



ALBANY CITY COUNCIL
SUPPLEMENTAL AGENDA

Wednesday, May 24, 2023

6:00 p.m.

Council Chambers, City Hall
333 Broadalbin Street SW

Watch on YouTube: <https://www.youtube.com/user/cityofalbany>

Please note supplemental agenda items for this meeting:

1. Additional item:

Application to the United States Department of Transportation (US DOT)
Charging and Fueling Infrastructure (CFI) Grant Program (Memo attached)

2. Revised item 5b, Climate-friendly and equitable communities parking reform

Amendments to CP-02-23 and DC-02-23 ordinance Exhibit B:

- Exh B.14 –in Section 9.110, add (16) regarding solar panel location and specifications (this is also proposed in Section 2.490 for Site Plan review application materials, but adding here also).
- Exh B.35 – Section 2.330(3) – replace “and” with Sections (Corrected pages attached)



MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Chris Bailey, Public Works Director

FROM: Staci Belcastro, P.E., City Engineer
Carl Berg, Civil Engineer II

DATE: May 23, 2023, for the May 24, 2023, City Council Meeting

SUBJECT: Application to the United States Department of Transportation (US DOT)
Charging and Fueling Infrastructure (CFI) Grant Program

Action Requested:

Staff recommends Council approve submission of an application for the US DOT CFI Grant Program to fund construction of publicly accessible Electric Vehicle (EV) Charging Stations.

Discussion:

The Charging and Fueling Infrastructure Grant Program is a new program initiated through the federal Infrastructure Investment and Jobs Act and Inflation Reduction Act to strategically deploy electric vehicle charging in the places where people live and work. Recently city staff attended a webinar along with other local jurisdictions to learn about the CFI grant program and through the webinar learned about an in-person workshop held to help communities make the best use of competitive grant funds and programs to expand their EV charging network locally and regionally along corridors. Oregon has 11 roads designated as electric corridors by the Federal Highway Administration. Albany is at the intersection of two, Interstate 5 and Highway 20, and is well situated to be eligible for grant opportunities.

The CFI program is administered by the US DOT and is a multi-year program with an anticipated \$2.5 billion in funds allocated over the next 3 years. There is up to \$700 million in CFI grant funds available for this initial cycle. However, the window to apply is very small and applications are due on Tuesday, June 13, 2023. Staff is working with Pacific Power to complete a feasibility analysis on potential locations for EV Charging Stations in Albany. With Council approval, we will develop a project scope and submit an application for the CFI Grant Program to construct a minimum of four EV Charging Stations. Tentatively, the following locations have been identified: North Albany Park & Ride and the Albany Train Station. The City will also look to partner with regional shopping and retail centers in strategic locations such as downtown and adjacent to major highway corridors. The project scope will be finalized if we are successful in the grant application; development phase activities, including planning, feasibility analysis, and preliminary engineering are eligible expenses under the CFI Grant Program.

Budget Impact:

The estimated cost to construct a minimum of four EV Charging Stations is \$2.2 million. The CFI Grant Program requires a 20 percent local match. There are adequate reserve funds in the Street Capital and Restoration fund (25040250) to provide the estimated local match \$440,000.

SB:CB:ss

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- (7) Type of landscaping, fencing or other screening materials.
- (8) Abutting land uses.
- (9) Grading, drainage, post-construction stormwater quality facilities, surfacing, and subgrading details.
[Ord. 5842, 1/01/15]
- (10) Location of lighting fixtures.
- (11) Delineation of all structures and obstacles to circulation on the site.
- (12) Specifications of signs and bumper guards.
- (13) Location and dimensions of planter bays when required.
- ~~(14) Proposed number of employees and the number of employee and carpool spaces. amount of floor area applicable to the parking requirements for the proposed use.~~
- ~~(14)~~(15) When parking areas exceed 10,890 square feet, a Parking Lot Canopy Plan showing the crown diameter at 15 years after planting and a canopy calculation table. Trees shall be drawn to scale to represent the canopy size at 15 years as listed in the city's Parking Lot Tree List.
- (16) When solar panels are proposed to comply with the large parking area standards in Section 9.130, provide solar panel locations and specifications, including kilowatt production.

9.1200

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Parking Area Improvement Standards. All public or private parking areas, loading areas and outdoor vehicle sales areas must be improved based on the following standards. When the total surface parking area for the development site exceeds 10,890 square feet, parking area improvements must comply with the standards in Section 9.135.

- (1) General. All parking spaces must be improved in accordance with these standards and available for use at the time of project completion.
- (2) Other Requirements. All parking areas shall conform to the setback, clear vision, landscaping, and buffering/screening provisions of this Code.
- (3) Surfacing. All required parking, including travel aisles and access, shall have a durable, dust-free surface of asphalt, cement concrete, or other materials approved by the Director. Parking lot surfacing shall not encroach upon the public right-of-way except when it abuts a concrete public sidewalk or has been otherwise approved by the Director of Public Works. Pervious pavements, such as pervious asphalt or pervious concrete, may be allowed by the Director of Public Works.
[Ord. 5832, 4/9/14; Ord. 5842, 1/01/15]
- (4) Drainage. All parking lots must provide a drainage system to dispose of the runoff generated by the impervious surface. Post-construction stormwater quality facilities are required per Title 12 of the Albany Municipal Code when applicable. Provisions shall be made for the on-site collection of drainage water to eliminate sheet flow of such water onto sidewalks, public rights-of-way, and abutting private property. All drainage systems must be approved by the Director of Public Works.
[Ord. 5842, 1/01/15]
- (5) Perimeter Curb. Perimeter curbing is required for protection of landscaped areas and pedestrian walkways, and to prevent runoff onto adjacent properties. All parking areas over 1,000 square feet (contiguous) for residential dwellings, parking areas of any size for all other uses, or approved overflow parking areas shall provide a curb at least 6 inches high along the perimeter of all parking areas. Exceptions may be allowed for connections to approved vegetated post-construction stormwater quality facilities.
[Ord. 5832, 4/9/14; Ord. 5842, 1/01/15; Ord. 5968, 1/14/22]
- (6) Wheel Bumper. In parking areas over 1,000 square feet (contiguous) for residential dwellings, or parking areas of any size for all other uses, all parking stalls fronting a sidewalk, alleyway, street or property line shall provide a secured wheel bumper at least six inches high and at least six feet long, set back from the front of the stall at least 2-1/2 feet, but no more than three feet. If the sidewalk is widened to seven feet six inches to allow for vehicle encroachment, no wheel bumpers are required.

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Article 1 of this Code and cumulative value of one or more building improvements or expansions exceeds \$150,000, excluding the costs associated with the following alterations and improvements intended to bring the site or building into compliance with applicable regulations:

- i. Alterations required by fire/life safety standards;
- ii. Alterations required to remove existing architectural barriers, as required by the Americans with Disabilities Act;
- iii. Seismic improvements;
- iv. Improvements to on-site stormwater management facilities in conformance with code standards;
- v. Energy efficiency or renewable energy improvements;
- vi. Required landscaping; and
- vii. Removal or remediation of hazardous substances conducted under ORS 465.200-545 and 900.

The value of a proposed building or site improvement or expansion will be the value stated on the application for building permits or calculated by the Building Official, whichever is higher. The cumulative value of the alterations is based on the value of improvements on the entire project site over the preceding three-year period (from date of application submittal), not individual building permits.

The city is proposing to move parking improvement standards up to Category 1 from Category 2 so that nonconforming parking lots are improved over time.

- (b) Required Improvements. Ten percent of the cost of all improvements proposed in excess of the threshold in Subsection (a) must be allocated toward improvements that bring the site into compliance with standards listed below unless all of the standards listed below can be met at lesser cost. Category 1 improvements must be brought into compliance first.

Improvements within a category can be made in any order. If improvements required to comply with this subsection are proposed after approval of the Type I-L, Type II, or Type III land use review (e.g., in conjunction with the building permit), those improvements shall not be subject to an additional Type I-L, Type II, or Type III land use review or additional required improvements under Subsection (a). Category 1

- Pedestrian facilities connecting the development to a public sidewalk (if a public sidewalk is abutting the property).
- Access to public streets in accordance with Section 12.100.
- Parking lot design and circulation standards in accordance with Sections 9.120 and 9.130 ,
- Bicycle Parking in 9.030 and Electric Vehicle Charging Capacity in 9.050.

Category 2

- If the site is within the Willamette River Greenway, funds will be used to enhance the natural areas closest to the waterfront in accordance with the criteria in Section 6.540.
- Front yard landscaping standards in accordance with Article 9, unless there is not enough physical room, and a Minor Variance is approved;
- Buffering and screening standards in accordance with Article 9, unless there is not enough physical room, and a Minor Variance is approved;
- ~~Parking space and lot improvement standards in accordance with Sections 9.120 and 9.130;~~
- Parking lot landscaping improvement standards in accordance with Section 9.150;
- Screening of refuse containers

- (c) Area of required improvements.