16,728 SF
 SITE COVERED BY STRUCTURES - 80%



SITE PLAN - NEW WORK
 1" = 20'-0"

CARLSON VEIT ARCHITECTS, P.C.
 ARCHITECTURE • INTERIOR DESIGN
 503-390-0281 • FAX 503-390-2458 • WWW.CARLSONVEIT.COM
 3095 RIVER ROAD, NORTH, SALEM, OREGON 97303
 MEMBER AMERICAN INSTITUTE OF ARCHITECTS



PROJECT: **ALBANY CAROUSEL AND MUSEUM**
 503 W. 1st AVE
 ALBANY, OREGON 97321
 consultant:

revisions:
 ▲
 ▲
 ▲

date: 12-12-2014
 project: 01112
 dwg file:
 drawn by: MTV
 checked by: CV
 copyright: 2014
 Carlson Veit Architects P.C.

SITE PLAN NEW WORK

sheet: **A-102**
 of:

SITE PLAN REVIEW SUBMITTAL