

ORDINANCE NO. 5865

AN ORDINANCE VACATING A PORTION OF THE SIXTH AVENUE RIGHT-OF-WAY, IN ALBANY, OREGON; AND ADOPTING FINDINGS; AND DECLARING AN EMERGENCY.

WHEREAS, the City Council initiated proceedings to vacate a portion of 6th Avenue SE on July 8, 2015; and

WHEREAS, the vacated area will revert to the properties immediately north and south of the 6th Avenue SE right-of-way. The northern half will go to the northern properties and the southern half will go to the southern properties; and

WHEREAS, notices of public hearing were mailed and posted on the site on November 2, 2015; and published in the *Albany Democrat-Herald* on November 2, 2015 and November 9, 2015 as required by state and local law; and

WHEREAS, the Albany Planning Commission held a public hearing on November 16, 2015 and recommended that the City Council approve the proposed street vacation; and

WHEREAS, the Albany City Council held a public hearing on January 13, 2016, reviewed the testimony presented at the public hearing and the findings in the staff report and deliberated on the vacation request (file VC-03-15).

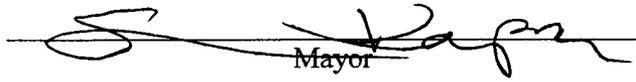
NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

- Section 1: Subject Property. The western 194.12 feet of the 6th Avenue SE right-of-way between Blocks 6 and 7 of the Eastern Addition to the Albany Subdivision, lying immediately east of the Lyon Street right-of-way is hereby vacated, as presented in Exhibit A of this Ordinance.
- Section 2: Findings. The Findings, Conclusions, and Conditions in the Staff Report concerning VC-03-15 are hereby adopted in support of this decision as presented in Exhibit B of this Ordinance.
- Section 3: Easement Retained. The City retains a public utility easement and storm drainage easement over the areas being vacated.
- Section 4: The City Recorder shall, within 10 days of the effective date of this ordinance, file a certified copy of the ordinance with the Linn County Clerk, Linn County Assessor, and Linn County Surveyor (ORS 271.150). The petitioner for the vacation shall bear the recording costs.
- Section 5: Emergency Clause. 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

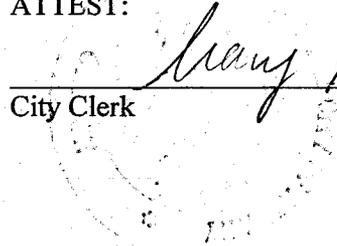
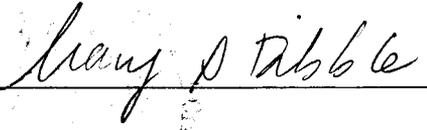
Passed by the Council: Jan 13, 2016

Approved by the Mayor: Jan 13, 2016

Effective Date: Jan 13, 2016

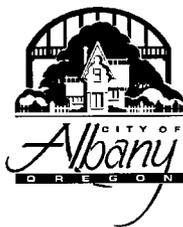

Mayor

ATTEST:



City Clerk

Albany Fire Department - 6th Avenue Vacation





Community Development Department

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

Phone: 541-917-7550 Facsimile: 541-917-7598
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STAFF REPORT

ALBANY FIRE STATION

Street Vacation, Conditional Use Review, Site Plan Review and Replat Planning Files VC-03-15, CU-08-15, and RL-11-15

<u>HEARING BODY</u>	PLANNING COMMISSION	CITY COUNCIL
<u>HEARING DATE</u>	Monday, November 16, 2015	Wednesday, January 13, 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	

SUMMARY

The City of Albany is proposing to develop a 24,265 square foot fire station to replace existing Fire Station 11. The new fire station will consist of an apparatus bay, living quarters, offices, community room and classroom space, and associated parking. Land use applications include a 1) Street Vacation for the westernmost 194 feet of 6th Avenue east of Lyon Street; 2) Conditional Use Review for a Community Service land use (Fire Station) in the Hackleman-Monteith (HM) zone; 3) Site Plan Review for a Community Service land use (Fire Station) in the Lyon-Ellsworth (LE) zone; and 4) Replat to remove property lines and combine six parcels into one.

The site is located downtown Albany, where existing public streets and utilities are available to serve the proposed development. The site is within the area bounded by Lyon Street SE on the west, Baker Street SE to the east, 5th Avenue SE to the north, and 7th Avenue SE to the south. The site boundary is separated from Baker Street SE and 5th Avenue SE by intervening developed properties. Sixth Avenue bisects the site but the majority of the street is proposed to be vacated to accommodate the development plan. The length of the street vacation is 194 feet and will stop short of 6th Avenue's intersection with Baker Street.

The site is located within two different zoning districts. The western portion of the site is the mixed-use Lyon-Ellsworth District (LE) zone and the eastern portion of the site is the residential Hackleman-Monteith District (HM) zone. A fire station is categorized as a Community Service use and is a permitted use in the LE zone and a conditional use in the HM zone. The site is adjacent to, but west and of outside the Hackleman Historic District.

There are six existing buildings that will be demolished as a part of this development, including a laundromat, the current Fire Station 11, office buildings, and two outbuildings. The proposed development includes extensive landscaping and a plaza fronting on Lyon Street, and a vegetated buffer along the east site boundary to separate the development from adjoining residences. The building itself is proposed to have a brick façade with a generous amount of windows to be an inviting and attractive addition to the downtown Albany streetscape. The structure will be oriented so that the apparatus bay has front and rear doors to both open directly onto Lyon Street and to allow access to and from the east in the 6th Avenue corridor.

Because the request includes a street vacation, conditional use review, and replat, these land use applications are processed concurrently with public hearings at both the Planning Commission and City Council in accordance with ADC 1.200(3). The Planning Commission's recommendation on the proposal will be presented to the City Council, who is the final decision-maker on this request.

Staff recommends the Planning Commission make a recommendation to the City Council to approve the subject land use applications with the conditions outlined in this report.

GENERAL INFORMATION

DATE OF REPORT: November 6, 2015

FILE: VC-03-15, CU-08-15, and RL-11-5

TYPE OF APPLICATIONS: Development of a New Albany Fire Station:
1) Street Vacation for the westernmost 194.12 feet of 6th Avenue, east of Lyon Street;
2) Replat to remove property lines and combine six parcels into one; and,
3) Conditional Use Review for a Community Service land use (Fire Station) in the HM zone
4) Site Plan Review for a Community Service land use (Fire Station) in the LE zone

REVIEW BODIES: Planning Commission and City Council (Type IV) – Concurrent Street Vacation, Conditional Use, and Replat Application

PROPERTY OWNER: City of Albany, 333 Broadalbin St. SE, Albany, OR 97321

APPLICANT: Fire Chief John Bradner, on behalf of the City of Albany; 333 Broadalbin St. SE, Albany, OR 97321

APPLICANT'S REPRESENTATIVE: Jeff Humphries, c/o Mackenzie; 1515 SE Water Avenue, Suite 100, Portland, Oregon 97214

AGENT: Brian Varricchione, Mackenzie, 1515 SE Water Avenue, Suite 100, Portland, Oregon 97214

ADDRESS/LOCATION: 500, 517, 519, 525, 527, 531 & 623 Lyon Street SW;
110, 129, 131 & 133 6th Avenue SW; and,
123 & 177 7th Avenue SW

MAP/TAX LOT: Linn County Assessor's Map No. 11S-03W-07BA; Tax Lots 1000, 1001, 1600, 2000, 2100 & 2701

ZONING: LE (Lyon-Ellsworth) and HM (Hackleman-Monteith)

COMPREHENSIVE PLAN DESIGNATION: Village Center and Low Density Residential

EXISTING LAND USE: Fire Station 11, Office Uses and a Laundromat

SURROUNDING ZONING: North: LE (Lyon-Ellsworth)
South: LE
East: HM (Hackleman-Monteith)
West: LE

SURROUNDING USES: North: Multifamily and Single Family residential
South: Fast Food Drive-thru Restaurant and Single Family residential
East: Multifamily and Single Family residential
West: Democrat-Herald and Mark Thomas GMC Buick

PRIOR HISTORY: SP-26-92: Site plan review for a change of use from a residential use to an office use with joint-use parking, located at 125 6th Ave. SE.
SP-35-92: Site plan review to expand a paved parking area with concurrent variance request to reduce the required buffer/screening area to five feet where 10 feet is required, located at 121 and 125 6th Ave SE.
RL-02-15: Replat to combine three parcels into two parcels, located at 623 & 655 Lyon St. SE and 123 7th Ave. SE.

NOTICE INFORMATION

The applicant coordinated with Planning Division staff to arrange for and publicize a neighborhood meeting, which was held on August 12, 2015. The notice and materials followed the procedures of ADC 1.204. A summary of the meeting is included in Attachment C.59 - C.63.

A Notice of Public Hearing was published in the Democrat Herald newspaper on November 2 and 9 of 2015.

A Notice of Public Hearing was mailed on November 2, 2015 to all property owners located within 1,000 feet of the subject properties, as well as to all interested parties who attended the neighborhood meeting. A notice of public hearing was also posted on the subject site at five locations on November 2, 2015. Lastly, the staff report for the proposal was posted on the City's website and available for public review on November 9, 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 for street vacations, conditional uses and replats, which must be met for this application to be approved. Code criteria are written in *bold italics* and are followed by findings and conclusions.

VACATIONS REVIEW CRITERIA (ADC 2.630)

Criterion (1) The requested vacation is consistent with relevant Comprehensive Plan policies and with any street plan city transportation or public facility plan.

FINDINGS OF FACT

- 1.1 The proposed vacation includes the western 194.12 feet of the 6th Avenue SE right of way between Blocks 6 and 7 of the Eastern Addition to the Albany Subdivision, lying immediately east of the Lyon Street right of way (see Attachment C.1 – C.6). The street is classified as a local street.
- 1.2 The properties that the vacated area will revert to are the properties immediately north and south of the right-of-way. The northern half will go to the northern properties and the southern half will go to the southern properties. All of the properties are owned by the City of Albany and are to be combined, along the vacated right-of-way, into a single property through the concurrent replat application.
- 1.3 Albany's Transportation System Plan does not identify 6th Avenue as being a part of the city's arterial/collector street system, nor does it identify it as a critical local street connection.
- 1.4 The following Comprehensive Plan policies have been identified as relevant to this review criterion:

GOAL 11: Public Facilities and Services

- a. Prohibit the construction of structures over public water lines and easements.
 - b. Prohibit the construction of structures over drainage improvements and easements.
 - c. Prohibit the construction of structures over public wastewater lines and easements.
- 1.5 Sanitary Sewer. Sanitary sewer utility maps indicate that an 8-inch public sanitary sewer main lies within the easternmost 140 feet of the portion of the 6th Avenue right-of-way proposed for vacation.
 - 1.6 Water. Water utility maps indicate that a 6-inch public water main lies along the entire length of the portion of the 6th Avenue right-of-way proposed for vacation.

- 1.7 Storm Drainage. Storm drainage utility maps indicate that no public storm drainage piping lies within the portion of the 6th Avenue right-of-way proposed for vacation. This portion of 6th Avenue is improved with curb and gutter to collect and convey stormwater runoff from the street and adjacent properties.
- 1.8 The proposed vacation is being processed concurrently with the proposed construction of a new fire station on property adjacent to both sides of the public street right-of-way. The proposal shows the new fire station building being constructed directly over the area where existing public sanitary sewer and water mains lie within the 6th Avenue right-of-way. The fire station construction proposal includes the abandonment of the portions of these utilities that lie within the area to be vacated.

CONCLUSIONS

- 1.1 City utilities (sanitary sewer and water) exist within the area proposed for vacation.
- 1.2 The applicant is proposing to abandon public sanitary sewer and water facilities that lie within the area to be vacated prior to beginning construction on the proposed fire station. Abandonment must be done in a manner approved by the City's Public Works Department, and appropriate modifications must be made at the point of transition between public and private piping.
- 1.3 No public utility easements are needed over the public utilities on City-owned property.
- 1.4 The proposed vacation does not conflict with Albany's Transportation System Plan.
- 1.5 This criterion is met without conditions.

Criterion (2) The requested vacation will not have a negative effect on access between public rights-of-way or to existing properties, potential lots, public facilities or utilities.

FINDINGS OF FACT

- 2.1 Sixth Avenue is located in an area with a grid street system. The proposed vacation would require drivers to use an alternate route. The nearest alternate routes are 7th Avenue and 5th Avenue. Seventh Avenue is located 220 feet to the south, and 5th Avenue is located 220 feet to the north. Both alternate connections are close enough to avoid negative impacts on access between public rights of way.
- 2.2 The portion of 6th Avenue proposed to be vacated currently provides direct driveway access to four parcels. All of those parcels are being incorporated into one lot as part of the replat being processed with this application for the new fire station site. The vacation will not eliminate street access to any other existing properties.
- 2.3 Vacation of 6th Avenue would not land lock or remove access to any existing parcels.
- 2.4 Existing public utilities currently exist within the areas to be vacated. The existing public right-of-way currently provides access to these utilities.
- 2.5 The proposal for the construction of the new fire station indicates that the public utilities (sewer and water) that will lie in the area of the proposed development will be abandoned.

CONCLUSIONS

- 2.1 The proposed street vacation will not negatively impact access between public right-of-way, and will not eliminate street access to any parcels.
- 2.2 Access will be available to these utilities through City-owned property until the fire station is constructed; and the utilities must be abandoned prior to construction. Therefore, there will be no negative impact to access to existing public utilities.
- 2.3 This criterion is met without conditions.

Criterion (3) The requested vacation will not have a negative effect on traffic circulation or emergency service protection.

FINDINGS OF FACT

- 3.1 As discussed under ADC 2.440(2), above, the vacation will not have a negative impact on access between rights-of-way or remove access to any existing parcels.

- 3.2 The vacation will have a positive effect on emergency service protection by providing the fire station with a more direct connection to Ellsworth street, and allowing the station to be designed for pull through movements from Baker Street into the emergency vehicle bays. Emergency vehicles returning to the station are currently required to block traffic on Lyon Street to back into emergency vehicle bays.

CONCLUSION

- 3.1 The requested vacation will not have a negative effect on traffic circulation and will improve emergency vehicle service protection.
- 3.2 This criterion is met without conditions.

Criterion (4) The portion of the right-of-way that is to be vacated will be brought into compliance with Code requirements, such as landscaping, driveway access, and reconstruction of access for fire safety.

FINDINGS OF FACT

- 4.1 The vacated right of way will be converted into a portion of the new fire station, which will be required to meet the development code standards.

CONCLUSION

- 4.1 The vacated right of way will be brought into development code compliance with development of the site.
- 4.2 This criterion is met without conditions.

Criterion (5) The public interest, present and future, will be best served by approval of the proposed vacation.

FINDINGS OF FACT

- 5.1 The vacated right of way will provide land necessary for the construction of a proposed fire station.
- 5.2 It is in the public interest to have a new fire station because existing Fire Station 11 is inadequate to serve the needs of the Albany Fire Department.

CONCLUSION

- 5.1 Approving the right of way vacation will allow the new fire station to be completed, which will better serve the public interest.

STREET VACATION CONCLUSION

The proposed street vacation meets all applicable review criteria without conditions.

CONDITIONAL USE REVIEW CRITERIA (ADC 2.250)

Criterion (1) The proposed use is consistent with the intended character of the base zone and the operating characteristics of the neighborhood.

FINDINGS OF FACT

- 1.1 The proposal is to develop a 24,265 square foot new fire station to replace existing Fire Station 11. The proposed new fire station aims to improve the appearance, effectiveness, and reach of the existing use. The new station is a public safety service and will protect and enable healthy growth of the surrounding community.
- 1.2 The site is located partially within two different zoning districts. The western portion of the site is the mixed-use Lyons-Ellsworth District (LE) zone and the eastern portion of the site is the residential Hackleman-Monteith District (HM) zone. See Attachment C.66 Zoning Map and C.72 Site Plan (sheet C2.1), for an illustration of the zoning district boundaries in relation to the development site. The site is adjacent to but west of and outside the Hackleman Historic District.
- 1.3 *“The LE district is intended primarily as a location for development that serves the Historic Downtown district and Downtown Central Business district. This district is the most desirable location in the Central Albany area for parking structures with ground-floor commercial uses (ADC 5.030(5)).”* The western portion of the

proposed site, as shown in Attachment C.66 Zoning Map and C.72 Site Plan (sheet C2.1), is within the LE zoning district and is subject to its development standards.

- 1.4 “*The HM district is intended primarily to preserve the existing single-family residential character of the Hackleman and Monteith National Register Historic Districts. Conversion of single-family residential structures to other uses, including multi-family residential, is not allowed (ADC 3.020(7)).*” The eastern portion of the proposed site, as shown in Attachment C.66 Zoning Map and C.72 Site Plan (sheet C2.1), is within the HM zoning district and is subject to its development standards. There are no existing single-family residences in the HM zone proposed for conversion to other uses as part of this proposal.
- 1.5 The proposed fire station is listed as a Community Service land use category per ADC 22.190. Community service land uses are allowed in the LE zone through site plan review and through conditional use review in the HM zone. Site plan review criteria under ADC 2.450 address the adequacy of public utilities, transportation systems, access, and parking, applicability of special purpose overlay districts, the design and operating characteristics of the proposed development and the compatibility with surrounding development and land uses. Conditional use criteria under ADC 2.250 also address the adequacy of public utilities, transportation systems, access, and parking, applicability of special purpose overlay districts, compatibility between the existing and anticipated uses, and consistency between the proposed use and the intended character of the base zone and the operating characteristics of the neighborhood. Conditional use criteria also take into account impacts on the livability of nearby residentially zoned land. Although the conditional use criteria could be considered more stringent, the site plan review criteria are addressed separately later in this report.
- 1.6 The site is located in downtown Albany, where existing public streets and utilities are available to serve the proposed development. The site is within the area bounded by Lyon Street SE on the west, Baker Street SE to the east, 5th Avenue SE to the north and 7th Avenue SE to the south. The site boundary is separated from Baker Street SE and 5th Avenue SE by intervening developed properties. Sixth Avenue bisects the site but the majority of the street is proposed to be vacated to accommodate the development plan.
- 1.7 There are six existing buildings within the development area that will be demolished as a part of this development, including a laundromat, the current Fire Station 11, office buildings, and two outbuildings.
- 1.8 Nearby land uses include a mix of commercial, office, and residential uses. The *Hasty Freez* drive-thru restaurant is southwest of the site, the Democrat-Herald newspaper office, and Mark Thomas GMC Buick auto sales to the west across Lyon Street, and multi-family and single-family residences are to the north, east, and south. A vegetated buffer is proposed along the east site boundary to separate the development from adjoining residences.
- 1.9 The new fire station will consist of an apparatus bay, living quarters, offices, community room and classroom space and associated parking. The proposed development includes extensive landscaping and a plaza fronting on Lyon Street and a vegetated buffer along the east site boundary to separate the development from adjoining residences.

CONCLUSIONS

- 1.1 There is currently a fire station on the site (assuming approval of the concurrent replat application) and the proposed development will improve the appearance, effectiveness, and reach of the existing use.
- 1.2 The proposed fire station is categorized as a Community Service use, which is allowed in the LE zone and the HM zone through the conditional use review process. Through this land use review, the conditional use process and review criteria are addressed.
- 1.3 The proposed fire station is located on an arterial street, surrounded primarily by commercial uses, and the use has been operating in this approximate location for a number of years.
- 1.4 Therefore, the proposed new fire station is consistent with the intended character of the base zone and the operating characteristics of the neighborhood. This criterion is met without conditions.

Criterion (2) *The proposed use will be compatible with existing or anticipated uses in terms of size, building scale and style, intensity, setbacks, and landscaping or the proposal mitigates difference in appearance or scale through such means as setbacks, screening, landscaping or other design features.*

FINDINGS OF FACT

2.1 **Existing and Anticipated Uses:** The site is located downtown Albany, where existing public streets and utilities are available to serve the proposed development. The site consists of six lots totaling an area of 1.63 acres. There are six existing buildings within the development area that will be demolished as a part of this development, including a laundromat, the current Fire Station 11, office buildings, and two outbuildings.

Nearby land uses include a mix of commercial, office and residential uses. The *Hasty Freez* drive-thru restaurant is southwest of the site, the Democrat-Herald newspaper office and Mark Thomas GMC Buick auto sales to the west across Lyon Street, and multi-family and single-family residences are to the north, east, and south. A vegetated buffer is proposed along the east site boundary to separate the development from adjoining residences.

The new fire station will consist of an apparatus bay, living quarters, offices, and community room and classroom space. There are two dedicated parking lots for this fire station, both of which are on the side or rear of the building. The proposed development includes extensive landscaping and a plaza fronting on Lyon Street and a vegetated buffer along the east site boundary to separate the development from adjoining residences.

The building orientation will maximize exposure to Lyon Street SE to maintain and enhance a safe and inviting section of the street for pedestrian and motor vehicles. As illustrated on Attachments C.76 and C.90, Sheets C2.1 and A3.1, the main public entrance is clearly defined by a canopy with entry plaza, multiple windows, glass overhead doorways, and a decorative cornice on the parapet. The plaza extends out to the public sidewalk on Lyon Street. There will be two rows of trees lining the south side of the building, and trees lining the parking area and islands.

The building itself is proposed to have a brick façade with a generous amount of windows and a decorative cornice on the parapet, and is intended to be an inviting and attractive addition to the downtown Albany streetscape. The structure will be oriented so that the apparatus bay has front and rear doors to both open directly onto Lyon Street and to allow access to and from the east in the 6th Avenue corridor.

While the site itself will be larger than the majority of other developments in the area, the building and site features will meet applicable development standards and be developed to a human scale that is responsive to its surroundings, with the structure located on Lyon Street and parking and landscaping to the rear away from existing residences. The site will integrate well into this transition area between mixed-use and residential zones. The site will be landscaped and situated in a manner that will mitigate the size of the site.

2.2 **Setbacks, Intensity, and Lot Coverage in the HM zone:** As illustrated on Attachments C.76 and C.90, Sheets C2.1 and A3.1, and noted in the table below, the proposed fire station complies with all applicable development standards for the portion within the HM zone.

ADC TABLE 3-1: DEVELOPMENT STANDARDS HACKLEMAN-MONTEITH (HM) ZONING DISTRICT (EXCERPTS FOR HM ZONE AS APPLICABLE TO NON-RESIDENTIAL PROJECTS)		
Standard	Allowance	Proposed
Lot Depth, minimum	65'	76' (portion within HM zone)
Minimum Front Setback ¹	15'	N/A (front in LE zone on Lyon St.)
Maximum Front Setback	None	N/A (front in LE zone on Lyon St.)
Minimum Interior Setback ¹	6'	41'
Minimum Building Separation	N/A	N/A
Maximum Height	30'	30'
Maximum Lot Coverage	60%	58% (portion within HM zone)
Minimum Open Space	N/A	N/A
Minimum Landscaped Area	All yards adjacent to streets	All yards adjacent to streets

(1) Additional setbacks may be required, see Sections 3.230-3.330 and the buffer matrix at 9.210.

- 2.3 Setbacks, Intensity and Lot Coverage in the LE zone: As illustrated on Attachments C.76 and C.90, Sheets C2.1 and A3.1, and noted in the table below, the proposed fire station complies with all applicable development standards for the portion within the LE zone

ADC TABLE 5-2: DEVELOPMENT STANDARDS LYONS-ELLESWORTH (LE) ZONING DISTRICT		
Standard	Allowance	Proposal
Minimum Lot Size	2,000 SF	46,520 SF (portion within LE zone)
Maximum Building Footprint	None	15,400 SF (portion within LE zone)
Lot Width, minimum	20'	450'
Lot Depth, minimum	50'	67'
Landscaped Area	All yards adjacent to streets	All yards adjacent to streets
Minimum Open Space	None	25.6% (portion within LE zone)
Maximum Front Setbacks	None	10'
Minimum Front Setback ¹	0'	10'
Minimum Interior Setback ¹	0'	74'
Minimum Setback to Garage Entrance	10'	26'
Height, maximum	60'	30'
Lot Coverage, maximum	100%	74.4% (portion within LE zone)

(1) Additional setbacks may be required, see Sections 3.230-3.330 and the buffer matrix at 9.210.

- 2.4 Special Setbacks: ADC 3.330 and 5.210, “Special Setbacks for Education and Religious Institutions, Public and Semi-Public Buildings,” requires any new construction of an educational institution, religious institution, or public or semi-public building to be set back at least 25 feet from any property line adjoining or directly across a public right-of-way from any residential district. No required front or interior yard of the lot on which such building or use is located shall be used for stockpiling or storage of materials or equipment.

As illustrated on Attachment C.76, Sheet C2.1, the proposed building would be located upwards of 40 feet from any property line within the HM zone (on the rear of the site). No materials or equipment will be stockpiled or stored in the front or interior yard of the lot.

- 2.5 Vehicle Parking – Required Number: The parking requirements under ADC Table 9-1 do not identify the minimum number of spaces required for fire stations and no similar uses are listed in the table. Therefore, the Community Development Director may approve alternative parking standards. Using information from the existing Fire Station 11 (company data on parking demand) to determine the required parking standard. The existing facility is approximately 14,500 square feet and has 16 on-site parking spaces, or approximately one space per 900 square feet. However, the existing facility provides inadequate parking, so the applicant proposes a parking standard requiring one space per 600 square feet (an increase of 50% over the existing amount).

Based on the proposed building size of 24,265 square feet, this would equate to a minimum of 41 spaces. As illustrated on Attachment C.76, Sheet C2.1, the proposed site plan provides 28 parking spaces for public/visitor use and 19 secure spaces for fire department staff, totaling 47 on-site vehicle parking spaces, which would exceed the minimum number required.

Alternatively, if compared to the parking space requirements for an office use, the amount of parking proposed for the fire station will still exceed the minimum required per code. Office uses require one parking space for every 400 square feet of net floor area per ADC 9.020, Table 9-1. Based on Attachment C.73, Sheet T1.2, the useable square footage of the proposed fire station is 15,886 square feet. This square footage total omits the apparatus bay and the mezzanine, which will be used for storage because these areas are not usable areas that would create the need for parking spaces. The parking spaces are provided to serve the employees and the public who will use the facility. Those areas include the office area (7,669 s.f.), living quarters (6,603 s.f.),

fitness room (546 s.f.) and the community room (1,068 s.f.), which totals 15,886 square feet. Using the parking ratio for office use, a total of 40 parking spaces would be required. The total number of parking spaces proposed for the fire station is 45 spaces, which exceeds the minimum that would be required for an office use by five spaces.

Another comparison can be made using the trip generation estimate report (Attachment C.64 - C.65), which concludes that redevelopment of the existing facility and the neighboring properties that will encompass the new fire station to generate a net decrease of approximately 310 daily trips and a total of 33 PM peak hour trips. Assuming everyone drove to the site, the 47 on-site parking spaces would be able to accommodate the 33 peak hour trips.

Furthermore, the site is located within the LE zone where on-street parking may count toward the minimum parking requirement (per ADC 9.025)As illustrated on Attachment C.76, Sheet C2.1, the proposed on-street spaces on Lyon Street could accommodate nine additional vehicle parking spaces (each 25 feet in length). All vehicle parking spaces are standard size; no compact vehicle parking spaces are proposed.

- 2.6 Parking Lot Design and Construction. Parking lots must be paved, landscaped, and provided with approved drainage. ADC 9.120(3) states that all areas of a parking lot shall have a durable, dust-free surface of asphalt, cement concrete, or other materials approved by the Director of Public Works. ADC 9.130, Table 1, includes dimensional standards for parking lots. The ADC requires a stall depth of 18.5 feet for spaces that are 9 feet wide and angled at 90 degrees. A 3-foot parking overhang with wheel bumpers or 7.5-foot sidewalk must be provided at the front of each space fronting a sidewalk, and can be subtracted to determine actual stall depth. Dead-end back up areas shown on the site plan are at least 5 feet deep.

As illustrated on Attachment C.76, Sheet C2.1, the proposed parking lots will not have any compact spaces and accessible spaces will exceed the minimum dimensions specified in the Oregon Structural Specialty Code. All parking spaces in the public parking lot are proposed to have a width of nine feet, while those within the secure parking area have a width of 10 feet. All aisle widths are a minimum of 24 feet, and a 20-foot storage area is provided for the driveway to 7th Avenue. All parking spaces have a minimum depth of 18.5 feet, with the exception of the secure parking area, in which some spaces have a depth of 17.5 feet due to the provided bumper overhang. The spaces with a width of 10 feet have a 24-foot aisle while those with narrower spaces have a 26-foot aisle. A dead-end backup of 5 feet is provided in the secure parking area.

The proposed parking lot and aisles are proposed to be concrete or asphalt in accordance code requirements. The parking lot has been designed to convey stormwater to vegetated stormwater planters prior to discharge to the municipal storm drain system. The parking lot is encircled by perimeter curbing, with the exception of areas discharging to stormwater planters and those parking areas are integrated with the plaza area. The parking spaces abutting the sidewalk leading to 7th Avenue are designed with secured wheel bumpers. The parking lot design allows vehicles to back up and reverse direction on-site without requiring backing movements within a public street. Parking spaces are separated by a 4-inch-wide stripe. ADA accessible spaces are appropriately denoted with painted and signed designations

- 2.7 Loading Standards. ADC 4.260 requires 500 square feet of loading area for non-residential buildings over 20,000 gross square feet. Deliveries can be accommodated via the paved area near the apparatus bay's east entrance, which is 2,800 square feet in size, which meets this standard.

- 2.8 Bicycle Parking. ADC 9.120(13)(c) states that commercial or office development must provide at least two bicycle parking spaces plus one space per 10 automobile spaces required. At least one-half of required bicycle parking spaces must be sheltered and the dimensional details of ADC 9.120(e) through (h) must be met.

Based on the required 41 parking spaces, a total of seven bicycle spaces are required. As illustrated on Attachments C.76 and C.82, Sheets C2.1 and L2.2, parking for 12 bicycles has been provided south of the building near the plaza. The racks are proposed to be located so that the canopy provides weather protection to four of the racks (or eight bike parking spaces). A condition of approval will require a detail of the bicycle parking to show that dimensional requirements listed in ADC 9.120(e) through (h) can be met.

- 2.9 Outside Storage. ADC Section 3.390 states that any refuse container or refuse disposal area which would otherwise be visible from a public street, customer or resident parking area, any public facility, or any

residential area, shall be screened from view by placement of a sight-obscuring fence, wall or hedge at least 6 feet in height. All refuse materials shall be contained within the screened area. No refuse container or refuse disposal area shall be placed within 15 feet of a dwelling window.

As shown in Attachment C.72, Sheet C2.1 and drawings (Attachment C.68 and C.69), a fenced trash enclosure will be located on site, northeast of the building. The enclosure will be screened from neighboring properties by a 6-foot-tall chain link fence (with slats), landscape buffering, and screening as illustrated on Attachment C.84, Sheet L4.1. The enclosure will be located over 13 feet from the property line and more than 15 feet from dwelling windows.

2.10 Buffering and Screening. ADC Section 9.210 requires buffering and screening in order to reduce the impacts on adjacent uses which are of a different type, buffering and screening is required in accordance with a matrix contained within the section. According to ADC 9.240, the minimum improvements within a buffer area consist of the following:

- (1) *At least one row of trees. These trees will be not less than 10 feet high at time of planting for deciduous trees and spaced not more than 30 feet apart and 5 feet high at time of planting for evergreen trees and spaced not more than 15 feet apart. This requirement may be waived by the Director when it can be demonstrated that such trees would conflict with other purposes of this Code (e.g. solar access).*
- (2) *At least five, 5-gallon shrubs or ten 1-gallon shrubs for each 1,000 square feet of required buffer area.*
- (3) *The remaining area treated with attractive ground cover (e.g., lawn, bark, rock, ivy, evergreen shrubs).*

According to ADC 9.250, where screening is required or provided, the following standards apply in addition to conditions (1) and (3) above:

- (1) *One row of evergreen shrubs that will grow to form a continuous hedge at least 4 feet tall within two years of planting, or*
- (2) *A fence or masonry wall at least 5 feet tall constructed to provide a uniform sight-obscuring screen, or*
- (3) *An earth berm combined with evergreen plantings or a fence that forms a sight and noise buffer at least 6 feet tall within two years of installation.*

Albany Development Code Table 9-4 (Buffer and Screening Matrix) dictates that a 10-foot buffer with screening is required when abutting dwellings. This is applicable on the eastern and northern portions of the site that abut houses in the HM zone. A 10-foot buffer (but no screening) is required on Lyon Street since it is an arterial street (unless it conflicts with other sections of the code). No other buffering or screening is required in the LE zone.

As illustrated in Attachments C.84 and C.85, Sheets L4.1 and L4.2, landscaping meeting the buffering requirements is provided along the eastern site boundary adjacent to residences within the HM zone. The landscaping consists of a row of trees closer than 30 feet apart, shrubs, and groundcover (some of which will be within stormwater facilities). Similarly, trees, shrubs, and groundcover are proposed along Lyon Street. A chain-link fence with slats is proposed to meet the screening requirement along the eastern site boundary adjacent to residences within the HM zone.

The building and parking lots are setback at least 10 from Lyon Street. As illustrated in Attachments C.84 and C.85, Sheets L4.1 and L4.2, landscaping meeting the buffering requirements is provided along the western site boundary adjacent to Lyon Street, except where the main entrance and driveways are located.

2.11 Landscaping. ADC 9.140 requires *all required front and interior setbacks, exclusive of accessways and other permitted intrusions, to be landscaped before an occupancy permit will be issued. Minimum landscaping acceptable for every 1,000 square feet of required setbacks in all commercial industrial districts is as follows:*

- (a) *One tree at least 6 feet tall for every 30 feet of street frontage.*
- (b) *Five 5-gallon or eight 1-gallon shrubs, trees or accent plants.*
- (c) *The remaining area treated with suitable living ground cover, lawn, or decorative treatment of bark, rock, or other attractive ground cover.*

Attachment C.84 and C.85, Sheets L4.1 and L4.2 depict the proposed landscaping, which consists of street trees and on-site trees abutting the Lyon Street and 7th Avenue frontages, together with multiple shrubs and ground cover plantings. However, the LE zone has no required front or interior setbacks, so this standard does not apply.

2.12 Parking Lot Landscaping. ADC 9.150 requires the following:

- (1) Planter Bays. *Parking areas shall be divided into bays of not more than 12 parking spaces. Between or at the end of each parking bay there shall be curbed planters at least 5 feet wide. Each planter shall contain one tree at least 10 feet high and decorative groundcover containing at least two shrubs for every 100 square feet of landscape area.*
- (2) Entryway Landscaping. *Entryways into parking lots shall be bordered by a minimum 5-foot wide landscape planter strip meeting the same landscaping provisions as for planter bays, except that no sight-obscuring trees or shrubs are permitted.*
- (3) Parking Space Buffers. *Parking areas shall be separated from the exterior wall of a structure by pedestrian entranceways or loading areas or by a 5-foot strip of landscaping materials.*

As illustrated on Attachment C.84 and C.85 (Sheets L4.1 and L4.2), no more than 12 contiguous parking spaces comprise each bay. The proposed parking lot planters have widths of at least seven feet (excluding curbs), exceeding the five-foot minimum standard. Each planter bay would have one canopy tree and at least six shrubs, which exceeds the requirement for two shrubs per 100 square feet. Landscape planters are proposed next to the parking lot entrances with plantings that provide canopy trees and multiple low-growing shrubs, well in excess of the requirement for two shrubs per 100 square feet.

As illustrated in Attachment C.76 (Sheet C2.1), the parking areas are separated from the building by at least five feet, with the exception of the north wall, which has a 4.5-foot separation. However, at this location, the curb stops are placed within the parking stalls to provide sufficient space for bumper overhang that vehicles do not interfere with the building. A condition of approval will require the applicant to provide the Planning Division with a final landscape plan prior to issuance of a building permit.

2.13 Landscaping and Vision Clearance Areas. No trees, shrubs, fences, or signs may be located within any vision clearance area, which prohibits structures, or planting that would impede visibility between the heights of two feet and eight feet. A clear vision area consists of a triangular area, two sides of which are lot lines or a driveway, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the two sides (per ADC 12.180).

For this use, the measurement along each driveway edge is 20 feet. It is unclear from the applicant's landscaping plan whether landscaping will impede visibility at these intersections. A condition of approval will require the applicant to provide the Planning Division with a detail showing the vision clearance area and the plantings contained therein prior to issuance of a building permit.

2.14 Irrigation. ADC 9.160 requires that all required landscape areas be provided with a piped underground irrigation system, unless a licensed landscape architect or certified nurseryman submits written verification that the proposed plant materials do not require irrigation. Irrigation systems installed in the public right-of-way require an encroachment permit.

Attachment C.83 (Sheet L3.1) illustrates the irrigation requirements for all of the landscaped areas. The landscaped area and the stormwater treatment areas will be irrigated using rotary spray nozzles. Final design of the irrigation system is proposed to be performed at the time of permitting. A condition of approval will require the applicant to provide the Planning Division with a final landscape and irrigation plan prior to issuance of a building permit.

2.15 ADC 9.207, Tree Protection, applies to proposals "*felling of 5 or more trees larger than 25 inches in circumference (approximately 8 inches in diameter) on a lot or property in contiguous single ownership in excess of 20,000 square feet in any zone.*"

As illustrated on Attachment C.75 (Sheet C2.0), the proposed development would result in the removal of ten trees in excess of 8-inch diameter on four lots within the site area to accommodate the proposed fire station,

parking areas, stormwater management facilities, and required landscaping. Three trees will be removed from a 10,803 square foot lot (tax lot 1000); two trees will be removed from a 5,505 square foot lot (tax lot 1001); one tree will be removed from a 8,360 square foot lot (tax lot 2100); and four trees will be removed from a 13,550 square foot lot (tax lot 2701). Each of these lots is less than 20,000 square feet in size and less than five trees in excess of 8-inch diameter are proposed to be removed from any one lot. Therefore, this criterion is not applicable.

- 2.16 Design Standards. See review of Design Standards for Commercial and Institutional Uses following this Conditional Use section in the staff report below.

CONCLUSIONS

- 2.1 While the site itself will be larger than the majority of other developments in the area to accommodate the proposed building, there is no maximum lot size limit in the LE and HM zones. Additionally, the building and site features will be developed to a human scale that is responsive to its surroundings, with the structure located on Lyon Street, and parking and landscaping to the rear away from existing residences.
- 2.2 The site will integrate well into this transition area between mixed-use and residential zones. All minimum development standards have been met for setbacks, height and lot coverage.
- 2.3 The site will be landscaped and building situated in a manner that will mitigate its' relatively large size. All minimum landscaping and buffering standards have been met.
- 2.4 Because the parking standards do not specify a ratio for a fire station, the Community Development Director may approve alternative parking standards. A total of 47 vehicle parking spaces are proposed to serve the staff and the public on-site and nine additional spaces are available on Lyon Street in front of the station. This amount has been determined by City staff to provide more than the minimum amount necessary on -site to serve Fire Department staff and the public. The minimum parking lot design and construction standards have been met.
- 2.5 A total of 12 bicycle parking spaces will be provided near the main entrance and plaza and more than half of those will be covered.
- 2.6 The outside refuge container will be screened from public view and located more than 15 feet away from dwelling windows.
- 2.7 The tree felling criteria do not apply to this proposal.
- 2.8 Given the above, and with the following conditions of approval, the proposed use will be compatible with existing or anticipated uses in terms of size, building scale and style, intensity, and setbacks. Differences in appearance or scale of this relatively large building and site are sufficiently mitigated through such means as setbacks, screening, landscaping, and building design. As such, the proposal is consistent with criterion two of ADC 2.250, as conditioned.

CONDITIONS

- 2.1 Prior to issuance of a building permit, the applicant shall submit for review and approval by the Community Development Department, a detail of the bicycle parking to show that the design and dimensional requirements listed in ADC 9.120(e) through (h) can be met.
- 2.2 Prior to issuance of a building permit, the applicant shall submit for review and approval to the Community Development Department, a final landscape and irrigation plan, along with a detail showing the vision clearance area and the plantings contained therein.
- 2.3 Prior to issuance of a certificate of occupancy, the building and all site improvements shall be constructed in accordance with approved plans.

Criterion (3) *The transportation system can support the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, on-street parking impacts, access requirements, neighborhood impacts and pedestrian safety.*

FINDINGS OF FACT

- 3.1 The proposed development will demolish several existing structures and construct a 28,838 square foot Fire Station. The project is located on the east side of Lyon Street between 5th Avenue and 6th Avenue.
- 3.2 Access to the development will be provided by Lyon Avenue, 6th Avenue, and 7th Avenue. The site's driveway connection to Lyon Street will be limited to exit movements by emergency vehicles.
- 3.3 Sixth Avenue and 7th Avenue are classified as local roads and are constructed to city standards. Improvements include curb, gutter, and sidewalk; a vehicle travel lane in each direction; and on street parking.
- 3.4 Lyon Street is classified as a principal arterial road, is under the jurisdiction of the Oregon Department of Transportation (ODOT), and is constructed to city standards. The road is part of a one-way couplet with Ellsworth Street. Improvements include curb, gutter, and sidewalk; two vehicle travel lanes in each direction; and on street parking.
- 3.5 The proposed development would result in the following changes to the street system:
 - a) The vacation and closing of 6th Avenue from Lyon Street east approximately 195 feet east. This vacation is necessary to create a building site large enough to accommodate the construction of the new fire station. The vacation will also allow the new station to be designed so that the emergency vehicle exit bays are aligned with 6th Avenue to the west. That design will provide the station with improved access to destinations located to the south and west of the station.
 - b) Elimination of two existing driveway connections to Lyon Street. The existing fire station driveway to Lyon Street and a driveway north of 6th Avenue serving a private parking lot are shown on the site plan as being removed.
 - c) The construction of street, striping, and new sign improvements on Lyon Street. A variety of improvements will be needed for the construction and function of the new fire station. These improvements will include curb extensions, storm drainage system modifications, a recessed on street parking bay, crosswalk and stop bar striping, and flashing emergency vehicle warning signs. Because Lyon Street is part of the highway system, all of these changes will need to be reviewed and approved by ODOT. ODOT has reviewed preliminary concept plans for the planned changes and indicated that they appear to be feasible (see Attachment B). All of the changes are shown on the site plan (Attachment C.76, Sheet C2.1).
 - d) Elimination of an existing driveway to 7th Avenue, and construction of a new approach. An existing driveway to a single family home will need to be removed and replaced with a new approach on 7th Avenue located to provide access to the public parking lot for the fire station.
 - e) Modifications to 6th Avenue from Baker Street to the east boundary of the fire station. These changes are needed to allow this section of 6th Avenue to function as an emergency vehicle access to and from the rear of the new station. The design of the station will allow for "pull through" movements by emergency vehicles and eliminate the current requirement for returning vehicles to block traffic on Lyon Street in order to back into station parking bays.
- 3.6 The design and location of proposed site driveways comply with the standards contained in ADC 12.100.
- 3.7 A trip generation study was submitted with the application. The study was performed by Mackenzie and is dated September 9, 2015 (see Attachment C.64 – C.65). The study estimated that the new Fire Station would generate 87 vehicle trips per day, of which 9 would occur during the peak PM traffic hour.
- 3.8 Previous uses on the site included a 14,500 square foot fire station, an accountant office, an investment office, and a dry cleaner. Those uses combined were estimated to generate a total of 407 vehicle trips per day, of which 42 occurred during the peak PM traffic hour.
- 3.9 Based on the trip generation study, the new fire station will result in a net decrease in both daily and peak PM traffic volumes when compared to the previous uses on the site.

- 3.10 Because the street system could accommodate the previous uses on the site and traffic volumes for the proposed use are less, the system can also accommodate the proposed development.

CONCLUSIONS

- 3.1 The public streets that adjoin the development are currently constructed to city standards.
- 3.2 The development will result in a reduction in vehicle trips to the public street system when compared to the previous uses on the site.
- 3.3 The development will eliminate two existing driveway approaches to Lyon Street and the east leg of the Lyon/6th intersection. New curb, gutter, and sidewalk will be installed on the east side of Lyon Street from 7th Avenue north to 5th Avenue. Improvements will include the construction of a new driveway approach for the fire station at 6th Avenue; curb extensions; a recessed parking bay, storm drainage improvements; installation of a crosswalk and related pavement striping, and traffic control signs. Because Lyon Street is part of the state highway system, all of those changes will need to be approved and permitted by ODOT.
- 3.4 The development will remove an existing driveway to 7th Avenue and replace it with a new driveway that will provide access to the fire station's public parking lot.
- 3.5 The development will modify improvements to 6th Avenue from Baker Street west to the boundary of the fire station site to allow that portion of 6th Avenue to function as an emergency vehicle access to and from the rear of the new station.
- 3.6 The design and location of proposed site driveways comply with the standards contained in ADC 12.100.
- 3.7 The public street system can accommodate the proposed development.
- 3.8 This criterion can be met with the following conditions:

CONDITIONS

- 3.1 The applicant shall obtain the approval and all necessary permits from ODOT prior to performing any work within Lyon Street right of way.
- 3.2 Prior to issuance of a certificate of occupancy, the applicant shall construct street, driveway, and drainage improvements on Lyon Street as shown on the site plan. The design of the improvements shall be approved by both ODOT and the city engineer.
- 3.3 Prior to issuance of a certificate of occupancy, the applicant shall remove the site's existing driveway to 7th Avenue and replace it with a new driveway and sidewalk improvements as shown on the site plan.
- 3.4 Prior to issuance of a certificate of occupancy, the applicant shall make the modifications to 6th Avenue between Baker Street and the site's east boundary as shown on the site plan.

Criterion (4) Public services for water, sanitary and storm sewer, water management, and for fire and police protection, can serve the proposed use.

FINDINGS OF FACT

Sanitary Sewer:

- 4.1 City utility maps show 8-inch public sanitary sewer mains in Lyon Street, Baker Street, 6th Avenue, and 7th Avenue. A portion of the public main in 6th Avenue will be abandoned as part of this project in conjunction with the associated street vacation.
- 4.2 ADC 12.470 requires all new development to extend and/or connect to the public sanitary sewer system if the property is within 300 feet of a public sewer line.
- 4.3 The proposed new building will be served by a sewer service lateral that will be extended into the site from the public main in 6th Avenue.

Water:

- 4.4 City utility maps show a 4-inch public water main in Lyon Street, a 12-inch main in Baker Street, a 6-inch main in 6th Avenue, and a 12-inch main in 7th Avenue. A portion of the public main in 6th Avenue will be abandoned as part of this project in conjunction with the associated street vacation.
- 4.5 ADC 12.410 requires all new development to extend and/or connect to the public water system if the property is within 150 feet of an adequate public main.
- 4.6 The proposed new building will be served by a water service that will be connected to the public main in Lyon Street.

Storm Drainage:

- 4.7 City utility maps show 27-inch public storm drainage main in Lyon Street, and a 24-inch main in Baker Street. The facilities within the Lyon Street right-of-way are under the jurisdiction of ODOT.
- 4.8 The applicant is required to submit a drainage plan, including support calculations, as defined in the City's Engineering Standards. The applicant is responsible for making provisions to control and/or convey storm drainage runoff originating from, and/or draining to, any proposed development in accordance with all City standards and policies as described in the City's Engineering Standards. In most circumstances, detention will be required unless it can be satisfactorily demonstrated by the applicant that there is no adverse impact.
- 4.9 The applicant's preliminary storm drainage plan shows connections to both the storm drainage main in Lyon Street and the main in Baker Street.
- 4.10 The applicant is proposing to provide the required on-site stormwater quality facilities by constructing a number of stormwater quality ponds. A Stormwater Quality permit must be obtained by the applicant before this work is begun.
- 4.11 The City's Engineering staff has reviewed the applicant's preliminary stormwater and stormwater quality plans and has determined that they are generally acceptable.

Fire Services:

- 4.12 According to the Albany Fire Marshal's Office, approved fire apparatus roadways must extend to within 150 feet of all exterior portions of the structure as measured by an approved route of travel around the exterior of the structure (OFC 503.1.1). Civil site plan submittals for all future building and planning permit approvals shall show fire protection details as required on the "Fire Site Plan Submittal Checklist" located on the City of Albany's web site.
- 4.13 Fire hydrants for this proposed project will be based on the following requirements:
 - a. Fire hydrant location: All portions of buildings constructed or moved into the City shall be located within 400 feet (600 feet for fire sprinkler-protected buildings) of a fire hydrant located on a fire apparatus access road using an approved route of travel. (OFC 508.5.1)
 - b. Required hydrants based on the required fire flow as calculated in accordance with OFC 503.7 and OFC Appendix B. The minimum number of fire hydrants is determined by OFC Table C105.1.
 - c. Required fire hydrant spacing will be based upon required fire flows as determined by OFC Appendix C105.1 and Table C105.1. Please note that dead end roads require a reduced spacing.
 - d. Fire hydrant spacing along new/required fire apparatus access roads. OFC Section C103.1 requires the placement of additional hydrants along all required fire access roads that are adjacent to any proposed building (and any future additions) and circulating through the property with spacing requirements per Appendix C 105.1. (See 2009 ICC Commentary, Appendix C-1, Section C103.1)

CONCLUSIONS

- 4.1 The proposed stormwater quality facilities can accommodate the proposed development.
- 4.2 The existing public utilities in this area will be able to accommodate the proposed development.

- 4.3 While the City's Public Works Department has reviewed the applicant's preliminary utility plans, the final design details will be reviewed as part of the Permit for Private Construction of Public Utilities.
- 4.4 This criterion can be met with the following conditions:

CONDITIONS

- 4.1 Prior to issuance of building permits for the proposed project, the applicant shall abandon the public sewer and water mains that lie within the 6th Avenue right-of-way that will be vacated in association with this project.
- 4.2 Prior to issuance of building permits for either of the proposed developments, the applicant shall obtain a Stormwater Quality permit from the City's Engineering Department, and the permit must be approved.
- 4.3 Prior to issuance of occupancy permits, the applicant must construct the required stormwater quality facilities, generally as shown on the applicant's preliminary utility plan.
- 4.4 Prior to issuance of building permits, plans showing the location and placement of fire access routes and hydrants (as needed) serving the development shall be reviewed and approved by the City of Albany Fire Marshal. Adequate water supply must be available on site prior to construction, or as otherwise approved by the Fire Marshal.

Note: Alternatively, the applicant may provide financial assurances for the required public infrastructure in order to obtain building permits for the project in Accordance with ADC 12.590 and 12.600.

Criterion (5) The proposal will not have significant adverse impacts on the livability of nearby residentially zoned lands due to: (a) Noise, glare, odor, litter, or hours of operation, or (b) Privacy and safety issues.

FINDINGS OF FACT

- 5.1 The Development Code classifies fire stations as a Community Service use type, and the proposed fire station will replace an existing fire station already on-site. As such, the new building itself will not result in any significant changes in off-site impacts. Noise, dust, and vibration impacts will be similar to those from the existing fire station, primarily originating from emergency vehicle trips to and from the facility, plus infrequent use of the emergency generator during power failures and occasional test cycles.
- 5.2 Lighting. As depicted on Attachment C.91 (Sheet E1.1PH), lighting glare is minimized through the use of shielded light fixtures as illustrated on the photometrics plan. All overhead lighting will be directed downward to illuminate the parking areas and exterior of the building with the primary purpose of increasing safety for employees and visitors. Light pollution will be mitigated by utilizing appropriate shielding on light fixtures and planting trees along the borders of the parking lots.
- 5.3 The facility is not anticipated to generate odors other than those from the trash enclosure, which is located over 13 feet from the property line and more than 15 feet from dwelling windows as required by ADC 3.390. The trash receptacle will be screened from neighboring properties by landscaping (see Attachment C.84, Sheet L4.1) and a chain-link fence with slats. The landscape plan (Attachment C.84 and C.85, Sheets L4.1 and L4.2) includes a variety of parking lot trees and shrubs lining the exterior of the parking lot and site with the intention of segregating the neighbors from any noise, glare, odors, and dust associated with the fire station.
- Noise levels are expected to be similar to current levels. Noise primarily originates from emergency vehicle trips to and from the facility, plus occasional use of the emergency generator. The emergency generator has been sited north of the building as far from residences as possible to minimize noise impacts on neighboring properties. The generator will only operate during periods of power failure and during periodic test cycles (required to occur at least monthly for 30 minutes).

CONCLUSIONS

- 5.1 As explained above and described in the application, the proposal would not create significant adverse impacts on residentially zoned property related to noise, glare, odor, litter, hours of operation, and would not create any privacy or safety issues. The improvements proposed for the replacement fire station are expected to increase the livability of neighboring uses because of enhanced screening and landscaping, use of appropriate shielding

on lighting fixtures, and because the apparatus bay would be farther away from adjoining residences than the existing fire station. As such, the proposal complies with criterion 5, above.

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

FINDINGS OF FACT

- 6.1 *Article 4 Airport Approach district:* Figure 4-1 of ADC Article 4 shows that the subject property is not located in the Airport Approach district.
- 6.2 *Article 6 Steep Slopes, Comprehensive Plan Plate 7:* shows that there are no steep slopes on the subject property.
- 6.3 *Article 6 Floodplains, Comprehensive Plan Plate 5:* does not show these properties in a 100-year floodplain. FEMA/FIRM Community Panel No. 41043C0213G, dated September 2010, shows that this property is in Zone X, an area determined to be outside any 500-year floodplain.
- 6.4 *Article 6 Wetlands, Comprehensive Plan Plate 6:* does not show wetlands on the properties.
- 6.5 *Article 7 Historic Districts, Comprehensive Plan Plate 9:* shows the subject properties are located immediately west of the Hackleman Historic District, but not within a designated historic district.

CONCLUSIONS

- 6.1 There are no other known special features of this site to consider with this conditional use application.
- 6.2 This criterion is met without conditions.

CONIDITIONAL USE REVIEW CONCLUSION

The proposed development meets or can meet with conditions all applicable review criteria.

COMMERCIAL AND INSTITUTIONAL DESIGN STANDARDS (ADC 8.320-8.390)

In addition to the review criteria above, the following Design Standards must be met. **Note:** If there is a checked box symbol (☑) preceding a standard, it means that staff has compared the applicant's findings and plans to the standard(s) and find the standard(s) is met without comment. If the box is unchecked (☐), staff has provided findings and conclusions as to the reason(s) why the standard is not met, and has added a condition. "NA" preceding the standard means it is not applicable to this particular development

N/A **Relationship to Historic Overlay Districts (ADC 8.320).** *Applicable only for residential property inside the Monteith or Hackleman Historic Overlay Districts, see Article 7 for additional historic review criteria.*

FINDINGS OF FACT: The development site is adjacent to but west of and outside the Hackleman Historic District. Therefore, this criterion does not apply.

Building Orientation (ADC 8.330).

- (1) *New commercial buildings shall be oriented to existing or new public streets. Building orientation is demonstrated by placing buildings and their public entrances close to streets so that pedestrians have a direct and convenient route from the street sidewalk to building entrances.*
 - (a) *On sites smaller than 3 acres, commercial buildings shall be oriented to the public street/sidewalk and off-street parking shall be located to the side or rear of the building(s), except where it is not feasible due to limited or no street frontage or where there are access restrictions. Buildings on larger sites may be setback from the public street and oriented to traffic aisles on private property, if the on-site circulation system is developed like a public street with pedestrian access, landscape strips and street trees.*
- (2) *At least one major public entrance shall be visible from the abutting public street. Corner entrances may be used to provide orientation to two streets. Customer entrances should be clearly defined, highly visible, using features such as canopies, porticos, arcades, arches, wing walls, and planters.*

FINDINGS OF FACT: This site area is 1.63 acres. The primary frontage of the building will be on Lyon Street SE. The proposed orientation will maximize exposure to Lyon Street SE to maintain and enhance a safe and inviting section of the street for pedestrian and motor vehicles. As illustrated on Attachment C.76 and C.90, (Sheets C2.1 and A3.1), the main public entrance is clearly defined by a canopy, multiple windows, and an entry plaza.

The proposed orientation will provide emergency vehicle access to Lyon Street SE directly from the apparatus bay within the fire station. Furthermore, the front of the public portion of the building has an entrance approximately ten feet behind the front property line. Landscaping between the right-of-way and the building will be established on both sides of the driveway and will extend the width of the property.

There are two dedicated parking lots for this fire station, both of which are on the side or rear of the building, not between the front of the building and the sidewalk. The parking area on the south side of the building is composed of 28 standard stalls that will be available for the public. The parking lot on the north and east side of the building includes 19 standard parking stalls that are dedicated as official use areas by the fire station, including employee parking. In addition, there will be on street parking available on Lyon Street SE on both sides of the apparatus bay driveway. These standards are met.

General Building Design (ADC 8.340). *New commercial buildings shall provide architectural relief and interest, with emphasis at building entrances and along sidewalks, to promote and enhance a comfortable pedestrian scale and orientation. Blank walls shall be avoided, except when not feasible.*

- (1) *Ground floor windows shall be provided along frontages adjacent to sidewalks. The main front elevation(s) of buildings shall provide windows or transparency at the pedestrian level in the following minimum proportions: Lyon-Ellsworth (LE) District—50 percent transparency. The minimum window and door requirements are measured between 2 and 8 feet from the ground. Only the glass portion of doors may be used in the calculation.*
- (2) *Walls that are visible from a public street shall include a combination of architectural elements and features such as offsets, windows, entry treatments, wood siding, brick stucco, synthetic stucco, textured concrete block, textured concrete, and landscaping.*

FINDINGS OF FACT: As illustrated on Attachment C.90 (Sheet A3.1) and C.69 – C.70, blank walls are minimized on façades, which are publicly visible. The building elevations make use of a brick façade with fiber cement accent panels, a cornice, substantial windows, glass rollup doors in the apparatus bay, and sunshades and canopies over selected windows and doors.

In the Lyon-Ellsworth (LE) zone, fifty percent of the Lyon Street elevation is required to be transparent between a height of 2 and 8 feet above ground. The building frontage on Lyon Street has a length of 172 feet; therefore, a minimum of 516 square feet of windows are required in this height range. As illustrated on Attachment C.87 and C.89, Sheets A2.1 and A3.1, the proposed building design provides 617 square feet or 60% transparency from the glass overhead doors, storefront window system, and vestibule. The upper floor windows mirror the style and locations of those on the first floor to the extent possible. These standards are met.

Street Connectivity and Internal Circulation (ADC 8.350). *The standards apply to both public and private streets.*

- (1) *New commercial buildings may be required to provide street or driveway stubs and reciprocal access easements to promote efficient circulation between uses and properties, and to promote connectivity and dispersal of traffic.*
- (2) *The internal vehicle circulation system of a commercial development shall be a continuation of the adjacent public street pattern wherever possible and promote street connectivity. The vehicle circulation system shall mimic a traditional local street network and break the development into numerous smaller blocks.*
- (3) *Traffic lanes shall be internal to the site and shall not be located between the building(s) and the sidewalk(s), except as provided in (4) below.*

- (4) *Where drop-off facilities are provided, they shall be designed to meet the requirements of the Americans with Disabilities Act (ADA), but still provide for direct pedestrian circulation.*
- (5) *Internal roadways shall be designed to slow traffic speeds. This can be achieved by keeping road widths to a minimum, allowing parallel parking, and planting street trees to visually narrow the road.*

FINDINGS OF FACT: The proposal was evaluated for opportunities to interconnect the site with the adjoining *Hasty Freez* drive-thru restaurant property to the southwest in order to minimize the number of driveways on the abutting streets. However, due to the orientation and circulation pattern of the existing *Hasty Freez* business it was not possible to connect the sites. The applicant’s design team coordinated with Albany Engineering and ODOT staff and determined to restrict parking area access to Baker Street and 7th Avenue rather than connecting the parking lots to Lyon Street.

The apparatus bay driveways on Lyon Street and Baker Street are midway between 5th Avenue and 7th Avenue, thereby mimicking the location of 6th Avenue, which is proposed to be vacated to accommodate the proposed facility.

No drop-off facilities are proposed for this development and no traffic aisles are proposed to be located between the building and the sidewalk. The apparatus bay driveway is perpendicular rather than parallel to Lyon Street and will function more similarly to an intersecting street than to a drive aisle.

Traffic will likely be generally slow due to the relatively small parking lots. Internal circulation within parking areas is designed to discourage aggressive driving and ensure a safe environment for pedestrian and motor vehicle operators. The use of landscaping and islands will create a pedestrian-focused environment and an aesthetically pleasing and environmentally friendly design. These criteria are met.

Pedestrian Amenities (ADC 8.360).

- (1) *All new commercial structures and improvements to existing sites shall provide pedestrian amenities. The number of pedestrian amenities shall comply with the following sliding scale.*

<u>Size of Structure or Improvement</u>	<u>Number of Amenities</u>
<i>Less than 5,000 square feet</i>	<i>1</i>
<i>5,000 – 10,000 square feet</i>	<i>2</i>
<i>10,001 – 50,000 square feet</i>	<i>3</i>

- (2) *Acceptable pedestrian amenities include the following improvements. No more than two of any item may be used to fulfill the requirement:*

- (a) *Sidewalks at least ten feet wide with ornamental treatments (e.g., brick pavers), or sidewalks which are 50 percent wider than required by the Code.*
- (b) *Benches and public outdoors seating for at least four people.*
- (c) *Sidewalk planter(s) enclosing a total of eight square feet.*
- (d) *Pocket parks or decorative gardens (minimum usable area of 300 square feet).*
- (e) *Plazas (minimum usable area of 300 square feet).*
- (f) *Street trees that are 50 percent larger than required by the Code.*
- (g) *Weather protection (awnings, etc.).*
- (h) *Other pedestrian amenities that are not listed but are similar in scale and benefit.*

- (3) *Pedestrian amenities shall comply with the following standards:*

- (a) *Amenities shall be located outside the building main entrance, along pedestrian corridors, or near transit stops. Amenities shall be visible and accessible to the general public from an improved public or private street. Access to pocket parks, plazas, and sidewalks must be provided via a public right-of-way or a public access easement.*

- (b) *Amenities are not subject to setback requirements.*
- (c) *Amenities are consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers is recommended to foster continuity in the design of pedestrian areas. Materials should be suitable for outdoor use, easily maintained, and have a reasonably long life cycle (e.g., 10 years before replacement).*

FINDINGS OF FACT: The proposed building size of 24,265 square feet requires three pedestrian amenities. As illustrated in Attachment C.76 (Sheet C2.1), proposed amenities include a plaza with seating walls, weather protection over the main entryway, footbridges over the stormwater facility, sidewalk planters, and street trees. The plaza, weather protection, and footbridges are all near the main building entrance. A consistent theme has been utilized for the amenities to ensure harmony with the building design. This standard is met.

- N/A (4) *On sites at major transit stops provide the following:*
- (a) *Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection.*
 - (b) *A reasonable direct pedestrian connection between the transit stop and building entrances on the site.*
 - (c) *A transit passenger landing pad accessible to the disabled.*
 - (d) *An easement or dedication for a passenger shelter if requested by the transit provider.*
 - (e) *Lighting at the transit stop.*

FINDINGS OF FACT: The site is not located at a major transit stop. The fire station site is 0.2 miles from the Albany Transit Station, which is located at 112 10th Avenue SW; however, the transit station can be reached via the abutting public sidewalk on Lyon Street. This is not applicable.

Pedestrian Connections (ADC 8.370)

- (1) *New retail, office and institutional buildings at or near existing or planned transit stops shall provide for convenient pedestrian access to transit.*
- (2) *Walkways shall be provided connecting building entrances and streets adjoining the site.*
- (3) *Pedestrian connections to adjoining properties shall be provided except where such a connection is impractical. Pedestrian connections shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential of redevelopment, streets, access ways and walkways on site shall be laid out or stubbed to allow for extension the adjoining property.*

FINDINGS OF FACT: Although the proposed fire station site is 0.2 miles from the transit stop at the Albany Transit Station (112 10th Avenue SW), it can be reached via the abutting public sidewalk on Lyon Street. An accessible walkway is proposed between the main building entrance and the public sidewalk, and sidewalks will also connect to 7th Avenue and Baker Street.

The applicant investigated opportunities to interconnect the site with the adjoining *Hasty Freez* drive-thru restaurant property in order to minimize the number of driveways on the abutting streets. However, due to the orientation and circulation pattern of the existing *Hasty Freez* business it was not possible to connect the sites. Due to the location, orientation, and usage of existing developed neighboring properties it was deemed impractical to directly connect the on-site pedestrian paths with neighboring properties, particularly those in residential use. The site plan (Attachment C.76, Sheet C2.1) illustrates how the internal pedestrian circulation plan, and the site in general, will connect to external circulation systems. This standard is met.

Compatibility Details (ADC 8.390). *Commercial development shall be designed to comply with the following applicable details and any other details warranted by the local conditions:*

- (1) *On-site lighting is arranged so that light is reflected away from adjoining properties and/or streets.*

- (2) *Any undesirable impacts produced on the site, such as noise, glare, odors, dust or vibrations have been adequately screened from adjacent properties.*
- (3) *The site is protected from any undesirable impacts that are generated on abutting properties.*
- (4) *Unsightly exterior improvements and items such as trash receptacles, exterior vents and mechanical devices have been adequately screened.*
- (5) *Storage areas, trash collection facilities and noise generating equipment are located away from public streets, abutting residential districts or development, or sight obscuring fencing has been provided.*
- (6) *Where needed, loading facilities are provided on-site and are of sufficient size and number to adequately handle the delivery or shipping of goods or people. Where possible, loading areas should be designed so that vehicles enter and exit the site in a forward motion.*

FINDINGS OF FACT: As depicted on Attachment C.91 (Sheet E1.1PH), lighting glare is minimized through the use of shielded light fixtures as illustrated on the photometrics plan. All overhead lighting will be directed downward to illuminate the parking areas and exterior of the building with the primary purpose of increasing safety for employees and visitors. Light pollution will be mitigated by utilizing appropriate shielding on light fixtures and planting trees along the borders of the parking lots.

Noise, dust, and vibration impacts will be similar to those from the existing fire station, primarily originating from emergency vehicle trips to and from the facility, plus infrequent use of the emergency generator. The facility is not anticipated to generate odors other than those from the trash enclosure, which is located over 13 feet from the property line and more than 15 feet from dwelling windows. The landscape plan (Attachment C.84 and C.85, Sheets L4.1 and L4.2) includes a variety of parking lot trees and shrubs lining the exterior of the parking lot and site with the intention of segregating the neighbors from the any noise, glare, odors, and dust associated with the fire station.

Based on the abutting commercial and residential uses, the likelihood of undesirable impacts from neighboring properties is limited. Nonetheless, the site has adequate landscaping and paved space between the building and neighboring properties to prevent undesirable effects of adjacent uses.

The trash collection facility is located near the northeast corner of the building and is fully screened from view by a fenced enclosure and landscaping. As shown in the site plan (Attachment C.76, Sheet C2.1), the trash receptacle will be screened from neighboring properties by landscaping (see Attachment C.84, Sheet L4.1) and a chain-link fence with slats.

The emergency generator has been sited north of the building as far from residences as possible to minimize noise impacts on neighboring properties. The generator will only operate during periods of power failure and during periodic test cycles (required to occur at least monthly for 30 minutes).

Building mechanical equipment will be located on the roof behind the parapets to decrease visibility from Lyon Street, and the electrical transformer and emergency generator are located within the fenced and screened yard north of the building.

The proposed fire station does not necessitate the use of a designated loading facility, as any deliveries can be accommodated via the paved area near the apparatus bay's east entrance. A portion of the apparatus bay itself has been designed to allow fire trucks to pull through from east to west. These criteria are met.

Supplemental Commercial Design Standards in Village Centers, ADC 8.405 – 8.475

8.415 Buildings Along Public Streets.

Standards.

- (1) *Buildings and plazas shall be located within the maximum setback area for at least 40 percent of one public street frontage.*
- (2) *For sites with frontage on more than one public street (i.e., corner lots), this standard applies to one frontage only.*
- (3) *The public street frontage is the length of the property as measured along the street right-of-way excluding*

the width of entrance driveways and/or streets.

- (4) *Building facades that face public streets shall be divided into human-scale proportions using at least two features such as windows, entrances, arcades, arbors, awnings, trellises with vines, or an equivalent element. A blank, uninterrupted wall shall not be longer than 30 feet.*
- (5) *No parking, loading or travel aisles shall be located between the public street and buildings within 50 feet of the street, except that a designated park-and-ride lot or one drive-through lane may be permitted. See Section 8.420(b).*
- (6) *To count toward this standard, a plaza shall:*
 - (a) *Be well defined at the street edge by a low decorative architectural wall (no higher than three feet), or a line of shrubs or trees of the same species, or similar landscaped or built feature;*
 - (b) *Use materials that are similar in quality to the principal materials of the primary building(s) and landscape. Landscaping with drought-resistant native species is strongly encouraged;*
 - (c) *Have direct access to the public street sidewalk and be located the shortest distance to the nearest building main entrance; and*
 - (d) *Extend at least the full depth of the maximum setback.*

FINDINGS OF FACT: Although the LE zone has no maximum front setback, the proposed building encompasses 45% of the Lyon Street frontage. To ensure a pedestrian-friendly development, the primary entrance and office portion of the building is located approximately 10 feet from the front property line. The remainder of the building is approximately 26 feet from the front property line. The office portion of the building is located as close as practical to the front property line, while the apparatus bay is set back to accommodate emergency vehicles entering and existing. The public street frontage along Lyon Street is 375 feet. The building is 170 feet in length, which encompasses 45% of the Lyon Street frontage.

The proposed plan includes a plaza that extends out to the public sidewalk on Lyon Street. The plaza is located on the south side of the building between the fire station and the parking lot. The plaza will be visually separated from the street by an enclosure of trees geometrically clustered in the southwest corner of the site, two rows of trees lining the south side of the building, and trees lining the parking area and islands.

No parking, loading, or travel aisles are proposed between Lyon Street and the building. The design of the fire station has been selected to complement other structures in Albany's historic downtown. As shown on Attachments C.87 and C.90 (Sheets A2.1 and A3.1), the building design incorporates significant windows, multiple glass overhead doors, and doorways. The uninterrupted wall at the north end of the Lyon Street elevation is approximately 26 feet long, which is less than the 30-foot maximum. These criteria are met.

N/A 8.420 Maximum Setback.

Standards.

- (1) *In zoning districts with maximum setbacks, buildings within 50 feet of a public street shall have 40% of the building located within the maximum setback except that:*
 - (a) *If a previously recorded easement precludes meeting the maximum setback, the applicant shall demonstrate that an alternative layout best addresses the intent of this standard and the character of the village center.*
 - (b) *A building with drive-through service may have one drive-through lane between the building and the street provided that the building is set back no more than 25 feet and the drive-through lane is screened according to standards for perimeter parking area landscaping in ADC 8.470.*
- (2) *Any building more than 50 feet from a public street is exempt from this standard.*

FINDINGS OF FACT: The LE zone has no maximum front setback; therefore, this criterion is not applicable.

N/A 8.430 Size Limitations. See building size limitations in Articles 4 and 5, Table 1, Development Standards.

FINDINGS OF FACT: There is no maximum building size for the LE or HM zoning district; therefore, this criterion is not applicable.

8.440 Building Design.

Standards.

- (1) *Building facades longer than 100 feet shall have relief such as recessed entries, offsets, jogs, bays, columns, ribs, pilasters, piers, cornices, bases, or other distinctive constructed changes. Changes in relief in the building façade shall occur at least every 100 feet for at least 20% of the exterior wall area. At least two colors or textures shall be used (not including stripes or bands).*
- (2) *Rooflines longer than 100 feet shall be relieved by elements such as parapets, gables, dormers, towers, steeples, etc.*
- (3) *No building wall shall be longer than 300 feet unless the building façade has one or more major offsets in wall plane. A major offset in wall plane shall have a depth of at least 10% of the length of the longest abutting wall and shall continue for at least 20% of the building facade. Minor changes in wall plane such as entries, jogs, bays, columns, ribs, pilasters, piers, or cornices do not count toward meeting this standard.*
- (4) *In developments with multiple buildings, each individual building shall include predominant characteristics shared by all buildings in the development, so that the development forms a cohesive place within the district. A standardized prototype design shall be modified if necessary to meet the provisions of this Code and character of this district.*
- (5) *Corrugated metal siding is prohibited on any building. Corrugated metal roofing is allowed.*

FINDINGS OF FACT: As shown on Attachment C.87 and C.90 (Sheets A2.1 and A3.1), the building has an overall length of 172 feet and incorporates significant windows, multiple glass overhead doors, doorways, and a decorative cornice on the parapet. The vestibule and lobby project out toward the Lyon Street sidewalk while the remainder of the front façade is offset in two different planes. The overhead doors serve to break up the significant massing of the 110-foot portion of the façade north of the lobby. The east face of the building is comprised of three materials including brick, glass, and fiber cement accent panels. This criterion is met.

8.445 Pedestrian Network.

Standards.

- (1) *Sidewalks must be located to provide the shortest direct connection from the public street sidewalk(s) to all customer entrances.*
- (2) *Sidewalks must be located to provide the shortest direct connection between all on-site customer entrances.*
- (3) *Sidewalks must be located along every public street frontage and both sides of on-site private streets. These sidewalks must be separated from the street by a tree-lined landscape strip.*
- (4) *Extra-wide sidewalks are encouraged to provide space for tables and chairs and other pedestrian amenities, creating a concentration of activity to serve as the neighborhood center.*
- (5) *Sites larger than eight acres shall create an open space or plaza with amenities such as benches, monuments, kiosks or public art. Amenities shall be in prominent locations, interconnected with the uses and walkways on the site, and be landscaped.*

FINDINGS OF FACT: The primary entrance on the southwest corner of the building will be only ten feet from the front property line. This is the shortest and most direct location for connection to the sidewalk within the right-of-way. Other public entrances are located on the south side of the building within the plaza area, adjacent to the public parking lot. Both entrances are surrounded by hardscape plaza spaces that connect directly to public sidewalks.

Public sidewalks are located on Lyon Street and 7th Avenue. Street trees will be planted in accordance with applicable City standards. The sidewalk along Lyon Street is 10 feet wide, which allows for significant pedestrian volume. Although the site area is less than eight acres (1.63 acres), the proposed plaza will serve as a publicly accessible focal point for the neighborhood. These criteria are met.

8.450 Privacy Considerations.

Standard.

(1) *Non-residential uses and parking areas shall be arranged to minimize infringement on the privacy of adjoining residents.*

FINDINGS OF FACT: As depicted on Attachment C.76 (Sheet C2.1), the building and parking areas are located as far away from abutting residences north and east as practical, with a 10-foot wide or greater vegetated buffer. The landscaping plan on Attachment C.84 and C.85 (Sheets L4.1 and L4.2), illustrates the proposed plantings intended to maximize privacy of nearby properties. This criterion is met.

8.460 Parking Areas.

Standards.

(1) *On-street parking spaces within 100 feet of a commercial or office development may count towards meeting the parking requirement.*

(2) *Shared parking is encouraged for all uses.*

(3) *Trees intended for parking area landscaping shall provide a canopy cover of at least 20% of the parking area at maturity. Existing trees may be included to meet the canopy requirement, provided the site plan identifies such trees and the trees meet the standards of size, health, and placement. The extent of canopy at maturity shall be based on published reference texts generally accepted by landscape architects, nurserymen, and arborists.*

(4) *Bioswales shall be considered as the initial stormwater collection system.*

FINDINGS OF FACT: There are several on-street parking spaces proposed along Lyon Street for use by site visitors, in addition to the 47 on-site spaces. The parking lot trees illustrated on Attachment C.84 and C.85 (Sheets L4.1 and L4.2), have been selected to provide a mature canopy of 23% of the north parking area and 25% of the south parking area. The parking facility is designed to provide an inviting experience for both pedestrians and drivers alike. The public parking area has integrated trees, a plaza, landscaped islands, and other landscaping features to mitigate the effects of an open paved lot. Multiple vegetated planters will provide stormwater quality for parking lot runoff (see Attachment C.77, Sheet C2.2). These criteria are met.

8.470 Perimeter Parking Area Landscaping.

Standards.

1) *All parking areas (excluding entranceways) adjacent to a public street shall be screened with:*

(a) *A low continuous hedge of evergreen shrubs, trees and plantings that are at least 3 feet tall within 2 years and grow to provide an evergreen screen of at least 70%; OR*

(b) *A berm 3 feet tall with a maximum slope of 3:1, in combination with coniferous and deciduous trees and shrubs; OR*

(c) *A low decorative masonry wall at least 3 feet tall in combination with landscaping; OR*

(d) *A combination of any of these methods.*

(2) *The landscape plan shall be prepared by a licensed landscape architect.*

FINDINGS OF FACT: The site has been laid out to ensure that no parking areas are adjacent to a public street; all parking lots are more than 20 feet from the right-of-way line. Attachment C.84 and C.85 (Sheets L4.1 and L4.2) depicts the parking lot perimeter landscaping. The parking areas are surrounded by evergreen shrubs with larger parking lot trees just to the interior. These criteria are met.

N/A 8.475 Signs.

Standards.

For integrated centers, an overall sign and graphics program shall be provided as part of the development application to ensure that stand-alone signs are consolidated and that signs complement the character of the neighborhood. Monument signs are preferred rather than freestanding signs.

FINDINGS OF FACT: The proposal is not an integrated center; therefore, this criterion does not apply.

DESIGN STANDARDS CONCLUSION

The proposal satisfies the applicable design review criteria without conditions.

SITE PLAN REVIEW CRITERIA (ADC 2.450)

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

FINDINGS OF FACT

- 1.1 The findings of fact for ADC 2.250 conditional use review criterion number four above are incorporated here by reference. In summary, these findings conclude that public utilities are available to the site and are adequate to serve the proposed development if conditions of approval are met.

CONCLUSION

- 1.1 Public utilities can accommodate the proposed development if conditions of approval are met.
 - 1.2 This criterion is met with the conditions listed under conditional use review criterion number four above.
- Criterion (2) The proposed post-construction stormwater quality facilities (private and/or public) can accommodate the proposed development, consistent with Title 12 of the Albany Municipal Code.***

FINDINGS OF FACT

- 2.1 The findings of fact for ADC 2.250 conditional use review criterion number four above are incorporated here by reference. In summary, these findings conclude that stormwater quality facilities are adequate to serve the proposed development if conditions of approval are met.

CONCLUSION

- 2.1 Post-construction storm water quality facilities can accommodate the proposed development if conditions of approval are met.
- 2.2 This criterion is met with the conditions listed under conditional use review criterion number four above.

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

FINDINGS OF FACT

- 3.1 The findings of fact for ADC 2.250 conditional use review criterion number three above are incorporated here by reference. In summary, these findings conclude that the transportation system can accommodate the proposed development if conditions of approval are met.

CONCLUSION

- 3.1 The transportation system can safely and adequately accommodate the proposed development if conditions of approval are met.
- 3.2 This criterion is met with the conditions listed under conditional use review criterion number three above.

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

FINDINGS OF FACT

4.1 The findings of fact for ADC 2.250 conditional use review criterion number three above are incorporated here by reference. In summary, these findings conclude that the access and parking areas can accommodate the proposed development if conditions of approval are met.

CONCLUSION

4.1 The parking areas and entrance-exit points are designed to facilitate traffic and pedestrian safety and avoid congestion if conditions of approval are met.

4.2 This criterion is met with the conditions listed under conditional use review criterion number three above.

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

FINDINGS OF FACT

5.1 The findings of fact for ADC 2.250 conditional use review criterion number two above are incorporated here by reference. In summary, these findings conclude that the proposed use will be compatible with existing or anticipated uses in terms of size, building scale and style, intensity, and setbacks. Differences in appearance or scale of this relatively large building and site are sufficiently mitigated through such means as setbacks, screening, landscaping, and building design. As such, the proposal is consistent with criterion two of ADC 2.250 if conditions of approval are met.

CONCLUSION

5.1 The design and operating characteristics of the proposed development are reasonably compatible with surrounding development and land uses, and any negative impacts have been sufficiently minimized if conditions of approval are met.

5.2 This criterion is met with the conditions listed under conditional use review criterion number two above.

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

FINDINGS OF FACT

6.1 The findings of fact for ADC 2.250 conditional use review criterion number six above are incorporated here by reference. In summary, these findings indicate that the site does not have special purpose districts that will be impacted by the proposed development.

CONCLUSION

6.1 The site has no special purpose districts that require conditions of approval to mitigate.

6.2 This criterion is met without conditions.

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

FINDINGS OF FACT

7.1 Prior land use approvals on record include: 1) Site plan review for a change of use from a residential use to an office use with joint-use parking (SP-26-92); 2) Site plan review to expand a paved parking area with concurrent variance request to reduce the required buffer/screening area to five feet where 10 feet is required (SP-35-92); and 3) Replat to combine three parcels into two parcels (RL-02-15). There are no code compliance issues related to these land use approvals.

CONCLUSION

7.1 The site is in compliance with prior land use approvals.

7.2 This criterion is met without conditions.

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

FINDINGS OF FACT

8.1 The entire site is proposed to be redeveloped and it is not considered nonconforming.

CONCLUSION

8.1 This criterion is not applicable.

TENTATIVE PLAT REVIEW CRITERIA (ADC 11.180)

Criterion (1) Development of any remainder of property under the same ownership can be accomplished in accordance with this Code.

FINDINGS OF FACT

1.1 As illustrated on Attachment C.79 (Sheet C2.4), the replat would combine six parcels, plus the vacated portion of 6th Avenue, into one parcel under the same ownership. The proposed development would utilize the entire site.

CONCLUSION

1.1 The proposed replat does not create additional parcels nor leave any remaining amount of land.

1.2 This criterion is met without conditions.

Criterion (2) Adjoining land can be developed or is provided access that will allow its development in accordance with this Code.

FINDINGS OF FACT

2.1 This review criterion has been interpreted by the City Council to require only that adjoining land either have access, or be provided access, to public streets.

2.2 ADC 12.060 requires that development must have frontage on or approved access to a public street currently open to traffic.

2.3 As illustrated on Attachment C.79 (Sheet C2.4), the replat would combine six parcels, plus the vacated portion of 6th Avenue, into one parcel.

2.4 The proposed replat and street vacation will not impact the ability of adjoining land to develop.

2.5 Adjoining lands have direct access to public streets and will continue to have direct access after the proposed replat and street vacation.

CONCLUSIONS

2.1 The subject properties and surrounding properties have access to public streets, and the proposed replat with street vacation will not interfere with existing access or the public street right-of-way; nor will it impact the ability to develop adjoin land.

2.2 This criterion is met without conditions.

Criterion (3) The proposed street plan affords the best economic, safe, and efficient circulation of traffic possible under the circumstances.

FINDINGS OF FACT

3.1 The subject properties are presently served by public streets and will remain so with the replat and street vacation.

3.2 No new streets are proposed with the replat.

CONCLUSIONS

- 3.1 The proposed replat does not create additional parcels nor leave any remaining amount of land.
- 3.2 The proposed replat will not result in an increase to the potential intensity of development allowed on the site.
- 3.3 This criterion is met without conditions.

Criterion (4) The location and design allows development to be conveniently served by various public utilities.

FINDING OF FACT

- 4.1 The findings of fact for ADC 2.250 conditional use review criterion number four above are incorporated here by reference. In summary, these findings conclude that public utilities are available to the site and are adequate to serve the proposed development if conditions of approval are met.

CONCLUSION

- 4.1 Public utilities (sanitary sewer, water, and storm drainage) are in place and are adequate to serve the proposed development.
- 4.2 This criterion is met with the conditions listed under conditional use review criterion number four above.

Criterion (5) Activities and developments within special purpose districts must comply with the regulations described in Articles 4 (Airport Approach), 6 (Natural Resources), and 7 (Historic), as applicable.

FINDINGS OF FACT

- 5.1 The findings of fact for ADC 2.250 conditional use review criterion number six above are incorporated here by reference. In summary, these findings indicate that the site does not have special purpose districts that will be impacted by the proposed development.

CONCLUSIONS

- 5.1 The site has no special purpose districts that require conditions of approval to mitigate.
- 5.2 This criterion is met without conditions.

REPLAT CONCLUSION

The application for a replat to combine six parcels, plus the vacated portion of 6th Avenue, into one parcel satisfies the applicable review criteria without conditions.

OVERALL CONCLUSION

As proposed and conditioned, the application for a street vacation, conditional use review and replat to develop a new fire station satisfies all of the applicable review criteria as outlined in this report.

OPTIONS FOR THE PLANNING COMMISSION

The Planning Commission has three options with respect to the proposal:

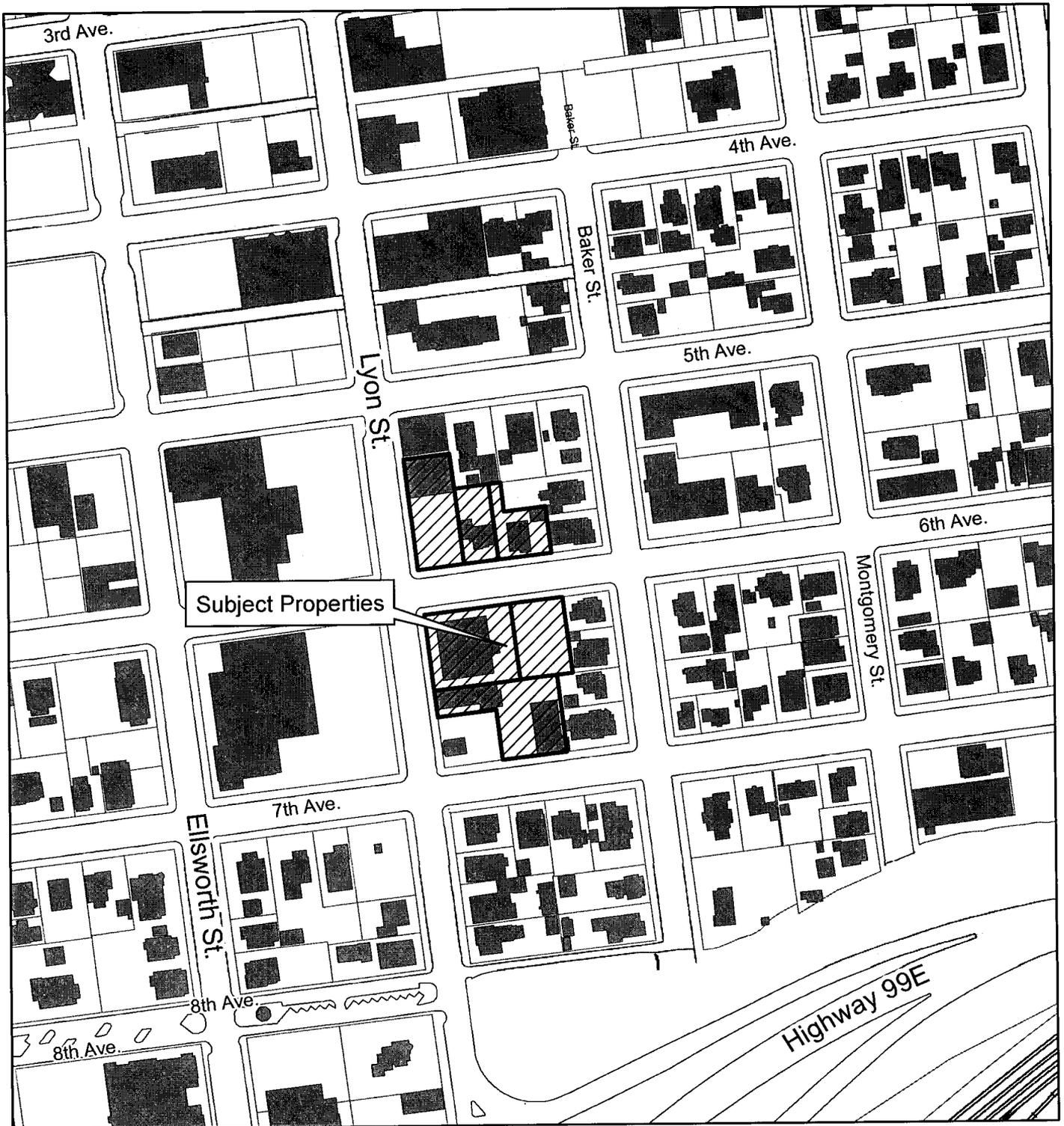
- Option 1: Recommend that the City Council approve request as proposed;
- Option 2: Recommend that the City Council approve the request with conditions of approval; or
- Option 3: Recommend that the City Council deny the request.

STAFF RECOMMENDATION

Based on analysis in this report, staff suggests that the Planning Commission recommend that the City Council approve the requested street vacation, conditional use review, and replat, as conditioned in this staff report. Motions to this effect will be provided for consideration during the public hearing on this application.

ATTACHMENTS

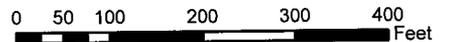
- A. Location Map
- B. Comments from Duane James Liner, ODOT Development Review Coordinator (dated Oct. 29, 2015)
- C. Applicant's Submittal:
 - C.1 – C.6 Street Vacation Findings and Exhibits
 - C.7 – C.58 Conditional Use and Replat Findings Narrative
 - C.59 – C.63 Summary of Neighborhood Meeting
 - C.64 – C.65 Trip Generation Calculations
 - C.66 Zoning Map
 - C.67 Street View 1
 - C.68 Aerial View 2
 - C.69 Building Elevations 3
 - C.70 Building Elevations 4
 - C.71 Materials Board 5
 - C.72 Title Sheet and Drawing Index (Sheet T1.1)
 - C.73 Code Analysis (Sheet T1.2)
 - C.74 Existing Conditions Plan (Sheet C1.1)
 - C.75 Demolition Plan (Sheet C2.0)
 - C.76 Site Plan (Sheet C2.1)
 - C.77 Grading Plan (Sheet C2.2)
 - C.78 Utility Plan (Sheet C2.3)
 - C.79 Tentative Replat (Sheet C2.4)
 - C.80 Details (Sheet C8.0)
 - C.81 Landscape Materials and Layout Plan - North (Sheet L2.1)
 - C.82 Landscape Materials and Layout Plan - South (Sheet L2.2)
 - C.83 Irrigation Plan (Sheet L3.1)
 - C.84 Planting Plan - North (Sheet L4.1)
 - C.85 Planting Plan – South (Sheet L4.2)
 - C.86 Irrigation and Planting Details (Sheet L8.1)
 - C.87 First Floor Plan (Sheet A2.1)
 - C.88 Second Floor Plan (Sheet A2.2)
 - C.89 Roof Plan (Sheet A2.3)
 - C.90 Building Elevations (Sheet A3.1)
 - C.91 Site Photometrics (E1.1PH)



Location Map: 110 - 623 Lyon St. SW, 129 - 133 6th Ave. SW and 123 - 177 7th Ave. SW

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





June 2, 2015

Planning Division

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



Oregon

Kate Brown, Governor

Department of Transportation

Region 2

455 Airport Road SE, Bldg. B
Salem, Oregon 97301-5395

FILE CODE: 031 MP 10.85 vlc.
DRS Case No. 6570 CHAMPS # N/A

Submitted to ePlans & cc by email

October 29, 2015

Melissa Anderson
Albany Community Development Department
333 Broadalbin Street SW
PO Box 490
Albany, OR 97321

SUBJECT: ODOT Comments for City Land Use File No. VC-03-15, CU-08-15, & RL-11-5
Project Review - Development of a New Albany Fire Station
Applicant: Fire Chief John Bradner Agent: Brian Varrichione, Mackenzie
Assessor's Map Number, T11S, R03W, Section 07BA, Tax Lot 1000, 1001,
1600, 2000, 2100, & 2701

Dear Melisa,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the Project Review. This letter is submitted for inclusion in the public hearing record and ODOT should be considered a party to the land use action. Please provide a copy of the land use decision, notice of any time extensions or continuances, to ODOT at the address provided below, or you may provide notice to ODOT via e-mail. Electronic format is preferred.

Planning and Development Manager
Oregon Department of Transportation
Region 2 Headquarters
455 Airport Road SE, Building B
Salem, OR 97301-5395

Electronic documents can be directed to:
ODOTR2PLANMGR@ODOT.STATE.OR.US

ODOT staff has completed a review of the submitted materials for this proposed development of a new Albany Fire Station, and has the following comments.

The property abuts US 20 (Albany - Corvallis Highway, ODOT Hwy #031, also known as Lyon Street) and is subject to state laws administered by the Oregon Department of Transportation. These laws may require the applicant to obtain one or more state permits to carry out the intended use of the property, or to otherwise comply with state law without need for a permit.

ACCESS TO STATE HIGHWAY

The project review application materials show one proposed approach to US 20 (Lyon Street). This one approach is to serve the fire station apparatus bay. The applicant will need to submit an *Application for State Highway Approach* (access permit application) for this proposed approach to the highway. Applications are subject to review and approval consistent with Oregon Administrative Rule Chapter 734, Division 51.

Application for State Highway Approach can be found at:

<http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>

Apparatus Bay Approach:

With the proposed new fire station, the existing apparatus bay approach is removed and replaced with a new one at the location of the proposed vacated SE 6th Avenue. With submittal of the *Application for State Highway Approach* for this approach please:

- Clearly indicate if the City is requesting relocating or removing the existing fire signal on Lyon Street. The fire signal on Ellsworth Street is also associated with this fire station and a clear indication of what is being proposed for this fire signal needs to be included as part of the application.
- Clearly indicate if the City is requesting emergency vehicle warning signs. If so, indicate the proposed signs and locations on the site plan.
- Provide an explanation on how fire apparatus returning to the fire station will maneuver into position for the next emergency call. In other words, ODOT does not recommend, encourage, or approve backing of emergency vehicles from the highway to the fire station bays. Any backing or maneuvering of the fire apparatus into the fire station bays should happen off of the highway.

ASSOCIATED ADDITIONAL HIGHWAY WORK

Bulb-outs, Curbing, and On Street Parking:

The site plan shows on street parking, curbing, and bulb-outs. The designs of these features will need to consider vehicle turning radius (to help determine curb placement location and curb radii) as well as sight distance. The design will also need to verify that parking does not impact/limit sight distance from the proposed approach or the line of sight to any associated emergency vehicle warning signs. Plans should clearly call out the proposed curb radii, travel lane widths, and bulb-out dimensions. Plans should show the design vehicle used and include turning templates. ODOT will need to review plans for this proposed work.

Existing drainage will be impacted with this proposal. Plans should be prepared that clearly show the drainage which is impacted and the proposed improvements that will be made as part of this project.

Crosswalk:

The site plan shows a marked crosswalk on the south leg of the US20 (Lyon St) / 6th Avenue. ODOT's approval must be obtained for any new marked crosswalk on the highway.

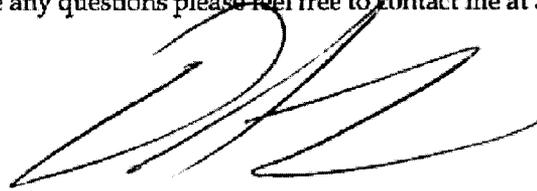
ODOT DRS#6570, CHAMPS# N/A
City of Albany Land Use File # VC-03-15, CU-08-15, & RL-11-5
Page 3 of 3

CONSTRUCTION ACTIVITIES IN ODOT RIGHT-OF-WAY

Please note the applicant will be required to contact the District 4 Maintenance office (541-757-4211) to obtain permits if construction activities are to occur within state highway right-of-way.

If you have any questions please feel free to contact me at 541-757-4140.

Sincerely,



Duane James Liner, P.E.
ODOT Development Review Coordinator

cc: Electronic copies provided to: Valerie Grigg Devis, ODOT / Kendall Weeks, ODOT / Scott Nelson, PE, ODOT / Dorothy Upton, ODOT / Julie Infante, ODOT / Ed Cantrell, ODOT / Ron Irish, City of Albany / Jeff Humphries, Mackenzie / Brian Varricchione, Mackenzie

Albany Fire Department - 6th Avenue Vacation



Sixth Avenue - Vacation Review Criteria

- (1) The requested vacation is consistent with relevant Comprehensive Plan policies and with any street plan city transportation or public facility plan.***

Fact: This section of 6th Avenue is not listed as a major street in the Albany Transportation System Plan.

Conclusion: Vacating this right-of-way is not inconsistent with the Albany Transportation System Plan.

- (2) The requested vacation will not have a negative effect on access between public rights-of-way or to existing properties, potential lots, public facilities or utilities.***

Fact: All existing properties will still have access to a public right-of-way if the City properties are combined. The City properties are being combined into a single property as part of the Fire Department project.

Conclusion: When the City properties are combined all properties will have access to a public street.

- (3) The requested vacation will not have a negative effect on traffic circulation or emergency service protection.***

Fact: While 6th Avenue between Lyon Street and Baker Street will be vacated, all properties will be able to access all the remaining streets in the area.

Conclusion: There will be no negative effect on traffic circulation or emergency service protection due to vacating this right-of-way.

- (4) The portion of the right-of-way that is to be vacated will be brought into compliance with Code requirements, such as landscaping, driveway access, and reconstruction of access for fire safety.***

Fact: The right-of-way will be converted into a portion of the new City of Albany Fire Station. The Fire Station will be required to meet Albany Development Code standards.

Conclusion: The vacated right-of-way will be brought into Development Code compliance.

- (5) The public interest, present and future, will be best served by approval of the proposed vacation.***

Fact: The vacated right-of-way will be converted into a portion of the new City of Albany Fire Station.

Conclusion: It is in the public interest to have a new Fire Station. Approving this right-of-way vacation will allow the Fire Station to be completed.

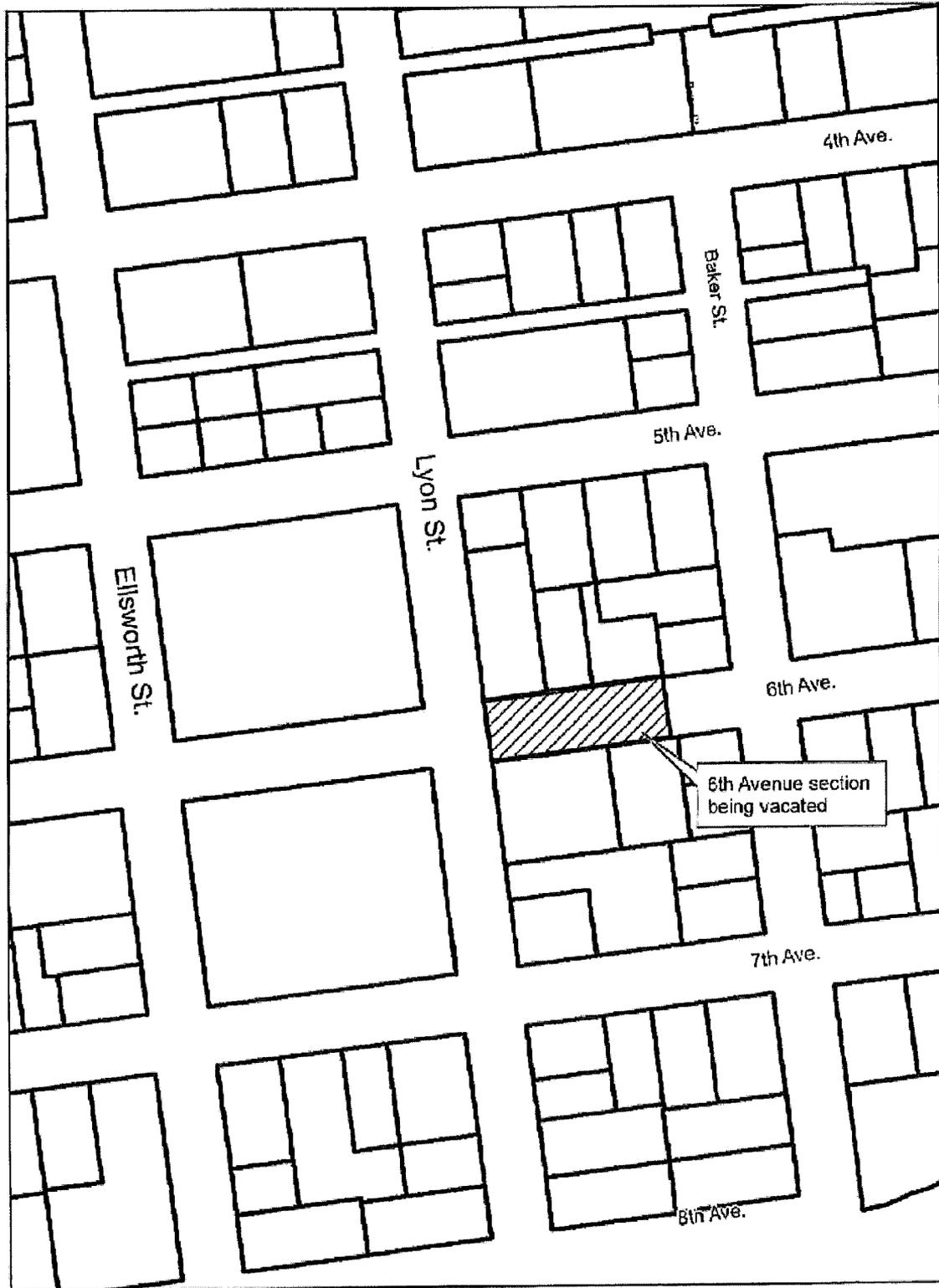
Legal Description of proposed Vacation of 6th Avenue.

The western 194.12 feet of 6th Avenue SE right-of-way between Blocks 6 and 7 of Eastern Addition to Albany subdivision, lying immediately east of the Lyon Street right-of-way, as shown on attached Exhibit A.

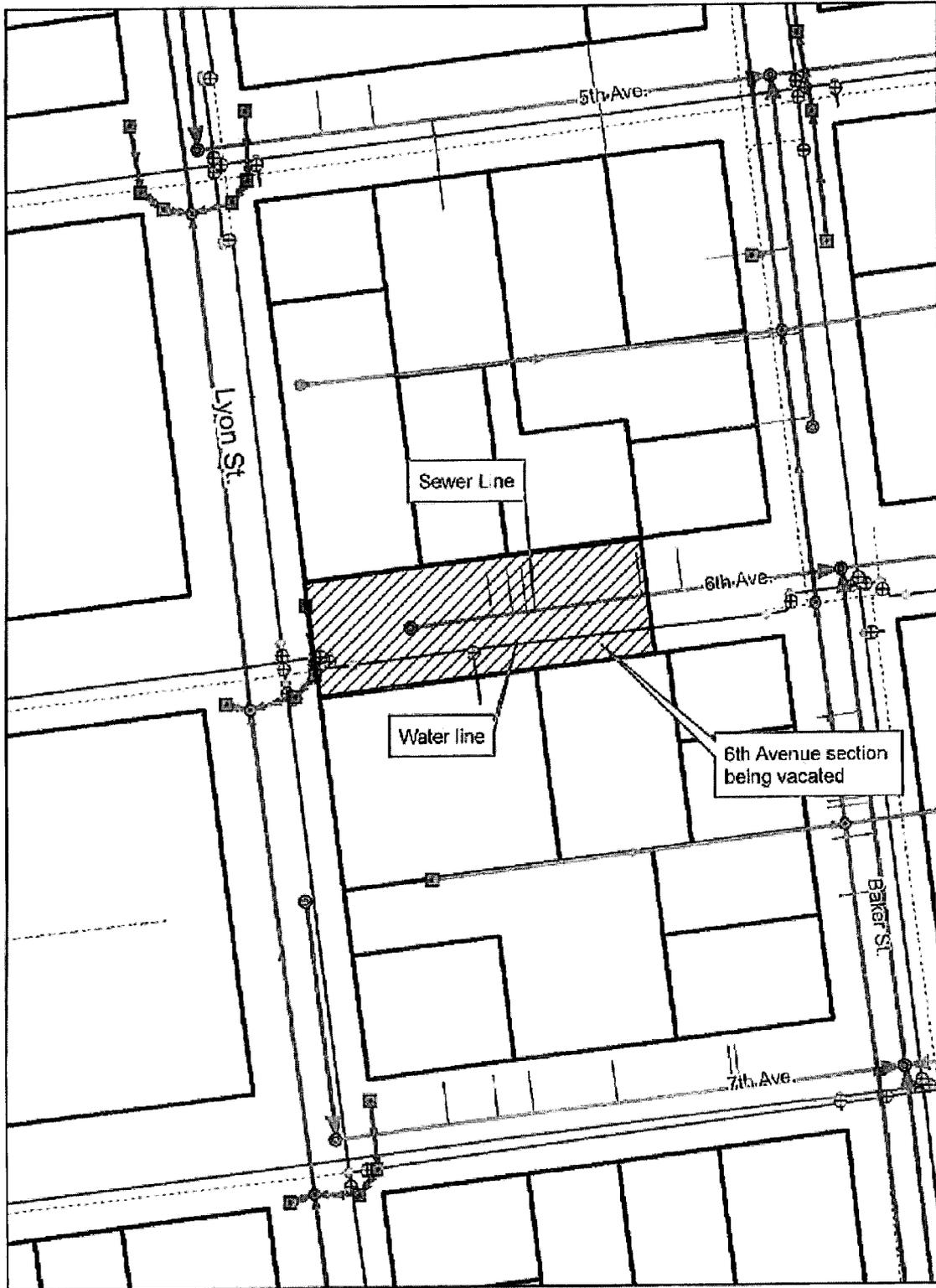
Properties to which the vacated area will be transferred

The properties that the vacated area will revert to are the properties immediately north and south of the right-of-way. The northern half will go to the northern properties and the southern half will go to the southern properties. All of the properties are owned by the City of Albany and are to be combined, along with the vacated right-of-way, into a single property.

Exhibit A - 6th Avenue Vacation



Site Plan - 6th Avenue Vacation



**CONDITIONAL USE
PERMIT, STREET
VACATION, TENTATIVE
REPLAT, & SITE PLAN
REVIEW-TREE FELLING**

To
City of Albany

For
Fire Station 11 Replacement
Lyon Street SE at 6th Avenue

Submitted
September 14, 2015
Revised October 9, 2015

Project Number
2140087.02

M.

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EXHIBITS

1. Zoning Map
2. Building Perspectives, Elevations, and Materials
3. Plans
4. Neighborhood Meeting Summary
5. Trip Generation Calculations
6. Street Vacation Findings
7. Preliminary Stormwater Report

I. PROJECT SUMMARY

Applicant:	Albany Fire Department Att: John Bradner, Fire Chief 333 Broadalbin Street SW Albany, OR 97321 john.bradner@cityofalbany.net (541) 917-7700
Owner:	City of Albany PO Box 490 Albany, OR 97321 (541) 917-7500
Contact:	Mackenzie Att: Brian Varricchione 1515 SE Water Avenue, Suite 100 Portland, OR 97214 bvarricchione@mcknze.com (503) 224-9560
Location:	Lyon Street SE between 5th Avenue SE and 7th Avenue SE Tax Map 11S03W07BA, Tax Lots 1000, 1001, 1600, 2000, 2100, & 2701
Site Address:	500, 517, 519, 525, 527, 531, & 623 Lyon Street SE; 110, 129, 131, & 133 6th Avenue SE; and 123 & 177 7th Avenue SE
Site Size:	1.64 Acres
Zoning:	LE – Lyon-Ellsworth District (western portion of site) HM – Hackleman-Monteith District (eastern portion of site)
Comprehensive Plan:	Village Center (western portion of site) Residential – Low Density (eastern portion of site)
Adjacent Zoning:	HM to the northeast, east, and southeast of site; LE to northwest, west, and southwest of site.
Existing Structures:	There are six existing buildings that will be demolished during the development of the site.
Request:	Conditional Use Permit, Tentative Replat, Site Plan Review for Tree Felling, and Street Vacation for replacement of Albany Fire Station 11

II. INTRODUCTION

Description of Request

On May 19, 2015, the citizens of Albany passed a bond measure which allowed for the reconstruction of existing police and fire facilities which have become inadequate to serve the needs of the Police Department and Fire Department. Therefore, the Albany Fire Department is now requesting the review and approval of land use applications to allow for the reconstruction of Fire Station 11 on Lyon Street SE (US Highway 20). Required applications include a conditional use permit, a tentative replat to combine six parcels into one, site plan review for tree felling, and vacation of a portion of 6th Street between Lyon Street SE and Baker Street SE.

Existing Site & Surrounding Land Use

The proposed site for the new Fire Station 11 is comprised of six tax lots east of Lyon Street SE, including the location of the existing Fire Station 11. The site is within the area bounded by Lyon Street SE to the west, 5th Avenue SE to the north, Baker Street SE to the east, and 7th Avenue SE to the south (see Figure 1). The site is separated from Baker Street SE and 5th Avenue SE by intervening developed tax lots. 6th Avenue bisects the site but the majority of the street is proposed to be vacated to accommodate the development plan.

There are six existing buildings that will be demolished as a part of this development, including a laundromat, the current Fire Station 11, an investment company, an accountant, and two outbuildings.

The site is located partially within two different zoning districts. The western portion of the site is the mixed-use Lyon-Ellsworth District (LE) zone and the eastern portion of the site is the residential Hackleman-Monteith District (HM) zone. A fire station is categorized as a Community Service use and is a permitted use in the LE zone and a conditional use in the HM zone. The site is adjacent to but west of and outside the Hackleman Historic District.

Nearby land uses include the Hasty Freez southwest of the site, the Democrat-Herald and Mark Thomas GMC Buick across Lyon Street, and multi-family and single-family residences to the north, east, and south.



Figure 1: Site Boundaries

Description of Proposed Development

The applicant is proposing the development of a 24,265 square foot fire station to serve the City of Albany, consisting of the apparatus bay, living quarters, offices, and classroom space. The total site area is 70,925 SF. Of that, 25% will be building area, 44% will be paved, and 31% will be landscaped.

Development will include a total of 47 on-site parking spaces, 19 of which will be dedicated to official fire station use. Of the 28 parking spaces open to the public, 2 will be accessible spaces. There will also be on-street parking spaces on Lyon Street and in the 6th Street right-of-way. The applicant proposes extensive landscaping and a plaza fronting on Lyon Street and a vegetated buffer along the east site boundary to separate the development from adjoining residences. The building itself is proposed to have a brick façade with a generous amount of windows to be an inviting and attractive addition to the downtown Albany streetscape. The structure will be oriented so that the apparatus bay has front and rear doors to both open directly onto Lyon Street and to allow access to and from the east in the 6th Avenue corridor.

III. NARRATIVE & COMPLIANCE

Oregon Revised Statutes

Chapter 271 - Use and Disposition of Public Lands Generally; Easements

Response: The development proposal is contingent upon the vacation of a portion of 6th Street SE between Lyon Street and Baker Street. ORS Chapter 271 (271.080-271.230) governs the process for vacating streets within incorporated cities. Findings in support of the vacation request are included in Exhibit 6. This standard is met.

City of Albany Development Code

Article 1 – Administration and Procedures

Application Procedures

1.200 Land Use Application Procedures.

- (3) *When a proposal involves more than one application for the same property, the applicant(s) may submit concurrent applications that shall be processed simultaneously in accordance with the highest numbered procedure specified. When concurrent applications are received and accepted as complete, the 120-day requirement of Section 1.220(2) shall apply as if a single application had been made.*

Response: The proposed development will require numerous land use permits and processes. It will involve a street vacation for a portion of 6th Avenue; a re-plat to remove property lines and combine parcels; a Conditional Use permit review for a Community Services land use; and site plan review for tree felling. All of these applications will be submitted and processed simultaneously. Since the street vacation requires hearings in front of the Planning Commission and the City Council, the City Council will be the decision-making body for all associated applications. This standard is met.

1.204 Neighborhood Meeting Standards.

- (1) *The applicant shall consult with City staff to determine an appropriate meeting date, time, and place given the location of the proposed development and availability of staff to attend.*
- (2) *The applicant shall send mailed notice of the public meeting to the Community Development Department Director and all property owners within a minimum distance of 300 feet of the boundaries of the subject property with the specific area to be determined by the Director based on the project scale, land use and transportation patterns or anticipated public interest in the project. If any part of the subject property is within the boundaries of a neighborhood association recognized by the City of Albany or within 300 feet of any other neighborhood association recognized by the City, notice shall be sent to the designated representative(s) of such neighborhood association(s). The property owner list shall be compiled from county tax assessor's property owner list from the most recent property tax assessment roll. The address for the designated representative(s) of the affected neighborhood association(s) shall be obtained from the City. The notice shall be sent a minimum of 10 days and no more than 30 days before the meeting, and shall include:*
- (a) *Date, time and location of the public meeting.*
- (b) *A brief written description of the development proposal and proposed use(s) with enough specificity so that the project is easily discernable.*

- (c) *The location of the subject property(ies), including address (if applicable), nearest cross streets and any other easily understood geographical reference, and a map (such as a tax assessors map) that depicts the subject property.*
- (3) *The applicant's presentation at the neighborhood meeting shall include:*
 - (a) *A map depicting the location of the subject property(ies) proposed for development.*
 - (b) *A visual description of the project including a site plan, tentative subdivision plan and elevation drawings of any proposed structures, when applicable.*
 - (c) *A description of the nature of the proposed use(s) including but not limited to, sizes and heights of structures, proposed lot sizes, density, etc.*
 - (d) *The expected or anticipated impacts from the proposed development (e.g. traffic, storm drainage, tree removal, etc.).*
 - (e) *Mitigation proposed by the applicant to alleviate the expected/anticipated impacts.*
 - (f) *An opportunity for the public to provide comments.*

Response: The applicant coordinated with Planning Division staff to arrange for and publicize the required neighborhood meeting, which was held on August 12, 2015. The notice and materials followed the above procedures. A summary of the meeting is attached as Exhibit 4. This standard is met.

Article 2 – Review Criteria

Conditional Uses

2.250 Review Criteria.

Requests for conditional uses will be approved if the review body finds that the application meets all of the following criteria, either outright or with conditions that bring the proposal into compliance:

- (1) *The proposed use is consistent with the intended character of the base zone and the operating characteristics of the neighborhood.*

Response: There is currently a fire station on the site; this project aims to improve the appearance, effectiveness, and reach of the existing use. The new station acts as a public safety service and will protect and enable healthy growth of the surrounding community. This standard is met.

- (2) *The proposed use will be compatible with existing or anticipated uses in terms of size, building scale and style, intensity, setbacks, and landscaping or the proposal mitigates difference in appearance or scale through such means as setbacks, screening, landscaping or other design features.*

Response: While the site itself will be larger than the majority of other developments in the area, the building and site features will be developed to a human scale that is responsive to its surroundings, with the structure located on Lyon Street and parking and landscaping to the rear away from existing residences. The site will integrate well into this transition area between mixed-use and residential zones. The site will be landscaped and situated in a manner that will mitigate the size of the site. This standard is met.

- (3) *The transportation system can support the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, on-street parking impacts, access requirements, neighborhood impacts and pedestrian safety.*

Response: A transportation impact study was not required for this development since the new fire station would be an outgrowth of the existing facility and would also eliminate multiple existing buildings and land uses. Based on the size and scope of the proposed fire station, Mackenzie transportation engineers estimate that the project would generate 87 average daily trips, of which 9 would be during the evening peak hour. These figures are lower than the trips from the existing

structures that will be demolished, so there will be a net reduction in traffic from the site (see Exhibit 5). To minimize impacts on Highway 20, the only driveway proposed directly onto Lyon Street is the apparatus bay driveway, which would be used primarily for emergency response. Driveways for employees and visitors would connect to Baker Street and 7th Avenue. Limited parking is proposed on Lyon Street in areas bounded by curb bump-outs to separate the parking spaces from the travel lanes. Pedestrian connections are proposed to 7th Avenue and Lyon Street, and bicycle parking will be located on site for use by employees and visitors. It is not anticipated that the vehicle traffic associated with the station would cause any of the existing transportation network to fall below mobility standards for either the City of Albany or the Oregon Department of Transportation (ODOT), which has jurisdictional control over Lyon Street and Ellsworth Street (Highway 20). This standard is met.

- (4) *Public services for water, sanitary and storm sewer, water management, and for fire and police protection, can serve the proposed use.*

Response: As shown in the attached plans, public services such as water, sanitary, storm sewer, and water management are currently serving the existing fire station on site (as well as other uses) and can continue to serve the new facility without requiring infrastructure upgrades. The site is within a well-connected and highly developed central location that allows for acceptable response time for fire and police protection in the event outside assistance is needed. This standard is met.

- (5) *The proposal will not have significant adverse impacts on the livability of nearby residentially zoned lands due to:*

- (a) *Noise, glare, odor, litter, or hours of operation.*
 (b) *Privacy and safety issues.*

Response: The Development Code classifies fire stations as Community Service uses, and the proposed fire station will replace an existing fire station already on-site. As such, the new building itself will not result in any significant changes in off-site impacts. Noise, dust, and vibration impacts will be similar to those from the existing fire station, primarily originating from emergency vehicle trips to and from the facility, plus infrequent use of the emergency generator during power failures and occasional test cycles. Lighting glare is minimized through the use of shielded light fixtures as illustrated on the photometrics plan (Exhibit 3 Sheet E1.1PH). The facility is not anticipated to generate odors other than those from the trash enclosure, which is located over 13 feet from the property line and more than 15 feet from dwelling windows. The landscape plan (Exhibit 3 Sheets L4.1 and L4.2) includes a variety of parking lot trees and shrubs lining the exterior of the parking lot and site with the intention of segregating the neighbors from any noise, glare, odors, and dust associated with the fire station. Overall, the improvements proposed for the replacement fire station will increase the livability of neighboring uses because of enhanced screening and landscaping and use of appropriate shielding on lighting fixtures, and the apparatus bay would be farther away from adjoining residences than the existing fire station. This standard is met.

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

Response: The proposal is not sited within any special purpose districts. This standard does not apply.

Vacations

2.630 Review Criteria.

A vacation request may be approved if the review body finds that the applicant has shown that all of the following review criteria are met:

- (1) *The requested vacation is consistent with relevant Comprehensive Plan policies and with any street plan, city transportation or public facility plan.*

- (2) *The requested vacation will not have a negative effect on access between public rights-of-way or to existing properties, potential lots, public facilities or utilities.*
- (3) *The requested vacation will not have a negative effect on traffic circulation or emergency service protection.*
- (4) *The portion of the right-of-way that is to be vacated will be brought into compliance with Code requirements, such as landscaping, driveway access, and reconstruction of access for fire safety.*
- (5) *The public interest, present and future, will be best served by approval of the proposed vacation.*

Response: Findings in support of the proposed street vacation request are attached as Exhibit 6. This standard is met.

Article 3 – Residential Zoning Districts

Zoning Districts

3.020 Establishment of Residential Zoning Districts.

In order to implement the mixed-use and livability concepts in the Town Center and Albany Comprehensive Plans, the following zoning districts are created:

- (7) *HM—HACKLEMAN-MONTEITH DISTRICT. The HM district is intended primarily to preserve the existing single-family residential character of the Hackleman and Monteith National Register Historic Districts. Conversion of single-family residential structures to other uses, including multi-family residential, is not allowed.*

Response: The eastern portion of the proposed site, as shown in Exhibit 1, is within the Hackleman-Monteith District and is subject to its development standards. There are no existing single-family residences in the HM zone proposed for conversion to other uses as part of this application. This standard is met.

Schedule of Permitted Uses

3.050 Schedule of Permitted Uses.

[...]

The abbreviations used in the schedule have the following meanings:

[...]

CU Use permitted conditionally under the provisions of Sections 2.230-2.260 through a Type III procedure.

USES ALLOWED IN RESIDENTIAL ZONING DISTRICTS	
Use Categories	HM
Institutional	
Community Services	CU

Response: Community services are permitted conditionally under the provisions of Sections 2.230-2.260 through a Type III procedure. This application includes a request for a Type III Conditional Use approval. This standard is met.

Development Standards

3.190 Purpose.

Development standards are intended to promote site planning and design that consider the natural environment, site intensity, building mass, and open space. The standards also promote energy conservation, needed privacy, safe and efficient parking areas for new development, and improve the general living environment and economic life of a development. Table 1, on the following page, summarizes the basic development standards. It should be used in conjunction with the sections immediately succeeding the table, which address special circumstances and exceptions. See Article 8 for design standards for single-family and multiple-family developments.

TABLE 3-1 EXCERPT: RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS (EXCERPTS FOR HM ZONE AS APPLICABLE TO NON-RESIDENTIAL PROJECTS)		
Standard	Allowance	Proposed
Minimum Lot Depth	65'	76' (portion within HM zone)
Minimum Front Setback ¹	15'	N/A (front is on Lyon Street in LE zone)
Maximum Front Setback	None	N/A (front is on Lyon Street in LE zone)
Minimum Interior: Two or More Stories ¹	6'	41'
Minimum Building Separation	N/A	N/A
Maximum Height ²	30'	30'
Maximum Lot Coverage	60%	58% (portion within HM zone)
Minimum Open Space	N/A	N/A
Minimum Landscaped Area	All yards adjacent to streets	All yards adjacent to streets

(1) Additional setbacks may be required, see Sections 3.230-3.330 and the buffer matrix at 9.210; exceptions to Setbacks for Accessibility Retrofits are in Section 3.263; Zero-Lot Line standards are in Sections 2.365 and 2.370.

(2) See exceptions to height restrictions, Section 3.340.

Response: As illustrated on Exhibit 3 and noted in the table above, the proposed fire station complies with all applicable development standards for the portion within the HM zone. This standard is met.

Setbacks

3.330 Special Setbacks for Education and Religious Institutions, Public and Semi-Public Buildings.

Any new construction of an educational institution, religious institution, or public or semi-public building shall be set back at least 25 feet from any property line adjoining or directly across public right-of-way from any residential district. No required front or interior yard of the lot on which such building or use is located shall be used for stockpiling or storage of materials or equipment. All other setbacks of the district where the property is located continue to apply.

Response: As illustrated on Exhibit 3 Sheet C2.1, the proposed building would be located upwards of 40 feet from any property line within the HM zone (on the rear of the site). No materials or equipment will be stockpiled or stored in the front or interior yard of the lot. This standard is met.

Building Height

3.340 Height Exceptions.

Height limitations are shown in Table 1, Development Standards. See also Table 2, Accessory Structure Standards.

- (1) *Roof Structures and Architectural Features.* Roof structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire walls, skylights, towers, flagpoles, chimneys, smokestacks, wireless masts, antennas, steeples, and similar structures may be erected above the height limits prescribed in this Article provided that no roof structure, feature, or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space.
- (2) *Religious Institutions and Public and Semi-Public Buildings.* In zoning districts where religious institutions and certain public and semi-public buildings require Conditional Use approval, the height restrictions may be waived as a part of the Conditional Use proceedings, provided that a request for such has been noted in the public hearing notice.

Response: As illustrated in Exhibit 3 Sheet A3.1, the 30-foot building height complies with the applicable zoning standard, so no height exceptions have been requested. This standard does not apply.

Article 5 – Mixed Use Zoning Districts

Zoning Districts

5.030 Establishment of Mixed Use Zoning Districts.

In order to implement the mixed-use and livability concepts in the Town Center and Albany Comprehensive Plans, the following zoning districts are created:

- (5) *LE – LYON-ELLSWORTH DISTRICT.* The LE district is intended primarily as a location for development that serves the Historic Downtown district and Downtown Central Business district. This district is the most desirable location in the Central Albany area for parking structures with ground-floor commercial uses.

Response: The western portion of the proposed site, as shown in Exhibit 1, is within the Lyon-Ellsworth District and is subject to its development standards. This standard is met.

Schedule of Permitted Uses

5.060 Schedule of Permitted Uses.

[...]

The abbreviations used in the schedule have the following meanings:

[...]

S Use permitted that requires a site plan approval prior to the development or occupancy of the site or building.

TABLE 5-1 SCHEDULE OF PERMITTED USES	
Use Categories	LE
Institutional	
Community Services ¹	S

(1) Community Service Uses. Community Service uses that may have significant off-site impacts, such as public swimming pools, public safety facilities and homeless shelters, may be considered through the Conditional Use process.

Response: Community Services are permitted but require City approval of the site plan prior to development or occupancy. The proposed fire station is classified as a Community Service Use but since it is also a public safety facility the City is reviewing it under the provisions of the Conditional Use process. This standard is met.

Development Standards*5.090 Purpose.*

Development standards are intended to promote site planning and design that consider the natural environment; site intensity, building mass and open space. The standards also promote energy conservation, needed privacy, and safe and efficient parking areas for new development; and improve the general living environment and economic life of a development. Table 5-2 summarizes the basic development standards. It should be used with the sections immediately following the table, which address special circumstances and exceptions. Additional design standards for commercial and multi-family developments are located in Article 8.

Standard	Allowance	Proposal
Minimum Lot Size	2,000 SF	46,520 SF (portion within LE zone)
Maximum Building Footprint	None	15,400 SF (portion within LE zone)
Lot Width, minimum	20'	450'
Lot Depth, minimum	50'	67'
Landscaped Area	All yards adjacent to streets	All yards adjacent to streets
Minimum Open Space	None	25.6% (portion within LE zone)
Maximum Front Setbacks	None	10'
Minimum Front Setback	0'	10'
Minimum Interior Setback	0'	74'
Minimum Setback to Garage Entrance	10'	26'
Height, maximum	60'	30'
Lot Coverage, maximum	100%	74.4% (portion within LE zone)

Response: As illustrated on Exhibit 3 and noted in the table above, the proposed fire station complies with all applicable development standards for the portion within the LE zone. This standard is met.

Setbacks*5.210 Special Setbacks for Schools, Churches, Public and Semi-Public Buildings.*

Any new construction of a school, church, or public or semi-public building must be set back at least 25 feet from any property line abutting any residential district. No required front or interior setback of the lot on which such building or use is located may be used for stockpiling or storing materials or equipment. All other setbacks of the district where the property is located continue to apply.

Response: As illustrated on Exhibit 3 Sheet C2.1, the proposed building would be located upwards of 40 feet from any property line within the abutting residential HM zone (on the rear of the site). This standard is met.

Height*5.250 Height Exceptions.*

- (1) *Roof structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire walls, skylights, towers, flagpoles, chimneys, smokestacks, wireless masts, antennas, steeples, and similar structures may be erected above the height limits prescribed in this article, provided that no roof structure, feature,*

or any other device above the prescribed height limit may be allowed or used for the purpose of providing additional floor space. Antennas may exceed the minimum building height but must meet the standards outlined in 5.070(20). Towers must meet the standards in 8.500.

- (2) *Religious Institutions and Public and Semi-Public Buildings. In zoning districts where religious institutions and certain public and semi-public buildings require Conditional Use approval, the height restrictions may be waived as a part of the Conditional Use proceedings, provided that a request for such has been noted in the public hearing notice.*

Response: As illustrated in Exhibit 3 Sheet A3.1, the 30-foot building height complies with the applicable zoning standard, so no height exceptions have been requested. This standard does not apply.

Outside Storage

5.370 Screening of Refuse Containers.

The following standards apply to all development, except for one and two family dwellings. Any refuse container or disposal area that would otherwise be visible from a public street, customer or resident parking area, any public facility, or any residential area, must be screened from view by placement of a sight obscuring fence, wall, or hedge at least 6 feet tall. Refuse disposal areas may not be located in required setback areas or buffer yards and must be contained within the screened area. No refuse container shall be placed within 15 feet of a dwelling window.

Response: As shown in the attached plans (Exhibit 3 Sheet C2.1) and drawings (Exhibit 2 page 3), a fenced trash enclosure will be located on site, northeast of the building. The enclosure will be screened from neighboring properties by a 6-foot-tall chain link fence (with slats), landscape buffering, and screening as illustrated on Exhibit 3 Sheet L4.1. The enclosure will be located over 13 feet from the property line and more than 15 feet from dwelling windows. This standard is met.

Article 7 – Historic Overlay District

7.010 Applicability.

This article is applied:

- (1) *To properties in the Downtown, Hackleman, Monteith or Albany Municipal Airport National Register Historic Districts as identified in Figure 7-1 and 7-2.*
- (2) *To all other structures and sites that appear on the City's adopted Local Historic Inventory, including individually designated National Register Historic Landmarks.*

Response: The proposed development is adjacent to the Hackleman Historic District but does not fall within its boundaries in any location. This standard does not apply.

Article 8 – Design Standards

Commercial and Institutional Site Design

8.310 Purpose.

These sections are intended to set threshold standards for quality design in new commercial, mixed-use, and institutional development. Good design results in buildings that are visually compatible with one another and adjacent neighborhoods and contribute to a commercial district that is attractive, active and safe. These qualities in turn contribute to the creation of commercial districts that facilitate easy pedestrian movement and a rich mixture of land uses.

Response: Care has been taken to design a community service building that contributes aesthetically to the urban fabric of the neighborhood in which it is placed. The design focuses on maximizing efficacy as a fire station while also creating a landmark that will invigorate the community. This standard is met.

8.315 Applicability.

These standards apply to the design of new commercial, mixed-use, or institutional development and to the expansion of existing developments in any district.

Response: Fire stations are classified as a Community Service, thus falling within the “institutional development” designation that triggers compliance with the commercial and institutional site design standards. The following section of the narrative will discuss how the proposal satisfies the required design standards. This standard is met.

8.330 Building Orientation.

Building orientation and maximum setback standards are established to help create an attractive streetscape and pleasant pedestrian environment.

- (1) *New buildings shall be oriented to existing or new public streets. Building orientation is demonstrated by placing buildings and their public entrances close to streets so pedestrians have a direct and convenient route from the street sidewalk to building entrances.*
 - (a) *On sites smaller than three acres, new buildings shall be oriented to the public street/sidewalk and off-street parking shall be located to the side or rear of the building(s), except where it is not feasible due to limited or no street frontage, the site is an infill site less than one acre, conservation of natural resources, or where there are access restrictions.*
 - (b) *Buildings on sites larger than three acres may be setback from the public street and oriented to traffic aisles on private property, if the on-site circulation system is developed like a public street with pedestrian access, landscape strips and street trees.*
- (2) *Customer entrances should be clearly defined, highly visible, using features such as canopies, porticos, arcades, arches, wing walls, and planters.*

Response: The primary frontage of the building will be on Lyon Street SE. This orientation will provide emergency vehicle access to Lyon Street SE directly from the apparatus bay within the fire station. Furthermore, the front of the public portion of the building has an entrance approximately ten feet behind the front property line. Landscaping between the right-of-way and the building will be established on both sides of the driveway and will extend the width of the property.

There are two dedicated parking lots for this fire station, both of which are on the side or rear of the building, not between the front of the building and the sidewalk. The parking area on the south side of the building is composed of 28 standard stalls that will be available for the public. The parking lot on the north and east side of the building includes 19 standard parking stalls that are dedicated as official use areas by the fire station, including employee parking. In addition, there will be on street parking available on Lyon Street SE on both sides of the apparatus bay driveway.

The proposed orientation will maximize exposure to Lyon Street SE to maintain and enhance a safe and inviting section of the street for pedestrian and motor vehicles. As illustrated on Exhibit 3 Sheets C2.1 and A3.1, the main public entrance is clearly defined by a canopy, multiple windows, and an entry plaza. This standard is met.

8.340 General Building Design.

New commercial buildings shall provide architectural relief and interest, with emphasis at building entrances and along sidewalks, to promote and enhance a comfortable pedestrian scale and orientation. Blank walls shall be avoided except when not feasible.

Response: As illustrated on Exhibit 3 Sheet A3.1 and Exhibit 2, blank walls are minimized on façades which are publicly visible. The building elevations make use of a brick façade with fiber cement accent panels, a cornice, substantial windows, glass rollup doors in the apparatus bay, and sunshades and canopies over selected windows and doors. This standard is met.

- (1) *Ground floor windows shall be provided along frontages adjacent to sidewalks. The main front elevation(s) of buildings shall provide windows or transparency at the pedestrian level in the following minimum proportions:*

District	% Transparency
RC, CC, NC, OP, MUC	25%
MS, LE, PB, ES, MUR, WF	50%
HB, CB	75%

The minimum window and door requirements are measured between 2 and 8 feet from the ground. Only the glass portion of doors may be used in the calculation.

If there are upper floor windows, they shall continue the vertical and horizontal character of the ground level windows.

Response: Due to the site’s location within the Lyon-Ellsworth (LE) zone, fifty percent of the Lyon Street elevation is required to be transparent between a height of 2 and 8 feet above ground. This elevation has a length of 172 feet, so a minimum of 516 square feet of windows are required in this height range. As illustrated on Exhibit 3 Sheets A2.1 and A3.1, the proposed building design provides 617 square feet (60%) transparency from the glass overhead doors, storefront window system, and vestibule. The upper floor windows mirror the style and locations of those on the first floor to the extent possible. This standard is met.

- (2) *Walls that are visible from a public street shall include a combination of architectural elements and features such as offsets, windows, entry treatments, wood siding, brick, stucco, synthetic stucco, textured concrete block, textured concrete), and landscaping.*

Response: As illustrated on Exhibit 3 Sheet A3.1, the proposed building design incorporates brick, fiber cement accent panels, multiple windows and glass overhead doors, a canopy above the public entrance, and a decorative cornice. Exhibit 3 Sheets L4.1 and L4.2 illustrate the proposed landscaping that is intended to complement the building design. This standard is met.

8.350 Street Connectivity and Internal Circulation.

The following standards emphasize the importance of connections and circulation between uses and properties. The standards apply to both public and private streets.

- (1) *New commercial buildings may be required to provide street or driveway stubs and reciprocal access easements to promote efficient circulation between uses and properties, and to promote connectivity and dispersal of traffic.*

Response: The Fire Department investigated opportunities to interconnect the site with the adjoining Hasty Freez property in order to minimize the number of driveways on the abutting streets. However, due to the orientation and circulation pattern of the existing Hasty Freez business it was not possible to connect the sites. The design team coordinated with Albany Engineering and ODOT staff and

determined to restrict parking area access to Baker Street and 7th Avenue rather than connecting the parking lots to Lyon Street. This standard is met.

(2) *The internal vehicle circulation system of a commercial development shall continue the adjacent public street pattern wherever possible and promote street connectivity. The vehicle circulation system shall mimic a traditional local street network and break the development into numerous smaller blocks.*

Response: The location of the apparatus bay driveways on Lyon Street and Baker Street is midway between 5th Avenue and 7th Avenue, thereby mimicking the location of 6th Avenue, which is proposed to be vacated to accommodate the proposed facility. This standard is met.

(3) *Traffic aisles shall not be located between the building(s) and the sidewalk(s), except as provided in (4) below, or where drive-through windows are permitted, sites are constrained by natural resources, or are infill sites less than one acre.*

Response: No traffic aisles are proposed to be located between the building and the sidewalk. The apparatus bay driveway is perpendicular rather than parallel to Lyon Street and will function more similarly to an intersecting street than to a drive aisle. This standard is met.

(4) *Where drop off facilities are provided, they shall be designed to meet the requirements of the American with Disabilities Act but still provide for direct pedestrian circulation.*

Response: No drop-off facilities are proposed for this development. This standard does not apply.

(5) *Internal roadways shall be designed to slow traffic speeds. This can be achieved by keeping road widths to a minimum, allowing parallel parking, and planting street trees to visually narrow the road.*

Response: Traffic will likely be generally slow due to the relatively small parking lots. Internal circulation within parking areas is designed to discourage aggressive driving and ensure a safe environment for pedestrian and motor vehicle operators. The use of landscaping and islands will create a pedestrian-focused environment and an aesthetically pleasing and environmentally friendly design. This standard is met.

8.360 Pedestrian Amenities.

Amenities such as awnings, seating, special paving and planters can have a dramatic affect on the pedestrian environment. Commercial developers should give as much thought to the pedestrian environment as they give to vehicle access, circulation and parking. The standards for pedestrian amenities are related to the scale of the development and also provide the flexibility for the developer to select the most appropriate amenities for the particular site and use.

(1) *All new commercial structures and improvements to existing sites shall provide pedestrian amenities. The number of pedestrian amenities shall comply with the following sliding scale.*

REQUIRED PEDESTRIAN AMENITIES	
Size of Structure or Improvement	Number of Amenities
Less than 5,000 sf	1
5,000 – 10,000 sf	2
10,001 – 50,000 sf	3
More than 50,000 sf	4

(2) *Acceptable pedestrian amenities include the following improvements. No more than two of any item may be used to fulfill the requirement:*

- (a) Sidewalks at least 10 feet wide with ornamental treatments (e.g., brick pavers), or sidewalks that are 50 percent wider than required by the Code.
 - (b) Benches or outdoor public seating for at least four people.
 - (c) Sidewalk planter(s) enclosing a total of 8 square feet.
 - (d) Pocket parks or decorative gardens (minimum usable area of 300 square feet).
 - (e) Plazas (minimum usable area of 300 square feet).
 - (f) Street trees 50 percent larger than required by the Code.
 - (g) Weather protection (awnings, etc.).
 - (h) Other pedestrian amenities that are not listed but are similar in scale and benefit.
- (3) Pervious pedestrian amenities can include approved vegetated post-construction stormwater quality improvements.
- (4) Pedestrian amenities shall meet the following standards:
- (a) Amenities shall be located outside the building main entrance, along pedestrian corridors, or near transit stops. Amenities shall be visible and accessible to the general public from an improved public or private street. Access to pocket parks, plazas, and sidewalks must be provided by a public right-of-way or a public access easement.
 - (b) Amenities are not subject to setback requirements.
 - (c) Amenities are consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers is recommended to foster continuity in the design of pedestrian areas. Materials should be suitable for outdoor use, easily maintained, and have a reasonably long life cycle (e.g., 10 years before replacement).

Response: The proposed building size of 24,265 square feet requires the inclusion of three pedestrian amenities. As illustrated in Exhibit 3, proposed amenities include a plaza with seating walls, weather protection over the main entryway, footbridges over the stormwater facility, 30-square-foot sidewalk planters, and street trees. The plaza, weather protection, and footbridges are all near the main building entrance. A consistent theme has been utilized for the amenities to ensure harmony with the building design. This standard is met.

8.370 Pedestrian Connections.

- (1) New retail, office and institutional buildings at or near existing or planned transit stops shall provide convenient pedestrian access to transit.
- (2) Walkways shall be provided that connect building entrances and streets adjoining the site.
- (3) Pedestrian connections to adjoining properties shall be provided except where impractical. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. When adjacent properties are undeveloped or have the potential to be redeveloped, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property. For the purposes of this section, "impractical" means where one or more of the following conditions exists:
 - (a) Physical or topographic conditions make a connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;
 - (b) Buildings or other existing development on adjacent land physically preclude a connection now or in the future considering the potential for redevelopment; or
 - (c) Where streets or accessways would violate provisions of leases, easement, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

Response: The fire station site is 0.2 miles from the transit stop at the Albany Transit Station (112 10th Avenue SW) and can be reached via the abutting public sidewalk on Lyon Street. An accessible walkway is proposed between the main building entrance and the public sidewalk, and sidewalks will also connect to 7th Avenue and Baker Street. The Fire Department investigated opportunities to interconnect the site with the adjoining Hasty Freez property in order to minimize the number of driveways on the abutting streets. However, due to the orientation and circulation pattern of the existing Hasty Freez business it was not possible to connect the sites. Due to the location, orientation, and usage of existing developed neighboring properties it was deemed impractical to directly connect the on-site pedestrian paths with neighboring properties, particularly those in residential use. The site plan (Exhibit 3 Sheet C2.1) illustrates how the internal pedestrian circulation plan, and the site in general, will connect to external circulation systems. This standard is met.

- (4) *On sites at major transit stops provide the following:*
- (a) *Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;*
 - (b) *A reasonably direct pedestrian connection between the transit stop and building entrances on the site;*
 - (c) *A transit passenger landing pad accessible to disabled persons;*
 - (d) *An easement or dedication for a passenger shelter, if requested by the transit provider;*
and
 - (e) *Lighting at the transit stop.*

Response: The site is not located at a major transit stop. This standard does not apply.

8.390 Compatibility Details.

Attention to detail can significantly increase the compatibility of commercial development with adjacent uses. Commercial development shall be designed to comply with the following applicable details and any other details warranted by the local conditions:

- (1) *On-site lighting is arranged so that light is reflected away from adjoining properties and/or streets.*

Response: As depicted on Exhibit 3 Sheet E1.1PH, all overhead lighting will be directed downward to illuminate the parking areas and exterior of the building with the primary purpose of increasing safety for employees and visitors. Light pollution will be mitigated by utilizing appropriate shielding on light fixtures and planting trees along the borders of the parking lots. This standard is met.

- (2) *Any undesirable impacts produced on the site, such as noise, glare, odors, dust, or vibrations have been adequately screened from adjacent properties.*

Response: Noise, dust, and vibration impacts will be similar to those from the existing fire station, primarily originating from emergency vehicle trips to and from the facility, plus infrequent use of the emergency generator. Lighting glare is minimized through the use of shielded light fixtures as illustrated on the photometrics plan (Exhibit 3 Sheet E1.1PH). The facility is not anticipated to generate odors other than those from the trash enclosure, which is located over 13 feet from the property line and more than 15 feet from dwelling windows. The landscape plan (Exhibit 3 Sheets L4.1 and L4.2) includes a variety of parking lot trees and shrubs lining the exterior of the parking lot and site with the intention of segregating the neighbors from the any noise, glare, odors, and dust associated with the fire station. This standard is met.

- (3) *The site is protected from any undesirable impacts that are generated on abutting properties.*

Response: Based on the abutting commercial and residential uses, the likelihood of undesirable impacts from neighboring properties is limited. Nonetheless, the site has adequate landscaping and paved space

between the building and neighboring properties to prevent undesirable effects of adjacent uses. This standard is met.

(4) *Unsightly exterior improvements and items such as trash receptacles, exterior vents and mechanical devices have been adequately screened.*

Response: As shown in the attached plans, trash receptacles will be stored in a trash enclosure northeast of the building, which is screened from neighboring properties by landscaping (see Exhibit 3 Sheet L4.1) and a chain-link fence with slats (Exhibit 2 page 3). Building mechanical equipment will be located on the roof behind the parapets to decrease visibility from Lyon Street, and the electrical transformer and emergency generator are located within the fenced and screened yard north of the building. This standard is met.

(5) *Storage areas, trash collection facilities and noise generating equipment are located away from public streets, abutting residential districts or development, or sight obscuring fencing has been provided.*

Response: The trash collection facility is located near the northeast corner of the building and is fully screened from view by a fenced enclosure and landscaping. The emergency generator has been sited north of the building as far from residences as possible to minimize noise impacts on neighboring properties. The generator will only operate during periods of power failure and during periodic test cycles (required to occur at least monthly for 30 minutes). This standard is met.

(6) *Where needed, loading facilities are provided on-site and are of sufficient size and number to adequately handle the delivery or shipping of goods or people. Where possible, loading areas should be designed so that vehicles enter and exit the site in a forward motion.*

Response: The proposed fire station does not necessitate the use of a designated loading facility, as any deliveries can be accommodated via the paved area near the apparatus bay's east entrance. A portion of the apparatus bay itself has been designed to allow fire trucks to pull through from east to west. This standard is met.

Supplemental Design Standards in Village Centers

8.405 Village Center Character.

The purpose of these standards is to contribute to the desired character of Albany's village centers. They are intended to promote the design of an urban environment that is built to human scale with attractive street fronts and interconnected walkways that promote pedestrian usage and accommodate vehicles. Development in the village center must contribute to a cohesive, visually compatible and functionally linked pattern through street and sidewalk layout, building siting and character, and site design. Details count.

Response: The design of the fire station has been selected to complement other structures in Albany's historic downtown. This standard is met.

8.410 Applicability.

These standards apply to commercial, office, mixed-use and institutional development within the Village Center Comprehensive Plan designation. They are in addition to the Commercial and Institutional Design Standards in this article. Taken together, these design standards are intended to foster a mixed-use character for village centers.

Response: The western portion of the site is within the Village Center Comprehensive Plan designation area. These standards apply and have been integrated into the proposed plan. This standard is met.

8.415 Buildings Along Public Streets.

Purpose. Buildings along the public street define the street edge and frames the streetscape. In larger development, the locations of pad site buildings also provide opportunities to frame entries into the shopping centers, and contribute to the visual interest of the site. These provisions are intended to avoid deep building setbacks behind large expanses of parking areas or vacant land.

Standards.

- (1) *Buildings and plazas shall be located within the maximum setback area for at least 40 percent of one public street frontage.*

Response: As outlined in Section 5.090, the LE zone has no maximum front setback. To ensure a pedestrian-friendly development, the front wall of the office portion of the fire station is located approximately 10 feet from the front property line, and the remainder of the building is approximately 26 feet from the front property line. The plaza extends clear out to the public sidewalk on Lyon Street. This standard is met.

- (2) *For sites with frontage on more than one public street (i.e., corner lots), this standard applies to one frontage only.*

Response: This site is not a corner lot due to the location of the Hasty Freez parcel at the southwest corner of the site. The building has been designed to meet these criteria for the Lyon Street frontage. This standard is met.

- (3) *The public street frontage is the length of the property as measured along the street right-of-way excluding the width of entrance driveways and/or streets.*

Response: The site has a public street frontage of 375 feet along Lyon Street. This standard is met.

- (4) *Building facades that face public streets shall be divided into human-scale proportions using at least two features such as windows, entrances, arcades, arbors, awnings, trellises with vines, or an equivalent element. A blank, uninterrupted wall shall not be longer than 30 feet.*

Response: As shown on Exhibit 3 Sheets A2.1 and A3.1, the building design incorporates significant windows, multiple glass overhead doors, and doorways. The uninterrupted wall at the north end of the Lyon Street elevation is approximately 26 feet long, which is less than the 30-foot maximum. This standard is met.

- (5) *No parking, loading or travel aisles shall be located between the public street and buildings within 50 feet of the street, except that a designated park-and-ride lot or one drive-through lane may be permitted. See Section 8.420(b).*

Response: No such aisle is proposed. This standard does not apply.

- (6) *To count toward this standard, a plaza shall:*

- (a) *Be well defined at the street edge by a low decorative architectural wall (no higher than three feet), or a line of shrubs or trees of the same species, or similar landscaped or built feature;*
- (b) *Use materials that are similar in quality to the principal materials of the primary building(s) and landscape. Landscaping with drought-resistant native species is strongly encouraged;*
- (c) *Have direct access to the public street sidewalk and be located the shortest distance to the nearest building main entrance; and*
- (d) *Extend at least the full depth of the maximum setback.*

Response: The proposed plan includes a plaza on the south side of the building between the fire station and the parking lot, but the plaza is not proposed to count toward the requirement of subsection 1. The plaza will be visually separated from the street by an enclosure of trees geometrically clustered in the southwest corner of the site, two rows of trees lining the south side of the building, and trees lining the parking area and islands. However, as the LE zone has no maximum setback, this standard does not apply.

8.420 Maximum Setback.

Purpose. Customer entrances should be readily accessible from the public street sidewalk as well as from the parking lot. Build-to lines form visually continuous, pedestrian-oriented street fronts with no vehicle use area between building fronts and the street.

Standards.

- (1) *In zoning districts with maximum setbacks, buildings within 50 feet of a public street shall have 40% of the building located within the maximum setback except that:*
 - (a) *If a previously recorded easement precludes meeting the maximum setback, the applicant shall demonstrate that an alternative layout best addresses the intent of this standard and the character of the village center.*
 - (b) *A building with drive-through service may have one drive-through lane between the building and the street provided that the building is set back no more than 25 feet and the drive-through lane is screened according to standards for perimeter parking area landscaping in ADC 8.470.*
- (2) *Any building more than 50 feet from a public street is exempt from this standard.*

Response: The primary building entrance is located approximately 10 feet from the front property line. The office portion of the building is located as close as practical to the front property line, while the apparatus bay is set back to accommodate emergency vehicles entering and existing. However, as the LE zone has no maximum setback, this standard does not apply.

8.430 Size Limitations.

See building size limitations in Articles 4 and 5, Table 1, Development Standards.

Response: These criteria have been addressed in the responses to Article 5. This standard is met.

8.440 Building Design.

Purpose. These provisions are intended to reduce the visual appearance of larger scale buildings to a smaller, pedestrian-level scale that is appropriate for a village center. They are not intended to limit the size of the building.

Standards.

- (1) *Building facades longer than 100 feet shall have relief such as recessed entries, offsets, jogs, bays, columns, ribs, pilasters, piers, cornices, bases, or other distinctive constructed changes. Changes in relief in the building façade shall occur at least every 100 feet for at least 20% of the exterior wall area. At least two colors or textures shall be used (not including stripes or bands).*
- (2) *Rooflines longer than 100 feet shall be relieved by elements such as parapets, gables, dormers, towers, steeples, etc.*
- (3) *No building wall shall be longer than 300 feet unless the building façade has one or more major offsets in wall plane. A major offset in wall plane shall have a depth of at least 10% of the length*

of the longest abutting wall and shall continue for at least 20% of the building facade. Minor changes in wall plane such as entries, jogs, bays, columns, ribs, pilasters, piers, or cornices do not count toward meeting this standard.

- (4) *In developments with multiple buildings, each individual building shall include predominant characteristics shared by all buildings in the development, so that the development forms a cohesive place within the district. A standardized prototype design shall be modified if necessary to meet the provisions of this Code and character of this district.*
- (5) *Corrugated metal siding is prohibited on any building. Corrugated metal roofing is allowed.*

Response: As shown on Exhibit 3 Sheets A2.1 and A3.1, the building has an overall length of 172 feet and incorporates significant windows, multiple glass overhead doors, doorways, and a decorative cornice on the parapet. The vestibule and lobby project out toward the Lyon Street sidewalk while the remainder of the front façade is offset in two different planes. The overhead doors serve to break up the significant massing of the 110-foot portion of the façade north of the lobby. The east face of the building is comprised of three materials including brick, glass, and fiber cement accent panels. This standard is met.

8.445 Pedestrian Network.

Purpose. By creating a safe, continuous network of sidewalks within and between developments, pedestrians will feel more inclined to walk (rather than drive). A pedestrian network that offers clear circulation corridors from the parking areas to building entries creates a friendlier, more inviting image. A detailed pedestrian circulation plan must demonstrate that the layout of sidewalks contributes to the overall pedestrian connectivity of the village center.

Standards.

- (1) *Sidewalks must be located to provide the shortest direct connection from the public street sidewalk(s) to all customer entrances.*

Response: The primary entrance on the southwest corner of the building will be only ten feet from the front property line. This is the shortest and most direct location for connection to the right-of-way. Other public entrances are located on the south side of the building within the plaza area, adjacent to the public parking lot. This standard is met.

- (2) *Sidewalks must be located to provide the shortest direct connection between all on-site customer entrances.*

Response: Both entrances are surrounded by hardscape plaza spaces that connect directly to public sidewalks. This standard is met.

- (3) *Sidewalks must be located along every public street frontage and both sides of on-site private streets. These sidewalks must be separated from the street by a tree-lined landscape strip. Approved vegetated post-construction stormwater quality facilities are allowed in the landscape strip.*

Response: Public sidewalks are located on Lyon Street and 7th Avenue. Street trees will be planted in accordance with applicable City standards. This standard is met.

- (4) *Extra-wide sidewalks are encouraged to provide space for tables and chairs and other pedestrian amenities, creating a concentration of activity to serve as the neighborhood center.*

Response: The proposed sidewalk along Lyon Street allows for significant pedestrian volume, and the proposed plaza will serve as a publicly-accessible focal point for the neighborhood. This standard is met.

- (5) *Sites larger than eight acres shall create an open space or plaza with amenities such as benches, monuments, kiosks or public art. Amenities shall be in prominent locations, interconnected with the uses and walkways on the site, and be landscaped. Approved vegetated post-construction stormwater quality facilities are allowed in these areas.*

Response: This site's size is 1.63 acres. This standard does not apply.

8.450 Privacy Considerations.

Purpose. Village centers are mixed-use areas where special attention is given to resolving potentially incompatible situations. General standards provide the flexibility to adjust the design and operating characteristics to given circumstances.

Standard.

- (1) *Non-residential uses and parking areas shall be arranged to minimize infringement on the privacy of adjoining residents.*

Response: As depicted on Exhibit 3 Sheet C2.1, the building and parking areas are located as far away from abutting residences north and east as practical. Sheets L4.1 and L4.2 illustrate the proposed plantings intended to maximize privacy of nearby properties. This standard is met.

8.460 Parking Areas.

Purpose. While recognizing the paramount role of cars in everyday life and the need to provide adequate and convenient space for them, these standards move away from the typical suburban pattern of predominant and highly-visible parking areas in commercial developments. They are intended to reduce the scale of parking areas by siting a portion of the parking lot out of view, and using increased landscaping to screen spaces and reduce the overall visual impact of large parking areas.

Standards.

- (1) *On-street parking spaces within 100 feet of a commercial or office development may count towards meeting the parking requirement.*
- (2) *Shared parking is encouraged for all uses.*
- (3) *Trees intended for parking area landscaping shall provide a canopy cover of at least 20% of the parking area at maturity. Existing trees may be included to meet the canopy requirement, provided the site plan identifies such trees and the trees meet the standards of size, health, and placement. The extent of canopy at maturity shall be based on published reference texts generally accepted by landscape architects, nurserymen, and arborists.*
- (4) *Vegetated post-construction stormwater quality facilities shall be considered as the initial stormwater collection system.*

Response: There are several on-street parking spaces proposed along Lyon Street for use by site visitors, in addition to the 47 on-site spaces. The parking lot trees illustrated on Exhibit 3 Sheets L4.1 and L4.2 have been selected to provide a mature canopy of 23% of the north parking area and 25% of the south parking area. The parking facility is designed to provide an inviting experience for both pedestrians and drivers alike. The public parking area has integrated trees, a plaza, landscaped islands, and other landscaping features to mitigate the effects of an open paved lot. Multiple vegetated planters will provide stormwater quality for parking lot runoff (see Exhibit 3 Sheet C2.2). This standard is met.

8.470 Perimeter Parking Area Landscaping.

Purpose. These provisions are intended to give parking a low profile in order to improve the pedestrian experience and the overall aesthetic quality of the street. They will minimize the expansive appearance of parking lots, increase the sense of neighborhood scale, and improve the character of a village center. They will also create an attractive, shaded environment along streets that gives visual relief from continuous hard street edges; buffer automobile traffic, and focus views for both pedestrians and motorists.

Standards.

- (1) All parking areas (excluding entranceways) adjacent to a public street shall be screened with:
 - (a) A low continuous hedge of evergreen shrubs, trees and plantings that are at least 3 feet tall within 2 years and grow to provide an evergreen screen of at least 70%; OR
 - (b) A berm 3 feet tall with a maximum slope of 3:1, in combination with coniferous and deciduous trees and shrubs; OR
 - (c) A low decorative masonry wall at least 3 feet tall in combination with landscaping; OR
 - (d) A combination of any of these methods.
- (2) The landscape plan shall be prepared by a licensed landscape architect.

Response: The site has been laid out to ensure that no parking areas are adjacent to a public street; all parking lots are more than 20 feet from the right-of-way line. Exhibit 3 Sheets L4.1 and L4.2 depict the parking lot perimeter landscaping. The parking areas are surrounded by evergreen shrubs with larger parking lot trees just to the interior. This standard is met.

8.475 Signs.

Purpose. Signs must be scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to nearby motorists. The following standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the context of the village center.

Standards.

- (1) For integrated centers, an overall sign and graphics program shall be provided as part of the development application to ensure that stand-alone signs are consolidated and that signs complement the character of the neighborhood.
- (2) Monument signs are preferred rather than freestanding signs.

Response: Any proposed on-site signage will be designed in accordance with all applicable City requirements. Exhibit 3 Sheet L2.2 illustrates the proposed location of a concrete sign wall next to plaza. This standard is met.

Article 9 – On-Site Development and Environmental Standards**Off-Street Parking****9.020 Space Requirements.**

Off-street parking and loading must be provided for all development in the amounts indicated in the table below subject to any applicable reductions permitted in this Article. All required parking must be developed in accordance with the standards in this Article.

- (1) *Calculating Floor Area for Parking. The area measured is the combined floor area of each level of a building exclusive of vent shafts, court yards, stairwells, elevator shafts, restrooms, storage rooms and rooms designed and used for the purpose of storage and operation of maintenance equipment, and covered or enclosed parking areas.*
- (2) *Employees. The number of employees shall include those working on the premises, plus proprietors, during the largest shift at peak season.*
- (3) *Fractional Space Requirements shall be counted to the nearest whole space; half spaces will be rounded up.*
- (4) *Unspecified Uses and Alternative Standards. When a use is not specifically listed in the Table 9-1: Parking Requirements, the Director will determine if the use is similar to a listed use in terms of parking needs. When a use is not similar to a use listed in Table 9-1 or the applicant has documentation that demonstrates a different parking demand, the Director may approve alternative parking standards. Acceptable documentation may include parking standards from other cities of similar size, company data on parking demand, parking demand studies, or the ITE Parking Generation Manual.*

Response: Table 9-1 (Parking Requirements) does not identify the minimum number of spaces required for fire stations. No similar uses are listed. Therefore, the Planning Director may approve alternative parking standards. The applicant proposes to utilize information from the existing Fire Station 11 (company data on parking demand) to determine the required parking standard. The existing facility is approximately 14,500 square feet and has 16 on-site parking spaces, or approximately one space per 900 square feet. However, the existing facility provides inadequate parking, so the applicant proposes a parking standard requiring one space per 600 square feet (an increase of 50% over the existing amount). Based on the proposed building size of 24,265 square feet, this would equate to a minimum of 41 spaces. As illustrated on Exhibit 3 Sheet C2.1, the proposed site plan would provide 28 parking spaces for public/visitor use and 19 secure spaces for fire department staff, totaling 47 spaces, which exceeds the proposed requirement. Additionally, the proposed on-street spaces on Lyon Street could accommodate approximately 9 vehicles. This standard is met.

9.025 Parking in the Public Right-of-Way.

Parking spaces in a public right-of-way may not be counted as fulfilling any part of the parking requirements except when permitted below. Any parallel parking spaces in the right-of-way that are counted toward fulfilling the parking requirements must be at least 25 feet long.

- (4) *Mixed Use Zones. On street parking spaces abutting the property in the MUR, Mixed Use Residential District; CB, Central Business District; and LE, Lyon Ellsworth District, may be counted towards meeting parking requirements.*
- (5) *Non-Residential Development. The amount of off-street parking required may be reduced by one space for every on-street space abutting the development for up to 25 percent of the minimum parking requirement, except when the development is proposed in a residential zoning district in Article 3 or in the ES (Elm Street) zone.*
 - (a) *The on-street parking spaces must be at least 100 feet from a residential zoning district or the ES zoning district.*
 - (b) *On-street parking credits can only be granted for developments with frontage on streets that allow parking on both sides and with approval from the Director of Public Works.*

Response: The site is located within the LE zone so on-street parking may count toward the minimum parking standard. The proposed on-street spaces on Lyon Street illustrated on Exhibit 3 Sheet C2.1 could accommodate approximately 9 vehicles. This standard is met.

9.120 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:

- (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.*

Response: The proposed parking lot has been designed in compliance with applicable provisions of the Albany Development Code and shall be completed prior to the opening of the new fire station. This standard is met.

- (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.*

Response: The proposed parking lot and aisles are proposed to be concrete or asphalt in accordance with these requirements. This standard is met.

- (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.*

Response: As illustrated in Exhibit 3 Sheets C2.1 and C2.2, the parking lot has been designed to convey stormwater to vegetated stormwater planters prior to discharge to the municipal storm drain system. This standard is met.

- (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 except those required in conjunction with a single- or two-family dwelling 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.*

Response: As illustrated in Exhibit 3 Sheet C2.1, the parking lot is encircled by perimeter curbing, with the exception of areas discharging to stormwater planters and those parking areas which are integrated with the plaza area. This standard is met.

- (6) Wheel Bumper. All parking stalls fronting a sidewalk, alleyway, street or property line, except for those required in conjunction with a single- or two-family dwelling, shall provide a secured wheel bumper at least 6 inches high and at least 6 feet long, set back from the front of the stall at least 2-1/2 feet, but no more than 3 feet. If the sidewalk is widened to 7 feet 6 inches to allow for vehicle encroachment, no wheel bumpers are required.*

Response: As illustrated in Exhibit 3 Sheet C2.1, the parking spaces abutting the sidewalk to 7th Avenue will have secured wheel bumpers. This standard is met.

- (7) *Turnaround. Except for single-family and duplex dwellings, groups of more than two parking spaces must be located and served by an aisle or turnaround so that their use will require no backing movements or other maneuvering in a street right-of-way other than an alley.*

Response: As illustrated in Exhibit 3 Sheet C2.1, the proposed parking lot design allows for vehicles to back up and reverse direction on-site without requiring backing movements within a public street. This standard is met.

- (8) *Striping. Lots containing more than two parking spaces must have all required spaces permanently and clearly striped. Stripes must be at least four inches wide. When motorcycle parking, compact, or handicapped parking spaces are provided, they shall be designated within the stall.*

Response: As illustrated in Exhibit 3 Sheet C2.1, the proposed parking spaces are separated by a 4-inch-wide stripe. Handicapped spaces are appropriately denoted with painted and signed designations. This standard is met.

- (9) *Connecting to Adjacent Parking Areas. Where an existing or proposed parking area is adjacent to a developed or undeveloped site within the same zoning district, any modifications to the parking areas must be designed to connect to the existing or future adjacent parking area. This requirement may be waived by the Director when it is deemed impractical or inappropriate due to the nature of the adjoining uses.*

Response: The Fire Department investigated opportunities to interconnect the site with the adjoining Hasty Freez property in order to minimize the number of driveways on the abutting streets. However, due to the orientation and circulation pattern of the existing Hasty Freez business, it was not possible to connect the sites. Due to the location, orientation, and usage of existing developed neighboring properties it was deemed impractical to directly connect the on-site pedestrian paths with neighboring properties, particularly those in residential use. This standard does not apply.

- (10) *Parking Lot Landscaping. Parking lots shall be landscaped according to the standards in Section 9.150.*

Response: Compliance with this requirement is outlined in the response to Section 9.150. This standard is met.

- (11) *Compact Car Parking. No more than 40% of parking spaces provided may be designated for compact cars. Compact spaces must be signed and/or the space painted with the words "Compact Car Only."*

Response: No compact spaces are proposed as part of this development. This standard does not apply.

- (12) *Parking Accessible to the Disabled. All parking areas must provide accessible parking spaces in conformance with the Oregon Structural Specialty Code.*

Response: For parking lots with 26 to 50 spaces, the Oregon Structural Specialty Code requires two accessible spaces, one of which must be van accessible. As illustrated on Exhibit 3 Sheet C2.1, one standard accessible space and one van-accessible space is proposed. This standard is met.

- (13) *Bicycle Parking. Bicycle parking space requirements are as follows:*

- (a) *For multiple-family dwellings (three or more units) – one space per four units.*
- (b) *For industrial development – one space for every 10 automobile spaces required.*
- (c) *For commercial or office development - at least two spaces, plus one space for every 10 automobile spaces required.*

- (d) *Exemptions -- the Director may allow exemptions to or reductions in required bicycle spaces in connection with temporary uses or uses that are not likely to need bicycle parking.*

Bicycle parking spaces shall meet the following standards:

- (e) *Required spaces should be visible and not hidden, and must be located as near as possible to building entrances used by automobile occupants.*
- (f) *Each required bicycle parking space must have a parking rack securely fastened to the ground. Parking racks must support each bicycle at a minimum of two points, including at least one point on the frame, and must allow the frame and at least one wheel to be locked with a U-type lock.*
- (g) *Bicycle parking areas must provide at least 3 feet of clearance around all 3 sides of a fully-loaded bicycle rack and have an overhead clearance of at least 7 feet.*
- (h) *At least one-half of required bicycle parking spaces must be sheltered. Spaces must be protected from precipitation by a roof overhang or a separate roof at least 7 feet tall. Bicycle parking spaces within roofed buildings and bike lockers are considered sheltered spaces.*

Response: The closest category for this use is commercial or office development, so this project would need to provide at least two bicycle parking spaces, plus one space for every 10 required vehicle spaces. Based on the required 41 parking spaces, a total of 7 bicycle spaces are required. As illustrated on Exhibit 3 Sheets C2.1 and L2.2, parking for 12 bicycles has been provided south of the building near the plaza. The racks are proposed to be located so that the canopy provides weather protection to four of the racks (8 spaces). This standard is met.

- (14) *Lighting. Any lights provided to illuminate any public or private parking area or vehicle sales area must be arranged to reflect the light away from any abutting or adjacent properties.*

Response: As shown in Exhibit 3 Sheet E1.1PH, parking lot lighting fixtures will be located to concentrate lighting around the parking areas and shielding will be provided as appropriate. This standard is met.

- (15) *Pedestrian Access. Walkways and accessways shall be provided in all new off-street parking lots and additions to connect sidewalks adjacent to new development to the entrances of new buildings. All new public walkways and handicapped accessible parking spaces must meet the minimum requirements of the Oregon Structural Specialty Code.*

Response: Sidewalks will fully extend along the west and south sides of the property lines abutting Lyon Street and 7th Avenue. The western sidewalk will connect directly to the entry plaza from Lyon Street. The parking area will have a sidewalk connecting 7th Avenue to the entry plaza by way of the western border of the parking area, along the eastern boundary of the Hasty Freeze site. This standard is met.

- (16) *When employee parking is designated in new developments, parking for carpools and vanpools shall be provided and located near the employee entrances to buildings.*

Response: As shown in Exhibit 3 Sheet C2.1, carpool parking will be located east of the building near the employee entrance. This standard is met.

9.130 Off-Street Parking Lot Design.

All off-street parking lots must be designed in accordance with City standards for stalls and aisles as set forth in Table 9-2: Parking Lot Design and supplemental drawings. Stall dimensions are measured from inside the stripes.

- (1) Compact spaces shall be at least 8 feet wide by 16 feet long.
- (2) Accessible spaces shall be a minimum of 9 feet wide and 17 feet long and designed in accordance with the Oregon Structural Specialty Code (OSSC). An adjacent access aisle must be provided that is at least 8 feet wide and 17 feet long for a van-accessible space, and 6 feet wide for a standard accessible space.
- (3) Stall Width. Long-term parking spaces must be at least 8.5 feet wide. Parking stalls for grocery stores or adjacent to planter islands must be at least 9.5 feet wide.
- (4) Minimum Aisle Widths. Aisles for two-way traffic and emergency vehicle operations must be at least 24 feet wide. One-way aisles and one-way emergency vehicle access must be at least 20 feet wide.
- (5) The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall include 20 feet of storage length for entering and exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

A Parking Angle	B Stall Width	C Curb Width	D Aisle Width	E Stall Depth	F Bumper Overhang	G Dead-end Back-up
(Parallel)	8.0 feet	8.0 feet	N/A	25.0 feet	N/A	N/a
45	8.5	12.0	13.0	17.5	2.0	5.0
	9.0	12.7	12.0	17.5	2.0	5.0
	9.5	13.4	11.0	17.5	2.0	5.0
	10.0	14.1	11.0	17.5	2.0	5.0
60	8.5	9.8	18.0	19.0	2.5	5.0
	9.0	10.4	16.0	19.0	2.5	5.0
	9.5	11.0	15.0	19.0	2.5	5.0
	10.0	11.6	14.0	19.0	2.5	5.0
Compact	8.0 C	8.0 C	26.0 C	16.0 C	3.0	5.0
90	8.5	8.5	26.0	18.5	3.0	5.0
	9.0	9.0	26.0	18.5	3.0	5.0
	9.5	9.5	26.0	18.5	3.0	5.0
	10.0	10.0	24.0	18.5	3.0	5.0

Response: As illustrated on Exhibit 3 Sheet C2.1, the proposed parking lots will not have any compact spaces and will provide accessible spaces exceeding the minimum dimensions specified in the Oregon Structural Specialty Code. All parking spaces in the public parking lot are proposed to have a width of 9 feet, while those within the secure parking area have a width of 10 feet. All aisle widths are a minimum of 24 feet, and a 20-foot storage area is provided for the driveway to 7th Avenue. All parking spaces have a minimum depth of 18.5 feet, with the exception of the secure parking area, in which some spaces have a depth of 17.5 feet due to the provided bumper overhang. The spaces with a width of 10 feet have a 24-foot aisle while those with narrower spaces have a 26-foot aisle. A dead-end backup of 5 feet is provided in the secure parking area. This standard is met.

Landscaping

9.140 General Requirements.

Landscaping requirements by type of use are listed below:

- (6) *Landscaping Required – Residential. All front setbacks (exclusive of accessways and other permitted intrusions) are required to be landscaped before an occupancy permit will be issued or final building permit approved. In all residential districts except Rural Residential (RR), the minimum landscaping acceptable for every 50 lineal feet of street frontage (or portion thereof, deducting the width of the driveway) is:*
- (a) *One tree at least 6 feet tall.*
 - (b) *Four 1-gallon shrubs or accent plants.*
 - (c) *The remaining area treated with attractive ground cover (e.g., lawn, bark, rock, ivy, and evergreen shrubs).*

Response: No residential uses are proposed. This standard does not apply.

- (7) *Landscaping Required – Non-Residential. All required front and interior setbacks, exclusive of accessways and other permitted intrusions, must be landscaped before an occupancy permit will be issued. Minimum landscaping acceptable for every 1,000 square feet of required setbacks in all commercial industrial districts is as follows:*
- (a) *One tree at least 6 feet tall for every 30 feet of street frontage.*
 - (b) *Five 5-gallon or eight 1-gallon shrubs, trees or accent plants.*
 - (c) *The remaining area treated with suitable living ground cover, lawn, or decorative treatment of bark, rock, or other attractive ground cover.*
 - (d) *When the yard adjacent to a street of an industrially zoned property is across a right-of-way from other industrially or commercially zoned property, only 30 percent of such setback area must be landscaped.*

Response: Exhibit 3 Sheets L4.1 and L4.2 depict the proposed landscaping, which consists of street trees and on-site trees abutting the Lyon Street and 7th Avenue frontages, together with multiple shrubs and ground cover plantings. However, as noted in the response to Section 5.090, the LE zone has no required front or interior setbacks, so this standard does not apply.

- (3) *Alternate Plan – Non-Residential - The Director may approve placement of the required setback landscaping in public right-of-way when the following conditions are met:*
- (a) *The site contains existing development that includes substantial building(s), and is subject to ADC improvement requirements due to a change of use or vacancy; and*
 - (b) *The appropriate government agency grants written permission for use of the right-of-way; and*
 - (c) *The applicant provides written assurance that on-site setback landscaping will be installed within 90 days in the event permission to use the right-of-way is revoked; and*
 - (d) *The Director finds that the required setback landscaping can feasibly be installed on the property without creating other violations of this Code; and*
 - (e) *The Director finds that providing the landscaping in the public right-of-way in the interim fulfills the intent this Code for high quality development (9.010) and the minimum landscaping requirements in Section 9.140(2)(a) through (c).*

Response: The applicant is not requesting that landscaping in the right-of-way satisfy the Development Code requirements for setback plantings. This standard does not apply.

9.150 Parking Lot Landscaping.

The purpose of landscaping in parking lots is to provide shade, reduce stormwater runoff, and direct traffic. Incorporation of approved vegetated post-construction stormwater quality facilities in landscaped areas is encouraged. Parking lots must be landscaped in accordance with the following minimum standards:

- (1) *Planter Bays.* Parking areas shall be divided into bays of not more than 12 parking spaces. At both ends of each parking bay there shall be curbed planters at least 5 feet wide, excluding the curb. Gaps in the curb may be allowed for connections to approved post-construction stormwater quality facilities. Each planter shall contain one canopy tree at least 10 feet high and decorative ground cover containing at least two shrubs for every 100 square feet of landscape area. Neither planter bays nor their contents may impede access on required public sidewalks or paths, or handicapped-accessible parking spaces.

Response: As illustrated in Exhibit 3 Sheets C2.1, L4.1, and L4.2, no more than eight contiguous parking spaces comprise each bay. The proposed parking lot planters have widths of at least seven feet (excluding curbs), exceeding the five-foot minimum standard. Each planter bay would have one canopy tree and at least six shrubs, which exceeds the requirement for two shrubs per 100 square feet. This standard is met.

- (2) *Entryway Landscaping.* Both sides of a parking lot entrance shall be bordered by a minimum 5-foot-wide landscape planter strip meeting the same landscaping provisions as planter bays, except that no sight-obscuring trees or shrubs are permitted.

Response: As illustrated in Exhibit 3 Sheets C2.1, L4.1, and L4.2, landscape planters are proposed next to the parking lot entrances with plantings that provide canopy trees and multiple low-growing shrubs, well in excess of the requirement for two shrubs per 100 square feet. This standard is met.

- (3) *Parking Space Buffers.* Parking areas shall be separated from the exterior wall of a structure by pedestrian walkways or loading areas or by a 5-foot strip of landscaping materials.

Response: As illustrated in Exhibit 3 Sheet C2.1, the parking areas are separated from the building by at least five feet, with the exception of the north wall, which has a 4.5-foot separation. However, at this location, the curb stops are placed within the parking stalls to provide sufficient space for bumper overhang that vehicles do not interfere with the building. This standard is met.

- (4) *Alternate Plan.* An alternate plan may be submitted that provides landscaping of at least five percent of the total parking area exclusive of required landscaped yard areas and that separates parking areas of more than 100 spaces into clusters divided by landscape strips. Each planter area shall contain 1 tree at least 10 feet tall and decorative ground cover containing at least 2 shrubs for every 100 square feet of landscape area. Landscaping may not impede access on required public sidewalks or paths, or handicapped-accessible parking spaces.

Response: No alternate plan is proposed. This standard does not apply.

- (5) *Landscape Protection.* Required landscaped areas adjacent to graveled areas must be protected, either by railroad ties secured by rebar driven 18 inches into the ground, by large boulders, or by another acceptable means of protection.

Response: As illustrated in Exhibit 3 Sheets L2.1 and L2.2, the only area requiring such protection is the gravel mulch at the picnic area east of the building, which would be separated from the landscape by a border strip. This standard does not apply.

9.160 Irrigation of Required Landscaping.

All required landscaped areas must be provided with an irrigation system unless a licensed landscape architect, landscape construction professional or certified nurseryman submits written verification that the proposed plants do not require irrigation. Irrigation systems installed in the public right-of-way require an encroachment permit.

Response: Exhibit 3 Sheet L3.1 illustrates the irrigation requirements for all of the landscaped areas. The landscaped area and the stormwater treatment areas will be irrigated using rotary spray nozzles. Final design of the irrigation system would be performed at the time of permitting. This standard is met.

9.170 Identification of Existing Trees.

In all proposed developments, existing trees over 25 inches in circumference (8 inches in diameter) as measured 4.5 feet above mean ground level from the base of the trunk shall be noted on all development plans, with notations indicating whether they are to be removed or utilized in the development. To obtain the circumference of a tree with multiple trunks, add the individual trunk circumferences, which are greater than 6 inches in circumference. Clusters of trees in open space and floodplain areas may be noted in approximate locations.

Response: The required information is contained on Exhibit 3 Sheet C2.0. This standard is met.

Tree Protection**9.207 Applicability.**

Site Plan Review approval is required for the felling of 5 or more trees larger than 25 inches in circumference (approximately 8 inches in diameter) on a lot or property in contiguous single ownership in excess of 20,000 square feet in any zone.

The following activities are exempt from site plan review if they meet the applicable requirements of the Significant Natural Resource overlay districts in Article 6:

- (1) *The action of any City official or of any public utility necessary to remove or alleviate an immediate danger to life or property; to restore utility service or to reopen a public street to traffic.*
- (2) *Felling of any tree that is defined as a nuisance under the Albany Municipal Code.*
- (3) *Any felling necessary to maintain streets or public or private utilities within a public right-of-way or utility easement provided the Tree Commission or City Forester approved the proposed tree felling.*
- (4) *Felling of trees planted as Christmas trees.*
- (5) *Felling of trees on property under a Forest Stewardship Plan approved by the Oregon Department of Forestry.*

Response: As illustrated on Exhibit 3 Sheet C2.0, the proposed development would result in the removal of 11 trees on site in excess of 8-inch diameter. The proposed tree felling does not meet the exemptions outlined above. Consequently, the proposal is subject to review under Section 9.208. This standard is met.

9.208 Tree Felling Criteria.

The following review criteria replace the Site Plan Review criteria found elsewhere in this code for the purpose of reviewing tree felling. A Site Plan Review for tree felling will be processed as a Type I-L land use decision.

- (1) *The Community Development Director or his/her designee shall approve a Site Plan Review for tree felling when the applicant demonstrates that the felling of the tree(s) is warranted because of the condition of the tree(s) with respect to disease, hazardous or unsafe conditions, danger of falling, proximity to existing structures or proposed construction, or interference with utility services or pedestrian or vehicular safety. The Director, in consultation with the City Arborist, may also grant an exception to any of the tree cutting standards for industrial development on industrially zoned land. The Director may require the applicant to provide a Certified Arborist's report.*
- (2) *For property where a site plan review, conditional use or land division application has been approved or is currently under review, the Community Development Director, City Forester, or*

his/her designee shall approve site plan review when the applicant demonstrates that all of the following review criteria are met:

- (a) It is necessary to fell tree(s) in order to construct proposed improvements in accordance with an approved site plan review or conditional use review, or to otherwise utilize the applicant's property in a manner consistent with its zoning, this code, applicable plans adopted by the City Council, or a logging permit issued by the Oregon Department of Forestry.*
- (b) The proposed felling is consistent with State standards, City ordinances, and the proposed felling does not negatively impact the environmental quality of the area, including but not limited to: the protection of nearby trees and windbreaks; wildlife; erosion; soil retention and stability; volume of surface runoff and water quality of streams; scenic quality, and geological sites.*
- (c) The uniqueness, size, maturity, structure, and historic value of the trees have been considered and all other options for tree preservation have been exhausted. The Director may require that trees determined to be unique in species, size, maturity, structure, or historic values are preserved.*
- (d) Tree felling in Significant Natural Resource Overlay Districts meets the applicable requirements in Article 6.*

Response: As illustrated on Exhibit 3 Sheets C2.0 and C2.1, removal of multiple trees is required to construct the proposed fire station, parking areas, stormwater management facilities, and required landscaping. Due to the site's location within the heart of the City, it is not anticipated that tree removal would negatively impact environmental quality. The applicant has utilized an arborist to identify whether specific trees merited saving. The site is not within a Significant Natural Resource Overlay District. This standard is met.

- (4) The Director may attach conditions to the approval of the tree felling permit to ensure the replacement of trees and landscape or otherwise reduce the effects of the felling, and may require an improvement assurance to ensure all conditions are met.*
- (5) Precautions shall be made to protect residual trees and tree roots from damaging agents during and after the removal process. The following tree protection specifications should be followed to the maximum extent feasible for all projects with protected existing trees.*
 - (a) Within the drip line of any protected existing tree, there shall be no cut or fill over a four-inch depth unless a qualified arborist or forester has evaluated and approved the disturbance.*
 - (b) Prior to and during construction, an orange fence shall be erected around all protected existing trees that is a minimum of 4 feet tall, secured with metal T-posts, no closer than 6 feet from the trunk or within the drip line, whichever is greater. There shall be no storage or movement of equipment, material, debris or fill within the fenced tree protection zone.*
 - (c) During the construction stage of development, the applicant shall prevent the cleaning of equipment or material or the storage and disposal of waste material such as paints, oils, solvents, asphalt, concrete, motor oil or any other material harmful to the life of a tree within the drip line of any protected tree or group of trees.*
 - (d) No damaging attachment, wires, signs or permits may be fastened to any protected tree.*
 - (e) Large property areas containing protected trees and separated from construction or land clearing areas, road rights-of-way and utility easements may be "ribboned off," rather than erecting protective fencing around each tree as required in subsection (5)(b) above. This may be accomplished by placing metal t-post stakes a maximum of 50 feet apart and tying ribbon or rope from stake-to-stake along the outside perimeters of such areas being cleared.*

- (f) *The installation of utilities, irrigation lines or any underground fixture requiring excavation deeper than 6 inches shall be accomplished by boring under the root system of protected existing trees at a minimum depth of 24 inches. The auger distance is established from the face of the tree (outer bark) and is scaled from tree diameter at breast height as described in Table 9-3 below.*

TABLE 9-3: AUGER DISTANCES FOR INSTALLATION OF UTILITIES

Tree Diameter at Breast Height (inches)	Auger Distance from Face of Tree (feet)
8-9	5
10-14	10
15-19	12
Over 19	15

Response: The proposed plantings illustrated on Exhibit 3 Sheets L4.1 and L4.2 more than compensate for the trees proposed for removal. As all trees are proposed to be removed, there is no need for protection measures such as those outlined above. This standard is met.

Buffering and Screening

9.210 General Requirements/Matrix.

In order to reduce the impacts on adjacent uses of a different type, buffering and screening is required in accordance with the matrix that follows Section 9.300. The property owner of each proposed development is responsible for the installation and maintenance of such buffers and screens. The Director may waive the buffering/screening requirements of this section where such has been provided on the adjoining property in conformance with this Code. Where a use would be abutting another use except for separation by right-of-way, buffering (but not screening) shall be required as specified in the matrix. Where a proposed use abuts undeveloped property, only one half of the buffer width shall be required.

TABLE 9-4: BUFFER AND SCREENING MATRIX

Abutting Use or District	Proposed Use Commercial/professional or mixed-use
Dwellings in HM	10' S
Any arterial street	10'
Commercial or professional uses, or commercial and mixed use districts	0'
Any parking lot with at least 5 spaces	0'

"S" indicates screening required.

The buffer/screening standard does not apply along arterial streets where it conflicts with other provisions of this code.

Response: Albany Development Code Table 9-4 (Buffer and Screening Matrix) dictates that a 10-foot buffer with screening is required when abutting dwellings. This is applicable on the eastern and northern portions of the site that abut houses in the HM zone. A 10-foot buffer (but no screening) is required on Lyon Street since it is an arterial street and on the portion of 7th Avenue within the HM zone. No other buffering or screening is required in the LE zone. There is currently an encroachment onto City-owned property at the southeast corner of the site from the neighboring property's garage, but the applicant proposes to provide the full ten-foot buffer and screen on the City property in accordance with the provisions above. The standards of this section are addressed below.

9.240 Buffering.

The minimum improvements within a buffer area consist of the following:

- (1) *At least one row of trees. These trees will be not less than 10 feet high at time of planting for deciduous trees and spaced not more than 30 feet apart and 5 feet high at time of planting for evergreen trees and spaced not more than 15 feet apart. This requirement may be waived by the Director when it can be demonstrated that such trees would conflict with other purposes of this Code (e.g. solar access).*
- (2) *At least five 5-gallon shrubs or ten 1-gallon shrubs for each 1,000 square feet of required buffer area.*
- (3) *The remaining area treated with attractive ground cover (e.g., lawn, bark, rock, ivy, evergreen shrubs).*

Response: As illustrated in Exhibit 3 Sheets L4.1 and L4.2, landscaping meeting the buffering requirements is provided along the eastern site boundary adjacent to residences within the HM zone, consisting of a row of trees closer than 30 feet apart, shrubs, and groundcover (some of which will be within stormwater facilities). Similarly, trees, shrubs, and groundcover are proposed along Lyon Street. This standard is met.

9.250 Screening.

Where screening is required or provided, the following standards apply in addition to conditions (1) and (3) above:

- (1) *One row of evergreen shrubs that will grow to form a continuous hedge at least 4 feet tall within two years of planting, or*
- (2) *A fence or masonry wall at least 5 feet tall constructed to provide a uniform sight-obscuring screen, or*
- (3) *An earth berm combined with evergreen plantings or a fence that forms a sight and noise buffer at least 6 feet tall within two years of installation.*

Response: As illustrated in Exhibit 3 Sheets L2.1 and L2.2, a chain-link fence with slats is proposed to meet the screening requirement along the eastern site boundary adjacent to residences within the HM zone. This standard is met.

9.260 Clear Vision.

Buffering and screening provisions are superseded by the clear vision requirements of Section 12.180 and by the fence and wall height restrictions of the zone when applicable.

Response: Exhibit 3 Sheets L4.1 and L4.2, illustrate the required clear vision areas at the driveway entrances and the landscaping has been selected to comply with the applicable standards. This standard is met.

Fences

9.380 Standards.

Fences and walls shall meet the following standards. If a fence or wall is used to meet required screening, it shall meet the provisions in Section 9.385.

Standards in Commercial, Industrial, HD, CB, ES, LE, MS, PB, WF, and TD zones:

- (4) *Fences in front setbacks. Fences shall be no taller than 6 feet in required front setbacks. 6-foot fences containing barbed wire on top or fences taller than 6 feet are not permitted in the front setback.*

Response: As illustrated on Exhibit 3 Sheets L2.1 and L2.2, a chain-link fence with slats is proposed along the eastern and northern site boundaries and north of the fire station. However, as noted in the response to Section 5.090, the LE zone has no required front setback, so this standard does not apply.

Article 11 – Land Divisions and Planned DevelopmentsSubdivisions and Partitions*11.180 Tentative Plat Review Criteria.*

Approval of a tentative subdivision or partition plat will be granted if the review body finds that the applicant has met all of the following criteria which apply to the development:

- (1) *Development of any remainder of property under the same ownership can be accomplished in accordance with this Code.*

Response: As illustrated on Exhibit 3 Sheet C2.4, the replat would combine six parcels, plus the vacated portion of 6th Avenue, into one parcel under the same ownership. The proposed development would utilize the entire site. This standard is met.

- (2) *Adjoining land can be developed or is provided access that will allow its development in accordance with this Code.*

Response: The adjoining land is currently developed and has access to existing rights-of-way so the proposed vacation area is unnecessary for development of adjoining lots. Combining multiple parcels into one lot allows for construction of the proposed fire station. This standard is met.

- (3) *The proposed street plan affords the best economic, safe, and efficient circulation of traffic possible under the circumstances.*

Response: No new streets are proposed, and the street grid system provides adequate circulation. Combining multiple parcels into one lot allows for construction of the proposed fire station. This standard is met.

- (4) *The location and design allows development to be conveniently served by various public utilities.*

Response: As shown in the attached plans, the subject site is already and will continue to be served by public utilities. This standard is met.

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

Response: The subject site is not in a special purpose district. This standard does not apply.

Article 12 – Public ImprovementsStreets*12.060 General Provisions.*

No development may occur unless it has frontage on or approved access to a public street currently open to traffic. A currently non-open public right-of-way may be opened by improving it to City standards.

Response: The subject site has frontage on Lyon Street and 7th Avenue. This standard is met.

Streets shall be connected to reduce travel distance, provide multiple travel routes, and promote the use of alternative modes. Street patterns have a greater long-range effect on land use patterns, than do parcel patterns or building location.

Response: The site is located on Lyon Street and 7th Avenue and abuts existing developed parcels. The street network is already set at this location. This standard does not apply.

Streets (including alleys) within and adjacent to a development shall be improved in accordance with the standards in this Article. In addition, any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this Article.

Response: This proposal will include improvement of the abutting streets as required by the City and the Oregon Department of Transportation. This standard is met.

When the City Engineer determines that a required street improvement would not be timely, the City Engineer may accept a Petition for Improvement/Waiver of Remonstrance for a future assessment district.

Response: No remonstrance is requested. This standard does not apply.

The City Engineer may approve adjustments to the required street right-of-way and planter widths when necessary to accommodate approved street-side post-construction stormwater quality facilities.

Response: No adjustment is requested. This standard does not apply.

12.070 Creation of Streets.

Streets are usually created by approval of a subdivision or partition plat. However, the City Council may also approve creation of a street by acceptance of a deed. If creating a street unintentionally results in a land partition, the owner is not required to apply for partition approval as long as the resulting parcels comply with Code standards.

Response: No streets are proposed as part of this application. This standard does not apply.

12.100 Access to Public Streets.

With the exceptions noted in Section 1.070, the location and improvement of an access point onto a public street shall be included in the review of a development proposal. In addition, the following specific requirements shall apply to all access points, curb cuts, and driveways:

- (1) *Approaches and driveways to City streets and alleys must be paved and constructed in accordance with the Standard Construction Specifications. Driveways serving more than one property shall be paved the full length of the shared portion.*

Response: As shown in the attached plans, paved driveway access points are proposed on Lyon Street, the portion of 6th Avenue that would remain after the vacation, and 7th Avenue. This standard is met.

- (2) *Driveways for single- and two-family dwellings must have a minimum width of 10 feet and a maximum width of 24 feet (not to exceed the width of the driveway curb cut) and minimum separation of 5 feet.*

Up to four multiple-family units that front on a public street may have separate driveways. The driveways shall meet the same standards as for single- and two-family dwellings.

Driveways for all other uses must have widths of 12-16 feet for one-lane (one-way) driveways, 24-32 feet for two-lane driveways, and 36 feet for three-lane driveways. Three-lane driveways

must have designated lanes and turning movements. Industrial driveways shall have a width of 24-48 feet. There must be a minimum separation of 22 feet between all driveways except for single- and two-family dwellings. The width of a driveway will be determined by measuring at the curb line and will exclude the transitions which must conform to standards fixed by the City Engineer.

Response: This proposal is for a public building and use. As shown in the attached plans, the 6th Avenue and 7th Avenue driveways will be two-way and will be a minimum of 24 feet wide. The Lyon Street access has a width of approximately 78 feet and is intended solely for emergency vehicles exiting or entering the apparatus bay. This five-lane driveway is not subject to the width limitations for one-, two-, or three-lane driveways noted above, and likewise is not subject to the width limitations for industrial driveways since fire stations are classified as institutional uses. As Lyon Street is under the jurisdictional control of ODOT, the applicant will need to obtain an approach permit from the State of Oregon. This standard does not apply.

- (3) *All driveways must be located as far as practical from a street intersection, and in no instance shall the distance from an intersection be less than the following, as measured from the nearest curb return radius:*

Arterial Street 40 feet

Collector Street 20 feet

Local Street 10 feet

At intersections with bulbouts or post-construction stormwater quality curb extensions incorporated into the curb return the measurement will be made from the nearest curb return radius. When different classes of streets intersect, the distance required is between an access point and the intersection of the street type that requires the greater distance.

Response: The subject site is located on Lyon Street, a Principal Arterial street, and 6th and 7th Avenues, which are local streets. The proposed driveway onto Highway 20 will be over 225 feet from 5th and 7th Avenues, while the driveway on 7th Avenue will be over 135 feet from Lyon Street and Baker Street. This standard is met.

- (4) *The location, width, and number of accesses to a public street may be limited for developments that are subject to site plan review. All development that proposes access to an arterial street is subject to site plan review and the design requirements of 12.230.*

Response: This process is understood. Section 12.230 is addressed in this narrative. This standard is met.

- (5) *Access points to a public street shall be the minimum necessary to provide reasonable access while not inhibiting the safe circulation and carrying capacity of the street.*

Response: Only one access point is proposed to each public street. This standard is met.

- (6) *Properties with frontage on more than one street may be restricted to access on the street(s) of a lower classification through site plan, land division, or other review procedures.*

Response: This potential limitation is understood. The applicant requests an emergency vehicle access to Lyon Street. This standard is met.

- (7) *A common access point at a property line is encouraged and may be required in order to reduce the number of access points to streets. Construction of common access points must be preceded by recording of joint access and maintenance easements.*

Response: This potential requirement is understood.

- (8) *With the exception of single-family residential development, approach grades must not exceed 10 percent slope within 20 feet of a public street. Driveways for single-family residential development shall comply with applicable fire and building codes.*

Response: As shown in the attached grading plan (Exhibit 3 Sheet C2.2), the slopes within 20 feet of the public streets will be no more than 5.5%. This standard is met.

- (9) *Access to designated state highways is subject to the provisions of this Article in addition to requirements of the State Highway Division and State Department of Transportation. When regulations of the City and State conflict, the more restrictive requirements apply.*

Response: This relationship is understood. The applicant will apply for ODOT permits for the proposed emergency access driveway on Highway 20. This standard is met.

- (10) *For developments on property larger than five acres in contiguous ownership fronting on an arterial street or limited access highway, a frontage road may be required in order to provide a single access determined by the review body to be the most appropriate location for safety and convenience.*

Response: The subject site is less than five acres. This standard does not apply.

- (11) *When access is allowed on an arterial street, efforts shall be made to locate it adjacent to the interior property line where it could be shared by the adjacent property.*

Response: The proposed driveway onto Highway 20 cannot be shared with other properties as it is solely for emergency vehicles exiting the apparatus bay. This standard does not apply.

12.110 Street Location, Width and Grade.

The location, width, and grade of all streets must conform to any approved transportation master plan or recorded subdivision plat. When location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either provide for the continuation or appropriate projection of existing principal streets in the surrounding areas or conform to a plan for the neighborhood approved or adopted by the City to meet a particular situation where topographical or other conditions made continuance of or conformance to existing streets impractical or where no plan has been previously adopted.

In addition, new streets may be required to be located where the City Engineer determines that additional access is needed to relieve or avoid access deficiencies on adjacent or nearby properties. In determining the location of new streets in a development or street plan, consideration shall be given to maximizing available solar access for adjoining development sites.

Street grades must be approved by the City Engineer, who will consider drainage and traffic safety.

Response: No changes are proposed to the existing street locations or grades. This standard does not apply.

12.120 Rights-of-Way and Roadway Widths.

Unless otherwise indicated on an approved street plan or in Section 12.130, the street right-of-way and roadway widths shall not be less than the minimum shown below in Table 12-1. Where a range is indicated, the width shall be determined by the City Engineer. Reductions in roadway width may be allowed to facilitate curb extensions required for approved street side post-construction stormwater quality facilities in the landscape strip/planter area. Reductions require approval of the City Engineer.

TABLE 8-1: STREET RIGHT-OF-WAY AND ROADWAY WIDTH REQUIREMENTS		
Type of Street	Minimum Rights-of-Way Width	Minimum Roadway Width
Arterial	70-120 feet	40-70 feet
Collector	60-80 feet	36-48 feet
Local*	42-56 feet	22-32 feet
Radius for turnaround at end of cul-de-sac	43 feet	36 feet
Alley	14-20 feet	12-20 feet

*When street rights-of-way are less than 60 feet wide, a parallel public utility easement 7-feet-wide shall be dedicated on both sides of the right-of-way unless waived by the City Engineer.

Response: No changes are proposed to the existing right-of-way widths. This standard does not apply.

12.140 Additional Rights-of-Way.

A development project requiring land use approval is required to dedicate additional right-of-way if an existing street abutting or within the development does not meet the widths designated in Section 12.120. This provision does not apply to property line adjustments or historic review. While not required to dedicate additional right-of-way, single- and two-family dwellings (and related accessory buildings) are subject to setbacks from future street rights-of-way as provided in Section 3.190.

Response: The existing rights-of-way meet the designated standards. This standard does not apply.

12.150 Future Extensions of Streets.

When it is necessary to give access to or permit a future division of adjoining land, streets shall be extended to the adjoining tract. A barricade at the end of the street shall be installed and paid for by the property owners. It shall not be removed until authorized by the City Engineer.

Response: No access to or division of adjoining land is required. This standard does not apply.

12.160 Street Alignment.

As far as practical, streets shall be dedicated and constructed in alignment with existing streets. Arterial and collector streets shall have continuous alignments without offset or staggered intersections. In no case shall streets be designed so that jogs of less than 300 feet are created as measured from the centerline of any intersection involving an arterial or collector street.

Response: The street network is already set at this location. This standard does not apply.

12.170 Intersections.

Streets must intersect as nearly as possible at right angles. Proposed intersection of two streets at an acute angle of less than 75 degrees is not allowed. An oblique street should be curved approaching an intersection to provide at least 100 feet of street at right angles with the intersection. Not more than two streets shall intersect at any one point.

Response: The street network is already set at this location. This standard does not apply.

12.180 Clear Vision Area.

A clear vision area must be maintained at each access to a public street and on each corner of property at the intersection of two streets or a street and a railroad. No fence, wall, hedge, sign, or other planting or structure that would impede visibility between the heights of 2 and 8 feet shall be established in the clear vision area. Visibility is not considered impeded by a fence where materials are 35 percent or less of

the surface area of that portion of the fence above 2 feet. Fence posts spaced at 8 feet or more apart are not counted as part of the fence surface area. Height measurements shall be made from the top of the curb or, when no curb exists, from the established street center line grade.

- (1) The clear vision area provisions do not apply to the following:
 - (a) a public utility pole,
 - (b) a tree trimmed (to the trunk) to a line at least eight feet above the level of the intersection,
 - (c) another plant species of open growth habit that is not planted in the form of a hedge and that is planted and trimmed to leave at all seasons a clear and unobstructed cross-view,
 - (d) a supporting member or appurtenance to a permanent building lawfully existing on the date this standard becomes effective,
 - (e) an official warning sign or signal,
 - (f) the post section of a pole sign when there are no more than two posts and any post is less than eight inches in diameter, and
 - (g) existing or new buildings that meet the minimum setbacks.

Response: Only low shrubs are proposed within the clear vision area. This standard is met.

- (2) A clear vision area consists of a triangular area, two sides of which are lot lines or a driveway and a lot line for a distance specified in this section, or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two sides (See illustration below, Figure 6). The measurements in Table 12-4 below shall establish the clear vision areas:

Type of Intersection	Measurement Along Each Lot Line or Drive Edge*
Controlled Intersection (stop sign or signal)	20 feet
Uncontrolled Intersection	30 feet
Commercial and Industrial District driveways	20 feet
Residential District driveways	15 feet
Alley (less than 25 feet)	20 feet

*When two or more streets of different right-of-way width intersect, the distance to be measured along the lot lines shall be the distance specified for each type street.

Response: Exhibit 3 Sheets L4.1 and L4.2 illustrate the required clear vision areas at the driveway entrances. No obstacles are proposed within the regulated heights (2-8 feet above grade) and the landscaping has been selected to comply with the applicable standards. This standard is met.

12.200 Street Abutting New Development.

Sections of existing streets that directly abut a new development and do not meet City standards shall be constructed to City standards. The City Engineer may approve construction of a partial-width street, provided the design is determined to be adequate to accommodate needed public facilities, storm drainage runoff, traffic volumes, and traffic loadings. The design of the improvement shall consider the ultimate design of the fully widened street. For purposes of this section, "development" means a land division, new commercial or industrial development, construction of multi-family residential units, or a manufactured home or recreational vehicle park.

A future improvement assurance, as described in Section 12.600, may be accepted by the City when the City Engineer determines that the street improvement would not be timely.

Response: Frontage improvements will be performed as required by the City Engineer. This standard is met.

12.210 Slope and Curves.

Slope shall not exceed 6 percent on arterials, 10 percent on collector streets, or 12 percent on other streets. Center line radii or curves shall be not less than 600 feet on arterials, 400 feet on collectors, or 200 feet on other streets. When existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, steeper grades and sharper curves may be approved by the review body. In flat areas, allowance shall be made for finished street grades having a minimum slope of at least 0.5 percent, when possible.

Response: No changes to the existing street system are proposed. This standard does not apply.

12.220 Street Adjacent to Railroad.

Whenever a proposed development contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of the railroad right-of-way at a distance suitable for appropriate use of the land between each street and the railroad. The distance shall be determined with consideration at each cross street of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way in non-industrial areas.

Response: The subject site is not adjacent to a railroad. This standard does not apply.

12.230 Access to Arterials.

When a development abuts or contains an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic; or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements may include any of the following:

- (1) A parallel access street along the arterial;*
- (2) Lots abutting the arterial of suitable depth to provide adequate buffering and having frontage along another street;*
- (3) Screen planting at the rear or side property line to be contained in a non-access reservation along the arterial; or*
- (4) Other treatment, as determined by the Director, suitable to meet the objectives of this subsection.*

Response: This standard is primarily intended to protect new residences from the traffic effects from an arterial. Since no residences are proposed for this development, this standard does not apply.

12.260 Traffic Signals.

Where a single development or concurrent group of developments will create a need for a traffic signal at an intersection, such installation may be a condition of development approval.

Response: Feedback from the City Engineer and ODOT staff has indicated that no traffic signal is required. This standard does not apply.

Sidewalks**12.290 Requirement.**

All development for which land use applications are required by Section 1.060 must include sidewalks adjacent to public streets. This requirement also applies to new single-family houses and duplexes if they are located on arterial or collector streets or on curbed local streets, if there is an existing sidewalk within 500 feet on the same side of the street.

Sidewalks shall be built when arterial and collector streets are constructed and at the discretion of the City Engineer during their reconstruction. This provision shall also apply to local streets that serve commercial and multi-family development. Sidewalks are required on both sides of all streets. If an interim street standard is being constructed which does not include bike lanes or sidewalks, interim bikeways or walkways for pedestrians shall be provided by paved roadway shoulders at least 8 feet wide on arterials and 6 feet on other streets. Provision of sidewalks may be waived when the street serves a use or combination of uses that generate fewer than 50 trips a day (based on ITE standards) and cannot be continued or extended to other properties.

Response: As shown in the attached plans, sidewalk improvements will be made on Lyon Street and 7th Avenue. This standard is met.

12.300 Design, Width, and Location.

All sidewalks must be constructed, replaced or repaired in accordance with the Standard Construction Specifications. The required width and location of sidewalks is as follows:

- (1) *The required width for a sidewalk on an arterial or collector street is 7 feet. This may be reduced to 6 feet if the sidewalk is separated from the curb by a landscaped planter strip at least 5 feet wide. When there is inadequate right-of-way for additional width and no additional right-of-way can be obtained as a condition of development approval, the sidewalk width may be reduced to 5 feet. In all cases, any right-of-way remaining outside the sidewalk is to be landscaped and maintained by the adjoining property owner.*

Response: The proposed sidewalk replacement along Lyon Street would have a minimum width of 8 or more feet. This standard is met.

- (2) *Sidewalks along residential and other local streets must be at least 5 feet wide. A planter strip at least 6 feet wide shall separate the sidewalk from the street. Street trees shall be selected from the list of approved street trees established by the City. The planter strip shall be of permeable materials. Locating approved street-side post-construction stormwater quality facilities in the planter strip is encouraged.*

Response: The subject site does abut a local street, 7th Avenue. The sidewalk improvements will be constructed to City of Albany standards. This standard is met.

- (3) *In the Historic Downtown and Central Business districts, as defined on the zoning map, sidewalks must be at least 10 feet wide and be installed adjacent to the curb.*

Response: The subject site is in the Lyon-Ellsworth District, not in the Historic Downtown or Central Business District. This standard does not apply.

- (4) *Regardless of other provisions contained in this article, any sidewalk project that is less than 200 feet in length and connects on either end to an existing sidewalk may be designed to match the existing pattern with the approval of the City Engineer.*

Response: This option is not proposed.

- (5) *When obstructions exist or are proposed (including, but not limited to, mailboxes, utility poles, trees, planters, fire hydrants, signs, benches, bus stops, post-construction stormwater quality facilities, etc.), provisions must be made to maintain a minimum of 4 feet of unobstructed sidewalk width on local streets, 5 feet on collector and arterial streets, and 6 feet in the Historic Downtown (HD) and Central Business (CB) districts.*

Response: Any obstructions in the area of the replacement sidewalks will be designed in accordance with Americans with Disabilities Act standards. This standard is met.

- (6) *Clustered mailboxes shall be on an accessible path and shall include a 72" minimum accessible turning space. Adjacent sidewalks may be incorporated in the measurement of the turning space. Where constructed in the public right-of-way, construction shall be in accordance with the Standard Construction Specifications.*

Response: No clustered mailboxes are proposed. This standard does not apply.

- (7) *Maintenance of sidewalks and planter strips shall be the continuing obligation of the adjacent property owner except for approved post-construction stormwater quality facilities located in planter strips or when the lot backs onto an arterial. Other than approved post-construction stormwater quality facilities, planter strips shall be landscaped and maintained in like manner to the front yard setback requirements of Article 9.*

Response: Maintenance of the sidewalk and planting strip will be the obligation of the owner. This standard is met.

- (8) *Sidewalks shall be designed to parallel streets in line and grade and shall avoid unnecessary meandering from the curb line and elevation changes except as necessary to avoid significant trees or traverse topographic barriers.*

Response: As shown in the attached plans, the sidewalk replacement will be parallel with Lyon Street and 7th Avenue. This standard is met.

- (9) *Public paths not adjacent to a public street shall be a minimum of 10 feet wide.*

Response: No public paths not adjacent to a public street are proposed. This standard does not apply.

Street Trees

12.321 General Requirements.

When a new public street is created in conjunction with development, street trees are required in accordance with the standards provided in the Standard Construction Specifications and the Urban Forestry Management Plan.

Response: No new public streets are proposed. This standard does not apply.

12.324 Street Tree Planting Options.

Options available to meet this requirement are identified below. Where street side post-construction stormwater quality facilities are proposed on a new public street, the option selected must match the planting option selected for the post-construction stormwater quality facilities as identified in Title 12 of the Albany Municipal Code:

- (1) *Submit a street tree plan to the City for planting and establishing trees within the public rights-of-way that meets the tree planting standards in the Urban Forestry Management Plan. The City Forester shall either approve or deny the plan based on the plan's compliance with these requirements.*

- (2) *Pay a fee to the City based upon a requirement for one tree per thirty linear feet of street frontage. This fee shall be deposited into the City's Urban Forestry Program Fees Fund. The City shall thereafter assume responsibility for the purchase, planting, and establishment of street trees within the public right-of-way or on public lands maintained by the City within or abutting the specified development.*

Response: No new public streets are proposed; nonetheless, street trees are proposed in accordance with City requirements (see Exhibit 3 Sheets L4.1 and L4.2). This standard is met.

Bikeways

12.330 Master Bikeways Plan.

The City's adopted Master Bikeways Plan is in the Comprehensive Plan.

12.340 Provisions for Bikeways.

Developments adjoining or containing proposed bikeways identified on the adopted Master Bikeways Plan shall include provisions for the future extension of such bikeways. Land use approvals issued for planned developments, greenway conditional use permits, subdivisions and other developments that will principally benefit from such bikeways may be conditioned to include bikeway improvements.

In the case of arterial or collector streets, bike lanes shall be built during their construction, and considered during their reconstruction. This provision shall also apply to local streets in other than single-family residential developments.

Response: The subject site adjoins Highway 20, which is a proposed bikeway, but no new construction of arterial or collector streets is proposed. This standard does not apply.

12.350 Bikeway Design.

Where possible, bikeways should be separated from other modes of travel, including pedestrian. Minimum width for bikeways shall be 6 feet per travel lane when adjacent to a curb (one-way) and 10 feet when not on a roadway (two-way). A reduction in standards may be allowed when the City Engineer finds that no safety hazard will be created and other special circumstances (such as physical constraints) exist.

Response: No new bikeways are required. This standard does not apply.

Utilities – General

12.360 Utility Easements.

The developer shall make arrangements with the City of Albany and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. All utility easements must be public easements.

Response: Easements will be provided for public utilities as necessary. This standard is met.

12.370 Utility Easement Width.

The standard width for public utility easements adjacent to street rights-of-way is 7 feet. The minimum width for all other public utility easements shall be 15 feet for water, 20 feet for sewer, and 15 feet for piped storm drainage unless otherwise specified by the utility company or City Engineer. When feasible, utility easements shall be centered on a lot line.

Response: Any required easements will provide for the required easement widths noted above. This standard is met.

12.380 Information on Development Plans.

The developer must show easements for all utilities. Plans showing the location of all utilities shall be submitted to the City as part of the site plan review or land division process.

Response: No public utilities requiring easements are necessary to serve the development. The existing utilities in the 6th Avenue corridor will be abandoned in the proposed vacation area. This standard does not apply.

12.390 Requirement for Underground Utilities.

Except as exempted in Section 12.400, all utility lines, cables, or wires (including but not limited to those used for electricity, communication, street lighting, and cable television) constructed upon, adjacent to, or within land subdivided or prepared for development after the effective date of this Code, must be placed underground. The intent of the City is that no poles, towers, or other structures associated with utility facilities shall be permitted on any street or lot within such a subdivision or development.

Response: As described in the response to 12.400 below, the proposal is exempt from this standard.

12.400 Exceptions.

Overhead facilities are only permitted in the following instances:

- (1) *Emergency installations, electric transmission lines, or through feeders operating at distribution voltages which act as a main source of supply to primary laterals and to direct connected distribution transformers and primary loads.
Should it be necessary to increase the capacity of major power transmission facilities for service to the area, new or revised installations shall be made only on rights-of-way or easements on which overhead facilities exist at the time of the capacity increase.*
- (2) *Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes, and the like.*
- (3) *Structures without overhead wires, used exclusively for fire alarm boxes, street lights, or municipal equipment installed under the supervision and with the approval of the City Engineer.*
- (4) *Power substations, pumping plants, and similar facilities necessary for transmission or distribution of utility services.*
- (5) *Television antennas and satellite dishes [See Section 3.080 (12)].*
- (6) *Industrial developments, except for utility lines, cables, and/or wires providing service to an individual lot. Such lines must be placed underground from the nearest power pole to the facility ultimately being operated on the individual lot. Certain industries requiring exceptionally large power supplies may request direct overhead power as a condition of site plan approval. Underground utilities may be required in Industrial Park developments and planned developments in the Industrial Districts.*
- (7) *New development on existing individual lots of record in areas where service is currently by overhead utilities.*

Response: Overhead facilities exist on the western property line and will be allowed to remain per criterion (7) above. The proposal meets this exception.

12.405 Property Monuments.

Upon completion of a utility project and before acceptance by the City, all property corners and other monuments disturbed or removed by the project shall be reestablished and protected by an Oregon-licensed surveyor retained by the developer.

Response: This process is understood.

Water

12.410 When Public Water is Available.

- *All new development, including a single-family residence, must extend and connect to the public water system when service is available within 150 feet of the property. Fire hydrants, mains, and related appurtenances shall be installed as required by the City Fire Marshal.*

Response: As shown in the attached plans, the proposed development will connect to the public water system located in Lyon Street. This standard is met.

12.420 When Public Water is Not Available.

No new development is allowed on private well systems, except for construction of one single-family dwelling on an existing lot of record. Residential lots created by a land partition may be served by private wells if approved by the City, and provided the new lots are subject to a Petition for Improvement/Waiver of Remonstrance for a future assessment district for public water. If a second partition plat is filed on the same parcel, the application will be subject to the subdivision requirement that the development be served by public water.

Response: Public water is available to the subject site. This standard does not apply.

12.430 Extension Along Property Frontage and Within Interior.

Water distribution mains must be extended along the full length of the property's frontage along the right-of-way or to a point identified by the City Engineer as necessary to accommodate likely system expansion. Main extensions may be required through the interior of properties when necessary to provide service to other properties or to provide looping for fire flows.

Response: The public water system currently meets this standard. This standard does not apply.

12.440 Water Plan Approval.

Preliminary water plans and systems must be submitted to the City Engineer as part of the tentative plat or Site Plan Review application. These plans must provide enough information to enable the City Engineer to determine that the proposed development is feasible, but are not required to be detailed construction level documents. The City's Engineering Standards, while not land use criteria, may be used, in whole or in part, by the City Engineer to determine the feasibility of a proposed plan.

Response: The utility plans provided with this submittal show the information required above. This standard is met.

12.450 Design Requirements for New Development.

All new development within the City must, when appropriate, make provisions for the continuation or appropriate projection of existing principal water lines serving surrounding areas.

Response: The existing water system provides the services required to surrounding areas. This standard does not apply.

12.460 Restriction of Development.

The review body may restrict development approvals when a deficiency exists in the water system or portion thereof which cannot be corrected as a part of the development improvements.

Response: No deficiencies are known. This policy is understood but does not apply.

Sanitary Sewers**12.470 When Public Sewer is Available.**

All new development must extend and connect to the public sewer system when service is available within 300 feet of the property.

Response: As shown in the attached plans, the proposed development will connect to the public sewer system in 6th Avenue. This standard is met.

12.480 When Public Sewer is Not Available.

Where sewer is not available within 300 feet of the property, no development is allowed on private septic systems, except for construction of one single-family dwelling on an existing lot of record or on a parcel no smaller than five acres created through the land division process. Any private on-site system allowed by this section must be approved by the county.

Response: Public sewer is available to the subject site. This standard does not apply.

12.490 Extension Along Property Frontage and Within Interior.

Sewer collection mains must be extended along the full length of the property's frontage along the right-of-way or to a point identified by the City Engineer as necessary to accommodate likely system expansion. When private sanitary sewer services will exceed 100 feet long, as measured from the public main to the structure, the City Engineer may require extension of public sewers into the interior of the property.

Response: The public sewer system currently meets this standard. This standard does not apply.

12.500 Sewer Plan Approval.

Preliminary sewer plans and systems must be submitted to the City Engineer as part of the tentative plat or Site Plan Review application. These plans must provide enough information to enable the City Engineer to determine that the proposed development is feasible, but are not required to be detailed construction level documents. The City's Engineering Standards, while not land use criteria, may be used, in whole or in part, by the City Engineer to determine the feasibility of a proposed plan.

Response: The utility plans provided with this submittal show the information required above. This standard is met.

12.510 Design Requirements for New Developments.

All new development within the City must, where appropriate, make provisions for the continuation or appropriate projection of existing sewer lines serving surrounding areas. Line extensions may be required through the interior of a property to the developed when the City Engineer determines that the extension is needed to provide service to upstream properties.

Response: The existing sewer system provides the services required to surrounding areas. This standard does not apply.

12.520 Restriction of Development.

The review body may restrict development approvals where a deficiency exists in the sewer system or portion thereof that cannot be corrected as a part of the development improvements.

Response: No deficiencies are known. This policy is understood but does not apply.

Storm Drainage**12.530 General Provisions.**

The review body will approve a development request only when adequate provisions for storm and flood water run-off have been made as determined by the City Engineer. The stormwater drainage system must be separate from and independent of any sanitary sewer system. When possible, inlets should be provided so surface water is not carried across any intersection or allowed to flood any street. Surface water drainage patterns and proposed storm drainage must be shown on every development proposal plan. All proposed storm drainage management plans and systems must be approved by the City Engineer as part of the tentative plat or site plan review process.

Response: The proposed development will provide a storm drainage system meeting the requirements listed above (see Exhibit 3 Sheets C2.2 and C2.3 and Exhibit 7). This standard is met.

12.535 Storm Drainage Plan Approval.

Preliminary storm drainage management plans and systems must be submitted to the City Engineer as part of the Tentative Plat or Site Plan Review application. These plans must provide enough information to enable the City Engineer to determine that the proposed development is feasible, but are not required to be detailed construction level documents. The City's Engineering Standards, while not land use criteria, may be used, in whole or in part, by the City Engineer to determine the feasibility of a proposed plan.

Response: The proposed development will provide a storm drainage plan meeting the requirements listed above (see Exhibit 3 Sheets C2.2, C2.3, L4.1, and L4.2 and Exhibit 7). This standard is met.

12.540 Easements.

When a subdivision is traversed by a watercourse, drainageway, channel or stream, a public stormwater easement conforming substantially to the lines of the watercourse and further width as the City Engineer determines will be adequate for conveyance and maintenance shall be provided. Improvements to the drainage way, streets, or parkways parallel to watercourses may be required.

Response: There are no watercourses or similar features crossing the site. This standard does not apply.

12.550 Accommodation of Upstream Drainage.

A culvert or other drainage facility shall be large enough to accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The City Engineer must review and approve the necessary size of the facility, based on the provisions of the Storm Drainage Master Plans, and sound engineering principles, and assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.

Response: No culverts or other public facilities are proposed; the stormwater facilities will manage runoff from the proposed project. This standard does not apply.

12.560 Effect on Downstream Drainage Facilities.

When the City Engineer anticipates that the run-off resulting from the development will overload or cause damage to an existing drainage facility, the review body will withhold approval of the

development until provisions have been made for improvement, or prevention, of said potential condition.

Response: This condition does not exist to the knowledge of the applicant. This policy is understood but does not apply.

12.570 Storm Drainage Management Practices.

Development must employ storm drainage management practices approved by the City Engineer that minimize the amount and rate of surface water run-off into receiving streams or drainage facilities or onto adjoining properties. As required by Title 12 of the Albany Municipal Code, the development must also employ post-construction stormwater quality management practices approved by the City Engineer that regulate the quality of the stormwater leaving the site. Drainage management practices must include, but are not limited to, one or more of the following practices:

- (1) Temporary and permanent ponding or detention of water;*
- (2) Post-construction stormwater quality facilities;*
- (3) Minimization of impervious surfaces;*
- (4) Emphasis on natural drainageways;*
- (5) Prevention of uncontrolled water flow from the development;*
- (6) Stabilization of natural drainageways as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion;*
- (7) Collection of runoff from impervious surfaces and transportation to a natural drainage facility with sufficient capacity to accept the discharge; and*
- (8) Other practices and facilities designed to transport stormwater and improve water quality.*

Response: As shown in the attached plans, the proposed on-site storm drainage system meets the requirements listed above. This standard is met.

12.575 Extension Along Property Frontage and Within Interior.

Storm mains must be extended along the full length of the property's frontage along the right-of-way or to a point identified by the City Engineer as necessary to accommodate likely system expansion.

Response: As shown in the attached plans, a public storm line is proposed within 6th Avenue from the site to Baker Street to meet this requirement. This standard is met.

12.580 Design Requirements for New Development.

All new development within the City must, when appropriate, provide for the continuation or appropriate projection of existing storm drain lines or drainageways serving surrounding areas. Extensions may be required through the interior of a property to be developed when the City Engineer determines that the extension is needed to provide service to upstream properties.

Response: As shown in the attached plans, the proposed public storm line is designed to provide drainage for the site itself. No further extension of the public storm drainage system is required. This standard is met.

12.581 Restriction of Development.

The review body may restrict development approvals where a deficiency exists in the stormwater system or portion thereof that cannot be corrected as part of the development improvements.

Response: No deficiencies are known. This policy is understood but does not apply.

12.585 NPDES Permit Required.

A National Pollutant Discharge Elimination System (NPDES) permit must be obtained from the Department of Environmental Quality (DEQ) for construction activities (including clearing, grading, and excavation) that disturb one or more acre of land, or whatever the current standard is at the time the application is submitted.

Response: An NPDES permit from DEQ will be acquired prior to any commencement of construction. This standard is met.

Article 13 – Signs

Review Procedures.

13.210 Permit Needed.

Except as specifically excluded herein, no property owner, lessee, contractor, or other person shall display or cause to be displayed any sign requiring a permit as set forth in this Code, except for maintenance of signs that conform with this ordinance, without first obtaining from the Building Official a written permit to do so, paying the fees prescribed therefore, and otherwise complying with all of the applicable provisions of this ordinance. If a governmental agency requires the relocation of a sign, the fee described above shall be waived.

Response: Exhibit 3 Sheet L2.2 illustrates the proposed location of a concrete sign wall next to plaza. The applicant will obtain necessary permits prior to installation of any signage. This standard is met.

IV. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, this application meets all applicable standards necessary for land use approval. The proposed development complies with all applicable standards of the Albany Development Code and furthers the City's objectives of promoting downtown and providing a facility that meets the needs of the Fire Department. The applicant respectfully requests approval by the City.



City of Albany
Fire Station 11 Neighborhood Meeting

August 12, 2015

Fire Station 11, 110 6th Avenue SE, Albany, OR

6:00 p.m.

METHOD OF PUBLICIZING MEETING

For the neighborhood meeting, 206 public notices were mailed through the United States Postal Service to all property owners and residents within 1,000 feet of the boundaries of the subject property. The public notice included the date, time, and location of the public meeting and a brief description of the development plans.

INTRODUCTIONS

John Bradner, Fire Chief
Wes Hare, City Manager
Stacy Belcastro, Acting City Engineer
Jeff Woodward (David Evans & Associates), Owner's Representative
Jeff Humphreys & Lorraine Jack (Mackenzie), Architects

ATTENDEES

The neighborhood meeting was attended by 25 people. Two people were from Mackenzie, one was from David Evans & Associates, and 13 people were from the City. The remaining nine attendees were neighbors or other interested parties. See attached attendance lists.

OVERVIEW

Chief Bradner identified the purpose of the meeting was to inform neighbors of the planned development for the site; identify anticipated impacts to neighboring properties; try to mitigate potential impacts; and provide opportunity for public comments/questions.

The new station site will include the current station location and adjacent properties to the north and south that have been acquired by the City. The new site includes closure of 6th Avenue at Lyon Street.

Chief Bradner identified the project's main timelines:

- Currently in Phase II of the design process.
- Land use application submission in September 2015.
- Planning Commission in November 2015.
- Site prep in November 2015 through February 2016.
- Council approval in January 2016.
- Construction to start in April 2016.
- Completion in March 2017.

Jeff Humphreys identified that the current site is being redeveloped for the new station. The building will be just under 25,000 square feet in size and measure 30 feet tall at the highest point.

There will be secured employee parking on the north and northeast portions of the redeveloped site and public parking in the south corner. Emergency response vehicles will exit the station onto Lyon Street. He

City of Albany
Fire Station 11 Neighborhood Meeting
Page 2 of 3
August 12, 2015

shared a slideshow presentation that included an aerial perspective of the new station, showing solar panels on the roof, which is one of several features to meet the 1.5 percent green technology requirement. There will be skylights to bring in natural light to deeper portions of the building, and the exterior will be brick for durability and to provide a traditional fire station appearance. The lobby will house an antique fire apparatus and there will be a public meeting/training room on the first floor.

PUBLIC COMMENTS/QUESTIONS

Question: Why don't the windows on the two floors line up on the east side of the building?

Response: The windows are placed due to the indoor use of the spaces.

Question: Will the City be requesting LEED certification?

Response: No, the City is not requesting certification; however, there will be aspects of the building that qualify, e.g., energy efficient lighting and windows, solar panels, water efficient toilets.

Question: What level of earthquake will the new station sustain?

Response: It's not measured by the seismic number. A fire station is considered an essential facility and is required by the state to be designed for immediate occupancy in the event of a major seismic event, with no impact to service from the station.

Question: What is being done in the station to address the one percent requirement for art?

Response: The intent is to refurbish a 1907 steamer engine to display in the first floor lobby. The concept is being presented to the City Art Commission in September for their review and recommendation to the City Council for approval.

Question: What type of security fence material will be used?

Response: Security fencing will be powder-coated, black chain link fence with privacy slats, and include landscape screening along Lyon Street.

Question: What type of site lighting will be used?

Response: There will be higher and lower lighting incorporated into the site, but the actual lighting has not been identified yet.

Question: Will there be fencing behind the public parking area?

Response: Dense landscaping is identified for that area at this time, but no fencing.

Question: Will you be removing the large trees that have ivy on them near the public parking area?

Response: Have not identified which trees will remain and which will need to be removed yet.

Question: Has the traffic been considered for crossing Lyon Street on 5th and 7th?

Response: No other street changes have been noted yet.

Question: At what point in the timeline will 6th Avenue be blocked off?

Response: When construction begins in April 2016.

Question: Where would the fencing be located at the northeast corner next to existing neighbor's home? Concern that the fences will be touching and not allow property owner to access the back side of his home for painting or repairs.

City of Albany
Fire Station 11 Neighborhood Meeting
Page 3 of 3
August 12, 2015

Response: There can be flexibility on the fence location to provide access behind neighbor's existing fence for maintenance of that area.

Question: What happens when 6th Avenue closes; where will that traffic divert? Traffic during certain times of the day can make it difficult to cross Lyon Street. Will there be an analysis to determine if additional safety measures are required?

Response: The City will be submitting an application to ODOT for the closure of 6th Avenue. Vacation of that street is part of the land use application. ODOT will likely require a high visibility crosswalk at the south side of 6th on Lyon Street. ODOT will likely require a gap analysis.

Question: Will there be any parking on Lyon Street?

Response: Yes, parking will be allowed on Lyon Street in front of the station and will be set back farther from the traffic to increase safety.

Comment: A person identifying himself as a neighbor commented that he appreciates the design of the building with the cornices and single window style and feels it is something Albany should be proud of.

SUMMARY

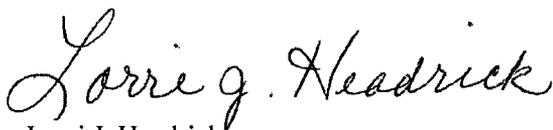
The City and designers will take into account all noted concerns and suggestions. Most notably: redirecting vehicular traffic, existing site trees, and the location of fencing along adjacent properties. The team will be discussing options for handling concerns with the two adjacent properties; the City will have an arborist evaluate the trees on site; and future discussions with ODOT and traffic analysis will be contingent upon any necessary revisions to current designs.

ADJOURNMENT

Wes Hare identified that this meeting was one step in a larger process and that there will be other opportunities for public comment; the next being at the November 16 Planning Commission meeting.

The meeting adjourned at 6:30 p.m.

Submitted by,



Lorri J. Headrick
Sr. Administrative Supervisor

Albany Fire Station Neighborhood Meeting
 August 12, 2015; 6:00 p.m.
 Fire Station 11

Sign-in Sheet

Name	Address
Staci Belcastro	City of Albany PW PO Box 369 Halsey OR 97348
KATE HENNESSY	ALBANY FIRE DEPT 333 BROADALBIN ST SW ALBANY, OR 97321
JEFF HUMPHREYS	MACKENZIE 1515 SE WATER AVE #100 PORTLAND, OR 97204
LORRAINE JACK	MACKENZIE 1515 SE WATER AVE #100 PORTLAND, OR 97214
Herb Yamamoto	705 Lyon SE Albany, OR 97321
Charlene Dunten	1230 NW Thornton LK Dr Albany OR 97321
SHANE WOOTON	COA PO BOX 490
Shane Castle	AFD 72 N. Main Falls City OR 97344
Mary Hargrove	624 Baker St
James Furlo	Location 505 Lyon mail: 1934 1st Ave E Albany OR 97321
Roger Jory	226 SW 6 th AVE
Bryan/Natalie Bauer	524 Baker St SE Albany OR 97321
Stanna Harris	COA PLANNING STAFF 333 BROADALBIN
David Mautman	Albany Planning Division 333 Broadalbin St. SW Albany OR 97321
Jennifer Moody	Albany Democrat-Herald 511-812-6113

Albany Fire Station Neighborhood Meeting
August 12, 2015; 6:00 p.m.
Fire Station 11

Sign-in Sheet

Name	Address
JET WOODWARD	DAVID EMMS AND ASSOCIATES
Tim Vaughan	532 Baker Street, Albany, OR 97321.
Floyd Collins	Albany City Council
John Bradner	Fire Chief, Albany Fire.
Lorri Headrick	Albany Fire
Wes Hare	City Manager, City of Albany
Ryan Bond	Albany Fire
Ron Wackford	Albany Fire
Kyle Romey	Albany Fire

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

September 9, 2015

City of Albany Community Development Department
Attention: Melissa Anderson, AICP, PMP, CFM
PO Box 490
Albany, OR 97321

Re: **Albany Fire Station 11 Replacement**
Trip Generation Estimates
Project Number 2140087.00

Dear Ms. Anderson:

This letter presents trip generation estimates for the proposed Fire Station 11 Replacement in Albany, Oregon. The new fire station will replace and enhance the functions of the existing station at 110 6th Avenue SE by redeveloping the existing site and several neighboring properties, including the 6th Avenue SE right-of-way to be vacated between Lyon and Baker Streets. Collectively, the redevelopment site totals approximately 1.6 acres. The new fire station will serve as a hub for expanded and modernized fire protection coverage in the surrounding area; it also will provide a community meeting room for public use. A reduced copy of the site plan is enclosed for reference.

Vehicle trip generation characteristics for a fire station land use are not well documented due, in part, to the wide variety of amenities they offer and the diverse communities they support. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (currently in its 9th Edition), the industry standard reference, does not supply trip data for fire stations. The limited trip surveys with which we are familiar suggest a daily trip rate of 3.5 trips per 1,000 square feet of gross floor area and a PM peak hour trip rate approximately 10% of the daily rate may be appropriate. These rates are applied to the proposed 24,838 SF fire station.

As noted above, the proposed fire station replacement encompasses several neighboring properties; some of these are vacant, some are developed only with outbuildings, and some are developed with occupied buildings. The occupied buildings are understood to generate vehicle trips in the existing condition: the existing 14,500 SF fire station, a 3,672 SF accountant services business¹ (north of the existing fire station on Lyon Street), a 1,345 SF investment services business² (north of the existing fire station on 6th Avenue SE), and a 2,505 SF dry cleaner³ with drive-through lane (south of the existing fire station on Lyon Street). The fire station trips are calculated using the survey rates noted above. The ITE *Trip Generation Manual* offers compatible land use models for estimating vehicle trips at the accountant and investment services uses: General Office Building (ITE Land Use Code 710). ITE supplies no data for dry cleaner uses, so instead the business is estimated to process 15 transactions during a peak hour, representing 30 trips, and the daily trips may be approximately 10 times the PM peak hour trips.

¹ The existing building appears to be a single-story structure, so the stated floor area represents the surveyed footprint.

² The existing building appears, at least partially, to be a two-story structure, but the stated floor area represents the surveyed footprint for simplicity.

³ The existing building appears to be a single-story structure, so the stated floor area represents the surveyed footprint.



The following table presents the trip generation estimates for the proposed fire station, the existing uses including the existing fire station, and the net changes in future trip generation anticipated with the proposed redevelopment.

TRIP GENERATION CALCULATIONS						
Building	ITE Land Use Code (or other model)	Floor Area (SF)	Weekday Trip Rate (per 1,000 SF)	Trips	Weekday PM Peak Hour Trip Rate (per 1,000 SF)	Trips
Proposed Use						
Fire Station	Surveys	24,838	3.5	87	0.35	9
Subtotal			n/a	87	n/a	9
Existing Uses						
Fire Station	Surveys	14,500	3.5	51	0.35	5
Accountant	710	3,672	11.03	41	1.49	5
Investment	710	1,345	11.03	15	1.49	2
Dry Cleaner	Estimates	2,505	n/a	300	n/a	30
Subtotal			n/a	407	n/a	42
Net Trips (Proposed Subtotal – Existing Subtotal)			n/a	(310)	n/a	(33)

The proposed redevelopment of the existing Fire Station 11 and neighboring properties is anticipated to generate net decreases of approximately 310 daily trips and 33 PM peak hour trips.

If you have any questions regarding these trip estimates, please contact either of us directly.

Sincerely,

Brent Ahrend, PE
Senior Associate | Traffic Engineer

David A. Holt, PE (WA)
Transportation Engineer

Enclosure: Reduced Site Plan

- c: John Bradner – Albany Fire Department
- Lorraine Jack, Brian Varricchione – Mackenzie





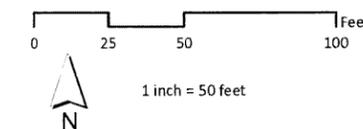
Albany Fire Station #11
110 6th Avenue SW
Albany, Oregon

LEGEND

-  Site Border
-  Parcels

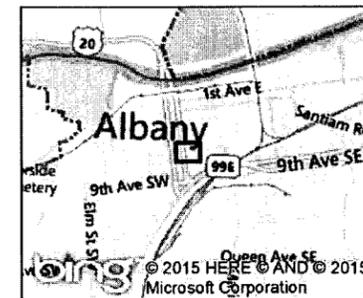
Zoning

-  HM: Hackleman/Monteith (res.)
-  LE: Lyon-Ellsworth (mixed use)



SOURCE DATA: Oregon Spatial Data Library, 2014
 GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 8/20/2015 Map Created By: WGR
 File: ske_11x17 Project No: 2140087.MK



MACKENZIE.

P 503.224.9560 • F 503.228.1285 • W MCKENZIE.COM
 RiverEast Center 1515 SE Water Avenue, #100 Portland, OR 97214

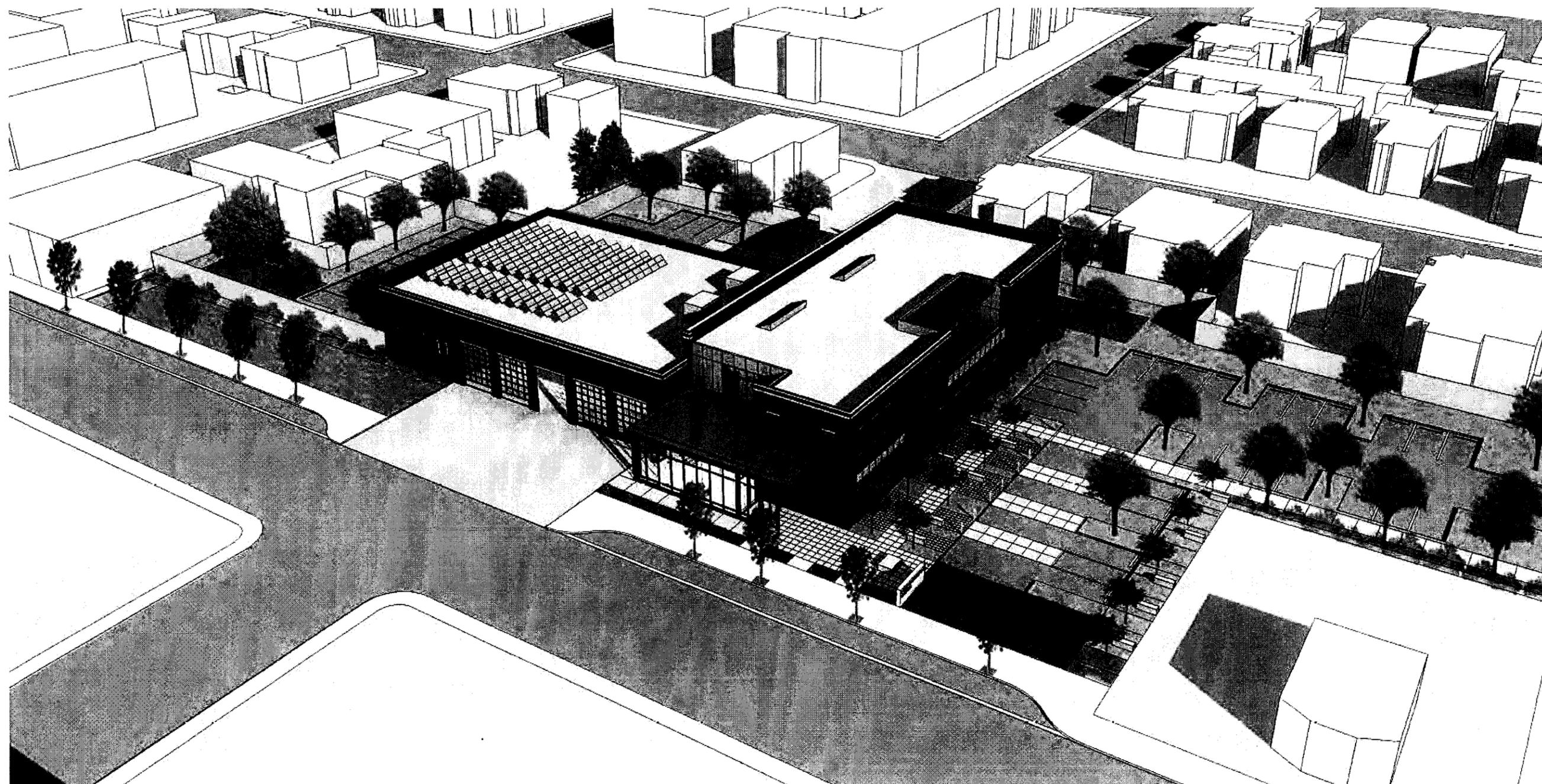
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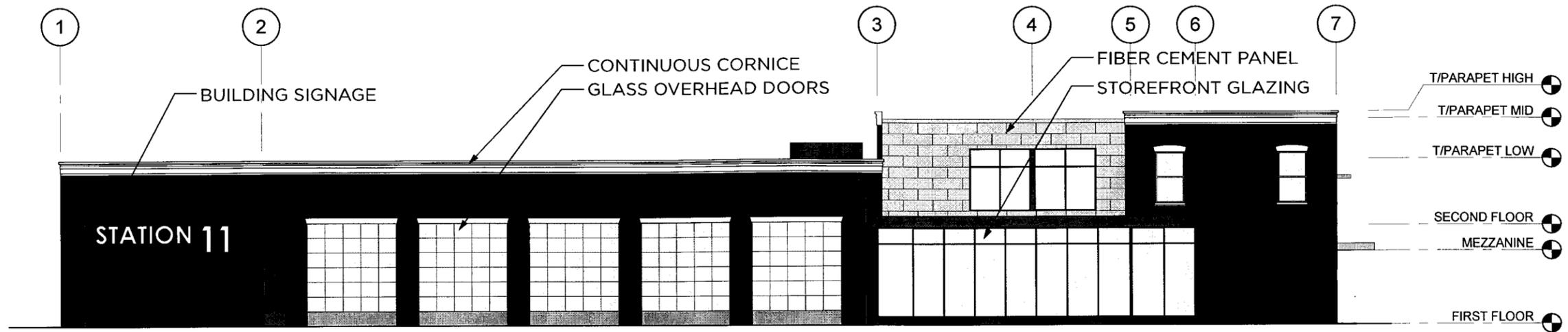
STREET VIEW 1

City of Albany - Fire Station 11
September 14, 2015

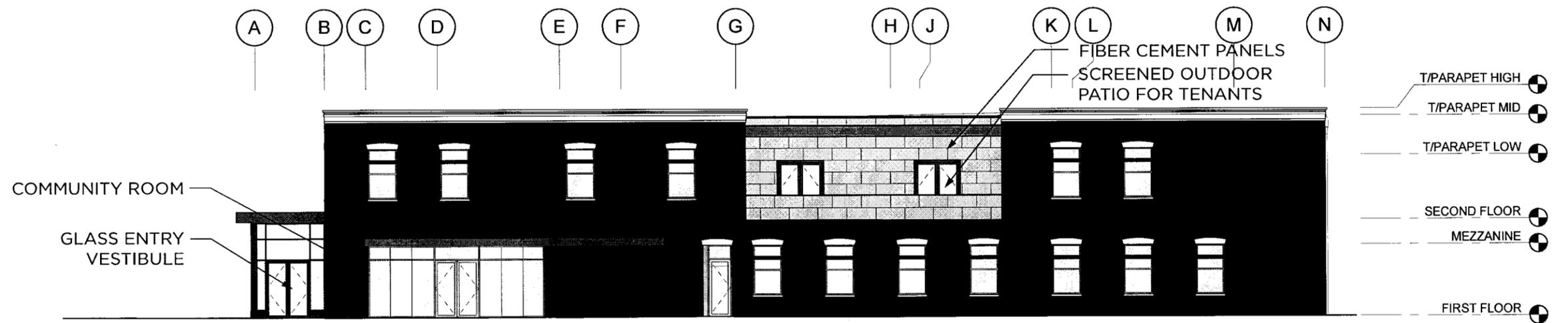
Conditional Use Application
2140087.02 **M.**



AERIAL VIEW 2



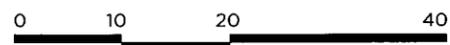
SOUTH ELEVATION

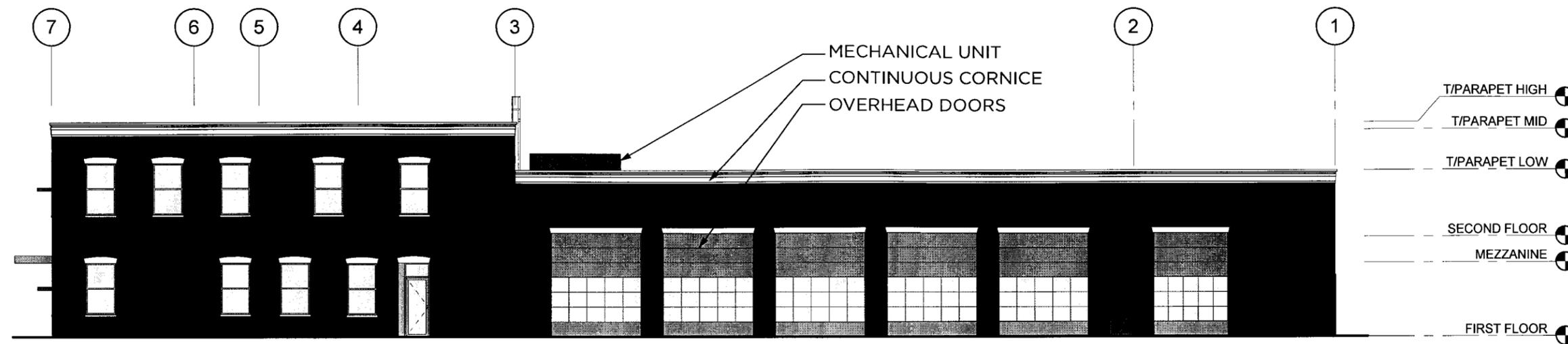


EAST ELEVATION

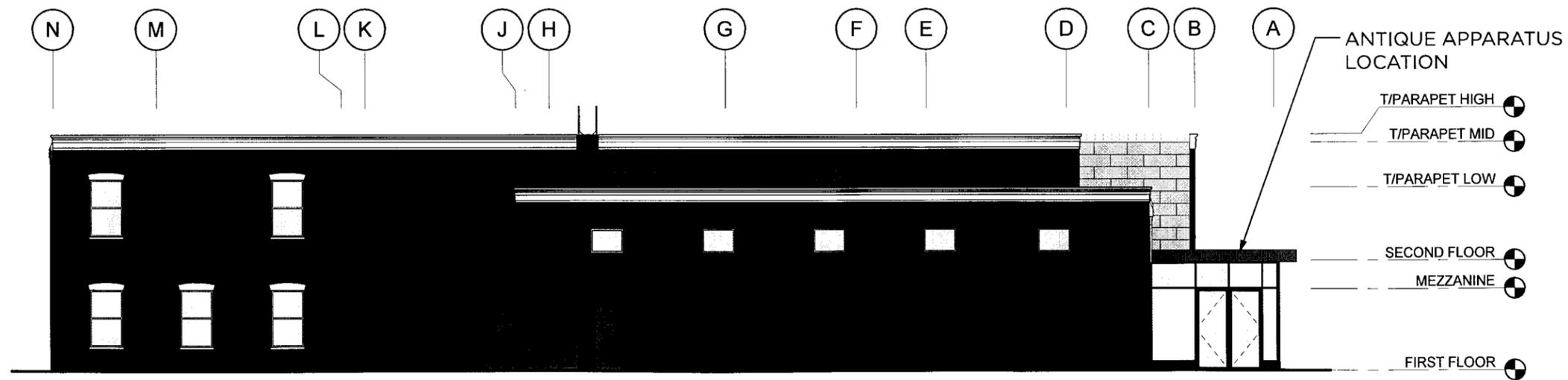


TRASH ENCLOSURE ELEVATIONS



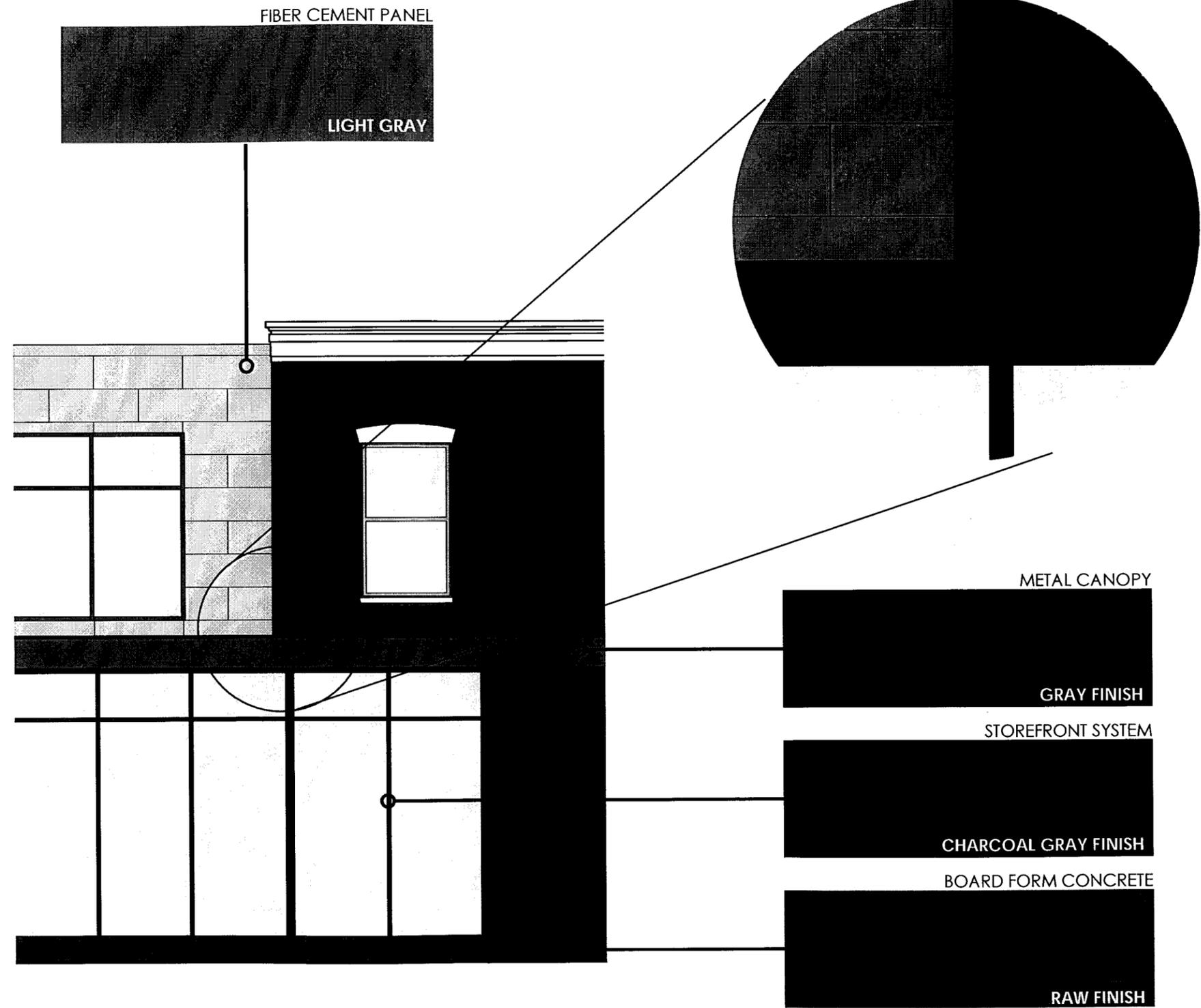
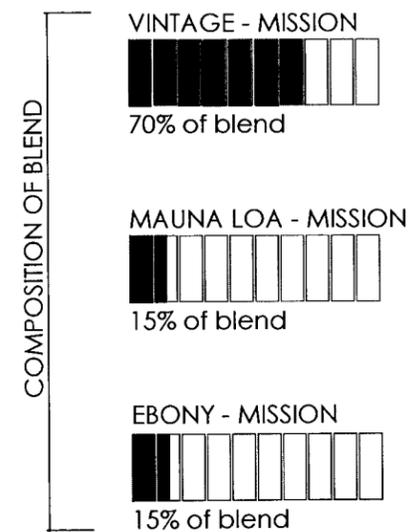
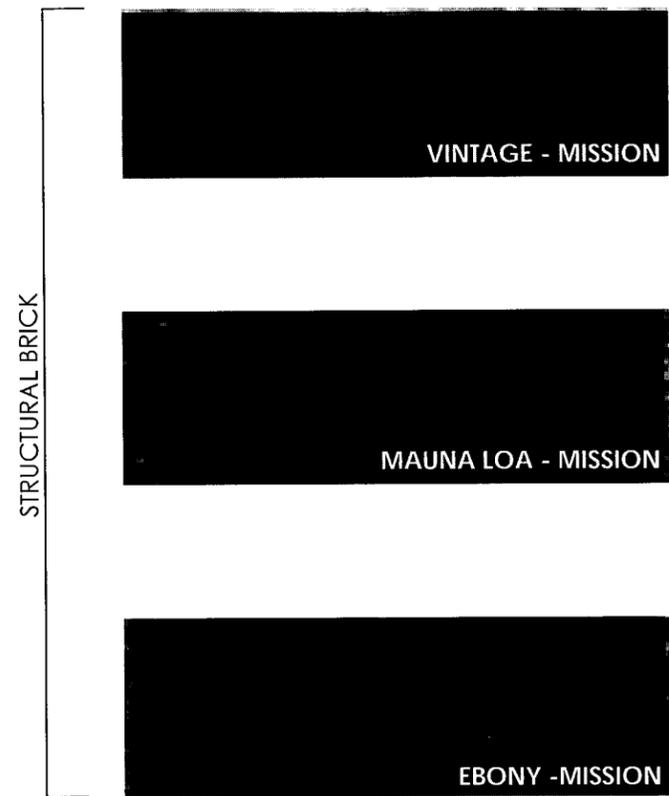


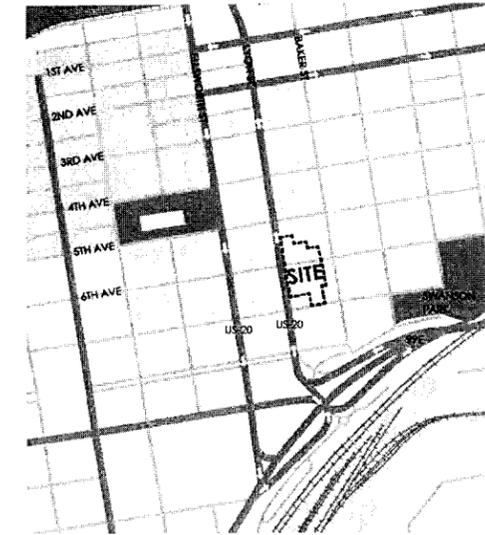
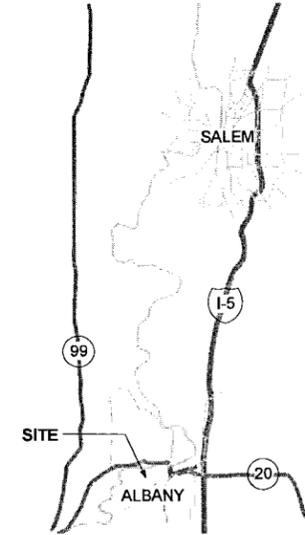
NORTH ELEVATION



WEST ELEVATION







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Project

Albany Fire Station
110 6th Avenue SE
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Mechanical/Electrical
INTERFACE ENGINEERING, INC.
8542 SE Lake Road
Milwaukie, Oregon, 97222 - 2138

Phone: 503.659.6304
Fax: 503.659.9029

ALBANY FIRE DEPARTMENT - STATION 11

CONDITIONAL USE SUBMITTAL - 09/10/2015

SITE AREA MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

CLIENT

CITY OF ALBANY FIRE DEPT.
333 BROADALBIN ST SW
ALBANY, OR 97321
CITY PROJECT MANAGER: STACI BELCASTRO
OWNER REPRESENTATIVE: JEFF WOODLARD
CONTACT: JOHN BRADNER - FIRE CHIEF
LORRI HEADRICK - ADMIN
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lorri.headrick@cityofalbany.net

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ANDREW CRAIG, PLUMBING
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andrew@interfaceeng.com
chris@interfaceeng.com

DRAWING CRITERIA

- ALL DRAWINGS ARE IDENTIFIED BY TWO DIGITS AS FOLLOWS:
- A. CATEGORY LETTER REFERRING TO THE DISCIPLINE OR MAJOR DIVISION.
 - T. TITLE SHEET
 - C. CIVIL
 - L. LANDSCAPE
 - A. ARCHITECTURAL
 - S. STRUCTURAL
 - M. MECHANICAL
 - E. ELECTRICAL
 - P. PLUMBING
 - B. SUB-CATEGORY NUMBER REFERRING TO TYPE OF DRAWING OR GROUPING.
 - 1. GENERAL
 - 2. PLANS
 - 3. EXTERIOR ELEVATIONS/BUILDING SECTIONS
 - 4. WALL SECTIONS
 - 5. ENLARGED PLANS AND INTERIOR ELEVATIONS
 - 6. REFLECTED CEILING PLANS
 - 7. STAIR AND ELEVATOR SECTIONS, PLANS, AND DETAILS
 - 8. DETAILS
 - 9. SCHEDULES

ARCHITECTURAL

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LORRAINE JACK, PROJECT DESIGNER
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FAX: 503.228.1285
EMAIL: jhumm@mkcnze.com
ljack@mkcnze.com

STRUCTURAL

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FAX: 503.228.1285
EMAIL: lharm@mkcnze.com
tschweitzer@mkcnze.com

CIVIL / LANDSCAPE

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FAX: 503.228.1285
EMAIL: rsuarez@mkcnze.com

GENERAL CONTRACTOR

TBD

SITE INFORMATION

LEGAL DESCRIPTION: BLOCK 8 & 7, TAX LOTS 1000, 1001, 1000, 2000, 2100, & 2701
ADDRESS: FINAL TBD
CURRENT: 110 6TH AVE SE
ALBANY, OR 97321

DEFERRED SUBMITTALS

- PER SECTION 107.3.A.2 DEFERRED SUBMITTALS, DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE REGISTERED DESIGN PROFESSIONAL IN CHARGE WHO SHALL REVIEW THEM AND FORWARD THEM TO THE BUILDING OFFICIAL WITH A NOTATION INDICATING THAT THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND FOUND TO BE IN GENERAL CONFORMANCE TO THE DESIGN OF THE BUILDING. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.
- FIRE SPRINKLER NFPA 13 SYSTEM
 - FIRE ALARM SYSTEM
 - ENGINEERED SUSPENDED ACOUSTICAL CEILING SYSTEM
 - CARBON MONOXIDE DETECTION SYSTEM
 - PROVIDE CALCULATIONS AND DETAILS FOR SEISMIC ANCHORAGE AND BRACING OF ALL MECHANICAL AND ELECTRICAL AND OTHER EQUIPMENT WEIGHING MORE THAN 400 LBS AND ATTACHED TO A FLOOR OR ROOF LEVEL, OR WEIGHING MORE THAN 125 LBS AND ATTACHED MORE THAN 4'-0" ABOVE THE FLOOR OR ROOF LEVEL.
 - STOREFRONT SYSTEM DESIGN AND ATTACHMENT
 - SKYLIGHT DESIGN AND ATTACHMENT

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MECHANICAL DRAWINGS

PLUMBING DRAWINGS

ELECTRICAL DRAWINGS

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TECHNOLOGY DRAWINGS

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE
**TITLE SHEET
AND DRAWING
INDEX**

DRAWN BY: LEJ

CHECKED BY: JRH

SHEET

T1.1

JOB NO. 2140087.02

CONDITIONAL USE SUBMITTAL: 09/14/15



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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
CODE ANALYSIS

DRAWN BY: ILWILJ
CHECKED BY: JRH
SHEET

T1.2

JOB NO. 2140087.02

CONDITIONAL USE SUBMITTAL: 09/14/15

CODE ANALYSIS

GOVERNING CODES
BASED ON THE 2014 OSBC (OREGON STRUCTURAL SPECIALTY CODE)

BUILDING CONSTRUCTION DATA
CONSTRUCTION TYPE: V-B
FIRE PROTECTION: AUTOMATIC SPRINKLER SYSTEM PROVIDED THROUGHOUT
AUTOMATIC SMOKE DETECTION THROUGHOUT (SECTION 9.3.1.1)
OCCUPANCY: R-2 (LIVING QUARTERS)
S-2 (APPARATUS BAY)
B (OFFICE)
A-3 (MEETING ROOM)

*OCCUPANCY DETERMINED IN ACCORDANCE WITH STATEWIDE CODE INTERPRETATION NO. 04-01 OCCUPANCY CLASSIFICATIONS OF CLASSROOMS FOR FIRE STATIONS

FOLLOWUP AREAS AND REPORTS
*AREAS REFERENCED ARE FOR CODE ANALYSIS ONLY

AREA PROVIDED	SQUARE
FIRST FLOOR	17,340 SF
MEZZANINE	1,491 SF
SECOND FLOOR	6,078 SF
TOTAL BUILDING AREA:	23,915 SF
EXTERIOR COVERED AREA:	110 SF
TOTAL AREA PROVIDED:	24,028 SF

*THE BUILDING CONSISTS OF (B), (R-2), AND (S-2) OCCUPANCIES. THE BUILDING HAS BEEN CALCULATED WITH THE MOST STRINGENT OCCUPANCY (R-2) BASED ON NON-SEPARATED OCCUPANCIES (SECTION 508.3). MEZZANINE AREA NOT INCLUDED IN TOTAL BUILDING AREA PER SECTION 505.2.1

ALLOWABLE BUILDING AREA FORMULA (SECTION 504.2)

A = 7,000 SF
B = 0.75
C = 2
A_{allow} = A + [A x B] + [A x C]
A_{allow} = 25,250 SF

TOTAL ALLOWABLE BUILDING AREA: 25,250 SF
TOTAL BUILDING AREA PROPOSED: 24,028 SF

FRONTAGE INCREASE CALCULATION (SECTION 505.2)

F = 616
P = 816
W = 30.00
I = [FIP - 0.25] W/30
I = 0.75

BUILDING HEIGHT (SECTION 504.2)

ALLOWABLE: 50'-7" / 4 STORY
PROVIDED: 29'-6" / 2 STORY

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS

BUILDING FIRE RESISTIVE REQUIREMENTS (TABLE 601.1)

STRUCTURAL FRAME	NR
BEARING WALLS - EXTERIOR	NR
BEARING WALLS - INTERIOR	NR
EXTERIOR NON-BEARING WALLS (X ≥ 30)	NR (TABLE 602)
INTERIOR NON-BEARING WALLS	NR
FLOOR	NR
ROOF	NR
SHAFTS (109.4)	NR
STAIRS (109.3, EXCEPTION 1)	NR

FIRE RESISTIVE RATING FOR EXTERIOR WALL BASED ON FIRE SEPARATION (TABLE 602):
≥ 30'

R-2 OCCUPANCY SEPARATION (DWELLING UNITS)

SEPARATION WALLS (SECTION 420.2)
* WALLS SEPARATING DWELLING UNITS IN THE SAME BUILDING. WALLS SEPARATING SLEEPING UNITS IN THE SAME BUILDING AND WALLS SEPARATING SLEEPING OR DWELLING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS FIRE PARTITIONS IN ACCORDANCE WITH SECTION 708

FIRE PARTITIONS (SECTION 708.3, EXCEPTION 2 - FIRE RESISTANCE RATING)

* DWELLING UNIT AND SLEEPING UNIT SEPARATIONS IN BUILDINGS OF TYPE III, III-B, AND V-B CONSTRUCTION SHALL HAVE FIRE-RESISTANCE RATINGS OF NOT LESS THAN 1/2 HOUR IN BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1

OPENING PROTECTIVES (TABLE 716.5)

* FIRE DOOR AND FIRE SHUTTER ASSEMBLY RATING TO BE A MINIMUM 1/3 HR

FIRE EXTINGUISHERS

FIRE EXTINGUISHERS WITH RATING OF NOT LESS THAN 2-A, 10-B PROVIDED FOR EACH 3,000 SF OF FLOOR AREA.

MAX SEPARATION = 75'-0"

OCCUPANCY LOAD

USE LIMITED - SEE PLAN FOR DEFINITION OF AREAS
OCCUPANT LOAD - TABLE 1004.1.1

AREA	OCCUPANCY	LOAD	OCCUPANCY	REQUIRED	PROVIDED
APPARATUS BAY	S-2	200	42	1	2
MEZZANINE	S-2	300	8	1	1
FITNESS	B	50	11	1	1
OFFICE	B	50	154	1	1
COMMUNITY ROOM	A-3	15	32	2	2
LIVING QUARTERS	R-2	200	34	2	2

TOTAL GROSS AREA 25,809 SF

PLUMBING FIXTURE CALCULATIONS TABLE 2902.1

USE	OCCUPANCY	WATER CLOSETS		DAVATORIES		SHOWERS	
		M	F	M	F	M	F
APPARATUS BAY	42	21	21	0	0	0	0
OFFICE	185	83	83	148 FOR FIRST 50, 150 THEREAFTER	2,037.5	2,037.5	NA
LIVING QUARTERS	34	17	17	1 PER 10	1.7	1.7	1 PER 8
SUBTOTAL				4.38	4.38	4.2375	4.2375
REQUIRED TOTALS				4	4	5	5
PROVIDED TOTALS				4.5	4.5	4.5	4.5

EXITING

SECTION 1008 - EGRESS WIDTH
* WIDTH REQ'D PER TABLE 1008.1

STORAGE (S-2):	0.2 x 34 OCC	6.80 WIDE (36" MIN)
		36" PROVIDED AMONG E 108
BUSINESS (B):	0.2 x 173 OCC	34.60 WIDE (36" MIN)
		36" PROVIDED AMONG E 108
LIVING QUARTERS (R-2) (DWELLING UNITS):	0.2 x 36 OCC	7.20 WIDE (36" MIN)
		108" PROVIDED AMONG E 108, E 130, 102A
ASSEMBLY (A-3):	0.3 x 71 OCC	21.3 WIDE (36" MIN)

SECTION 1009 - MEANS OF EGRESS ILLUMINATION

* MEANS OF EGRESS ILLUMINATION PROVIDED AT A MINIMUM OF ONE FOOT CANDLE AT PATH OF EGRESS SHOWN ON PLANS. TO MEET SECTION 1008 - SEE ELECTRICAL DRAWINGS

SECTION 1008 - DOORS, GATES AND TURNSTILES

* DOORS
RATING SIZE AND HARDWARE PROVIDED TO MEET OSBC SECTION 1008
SEE INDIVIDUAL FLOOR PLANS AND SPECIFICATIONS

SECTION 1014 - EXIT ACCESS

* ALL SPACES EXIT DIRECTLY TO THE EXTERIOR, THROUGH AN ENTRY FOYER OR THROUGH AN INTERVENING ROOM (SECTION 1014.2)

SECTION 1016 - EXIT ACCESS TRAVEL DISTANCE

* ALLOWABLE EXIT ACCESS TRAVEL DISTANCE (FULLY SPRINKLED BUILDING)

S-2 OCCUPANCY:	400 FEET	PROVIDED	108'-0"
A-3 OCCUPANCY:	250 FEET	PROVIDED	58'-0"
B OCCUPANCY:	300 FEET	PROVIDED	75'-0"
R-2 OCCUPANCY:	250 FEET	PROVIDED	83'-0"

* COMMON PATH OF EGRESS TRAVEL PER TABLE 1014.2 (FULLY SPRINKLED BUILDING)

S-2 OCCUPANCY:	100 FEET	PROVIDED
A-3 OCCUPANCY:	75 FEET	PROVIDED
B OCCUPANCY:	100 FEET	PROVIDED
R-2 OCCUPANCY:	125 FEET	PROVIDED

SECTION 1007 - EXITS

* COMPONENTS AND OPENINGS ARE SHOWN ON THIS SHEET, INDIVIDUAL FLOOR PLANS, AND IN THE SPECIFICATIONS

SECTION 1009 - EMERGENCY ESCAPE AND RESCUE

* EXTERIOR EMERGENCY ESCAPE PROVISION REQUIRED

* THE MINIMUM NET CLEAR OPENING FOR GRADE FLOOR EMERGENCY ESCAPE OPENINGS SHALL BE 5'-0" FT WITH A MINIMUM NET CLEAR HEIGHT DIMENSION OF 24 INCHES AND MINIMUM NET CLEAR WIDTH DIMENSION OF 20 INCHES (SECTION 1029.2)

* MAXIMUM HEIGHT FROM FLOOR TO THE BOTTOM OF THE CLEAR OPENING MUST NOT MEASURE GREATER THAN 44 INCHES (SECTION 1029.3)

* SEE WINDOW SCHEDULE (SHEET A9.2)

CHAPTER 11 - ACCESSIBLE ROUTE

SECTION 3411 - ACCESSIBILITY FOR EXISTING BUILDINGS

VALUATION OF WORK:
25% VALUATION OF UPGRADES:

ADA UPGRADE PRIORITY (PER ORS 647.241)

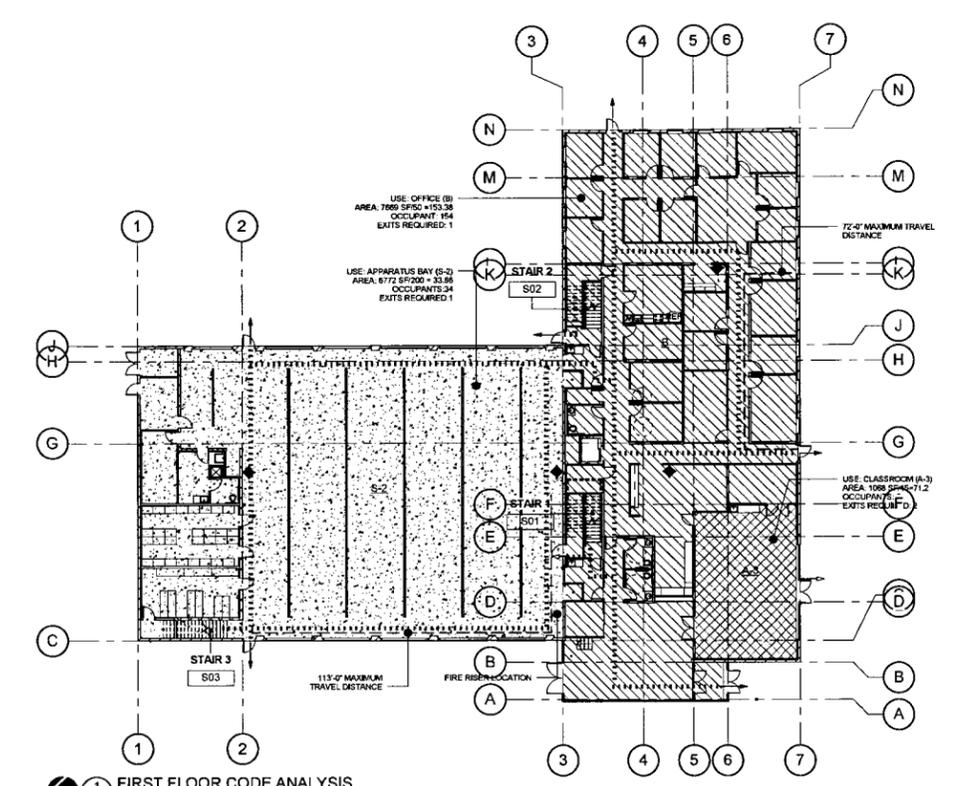
PARKING:
AN ACCESSIBLE ENTRANCE
AN ACCESSIBLE ROUTE TO THE ALTERED AREA
AT LEAST ONE ACCESSIBLE RESTROOM FOR EACH SEX OR A SINGLE UNSEX RESTROOM

GENERAL NOTES

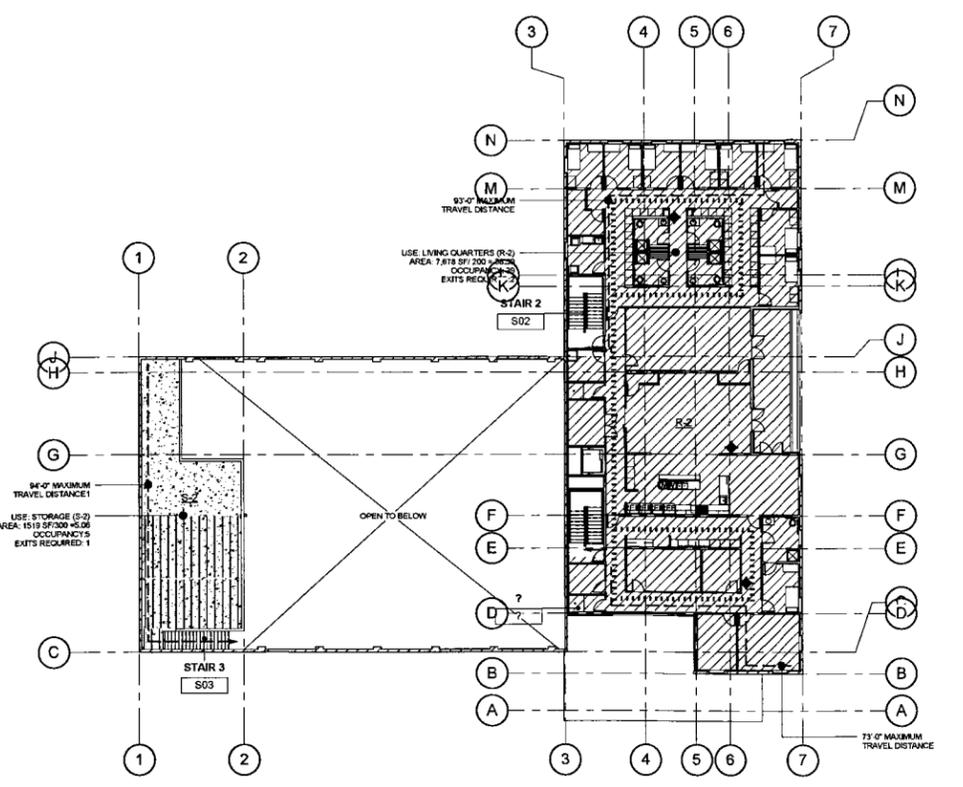
- SEE PLANS AND DETAILS FOR PARTITION TYPE AND CONSTRUCTION
- SEE INDIVIDUAL FLOOR PLANS FOR ADDITIONAL INFORMATION
- THIS ANALYSIS WAS BASED ON 2014 OREGON STRUCTURAL SPECIALTY CODE
- SEE ELECTRICAL DRAWINGS FOR EXIT LIGHTING
- EMERGENCY POWER PROVIDED BY GENERATOR ON SITE. SEE ELECTRICAL DRAWINGS

LEGEND

- OFFICE (B)
- APPARATUS BAY, STORAGE (S-2)
- LIVING QUARTERS (R-2)
- CLASSROOM (A-3)
- FIRE EXTINGUISHER CABINET
- PRIMARY EXIT
- SECONDARY EXIT
- PATH OF EGRESS
- EXTERIOR BRICK VENEER / STRUCTURAL BRICK
- SHEAR WALL
- 1-HR RATED INTERIOR PARTITION
- INTERIOR PARTITION



1 FIRST FLOOR CODE ANALYSIS
1/16" = 1'-0"



2 SECOND FLOOR CODE ANALYSIS
1/16" = 1'-0"



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REVISIONS:

NO.	REVISION	REVISION DATE	DELTA CLOSING DATE

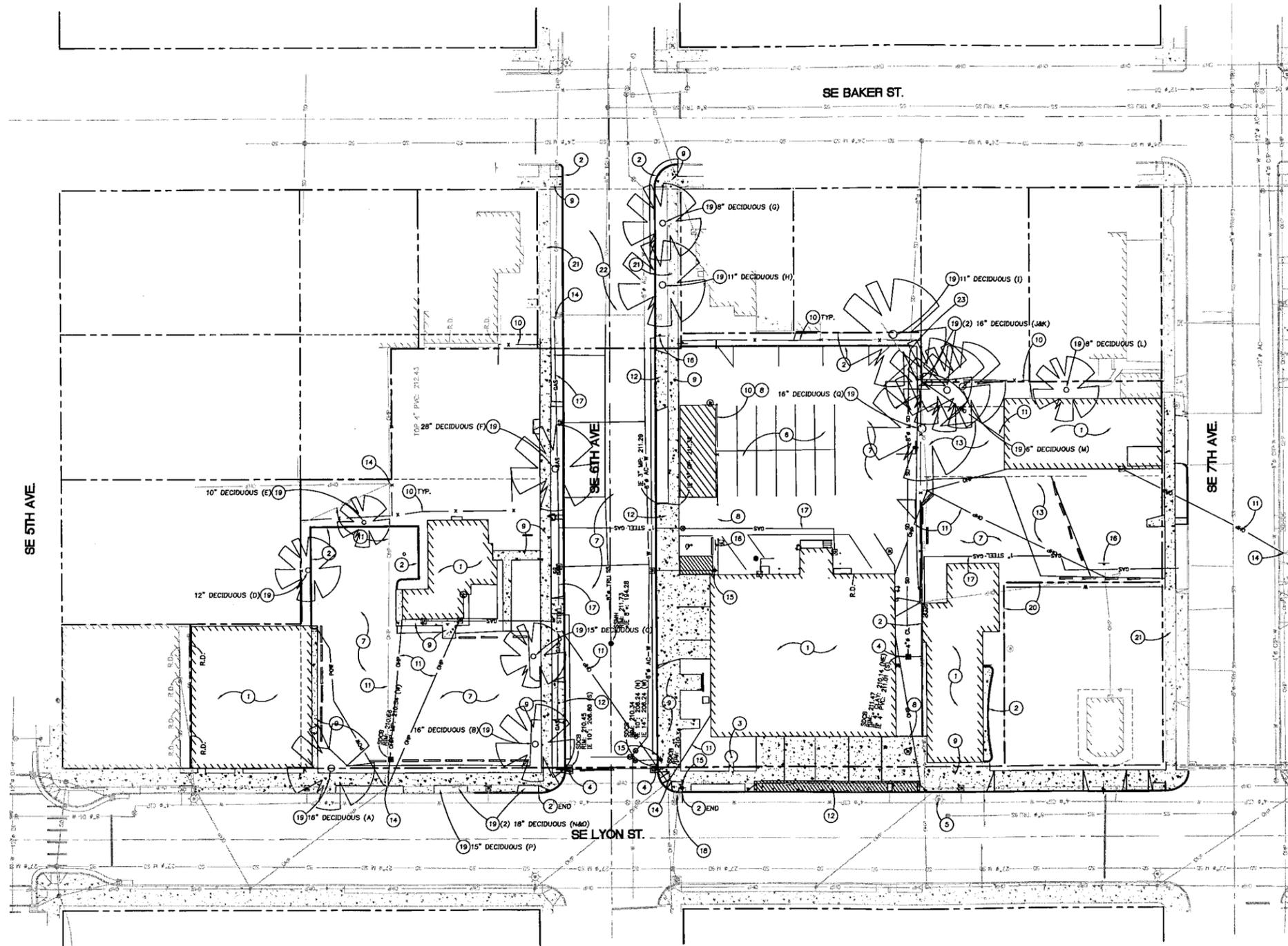
SHEET TITLE:
DEMOLITION PLAN

DRAWN BY: BTS
CHECKED BY: RVS
SHEET

C2.0

JOB NO. 2140087.02

CONDITIONAL USE SUBMITTAL: 09/14/2015



LEGEND:

- REMOVE EXISTING CONCRETE [Symbol]
- SAW-CUT [Symbol]
- EXISTING CURB [Symbol]
- REMOVE EXISTING STORM [Symbol]
- REMOVE EXISTING SANITARY SEWER [Symbol]
- REMOVE EXISTING WATERLINE [Symbol]
- REMOVE EXISTING OVERHEAD POWER [Symbol]
- REMOVE EXISTING GAS [Symbol]
- REMOVE EXISTING CATCH BASIN [Symbol]
- EXISTING STREET LIGHT TO REMAIN [Symbol]
- REMOVE EXISTING WATER METER [Symbol]
- REMOVE EXISTING GAS METER [Symbol]
- REMOVE EXISTING ELECTRIC METER [Symbol]

GENERAL NOTES

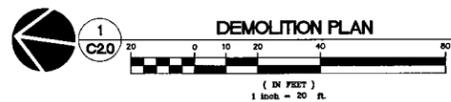
1. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ANY HAZARDOUS MATERIALS IN ACCORDANCE WITH DEQ REQUIREMENTS IF ANY SUCH MATERIALS ARE DISCOVERED ON SITE.
2. INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO DEMOLITION.
3. COORDINATE DEMOLITION WORK WITH PROPOSED OVERALL SITE PLAN.
4. CONTRACTOR SHALL VERIFY UTILITIES (GAS, ELECTRIC, ETC.) ARE PROPERLY TURNED OFF PRIOR TO DEMOLITION OF BUILDINGS. COORDINATE WITH FRANCHISE UTILITY PROVIDER PRIOR TO ANY DEMOLITION ACTIVITIES.

KEYNOTES:

1. REMOVE EXISTING STRUCTURE
2. REMOVE EXISTING CURB
3. REMOVE EXISTING FLAG POLE AND BASE
4. REMOVE EXISTING CATCH BASIN
5. EXISTING LIGHT POLE TO REMAIN
6. EXISTING PARKING TO BE REMOVED
7. REMOVE EXISTING AC AND BASE ROCK
8. REMOVE EXISTING GATE
9. REMOVE EXISTING SIDEWALK
10. REMOVE EXISTING FENCE
11. REMOVE/RELOCATE EXISTING OVERHEAD POWER LINES. COORDINATE WITH FRANCHISE UTILITY PROVIDER FOR RELOCATIONS OF OVERHEAD POWER SUPPLY TO ADJACENT PROPERTIES
12. REMOVE EXISTING DRIVEWAY APRON
13. REMOVE EXISTING GRAVEL
14. EXISTING UTILITY POLE TO REMAIN, PROTECT DURING DEMOLITION AND CONSTRUCTION
15. REMOVE EXISTING FIRE HYDRANT AND SUPPLY LINE
16. REMOVE EXISTING STREET SIGN
17. REMOVE EXISTING GAS LINE, COORDINATE WITH FRANCHISE UTILITY PROVIDER
18. REMOVE EXISTING CATCH BASIN AND REPLACE WITH NEW CLEANOUT, SEE SHEET C2.3
19. REMOVE EXISTING TREE
20. SAWCUT EXISTING AC AT PROPERTY LINE
21. EXISTING SIDEWALK TO REMAIN
22. PORTION OF SE 6TH AVE. TO BE REPAVED, SEE SITE PLAN C2.1
23. REMOVE EXISTING STORM LINE TO 3' FROM PROPERTY LINE AND CAP AND PLUG

TREE INVENTORY:

TREE ID #	TYPE	TRUNK DIAMETER	CANOPY (S.F.)	REMOVE/RETAIN	ON-SITE /ROW
A	DECIDUOUS	16" DIAMETER	1,256 S.F.	REMOVE (DEAD)	ON-SITE
B	DECIDUOUS	16" DIAMETER	1,017 S.F.	REMOVE	ON-SITE
C	DECIDUOUS	15" DIAMETER	706 S.F.	REMOVE	ON-SITE
D	DECIDUOUS	12" DIAMETER	706 S.F.	REMOVE	ON-SITE
E	DECIDUOUS	10" DIAMETER	452 S.F.	REMOVE	ON-SITE
F	DECIDUOUS	28" DIAMETER	1,256 S.F.	REMOVE	ON-SITE
G	DECIDUOUS	8" DIAMETER	1,017 S.F.	REMOVE	ROW
H	DECIDUOUS	11" DIAMETER	1,256 S.F.	REMOVE	ROW
I	DECIDUOUS	11" DIAMETER	1,963 S.F.	REMOVE	ON-SITE
J	DECIDUOUS	16" DIAMETER	1,256 S.F.	REMOVE	ON-SITE
K	DECIDUOUS	16" DIAMETER	1,256 S.F.	REMOVE	ON-SITE
L	DECIDUOUS	8" DIAMETER	706 S.F.	REMOVE	ON-SITE
M	DECIDUOUS	8" DIAMETER	1,256 S.F.	REMOVE	ON-SITE
N	DECIDUOUS	16" DIAMETER	804 S.F.	REMOVE	ROW
O	DECIDUOUS	18" DIAMETER	452 S.F.	REMOVE	ROW
P	DECIDUOUS	15" DIAMETER	1,017 S.F.	REMOVE	ROW
Q	DECIDUOUS	16" DIAMETER	1,809 S.F.	REMOVE	ON-SITE





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Project
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GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND THE REQUIREMENTS OF THE CITY OF ALBANY AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED TO MEET CITY OF ALBANY REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
6. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATOR(S) MUST COMPLY WITH O.R.S. 757.541 THROUGH 757.571; EXCAVATOR(S) SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. (OREGON UTILITY NOTIFICATION CENTER: 1-800-332-2344).
7. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
8. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
9. ALL CURB RADII ARE 3.0' UNLESS OTHERWISE NOTED.

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- VERTICAL CURB
- EDGE OF PAVEMENT

PAVEMENT LEGEND

- CONCRETE APPARATUS APRON
9" CONCRETE OVER 18" CRUSHED ROCK BASE WITH #4 BARS @ 18" O.C. EACH WAY
- 5" ASPHALT OVER 12" AGGREGATE BASE
- 3" ASPHALT OVER 9" AGGREGATE BASE

KEYNOTES

1. VERTICAL CURB PER DETAIL 1/CB.0
2. CONCRETE SIDEWALK PER LANDSCAPE DRAWINGS
3. 4" WIDE WHITE PARKING STRIPE
4. ADA COMPLIANT PARKING STALL PER DETAIL 3/CB.0
5. PUBLIC SIDEWALK, CURBS, AND DRIVEWAYS PER SHEET RL.0
6. LANDSCAPE AREA
7. CURB STOP PER DETAIL 2/CB.0
8. CONCRETE APPARATUS APRON, 9" CONCRETE OVER 18" CRUSHED ROCK BASE WITH #4 BARS @ 18" O.C. EACH WAY
9. AC PAVEMENT PER PAVEMENT LEGEND
10. FENCE PER LANDSCAPE DRAWINGS
11. TRASH ENCLOSURE PER ARCHITECTURAL DRAWINGS
12. PLAZA AND PARKING AREA, SEE LANDSCAPE DRAWINGS FOR PROPOSED PAVEMENT TYPES
13. PATIO AREA PER LANDSCAPE DRAWINGS
14. 2' CURB BREAK PER DETAIL 7/CB.0. PROVIDE 4"-6" WASHED RIVER ROCK PAD, 12" THICK, AS SHOWN
15. BIKE RACK PER LANDSCAPE DRAWINGS
16. 2' MAX ROCK WALL PER DETAIL 11/CB.0
17. EXISTING SIDEWALK TO REMAIN
18. 6'x6' TRANSFORMER PAD. PROVIDE 8" CONCRETE OVER 8" CRUSHED ROCK. CONFIRM SIZE REQUIREMENTS WITH MEP DRAWINGS PRIOR TO CONSTRUCTION
19. 10'x8' GENERATOR PAD. PROVIDE 8" CONCRETE OVER 8" CRUSHED ROCK. CONFIRM SIZE REQUIREMENTS WITH MEP DRAWINGS PRIOR TO CONSTRUCTION

SITE DATA

TOTAL SITE	
SITE AREA	70,925 SF (1.63 AC)
BUILDING FOOTPRINT	17,550 SF (0.40 AC)
PAVED AREA	31,204 SF (0.72 AC)
LANDSCAPE AREA	22,171 SF (0.51 AC) (31.3%)
ZONE HM	
SITE AREA	24,405 SF (0.56 AC)
BUILDING FOOTPRINT	2,150 SF (0.05 AC)
PAVED AREA	12,003 SF (0.27 AC)
LANDSCAPE AREA	10,252 SF (0.24 AC) (42.0%)
ZONE LE	
SITE AREA	46,520 SF (1.07 AC)
BUILDING FOOTPRINT	15,400 SF (0.35 AC)
PAVED AREA	19,201 SF (0.44 AC)
LANDSCAPE AREA	11,919 SF (0.28 AC) (25.6%)

PARKING DATA

PUBLIC		BIKE PARKING	
STANDARD	26 SPACES	PUBLIC	12 SPACES
ACCESSIBLE	2 SPACES		
FIRE PARKING			
STANDARD	18 SPACES		
CARPOOL	1 SPACE		

REVISIONS:
 1. REVISION REVISION DATE
 2. REVISION REVISION DATE
 3. REVISION REVISION DATE

SHEET TITLE:
SITE PLAN

DRAWN BY: BTS

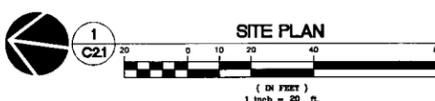
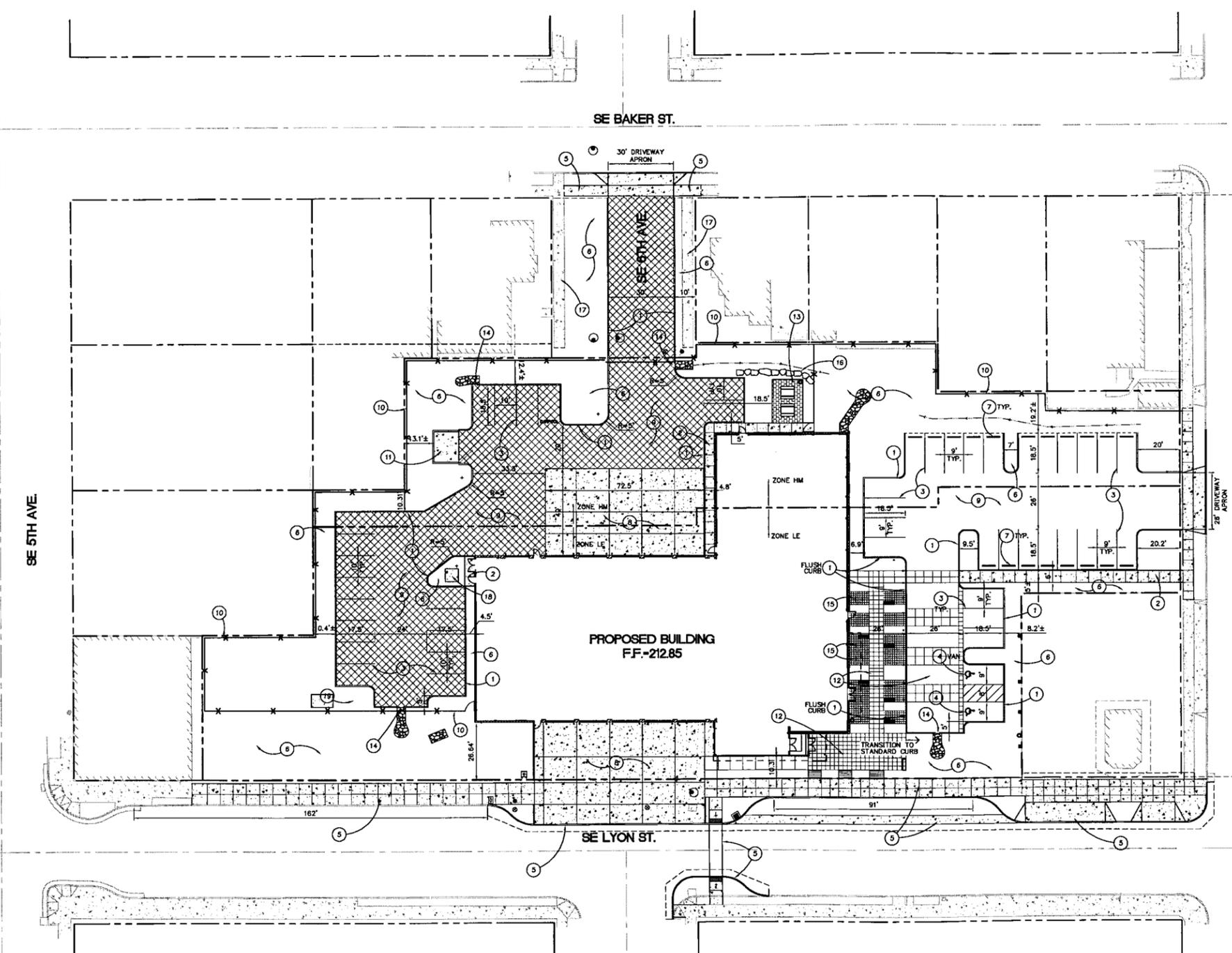
CHECKED BY: RVS

SHEET

C2.1

JOB NO. 2140087.02

DESIGN DEVELOPMENT SET: 10/13/15





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Client: **ALBANY FIRE**
10 6TH AVENUE SE
ALBANY, OR 97321



Project: **ALBANY FIRE STATION**

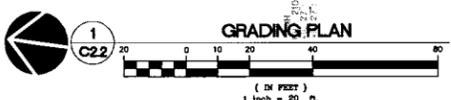
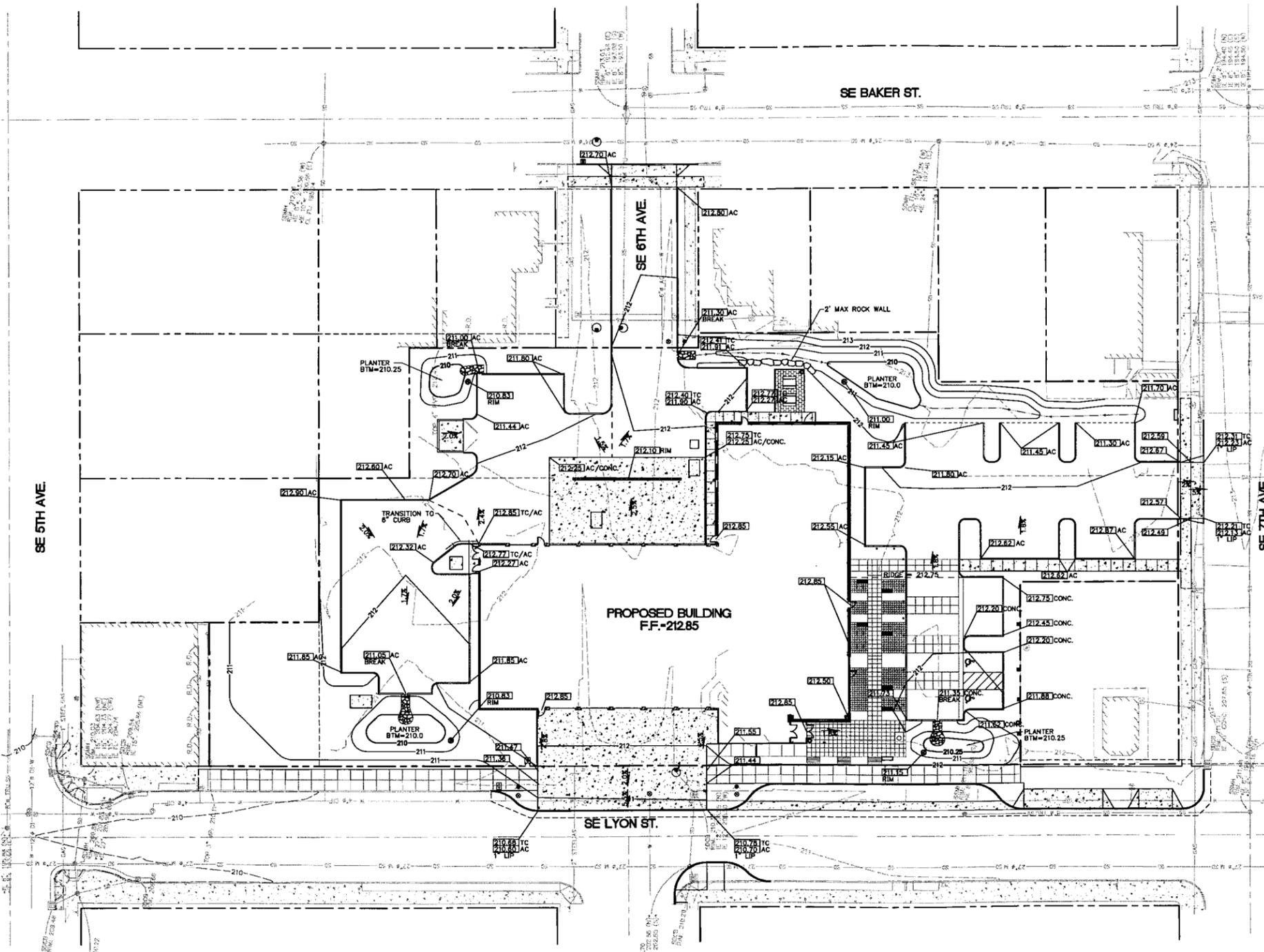
10 6TH AVENUE SE
ALBANY, OR 97321

GRADING NOTES

- ROUGH GRADING: BRING ALL FINISH GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN. ROUND OFF SURFACES. AVOID ABRUPT CHANGES IN LEVELS. ROUGH GRADE TO ALLOW FOR DEPTH OF CONCRETE SLABS, WALKS, AND THEIR BASE COURSES. GRADE FOR PAVED DRIVES AND PAVED PARKING AREAS AS INDICATED AND SPECIFIED HEREIN, AND PROVIDE FOR SURFACE DRAINAGE AS SHOWN, ALLOWING FOR THICKNESS OF SURFACING MATERIAL. FINISH GRADING: AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER CRAFTS HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES. GRADING TOLERANCES: ROUGH GRADE AT PAVED OR LANDSCAPED AREAS: ±0.1 FT. FINISH GRADE PRIOR TO PLACING FINAL SURFACING: ±0.03 FT.
- EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATOR(S) MUST COMPLY WITH O.R.S. 757.541 THROUGH 757.571; EXCAVATOR(S) SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
- EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE CITY OF ALBANY REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
- EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
- SITE TOPSOIL SHALL BE STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING.
- THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY BY K&D ENGINEERING, INC., AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH HIS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION.
- CONTRACTOR TO COORDINATE GRADES AT ENTRANCE WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
- 2% MAXIMUM SLOPE AT ALL ADA-COMPLIANT PARKING SPACES AND LOADING ZONES.
- 5% MAX SLOPE (EXCLUDING RAMPS) AT PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. AND BUILDING ENTRANCES.
- WHERE SLOPES ARE STEEPER THAN 3:1, CONTRACTOR SHALL INSTALL JUTE MATTING. SLOPE SHALL BE PREPARED TO ENSURE COMPLETE AND DIRECT CONTACT OF MATTING WITH SOIL. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

LEGEND

PROPERTY LINE	---
EXISTING CONTOUR	--- 214 ---
PROPOSED 1-FT CONTOUR	--- 214 ---
PROPOSED 5-FT CONTOUR	--- 215 ---
EXISTING EASEMENT	---
VERTICAL CURB	---



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REVISIONS:

NO.	REVISION	DATE

SHEET TITLE:
GRADING PLAN

DRAWN BY: BTS
CHECKED BY: RVS
SHEET

C2.2

JOB NO. **2140087.02**

CONDITIONAL USE SUBMITTAL: 09/14/2015

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P.L.L.C.

Client:

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ALBANY, OR 97321



Project:

ALBANY FIRE STATION

10 6TH AVENUE SE
ALBANY, OR 97321

UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF CITY OF ALBANY AND THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE AND THE INTERNATIONAL BUILDING CODE. ALL WORK WITHIN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 715, AND CHAPTER 11, SECTION 1101.12. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
4. ALL STORM PIPING IS SIZED FOR A MANNING'S "N" VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. SEE MECHANICAL DRAWINGS FOR UTILITIES LOCATED WITHIN THE BUILDING AND TO 5' OUTSIDE THE BUILDING.
6. ALL DOWNSPOUT LEADERS TO BE 6" AT 2.0% MIN.
7. UNLESS NOTED OTHERWISE, VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POT-HOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
8. PROVIDE 2" PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2" PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4" DIA. 36" INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
9. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY PREPARED BY K&O ENGINEERING, INC., DATED JUNE 26, 2015.
10. CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE SPECIFICATIONS AND LANDSCAPE PLANS.
11. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5' OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
12. CONTRACTOR TO MAINTAIN MINIMUM 3 FT OF COVER OVER ALL WATER LINE.

STORM DIVERSION + ISOLATION NOTES

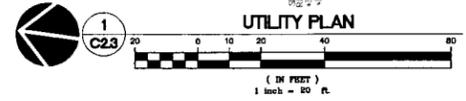
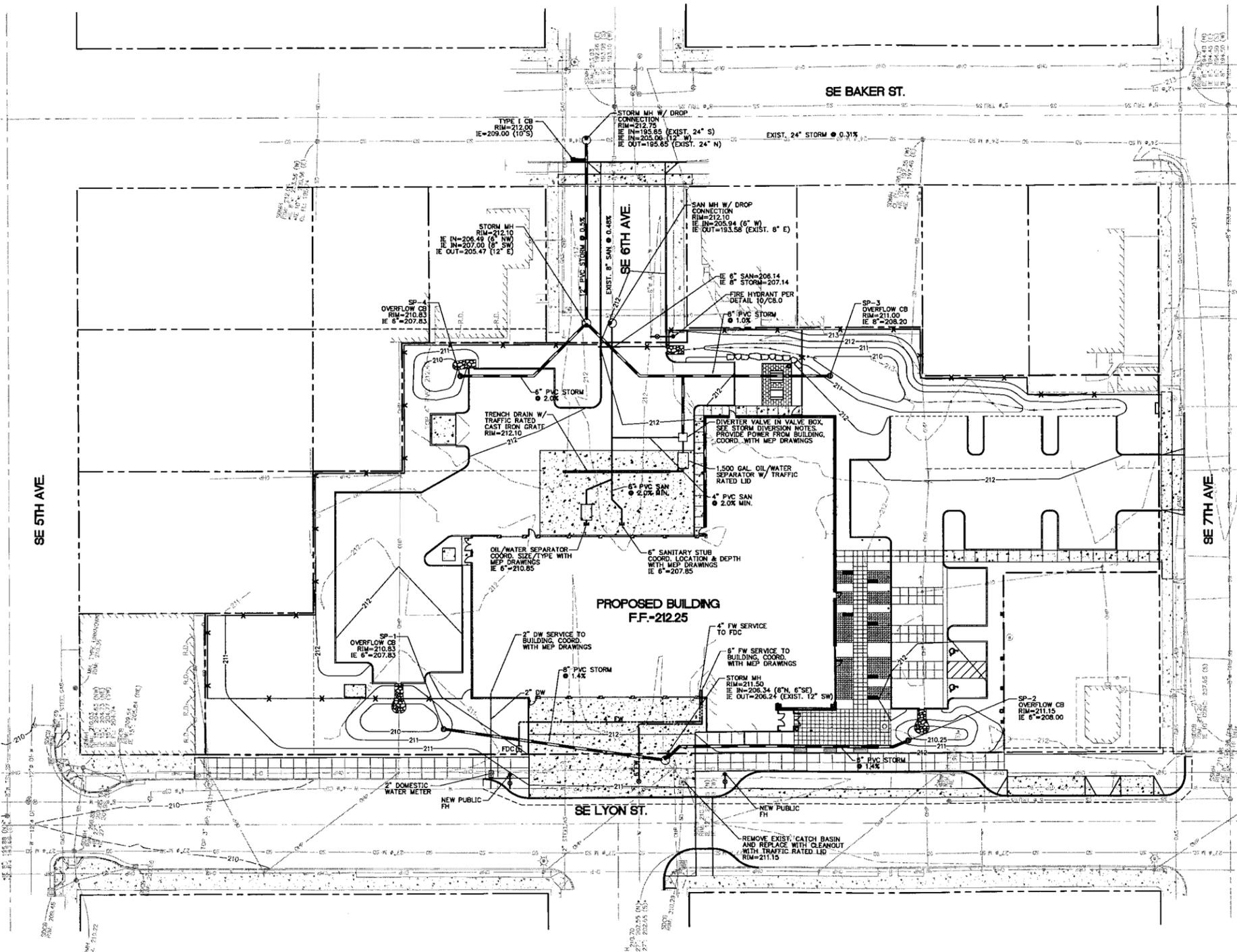
1. INTERCEPTOR DRAIN SHALL BE PLUMBED TO DRAIN TO SANITARY SEWER AND THE STORM SYSTEM THROUGH THE ISOLATION VALVE. UNDER TYPICAL CONDITION THE STORM VALVE SHALL BE IN THE OPEN POSITION. DURING WASHING OF EQUIPMENT OR VEHICLES, THE STORM VALVE SHALL BE AUTOMATICALLY MOVED INTO THE CLOSED POSITION AND THE VALVE TO THE SANITARY TO THE OPEN POSITION. VALVE AUTOMATION SHALL BE CONTROLLED BY FLOW SWITCH IN ADJACENT HOSE BIB. COORDINATE LOCATION OF FLOW SWITCH WITH OWNER. USE VSI (VALVE SOLUTIONS INCORPORATED) SERIES 1000 ELECTRIC ACTUATOR. VALVE SHALL BE VSI 2000 SERIES 3 WAY BUTTERFLY VALVE OR APPROVED EQUAL. INSTALL VALVE IN UV-444A VAULT WITH A TRAFFIC-RATED LID. SEE NOTES BELOW FOR SPECIFIC SYSTEM CONTROL.
- CONTROL NOTES:**
2. INSTALL FLOW SWITCH ON LINE TO HOSE BIB USED FOR TRUCK WASHING. FLOW SWITCH SHALL BE CONNECTED TO A TIMER.
 3. WHEN WATER IS ON SWITCH WILL SENSE FLOW AND ACTUATE VALVE TO CLOSE STORM AND OPEN SANITARY LINE.
 4. TIMER SHALL BE SET SUCH THAT FOLLOWING 20 MINUTES OF NO FLOW IN LINE TO HOSE BIB, THE ACTUATOR SHALL SWITCH THE DIVERTER VALVE BACK, THUS ALLOWING FLOW TO STORM SYSTEM AND CLOSING FLOW TO SANITARY SEWER LINE.
 5. 120V POWER WILL NEED TO BE PROVIDED TO DIVERTER VALVE TO OPERATE ACTUATOR.

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
1-FT CONTOUR	---214---	---214---
5-FT CONTOUR	---215---	---215---
EASEMENT	---	---
VERTICAL CURB	---	---
STORM	---	---
SANITARY SEWER	---	---
FIRE WATER (FW)	---	---
DOMESTIC WATER (DW)	---	---
OVERHEAD POWER	---	---
GAS	---	---
STORM MANHOLE	⊙	⊙
STORM CATCH BASIN	⊙	⊙
LIGHT	⊙	⊙

STORMWATER PLANTER SIZING TABLE

STORMWATER PLANTER	BOTTOM AREA (SF)	BOTTOM ELEVATION	SIZING FACTOR	IMPERVIOUS AREA TREATED (SF)	MAXIMUM IMPERVIOUS AREA ALLOWED (SF)
SP-1	428	210.00	0.018	13,900	20,000
SP-2	157	210.25	0.018	6,375	8,722
SP-3	557	210.00	0.018	18,840	20,000
SP-4	211	210.00	0.018	3,870	11,722



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REVISIONS:

NO.	DATE	DESCRIPTION

SHEET TITLE:
UTILITY PLAN

DRAWN BY: BTS
CHECKED BY: RVS
SHEET

C2.3

JOB NO. 2140087.02



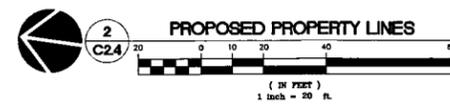
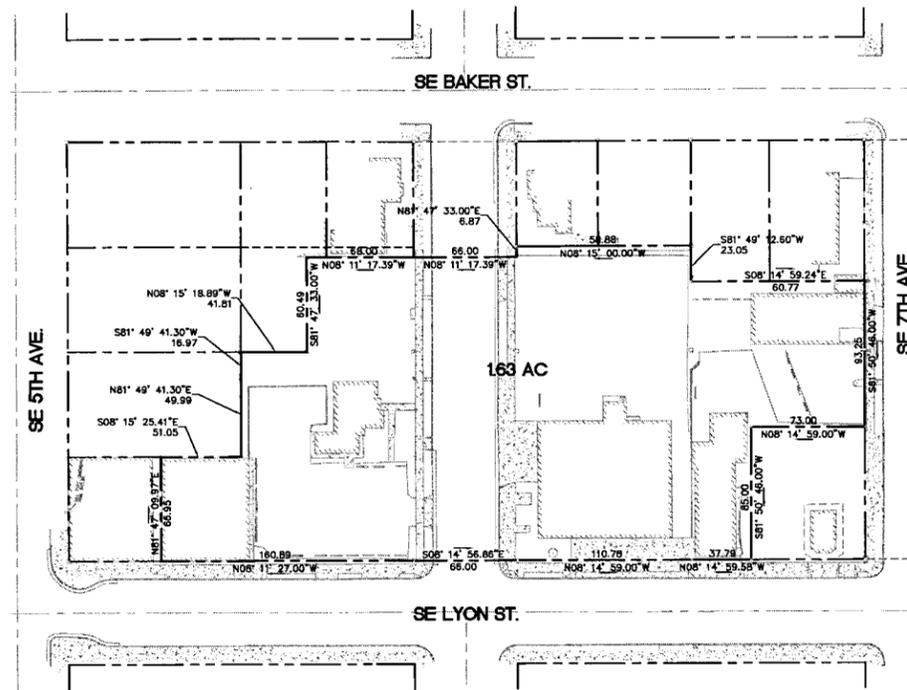
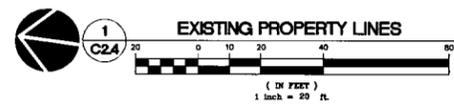
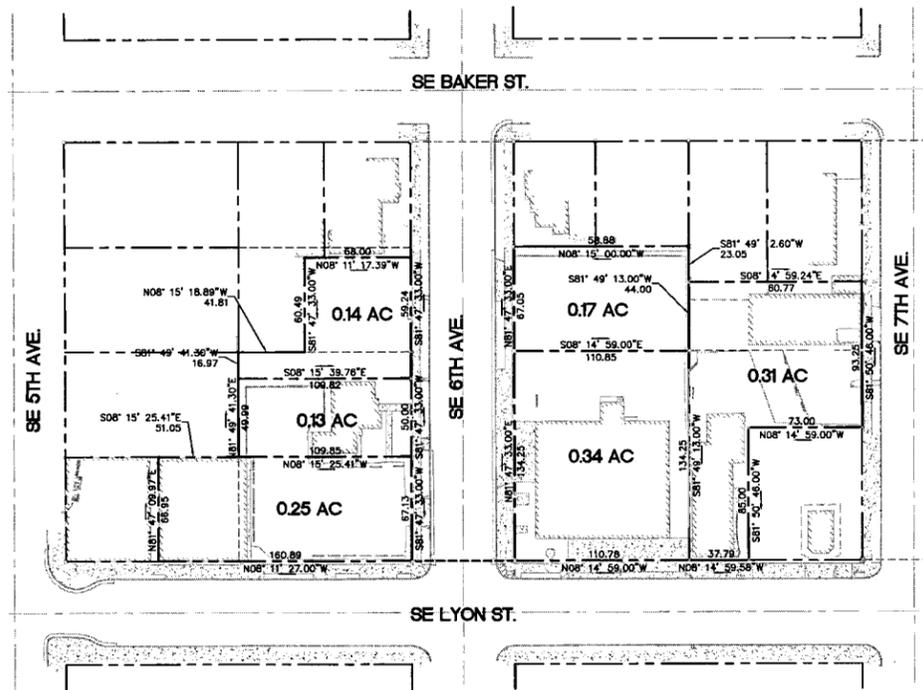
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Project:
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REVISIONS:

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SHEET TITLE:
**TENTATIVE
REPLAT**

DRAWN BY: BTS
CHECKED BY: RVS
SHEET

C2.4

JOB NO. 2140087.02



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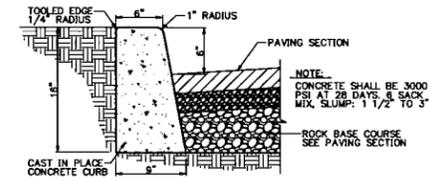
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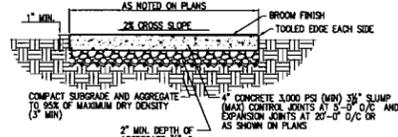


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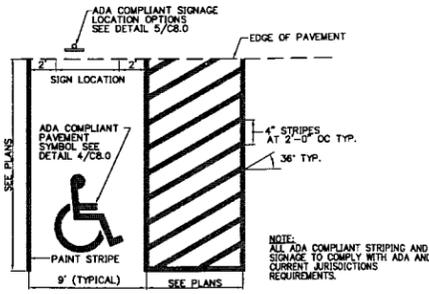
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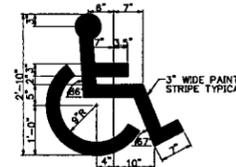
1 CONCRETE VERTICAL CURB
C8.0 N.T.S.



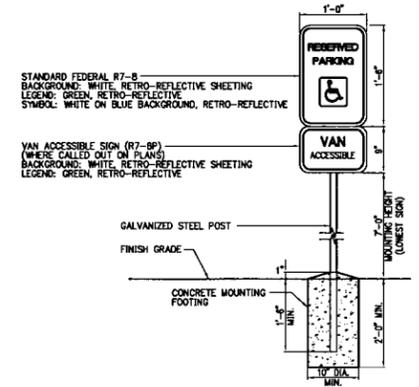
2 CONCRETE SIDEWALK
C8.0 N.T.S.



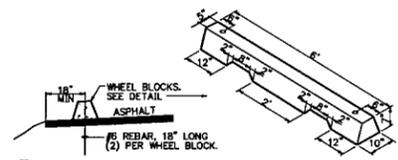
3 ADA COMPLIANT PARKING STALL
C8.0 N.T.S.



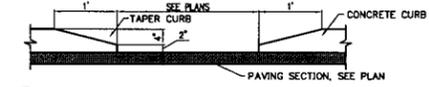
4 ADA COMPLIANT PARKING SYMBOL
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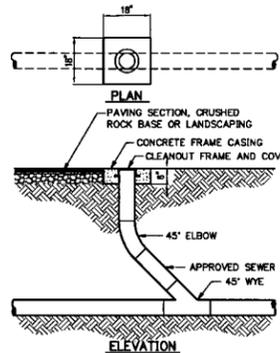
5 ADA COMPLIANT VAN PARKING SIGN
C8.0 N.T.S.



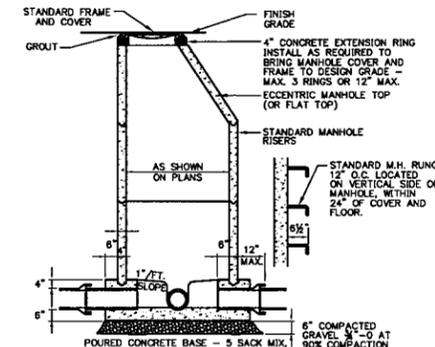
6 PRECAST CURB STOP
C8.0 N.T.S.



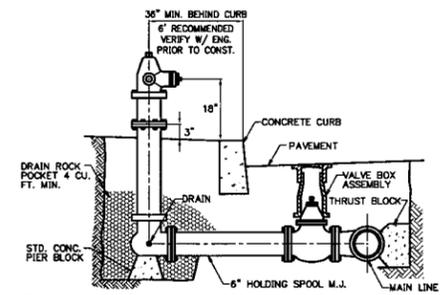
7 CONCRETE CURB BREAK
C8.0 N.T.S.



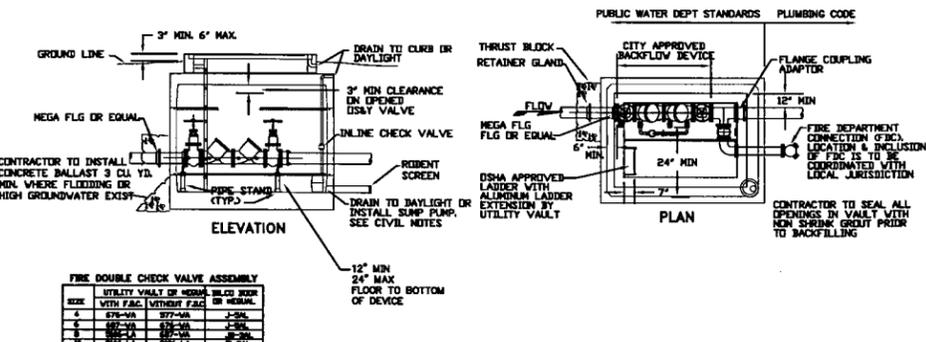
8 CLEANOUT
C8.0 N.T.S.



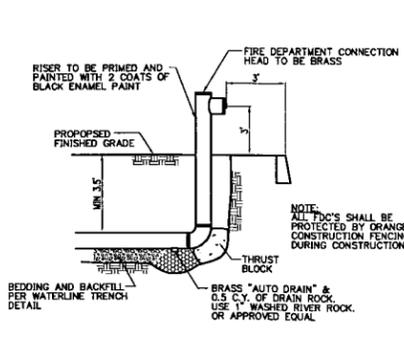
9 STANDARD MANHOLE
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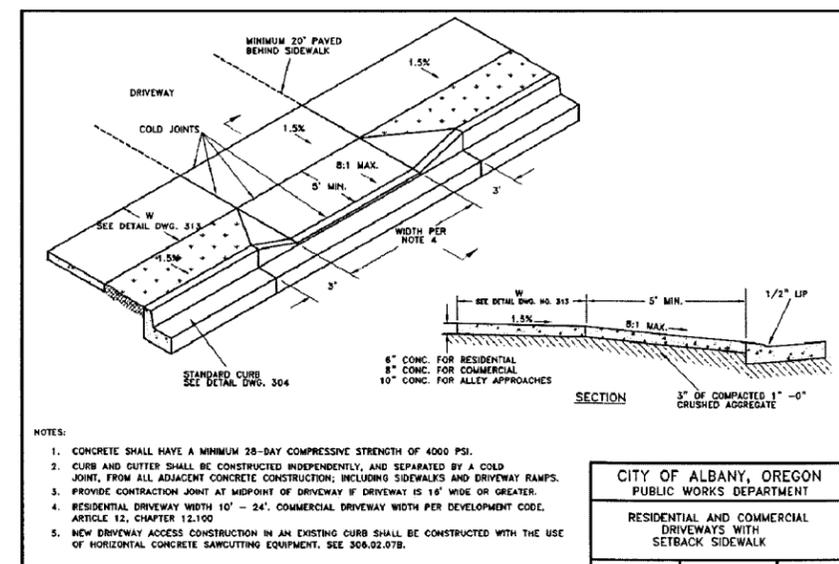
10 FIRE HYDRANT
C8.0 N.T.S.



11 DOUBLE DETECTOR CHECK VALVE AND VAULT
C8.0 N.T.S.



12 FDC DETAIL
C8.0 N.T.S.



13 CITY OF ALBANY DETAIL NO. 308
C8.0 N.T.S.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
RESIDENTIAL AND COMMERCIAL DRIVEWAYS WITH SETBACK SIDEWALK		
NO SCALE	JANUARY 2011	NO. 308

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REVISIONS:

NO.	REVISION	REVISION DATE

SHEET TITLE:
DETAILS

DRAWN BY: BTS
CHECKED BY: RVS
SHEET

C8.0

JOB NO. 2140087.02



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NO.	REVISION	DATE

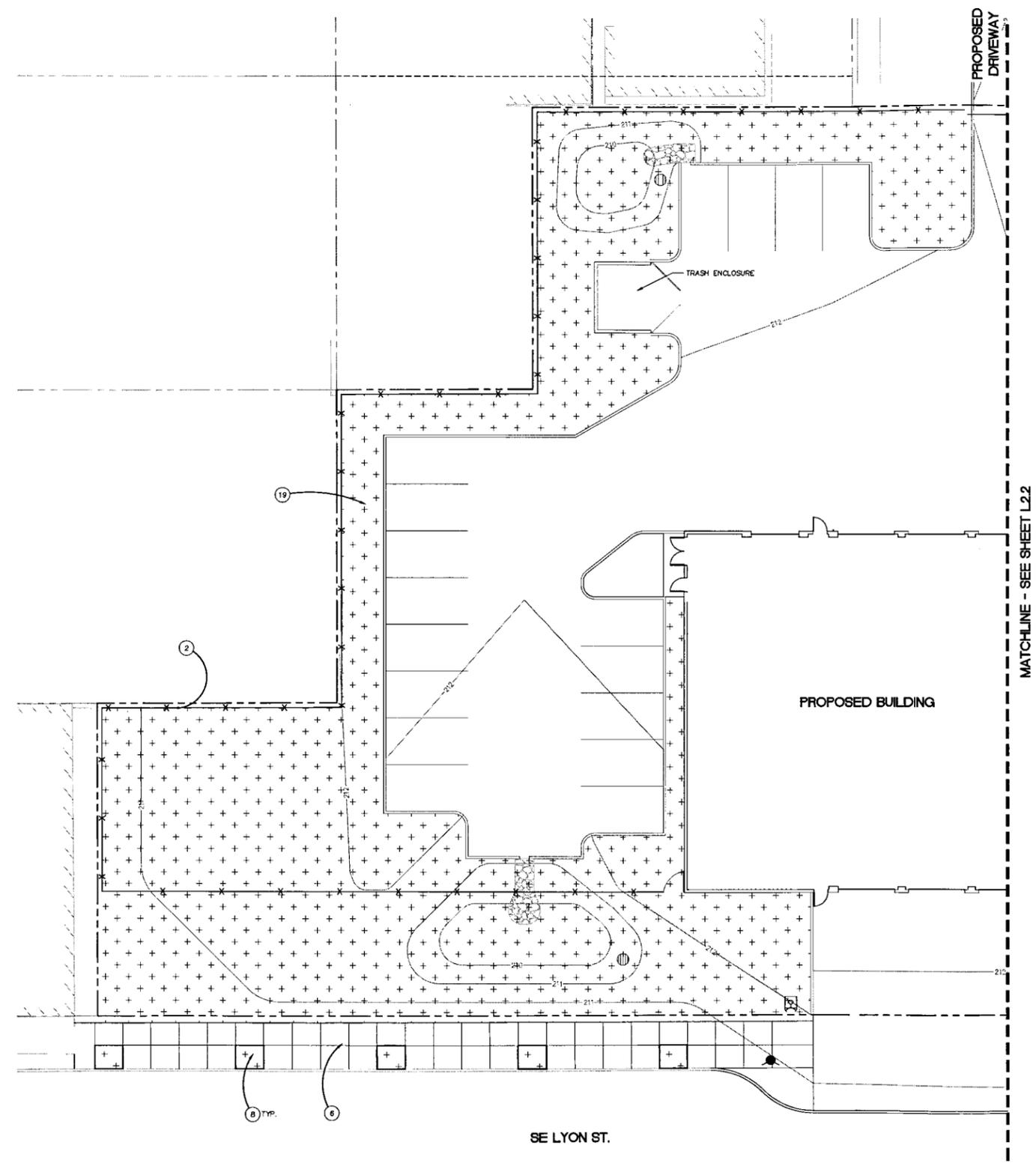
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**MATERIALS AND
LAYOUT PLAN -
NORTH**

DRAWN BY: TSD
CHECKED BY: RAH
SHEET

L2.1

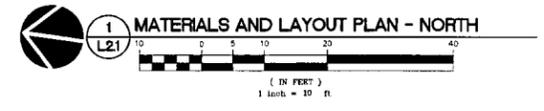
JOB NO. **2140087.02**

CONDITIONAL USE SUBMITTAL: 09/14/2015



KEYNOTES, LAYOUT AND MATERIALS SCHEDULE

- ② CHAIN LINK FENCE WITH SLATS
- ⑥ PAVING TYPE C - SOURED CONCRETE
SEE CIVIL
- ⑧ TREE WELL
- ⑱ AREA TO BE PLANTED
SEE L4.1 & L4.2 FOR PLANTING PLAN





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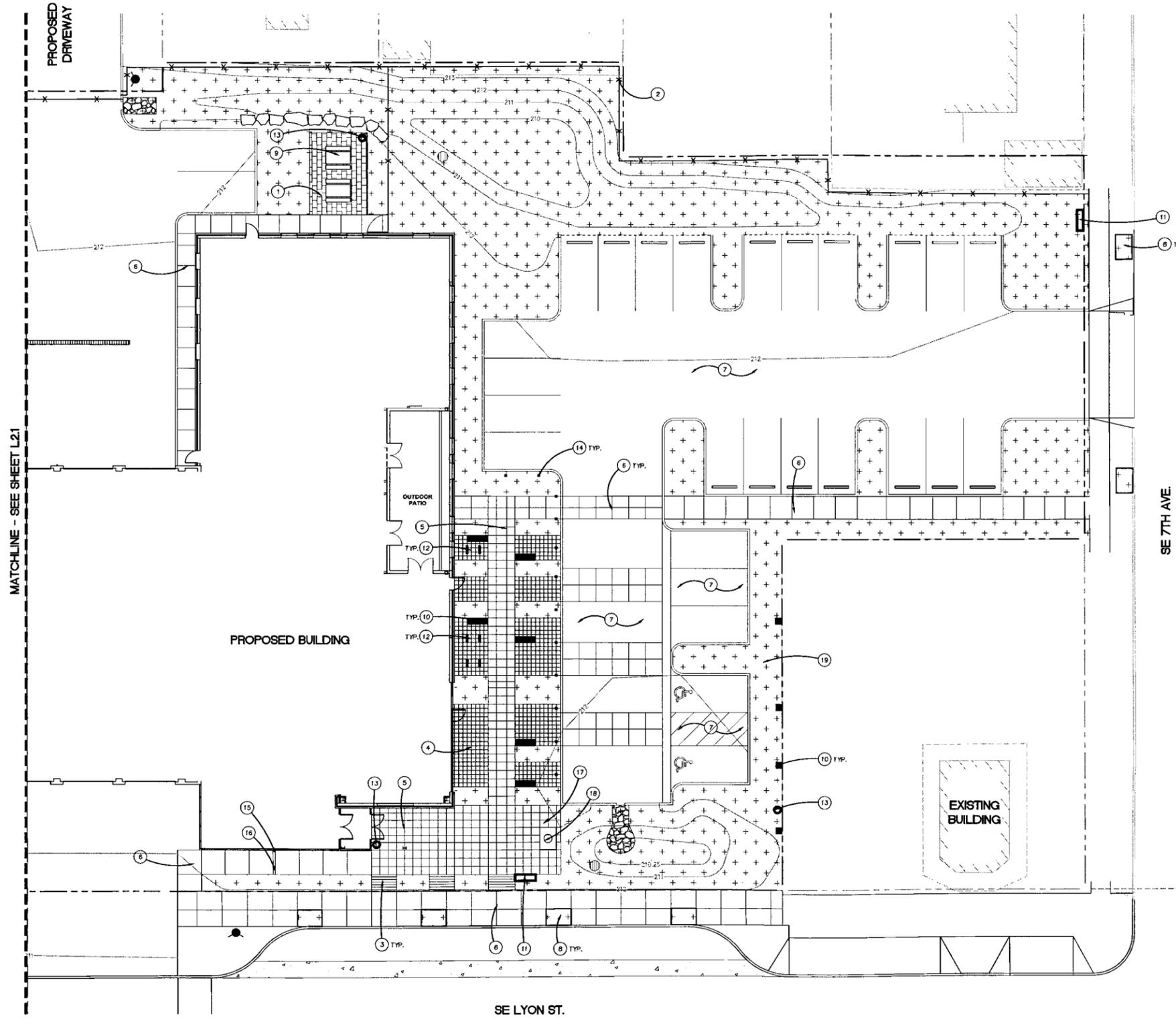
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Project:
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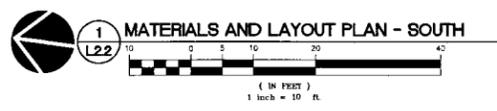
KEYNOTES, LAYOUT AND MATERIALS SCHEDULE

- ① [Symbol] GRAVEL MULCH WITH PAVERS UNDER TABLE LEGS
- ② [Symbol] CHAIN LINK FENCE WITH SLATS
- ③ [Symbol] IPE FOOTBRIDGE
- ④ [Symbol] PAVING TYPE A - HAVEL'S
SEE DETAIL 15/LB.1
- ⑤ [Symbol] PAVING TYPE B - CONCRETE (310 ALT. COLORED CONCRETE)
SEE DETAIL 17/LB.1
- ⑥ [Symbol] PAVING TYPE C - SCORRD CONCRETE
SEE CIVIL
- ⑦ [Symbol] PAVING TYPE D - ASP-FLT
SEE CIVIL
- ⑧ [Symbol] TREE WELL
- ⑨ [Symbol] PICNIC TABLE
- ⑩ [Symbol] CONCRETE SEAT WALL
- ⑪ [Symbol] CONCRETE SIGN WALL
- ⑫ [Symbol] BICYCLE RACK
- ⑬ [Symbol] TRASH RECEPTACLE
- ⑭ [Symbol] BOLLARD
- ⑮ [Symbol] DOWNSPOUT (SEE ARCH. DRAWINGS)
- ⑯ [Symbol] CHANNEL DRAIN
- ⑰ [Symbol] FLAG POLE
- ⑱ [Symbol] HISTORIC BELL
- ⑲ [Symbol] AREA TO BE PLANTED
SEE L4.1 & L4.2 FOR PLANTING PLAN



MATCHLINE - SEE SHEET L2.1

SE 7TH AVE.



1 MATERIALS AND LAYOUT PLAN - SOUTH
L2.2

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L2.2

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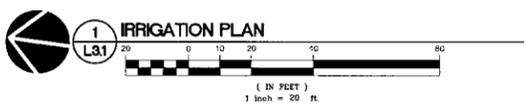
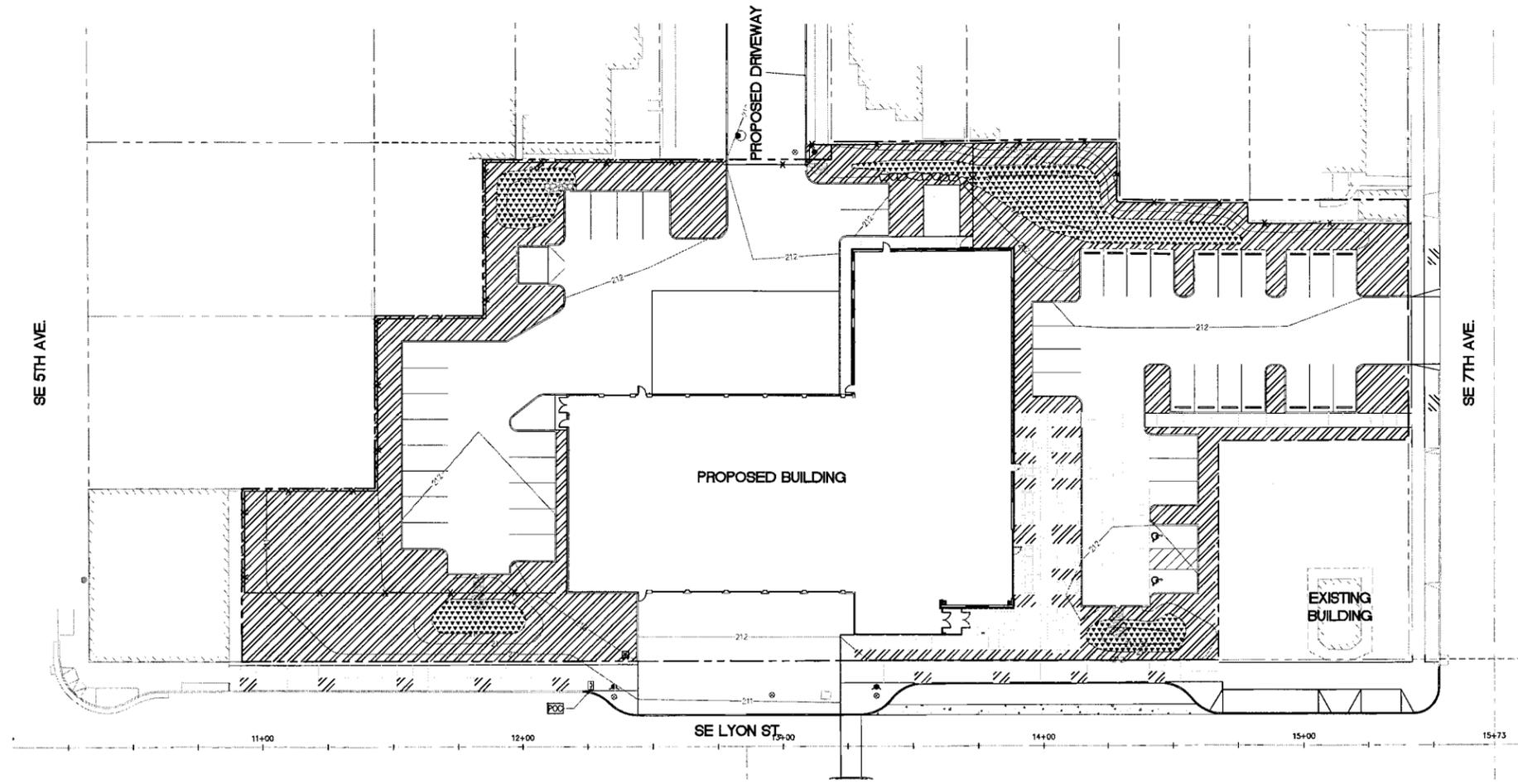
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IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	SHEET #
☒	POINT OF CONNECTION	L8.1
▨	SPRAY IRRIGATION AREAS, ROTARY SPRAY NOZZLES	
▩	SPRAY IRRIGATION AT STORMWATER AREAS, ROTARY SPRAY NOZZLES	



IRRIGATION NOTES

- A FULLY AUTOMATIC IRRIGATION SYSTEM TO BE DESIGNED, BUILT AND INSTALLED BY OTHERS TO MAINTAIN ALL LANDSCAPE MATERIAL.
- ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- IRRIGATION SYSTEM SHALL BE DESIGNED SO THAT PLANTING BEDS, SLOPED BANKS, STORM WATER FACILITIES AND LAWN ZONES ARE ON SEPARATE CONTROL VALVES TO FACILITATE THE DIFFERENT WATER REQUIREMENTS OF EACH AREA.
- IRRIGATION SHALL BE INSTALLED SIMULTANEOUSLY WITH PLANTING TO ENSURE PLANTS RECEIVE ADEQUATE WATER AT TIME OF INSTALLATION.
- VALVES SHALL BE WIRED AND INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND CONNECTED TO THE IRRIGATION CONTROLLER.
- IRRIGATION SYSTEM SHALL PERFORM WITHIN THE TOLERANCES AND SPECIFICATIONS OF MANUFACTURERS RECOMMENDATIONS.
- ALL IRRIGATION PIPE MATERIAL AND INSTALLATION SHALL CONFORM TO APPLICABLE CODE FOR PIPING AND COMPONENT REQUIREMENTS.
- SYSTEM SHALL BE DESIGNED TO SUPPLY MANUFACTURER'S SPECIFIED MINIMUM OPERATING PRESSURE TO FARTHEST EMITTER FROM WATER METER.
- REFERENCE L8.1 FOR IRRIGATION DETAILS FOR POINT OF CONNECTION AND BACKFLOW PREVENTION INFORMATION.
- IRRIGATION SHALL BE WINTERIZED THROUGH LOW PRESSURE, HIGH VOLUME AIR BLOWOUT CONNECTION THROUGH QUICK COUPLER.

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IRRIGATION PLAN

DRAWN BY: TSD
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 SHEET

L3.1

JOB NO. **2140087.02**



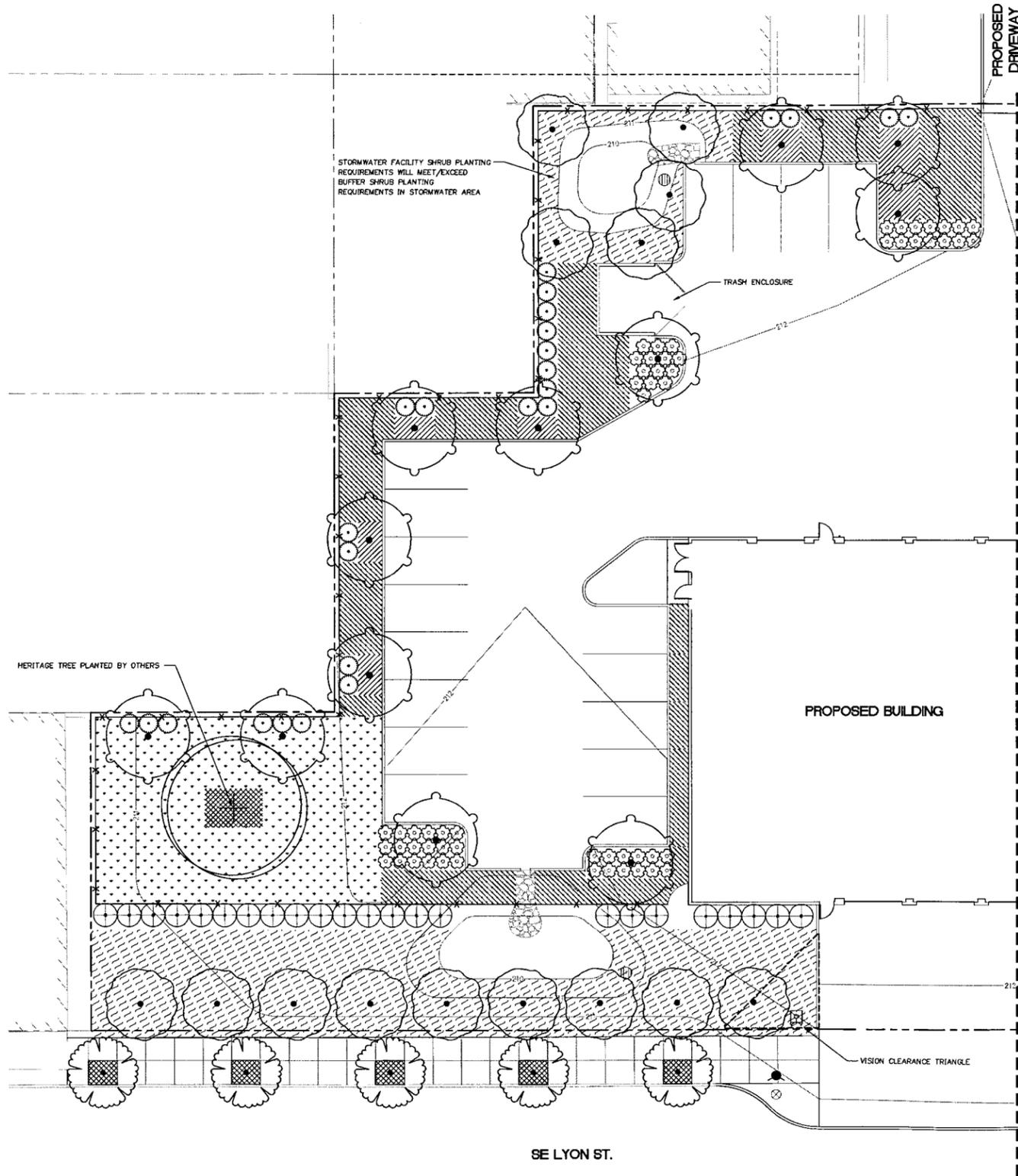
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MATCHLINE - SEE SHEET L.42

PLANT SCHEDULE			
TREES	BOTANICAL NAME / COMMON NAME	SIZE	
	ACER CIRCINATUM / VINE MAPLE	2" CAL. BAB, 10' HT. MIN.	
	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	2" CAL. BAB	
	PIRUS CALLERYANA 'CAPITAL' / CAPITAL CALLERY PEAR	2" CAL. BAB	
	QUERCUS COCCINEA / SCARLET OAK	2" CAL. BAB, 10' HT. MIN.	
	QUERCUS PALUSTRIS 'GREEN PILLAR' / GREEN PILLAR OAK	2" CAL. BAB	
	ZELKOVA SERRATA 'GREEN VASE' / SAWLEAF ZELKOVA	2" CAL. BAB, 10' HT. MIN.	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	SPACING
	BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY BARBERRY	3 GAL	30" o.c.
	FARGESIA RUFA / CLUMPING BAMBOO	1 GAL	24" o.c.
	ILEX ORENATA 'HELIERII' / HELIER JAPANESE HOLLY	3 GAL	30" o.c.
	LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET	5 GAL	48" o.c.
	MYRTICA CALIFORNICA / PACIFIC WAX MYRTLE	5 GAL	60" o.c.
	NANDINA DOMESTICA 'DULF STREAM' TM / HEAVENLY BAMBOO	3 GAL	30" o.c.
	ROSA MEIDILAND SERIES 'FAIRY' / FAIRY MEIDILAND ROSE	3 GAL	30" o.c.
	VIBURNUM DAVIDII / DAVID VIBURNUM	3 GAL	36" o.c.
	VIBURNUM TINUS 'SPRING BOUQUET' / SPRING BOUQUET LAURESTINUS	5 GAL	48" o.c.
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING
	BARK MULCH	N/A	
	JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP JUNIPER	4" POT	24" o.c.
	LAWN	SOD	
	PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN DWARF FOUNTAIN GRASS	1 GAL	
	ROCK MULCH	N/A	
	RUBUS CALYCOIDES / GREEN CARPET RASPBERRY	4" POT	12" o.c.
STORMWATER AREAS	BOTANICAL NAME / COMMON NAME	CONT	SPACING
ZONE A PLANTING AREA			
HERBACEOUS PLANTS			
	CAREX OBLUPTA / SLOUGH SEDGE	4" POT	12" o.c.
	JUNCUS PATENS 'ELK BLUE' / ELK BLUE RUSH	4" POT	12" o.c.
ZONE B PLANTING AREA			
GROUNDCOVERS			
	ARCTOSTAPHYLOS UVA-URSI / KINKINICK	1 GAL	12" o.c.
	JUNCUS PATENS 'ELK BLUE' / ELK BLUE RUSH	4" POT	12" o.c.
SHRUBS			
	CORNUS SERICEA / RED TWIG DOGWOOD	30" HT. MIN. 1 GAL	48" o.c.
	MAHONIA REPENS / CREEPING MAHONIA	30" HT. MIN. 1 GAL	48" o.c.
	ROSA NUTKAN / NODDIA ROSE	30" HT. MIN. 1 GAL	48" o.c.
	SPIRAEA BETULIFOLIA / BIRCHLEAF SPIRAEA	1 GAL	24" o.c.
	SYMPHORICARPOS ALBA / SNOWBERRY	1 GAL	36" o.c.

LANDSCAPE NOTES

- GENERAL NOTES:**
- CONTRACTOR SHALL CONFIRM ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK AND NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR CONFLICTS.
 - CONTRACTOR SHALL VERIFY EXISTING TREES IN THE FIELD PRIOR TO COMMENCEMENT OF WORK.
 - CONTRACTOR SHALL VERIFY INVERT ELEVATIONS OF ALL UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT IF THERE ARE ANY DISCREPANCIES WITH PLANTING ROOT ZONES TO LOCATE SITE UTILITIES PRIOR TO PROPOSED EXCAVATION CALL 1-800-332-2344.
 - CONTRACTOR SHALL COORDINATE WITH THE OWNER ANY DISRUPTION TO VEHICULAR CIRCULATION PRIOR TO COMMENCEMENT OF ANY WORK.
 - CONTRACTOR SHALL KEEP PEDESTRIAN TRAVEL WAYS AND ACCESS TO ALL STRUCTURES PROTECTED AT ALL TIMES.
 - CONTRACTOR SHALL REPLACE OR REPAIR DAMAGE TO EXISTING CONCRETE CURB, ASPHALT PAVING, OR OTHER STRUCTURES TO PRE CONSTRUCTION CONDITIONS.
 - ALL LANDSCAPE AREAS SHALL BE INSTALLED AND MAINTAINED AS A MINIMUM TO STANDARDS ACCORDING TO CITY REVISED CODE.
 - ALL NEW PLANTING AREAS TO BE IRRIGATED BY AUTOMATIC IRRIGATION SYSTEM DESIGNED AND BUILT BY OTHERS. REFERENCE L3.1 FOR IRRIGATION PLAN AND NOTES.
- PLANTING NOTES:**
- ALL EXISTING TREES, PLANTS, AND ROOTS SHALL BE PROTECTED FROM DAMAGE DURING ANY CONSTRUCTION PREPARATION, REMOVAL OR INSTALLATION.
- ACTIVITIES WITHIN AND ADJACENT TO PROJECT LIMITS.**
- IF DISTURBANCE IS NECESSARY AROUND EXISTING TREES, CONTRACTOR SHALL PROTECT THE CROWN AND ALL WORK WITHIN THE TREE DRIPZONE SHALL BE LIMITED TO THE USE OF HAND TOOLS AND MANUAL EQUIPMENT ONLY.
 - REPLACE, REPAIR AND RESTORE DISTURBED LANDSCAPE AREAS DUE TO GRADING, TRENCHING OR OTHER REASONS TO PRE CONSTRUCTION CONDITION AND PROVIDE MATERIAL APPROVED BY THE OWNER OR OWNER'S REPRESENTATIVE.
 - EXISTING AREAS PROPOSED FOR NEW PLANT MATERIAL SHALL BE CLEARED AND LEGALLY DISPOSED UNLESS NOTED OTHERWISE.
 - ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1-2004.
 - ALL LANDSCAPED AREAS SHALL BE COVERED BY A LAYER OF ORGANIC MULCH TO A MINIMUM DEPTH OF 2-INCHES.
 - A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
 - TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.



TREE CANOPY NOTES - NORTH PARKING LOT

NORTH PARKING LOT AREA = 10,893 SF
REQUIRED 20% PARKING LOT AREA COVERAGE = 2,178 SF
PROVIDED 23% PARKING LOT AREA COVERAGE = 2,585 SF

DRAWN BY: TSD
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SHEET

L4.1

JOB NO. 2140087.02

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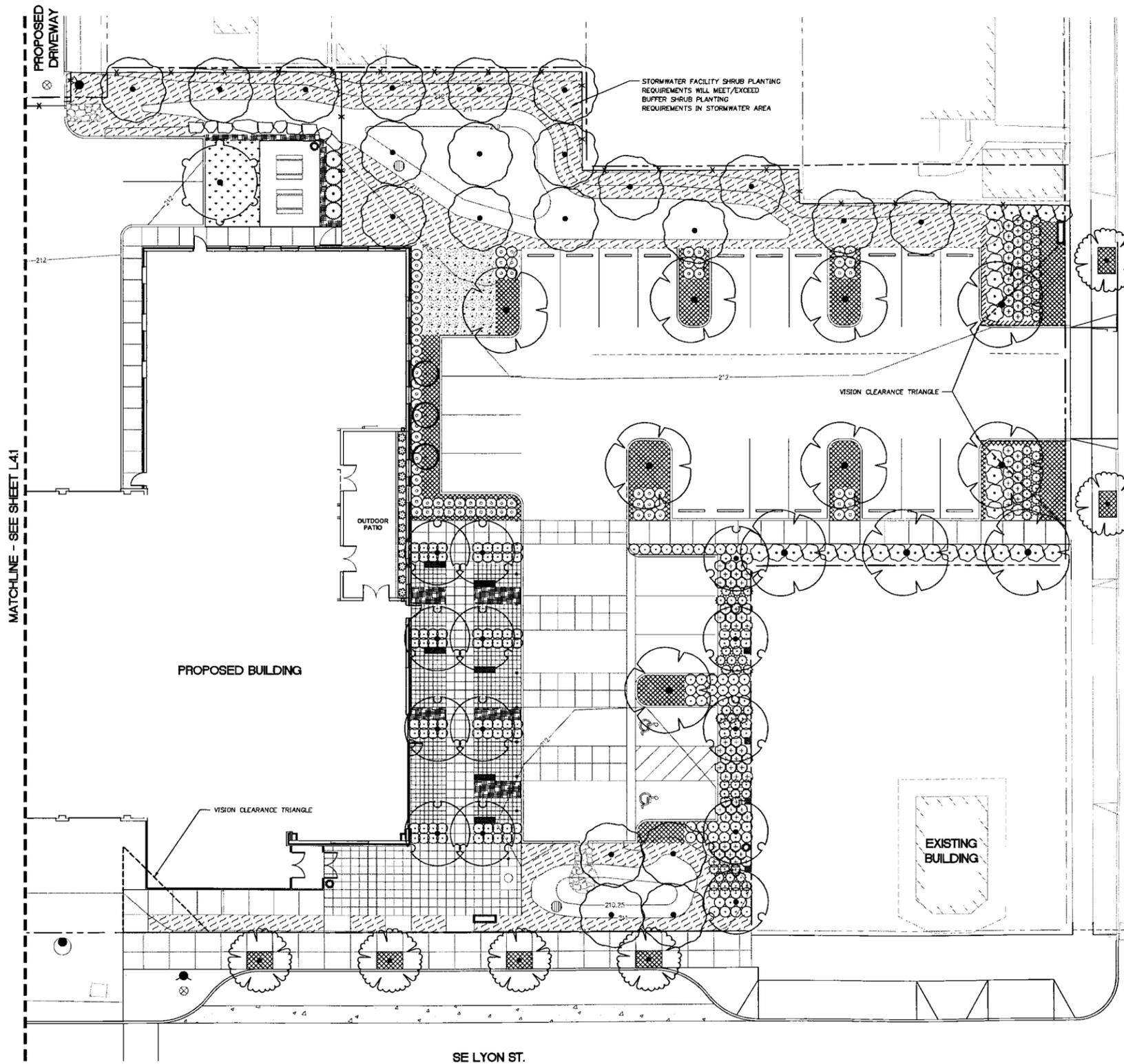
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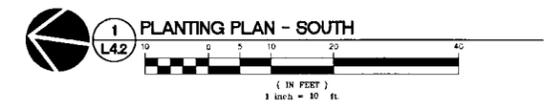
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PLANT SCHEDULE			
TREES	BOTANICAL NAME / COMMON NAME	SIZE	
	ACER CIRCINATUM / VINE MAPLE	2" CAL. BAB, 10' HT. MIN.	
	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	2" CAL. BAB	
	PIRUS CALLERYANA 'CAPITAL' / CAPITAL CALLERY PEAR	2" CAL. BAB	
	QUERCUS COCCINEA / SCARLET OAK	2" CAL. BAB, 10' HT. MIN.	
	QUERCUS PALUSTRIS 'GREEN PILLAR' / GREEN PILLAR OAK	2" CAL. BAB	
	ZELKOVA SERRATA 'GREEN VASE' / SAWLEAF ZELKOVA	2" CAL. BAB, 10' HT. MIN.	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	SPACING
	BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY BARBERRY	3 GAL	30" o.c.
	FARGESIA RUFA / CLUMPING BAMBOO	1 GAL	24" o.c.
	ILEX ORENATA 'HELIERII' / HELIER JAPANESE HOLLY	3 GAL	30" o.c.
	LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVET	5 GAL	48" o.c.
	MYRTICA CALIFORNICA / PACIFIC WAX MYRTLE	5 GAL	60" o.c.
	NANDINA DOMESTICA 'GULF STREAM' TM / HEAVENLY BAMBOO	3 GAL	30" o.c.
	ROSA MEIDLAND SERIES 'FAIRY' / FAIRY MEIDLAND ROSE	3 GAL	30" o.c.
	VIBURNUM DAVIDII / DAVID VIBURNUM	3 GAL	36" o.c.
	VIBURNUM TINUS 'SPRING BOUQUET' / SPRING BOUQUET LAURESTINUS	5 GAL	48" o.c.
GROUND COVERS	BOTANICAL NAME / COMMON NAME	COUNT	SPACING
	BARK MULCH	N/A	
	JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP JUNIPER	4" POT	24" o.c.
	LAWN	SOD	
	PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN DWARF FOUNTAIN GRASS	1 GAL	
	ROCK MULCH	N/A	
	RUBUS CALYCIROIDES / GREEN CARPET RASPBERRY	4" POT	12" o.c.
STORMWATER AREAS	BOTANICAL NAME / COMMON NAME	COUNT	SPACING
ZONE A PLANTING AREA			
HERBACEOUS PLANTS			
	CAREX OENUPATA / SLOUGH SEDGE	4" POT	12" o.c.
	JUNCUS PATENS 'ELK BLUE' / ELK BLUE RUSH	4" POT	12" o.c.
ZONE B PLANTING AREA			
GROUNDCOVER			
	ARCTOSTAPHYLOS UVA-URSI / KINKY KINKICK	1 GAL	12" o.c.
	JUNCUS PATENS 'ELK BLUE' / ELK BLUE RUSH	4" POT	12" o.c.
SHRUBS			
	CORNUS SERICEA / RED TWIG DOGWOOD	50" HT. MIN.	48" o.c.
	MAHONIA REPENS / CREEPING MAHONIA	1 GAL	18" o.c.
	ROSA MUTICANA / NODDRA ROSE	30" HT. MIN.	48" o.c.
	SPIRAEA BECTULIFOLIA / BIRCHLEAF SPIRAEA	1 GAL	24" o.c.
	SYMPHORICARPOS ALBA / SNOWBERRY	1 GAL	36" o.c.

TREE CANOPY NOTES -SOUTH PARKING LOT

SOUTH PARKING LOT AREA = 10,163 SF
REQUIRED 20% PARKING LOT AREA COVERAGE = 2,032 SF
PROVIDED 35% PARKING LOT AREA COVERAGE = 3,636 SF



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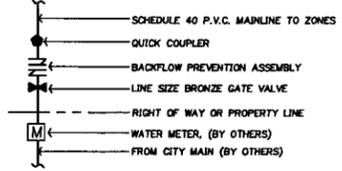
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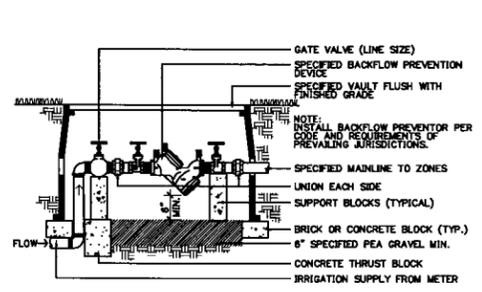
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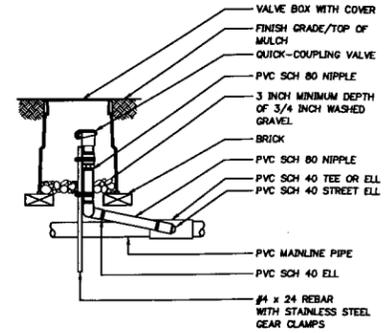
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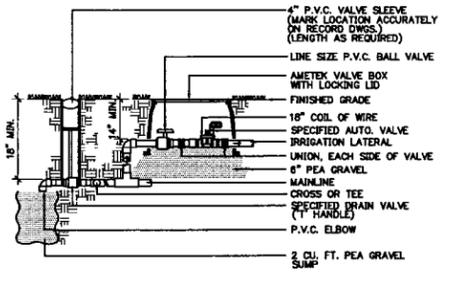
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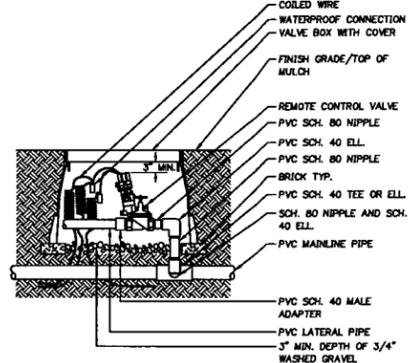
2 DOUBLE CHECK VALVE
BACKFLOW PREVENTER (BELOW GRADE)
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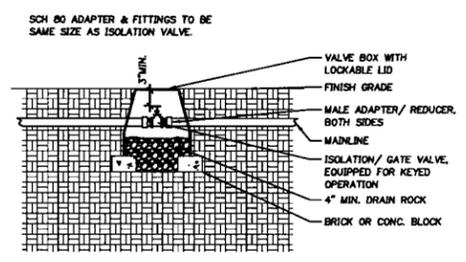
3 QUICK COUPLING VALVE
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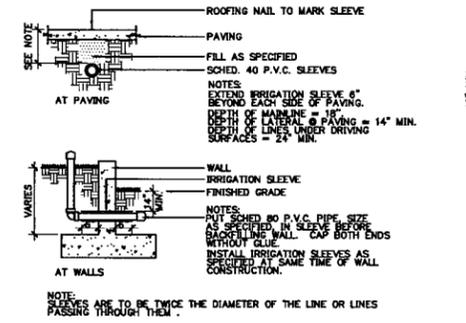
4 CONTROL AND MANUAL DRAIN VALVE
ASSEMBLY
SCALE: N.T.S.



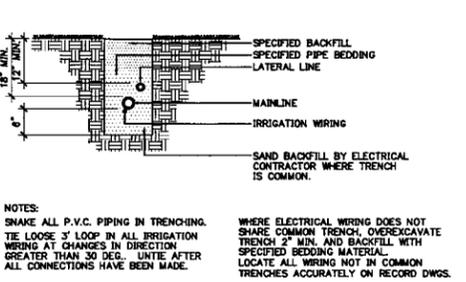
5 ELECTRIC REMOTE CONTROL VALVE
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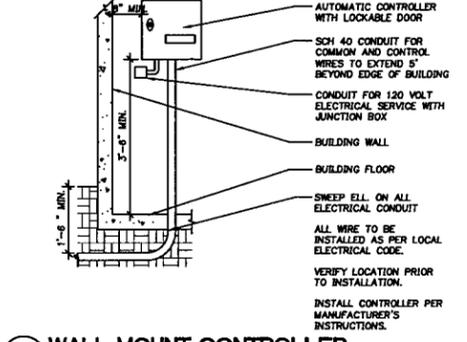
6 ISOLATION/GATE VALVE
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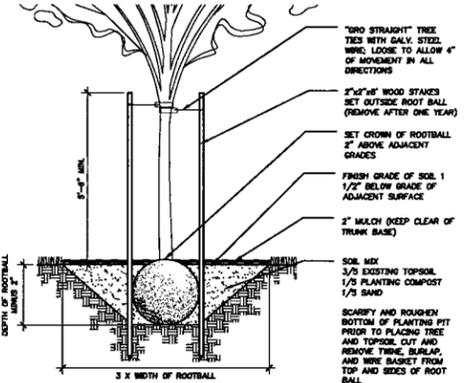
7 IRRIGATION SLEEVES
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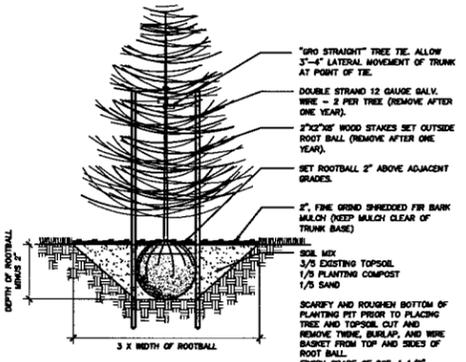
8 TYPICAL TRENCHING
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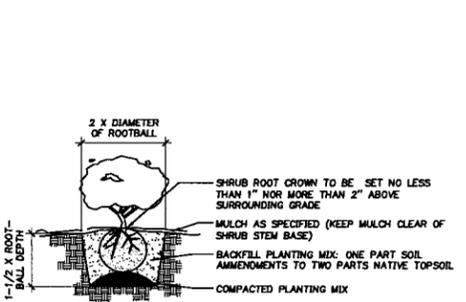
9 WALL MOUNT CONTROLLER
INTERIOR
SCALE: N.T.S.



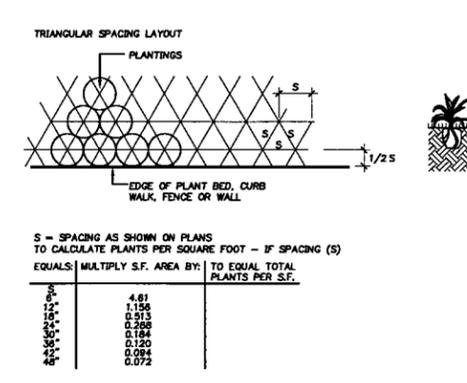
10 DECIDUOUS TREE STAKING DETAIL
SCALE: N.T.S.



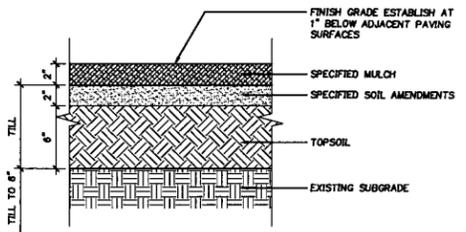
11 CONIFER STAKING DETAIL
SCALE: N.T.S.



12 SHRUB PLANTING DETAIL
SCALE: N.T.S.



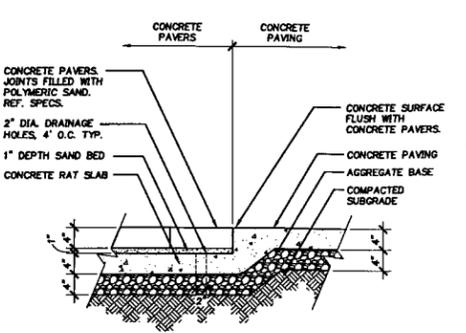
13 PLANT SPACING
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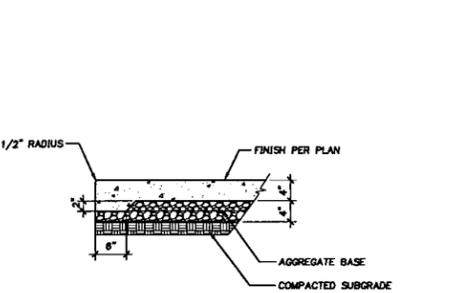
NOTES:

- REMOVE ALL ROCK, DEBRIS AND OTHER FOREIGN MATTER OVER 1" IN DIAMETER FROM TOP 12" OF SOIL.
- RIP AND TILL SUBGRADE TO 6" DEEP (MIN.) PRIOR TO INSTALLING TOPSOIL AND TILL INTERFACE OF SUBGRADE AND TOPSOIL.
- TILL TOPSOIL AND SOIL AMENDMENTS TO A MIN. 6" DEPTH.
- SUBMIT SAMPLE OF BARK MULCH & TOPSOIL FOR ACCEPTANCE PRIOR TO PLACEMENT.

14 SOIL PREP. DETAIL
SCALE: N.T.S.



16 CONCRETE PAVERS
SCALE: 1"=1'-0"



17 CONCRETE PAVING
SCALE: 1"=1'-0"

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3	REV	

SHEET TITLE:
IRRIGATION AND PLANTING DETAILS

DRAWN BY: TSD
CHECKED BY: RAH
SHEET

L8.1

JOB NO. 2140087.02



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Albany, OR 97321

Mechanical/Electrical
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Revision Schedule		
Revision Delta	Issue Date	Issue Description

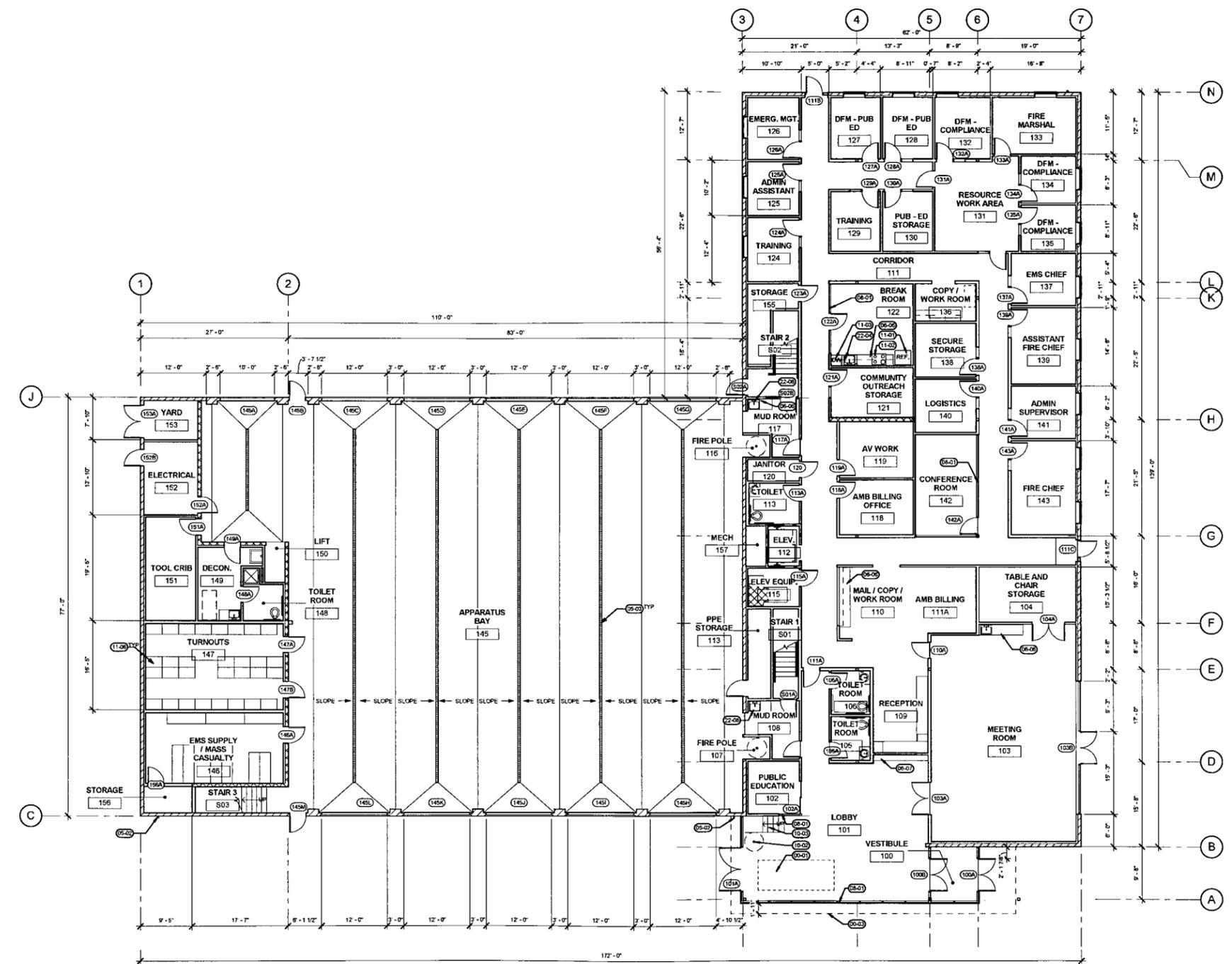
SHEET TITLE
FIRST FLOOR PLAN

DRAWN BY: ILWLEJ
CHECKED BY: JRH
SHEET

A2.1

JOB NO. **2140087.02**

CONDITIONAL USE SUBMITTAL: 09/14/15



FIRST FLOOR PLAN
A2.1 1/8" = 1'-0"

GENERAL NOTES

- A. SEE ELEVATIONS FOR EXTERIOR WINDOW TYPE DESIGNATION
- B. SEE FURNITURE AND EQUIPMENT PLANS FOR ADDITIONAL INFORMATION
- C. DIMENSIONS REFLECT FACE OF FINISH UNLESS NOTED OTHERWISE
- D. WALL THICKNESSES ARE ACTUAL UNLESS NOTED OTHERWISE
- E. SEE SHEET A1.1 FOR WALL TYPE DEFINITION AND STANDARD DETAILS. WALLS ARE FIN UNLESS NOTED OTHERWISE
- F. ELEVATION 0'-0" = FINISH FLOOR ELEVATION MAIN FLOOR AS INDICATED IN CIVIL DRAWINGS
- G. SEE FINISH PLAN FOR CASEWORK AND FINISH RELATED INFORMATION
- H. CONTRACTOR SHALL VERIFY AND CONFIRM ALL DIMENSIONS AND LAYOUT INFORMATION PRIOR TO START OF WORK. NOTIFY ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION. DO NOT SCALE DRAWINGS
- I. REFER TO ENLARGED PLANS WHERE INDICATED FOR ADDITIONAL INFORMATION. ENLARGED PLANS TAKE PRECEDENCE OVER PLANS OF SMALLER SCALE
- J. DOORS NOT DIMENSIONED ARE TO BE LOCATED 6" FROM FACE OF WALL TO OUTSIDE EDGE OF JAMB, TYPICAL
- K. CONTRACTOR TO PROVIDE ADEQUATE OVERSIGHT CONTROL JOINTS AS REQUIRED THROUGHOUT ENTIRE BUILDING, INTERIOR AND EXTERIOR. PROVIDE BLOCKING AS REQUIRED ADJACENT TO FIRE EXTINGUISHERS FOR OWNER INSTALLED AED STATIONS
- L.

LEGEND

- 7 KEYNOTE
- 0 GRIDLINE
- EXTERIOR WALL - STRUCTURAL BRICK VENEER
- EXTERIOR WALL - CMU WITH BRICK VENEER
- EXTERIOR WALL - BRICK VENEER AND METAL STUD S
- EXTERIOR WALL - METAL PANEL AND METAL STUDS
- INTERIOR WALL - CMU SHEARWALL
- INTERIOR PARTITION, SEE SHEET A1.0
- 1-HR RATED INTERIOR PARTITION
- INTERIOR GLAZING

KEYNOTES

- 00-01 DISPLAY APPARATUS, ODFI
- 00-03 LINE OF CANOPY ABOVE
- 00-02 METAL DOWNSPOUT AND SCUPPER
- 00-03 TRENCH DRAIN, CENTER ON APPARATUS BAY
- 00-06 SOLID SURFACE VANITY COUNTER
- 00-07 PASS THROUGH RECEPTION COUNTER
- 00-01 STOREFRONT SYSTEM
- 10-02 BRASS FIRE POLE
- 10-03 3-1/2" X 7-1/4" X 2-1/4" WOOD STAIR
- 11-01 REFRIGERATOR
- 11-02 COOKTOP AND RANGE HOOD
- 11-03 DISHWASHER
- 11-06 2 X 3 TURNOUT STORAGE SYSTEM
- 22-04 KITCHEN SINGLE SINK
- 22-08 UTILITY SINK



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Revision Schedule	
Revision Delta	Issue Date

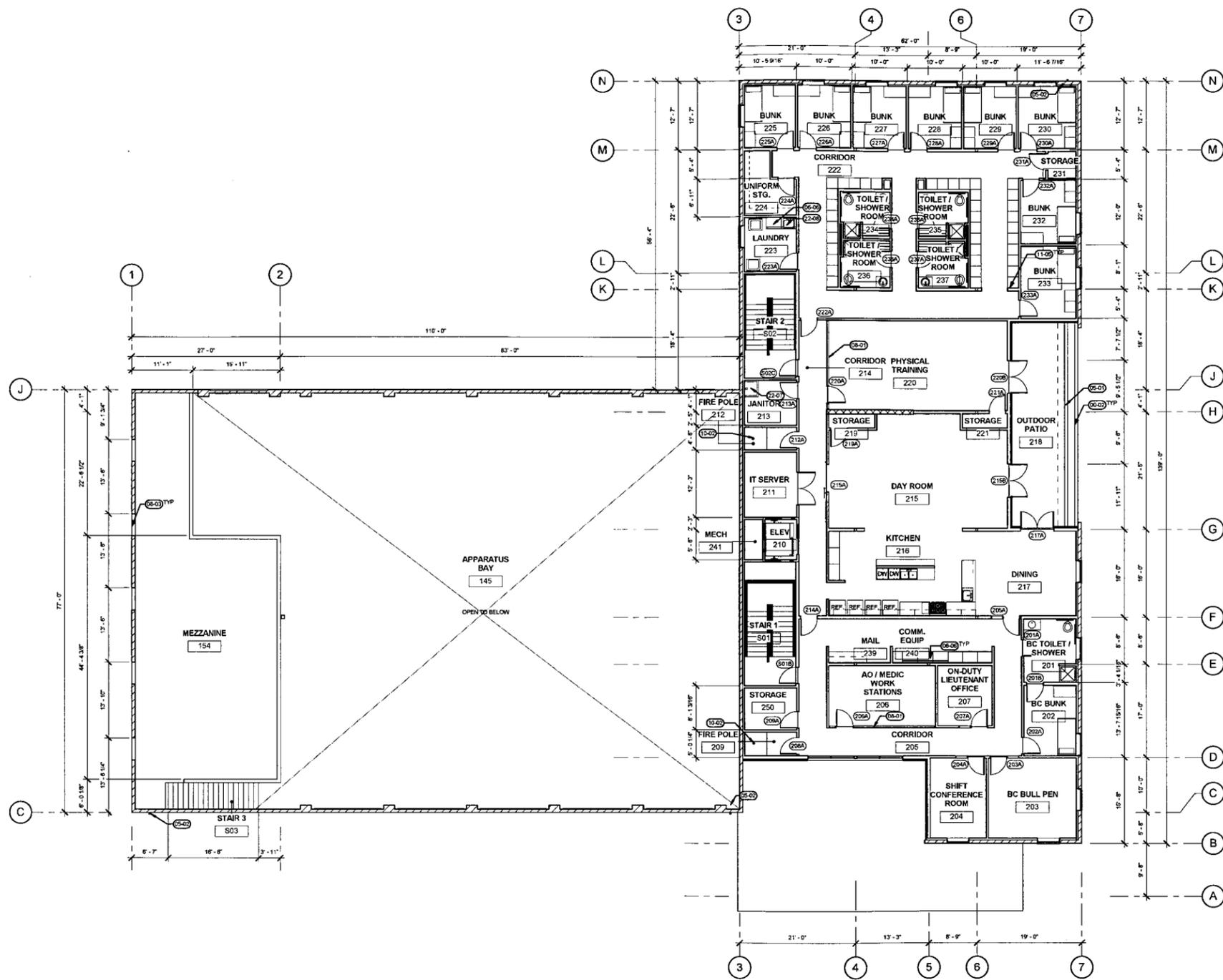
SHEET TITLE:
SECOND FLOOR PLAN

DRAWN BY: ILWLEJ
CHECKED BY: JRH
SHEET

A2.2

JOB NO. **2140087.02**

CONDITIONAL USE SUBMITTAL: 09/14/15



1 SECOND FLOOR PLAN
1/8" = 1'-0"

GENERAL NOTES

- A. SEE ELEVATIONS FOR EXTERIOR WINDOW TYPE DESIGNATION
- B. SEE FURNITURE AND EQUIPMENT PLANS FOR ADDITIONAL INFORMATION
- C. DIMENSIONS REFLECT FACE OF FINISH UNLESS NOTED OTHERWISE
- D. WALL THICKNESSES ARE ACTUAL UNLESS NOTED OTHERWISE
- E. SEE SHEET A1.1 FOR WALL TYPE DEFINITION AND STANDARD DETAILS. WALLS ARE FIB GLUC.
- F. ELEVATION 0'-0" = FINISH FLOOR ELEVATION MAIN FLOOR AS INDICATED IN CIVIL DRAWINGS
- G. SEE FINISH PLAN FOR CASEWORK AND FINISH RELATED INFORMATION
- H. CONTRACTOR SHALL VERIFY AND CORRECT ALL DIMENSIONS AND LAYOUT INFORMATION PRIOR TO START OF WORK. NOTIFY ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION. DO NOT SCALE DRAWINGS
- I. REFER TO ENLARGED PLANS WHERE INDICATED FOR ADDITIONAL INFORMATION
- J. ENLARGED PLANS TAKE PRECEDENCE OVER PLANS OF SMALLER SCALE
- K. DOORS NOT DIMENSIONED ARE TO BE LOCATED 4" FROM FACE OF WALL TO OUTSIDE EDGE OF JAMB. TYPICAL
- L. CONTRACTOR TO PROVIDE ADEQUATE GYPSUM BOARD CONTROL JOINTS AS REQUIRED THROUGHOUT ENTIRE BUILDING, INTERIOR AND EXTERIOR. PROVIDE BLOCKING AS REQUIRED ADJACENT TO FIRE EXTINGUISHERS FOR OWNER INSTALLED AED STATIONS

LEGEND

- 7 → KEYNOTE
- 0 ○ GRIDLINE
- EXTERIOR WALL - STRUCTURAL BRICK VENEER
- EXTERIOR WALL - CMU WITH BRICK VENEER
- EXTERIOR WALL - BRICK VENEER AND METAL STUDS
- EXTERIOR WALL - METAL PANEL AND METAL STUDS
- INTERIOR WALL - CMU SHEARWALL
- INTERIOR PARTITION, SEE SHEET A1.0
- 1-HR RATED INTERIOR PARTITION
- INTERIOR GLAZING

KEYNOTES

- 00-02 3/4" LOW WALL PLANTER AT PATIO METAL PANEL, FINISH
- 06-01 EXTERIOR STEEL CANOPY - SEE STRUCTURAL
- 05-02 METAL DOWNSPOUT AND SCUPPER
- 06-06 SOLID SURFACE VANITY COUNTER
- 08-01 STOREFRONT SYSTEM
- 08-03 CLEAR STORY WINDOWS
- 10-02 BRASS FIRE POLE
- 11-05 2 X 2 PERSONAL LOCKER
- 22-07 MOP SINK
- 22-08 UTILITY SINK



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Revision Schedule	
Revision Delta	Issue Date

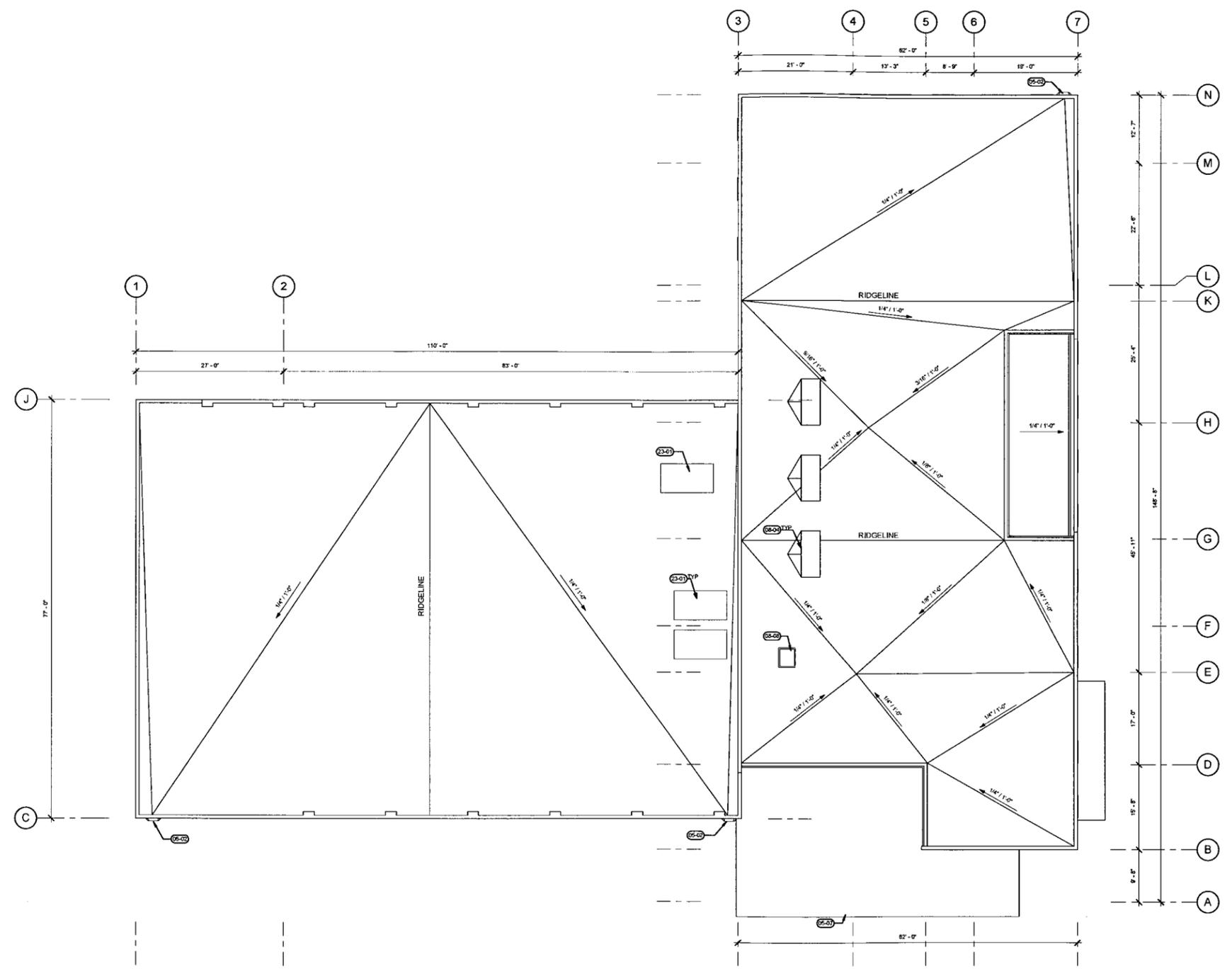
SHEET TITLE:
ROOF PLAN

DRAWN BY: ILW / LEJ
CHECKED BY: JRH
SHEET

A2.3

JOB NO. **2140087.02**

CONDITIONAL USE SUBMITTAL: 09/14/15



1 ROOF PLAN
A2.3
1/8" = 1'-0"

- GENERAL NOTES**
- A. MECHANICAL EQUIPMENT IS SHOWN FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ROOF TOP MECHANICAL EQUIPMENT WITH ARCHITECTURAL DRAWINGS.
 - B. FOR PIPE PENETRATIONS SEE MECHANICAL DRAWINGS.
 - C. FOR MECHANICAL EQUIPMENT CURBS SEE MECHANICAL DRAWINGS.
 - D. REFER TO DETAIL 1/AB.1 FOR TYPICAL ROOFING.
 - E. ELEVATION OF 2" = CIVIL (FF) AS INDICATED ON CIVIL DRAWINGS.
 - F. PLACE CRACKERS AT UP-SLOPE SIDE OF ALL ROOF TOP EQUIPMENT, ROOF HATCHES, ETC. AND WHERE SHOWN. MAINTAIN 1/4" PER FOOT MINIMUM SLOPE TO ENSURE PROPER DRAINAGE AT ALL PORTIONS OF ROOF.

- KEYNOTES**
- 05-02 METAL DOWNSPOUT AND SCUPPER
 - 05-07 EXTERNAL DOWNSPOUT
 - 06-04 SKYLIGHT
 - 06-08 ROOF HATCH
 - 23-01 HVAC UNIT, SEE MECHANICAL DRAWINGS



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Revision Schedule	
Revision Delta	Issue Date

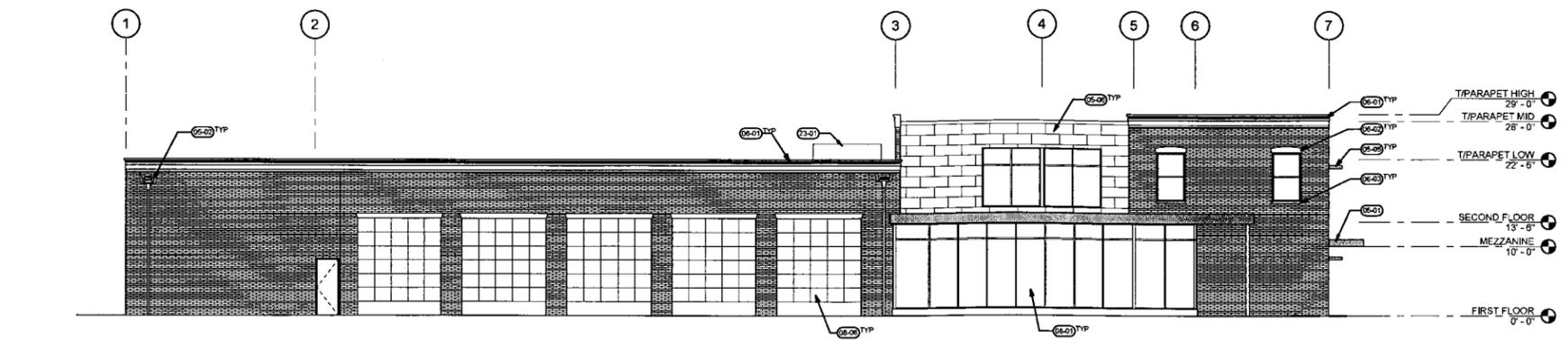
SHEET TITLE:
**BUILDING
ELEVATIONS**

DRAWN BY: ILW / LEJ
CHECKED BY: JRH
SHEET

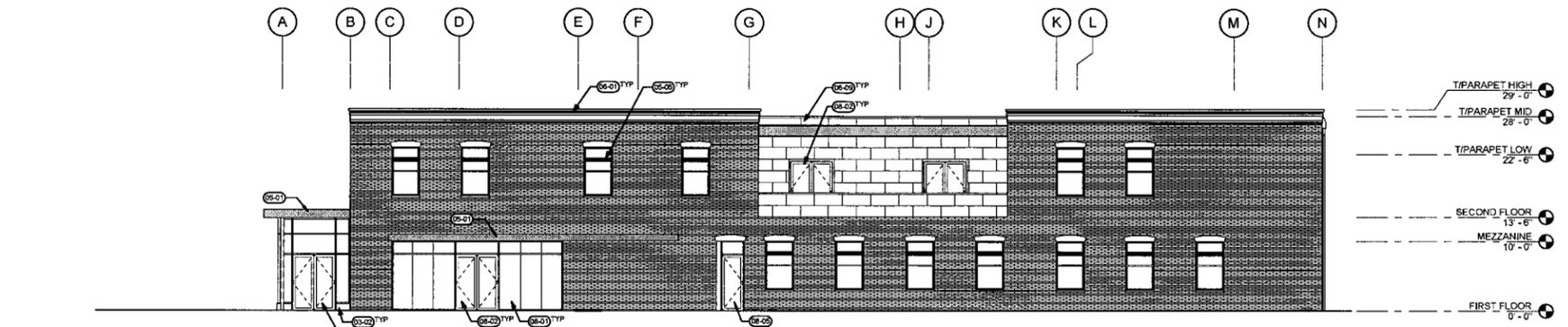
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JOB NO. **2140087.02**

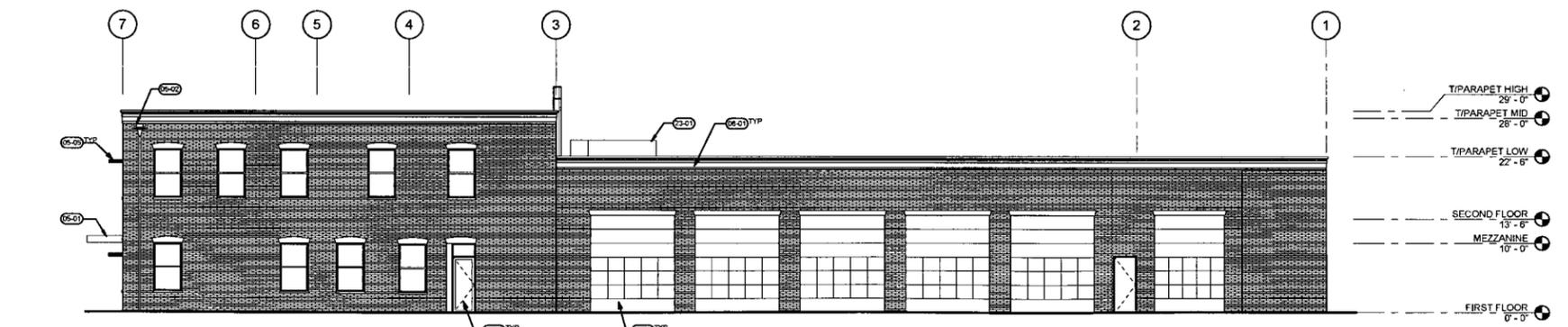
CONDITIONAL USE SUBMITTAL: 09/14/15



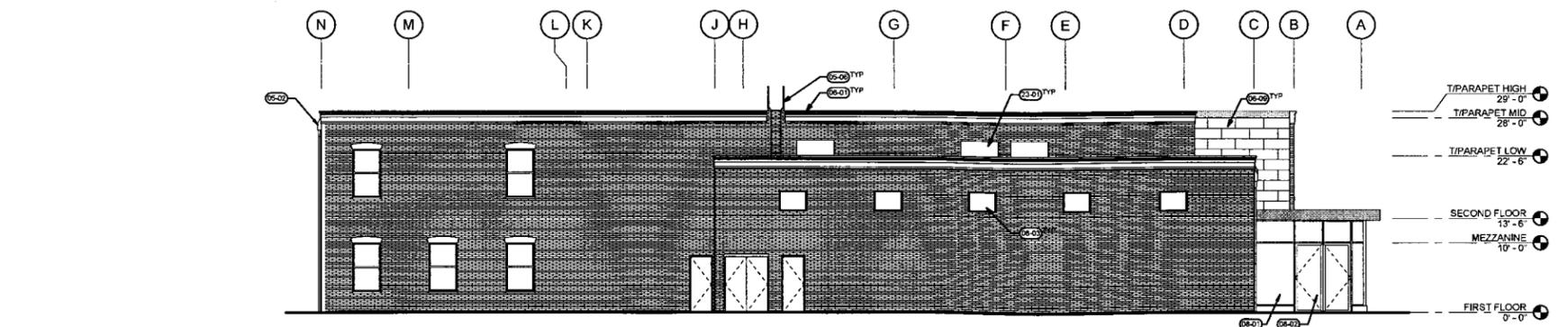
1 WEST ELEVATION
A3.1 1/8" = 1'-0"



2 SOUTH ELEVATION
A3.1 1/8" = 1'-0"



3 EAST ELEVATION
A3.1 1/8" = 1'-0"



4 NORTH ELEVATION
A3.1 1/8" = 1'-0"



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Client

Client Name
810 NW MARSHALL ST

Project

Project Name
Edit address and other
project information in
Manage > Project
Information

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
**SITE PLAN -
PHOTOMETRICS**

DRAWN BY: Author
CHECKED BY: Checker
SHEET

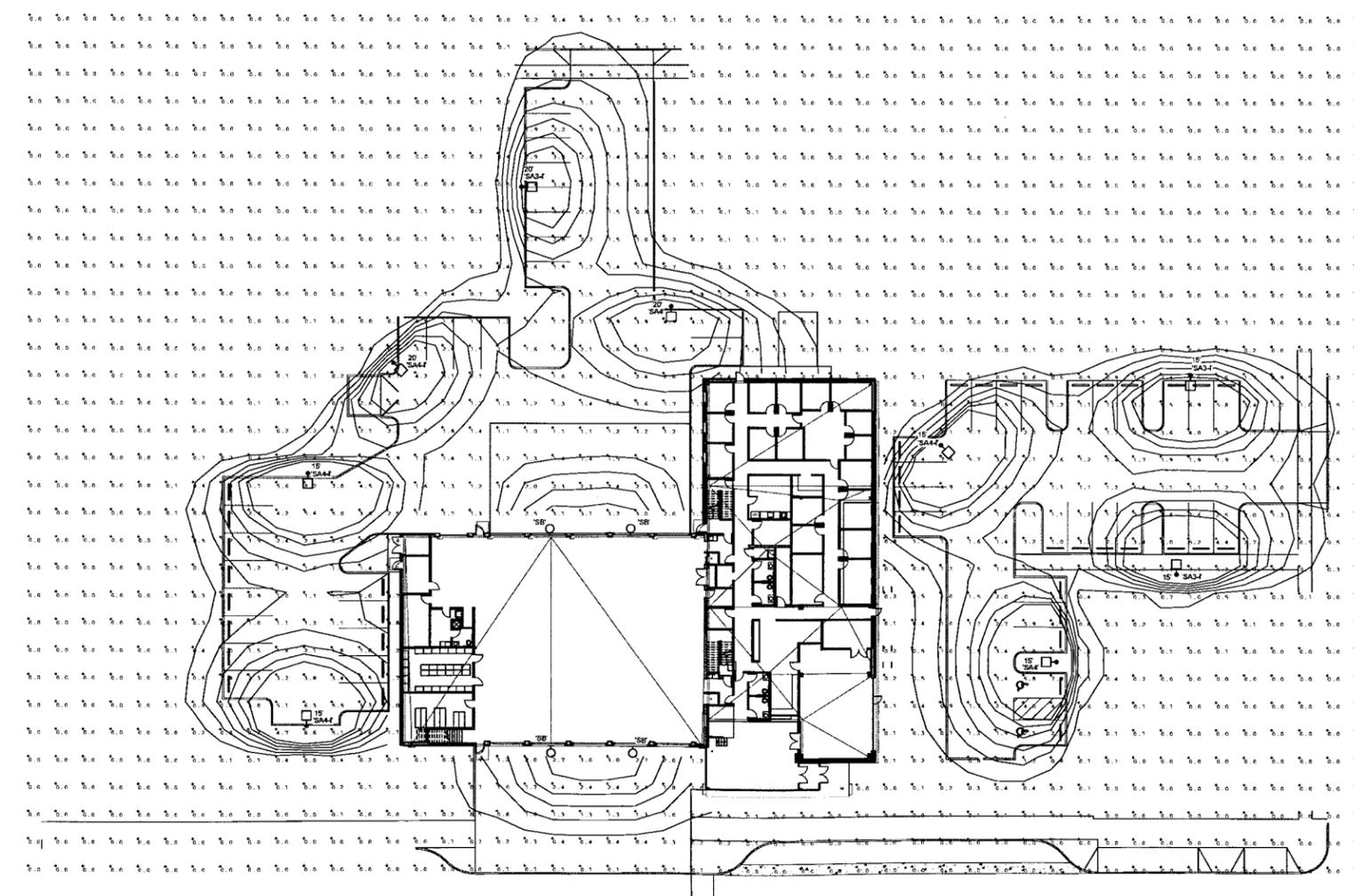
E1.1PH

JOB NO.
2140087.00

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	HOUSING	SHIELDING	MOUNTING	FINISH	ULIP RATING	BALLAST	LAMP(S)	INPUT WATTS	MFG/CATALOG #	NOTES
SA34	EXTERIOR ARCHITECTURAL LED SITE LUMINAIRE WITH TYPE 3 OPTICS	NOMINAL 18-INCH WIDE BY 31.5" DEEP BY 8.5-INCH DIE-CAST ALUMINUM AND DIE-CAST DOOR FRAME	INTERNAL, HOUSESIDE SHIELD	SINGLE	AS SELECTED BY ARCHITECT	WET	ELECTRONIC	105W LED ARRAY OR 10,400 LUMENS, 4000K	105W	GARCOO GULLWING GL18 SERIES, OR APPROVED	
SA4	EXTERIOR ARCHITECTURAL LED SITE LUMINAIRE WITH TYPE 4 OPTICS	NOMINAL 18-INCH WIDE BY 31.5" DEEP BY 8.5-INCH DIE-CAST ALUMINUM AND DIE-CAST DOOR FRAME	NONE	SINGLE	AS SELECTED BY ARCHITECT	WET	ELECTRONIC	105W LED ARRAY OR 10,400 LUMENS, 4000K	105W	GARCOO GULLWING GL18 SERIES, OR APPROVED	
SA41	EXTERIOR ARCHITECTURAL LED SITE LUMINAIRE WITH TYPE 4 OPTICS	NOMINAL 18-INCH WIDE BY 31.5" DEEP BY 8.5-INCH DIE-CAST ALUMINUM AND DIE-CAST DOOR FRAME	INTERNAL, HOUSESIDE SHIELD	SINGLE	AS SELECTED BY ARCHITECT	WET	ELECTRONIC	105W LED ARRAY OR 10,400 LUMENS, 4000K	105W	GARCOO GULLWING GL18 SERIES, OR APPROVED	
SB	EXTERIOR WALL MOUNTED CUTOFF LUMINAIRE WITH TYPE 3 OPTICS	DIE-CAST ALUMINUM AND DIE-CAST DOOR FRAME	NONE	WALL MOUNTED	AS SELECTED BY ARCHITECT	WET	ELECTRONIC	25W LED ARRAY OR 3,600 LUMENS, 4000K	25W	GARCOO 107 GULLWING SCORCE, OR APPROVED	

NOTES:
 1 THIS LUMINAIRE SCHEDULE IS NOT COMPLETE WITHOUT A COPY OF THE PROJECT MANUAL CONTAINING THE ELECTRICAL SPECIFICATIONS.
 2 FLUORESCENT BALLAST'S UNIVERSAL VOLTAGE PROGRAM START WITH END-OF-LIFE PROTECTIVE CIRCUITRY.
 3 METAL HALIDE BALLASTS MUST START FOR LAMPS ABOVE 100 WATTS AND ELECTRONIC FOR LAMPS 100 WATTS AND BELOW, UNLESS OTHERWISE NOTED.
 4 DIMMING CONTROL PROTOCOL (D-IN-VOL, LINE VOLTAGE, DALI, ETC.) COMPATIBLE WITH LIGHTING CONTROL SYSTEM AS SPECIFIED AND SHOWN ON DRAWINGS.
 5 T8 LAMPS: NOMINAL 4 FOOT LAMPS TO HAVE INITIAL 3100 LUMENS, MINIMUM 3000 HOURS RATED LIFE ON 3 HOUR SWITCHING CYCLE AND 4000 HOURS ON 12 HOUR SWITCHING CYCLE.
 6 T5 LAMPS: NOMINAL 4 FOOT LAMPS TO BE RATED FOR 2000 HOURS ON 3 HOUR SWITCHING CYCLES.
 7 T5HO LAMPS: NOMINAL 4 FOOT LAMPS TO BE RATED FOR 2000 HOURS ON 3 HOUR SWITCHING CYCLES AND 3000 HOURS ON 12 HOUR SWITCHING CYCLES.
 8 FLUORESCENT LAMPS TO HAVE 4000K OR 5000K COLOR TEMPERATURE AND 80+ CRI FOR LINEAR LAMPS AND 92+ CRI FOR COMPACT FLUORESCENT LAMPS UNLESS OTHERWISE NOTED.
 9 CERAMIC METAL HALIDE LAMPS 80+ CRI WITH MAXIMUM 4-1500 COLOR SHIFT OVER LAMP LIFE.
 10 PROVIDE 1/2 INCH ADJUSTABILITY IN HANGING CABLE LENGTH WHERE USED.
 11 COORDINATE ALL CEILING TYPES WITH LUMINAIRE LOCATIONS PRIOR TO ORDERING LUMINAIRES. COORDINATE INSTALLATION WITH REFLECTED CEILING PLAN.
 12 SPECIFIED MANUFACTURERS ARE APPROVED TO SUBMIT BEI. INCLUSION DOES NOT IMPLY MANUFACTURER FROM SUPPLYING PRODUCT AS DESCRIBED.
 13 PROVIDE SUBMITTALS THAT INCLUDE THE LUMINAIRE, LAMP AND BALLAST INFORMATION OF EACH LUMINAIRE, WITH APPLICABLE OPTICS CLEARLY CHECKED OR HIGHLIGHTED. SUBMITTALS NOT INCLUDING THIS INFORMATION WILL BE RETURNED AS REJECTED BY THE ENGINEER OF RECORD.
 14 REMOTE BALLAST DRIVERS UL LISTED FOR THEIR APPLICATION. BALLAST DRIVERS MARKED AS UL RECOGNIZED COMPONENT BUT NOT UL LISTED ARE SUBJECT TO REMOVAL AND REPLACEMENT AT NO COST TO OWNER.
 15 [DELETE IF PROJECT IS NOT IN THE STATE OF WASHINGTON] PROVIDE COMMISSIONING OF THE LIGHTING IN ACCORDANCE WITH THE WASHINGTON STATE NON-RESIDENTIAL ENERGY CODE 101.3.7.
 16 [DELETE IF PROJECT IS NOT IN THE STATE OF CALIFORNIA] PROVIDE COMMISSIONING OF THE LIGHTING AND LIGHTING CONTROLS IN ACCORDANCE WITH CALIFORNIA TITLE 24, LIGHTING COMMISSIONING REQUIREMENTS.



1 SITE PLAN - PHOTOMETRICS
 0 20 40
 1" = 20'-0"

CONDITIONAL USE SUBMITTAL:

PROJECT 2015-0045
 CONTRACT Civil Layout

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