



ORDINANCE NO. 6010

AN ORDINANCE AMENDING ORDINANCE NO. 4836, WHICH ADOPTED THE CITY OF ALBANY COMPREHENSIVE PLAN MAP, AND AMENDING ORDINANCE NO. 4441, WHICH ADOPTED THE CITY OF ALBANY ZONING MAP AND DEVELOPMENT CODE, BY AMENDING THE ALBANY COMPREHENSIVE PLAN, ZONING MAP, AND DEVELOPMENT CODE AND ADOPTING FINDINGS.

WHEREAS, from time to time it is appropriate to amend the Albany comprehensive plan text and map and the Albany development code and zoning map to plan for future needs or changing conditions; and

WHEREAS, the east Albany area, which includes all land in the City's urban growth boundary (UGB) east of Interstate 5, contains a large amount of undeveloped land inside the City's UGB; and

WHEREAS, the City received a Transportation and Growth Management grant from the Oregon Department of Transportation to develop an integrated plan for the east Albany area that refines the vision of past planning efforts for the area to provide connectivity, transportation choices, housing variety, employment centers, and vibrant and walkable mixed-use areas, while protecting the area's natural resources and viewsheds; and

WHEREAS, the proposed East Albany Plan (EAP) is the culmination of an almost two-year comprehensive planning effort that integrated planning for land uses, transportation, parks, infrastructure, economic development, natural and cultural resources, and place making; and

WHEREAS, the EAP planning project included technical analyses of existing and future conditions, buildable land, natural resources, transportation system plans, infrastructure needs and costs, population and employment projections, market analysis, and potential funding sources; and

WHEREAS, public involvement was integrated into the planning process through stakeholder meetings, focus groups, public events, one-on-one meetings, and a technical advisory committee with representation from Linn County, Greater Albany Public Schools, the City Bicycle and Pedestrian Advisory Committee, the public works and parks and recreation departments, and the Oregon Department of Transportation and Land Conservation and Development departments, and residents and business owners in the plan area; and

WHEREAS, the Albany Planning Commission and City Council served as the project advisory committee and held work sessions on October 11, 2021; March 21, 2022; October 24, 2022; and January 30, 2023; and provided guidance and feedback throughout the development of the plan to ensure that the community's ideas were accurately reflected in the plan; and

WHEREAS, the EAP represents a long-range vision for east Albany as determined by the community and provides the specific direction and strategies necessary to implement this vision; and

WHEREAS, the EAP will update the City of Albany's comprehensive plan, zoning map, and development code, and will provide recommendations for future updates to the Transportation Systems Plan, Parks Master Plan, and facility standards to ensure that urbanization of the project study area occurs in an integrated, connected manner; and

WHEREAS, on February 17, 2023, the City mailed a "Measure 56" notice and notice of public hearings of the Planning Commission and City Council on the proposed comprehensive plan, zoning map and development code amendments to property owners in the East Albany Plan boundary subject to a map; and

WHEREAS, on or around March 14, 2023, the City mailed a postcard notice of public hearing to all property owners within the EAP boundary; and

WHEREAS, a notice of the Planning Commission and City Council public hearings was published in the Albany Democrat Herald on February 27, 2023; and

WHEREAS, on March 13, 2023, the Albany Planning Commission held a public hearing, considered public testimony, and on March 27, 2023, deliberated on the proposed map amendments, and recommended approval of the proposal based on findings of fact presented in the staff report and evidence presented during the public hearing; and

WHEREAS, on April 12, 2023, and May 10, 2023, the Albany City Council held a public hearing on the proposed East Albany Plan and associated plan, code and map amendments, reviewed the findings of fact and testimony presented at the public hearing, and deliberated.

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

Section 1: The Albany comprehensive plan text is hereby amended as shown in attached Exhibits A and B (Planning File CP-01-23).

Exhibit A: Include a new East Albany section in Albany comprehensive plan Chapter 8 that includes goals and policies specific to east Albany; and in Chapter 9, add two Albany comprehensive plan map designations – High Density Residential and Employment, and update the plan designation zoning matrix.

Exhibit B: The East Albany Plan will be adopted in its entirety as a supporting document to the comprehensive plan.

Section 2: The Albany comprehensive plan map is hereby amended as shown in Exhibit C, comprehensive plan map amendments. These exhibits, upon the effective date of this ordinance, shall supersede the previous comprehensive plan map designations of the properties whose designation has changed (File CP-01-23).

Section 3: The Albany zoning map is hereby amended as shown in the attached Exhibit D. This exhibit, upon the effective date of this ordinance, shall supersede the previous zoning of the subject properties (Planning File ZC-01-23).

Section 4: The Albany development code text is hereby amended as shown in the attached Exhibit E for the following articles: Article 2: Review Criteria, Article 3: Residential Zoning Districts, Article 4: Commercial and Industrial Zoning Districts, Article 5, Mixed Use Zoning Districts, and Article 22: Use Categories and Definitions. (Planning File DC-01-23).

Section 5: The findings of fact and conclusions included in the staff report and attached as Exhibit F are hereby adopted in support of the decision.

Section 6: A copy of this ordinance shall be filed in the office of the city clerk of the City of Albany and these changes shall be made on the official City of Albany comprehensive plan map and Albany zoning map.

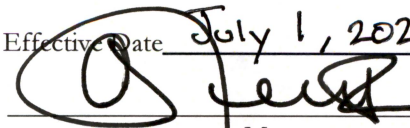
Section 7: A copy of this ordinance shall be filed with the Linn County Assessor's Office within 90 days of the effective date of this ordinance.

Section 8: This ordinance shall take effect July 1, 2023.

Passed by the Council: May 10, 2023

Approved by the Mayor: May 11, 2023

Effective Date: July 1, 2023

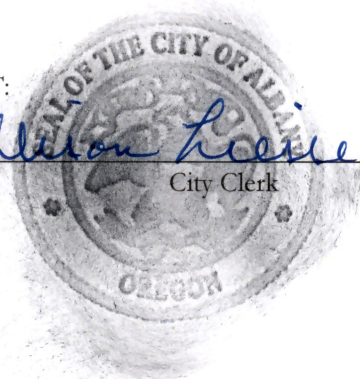


Mayor

ATTEST:



City Clerk



CHAPTER 8: URBANIZATION

GOAL 14: URBANIZATION

[Note: This entire section is new proposed text but is not shown in red underline for ease of reading.]

EAST ALBANY PLAN AREA

BACKGROUND SUMMARY

East Albany represents a key growth area for the City, with a large land base that includes much of Albany's future growth and expansion capacity. Since the 2001 "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, development of neighborhood commercial services and creation of an integrated transportation, parks and trails system has lagged. The East Albany Plan is a fresh look at this key growth area for the City to create a new plan focused on connectivity, transportation choices, housing variety, and vibrant mixed-use and employment centers around the area's natural resources and viewsheds. The project was funded through a grant from the State of Oregon's Transportation and Growth Management (TGM) program, a partnership between ODOT and the Department of Land Conservation and Development (DLCD).

In addition to the following East Albany policies, city-wide goals and policies throughout the Comprehensive Plan also apply in East Albany. Where there is inconsistency, the East Albany policies take precedence over the application of other Comprehensive Plan policies.

GOALS FOR EAST ALBANY

The goals for East Albany are embodied in the Vision Statement:

- East Albany is a vibrant part of the City that contains residential neighborhoods with a wide variety of housing types, significant employers, regional facilities and destinations, medical and other services, and locally-serving commercial areas where residents can meet daily shopping, dining and other needs.
- East Albany provides a network of trails and pathways provides recreation opportunities and transportation connections for residents, visitors, and employees in the area.
- Multi-modal roadways help connect East Albany to the rest of the city and help bring Albany to East Albany, safely connecting transit users, pedestrians, bicyclists, and automobile drivers across the area and to and from the rest of the City.
- East Albany's creeks, wetlands, and other natural areas are protected and enhanced through development; they serve as an open space amenity for the public and help manage stormwater and maintain water quality.

POLICIES FOR EAST ALBANY

LAND USE

1. Establish a development pattern of diverse, connected neighborhoods through an appropriate mix of zoning designations.

2. Provide mixed use village centers and neighborhood nodes that provide a mix of retail, services, employment, and residential uses.
3. Designate a mixed-use neighborhood commercial zone along the future extension of Timber Ridge Road to Highway 20 with higher density residential uses in buildings with commercial uses on ground floors of multi-story structures, providing a significant amount of housing and services within walking distance of apartment or condominium homes.
4. Retain existing low density residential designations in the vicinity of Century Drive while providing opportunities for new commercial and employment uses as well as higher density housing in the vicinity of I-5 and Knox Butte Road.
5. Comprehensive Plan and Zoning Map amendments shall be consistent with the East Albany Land Use Plan provided in Figure 1 and the table below.

East Albany Plan Designation	Comprehensive Plan Map Designations	Compatible Zoning Districts
Employment	Employment	Employment (EMP), Industrial Park (IP), Office Professional (OP)
	Light Industrial*	Light Industrial (LI)*, Industrial Park (IP)
Commercial	General Commercial	Neighborhood Commercial (NC), Office Professional (OP), Community Commercial (CC), Regional Commercial (RC)
Mixed Use Village	Village Center - East	Mixed Use Commercial (MUC), Mixed Use Residential (MUR)
	Neighborhood Village	Neighborhood Commercial (NC), Office Professional (OP), Mixed Use Residential (MUR)
High Density Residential	High Density Residential	High Density Residential (HDR), Medium Density Attached (RMA), Mixed Use Residential (MUR)
Medium Density Residential	Medium Density Residential	Residential Single Dwelling Unit (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR)
Low Density Residential	Low Density Residential	Residential Single Dwelling Unit (RS-6.5, RS-5)
<p><i>* Light Industrial - This Comprehensive Plan designation and zoning district may not be applied to properties in East Albany after July 1, 2023. Properties zoned Light Industrial on June 30, 2023, may remain zoned Light Industrial, including those designated Employment on the Comprehensive Plan map.</i></p>		

TRANSPORTATION

6. Provide a transportation system that provides access, mobility, and safety for all modes of travel and supports anticipated residential and employment growth.

7. Connect residential, employment, commercial, and recreational uses with a functional, safe, and equitable multi-modal transportation system that promotes walking, biking, and transit and supports public health and climate change goals.
8. Focus on improvement of the Knox Butte interchange and the surrounding transportation connections.
9. Explore a variety of strategies, including “people-mover” and public transit facilities, for supporting travel to regional destinations and events in the area such as activities and events at Timber Linn Park, the Expo Center and similar locations, while reducing traffic congestion.

ECONOMIC DEVELOPMENT

10. Support the City’s economic development and employment goals and address barriers to achieving those objectives.
11. Create more opportunities for employment by designating employment land that includes a variety of light industrial and office use types of environments.
12. Designate an amount of employment area to attract larger employment uses.

HOUSING

13. Increase the variety of housing types, densities, and mixed-use developments to accommodate the needs of current and future residents, including housing that is affordable and accessible to all Albany residents at all income levels.
14. Create high density village residential areas to provide an opportunity for high density housing adjacent to new mixed use and employment centers.

NATURAL RESOURCES AND GREENWAYS

15. Protect and improve the area’s watersheds, riparian and wildlife corridors, wetlands, and drainage ways for stormwater functions and to help mitigate and adapt to climate change.
16. Use interconnected natural resource corridors and greenway trail system to provide pedestrian, open space and wildlife connectivity between neighborhoods and help protect scenic vistas and rural character.
17. Create an identity for East Albany as a community with generous, healthy open spaces, integrated neighborhoods, and connections to nature by prioritizing public corridors through greenways.

AESTHETIC AND RECREATIONAL AMENITIES

18. Identify opportunities to provide and enhance aesthetic, recreational, and open-space and amenities, including existing and new parks in the area. Multi-modal access to Timber Linn Park is a key opportunity for this plan.
19. Create attractive gateways into East Albany from I-5 and US 20.
20. Pocket parks and urban gathering spaces shall be located within mixed-use village centers as a public amenity.
21. Community facilities, such as community centers and branch libraries, should be located within village centers.

INFRASTRUCTURE

22. Work with local and regional government partnering agencies to implement a coordinated approach to future annexation and development within the area and ensure that public facilities and infrastructure are sized and designed to serve planned levels of development.

IMPLEMENTATION MEASURES

Land Use

1. Annexation agreements are a tool to implement the East Albany vision, goals and policies. Annexation Agreements are required for all lands proposing to be annexed in the East Albany Plan area to ensure all annexations are in the public interest. The terms of annexation agreements may include, but are not limited to, dedication of land for future public facilities, construction of public improvements, waiver of compensation claims, or other commitments and public benefits deemed valuable to the City of Albany. Annexation agreements are typically recorded as a covenant running with the land.
2. The City may require the submittal of a conceptual master plan as part of the review of proposed annexation agreements. Such master plans are intended to show how a property will be consistent with the East Albany Plan.

Transportation

1. Work with property owners and developers to coordinate street and transportation facility improvements that will serve multiple properties and co-located public facilities.
2. Conduct more detailed planning for all trails along riparian corridors and other off-street trails and opportunities for recreational amenities.
3. Develop a funding strategy for all trails and paths on the Trails Framework.
4. For riparian corridor and wetland crossings, the surface types, feasibility of bridges and boardwalks, seasonal usage, interpretive signage, and minimization of environmental impacts will be considered.
5. Coordinate with Oregon Department of Transportation (ODOT) on US Highway 20 design and improvements and pedestrian crossings over Interstate 5.
6. Coordinate inclusion of trails, paths, and enhanced bike lanes into transportation systems plan and in climate friendly areas.
7. Develop trail designs for application in East Albany.

Natural Resources and Greenways

1. Where creek or tributary crossings are necessary, the City will require designs that minimize impacts (e.g., boardwalks and other permeable surfaces for trails, open bottom culverts).
2. Where appropriate and available, the City will use nationwide permits (under Section 404 of the Clean Water Act) and general permits (under Oregon's Fill and Removal Law) for public trails and similar improvements. These federal and state regulations authorize limited wetland fill actions when legal and programmatic criteria are met. They are a tool for streamlining permitting, while achieving best practices.

SUPPORTING DOCUMENTS AND PLANS

The East Albany Plan prepared by the City of Albany, and a consultant team lead by MIG, is adopted in its entirety as a supporting document to the Comprehensive Plan (Ordinance 60xx).

Map Figures follow this section:

Figure 1. Land Use Plan

Figure 2. Street Framework

Figure 3. Trails, Paths & Bike Lane Framework

Figure 1: Land Use Framework

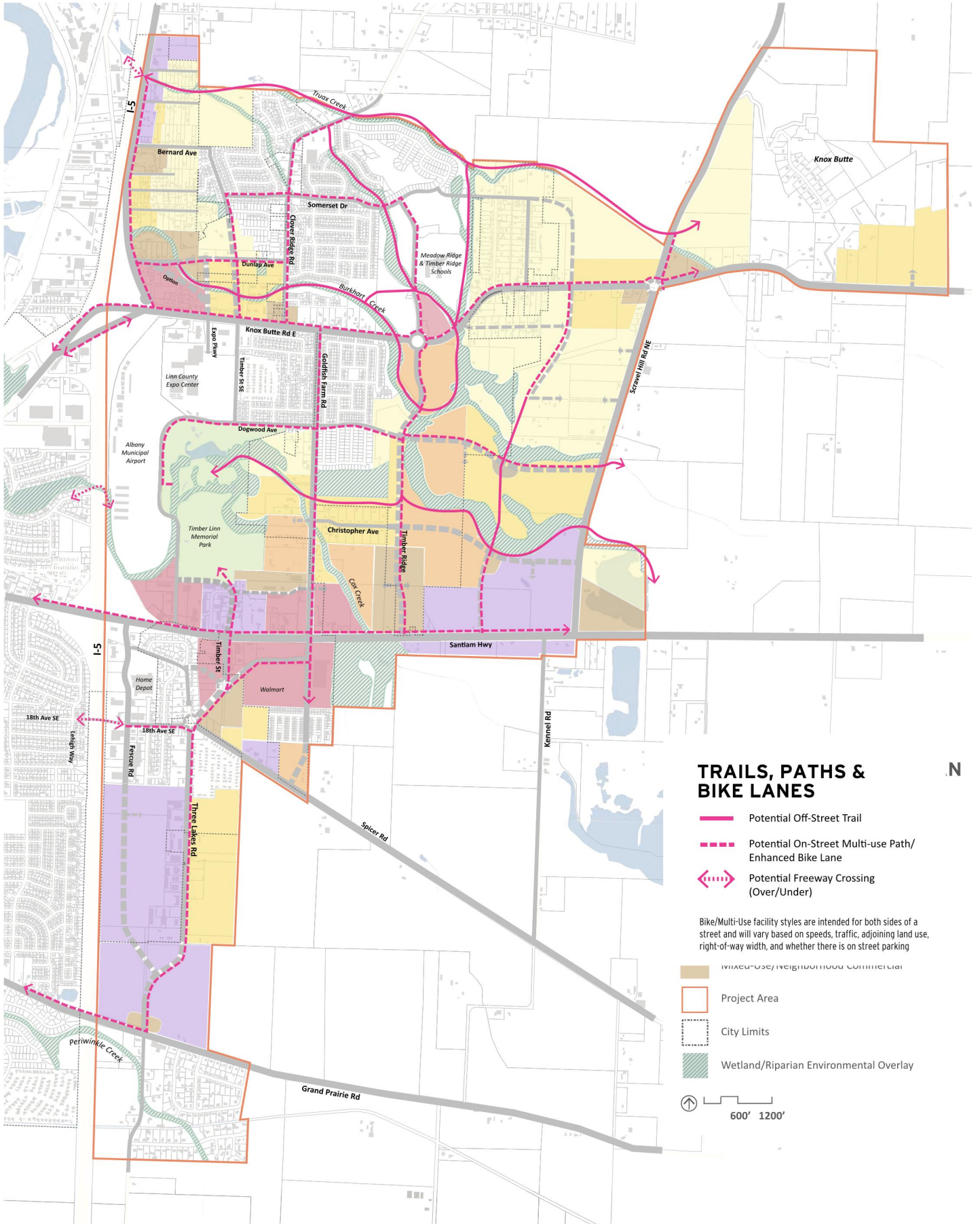
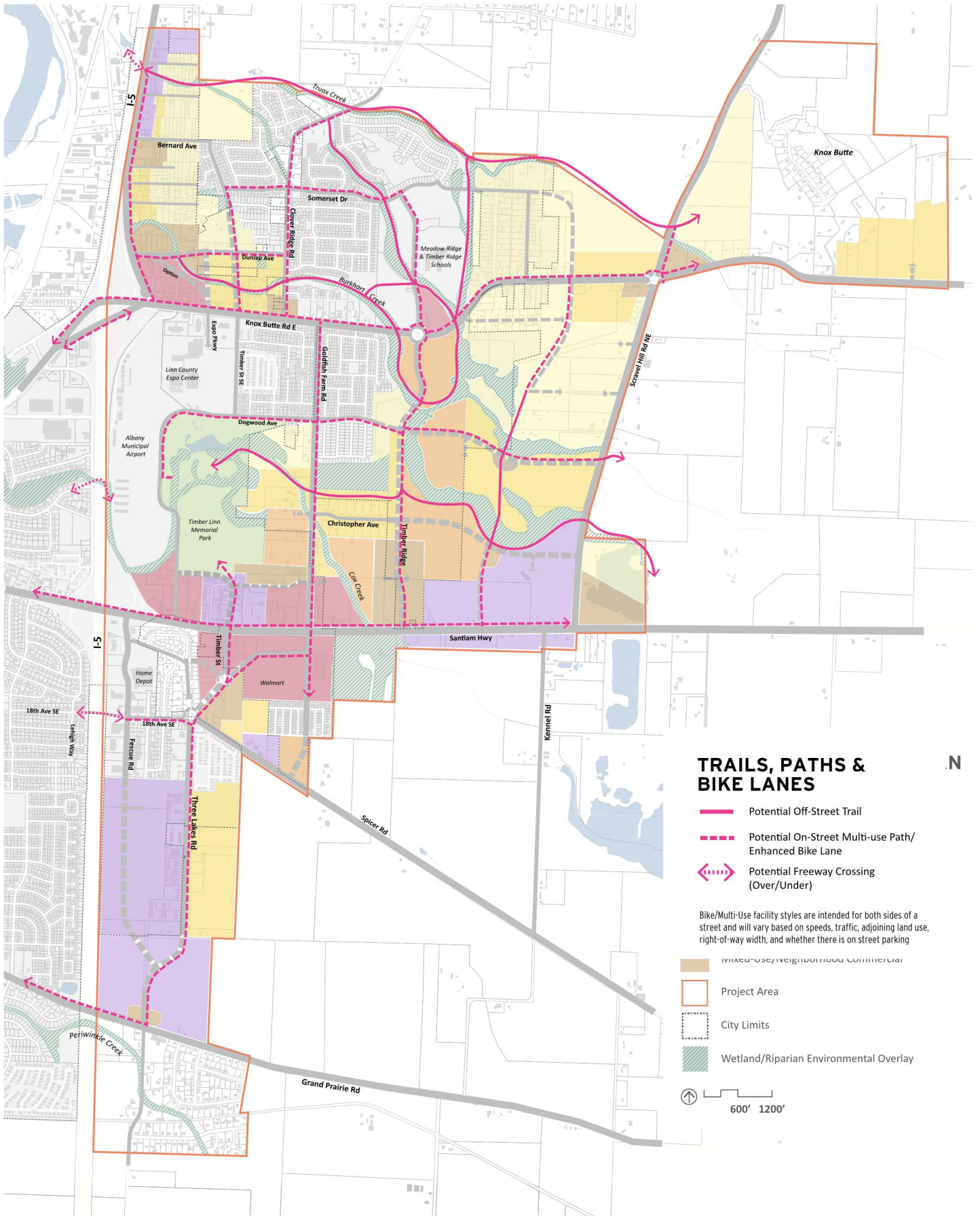


Figure 3: Trails, Paths, and Bike Lanes Framework



CHAPTER 9: LAND USE PLANNING

GOAL 2: LAND USE PLANNING

LAND USE DESIGNATIONS BACKGROUND SUMMARY

COMPREHENSIVE PLAN MAP DESIGNATIONS

The land use designations on the Comprehensive Plan Map (Plate 14) indicate the type, location, and density of land development and redevelopment that will be permitted in the future. The map shows where various kinds of land use activities are appropriate for all areas within the Urban Growth Boundary. Although future development in Albany may never correspond exactly to the Plan Map, the map does show where different kinds of activities are appropriate and directs growth to these areas. The map also identifies potential development opportunities for meeting Albany's housing, commercial, and employment needs.

The Comprehensive Plan Map has five general categories of designations (residential, mixed-use, commercial, industrial, and special uses). Each general category is broken down into more specific categories as described below.
[Ord. 5543, 10/23/2002]

RESIDENTIAL: GENERAL REQUIREMENTS

The two residential plan designations have the following common elements: 1) they provide for the establishment of dwelling units; 2) home occupations are permitted subject to Development Code requirements; 3) Office Professional and Neighborhood Commercial zoning are permitted within all residential Plan designations without a Plan change, but will be subject to rezoning requirements and conformance to special standards; 4) density increase bonuses will be permitted subject to Development Code regulations; and 5) schools, parks, cemeteries, churches, and certain public facilities may also be compatible in the residential Plan designations.
[Ord. 5667, 4/25/2007]

LOW DENSITY RESIDENTIAL (LDR): Identifies areas predominantly suited or used for detached single-dwelling unit and middle housing development. Manufactured home parks may be permitted by Site Plan Review. Cluster housing is permitted in Cluster and Planned Unit Developments with density ranging by zone. (Density as stated is gross density, unless specifically mentioned otherwise.)
[Ord. 5667, 4/25/2007; Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]

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

[Ord. 5667, 4/25/2007; Ord. 5968, 1/14/22]

HIGH DENSITY RESIDENTIAL (HDR): ~~Identifies areas suitable for high-density urban residential development with densities up to 50 dwelling units per acre. A variety of housing types and other compatible uses may be permitted.~~
~~deleted by Ord. 5667, 4/25/07.~~

URBAN RESIDENTIAL RESERVE: Identifies areas between the developed urban area and the Urban Growth Boundary within which a variety of residential zones may be permitted to accommodate all needed housing types without a Plan change. All zoning decisions will be based upon criteria as specified in the Development Code. However, the three following policies which will be utilized in converting Urban Residential Reserve (URR) land to a particular residential zoning classification:

1. The average developed density within the URR designation will be up to 35 units per acre. [Ord. 5667, 4/25/2007]
2. The City will at all times maintain at least a 5-year supply of land designated for low-, medium-, and high-density residential uses.
3. Land within the URR designation will be changed to low- and medium-density Plan designations if such changes are needed to develop accurate 5-year capital improvement plans involving any such area or, in some cases, upon annexation to the City.

In addition to residential uses, it is anticipated that approximately 20 to 50 acres of the Urban Residential Reserve land will be utilized for neighborhood commercial and office professional uses to 2025. Approximately 100 acres will be needed for new school and park sites to 2025.

[Ord. 5667, 4/25/2007]

MIXED USE: GENERAL REQUIREMENTS [Ord. 5543, 10/23/2002]

VILLAGE CENTER: Provides for a mixture of uses to serve nearby neighborhoods. These uses must include retail and residential uses and may include offices, community and personal services, and live-work units. Development within a Village Center will be pedestrian friendly, fit the desired scale and character of nearby neighborhoods and prevent the appearance of strip commercial development. Within the Village Center Plan designation there will be at least two zones. One is a mixed-use commercial zone, the other is a medium- to high-density residential zone that provides a mix of housing choices. Sub-categories of this designation may further specify the compatible zoning districts and intended purpose and character of village centers located in particular areas of the city, such as in East Albany.

In order for additional land to be designated Village Center, applicants must demonstrate the need for the Village Center in a particular location and what residential populations it is intended to serve.

- **Village Center - East:** This designation is specific to the East Albany Plan Area. The Village East designation is considered a sub-category of the Village Center designation; its compatible zoning districts are limited to those identified for the East Albany Plan area. This designation provides for a mixture of uses to serve nearby neighborhoods, including residential uses, retail, office, community and personal services, live-work units, and similar uses. Development within the Village East designation will be pedestrian friendly, fit the desired scale and character of nearby neighborhoods, and prevent the appearance of strip commercial development.

COMMERCIAL: GENERAL REQUIREMENTS [Ord. 5543, 10/23/2002]

NEIGHBORHOOD VILLAGE LIGHT COMMERCIAL: Provides for a mix of residential and limited commercial activities that include smaller scale office professional and neighborhood commercial uses that meet the frequent needs of area residents. This designation is used to provide a buffer between residential and more intensive uses, (such as between the Community Commercial District and the surrounding residential areas) and also to provide neighborhood commercial areas in close proximity to residential areas that fit the character of nearby neighborhoods and easily accessible and pedestrian friendly.

GENERAL COMMERCIAL: Identifies areas for community services to regional commercial establishments, suitable for a wide range of retail sales and service establishments. Aside from recognition of existing commercial corridors, new commercial areas will develop under design guidelines to avoid the continuance of “strip commercial” development in order to more efficiently serve the shopping needs of the community and region.

INDUSTRIAL: GENERAL REQUIREMENTS [Ord. 5543, 10/23/2002]

EMPLOYMENT: Identifies land that allows for a variety of employment opportunities, including larger employers in light industrial, office, and flex-space developments typically designed for multiple use types. Employment uses

may include corporate offices, research and development, creative services, medical campuses, manufacturing, wholesaling, and other accessory, and compatible uses that have minimal environmental effects. Retail uses are allowed but are limited in intensity so as to maintain adequate employment development opportunities.

LIGHT INDUSTRIAL: Identifies areas suitable for a wide range of light industrial uses including corporate offices, research and development, high technology, manufacturing, warehousing, wholesaling, and other accessory and compatible uses that have minimal environmental effects and can conform to the Development Code performance standards for the Industrial Park and Light Industrial Zones.

HEAVY INDUSTRIAL: Provides for most types of manufacturing and processing, storage and distribution, and other types of industrial uses that require large amounts of land in proportion to the number of employees and are potentially incompatible with most other uses but comply with the development and environmental standards of the Development Code.

PLAN MATRIX

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

It should be noted that the listing of a zoning district as compatible does not mean that the referenced zone can automatically occur anywhere in the specified Plan designation. For example, a number of commercial zones (Neighborhood Commercial, Community Commercial, etc.) are compatible with the General Commercial Plan designation, but which zone should be used in a particular area depends on the location and characteristics of the site and the need for the uses allowed in that zone.

Districts not listed in the table as compatible zoning districts for a particular Comprehensive Plan designation require both a zone change and a Comprehensive Plan change. [Ord. 5543, 10/23/2002]

PLAN DESIGNATION ZONING MATRIX

Plan Designation	Compatible Zoning Districts
<u>Employment*</u>	<u>Employment (EMP), Industrial Park (IP), Office Professional (OP)</u>
Light Industrial	Industrial Park (IP), Light Industrial (LI)*, Transit District (TD)
Heavy Industrial	Light Industrial (LI), Heavy Industrial (HI)
General Commercial	Neighborhood Commercial (NC), Office Professional (OP), Community Commercial (CC), Regional Commercial (RC)
Light Commercial- Neighborhood Village	Neighborhood Commercial (NC), Office Professional (OP), <u>Mixed Use Residential (MUR)</u>
Village Center	Historic Downtown (HD), Downtown Mixed Use (DMU), Central Business (CB), Lyon-Ellsworth (LE), Elm Street (ES), Main Street (MS), Pacific Boulevard (PB), Waterfront (WF), Mixed-Use Commercial (MUC), Mixed-Use Residential (MUR), Residential Medium Density (RM), Office Professional (OP), Community Commercial (CC)
	<u>Village Center - East (East Albany Plan Area only): Mixed Use Commercial (MUC), Mixed Use Residential (MUR)</u>
High Density Residential	<u>High Density Residential (HDR), Medium Density Attached (RMA), Mixed Use Residential (MUR)</u> Deleted by Ord. 5667, 4/25/07
Medium Density Residential	Residential Single Dwelling Unit (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Neighborhood Commercial (NC)
Low Density Residential	Residential Single Dwelling Unit (RS-10, RS-6.5, RS-5), Hackleman Monteith (HM), Residential Reserve (RR), Office Professional (OP), Neighborhood Commercial (NC)
Urban Residential Reserve	Residential Single Dwelling Unit (RS-10, RS-6.5, RS-5), Residential Reserve (RR), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR), Office Professional (OP), Neighborhood Commercial (NC)
Public & Semi-Public	All zones
Open Space	Open Space (OS)

*Light Industrial – Properties in the East Albany Plan area that were zoned Light Industrial on June 30, 2023, may remain zoned Light Industrial, including those designated Employment on the Comprehensive Plan map.

[Ord. 5543, 10/23/2002; Ord. 5667, 4/25/2007; Ord. 5895, 10/14/17; Ord. 6004, 12/28/22]



East Albany Plan

ADOPTED MAY 10, 2023



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MAY 10, 2023



Executive Summary

East Albany represents much of the Albany community's future growth and expansion. In the two decades since the original "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, more is needed to create the kind of community that Albany desires there in the future.

In the future, East Albany is envisioned to be a vibrant area that contains walkable and diverse residential neighborhoods and mixed-use areas with a variety of housing types for households of all incomes, significant employers, locally-serving commercial areas and regional facilities and destinations.

The area will include a network of trails to provide recreation opportunities and transportation connections for residents, visitors, and employees in the area, while a safe and accessible multi-modal network connects transit users, pedestrians, bicyclists, and automobile drivers across the area and to the rest of the City.

Its creeks, wetlands, and other natural areas are protected and enhanced through development; they serve as an open space amenity, provide critical habitat, help manage stormwater and maintain water quality, and help mitigate the impacts of climate change.

This East Albany Plan articulates that vision and the steps needed to achieve it. It describes future development of a mix of new and redeveloped areas for housing, jobs, parks, trails, schools, and other needed facilities, along with a transportation system that connects the area and allows for a full range of ways to travel.

This Plan has been prepared through a collaborative process involving City staff, a consulting team, a broad range of City advisors and decision-makers, and extensive guidance from property owners and the community at large.

MAY 10, 2023



Key Elements of the Plan



A mix of older residential neighborhoods, new single-family and multi-family homes, and mixed use areas that include a combination of housing, businesses and gathering places that serve surrounding residents and neighborhoods – in other words, a collection of varied, walkable neighborhoods oriented to adjacent or nearby shops, restaurants and other businesses.



Numerous opportunities for new jobs and existing businesses. These will include larger scale employment areas along Three Lakes Road and Highway 20, as well as mixed use centers at Timber Ridge/Highway 20, Spicer Road/Timber Street, Scrael Hill/Knox Butte, and other select locations that provide retail and services for residents and visitors.



A network of trails, pathways, and enhanced sidewalks connecting homes to nearby business, schools and park, as well to regional destinations like Timber Linn Park.



New and improved roadways that do a more effective job of managing automobile and truck traffic and also provide better opportunities for people to walk, bike, or use transit for their travel needs.



Parks and schools that will serve new residents as the area continues to grow and develop.



Improvements to city infrastructure, such as water, wastewater, and stormwater facilities, including major water and wastewater lines, reservoirs and pump stations. Plans for these facilities address new growth projected for the area, while building on the City's existing master plans for these facilities.

The remainder of this plan describes these elements in more detail, culminating in a detailed Action Plan that sets the stage for future implementation of the Plan.

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Chapter 1

Introduction and Context

Vision Statement

East Albany is a vibrant part of the City that contains walkable and diverse residential neighborhoods and mixed-use areas with a variety of housing types for households of all incomes, significant employers, locally-serving commercial areas and regional facilities and destinations.

A network of trails and pathways provides recreation opportunities and transportation connections for residents, visitors, and employees in the area, while a safe and accessible multi-modal network connects transit users, pedestrians, bicyclists, and automobile drivers across the area and to the rest of the City.

East Albany's creeks, wetlands, and other natural areas are protected and enhanced through development; they serve as an open space amenity provide critical habitat, help manage stormwater and maintain water quality, and help mitigate the impacts of climate change.

Planning the Future of East Albany

East Albany has a large land base that represents much of the community's future growth and expansion. In the two decades since the original "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, development of neighborhood commercial services and creation of an integrated system of roads, parks, and trails has lagged.

The East Albany Plan is a fresh look at this key growth area for the City that focuses on providing connectivity, transportation choices, housing variety, and vibrant mixed-use and employment centers around the East Albany's natural resources and viewsheds.

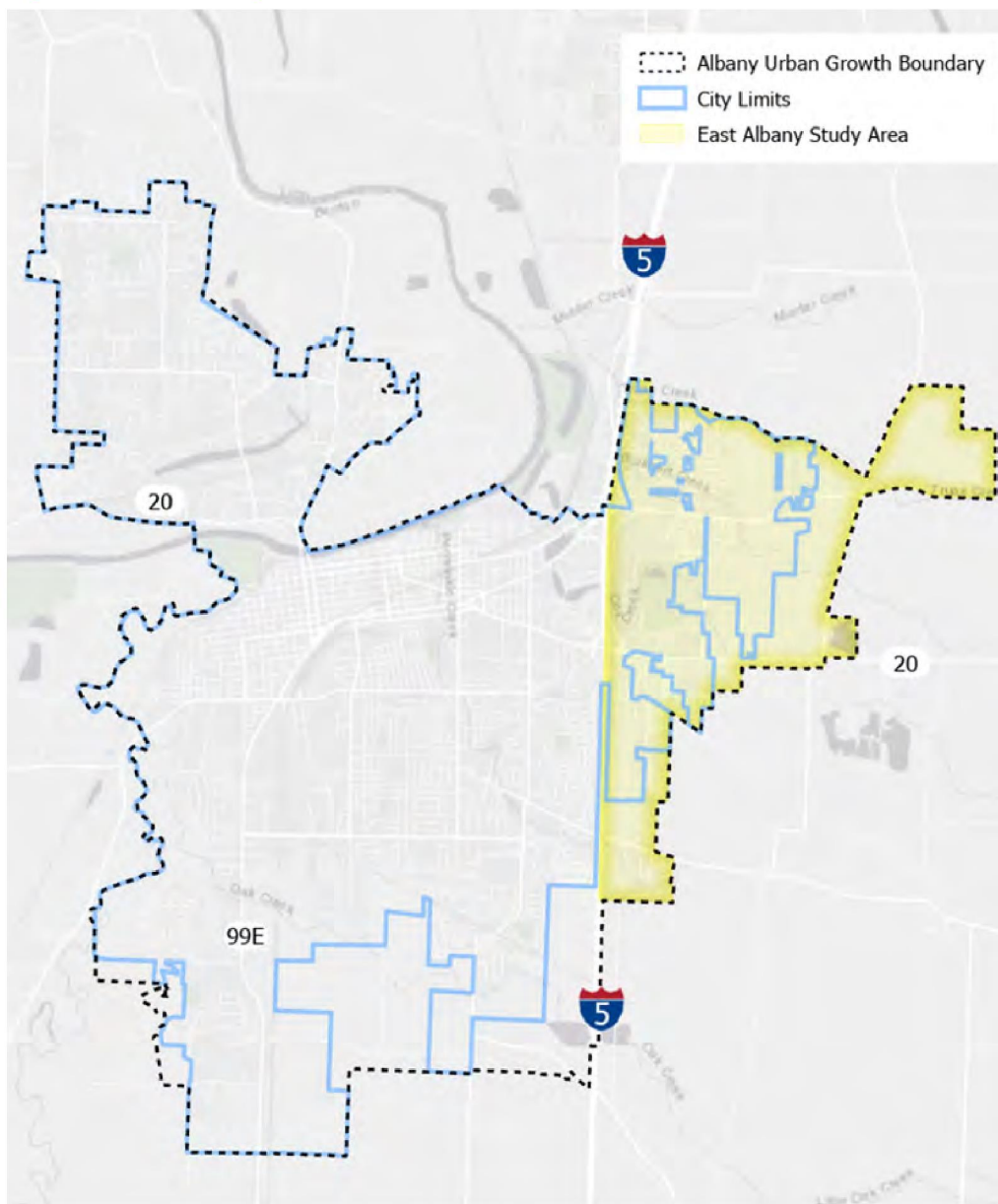
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Study Area

This project addresses the area shown in Figure 1. It includes all of the land within the Albany Urban Growth Boundary (UGB) east of Interstate 5 (I-5) and totals about 2,800 acres. The City's largest park, Timber Linn Park, the Albany Municipal Airport, and the Linn County Fair and Expo Center are located in the western portion of the Study Area near I-5. Most commercial development in East Albany is along US 20 or near I-5 and has a regional draw (Walmart, Home Depot, car sales) or caters to travelers. A collection of properties zoned Regional Commercial adjacent to the Knox Butte I-5 interchange remain underdeveloped with low-density residential uses. Recent development has included both traditional residential neighborhoods with single-family homes, as well as more recent development of apartments.

Figure 1. East Albany Area





East Albany Plan Goals

The following goals were established by the project’s advisory committee, with input from the Albany City Council, Planning Commission and the public.

1. Establish a development pattern of diverse, connected neighborhoods, services, and amenities through an appropriate mix of zoning designations.
2. Connect residential, employment, commercial, and recreational uses with a functional, and safe and equitable multi-modal transportation system and that promotes walking, biking, and transit and supports public health and climate change goals.
3. Provide a transportation system that provides access and mobility for all modes of travel and supports anticipated residential and employment growth.
4. Support the City’s economic development and employment goals and address barriers to achieving those objectives.
5. Increase the variety of housing types, densities, and mixed-use developments to accommodate the needs of current and future residents, including housing that is affordable and accessible to all Albany residents at all income levels.



Example of a mixed-use development, featuring apartments over commercial uses and generous public spaces.



Example of a mixed-use development, featuring apartments over commercial uses



Townhouses with a public green adjacent to a community bike path



Example of an apartment development next to a restored creek and wetland corridor



Example of high-density multi-family development, enclosing a courtyard with public gathering spaces.



Example of a triplex, a residential pattern called "Middle Housing" that is increasingly popular



Example of an apartment development with a landscaped courtyard



Smaller scale retail and dining uses with outdoor seating



This example, in Hillboro, shows a mixed-use "main street" situated perpendicular to a busy arterial like Highway 20. Parking is placed behind buildings and density transitions down from this main street towards sit-

East Albany will contain a range of existing and new neighborhoods, with a variety of housing types.

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6. Protect and improve the area’s watersheds, riparian and wildlife corridors, wetlands and drainage ways as habitat areas and for stormwater functions to help mitigate and adapt to climate change.
7. Use interconnected natural resource corridors and greenway trail system to provide pedestrian, open space, and wildlife connectivity between neighborhoods and to help protect scenic vistas and rural character.
8. Identify opportunities to provide and enhance aesthetic, recreational, and open-space amenities, including existing and new parks in the area. Multi-modal access to Timber Linn Park is a key opportunity for this plan.
9. Create attractive gateways into Albany from I-5 and US 20.
10. Work with local and regional government partnering agencies to implement a coordinated approach to future annexation and development within the area and ensure that public facilities and infrastructure are sized and designed to serve planned levels of development.
11. Identify a strategy for implementation, including short-term and long-term measures and funding sources the City can take that will help achieve its goals for Project Study Area.



Flexible light industrial buildings can accommodate a wide range of businesses at a variety of scales.



Light industrial and office building in East Albany study area



Corporate campus with gathering spaces as amenities for employees



Flexible warehouse with stormwater planters and bike infrastructure integrated in parking areas



Employment areas should include sidewalks to enable employees to walk to work and generous landscape



Light industrial and office facilities can take advantage of the natural creek corridors and water features in East Albany

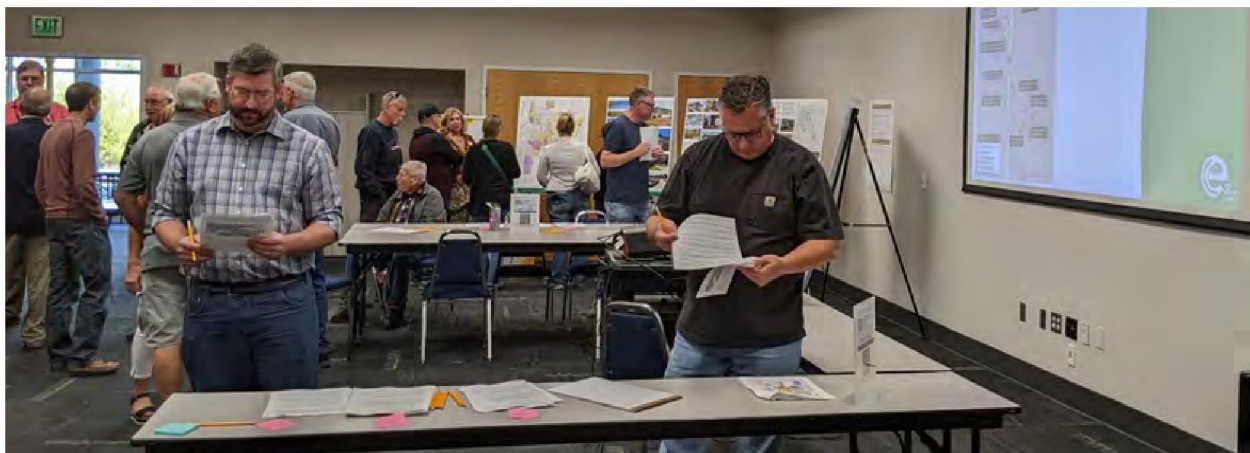
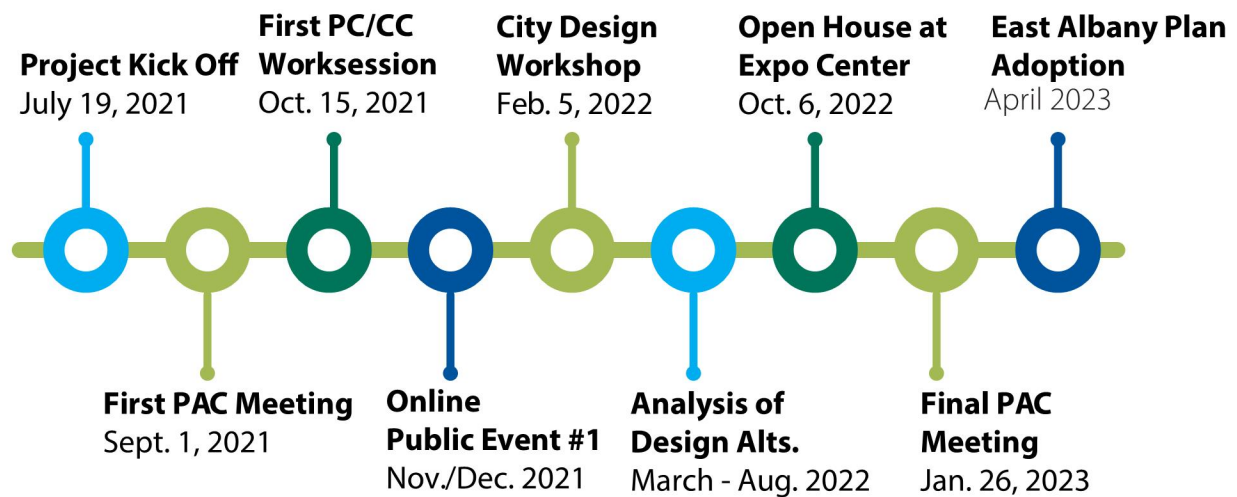


Chapter 2 Planning Process

Process

This plan was developed over nearly two years through the process described in Figure 2. Phase 1 established the overarching vision and goals for the East Albany area, Phase 2 analyzed various alternatives for land uses and transportation options in the area, and Phase 3 included refinements and detailed planning for the preferred land use alternative.

Figure 2. East Albany Plan Process Diagram



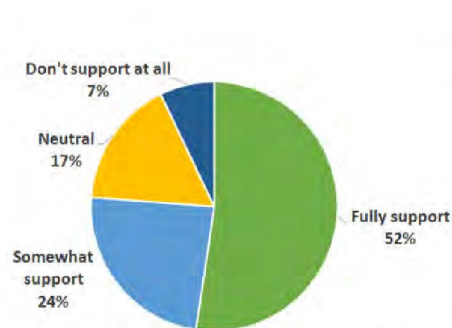
Attendees at the second open house provided feedback on land use scenarios.



Community Engagement

In preparing this Plan, the City and its consulting team implemented a robust community engagement program. Activities included the following:

- Focus group meetings.** The City conducted three sets of focus group meetings with residents, property owners, businesses, and community leaders at key project milestones. These meetings were instrumental in identifying key planning issues and providing feedback on initial planning concepts.
- Project Advisory Committee (PAC).** The City appointed a technical committee with representation from Greater Albany Public Schools, Albany Bike/Pedestrian Committee, Cascades West Council of Governments, Oregon Department of Transportation, Linn County, real estate, property owners, and City public works and parks and recreation departments. Six PAC meetings were held throughout the various phases of the project. The PAC’s role was to review all project deliverables and community input and provide guidance to the city and consultants.
- One-on-one meetings with businesses and property owners.** The City met with a variety of business and property owners to consider their concerns and suggestions regarding recommendations related to specific individual properties and improvements.

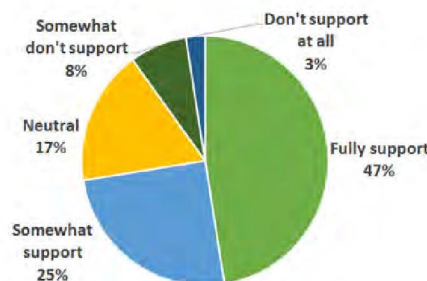


What is your level of support for the East Albany vision?



Left: Input on the draft project vision and goals from the first open house.

What is your level of support for the project goals?



Above: Mayor’s welcome message from the Online Open House.

Chapter 3

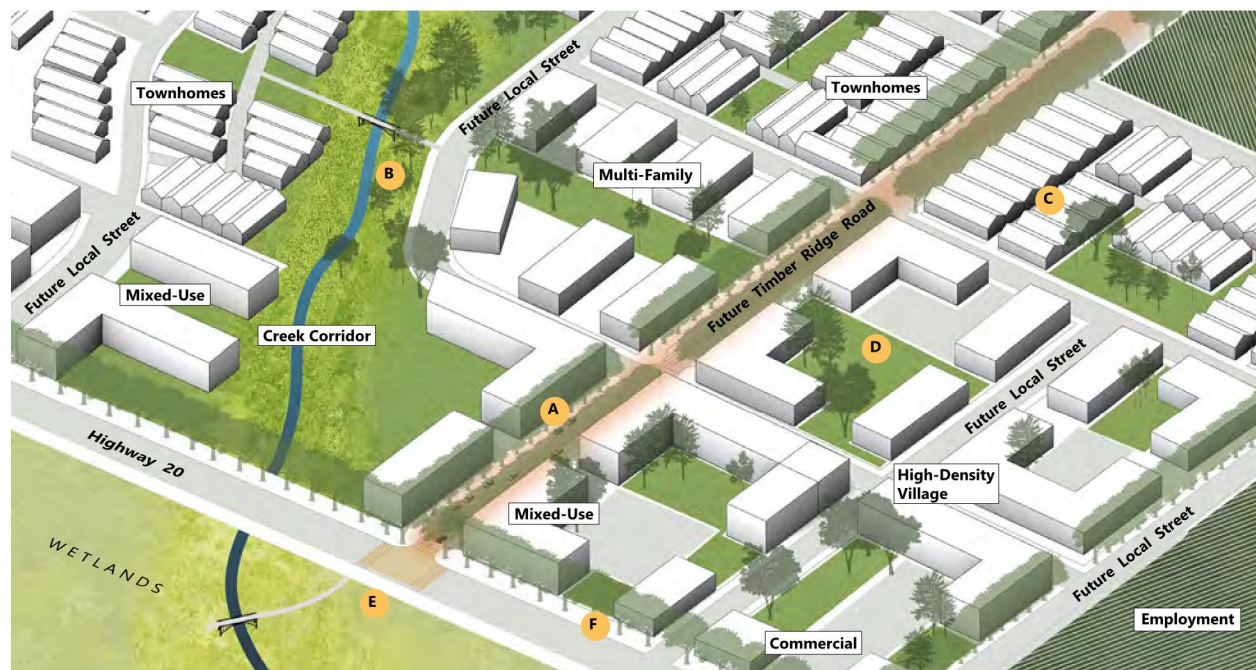
Land Uses

Land Use Concept

The East Albany Plan land use concept is shown in Figure 3. The concept was developed with input from the public, property owners, and City staff and decisionmakers and underwent an extensive, iterative process of developing initial scenarios, evaluating them, selecting a preferred plan and then identifying several rounds of refinement. The proposed land use plan includes:

- Mixed use neighborhood and village centers along corridors to connect residents with services, shopping, and activities.
- A connected greenway system providing multi-modal transportation between neighborhoods and employment.
- Significant employment areas along Highway 20 and in the southern portion of the East Albany area.
- Retains low density residential areas and adds opportunities for medium and higher density residential uses near mixed use, commercial and employment land.
- Adds commercial, residential, and mixed use opportunities near Spicer Road and Goldfish Farm Road.

Figure 3. Conceptual diagram of residences on a Main Street



- A** Mixed-use 'Main Street' with wide sidewalks, on-street parking and tree canopy
- B** Greenway with restored creek, multi-use trails, bridge crossings and public street frontage
- C** Density Transitions away from Mixed Use Main Street
- D** Courtyards for gathering spaces, landscape and parking (reduced in climate-friendly area)
- E** Signalized node with safe pedestrian crossings, wide sidewalks & access to wetlands
- F** Improvements to Highway 20 frontage with sidewalks and new commercial buildings



Land Use Districts

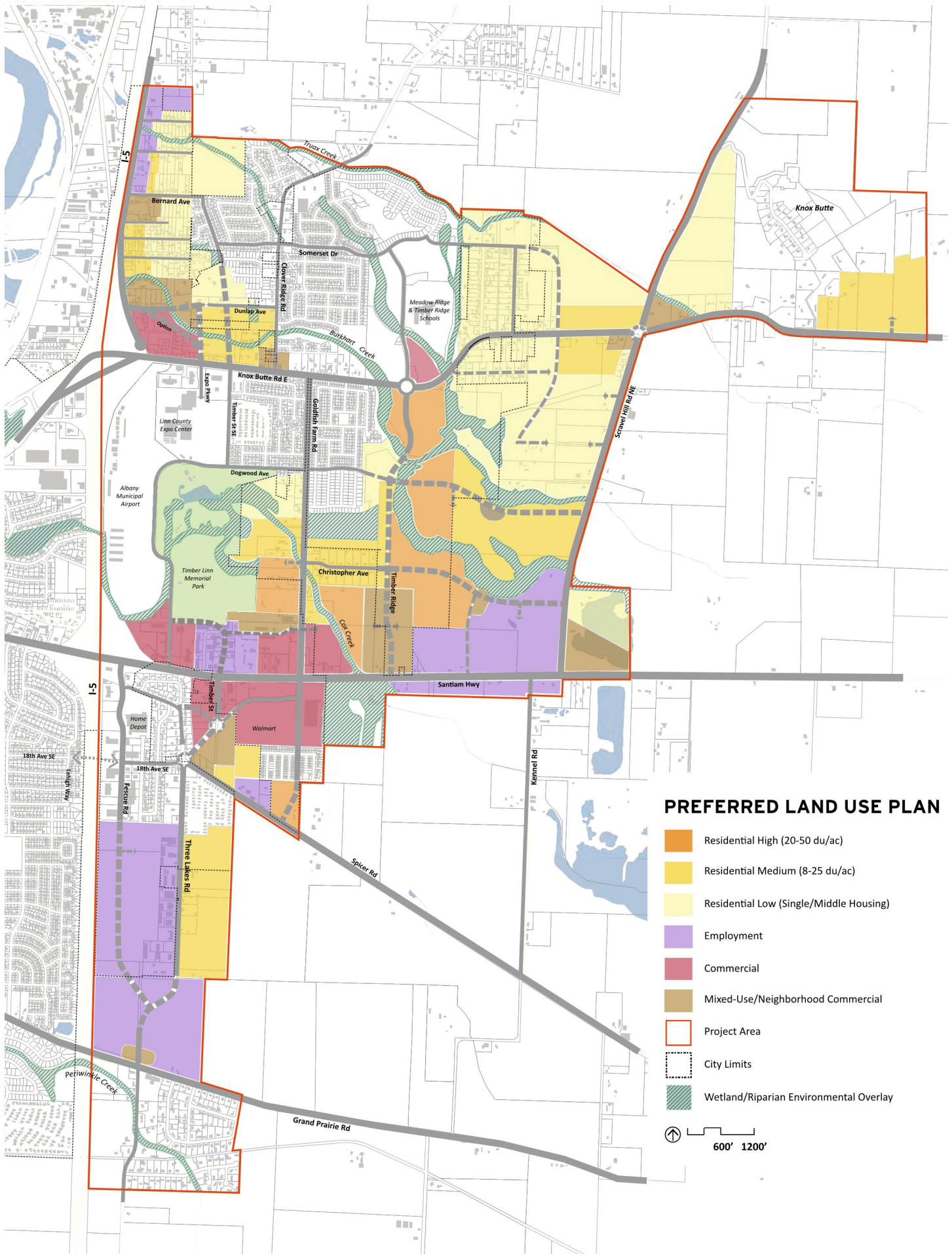
Table 1 describes the concepts shown in Figure 4, along with the implementing comprehensive plan and zoning designations and a summary of the allowed uses within those districts.

Table 1. Description of Preferred Land Use Concept

Land Use Concept	Comprehensive Plan Designations	Zoning Designations	Uses
Residential High	Residential High Density	High Density Residential (HDR), Medium Density; Attached (RMA), Mixed Use; Residential (MUR)	Residential and mixed use buildings up to 50 units per acre
Residential Medium	Residential Medium Density	Residential Single Dwelling Unit (RS-5), Residential Medium Density (RM), Residential Medium Density Attached (RMA), Mixed Use Residential (MUR)	Residential uses up to 35 units per acre
Residential Low	Residential Low Density	Residential Single Dwelling Unit (RS-6.5, RS-5)	Detached single and middle housing dwelling units
Employment	Employment	Employment(EMP), Industrial Park (IP), Office Professional (OP)	Manufacturing, light industrial uses, offices, limited commercial
	Light Industrial*	Light Industrial (LI)*, Industrial Park (IP)	
Commercial	Commercial General	Neighborhood Commercial (NC), Office Professional (OP), Community Commercial (CC), Regional Commercial (RC)	Retail and services at a range of scales.
Mixed-Use/ Neighborhood Commercial	Village Center – East	Mixed Use Commercial (MUC); Mixed Use Residential (MUR)	Residential, retail, office, community and personal services.
	Neighborhood Village	Neighborhood Commercial (NC), Office; Professional (OP), Mixed Use Residential (MUR)	

** Light Industrial - This Comprehensive Plan designation and zoning district may not be applied to properties in East Albany after July 1, 2023. Properties zoned Light Industrial on June 30, 2023, may remain zoned Light Industrial, including those designated Employment on the Comprehensive Plan map.*

Figure 4. East Albany Plan Land Use Concept



PREFERRED LAND USE PLAN

- Residential High (20-50 du/ac)
- Residential Medium (8-25 du/ac)
- Residential Low (Single/Middle Housing)
- Employment
- Commercial
- Mixed-Use/Neighborhood Commercial
- Project Area
- City Limits
- Wetland/Riparian Environmental Overlay

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Comprehensive Plan Designations

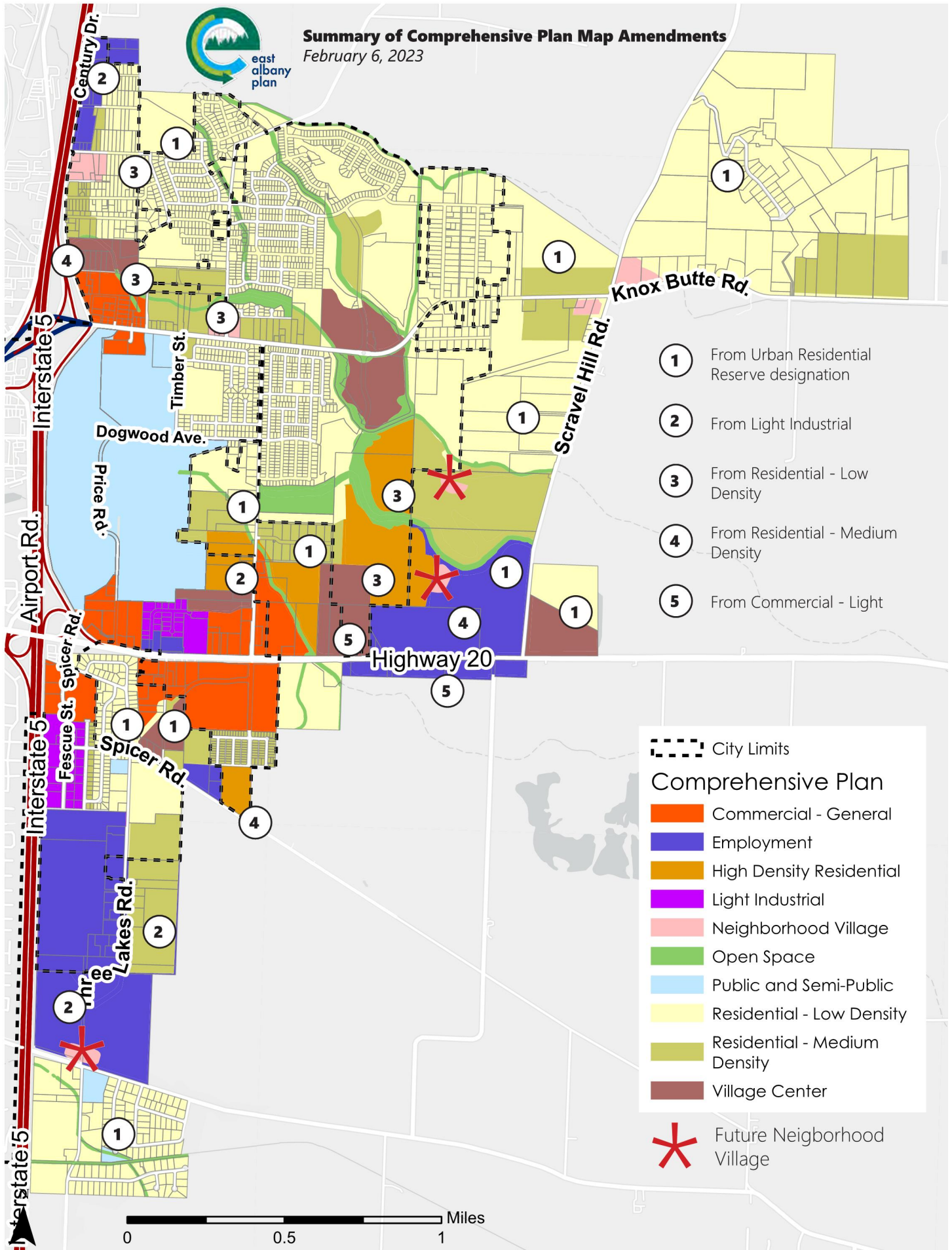
Land use within the City's UGB is subject to the City's comprehensive plan. The comprehensive plan designations that would implement the land uses proposed in the East Albany Plan are shown in Figure 5.

As part of the planning process, the City will add references to and area-specific policies for the East Albany Plan to the urbanization section of the Comprehensive Plan, along with several additional text amendments to implement the land use plan concepts. In addition, a new Employment designation is proposed and the High Density Residential designation is being revived. The Comprehensive Plan and Plan Map will be updated to include those designations.

Zoning

Properties within the Albany city limits have a City zoning district designation which must be consistent with their Comprehensive Plan designation. As part of this planning effort, the City proposes to change the zoning of a few properties to be compatible with the East Albany land use plan concepts and the Comprehensive Plan designations. In addition, the new Employment and High Density Residential zones are proposed to be added to the Zoning map and the Albany Development Code. In the future, areas within the East Albany Plan area but currently outside the City limits are expected to be annexed into the City. At that time, a zoning designation would be applied to those areas, also consistent with the proposed new Comprehensive Plan designations and the East Albany land use plan. The annexation process is described further in Chapter 7.

Figure 5. Comprehensive Plan Designations



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Residential Uses

East Albany contains a mix of older neighborhoods, new single-dwelling and multi-dwelling construction, and land planned for future residential growth. This plan aims to create a collection of varied, walkable neighborhoods around sites of commercial activity.

The greatest concentration of new residential growth will be along the extension of Timber Ridge Road, transitioning to lower intensity residential to the east and employment uses along Highway 20.



A cottage cluster development with a gathering in the central courtyard.



Example of an apartment development next to a restored creek and wetland corridor.



Example of a triplex, a type of "Middle Housing" that is increasingly popular.



Townhouses with a public green space adjacent to a community bike path.



Example of mixed-use development with apartments over commercial uses like stores and restaurants.

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Employment Uses

East Albany contains a significant amount of the City's employment land, as well as sites for highway-oriented commercial and nodes of neighborhood commercial activity. Land along Three Lakes Road and along Highway 20 is identified for large scale employment uses, while mixed use nodes at Timber Ridge/Highway 20, Spicer Road/Timber Street, Scrael Hill/Knox Butte, and other select locations provide retail and services for residents and visitors.



Light industrial and office facilities can take advantage of natural features in East Albany.



A 'green manufacturing' facility with careful site planning and renewable energy.

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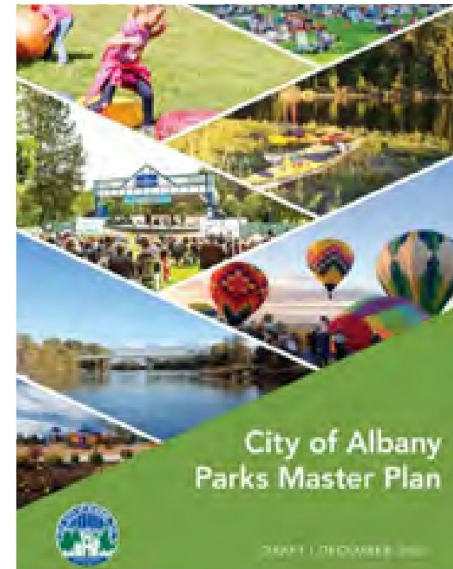
Chapter 4

Parks, Trails, and Open Space

The vision for East Albany includes a system of parks, trails, and open spaces connecting neighborhoods and preserving natural stream corridors. The City recently adopted a Park System Master Plan which will direct investments to implement parks goals citywide, as well as in East Albany.

Timber Linn Park

Timber Linn Memorial Park is an exceptional resource for city and residents in East Albany. Located between the Albany Airport and Cox Creek, the park provides a large grassy amphitheater with a waterfront stage, two large covered pavilions, plenty of space for large community events. The park also provides soccer and softball fields, a playground, and Veterans' memorial. Timber Linn Dog Park was added to the northeast end of the park, close to residential developments.



Planning for other Community Parks and Neighborhood Parks

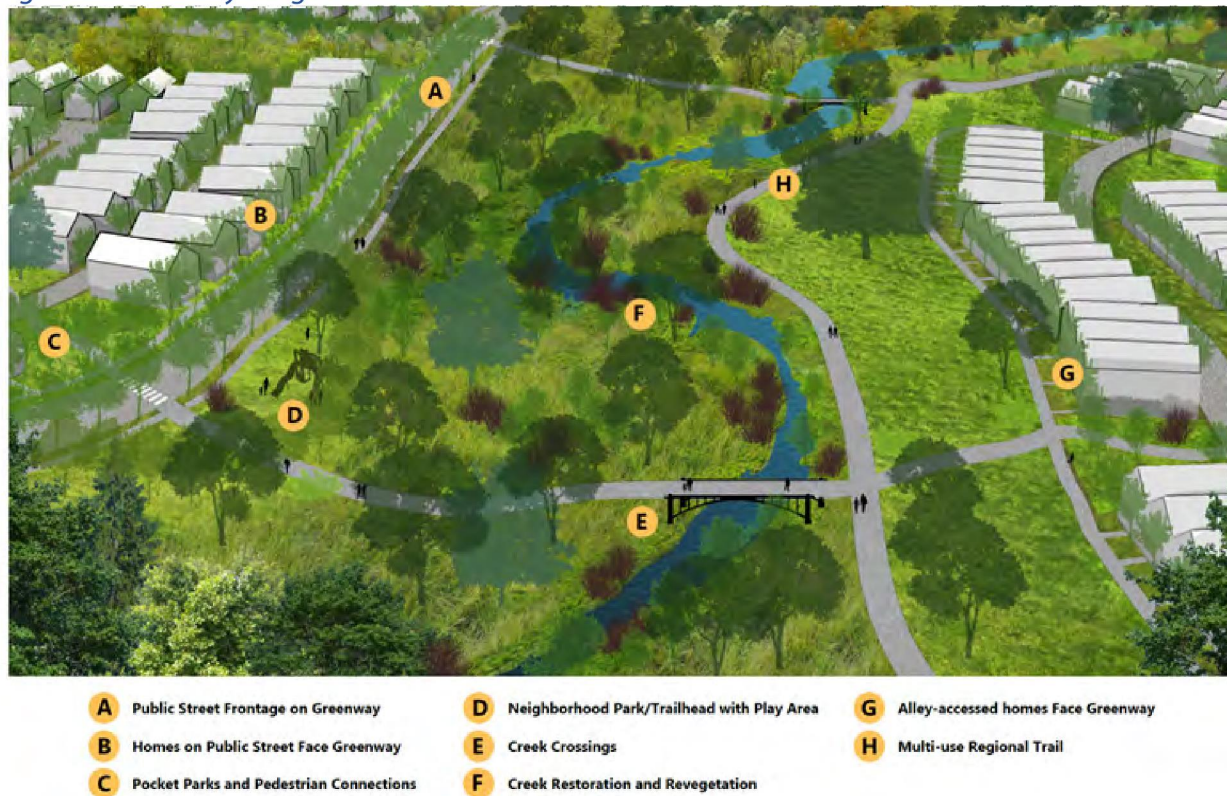
The 2021 Parks Master Plan (PMP) includes development of Timber Ridge Neighborhood Park, located between Meadow Ridge and Timber Ridge schools. The plan for the park has been developed, and the first phase construction is anticipated summer of 2023. Development of the Timber Ridge property will provide a local park with play equipment within walking distance to many new neighborhoods in East Albany.

The master plan identifies three areas East of I-5 outside the city limits for potential park locations to serve future residential growth, including a trail connecting the Timber Ridge schools to Timber Linn Park. Other park and recreation master planning priorities and goals are described later in this chapter.

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Figure 6. Greenway Diagram

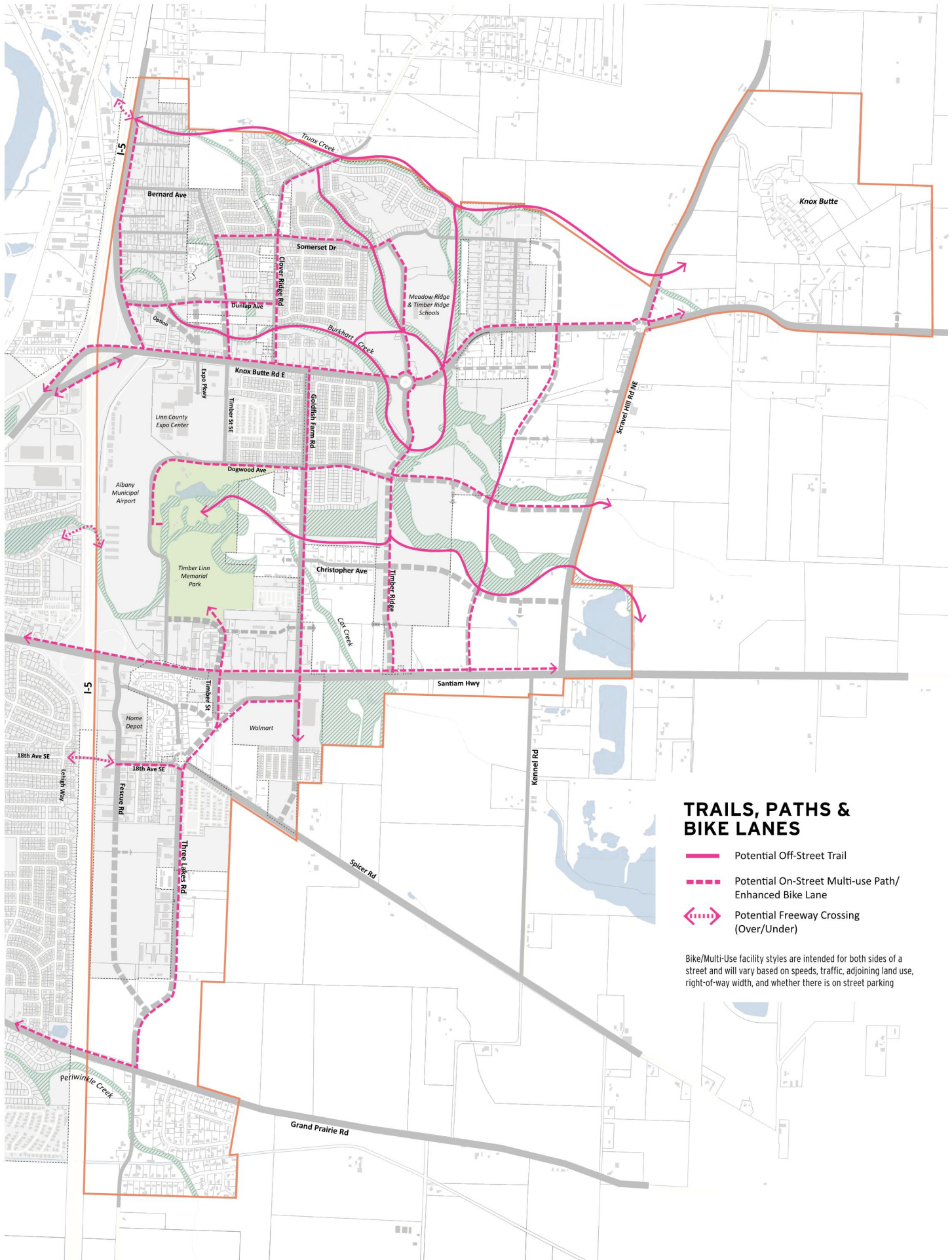


Greenways and Trail Corridors

Public input for the Parks master plan identified the popularity of and desire for more trails and pathways as walking/biking is the top activity people would like to see more of. Building more trails and paths was ranked as the second most important funding priority by the public. The Parks plan identifies a trail and enhanced sidewalks connecting the neighborhoods to the schools to Timber Linn Park.

The study area includes a number of streams that generally flow in a northwesterly direction towards the Willamette River. Over time, these creeks have often been channelized and native vegetation has been removed through agricultural activity. But as new development occurs near these streams, protective riparian buffers will be applied, which should result in a wide, vegetated corridor that improves stream health. These corridors have great potential to enhance habitat but they can also serve as residential amenities as well as trail corridors, particularly creating connections between neighborhoods and schools (Figure 6). As new neighborhoods continue to be built in East Albany, development standards can encourage new development that faces these green corridors and activates them with trails and pocket parks, instead of ‘walling’ them off with rear yard fences, which can contribute to making these areas feel more privatized and inaccessible. As shown in the demonstration plan in Figure 6, these public corridors will create an identity for East Albany as a community with generous, healthy open spaces, integrated neighborhoods, and connections to nature.

Figure 7. East Albany Trails and Pathways



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New development facing a restored creek greenway, with natural play areas and trails providing a visual amenity for neighbors



Example of a townhome development integrated with adjacent public open space.



Example in North Bethany Oregon, of new development facing a restored creek greenway, with a bridge crossing and trails providing connectivity between several neighborhoods.



Existing Timber Linn Park, at the center of the study area.

Other Parks and Gathering Spaces

In addition to creating trails, greenways and linear parks, the City will need to continue to develop other parks and recreation facilities to serve future new residents and workers in the area. The City's Parks Master Plan (PMP) guides development of these facilities, and identifies a variety of city-wide park and recreation needs and opportunities, which also apply in East Albany. These include:

- **Link Parks and Community Destinations with Trails.** Off-street trails and enhanced sidewalk connections will build loops and connections between parks, schools, downtown Albany, and the riverfront.
- **Support Health, Sport, and Fitness.** New park locations are opportunities to add sports fields and practice space, which are an identified need in Albany.
- **Coordinate Planning over the Long-Term.** Implementation of the PMP will require coordination with several City initiatives, the City's Transportation System Plan (TSP) and an Americans with Disabilities Act (ADA) Transition Plan to ensure the success of the park system.

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In addition, the Park Master Plan identifies priority types of facilities and activities to focus on within new parks or enhancements to existing parks.

- Make play area enhancements
- Add new amenities
- Develop new parks
- Renaturalize areas
- Develop additional sport courts

Figure 8. Top Five Types of Recommended Park Improvements, 2021 Albany Parks Master Plan



These strategies and recommendations should be implemented in East Albany as new areas are developed with housing and employment and as parks and recreation facilities are developed to serve them. In addition, the City should encourage development of public and private spaces for people to gather as part of development of residential and mixed use areas. These may include small outdoor seating areas, public plazas, benches and other amenities associated with new trails and greenways, and spaces which can be used for events and activities.

The East Albany Plan has not identified specific locations for individual parks or the number of parks that are likely to be needed in the future. However, the levels of service identified in the City's Park and Recreation System Plan can guide the City and development partners in determining appropriate park needs in newly developing areas. Additional action-planning strategies are found in Chapter 7 of this Plan and in the Parks Master Plan.



Chapter 5

Multimodal Transportation

This plan envisions a connected transportation system that provides safe, convenient, and efficient travel for all road users. Major roadways will deliver passengers and freight, while neighborhood routes and off-street trails will provide bicycle and pedestrian connectivity throughout the area and links to the rest of the City.

Interstate 5 and Interchange Upgrades

The Oregon Department of Transportation (ODOT) has identified the need for changes to the interchange at I-5 and Knox Butte in order to reduce congestion and improve safety along the I-5 corridor. While updates to the interchange have not been designed in detail, and funding for the improvements has not yet been identified, several changes to the surrounding street system will be needed to accommodate eventual buildout.

Arterial Streets

Arterials represent the highest class of city street. These roadways are intended to serve higher volumes of traffic, particularly through higher speeds. US Highway 20 (also known as Santiam Highway) is a principal arterial in East Albany, connecting to Downtown Albany and locations beyond the city. Goldfish Farm Road, Scrael Hill, Knox Butte, Three Lakes, and Grand Prairie Rd. are classified as minor arterials.

Figure 10 depicts the recommended cross-section of US-20, with sidewalks, planter strips, and a buffered bicycle lane in each direction, in addition to automobile travel lanes and a center turn lane. This design will provide greater safety, access, and comfort for pedestrians and people riding bicycles. The details of the design will vary depending on location, and will need to be agreed to by ODOT.

Collector and Local Streets

The rest of the street network in East Albany will be made up of collector and local streets, which prioritize access to specific properties and comfortable travel over the quick movement of people and goods. Collector streets include Timber Ridge and Price Road (major collectors); and Sagecrest and Clover Ridge (minor collectors). The proposed cross section of the extension of Timber Ridge is shown in Figure 11. New east-west connections are proposed (likely as minor collectors) and depicted in Figure 12 through Figure 14.

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New Roadway Connections

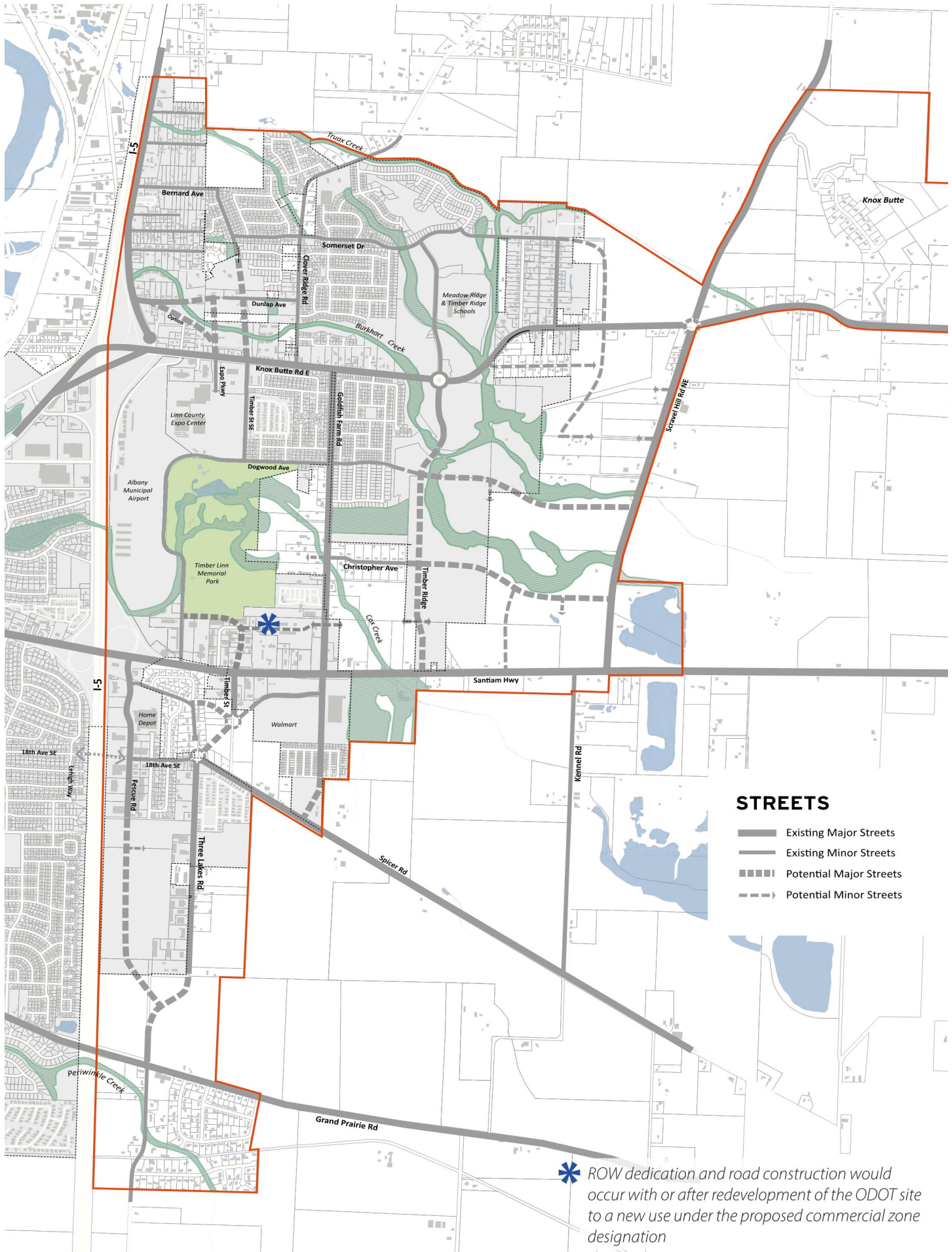
A number of new roads are recommended to ensure connectivity throughout the area as development occurs and to mitigate impacts related to planned future changes to Interstate 5 interchanges. These new connections are shown as dashed lines in Figure 9 and generally include the following:

- New connections in the vicinity of Spicer Road and Maple Leaf Avenue: These connections have been identified in the City's Transportation System Plan (TSP) for a number of years and will be necessary in the long-term to address connectivity and mobility goals and issues.
- Connections north of Highway 20 in the vicinity of Timber Street, E Commercial Way and Blue Ox Drive: In the case of the east-west connection between E Commercial Way and Goldfish Farm Road, dedication and road construction would occur with or after redevelopment of the ODOT-owned site to a new use under the proposed commercial zone designation.
- New north-south and east-west connections east of Goldfish Farm Road would be implemented as new growth and development occurs in this area to ensure a well-connected street and pathway system is created.

Implementation of all new road connections will require further coordination with property owners and residents and will be addressed further in updates to the City's TSP.



Figure 9. East Albany Street Network





Roadway Cross Sections

The following illustrations depict typical conditions of roadways along various routes in East Albany, though there is flexibility on the ultimate design based on input from the City Engineer, ODOT, and others as appropriate.

Figure 10. Conceptual Cross Section - US Highway 20

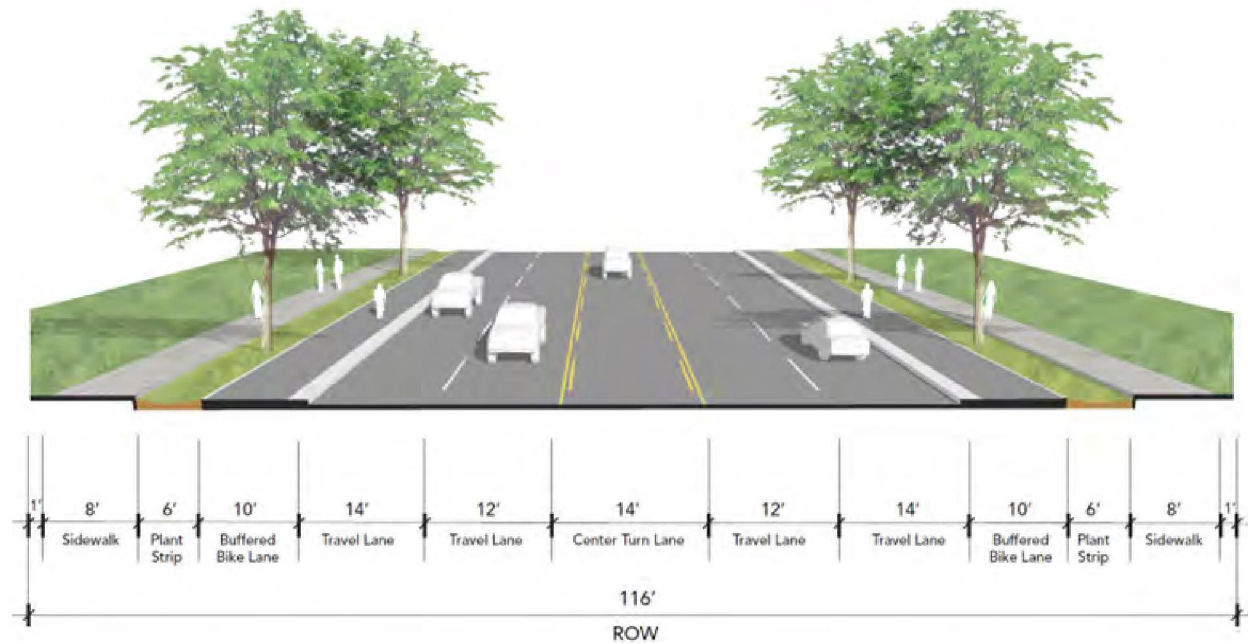
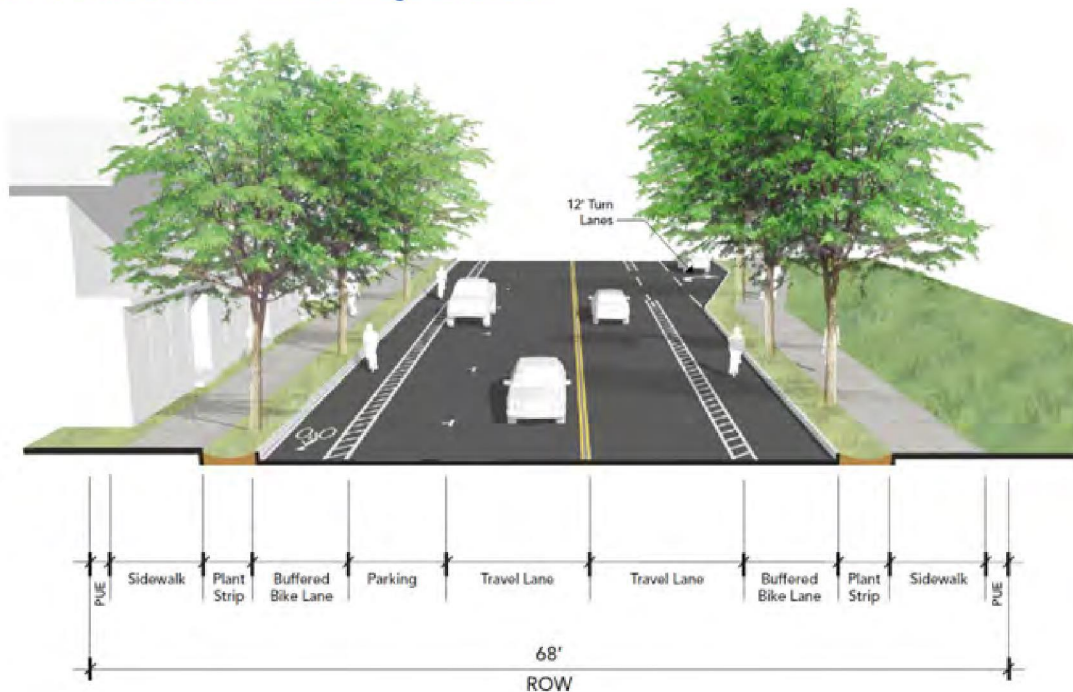


Figure 11. Cross Section - Timber Ridge Extension



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Figure 12. Cross Section - East West Connector (low traffic volume)

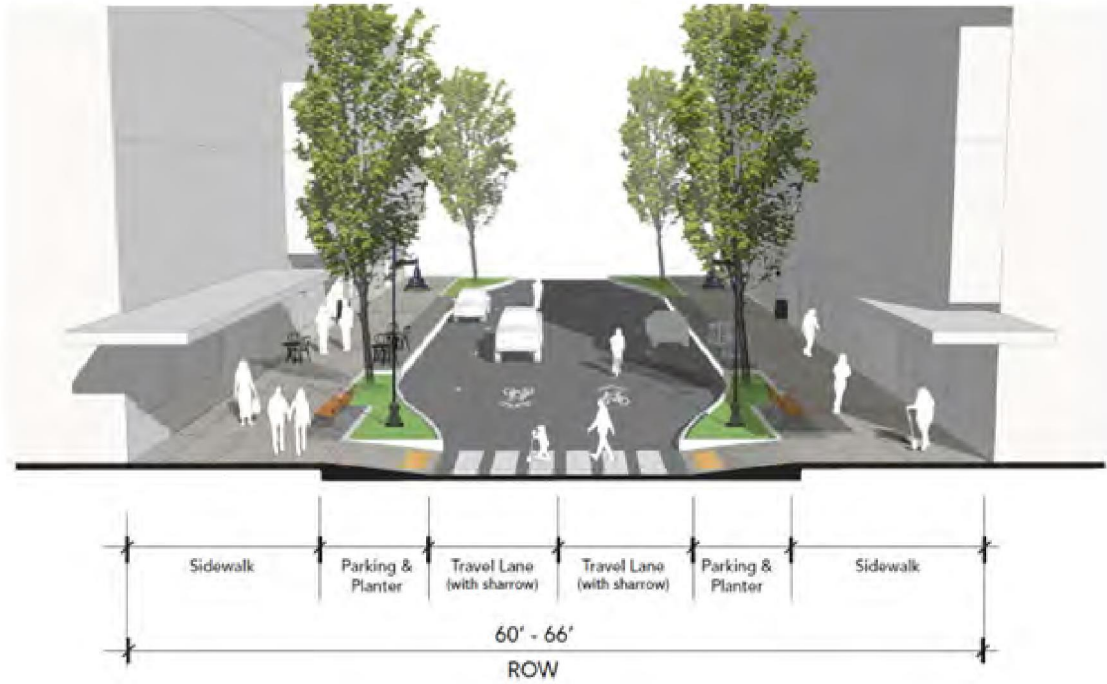


Figure 13. Cross Section - East West Connector (low traffic volume, open space edge)

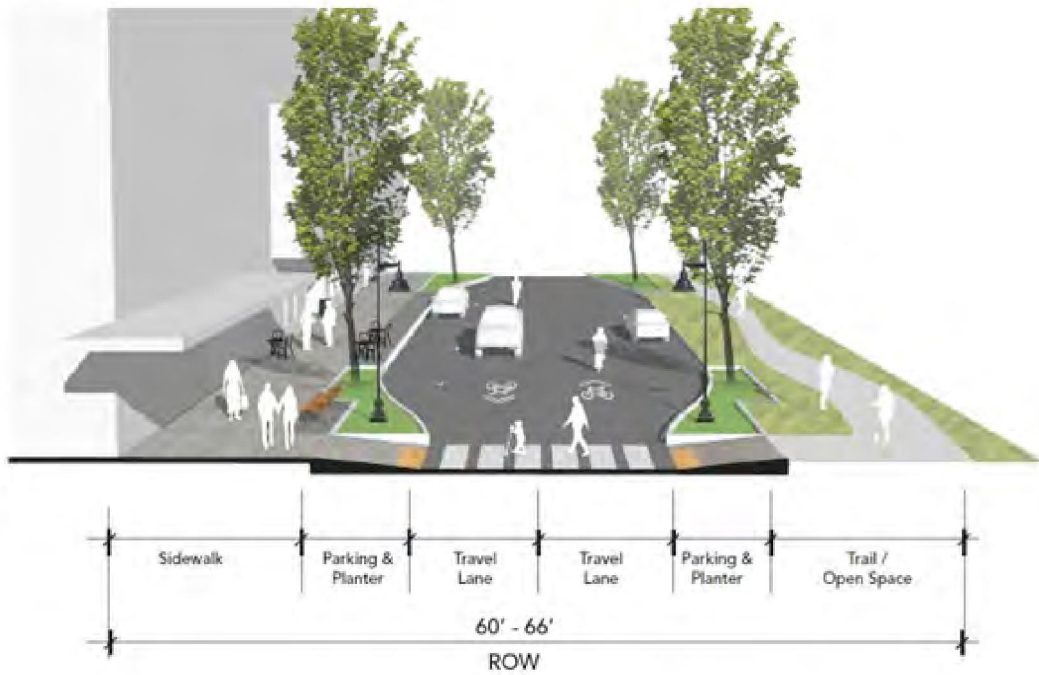
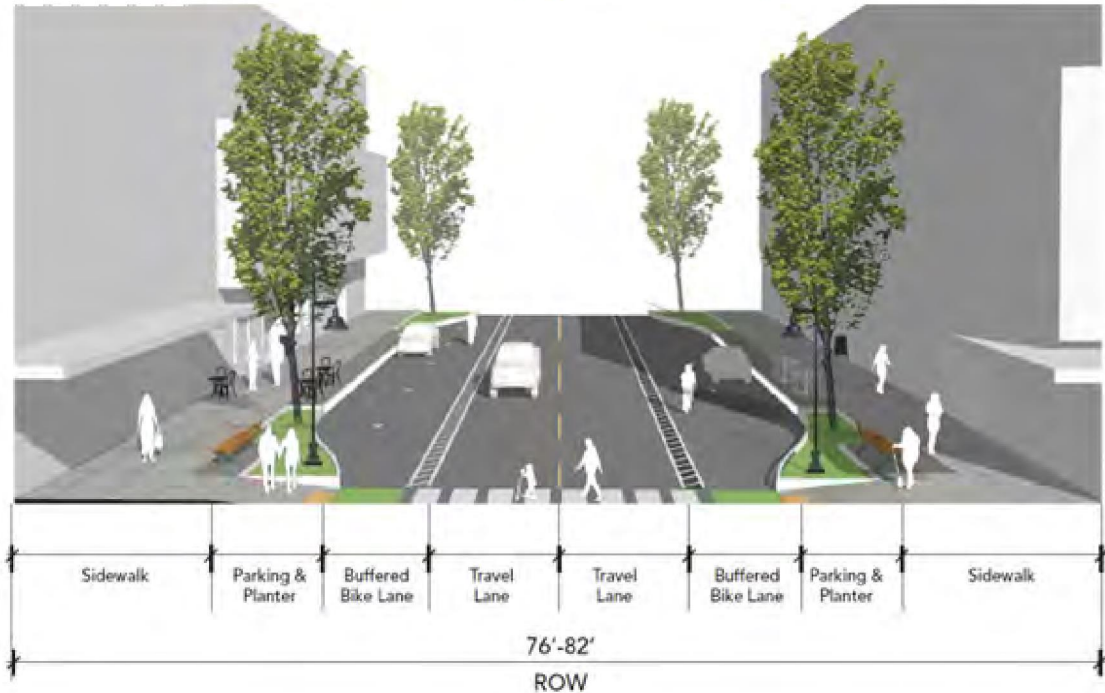




Figure 14. Cross Section - East West Connector (high traffic volume)



Trails, Paths, and Bicycle Lanes

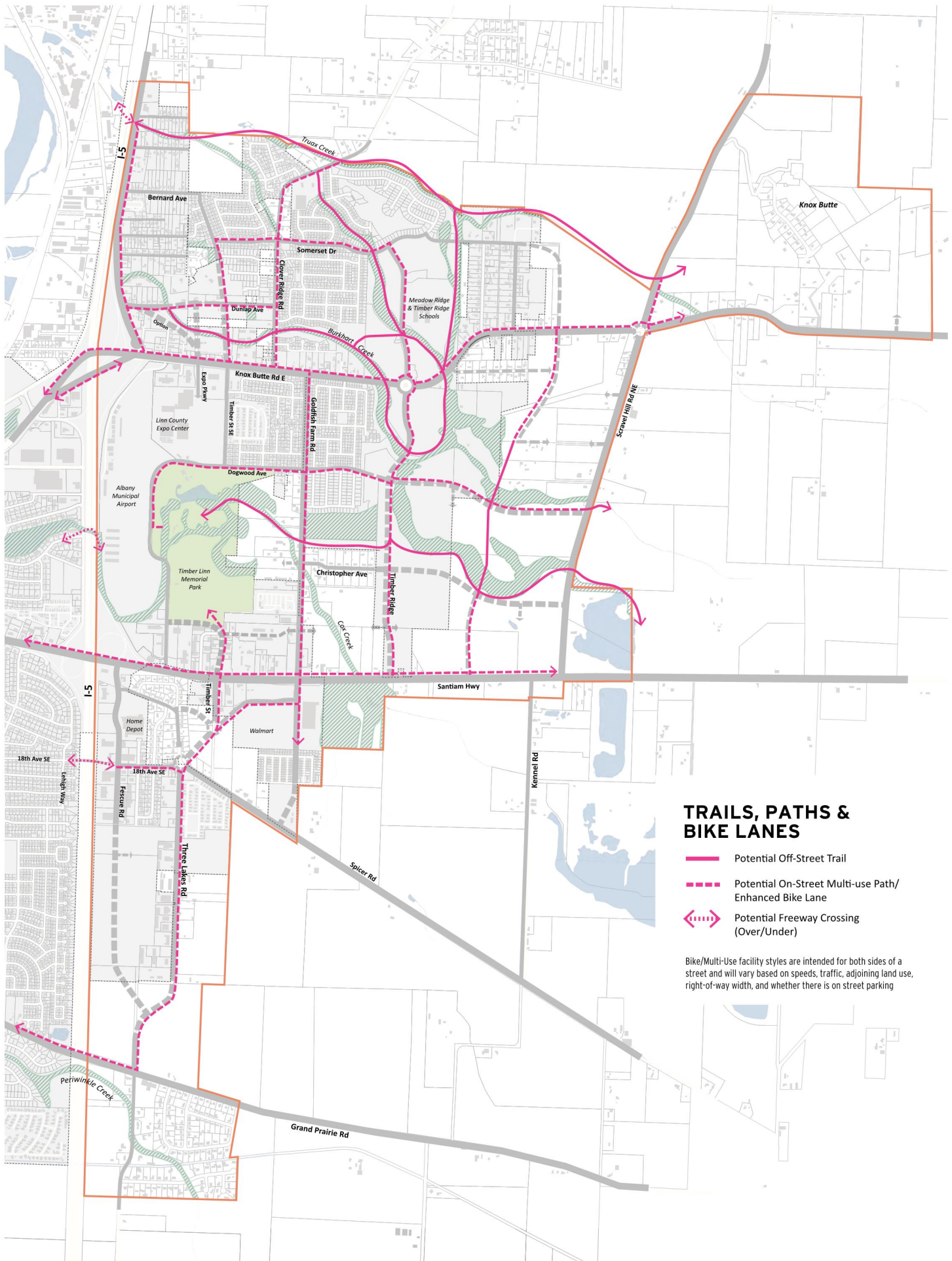
Figure 7 depicts the proposed system of on-street and off-street trails, bicycle lanes, and other features that will form a pedestrian- and bicycle-friendly network in East Albany. New connections will be made per this diagram and the City’s Transportation System Plan. As development occurs, county roads will be upgraded to City standards, complete with sidewalks and bicycle facilities.

This trail system has been designed to take advantage of the waterways and riparian areas that run through East Albany, allowing for public access to natural areas while preserving natural conditions and the ecosystem services (such as storm water management) that these greenways provide.



Greenways will include trails, paths, protected bike lanes, and other safe connections between schools, neighborhoods, and nature.

Figure 15. East Albany Trails and Pathways





Chapter 6

Infrastructure

This chapter details the major infrastructure improvements needed to meet the needs of future development in East Albany as described in this Plan, including the City of Albany water system, stormwater system, and sanitary sewer system. The City's public works department maintains master plans for these infrastructure systems, which will be updated in the future to include the information and proposed improvements identified in this chapter. In addition to the improvements summarized in this chapter, other localized water, sewer and stormwater management facilities will be needed and constructed as part of local development processes. These include but are not limited to smaller water, sewer and stormwater management facilities constructed in conjunction with local streets developed as part of future residential subdivisions or other individual developments.

Additional information related to implementation and funding for infrastructure is included in Chapter 7.

Water System

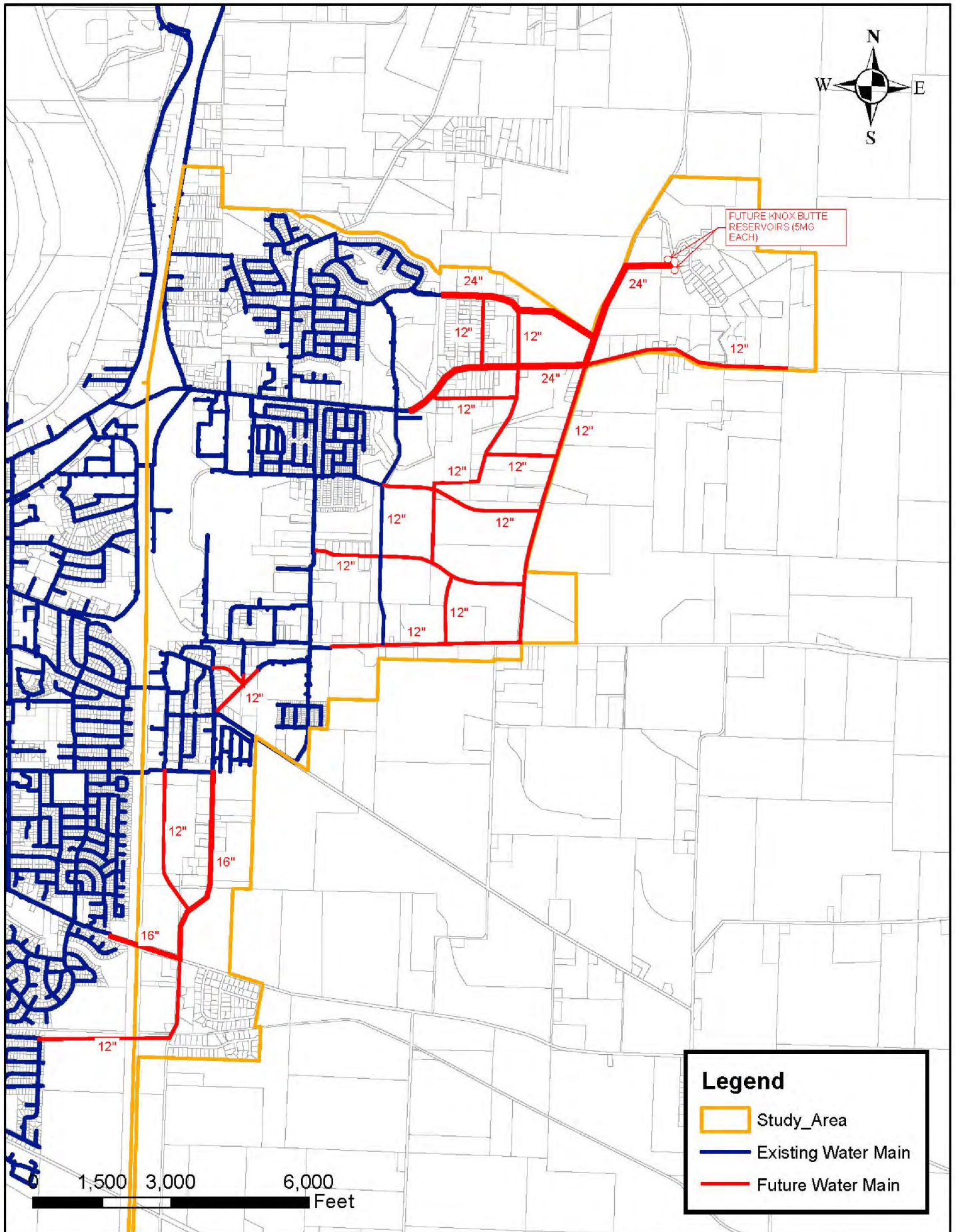
Future water infrastructure needed for the East Albany area primarily include development-driven transmission/distribution projects, the Knox Butte Reservoir Project Phase 1, and the Knox Butte Reservoir Project Phase 2. Completed projects were updated based on City input. Additional mainline distribution piping is included for areas not previously evaluated by the City and to maintain looping in the system. Future mainlines should be located in major rights-of-way whenever possible. Figure 16 shows future water infrastructure in the East Albany study area. Table 2 shows projected linear feet of each pipeline size and costs for future pipelines and reservoirs.

Table 2. East Albany Study Area Water Cost Estimate

General Improvement	Estimated Quantity	Unit	Total Cost
12-inch Water Pipe	50,343	LF	\$ 32,700,000
16-inch Water Pipe	6,000	LF	\$ 4,800,000
24-inch Water Pipe	12,580	LF	\$ 13,300,000
Knox Butte Reservoir 1	1	LS	\$ 20,600,000
Knox Butte Reservoir 2	1	LS	\$ 19,600,000
Total:			\$ 91,000,000

* Unit cost estimates are based on current (2022) construction cost data from recent Keller Associates projects.

Figure 16. Water Infrastructure for East Albany





Stormwater System

The East Albany study area consists of the entire Burkhardt-Truax Basin, and parts of the Cox Creek and Periwinkle basins (Figure 17). The 2021 Stormwater Master Plan (SWMP) identifies future stormwater infrastructure for the area. Assumed future stormwater infrastructure for this analysis comes from the 2021 Stormwater Master Plan (SWMP).

Figure 18 shows future storm infrastructure in the East Albany study area. Table 3 shows estimated planning level costs for future sewer infrastructure by basin. A more detailed breakdown of projects in each basin can be found in the SWMP.

Table 3. East Albany Study Area Storm Cost Estimate

General Improvement	Total Cost
Burkhardt-Truax Basin	\$ 7,600,000
Cox Creek Basin	\$ 6,500,000
Periwinkle Basin	\$ 1,800,000
Albany Transportation System Plan - Stormwater Infrastructure	\$ 36,100,000
Total:	\$ 52,000,000

* Unit cost estimates are updated from 2021 Avg. to current (January 2023) construction cost data using Engineering News-Record cost index 20-city average.

Figure 17. City of Albany Storm Basins

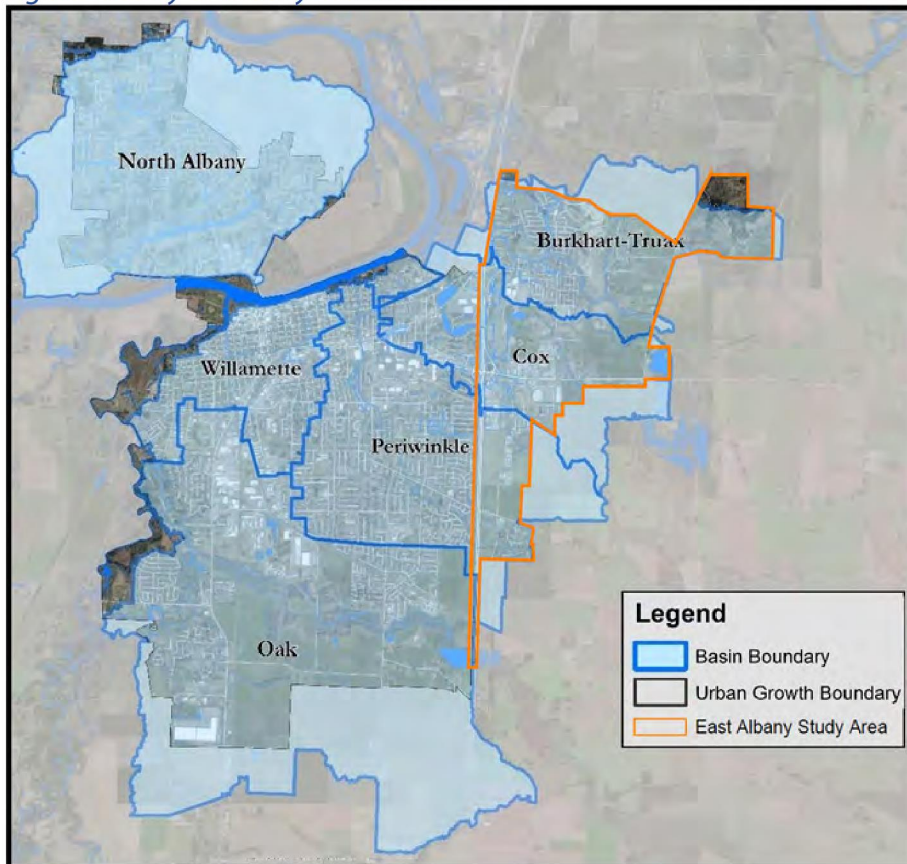
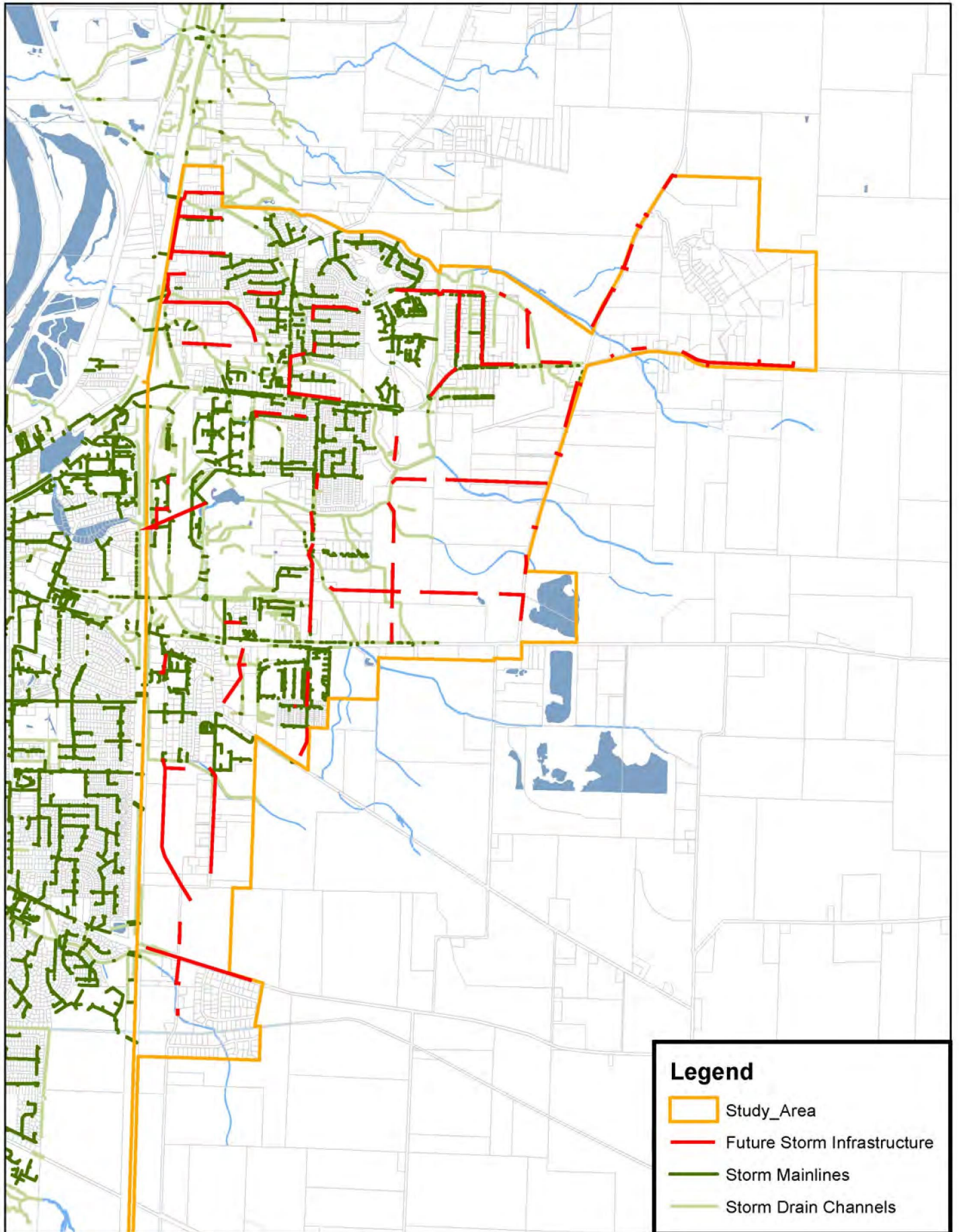


Figure 18. Storm Infrastructure for East Albany



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Sanitary Sewer System

The City of Albany's 2015 Wastewater Collection System Facility Plan includes several projects in the East Albany study area. Most of these projects are intended to handle peak buildout flows during a 5-year storm event. The increased residential development projected in this Plan will increase base flows for the study area but should not have a major impact on existing or planned infrastructure. The list below summarizes Capital Improvement Projects called for in the Master Plan.

- Cox Creek Interceptor Projects
- Century Drive – Draperville Projects
- Somerset Drive Projects
- Three Lakes Road Projects
- Highway 20 Projects
- Timber Linn Projects
- Knox Butte Roads Projects
- Burkhart Creek Lift Station

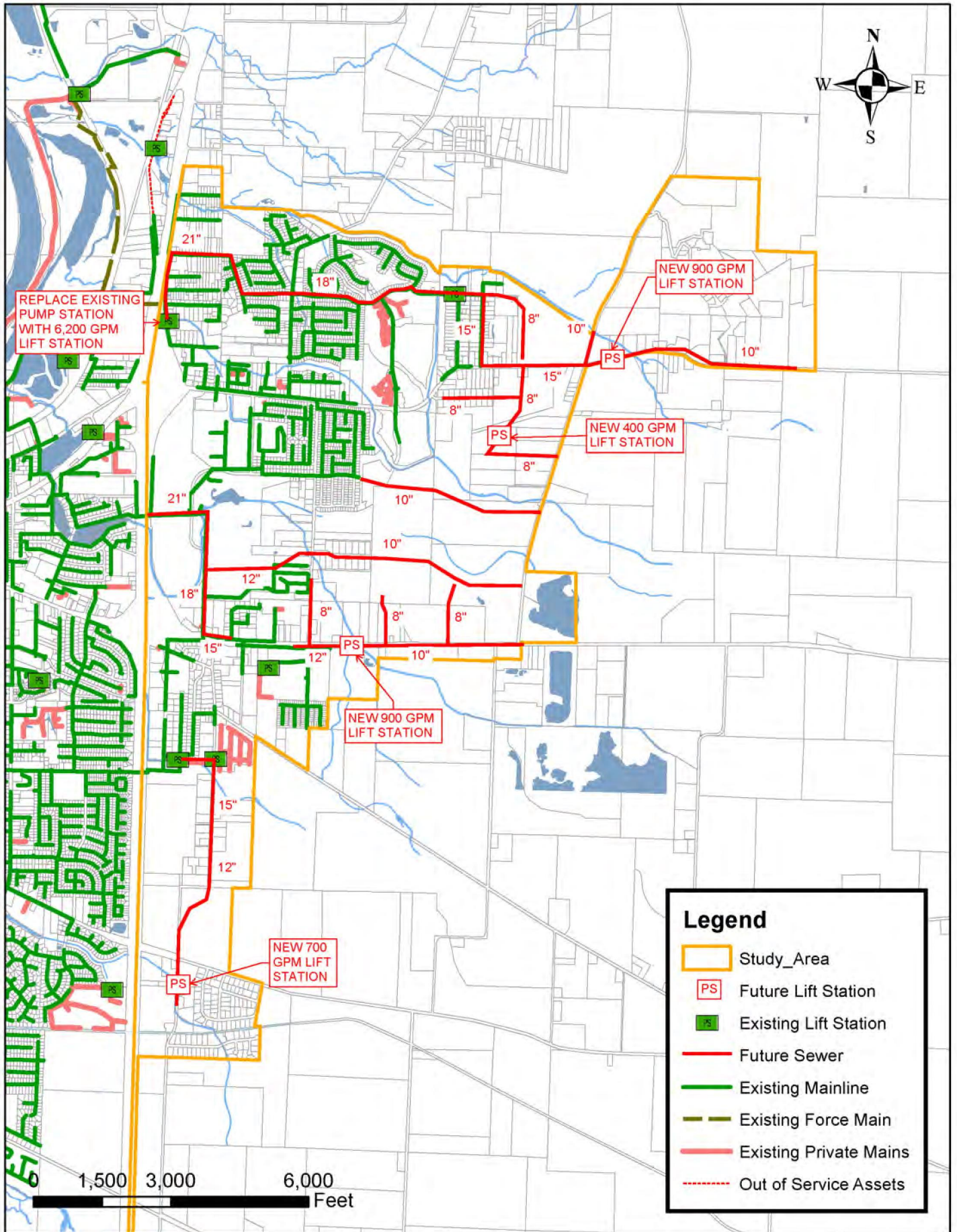
Pipeline and lift station improvements for these projects are embedded into the estimated costs shown in Table 4. Additional sewer mainline pipes not evaluated as part of the Facility Master Plan were added based on future street layouts and zoning identified in this Plan. Figure 19 shows future sewer infrastructure in the East Albany study area.

Table 4. East Albany Study Area Sewer Cost Estimate

General Improvement	Estimated Quantity	Unit	Total Cost
8-inch Sewer Pipe	10,930	LF	\$ 4,700,000
10-inch Sewer Pipe	18,090	LF	\$ 8,500,000
12-inch Sewer Pipe	6,300	LF	\$ 3,000,000
15-inch Sewer Pipe	10,850	LF	\$ 6,100,000
18-inch Sewer Pipe	5,775	LF	\$ 3,500,000
21-inch Sewer Pipe	4,125	LF	\$ 2,500,000
400 GPM Lift Station	1	EA	\$ 1,700,000
700 GPM Lift Station	1	EA	\$ 2,400,000
900 GPM Lift Station	1	EA	\$ 2,700,000
900 GPM Lift Station	1	EA	\$ 2,700,000
6200 GPM Lift Station	1	EA	\$ 12,800,000
Total:			\$ 50,600,000

* Unit cost estimates are updated from January 2021 to current (January 2023) construction cost data using Engineering News-Record cost index 20-city average.

Figure 19. Sewer Infrastructure for East Albany





Chapter 7

Implementation

The East Albany Plan will be implemented over time through the actions of the City of Albany, its partnering agencies and jurisdictions, and private property owners. This chapter describes the overall process for public improvements, annexation, development review, and other actions needed to make the East Albany Plan vision a reality.

Annexation and Development

Much of the land in the East Albany planning area is currently outside the Albany city limits. Over time, those areas are expected to be annexed into the City. This will occur in the following phases:

- **Phase 1: Island Annexations.** The City plans to work with property owners in existing “islands” (areas outside the city limits but surrounded by areas within the limits) to encourage and support them in annexing their properties, if desired. This process is planned to occur within one to two years after adoption of the East Albany Plan.
- **Phase 2: Additional Annexations.** The City also will support requests and applications for annexation from other property owners in East Albany as the City continues to grow and develop and as those property owners are interested in bringing their properties into the City limits. At the time those properties are annexed, the City will apply zoning designations to them, consistent with the Comprehensive Plan map and the East Albany land use plan.

Comprehensive Plan Map Updates

The East Albany Plan identifies amendments to the City’s comprehensive plan map to achieve the goals of the plan. The most significant change is replacing the “Urban Residential Reserve” designation with a planned program of residential, employment, and mixed use designations to provide greater certainty to property owners and to inform transportation and utility investment by the City. These changes are detailed in Appendix B.

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Comprehensive Plan Text Updates

The proposed land use and zoning designations within the East Albany Plan area require amendments to the Land Use Planning chapter of the Comprehensive Plan (Chapter 9).

Proposed amendments include the following:

- **Reinstitute the Residential High Density designation.** This designation was removed from the Comprehensive Plan in 2007; however, as noted above, the existing residential designations are not adequate for the high-density residential uses that are recommended for the East Albany area.
- **Add a new Employment designation.** This would be similar to the Light Industrial designation, but would allow a broader range of office and professional uses. Potential implementing zones include the new Employment (EMP) zone, as well as Industrial Park (IP), and Office Professional (OP).
- **Add a sub-category within the Village Center designation: Village East.** The Village East designation would only apply in East Albany and could only be implemented by the Mixed Use Commercial (MUC) and Mixed Use Residential (MUR) zoning districts.
- **Rename the Commercial Light designation: Neighborhood Village and add the MUR zone.** This designation is applied in areas throughout the City, and is intended for neighborhood-scale commercial and residential uses. This designation could be implemented by the Neighborhood Commercial (NC), Office Professional (OP), and MUR zoning districts
- **Update the Plan Designation Zoning Matrix.** This table will be updated with the proposed new Comprehensive Plan designations and compatible zoning districts listed above.

Additionally, a new section within the Urbanization chapter of the Comprehensive Plan (Chapter 8) is also proposed to further the vision, goals, and objectives for the East Albany Plan area. This section is modeled after existing sections for the North Albany and South Albany areas. Much of the proposed goal and policy language for the new East Albany section is derived from earlier work in developing the East Albany Plan, including the Vision and Goals memo, Gap Analysis, and Development Alternatives report. Policies are proposed for the following topics: Land Use, Transportation, Economic Development, Housing, Natural Resources and Greenways, Aesthetic and Recreational Amenities, and Infrastructure.

Amendments to the Albany Development Code are needed to add the new High Density Residential and Employment zones and update the Plan Designation Zoning Matrix.



Zoning

Zoning is applied to land within Albany’s city limits. A few zoning map amendments are included as part of the adoption of the East Albany plan, detailed in Appendix B of this document. Property owners can also undertake zoning amendments to conform with the underlying comprehensive plan designation as desired. For areas outside the city limits, annexation will require zoning be applied consistent with the comprehensive plan and the East Albany Plan.

Funding Strategies and Sources

The extensive infrastructure improvements needed to serve the build out of the preferred EAP concept will carry high costs. These improvements are likely to be completed in phases over the planning period, allowing for phased funding as well. This section briefly describes potential funding sources for public improvements. More information about these strategies is found in Appendix E.

1. System Development Charges

The City of Albany has established system development charges (SDCs) for water, sewer, parks, and transportation that apply to new development. The SDCs generated with extensive new development expected in the plan area have the potential to generate significant revenue for making additional improvements.

2. Tax Increment Financing

The Tax Increment Financing (TIF) mechanism can be a powerful tool for generating dedicated funding for making public improvements within an identified district. TIF works by “freezing” the current property tax base in the TIF district and assigning the future tax growth to the district itself to pursue projects identified in an adopted Plan.

Urban Renewal funds must generally be used for physical improvements to infrastructure and property, which may be public or private. A number of larger-scale transportation improvement projects in East Albany may lend themselves to the use of TIF funding because they serve a larger area and may be challenging to pay for through other mechanisms. These include some of the connectivity improvements in the Price Road area, improvements to existing roadways such as Knox Butte Road, Goldfish Farm Road, and off-road trail systems and paths.

TIF Districts must undergo a feasibility and planning process to determine the boundaries, projects, and revenue potential of the district. The TIF district must be adopted in a TIF plan and approved by the voters.

3. Local Improvement District

Improvement districts assign all or a portion of the cost of infrastructure improvements on the properties that will directly benefit from them. A local improvement district (LID) is a method for a group of property owners to pay for improvements that will provide collective benefits to them all.

Albany allows for LIDs created either by the property owners benefiting from an improvement, or by the City. The LID assessment may be paid at once by the property owner,



or over 10 years with interest. The size of the East Albany study area could allow for multiple smaller LIDs focused on financing particular public improvements.

4. Bond or Levy

General Obligation Bond: General Obligation (GO) bonds are secured by a taxing jurisdiction's ability to levy an increased property tax sufficient to pay the bond. The additional property tax is dedicated solely to repaying the bonds and cannot be used for other purposes.

GO bonds must be approved by a majority of voters and may only be issued to finance capital costs associated with the acquisition, construction, improvement, remodeling, furnishing, equipping, maintenance, or repairing of real or personal property.

Local Option Levy: A local option levy is a time-limited property tax (five years for operations and 10 years for capital projects), that is subject to voter approval. It is levied in addition to a taxing jurisdiction's permanent rate to pay for specified programs or investments. Local option levies are issued as a rate, rather than an amount, meaning that actual revenues may fluctuate from year to year with new development. Levies may be used for programs or operations, in addition to capital projects.

5. Construction Excise Tax (for Affordable Housing)

This tool may be used to achieve new development in the study area if it includes affordable housing. The construction excise tax (CET) is a tax on construction activity of new structures or additional square footage to an existing structure in order to provide a source of funding used to incentivize housing affordable at 80% of AMI or less. Cities or counties may levy a CET on residential construction of up to 1% of the permit value, or on commercial and industrial construction with no limit on the rate.

This tool is currently under consideration in Albany as part of the Albany Housing Implementation Plan project.

6. Development Incentives and Tools

Market-based strategies can provide incentives to encourage developers to build desired types of projects in the community. In general, these incentives help to reduce some of the costs of development. While the bulk of development costs are set by private market labor and materials costs, these steps can provide incentives on the margin to facilitate development.

SDC or Fee Reductions or Deferrals

Reduction, exemption, or deferral of SDCs or development fees directly reduces the soft costs of development to applicants for desired development types.

Tax Exemptions and Abatements

Tax exemptions or abatements offer another financial incentive to developers that can improve the long-term economic performance of a property and improve its viability. This



can be a substantial incentive, but the City and/or County will forego taxes on the property, generally for ten years. Other taxing jurisdictions are not included unless they agree to participate.

Additional Implementation Actions and Timeline

A variety of additional actions and strategies will need to be undertaken over time to implement this Plan. Many of these strategies were identified in the “Gap Analysis” prepared earlier in the planning process. The following summary of actions, lead and partnering entities, and general timelines for implementation builds on that work.

Table 5. East Albany Plan Implementation Actions

Action	Lead Responsibility	Timeline
Land Use Planning and Development		
Rezone land within City limits consistent with EAP land use plan	Albany Community Devel. Dept. (CDD)	Short-Term
Apply new comprehensive plan designations outside City limits	CDD	Short-Term
Update Albany Development Code to adopt new zoning designations and additional requirements related to allowed uses and development standards	CDD	Short-Term, Ongoing
Evaluate and process annexation requests	CDD	Short-Term, Ongoing
Upon annexation, apply zoning designations, consistent with EAP land use plan	CDD	Ongoing
Implement recommendations from the Albany Housing Implementation Plan to encourage, require or support development of needed housing types	CDD; housing, development partners	Medium to Long-Term
Transportation Facilities Planning and Development		
Identify needed amendments to the City’s Transportation System Plan	Albany Public Works Dept. (PW)	Short-Term
Continue to coordinate with property owners regarding implementation of new road connections as development and annexation occur.	CDD, PW	Medium to Long-Term
Estimate planning level costs of needed transportation improvements	Consultants, PW	Short-Term, Refine Medium to Long-Term



Action	Lead Responsibility	Timeline
Update the City's transportation facilities capital improvements plan to include East Albany projects	PW	Short-Term
Amend Albany Development Code, as needed to require multimodal connectivity in new developments	PW	Short-Term
Engage state representatives on state and federal infrastructure funding	PW	Ongoing
Partner with Linn County in designing and improving County roads and bringing them up to City standards	PW	Ongoing
Transportation Facilities Planning and Development		
Continue to work with Albany Transit, the MPO, and regional providers to achieve enhanced transit service for East Albany residents and employees and to better serve large events and facilities	PW, CDD	Ongoing
Pursue public/private partnerships to address transportation and other infrastructure improvements to address transportation, other impacts	PW, CDD	Ongoing
Identify specific projects that could be funded through alternative strategies such as a new Tax Increment Financing District, Local Improvement District(s), and/or Bond Measures	PW, CDD	Short to Medium-Term
Parks and Trails Facility Planning and Development		
Evaluate requirements for providing common space required with development; refine as needed	CDD	
Update the City's Parks and Recreation System plan and project list to include needed and proposed park and trail projects in East Albany	Albany Parks & Recreation Dept. (Parks)	Short to Medium-Term
Identify appropriate funding sources and partners for specific improvements, including SDCs, other development funding strategies, public-private partnerships, grants, etc.	Parks	Short to Medium-Term



Action	Lead Responsibility	Timeline
Update the City's Parks SDC to include new projects in the CIP and changes to the SDC rate and fees, as needed	Parks	Medium-Term
Provide incentives (density transfer, credits) for developments that implement protections of natural resource and open spaces areas	CDD, Parks	Medium to Long-Term
Continue to update the ADC to refine requirements for protections/open spaces	CDD	Medium to Long-Term
Parks and Trails Facility Planning and Development		
Continue to acquire open space land through development or prior to development to build a greenway system	Parks	Ongoing
Conduct detailed design processes for individual parks and trail projects; conduct robust community engagement processes as part of those efforts	Parks	Medium to Long-Term
Water, Wastewater, and Stormwater Planning and Facility Design and Construction		
Update water, wastewater, and stormwater facility master plans to reflect needed projects identified in this Plan; incorporate cost estimates in updated Capital Improvement Plans (CIPS)	PW	Short to Medium-Term
Continue to address deficiencies already identified in facility Master Plans	PW	Ongoing
Update SDC CIPs and methodologies, including rates and fees to reflect updated master plans	PW	Medium to Long-Term
Continue to require that local infrastructure be constructed as part of the land development process	PW	Ongoing
Economic Development and Employment		
Identify strategic initiatives for developing and/or reducing barriers to development of large parcels – such as Local Improvement Districts, tax increment financing district	Albany Economic Development Division (EDD), partners	Short to Medium-Term



Action	Lead Responsibility	Timeline
Establish or partner to create Citywide/ regional wetland mitigation programs, especially those in the study area that might enhance riparian corridors and a greenway system	City, Cascades West Regional Wetlands Consortium	Medium to Long-Term
Conduct City-initiated site preparation associated with any identified public-private development partnerships	EDD	Medium to Long-Term
Continue to implement economic development strategies identified in the City's Economic Opportunities Analysis	EDD	Ongoing
Economic Development and Employment		
Market employment sites through a variety of local, regional and statewide marketing and promotion efforts	EDD, Chamber, other partners	Ongoing
Seek state and federal funding for infrastructure and/or other improvements that will contribute to site readiness	EDD	Ongoing
Support annexation and rezoning of commercial and employment properties, consistent with this Plan	EDD, CDD	Medium to Long-Term
Support future development proposals that are consistent with this Plan	EDD, CDD	Ongoing
Schools and Other Public Services		
Support efforts by the Greater Albany Public School District (GAPS) to continue to expand existing schools and construct new schools to meet the needs of current and future East Albany residents and families	CDD; Partner: GAPS	Medium to Long-Term
Support the GAPS in identifying sites for new school facilities	CDD; Partner: GAPS	Medium to Long-Term
Work with the GAPS to review plans and land use applications for school facility projects	CDD; Partner: GAPS	Ongoing
Support efforts by the GAPS to promote greater levels of walking and bicycling by students and their families to access schools in East Albany	CDD and PW; Partner: GAPS	Ongoing
Continue to plan for needed emergency service and law enforcement facilities in East Albany	Albany Fire & Police Depts.	Medium to Long-Term

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Action	Lead Responsibility	Timeline
Other Goals and Initiatives		
Conduct design competition for local artists to design gateway features	CDD; Partner: arts groups	Medium to Long-Term
Seek City or state grant funding for gateway improvements	CDD	Medium to Long-Term
Secure employer or business sponsorship or contributions for gateway and/or other public art projects	CDD; Partner: local businesses, civic groups	Medium to Long-Term
Use art grants or programs to fund selected gateway projects and/or other public art projects	CDD	Medium to Long-Term



APPENDIX A

Development Alternatives



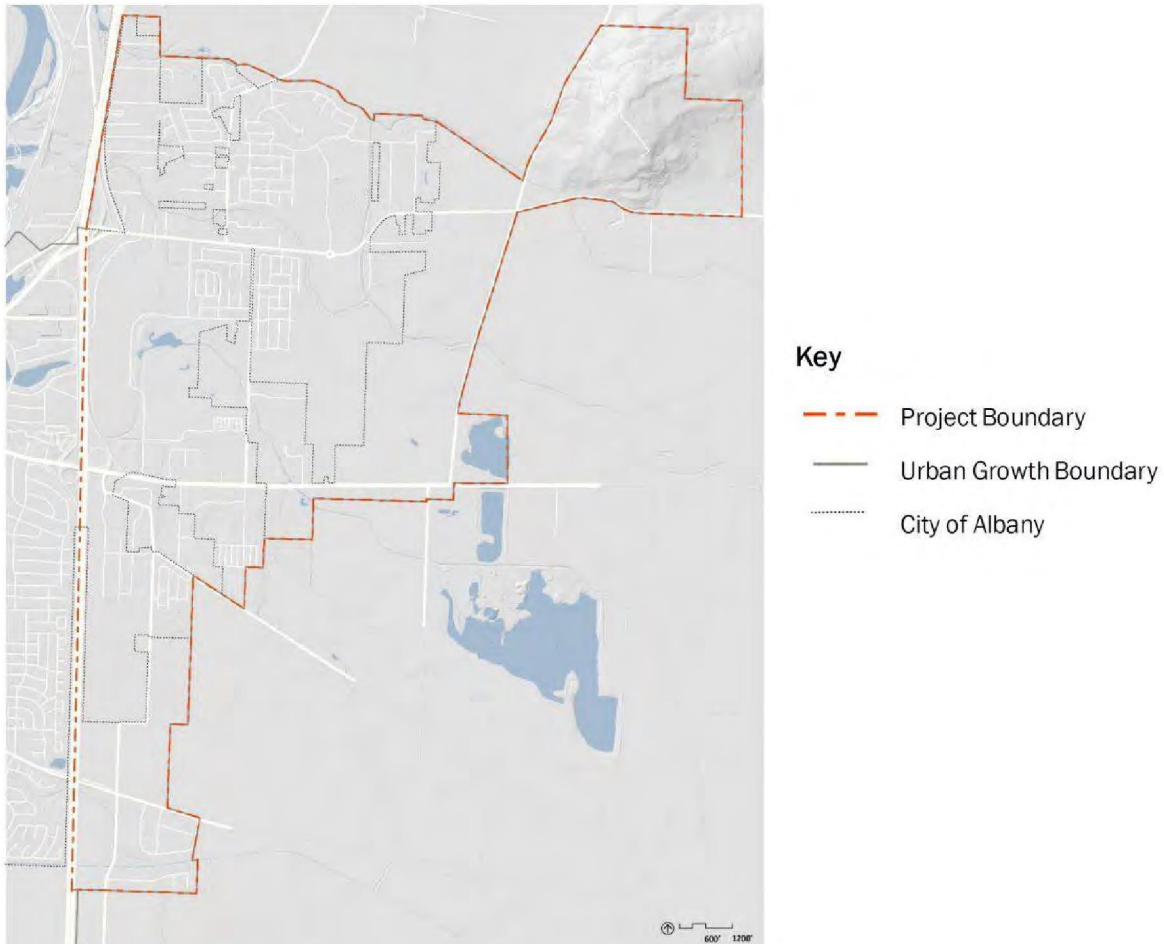


Introduction

Project Background

East Albany (see Figure 1) is a key growth area for the City, with a large land base that represents much of the community's future growth and expansion. Since the 2001 "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, development of neighborhood commercial services and creation of an integrated system of roadways, trails, and green spaces has lagged. The East Albany Plan represents a fresh look at this area of the urban growth boundary, and focuses on connectivity, transportation choices, housing variety, and vibrant mixed-use and employment centers around the area's natural resources and viewsheds.

Figure 1 Study Area



Purpose of This Memorandum

This memorandum describes the creation of the Preferred Alternative Land Use Plan for the East Albany Plan. This process included the evaluation of three development scenarios for the East Albany Area, (shown in Figure 1), which depict several ways to achieve the goals of the East Albany Plan through land use



designations and transportation investments over time. The three scenarios were developed through a series of workshops and discussions between City staff, state and regional partners, and the consultant team. The scenarios were presented to the East Albany Plan Public Advisory Committee (PAC) and to the City of Albany Planning Commission and City Council during a joint work session, both in March, 2022.

Description of Development Scenarios

Overall description and common elements to all scenarios

Each of the development scenarios envisions full buildout of the study area in a manner that meets the goals for the East Albany Plan, which were created through a public process involving the PAC, Planning Commission, City Council, and broader community. Common elements include:

- A street system that builds on the existing network to provide multi-modal connectivity throughout the area. Local street connections may differ between scenarios
- Improvement of the Knox Butte interchange and surrounding transportation connections as described in more detail later in this report.
- Protection and enhancement of the area's wetlands and stream corridors, and use of these natural areas as part of a network of trails for bicycle and pedestrian connections.
- More employment land. Employment land would include a variety of light industrial and office use types and environments.
- Mixed use village centers and neighborhood nodes are proposed that would provide a mix of retail, services, employment and residential uses. More information about the character of these areas is described later in this report.
- High density village residential is proposed to provide an opportunity for higher density housing adjacent to new mixed-use and employment centers.

Scenario 1

Overall Description

Scenario 1 emphasizes Santiam Highway (US 20) as an employment corridor at the eastern edge of the City east of the future Timber Ridge extension and extending north to the Burkhart Creek corridor, which should provide a good amount of area to attract larger employment uses.

This Scenario proposes a new mixed-use center along Timber Ridge Road, extending north from the future Highway 20 intersection. Several additional smaller nodes are proposed east and west of this 'Main Street' area, one perpendicular to Goldfish Farm Road along a future extension of Blue Ox Drive, another on the extension of Christopher Avenue halfway between Timber Ridge Road and Scrael Hill Road, and a third along the future extension of Dogwood Avenue. These nodes would all be surrounded by a zone of High Density Village or Residential Medium zoning, which is a supportive use for mixed use areas and would provide housing options within close walking distance of future nearby employment and commercial uses. The proposed High Density Village area on the east side of Timber Linn Park in particular, would provide a good visual and recreational amenity for future residents. Smaller nodes are also proposed at key intersections where traffic and new adjacent development could support smaller scale mixed use commercial uses, such as where Three Lakes Road meets Grand Prairie Road, Scrael Hill Road meets Knox Butte Road and where Clover Ridge Road meets Knox Butte Road.



DEVELOPMENT SCENARIOS MEMORANDUM

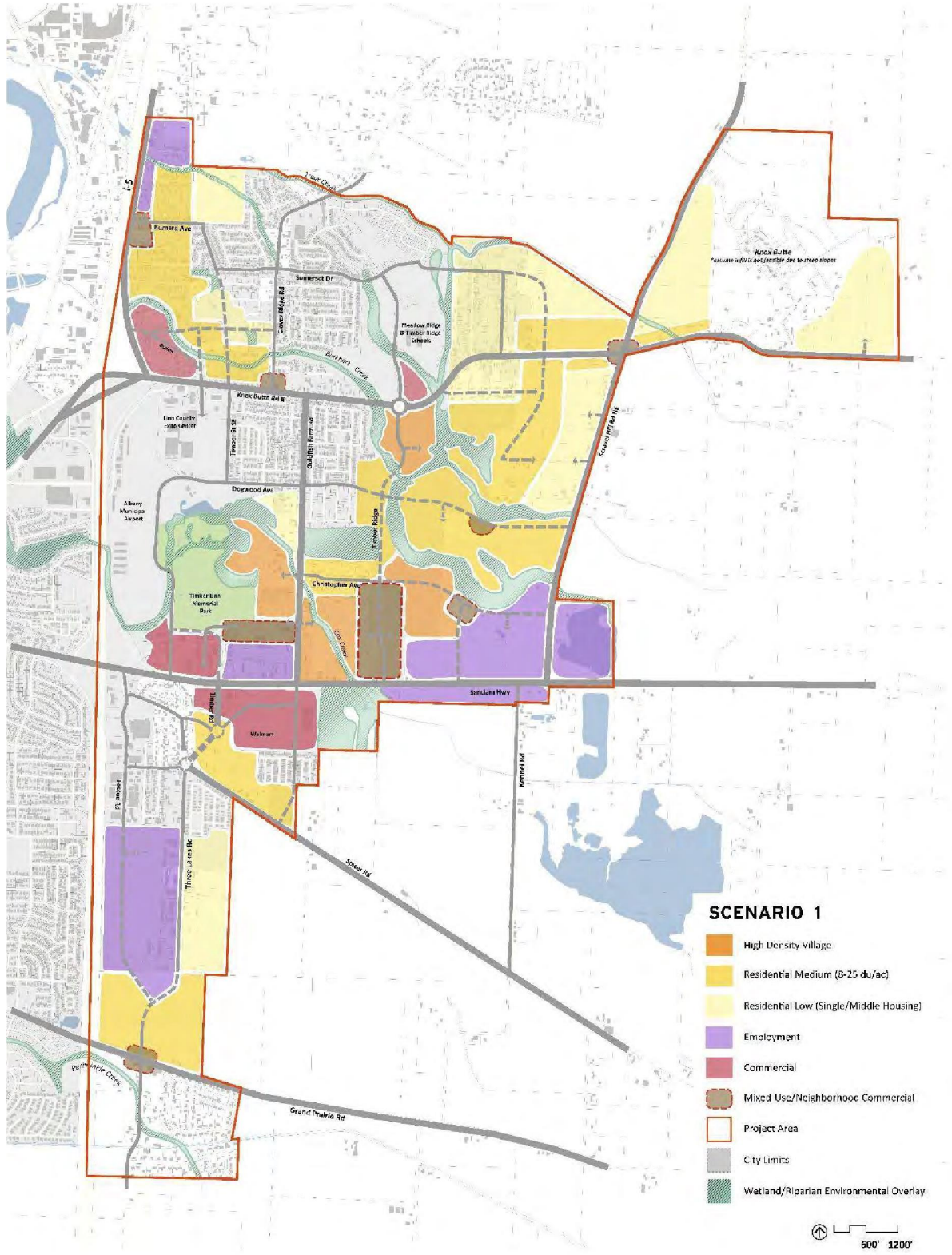
Much of the area east of Timber Ridge to Scrael Hill Road on both sides of Knox Butte Road would be medium and low-density residential uses, providing a transition of density for this part of the study area that is adjacent to the UGB and to active agricultural landscapes. Areas around Knox Butte are also envisioned as low density in this scenario, but Mixed Use and Residential Medium are proposed at all three corners of Knox Butte Road and Scrael Hill Road, which could provide more housing choices within walking distance of the Meadow Ridge and Timber Ridge schools and help support the mixed use node around the intersection. Other areas of Residential Medium are shown on the plan, including an area south of the Walmart which would be well-served by future transportation connections between Spicer Road and Highway 20 and a large block of potential infill land north of Knox Butte Road and west of a future extension of Timber Street.

Commercially-oriented uses are focused west of Goldfish Farm Road on either side of Highway 20, including the existing Walmart area, providing a concentrated area of commercial uses with good auto access from Highway 20 and I-5. Commercial is proposed on the NE corner of the Knox Butte/Timber Ridge Road intersection, reflecting uses that have been proposed by that landowner and to provide services to the nearby neighborhoods. This scenario proposes retaining the commercial area at the NE corner of the Knox Butte/I-5 interchange. The total commercial area in this scenario is less than the amount identified in the other two scenarios.

A small pocket of employment is proposed at the far NW corner of the study area along Century Drive, proposing a land use along the freeway that is somewhat less impacted by the associated noise and air quality impacts and can provide a buffer to residential uses further east. A parcel east of Scrael Hill which is currently a pond could provide an interesting site for a creative office or light industrial use that could restore the pond as a visual and recreational amenity. Much of the undeveloped area south of Fescue Street along the interstate is shown as Employment, and in this land use scenario, residential is proposed east of Three Lakes Road, transitioning to Residential Medium uses north of Grand Prairie Road.



DEVELOPMENT SCENARIOS MEMORANDUM





Scenario 2

Overall Description

Similar to the Scenario 1, Scenario 2 proposes a mixed-use village center along Timber Ridge Road, extending north from the future Highway 20 intersection about 2000 feet. An additional mixed use area is proposed west of this 'Main Street' area, perpendicular to Goldfish Farm Road along a future extension of Blue Ox Drive. High Density Village uses would surround much of these centers to provide more housing within close walking distance of future nearby employment and commercial uses. Smaller neighborhood nodes are also proposed at key intersections where traffic and new adjacent development could support smaller scale mixed use commercial uses, such as where Three Lakes Road meets Grand Prairie Road, where Scrael Hill Road meets Knox Butte Road, and where Clover Ridge Road meets Knox Butte Road.

High Density Village zoning is proposed along the east side of the new mixed use village and north of this area between Cox Creek and Burkhart Creek. Another area of High Density Village is located south of the Walmart, which would be well-served by future transportation connections between Spicer Road and Highway 20. A small high density area also is proposed at the NE corner of the Knox Butte/I-5 interchange as an alternative scenario to the two other scenarios that feature employment or commercial uses in that area.

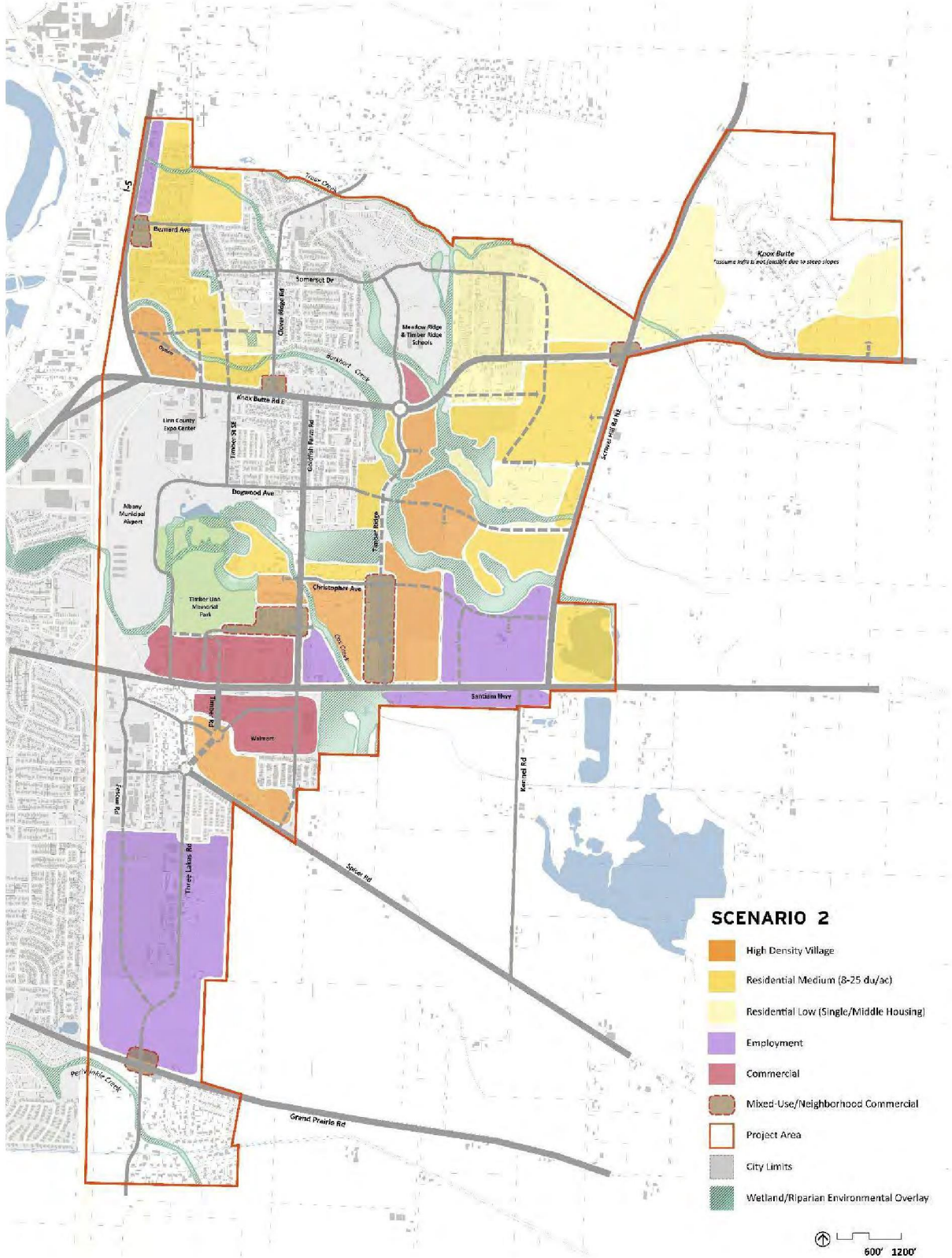
Much of the area south of Knox Butte Road and between Scrael Hill Road and Timber Ridge Road would be medium -density residential uses, providing higher density uses along Scrael Hill Road that would help support the mixed use node at the Scrael Hill and Knox Butte intersection. Areas around Knox Butte are also envisioned as low density in this scenario, with an area of Residential Medium in the flattest area below the butte on the far eastern edge of the study area. A parcel east of Scrael Hill, which is currently a pond, could provide an interesting site for housing that could restore the pond as a visual and recreational amenity.

Commercially-oriented uses are focused west of Goldfish Farm Road on either side of Highway 20, including the existing Walmart area, providing a concentrated area of commercial uses with good auto access from Highway 20 and I-5. A small commercial area is proposed on the NE corner of the Knox Butte/Timber Ridge Road intersection to provide retail and services to the new residential developments in the area.

A relatively large area of Employment (about 65 acres) is proposed on the north side of Santiam Highway, at the NW corner of Scrael Hill Road and extending north to the Burkhart Creek corridor, large enough to attract larger employment uses. All of the undeveloped area to the southwest of the study area is proposed to remain employment land in this scenario, north of Grand Prairie Road, about 175 acres.



DEVELOPMENT SCENARIOS MEMORANDUM





Scenario 3

Overall Description

Scenario 3 proposes a more compact mixed-use node along Timber Ridge Road, further north from the future Highway 20 intersection. Two additional nodes are proposed east and west of this 'Main Street' area, one along Goldfish Farm Road where a future extension of Blue Ox Drive would intersect and another node on the extension of Christopher Avenue halfway between Timber Ridge Road and Scrael Hill Road. These nodes would all be surrounded by High Density Village zoning, which would provide multi-family housing options within close walking distance of future employment and commercial uses. Other High Density zoning is proposed along the east side of the Timber Ridge Road extension, interwoven with creek corridor greenways. Another small mixed use node is proposed in the NW corner of the study area, where Bernard Avenue intersects with Century Drive.

Much of the area lying south of Knox Butte Road and between Scrael Hill Road would be low-density residential uses of single family and middle housing, providing a transition of density for this part of the study area that is adjacent to the UGB and to active agricultural landscapes. Areas around Knox Butte are also envisioned as low density in this scenario, but a zone of Medium residential density is proposed at the NW corner of Knox Butte Road and Scrael Hill Road, which could provide more housing choices within walking distance of the Meadow Ridge and Timber Ridge schools and the proposed commercial at the roundabout. Other areas of Residential Medium are shown on the plan, including a potential site for innovative housing arrangements around the existing pond at the NE corner of Highway 20 and Scrael Hill Road, an area south of the Walmart which would be well-served by future transportation connections between Spicer Road and Highway 20 and a large block of potential infill land north of Knox Butte Road and west of a future extension of Timber Street. Finally, Residential Medium uses are arranged on either side of Goldfish Farm Road but particularly on the east side of Timber Linn Park, which would provide a good visual and recreational amenity for future residents.

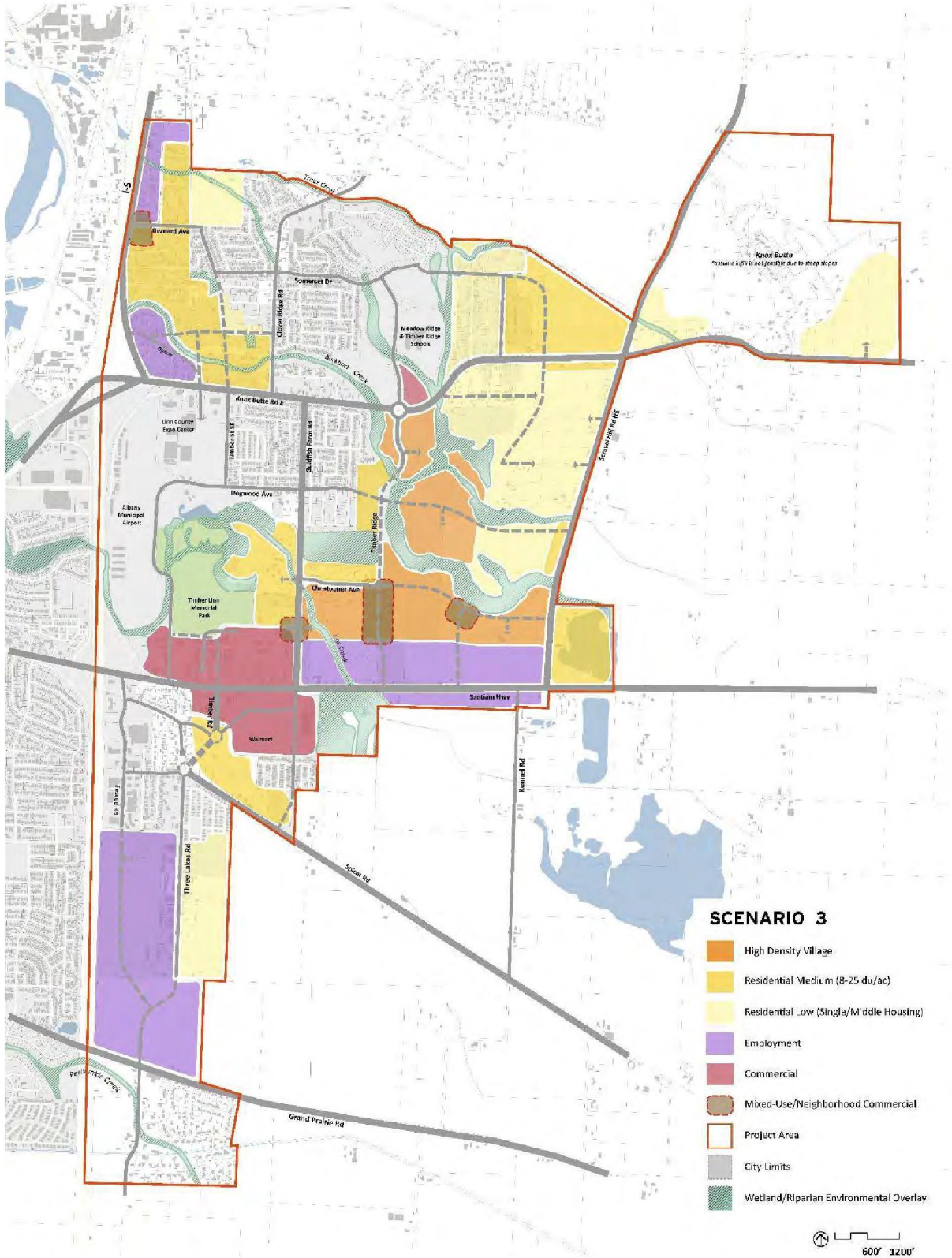
Similar to Scenario 2, commercially-oriented uses are focused east of Interstate 5 on either side of Highway 20, including the existing Walmart area, providing a concentrated area of commercial uses with good auto access from Highway 20 and I-5. A small commercial area is proposed on the NE corner of the Knox Butte/Timber Ridge Road intersection.

A small employment area at the NE corner of the Knox Butte/I-5 interchange is proposed to take advantage of freeway access and to provide a scenario to the existing commercial zoning in that area. A small pocket of employment land is proposed at the far NW corner of the study area along Century Drive. Both locations would offer land uses along the freeway that are somewhat less impacted by the associated noise and air quality impacts and can provide a buffer to residential uses further east.

A long stretch of Employment zoning is proposed on the north side of Santiam Highway, extending between Goldfish Farm Road and Scrael Hill and north roughly 1000', which should provide a good amount of area to attract larger employment uses. Similarly, the undeveloped area to the southwest of the study area is primarily zoned as employment land in this scenario, extending south to Grand Prairie Road.



DEVELOPMENT SCENARIOS MEMORANDUM





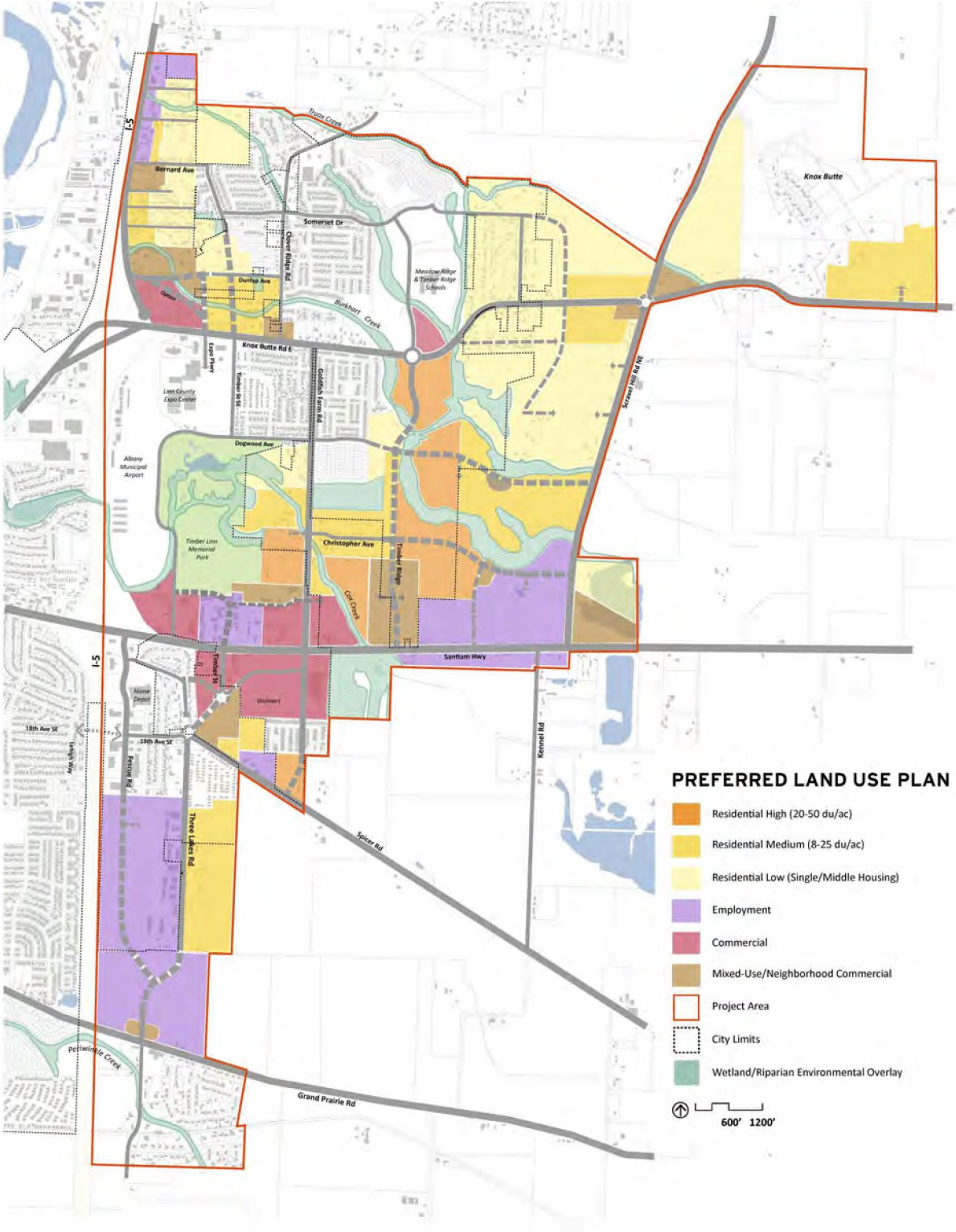
Preferred Alternative

Following discussions with the Project Advisory Committee, Planning Commission, City Council, and broader community through a series of meetings, an open house at the Albany Expo Center, and an online open house and survey, the project team developed a Preferred Alternative that combines the best aspects of the three Development Scenarios and also addresses a variety of comments expressed by property owners, other community members, and members of the City's Planning Commission and City Council. The Preferred Alternative is depicted on the following page and described below.

- Retains existing low density residential designations in the vicinity of Bernard avenue while providing opportunities for new commercial and employment uses as well as higher density housing in the vicinity of I-5 and Knox Butte Road.
- East of Timber Ridge along Knox Butte, the plan calls for primarily lower density residential uses with a node of mixed use development at Scrael Hill Road.
- Includes High Density Village designations along the future extension of Timber Ridge Road.
- The frontage along Highway 20 contains primarily Employment and commercial areas, with mixed use development planned at the intersection of the extension of Timber Ridge Road.
- A mix of commercial, employment, and residential development in the vicinity of Spicer Road and Goldfish Farm road.
- Significant employment acreage at the southern end of the study area west of Three Lakes Road, with medium density residential uses east of Three Lakes Road.
- Opportunity for a mixed use node along Grand Prairie Road at the southern end of the study area.



DEVELOPMENT SCENARIOS MEMORANDUM





Demonstration Plans and Example Imagery

The following section describes several demonstration plans and examples of the intended kinds of development and urban design principles and expectations envisioned for the East Albany area.

Greenways

The study area includes a number of streams that generally flow in a northwesterly direction towards the Willamette River. Over time, these creeks have often been channelized and native vegetation has been removed through agricultural activity. But as new development occurs near these streams, protective riparian buffers will be applied, which should result in a wide, vegetated corridor that improves stream health. These corridors have great potential to enhance habitat but they can also serve as residential amenities as well as trail corridors, particularly creating connections between neighborhoods and schools. As new neighborhoods continue to be built in East Albany, development standards can encourage new development that faces these green corridors and activates them with trails and pocket parks, instead of ‘walling’ them off with rear yard fences, which can contribute to making these areas feel more privatized and inaccessible. As shown in the demonstration plan below, these public corridors will create an identity for East Albany as a community with generous, healthy open spaces, integrated neighborhoods, and connections to nature.



- | | |
|---|---|
| A Public Street Frontage on Greenway | E Creek Crossings |
| B Homes on Public Street Face Greenway | F Creek Restoration and Revegetation |
| C Pocket Parks and Pedestrian Connections | G Alley-accessed homes facing Greenway |
| D Neighborhood Park/Trailhead with Play Area | H Multi-use regional trail |



DEVELOPMENT SCENARIOS MEMORANDUM



Example in Hillsboro Oregon, of new development facing a restored creek greenway, with natural play areas and trails providing a visual amenity for neighbors as well as a regional open space resource.



Example in North Bethany Oregon, of new development facing a restored creek greenway, with a bridge crossing and trails providing connectivity between several neighborhoods.



Mixed Use Villages

In the Land Use Scenarios described earlier in this memo, a mixed-use neighborhood commercial zone is proposed along the future extension of Timber Ridge Road where it will eventually connect to Highway 20. This designation, depicted in the demonstration plan below, anticipates higher density residential uses in buildings with commercial uses on ground floors of multi-story structures, providing a significant amount of housing and services within walking distance of apartment or condominium homes. These land uses should be complemented by a pedestrian and bicycle-friendly streetscape on the future Timber Ridge Road extension, which will be a key future street connection north to Knox Butte Road. This streetscape should also include on-street parking to help support adjacent ground floor commercial uses.

A new grid of streets should be added at regular spacing north of Highway 20, providing a framework for further development of a High-Density Village, which would feature multi-story apartment buildings. Parking would likely be in surface lots behind buildings, although future changes in real estate economic conditions may support structured parking. Statewide Climate-Friendly and Equitable Community regulations may also result in lower parking requirements in these areas. The areas enclosed by new multi-family buildings fronting streets could be a combination of parking and landscaped courtyards. The density would then transition to Residential Medium, which would support townhomes, providing potential ownership options within walking distance of more intensively-developed areas along Timber Ridge Road and Highway 20.

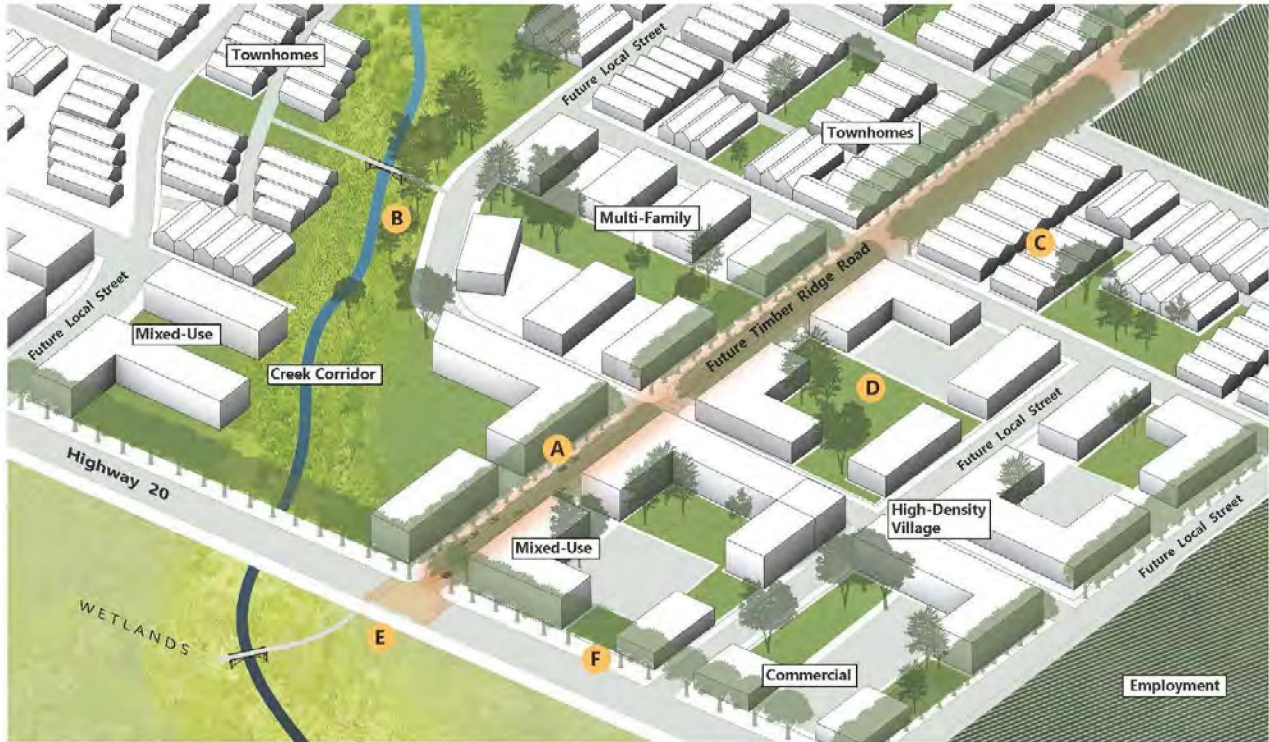
In this particular demonstration plan, Cox Creek, which is currently a narrow stream with minimal riparian vegetation, could be restored as a natural amenity, as described in the previous demonstration plan, with residential uses and public streets facing the greenway and trail connections along and across the creek. (Cox Creek drains to the northwest into Timber Linn Lake, within the County Park, which then drains in a circuitous route around the south end of the airport, under I-5, into Swan Lakes and Waverley Lake, then through the city-owned Talking Water Gardens and ultimately to the Willamette River.)

Where Timber Ridge Road meets Highway 20, new intersection controls may be warranted (with further study) but this intersection should be designed as a clear gateway to the new neighborhood shown in this illustration and should be linked with new sidewalks and bike facilities along both sides of Highway



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20, as well as potential access to a restored wetland natural area south of the highway.



- A** Mixed-use 'Main Street' with wide sidewalks, on-street parking and tree canopy
- B** Greenway with restored creek, multi-use trails, bridge crossings and public street frontage
- C** Density Transitions away from Mixed Use Main Street
- D** Courtyards for gathering spaces, landscape and parking (reduced in climate-friendly area)
- E** Signalized node with safe pedestrian crossings, wide sidewalks & access to wetlands
- F** Improvements to Highway 20 frontage with sidewalks and new commercial buildings





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Example of a mixed-use development, featuring apartments over retail uses and generous public spaces.



Example of high-density multi-family development, enclosing a courtyard with public gathering spaces.



This example, in Hillsboro, shows a mixed-use 'main street' situated perpendicular to a busy arterial (like Highway 20). Parking is placed behind buildings and density transitions down from this main street towards single-family neighborhoods.



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Example of a townhome development integrated with adjacent public open space.



New Transportation Networks

There are a number of improvements to the road network north and south of Highway 20 that were originally proposed as part of the city's Transportation System Plan and have been refined since with additional input provided through this project's process. The diagram below provides a comprehensive demonstration plan for this range of improvements.

Highway 20 is a major east-west corridor for the state but it does not have complete, connected sidewalks on each side, nor are there safe bicycle facilities. A focused redesign project for the corridor to add elements such as sidewalks, street trees, safe crossings and new lighting and furnishings should be considered for the frontage from I-5 to the future Timber Ridge Road intersection and perhaps further east to Scrael Hill Road. As adjacent development occurs, frontage improvements can also be required to help implement this redesign.

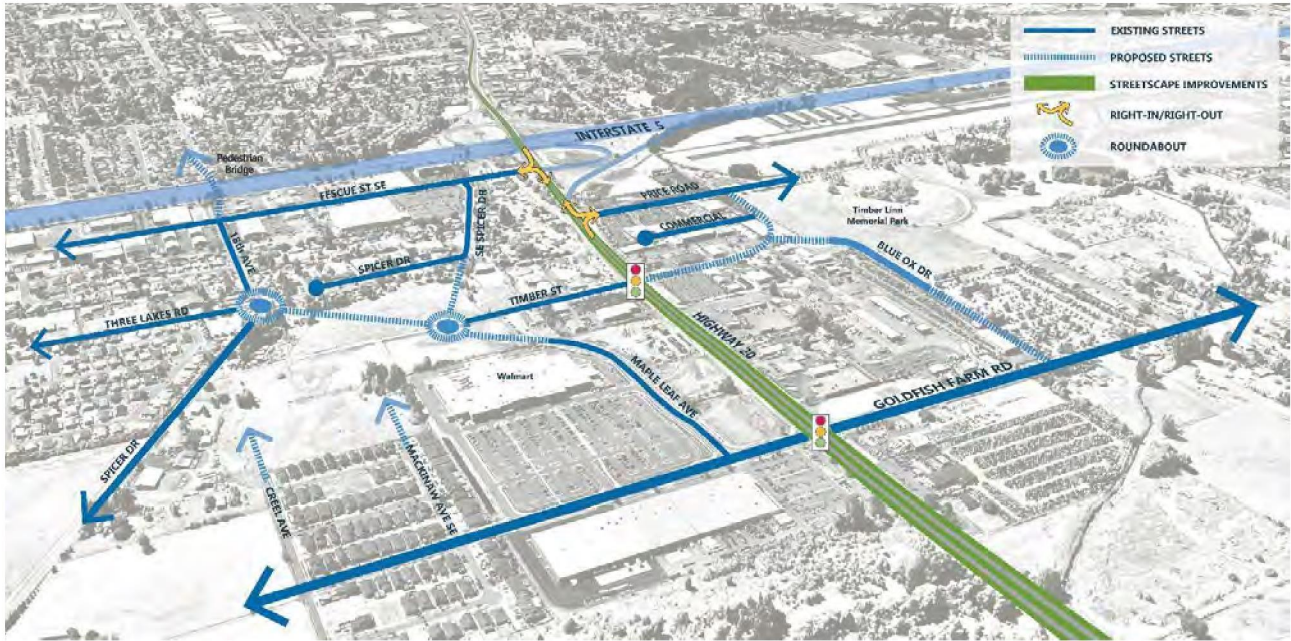
A realignment of the street network is proposed south of Highway 20, with an extension of Maple Leaf Avenue proposed to continue west and south of Walmart to connect to SE Spicer Road and a new extension of Timber Street at a new roundabout. Maple Leaf will then extend further SW to another roundabout linking 18th Avenue, Three Lakes Road and Spicer Drive. To avoid conflicts and cut-through traffic, the existing Spicer Drive will be disconnected from this roundabout. In addition, as part of a future interchange reconfiguration and an effort to reduce congestion on Highway 20, Fescue Street's intersection with Highway 20 could be limited to 'right-turn-in/right-turn-out' circulation. Similarly, the intersection of Price Road with Highway 20 could also be 'right in/right out'.

A new signal would be built where Timber Street meets Highway 20 and Timber can be extended north to serve future commercial and employment redevelopment and connect to Price Road. The existing Commercial Way would be disconnected from Highway 20. Eastbound drivers from southbound Price Road would be directed onto this Timber St extension. Finally, Blue Ox Drive would connect Timber Street with Goldfish Farm Road (which itself will be upgraded with sidewalks, bicycle lanes and street trees.)

To encourage east-west connectivity in this area, a pedestrian bridge is proposed, where 18th Avenue meets I-5, connecting East Albany with the Santiam and Periwinkle neighborhoods west of the freeway. In addition, improvements should be included in future reconfiguration of the Exit 233 interchange of Highway 20 and I-5 to provide safe connectivity for pedestrians and bikes.



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Example of arterial-scale streetscape improvements similar to those possible on Highway 20, showing new sidewalks, lighting, bike lanes, mid-block crossings and median landscape (Boones Ferry Road, Lake Oswego, OR)



Land Use Modeling of Scenarios and Preferred Alternative

Each land use scenario was evaluated using the Urban Footprint scenario planning software to assess the overall capacity for housing and jobs at buildout. These high-level estimates formed the basis for discussions about transportation and infrastructure needs. Note that the development capacity for the East Albany Area at buildout exceeds the City’s projected growth for the next 20 years – development of only a portion of East Albany has been used for infrastructure modeling and assessment.

Table 1. Land Uses within Each Alternative (Urban Footprint Model)

Land Use Designation	Alt. A Gross Acres	Alt. B Gross Acres	Alt. C Gross Acres	Preferred Alt.
Residential/Mixed Use	1,238	1,174	1,198	1,246
Commercial	206	137	182	122
Industrial	309	430	357	364
Natural/Open Space	554	568	568	543
Transportation/Utilities/Misc.	176	173	177	207
Total*	2,482	2,482	2,482	2,482

* Does not include rights-of-way

Population

Number of residents

■ Population ■ Population





Housing by Type

Number of dwelling units

- Detached Single-Family, Large Lot
- Detached Single-Family, Small Lot
- Single-Family Attached
- Multifamily



Jobs by Sector

Number of employees

- Retail
- Office
- Public
- Industrial
- Agriculture/Extraction
- Military



Assessment of Development Scenarios

This section provides a high-level assessment of the three development scenarios in order to help the community and decision-makers understand their relative benefits and impacts.

Project Goals

Each development scenario was crafted to meet the East Albany Plan’s goals. However, they differ in the emphasis on one goal or another. The following table describes the scenarios in detail with relation to each project goal. The scenarios ratings are shown with stars, with one star being least consistent and five stars being most consistent.



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SCENARIO 1	SCENARIO 2	SCENARIO 3
<p>Goal 1: Establish a development pattern of diverse, connected neighborhoods, services, and amenities through an appropriate mix of zoning designations.</p>		
<p>All scenarios contain a mix of residential, employment, commercial, and mixed use designations. Scenario 1 contains the greatest number of envisioned Mixed Use nodes.</p> <p style="text-align: center;">★ ★ ★ ★</p>	<p>All scenarios contain a mix of residential, employment, commercial, and mixed use designations. Scenario 2 contains the second greatest number of Mixed Use nodes.</p> <p style="text-align: center;">★ ★ ★ ★</p>	<p>All scenarios contain a mix of residential, employment, commercial, and mixed use designations. Scenario 3 contains the fewest Mixed Use nodes.</p> <p style="text-align: center;">★ ★ ★ ★</p>
<p>Goal 2: Connect residential, employment, commercial, and recreational uses with a functional, safe, and equitable multi-modal transportation system that promotes walking, biking, and transit and supports public health and climate change goals.</p>		
<p>All scenarios share the framework roadway and trail system that connects East Albany’s diverse uses and promotes active transportation.</p> <p style="text-align: center;">★ ★ ★ ★</p>		
<p>Goal 3: Provide a transportation system that provides access and mobility for all modes of travel and supports anticipated residential and employment growth.</p>		
<p><i>See the Transportation Analysis section for a detailed assessment of the transportation system.</i></p>		
<p>Goal 4: Support the City's economic development and employment goals and address barriers to achieving those objectives</p>		
<p>Scenario 1 contains the least amount of employment/light industrial acreage and the lowest amount of commercial acreage, resulting in the fewest overall employees of the scenarios. However, the prevalence of mixed-use development in this scenario results in the second highest number of retail employees of the scenarios.</p> <p style="text-align: center;">★ ★ ★</p>	<p>Scenario 2 contains the highest amount of employment/commercial acreage, resulting in the largest number of employees of the scenarios. Employment land in this scenario has a greater focus on industrial uses than other scenarios.</p> <p style="text-align: center;">★ ★ ★</p>	<p>Scenario 3 has the second highest amount of employment/commercial acreage resulting in the second highest number of employees of the scenarios. Employment land has a greater focus on commercial/retail uses in this scenario.</p> <p style="text-align: center;">★ ★ ★</p>
<p>Goal 5: Increase the variety of housing types, densities, and mixed-use developments to accommodate the needs of current and future residents, including housing that is affordable and accessible to all Albany residents at all income levels.</p>		



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SCENARIO 1	SCENARIO 2	SCENARIO 3
<p>Scenario 1 contains the greatest number of housing units (about 10% more than Scenario 3), though all scenarios show a significant increase in the amount and variety of housing units compared to the Base Case.</p> <p style="text-align: center;">★ ★ ★</p>	<p>Scenario 2 contains about 7% more housing than Scenario 3. However, all scenarios show a significant increase in the amount and variety of units compared to the Base Case.</p> <p style="text-align: center;">★ ★ ★</p>	<p>Scenario 3 generally has fewer attached and multi-dwelling units than the other scenarios, resulting in the lowest number of housing units overall. However, all scenarios show a significant increase in the amount and variety of units compared to the Base Case.</p> <p style="text-align: center;">★ ★ ★</p>
<p>Goal 6: Protect and improve the area’s watersheds, riparian and wildlife corridors, wetlands and drainage ways as habitat areas and for stormwater functions to help mitigate and adapt to climate change</p>		
<p>All scenarios envision the protection and enhancement of East Albany’s natural areas.</p> <p style="text-align: center;">★ ★ ★ ★</p>		
<p>Goal 7: Use interconnected natural resource corridors and greenway trail system to provide pedestrian, open space and wildlife connectivity between neighborhoods and to help protect scenic vistas and rural character.</p>		
<p>All scenarios envision the use of these corridors as a well-connected greenway system.</p> <p style="text-align: center;">★ ★ ★ ★</p>		
<p>Goal 9: Identify opportunities to provide and enhance aesthetic, recreational, and open-space amenities, including existing and new parks in the area. Multi-modal access to Timber Linn Park is a key opportunity for this plan.</p>		
<p>Scenario 1 includes a new mixed-use area adjacent to Timber Linn Park. All scenarios have significant new opportunities to enhance open space features in the area.</p> <p style="text-align: center;">★ ★ ★ ★</p>	<p>Scenario 2 includes a new mixed-use area adjacent to Timber Linn Park. All scenarios have significant new opportunities to enhance open space features in the area.</p> <p style="text-align: center;">★ ★ ★ ★</p>	<p>Scenario 3 includes residential and commercial areas adjacent to Timber Linn Park. All scenarios have significant new opportunities to enhance open space features in the area.</p> <p style="text-align: center;">★ ★ ★</p>
<p>Goal 10: Create attractive gateways into Albany from I-5 and US 20.</p>		
<p>Employment frontage on Highway 20 would allow for a gateway feature.</p> <p style="text-align: center;">★ ★ ★</p>	<p>Residential/Mixed Use frontage on Highway 20 may present a more urban gateway into the City.</p> <p style="text-align: center;">★ ★ ★ ★</p>	<p>Employment frontage on Highway 20 would allow for a gateway feature.</p> <p style="text-align: center;">★ ★ ★</p>
<p>Goal 11: Work with local and regional government partnering agencies to implement a coordinated approach to future annexation and development within the area and ensure that public facilities and infrastructure are sized and designed to serve planned levels of development.</p>		
<p><i>Coordination has occurred throughout this process and will continue into its implementation.</i></p>		
<p>Goal 12: Identify a strategy for implementation, including short-term and long-term measures and funding sources the City can take that will help achieve its goals for Project Study Area.</p>		



SCENARIO 1	SCENARIO 2	SCENARIO 3
<i>Implementation and funding details will be prepared for the preferred scenarios.</i>		

Transportation Assessment

DKS Associates conducted a transportation assessment of each development scenario, summarized below. Additional detail was provided as a separate technical memorandum. The transportation network for the Preferred Alternative will be evaluated in subsequent reports to be prepared as part of Task 7 of this project.

Transportation Network

Each transportation scenario was assumed to include the following common major transportation elements to support access, connectivity, and mobility of travel modes. These elements are generally depicted on the scenario maps.

- Additional connections to neighborhoods north of Knox Butte and closure of Century Drive
- New north-south street east of Goldfish Farm connecting Knox Butte to US 20
- Two new east-west streets connecting Goldfish Farm to Scrael Hill Road
- Timber Street extension south of US 20 to connect to Three Lakes Road and provide access to areas south of US 20

Scenario Evaluation Process

The following section summarizes the evaluation process that was conducted for each scenario.

Land use quantities for each scenario were estimated based on the land use designations. The total estimated household and employment capacity for each scenario is listed in Table 2.

Table 2. Development Scenario Land Use Capacity Summary

SCENARIO	HOUSEHOLDS	EMPLOYEES
BASE	4,705	3,074
SCENARIO 1	9,136	7,442
SCENARIO 2	8,753	8,934
SCENARIO 3	8,159	8,432

As listed in Table 2, each of the three development scenarios have the potential to add additional housing and employment capacity to East Albany. Scenario 1 has the highest overall housing capacity, while Scenario 2 has the highest overall employment capacity.

20 Year Planning Horizon Evaluation

Regional transportation planning in Albany uses the regional travel demand model to forecast future traffic volumes. The regional Corvallis Albany Lebanon Model (CALM) has a long-range planning horizon of 2043. The future land use assumptions for Albany that are included in the regional travel model are



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consistent with the statewide coordinated population projections¹. The travel model indicates that approximately one third of the overall city-wide household growth (approximately 2,400 units) are assumed to occur in East Albany over the next 21 years.

Since full buildout of the three land use scenarios would exceed the 21-year forecast, an incremental growth scenario was evaluated for each land use scenario. Each of these scenarios were capped to include a portion of household and employment growth that was consistent with the regional travel model assumptions and statewide population forecasts. Each scenario included a portion of housing and employment growth consistent with the land use designations. For the incremental 2,400 household unit growth, approximately 1,000 households have been recently approved and were accounted for in each scenario.

The three planning horizon scenarios were evaluated using the CALM travel demand model. Due to the incremental growth (limited to a 21-year forecast), relatively similar overall land use assumptions, and spread to an overall large size of the East Albany area, the model runs did not indicate significant differences in traffic impacts among the three scenarios. Rather, the following general transportation findings are similar among the scenarios:

- The identified additional transportation system will provide relief to existing streets
- A mix of housing and employment uses in close proximity allows opportunities for shorter, multimodal trips
- Higher intensity uses should be located along existing transit routes
- Larger employment areas that may require regional travel are best suited near east-west roads that provide access to I-5 (e.g., US 20)

Buildout Sensitivity Tests

Due to the limitations of the planning horizon evaluation, additional sensitivity tests were conducted for each scenario that estimated the relative differences of full buildout for the land use designation. Based on statewide population projections, full buildout of the scenarios would not be anticipated to occur within the next 20 years.

The travel model was used to conduct a preliminary sensitivity comparison between the three scenarios to determine potential differences of full buildout. This simplified sensitivity analysis scaled model trips within the East Albany area and did not control to growth in other areas of the City beyond the 20 year planning horizon or at regional gateways (including I-5) traveling into and out of the region. The analysis indicated that there would not be significant difference between the three scenarios (generally within ten percent) but that each of the scenarios at full buildout have the potential to add significant traffic growth beyond the 20-year horizon.

The preliminary analysis indicates that these future traffic growth estimates (relative to year 2043) could include:

- Knox Butte east of I-5 - Approximately double traffic and require a five-lane section along with strategies to maintain mobility.

¹ <https://www.pdx.edu/population-research/population-forecasts>



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- US 20 east of I-5 – Approximately double traffic, strategies to maintain mobility, and capacity upgrades at major intersections.
- Timber south of US 20 – Approximately double traffic. Would likely operate as a three lane facility but would require additional turn lanes near US 20.
- Goldfish Farm north of US 20 – Significant increase in traffic would require widening at US 20 and improved connectivity to reduce reliance on the corridor and provide alternative connections to US 2

Overview of Transportation Findings

The transportation evaluation of the three scenarios provided the following findings:

- Each scenario has the potential to provide significant additional capacity for housing and employment uses
- Growth within the long-range planning horizon (2043) would not reach full buildout based on statewide coordinated population projections. Due to this constraint, significant differences do not exist among the three scenarios over this period.
- The following strategies should be considered for developing the preferred alternative:
 - The identified additional transportation system will provide relief to existing streets
 - A mix of housing and employment uses in close proximity allows opportunities for shorter, multimodal trips
 - Higher intensity uses should be located along existing transit routes
 - Larger employment areas that may require regional travel are best suited near east-west roads that provide access to I-5 (e.g., US 20)
- The ultimate buildout for the three scenarios have the potential to significantly increase trips and traffic in the East Albany area. While this buildout would likely occur beyond 2043, the preliminary sensitivity tests indicate that traffic could further double on some key roadway segments within East Albany if the full buildout potential is realized.

Other Public Investment and Costs

Keller Associates has provided a high-level estimate of the relative level of costs and public investments needed to support these development scenarios, including sewer, and water infrastructure. This material is summarized briefly here and addressed in somewhat more detail in a separate memorandum.

When planning for future utilities, it will be important to account for the potential to increase pipe sizes and relocating pipeline alignments to maintain utilities in the right of way.

Water infrastructure has been updated to accommodate growth in East Albany based on the 2005 Water Facility Plan. However, the water system will have higher fire flow for parcels on the outskirts of the East Albany Zone and may require larger distribution piping and additional storage volume in the Knox Butte area. The City currently is undertaking an update of the Water Facility Plan and information from the East Albany planning process will be incorporated in that effort.

The 2015 Wastewater Facility Master Plan calls out several CIP projects in the East Albany region. Most of these projects are to handle peak buildout flows during a 5-year storm event. The increased



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residential zone will increase base flows for the area but should not have a major impact on existing or planned infrastructure.

The 2021 Stormwater Master Plan (SWMP) show deficiencies in the existing stormwater collection system. An increase in residential densities will cause more impervious area and the need to allocate more square footage to storm water capacity and water quality improvements. The SWMP calls for Build-Out CIP projects. Through detention and treatment, future stormwater infrastructure should be able to continue with a “business as usual” approach.”

The major difference between the land use and transportation scenarios is related to water and sanitary sewer demands/loads that occur in the northeast area of the East Albany Zone. The scenarios ranked from least cost to worst cost is as follows: Scenario 3, Scenario 1, and Scenario 2.

Scenario 1 is the middle option for relative cost based on the Mixed-Use/Neighborhood Commercial zoning at the intersection of Knox Butte Road and Scrael Hill Road. Mixed-Use/Neighborhood Commercial zoning requires additional fire flows and water demands, as well as increased sanitary sewer base flows. This scenario is ranked above Scenario 2 due to lower density residential zoning on the far end of the Knox Butte area.

Scenario 2 is higher cost option due to similar Mixed-Use/Neighborhood Commercial zoning at the intersection of Knox Butte Road and Scrael Hill Road, and medium density residential in the Knox Butte area may require larger pipes to provide utilities.

Scenario 3 is the lowest relative cost option for the Knox Butte area as there is no Mixed-Use/Neighborhood Commercial zoning and low density residential on the far northeast area. Low density residential requires lower demands and potentially lower fire flow requirements.

The difference in the proposed zoning along Santiam Hwy does not significantly impact future infrastructure. This area will have somewhat similar demands and flows regardless of the adjustments in the zoning. Additionally, potential adjustments in zoning near Periwinkle creek will not likely change future utility infrastructure.

All scenarios incorporate a significant network of natural areas and trail corridors which essentially will serve as linear parks within East Albany. Specific locations of neighborhood and/or community parks and recreation facilities have not yet been identified in the scenarios. Those facilities would be located and developed as the development of residential and mixed-use areas occurs. Based on the projected population for the area and the City’s standards for the number of acres of parks per resident embedded in its Parks Master Plan, the City could potentially need to develop another 70-150 acres of park facilities in the area over the long term (based on complete buildout of the area). These projections will be further refined as this memo is reviewed with city staff and other members of the Project Advisory Committee.

Similarly, each of the scenarios will require development of new school facilities to serve new households in these areas. Typically, the location, size and configuration of schools is determined by the Albany School District as plans for future development are formulated in more detail. Schools are allowed in all residential areas in the City and the scenarios described in this memo assume the inclusion of schools in the residential areas shown in the scenario maps. The number of schools will depend on



enrollment forecasts conducted by the school district and will vary to some degree by Scenario, given the different population projections associated with each. The City and project team will further coordinate with the school district regarding project school facility needs as part of preparation of a Preferred land use plan for East Albany.

Additional emergency services and utilities also will be needed to serve the area in the future. Utilities typically are provided by private companies (electrical, gas, telecommunications, and other companies) as development occurs and are not directly planned by the City. Emergency services (police and fire protection) are provided by the City of Albany. A high-level summary of emergency service facilities needed to support future growth in the area will be included in a revised draft of this report.

Implementation Steps

The alternatives described in this memorandum envision a full buildout of the Urban Growth Boundary in the East Albany area. This is likely a very long term (greater than 20-years) horizon, and development in Albany is also expected to occur in other areas of the City during this time.

Implementation of these scenarios will include the following:

1. **Adoption of the East Albany Plan.** At the conclusion of this planning process, the City is expected to adopt the East Albany Plan and its implementing components, including the following. In some cases, specific Comprehensive Plan and Code amendments will be prepared and adopted as part of this effort. In other cases, the team will describe the types of new code provisions needed and those amendments will be prepared and adopted as part of a separate, follow-up process.
 - a. Comprehensive Plan text & map amendments. This will entail redesignation of land with the “Urban Area Reserve” designation, and other changes.
 - b. Development code amendments. New zoning designations, overlays, or other changes may be needed to implement the preferred development scenario.
 - c. Zoning map amendments. Redesignation of lands that currently have City zones may occur with adoption of the plan.
2. **Property owner annexation.** Property in East Albany that is not yet within the City Limits will annex over time prior to receiving City zoning designations and development approval.
3. **Transportation Improvements and other public investments.** The public investments noted in this report will be completed over time as they are added to the City’s Capital Improvement Projects lists and funded. Additional information about public investments, costs, and timelines will be prepared at a later phase of this project.
4. **Incremental development and redevelopment.** With the enabling comprehensive plan and zoning language and public improvements identified, individual developments will occur over time to knit together the neighborhoods of East Albany. Redevelopment of underutilized sites is expected to occur over time as well.

These actions will be described in more detail in subsequent memos as the City and project team develop a preferred scenario for the East Albany Plan.



APPENDIX B

Comprehensive Plan, Zoning, and Development Code Amendments



to Anne Catlin, City of Albany
from Kate Rogers, Matt Hastie, Andrew Parish, and Brandon Crawford, MIG | APG
re Albany Comprehensive Plan, Zoning Map, Development Code Amendments (TM 8 & 9)
East Albany Plan
date 2/17/2023

Introduction

This memorandum summarizes recommended amendments to the Albany Comprehensive Plan map and text, zoning map, and Development Code for the East Albany Plan (EAP) project. The draft amendments are intended to implement the preferred land use scenario for the East Albany Plan and constitute Technical Memoranda #8 and #9 in the Scope of Work. The draft Plan and Code amendments are attached to this cover memo.

Project Goals

Several project goals were established at the onset of the EAP project to help guide the process and determine objectives. The recommended Zoning/Development Code and Comprehensive Plan amendments are strategies to advance the EAP goals related to thoughtful land use planning, with an emphasis on housing, commercial development, and employment opportunities. Relevant goals include the following:

- **GOAL 1:** Establish a development pattern of diverse, connected neighborhoods through an appropriate mix of zoning designations.
- **GOAL 2:** Connect residential, employment, commercial, and recreational uses with a functional and safe multi-modal transportation system and interconnected greenway trail system.
- **GOAL 3:** Support the City's economic development and employment goals and address barriers to achieving those objectives.
- **GOAL 6:** Increase the variety of housing types, densities, and mixed-use developments to accommodate the needs of current and future residents, including housing that is affordable to a full spectrum of Albany residents.
- **GOAL 12:** Identify a strategy for implementation, including short-term and long-term measures the City can take that will help achieve its goals for Project Study Area.

Comprehensive Plan Map and Zoning Map Amendments

EXISTING COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

East Albany has existing Comprehensive Plan and Zoning designations, some of which we recommend amending to implement the vision and goals for the EAP area that were identified in this project. The City's Comprehensive Plan (Comp Plan) designations serve as the policy basis for land uses in the City, which are implemented by corresponding zoning designations. Therefore, Comprehensive Plan map amendments will be consistent with recommended Zoning Map amendments. The general locations for recommended map changes are shown and described in the Preferred Alternative section below.

East Albany has the following Comprehensive Plan designations, which are also shown in Figure 1.

- Residential – Low Density
- Residential – Medium Density
- Village Center
- Commercial – Light
- Commercial – General
- Light Industrial
- Heavy Industrial
- Urban Residential Reserve
- Public and Semi-Public
- Open Space

East Albany has the following existing zones, which are also shown in Figure 2:

Residential Zones:

- Residential Single-Dwelling Unit, 6-8 Units/Acre (RS-6.5)
- Residential Single-Dwelling Unit, 8-10 Units/Acre (RS-5)
- Residential Medium Density (RM)

Employment/Commercial Zones:

- Industrial Park (IP)
- Light Industrial (LI)
- Regional Commercial (RC)
- Community Commercial (CC)
- Neighborhood Commercial (NC)

Other Zones:

- Mixed Use Commercial (MUC)
- Open Space Zone (OS)

Figure 1: Existing Comprehensive Plan Designations in the East Albany area

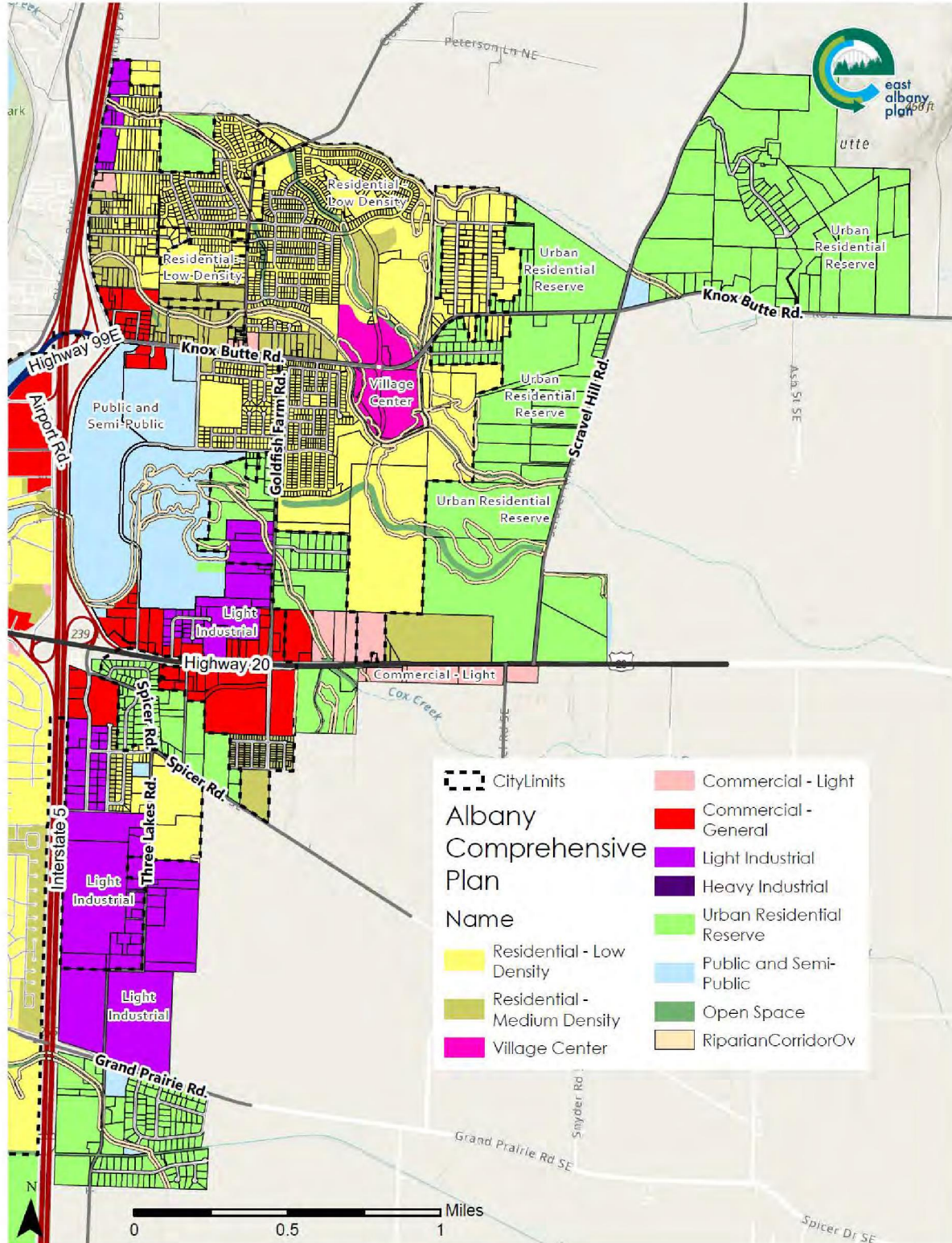
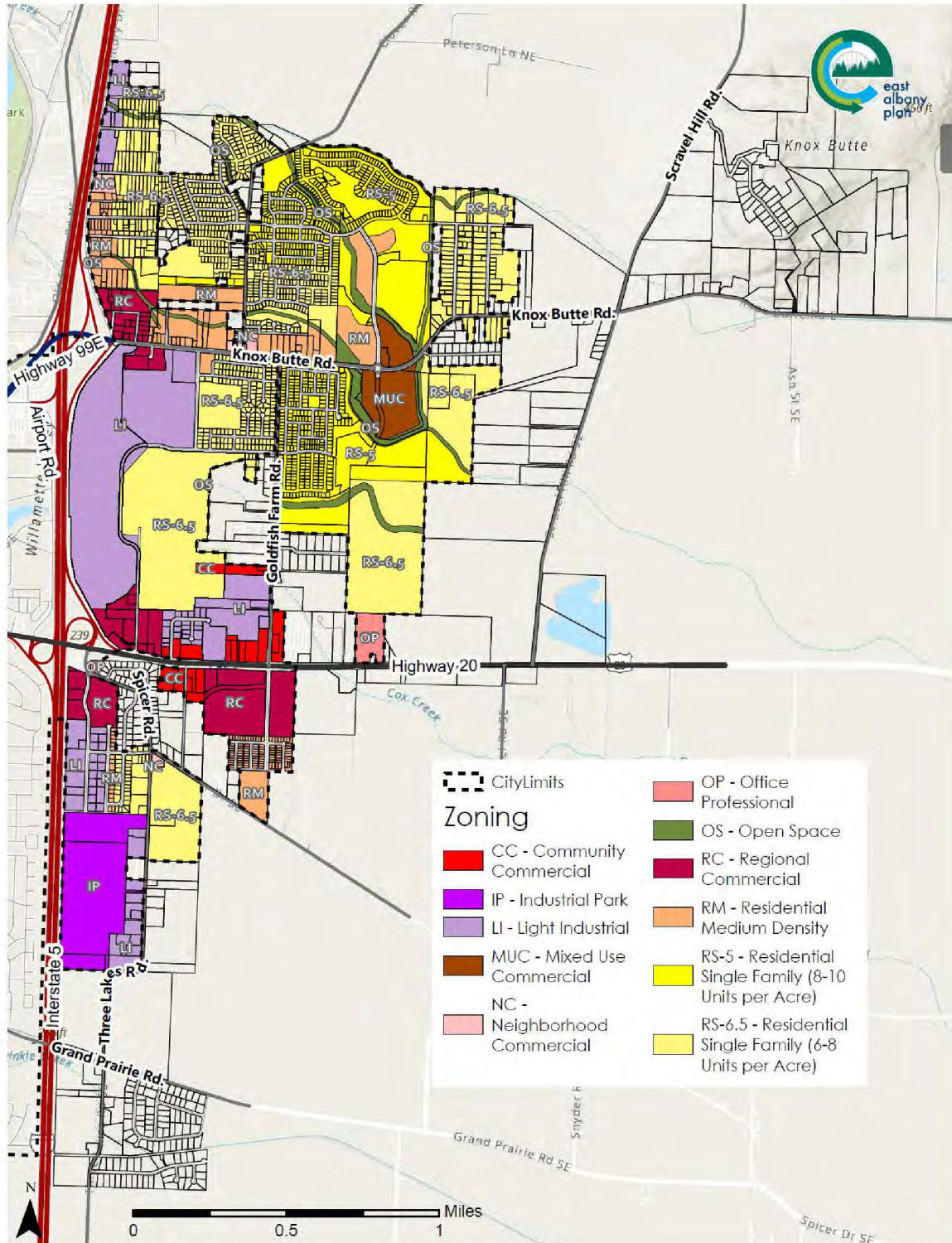


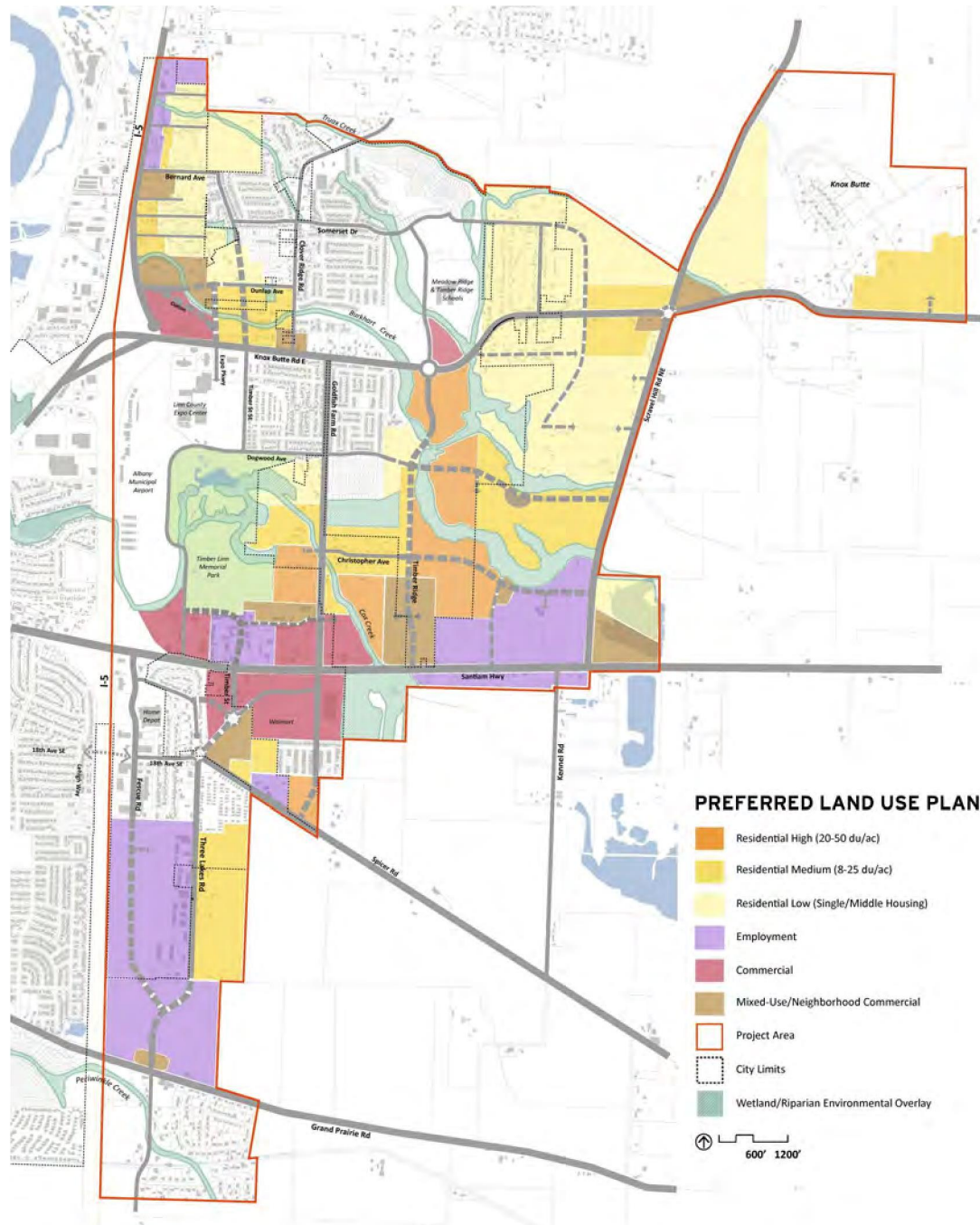
Figure 2: Existing Zoning Designations in the East Albany Plan area



Preferred Alternative

Key features of the Preferred Alternative are described on the next page. EAP land uses have been described and presented in a general manner to date – the purpose of this summary is to better define what comprehensive plan and zoning designations will implement the general land uses, which are shown in Figure 3. Areas without color on this map are assumed to be unchanged from existing zoning designations or land uses. All areas with Urban Residential Reserve designations on the Comprehensive Plan map would be updated with residential, employment, or mixed use designations.

Figure 3: Preferred Land Use Scenarios



Residential Areas

- **Residential - Low.** This designation allows for lower intensity residential uses, such as single-dwelling unit detached homes and middle housing. The existing Residential Low Comp Plan designation implements this concept. A combination of R-5 and R-6.5 zones will implement this concept.
- **Residential - Medium.** The intent of this designation is to provide opportunities for residential development between 8 and 25 du/acre. The existing Residential Medium Com Plan designation implements this concept. The RS-5, RM and RMA zones can be applied in these areas.
- **Residential - High.** This designation is intended for residential development of 20 to 50 units an acre with opportunities for limited locally-serving office and commercial uses, for example on the ground floor of a multi-story building. An analogous Comp Plan designation does not exist and will need to be created for application in areas noted as high density residential in the East Albany area. A new high density residential zone is also needed that could be applied in these areas along with the RMA and MUR zones.

Mixed Use Village Areas

- **Mixed Use/Neighborhood Village.** The intent of this designation is to allow for a mix of residential and commercial uses at two different scales throughout the plan area – a smaller neighborhood scale, and a larger urban scale. The Village Center or the Commercial Light (proposed to be named Neighborhood Village) Comp Plan designations can be applied in these areas. The city has several mixed use zones that can be applied in the Village Center designation in East Albany, including the Mixed Use Commercial (MUC) and the Mixed Use Residential (MUR) zones. In the Neighborhood Village designation MUR, Office Professional (OP) or Neighborhood Commercial (NC) could be applied. However, potential zoning amendments should consider requirements related to the mix of uses to create the desired variety of development.

Employment Areas

- **Employment.** The City's Light Industrial and Industrial Park zones, and the Light Industrial Comp Plan designation could implement the Employment designation. However, these zones may not allow a broad enough set of uses or include appropriate development standards to implement the goals of the East Albany area. As a result, a new Comprehensive Plan designation and a new zone likely will be needed in East Albany. In some areas that are primarily built out, existing Comp Plan and zoning designations may be retained.
- **Commercial.** Some combination of the City's existing General Commercial Comp Plan designations (Light Commercial and General Commercial) and zoning designations (Neighborhood, Community and Regional Commercial) are likely to be used in East Albany with relatively few changes.

Open Space and Public Land

- The East Albany Preferred Land Use Plan proposes to apply the Open Space designation and zone to areas already set aside as permanent open space and areas with significant wetlands within riparian corridors. . In addition, the Open Space Comp Plan and Zoning designations could be applied in the future to any properties that are acquired and/or planned for such uses.

Comprehensive Plan Goals/Policies Amendments

Draft Comprehensive Plan text amendments are attached to this memo and summarized below.

Chapter 9 – The proposed land use and zoning designations within the East Albany Plan area require amendments to the Land Use Planning chapter of the Comprehensive Plan. Proposed amendments include the following:

- **Reinstitute the High Density Residential designation.** This designation was removed from the Comprehensive Plan in 2007; however, as noted above, the existing residential designations are not adequate for the high-density residential uses that are recommended for the East Albany area.
- **Add a new sub-category within the Village Center designation: Village Center - East.** The Village East designation would only apply in East Albany and could only be implemented by the Mixed Use Commercial (MUC) and Mixed Use Residential (MUR) zoning districts.
- **Rename and Update the Light Commercial designation to Neighborhood Village:** The existing Light Commercial designation is implemented by the Neighborhood Commercial (NC) and the Office Professional (OP) zones. This designation exists citywide and is in a few places in East Albany. The proposed name change to Neighborhood Village would capture the intended character and scale of development in these areas. Adding the Mixed Use Residential (MUR) zone as a compatible zone would support existing residential development in these areas and new mixed use developments.
- **Add a new Employment designation.** This would be similar to the Light Industrial designation, but would allow a broader range of office and professional uses. Potential implementing zones include the new Employment (EMP) zone, as well as Industrial Park (IP), and Office Professional (OP).
- **Update the Plan Designation Zoning Matrix.** This table is proposed to be updated with the proposed new Comprehensive Plan designations and compatible zoning districts listed above.

Chapter 8 – A new section within the Urbanization chapter of the Comprehensive Plan is also proposed to further the vision, goals, and objectives for the East Albany Plan area. This section is modeled after existing sections for the North Albany and South Albany areas. Much of the proposed goal and policy language for the new East Albany section is derived from earlier work in developing the East Albany Plan, including the Vision and Goals memo, Gap Analysis, and Development Alternatives report. Policies are proposed for the following topics: Land Use, Transportation, Economic Development, Housing, Natural Resources and Greenways, Aesthetic and Recreational Amenities, and Infrastructure.

Comprehensive Plan Map Amendments

The East Albany Plan identifies amendments to the City's comprehensive plan map to achieve the goals of the plan. The most significant change is replacing the "Urban Residential Reserve" designation with a planned program of residential, employment, and mixed use designations to provide greater certainty to property owners and to support transportation and utility investment by the City. These changes are detailed in the attached map.

Zoning Map Amendments

Zoning districts are applied to land within Albany's city limits. A few zoning map amendments are recommended as part of the adoption of the East Albany plan to be compatible with proposed Comprehensive Plan map amendments that will implement the land use plan concepts. Property owners can also undertake zoning amendments to conform with the underlying comprehensive plan designation as desired. For areas outside the city limits, annexation will require zoning be applied consistent with the comprehensive plan and the East Albany Plan.

Albany Development Code (ADC) Amendment Summary

Draft ADC amendments are attached to this memo and summarized below.

REVIEW CRITERIA (ADC ARTICLE 2)

Article 2 includes the same Plan Designation Zoning Matrix that appears in Chapter 9 of the Comprehensive Plan (ADC Table 2.760-1). The table identifies Comprehensive Plan designations and compatible zoning districts. The same updates for Table 2.760-1 are proposed as in Chapter 9 of the Comp Plan, and are needed to reflect proposed updates to the Comp Plan designations and implementing zones.

RESIDENTIAL ZONING DISTRICT AMENDMENTS (ADC ARTICLE 3)

None of Albany's existing residential zones allows for the type of high-density urban residential development that is envisioned for the East Albany Plan area. We recommend adding a new High Density Residential zone that would allow for residential density in the range of 25 to 50 units per acre. This zone will primarily allow multi-dwelling unit housing and higher-density forms of middle housing. Single-dwelling unit detached housing will not be allowed in the High Density Residential zone, therefore it will not be a "middle housing zone" as defined in Article 22. Compatible use types will be allowed, either outright or through a conditional use process. This includes limited locally serving office and commercial uses, which will be allowed in conjunction with a residential use.

MIXED USE ZONING DISTRICT AMENDMENTS (ADC ARTICLE 5)

The city has several mixed use zoning districts that can be applied in the East Albany area, including the Mixed Use Commercial (MUC), Mixed Use Residential (MUR). The MUC designation is already applied in East Albany, and could be applied in other mixed-use areas with a commercial focus. However, this zone allows for, but does not require a commercial component, and the city has seen its existing MUC land be used exclusively for residential development in East Albany. We recommend modifications to the existing MUC and MUR zoning districts to help ensure the desired mix of commercial and residential development is achieved in the East Albany mixed-use areas. Specifically, we recommend the following changes to the MUR and MUC zones for development in East Albany:

- **MUR:** Non-residential use categories (e.g., allowed commercial/retail uses) are only permitted in conjunction with a primary residential use. The non-residential use must be in the same building or on the same parent property as the primary residential use.
- **MUC:** New residential use categories are only permitted in conjunction with a primary commercial use. The new residential use must be in the same building or on the same parent property as the primary commercial use.

EMPLOYMENT AREAS AND AMENDMENTS (ADC ARTICLE 4)

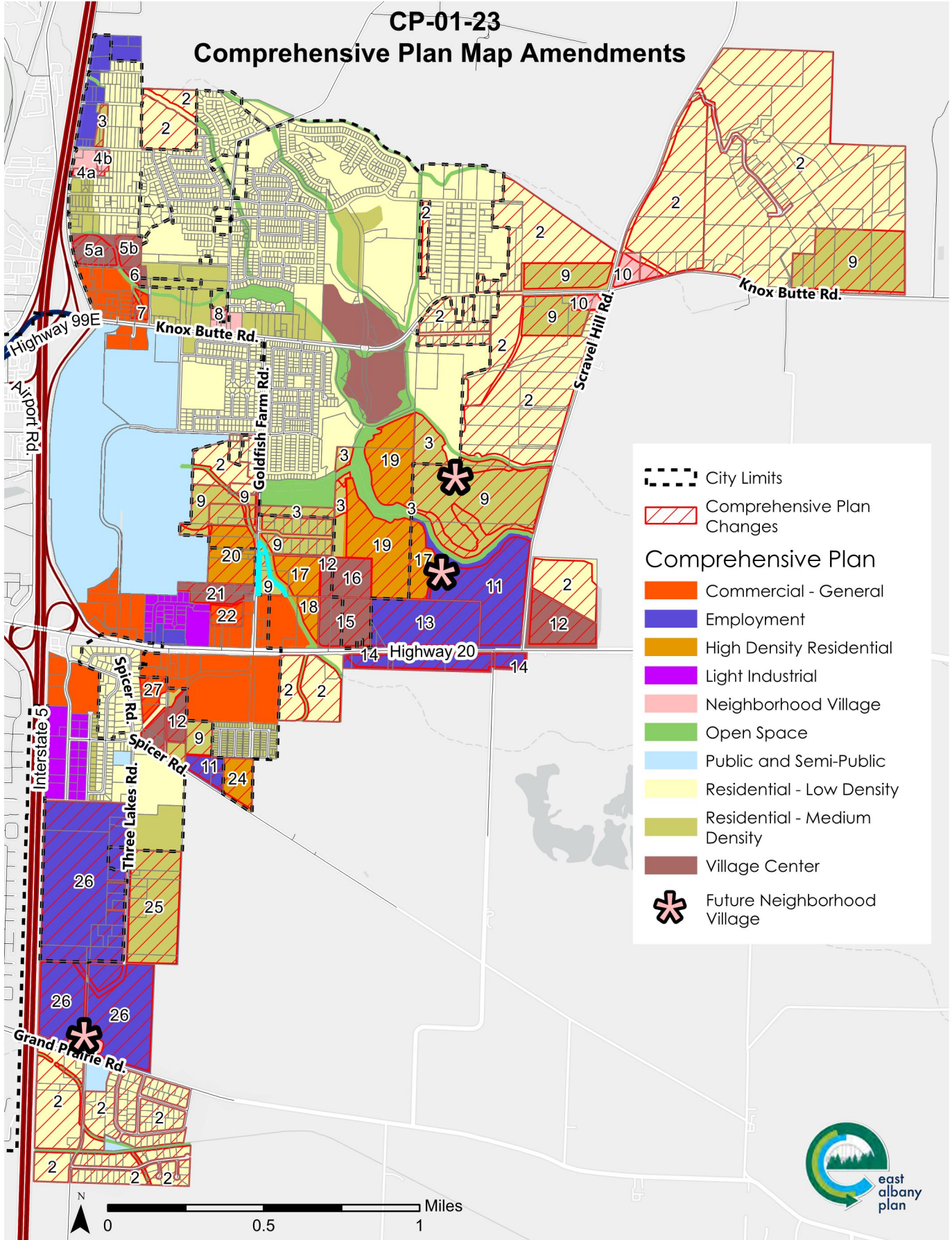
The City's existing Light Industrial and Industrial Park zones likely do not allow a broad enough set of uses or include appropriate development standards to implement the employment goals of the East Albany area. Therefore, we recommend the city adopt a new Employment zone to accommodate the intended commercial and industrial uses in East Albany. Specifically, the new Employment district will be intended for a range of office uses, manufacturing, and high tech/research activities and uses.

The uses and activities in the new Employment zone are also intended to minimize hazardous impacts associated with heavier industrial uses. As a result, this new district will help serve as a buffer and transitional zone between heavy industrial uses and nearby residential or general commercial/retail uses.

USE CATEGORIES AND DEFINITIONS (ADC ARTICLE 22)

A minor change to the Manufacturing and Production use category is proposed to include more examples of technological production (e.g., microprocessors and computer components). This is intended to ensure those types of uses are permitted in the Employment zone and other industrial zones that allow manufacturing.

CP-01-23 Comprehensive Plan Map Amendments





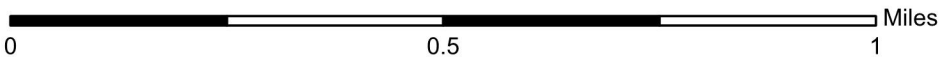
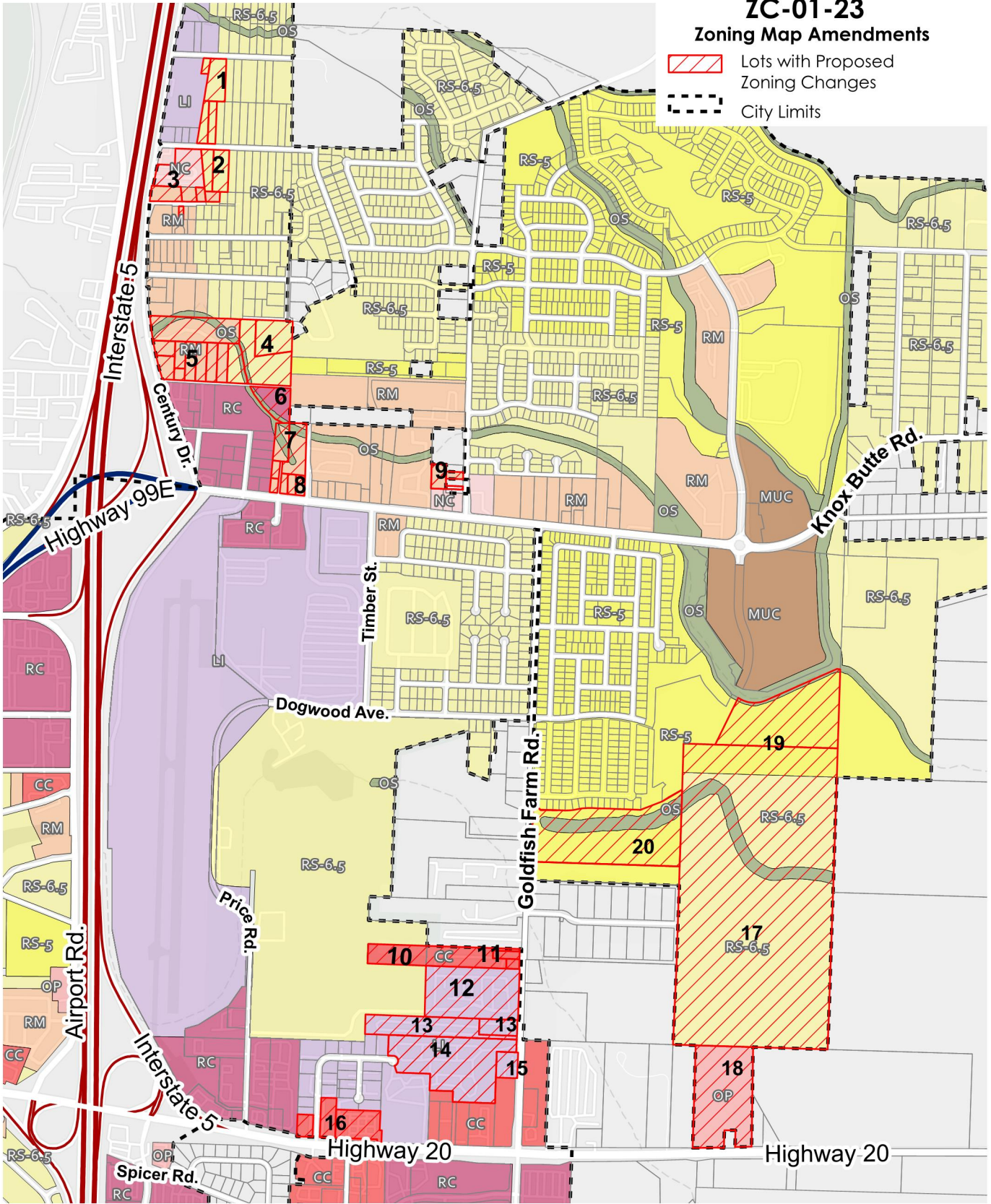
CP-01-23
East Albany Plan
Comprehensive Plan Map Amendments

Area	Current Comp Plan	Proposed Comp Plan
1	Res Low Density	Employment
2	Urban Residential Reserve	Res Low Density
3	Res Low Density	Res Medium Density
4a	Res Low Density	Neighborhood Village
4b	Res Medium Density	Neighborhood Village
5a	Res Low Density	Village Center
5b	Res Medium Density	Village Center
6	Commercial General	Village Center
7	Res Medium Density	General Commercial
8	Res Medium Density	Neighborhood Village
9	Urban Residential Reserve	Res Medium Density
10	Urban Residential Reserve	Neighborhood Village
11	Urban Residential Reserve	Employment
12	Urban Residential Reserve	Village Center
13	Res Medium Density	Employment
14	Commercial Light	Employment
15	Commercial Light	Village Center
16	Res Low Density	Village Center
17	Urban Residential Reserve	Res High Density
18	Commercial Light	Res High Density
19	Res Low Density	Res High Density
20	Light Industrial	Res High Density
21	Light Industrial	Village Center
22	Light Industrial	Commercial General
23	Commercial General	Employment
24	Res Medium Density	Res High Density
25	Light Industrial	Res Medium Density
26	Light Industrial	Employment
27	Urban Residential Reserve	Commercial General

ZC-01-23

Zoning Map Amendments

-  Lots with Proposed Zoning Changes
-  City Limits



Zoning Map Legend

RR - Residential Reserve
RS-10 - Residential Single Family (5 Units per Acre)
RS-6.5 - Residential Single Family (6-8 Units per Acre)
RS-5 - Residential Single Family (8-10 Units per Acre)
RM - Residential Medium Density
RMA - Residential Medium Density Attached
MUR - Mixed Use Residential
CB - Central Business
DMU - Downtown Mixed Use
ES - Elm Street
HM - Hackleman / Monteith
HD - Historic Downtown
LE - Lyon / Ellsworth
MS - Main Street
PB - Pacific Boulevard
WF - Waterfront
NC - Neighborhood Commercial
OP - Office Professional
CC - Community Commercial
RC - Regional Commercial
MUC - Mixed Use Commercial
LI - Light Industrial
HI - Heavy Industrial
IP - Industrial Park
OS - Open Space

ZC-01-23 East Albany Area Plan Proposed Zoning Map Amendments

Area	Current Zone	Proposed Zone(s)
1	RS-6.5	RM
2	RS-6.5	MUR
3	NC, RM	MUR
4	RS-6.5	MUR
5	RM	MUR
6	RC	MUC
7	RM	RC
8	RM	CC
9	RM	MUR
10	CC	RS-6.5
11	CC	HDR
12	LI	HDR
13	LI	MUC
14	LI	MUC, CC
15	LI	CC
16	CC	EMP
17	RS-6.5, RS-5	MUC, HDR, RM
18	OP	MUC
19	RS-5	RM
20	OS/RS-5	OS

EMP = Employment
HDR = High Density Residential



APPENDIX C

Infrastructure Analysis





REVISED Technical Memorandum 7

TO: Andrew Parish, MIG

FROM: Peter Olsen, PE Keller Associates
Luke Tabor, EI Keller Associates

DATE: May 10, 2023

SUBJECT: **TM7 EAST ALBANY PLAN PREFERRED ALTERNATIVE –
INFRASTRUCTURE ANALYSIS**

CC: Matt Hastie, MIG

1.0 INTRODUCTION

Memorandum #7 identifies non-transportation public infrastructure needs necessary to support the East Albany Plan's preferred Development Alternative. Non-transportation infrastructure includes water, sanitary sewer, and storm water infrastructure. The location and size of infrastructure are consistent with adopted standards for those facilities. Future infrastructure includes publicly provided infrastructure identified in adopted plans, with adjustments for inflation, based on input from facility providers. Costs for projects called for in master plans are included in each line item for future infrastructure. Keller Associates used existing City master plans and mapping for water, sewer, and storm water as the baseline for identifying the need for investments beyond those already planned. This evaluation only includes trunklines and larger distribution mains, and assumes all local distribution pipelines and service lines will be developed at the cost of private developers. Figure 1 shows the preferred scenario and street layout used to develop future improvements.

Cost estimates include mobilization and administration, bonding, contractor overhead and profit, prevailing wages, contingency, engineering design, bid and construction services, permitting, geotechnical investigation, surveying, environmental, and legal, administrative, and funding.

2.0 WATER UTILITIES

Water infrastructure has been updated to accommodate growth in East Albany based on the 2004 Water Facility Plan. Future infrastructure called out in the plan includes Development Driven Transmission/Distribution Projects, the Knox Butte Reservoir Project Phase 1, and the Knox Butte Reservoir Project Phase 2. Completed projects were updated based on City input. Additional mainline distribution piping is included for areas not previously evaluated and to maintain looping in the system. Looping the distribution network decreases pressure drops and dead-end pipes that become stagnant and create potential water quality complaints. Future mainlines should be in major right of ways whenever possible. Figure 2 shows future water infrastructure in the East Albany study area. Table 1 below shows projected linear feet of each pipeline size and costs for future pipelines and reservoirs.

TABLE 1 – EAST ALBANY STUDY AREA WATER COST ESTIMATE

General Improvement	Estimated Quantity	Unit	Total Cost
12-inch Water Pipe	50,343	LF	\$ 32,700,000
16-inch Water Pipe	6,000	LF	\$ 4,800,000
24-inch Water Pipe	12,580	LF	\$ 13,300,000
Knox Butte Reservoir 1	1	LS	\$ 20,600,000
Knox Butte Reservoir 2	1	LS	\$ 19,600,000
Total:			\$ 91,000,000

* Unit cost estimates are based on current (2022) construction cost data from recent Keller Associates projects.

3.0 SEWER UTILITIES

The 2015 Wastewater Collection System Facility Plan calls out several CIP projects in the East Albany study area. Most of these projects are intended to handle peak buildout flows during a 5-year storm event. The increased residential development will increase base flows for the study area but should not have a major impact on existing or planned infrastructure. The list below summarizes Capital Improvement Projects called for in the Master Plan.

- Cox Creek Interceptor Projects
- Century Drive – Draperville Projects
- Somerset Drive Projects
- Three Lakes Road Projects
- Highway 20 Projects
- Timber Linn Projects
- Knox Butte Roads Projects
- Burkhart Creek Lift Station

Pipeline and lift station improvements for these projects are embedded into the line item costs in Table 2 on the following page. Additional sewer mainline pipes not evaluated as part of the Facility Master Plan were added based on future street layouts and zoning. Figure 3 shows future sewer infrastructure in the East Albany study area. Table 2 shows line item costs for future sewer infrastructure.

TABLE 2 – EAST ALBANY STUDY AREA SEWER COST ESTIMATE

General Improvement	Estimated Quantity	Unit	Total Cost
8-inch Sewer Pipe	10,930	LF	\$ 4,700,000
10-inch Sewer Pipe	18,090	LF	\$ 8,500,000
12-inch Sewer Pipe	6,300	LF	\$ 3,000,000
15-inch Sewer Pipe	10,850	LF	\$ 6,100,000
18-inch Sewer Pipe	5,775	LF	\$ 3,500,000
21-inch Sewer Pipe	4,125	LF	\$ 2,500,000
400 GPM Lift Station	1	EA	\$ 1,700,000
700 GPM Lift Station	1	EA	\$ 2,400,000
900 GPM Lift Station	1	EA	\$ 2,700,000
900 GPM Lift Station	1	EA	\$ 2,700,000
6200 GPM Lift Station	1	EA	\$ 12,800,000
Total:			\$ 50,600,000

* Unit cost estimates are updated from January 2021 to current (January 2023) construction cost data using Engineering News-Record cost index 20-city average.

4.0 STORM UTILITES

The East Albany study area consists of the entire Burkhart-Truax Basin, and parts of the Cox Creek and Periwinkle Basins (Figure 4). Build-out deficiencies include previously identified existing deficiencies plus any new deficiencies from additional runoff created by the build-out impervious surfaces. Future deficiencies were also considered for areas where new roadways are planned in the Albany Transportation System Plan. Assumed future stormwater infrastructure for this analysis comes from the 2021 Stormwater Master Plan (SWMP).

The most significant deficiencies in the Burkhart-Truax Basin occur in the storm drain system serving the residential lots bounded by Clover Ridge Road to the west, Alameda Avenue to the north, Stormy Street to the east, and Edgewater Drive to the south. This system discharges directly to Burkhart Creek roughly 300 feet upstream of the Clover Ridge Road culvert. These deficiencies are caused by a combination of insufficient pipe capacity in Breezy Way, and backwater from Burkhart Creek caused by head losses across the Clover Ridge culvert and a private culvert located 400 feet downstream of Clover Ridge Road. Other deficiencies in this model include the unimproved streets such as Century Drive, Bernard Avenue, Eleanor Avenue, Earl Avenue, Charlotte Street and Marilyn Street.

The most significant deficiencies in the Cox Creek Basin occur within the East Albany study area at the Municipal Airport and along Price Road adjacent to Timber-Linn Park. Deficiencies in Price Road are caused by backwater from Cox Creek. Deficiencies in the airport are caused by a combination of backwater from Cox Creek and Swan Lake and from local conveyance pipe deficiencies.

A majority of the Periwinkle Basin deficiencies within the East Albany study area are identified in the SWMP as transportation-based improvements. These improvements are for stormwater

hydraulic capacity for new streets proposed in the Transportation System Master Plan. Increased flow in the build-out condition in Periwinkle Creek cause a propagation of existing deficiencies due to high backwater conditions causing decreased flow capacity in the trunk and collector lines.

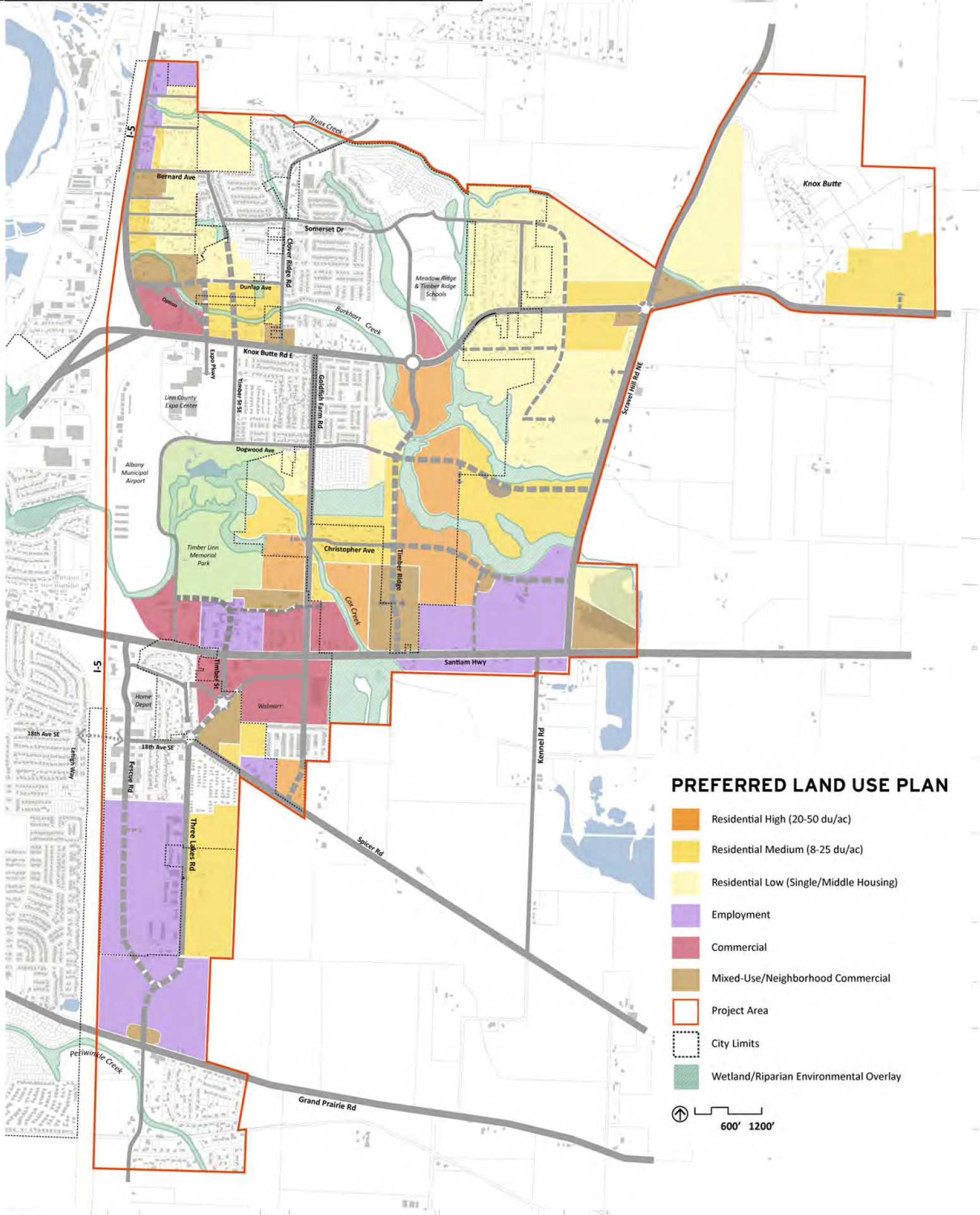
Figure 5 shows future storm infrastructure in the East Albany study area. Table 3 shows line item costs for future sewer infrastructure by basin. For a more detailed breakdown of projects in each basin see the SWMP.

TABLE 3 – EAST ALBANY STUDY AREA STORM COST ESTIMATE

General Improvement	Total Cost
Burkhart-Truax Basin	\$ 7,600,000
Cox Creek Basin	\$ 6,500,000
Periwinkle Basin	\$ 1,800,000
Albany Transportation System Plan - Stormwater Infrastructure	\$ 36,100,000
Total:	\$ 52,000,000

* Unit cost estimates are updated from 2021 Avg. to current (January 2023) construction cost data using Engineering News-Record cost index 20-city average.

FIGURE 1: PREFERRED SCENARIO

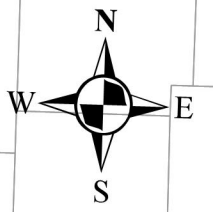


PREFERRED LAND USE PLAN

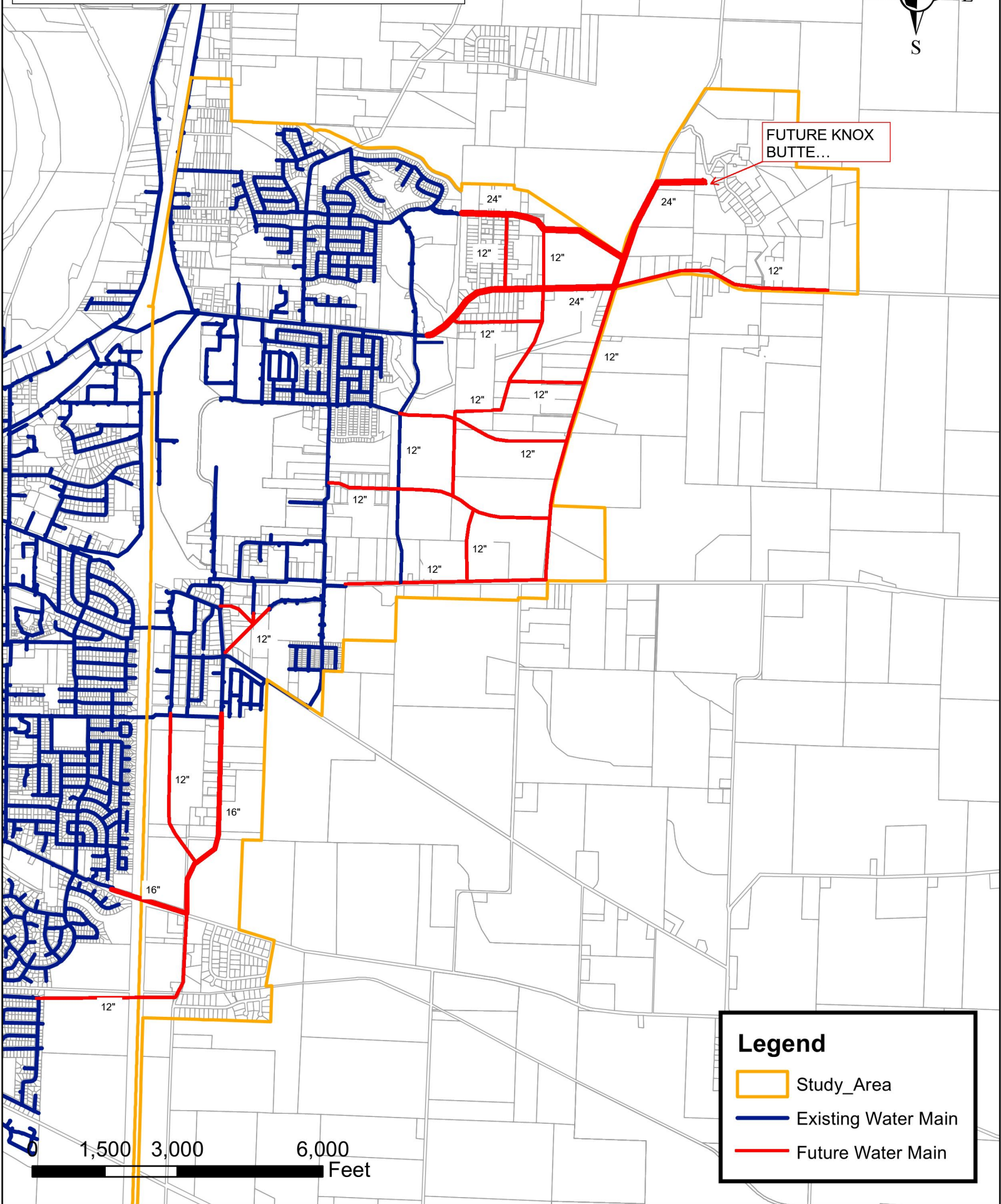
- Residential High (20-50 du/ac)
- Residential Medium (8-25 du/ac)
- Residential Low (Single/Middle Housing)
- Employment
- Commercial
- Mixed-Use/Neighborhood Commercial
- Project Area
- City Limits
- Wetland/Riparian Environmental Overlay

600' 1200'

FIGURE 2: WATER INFRASTRUCTURE



FUTURE KNOX BUTTE...



1,500 3,000 6,000 Feet

Legend




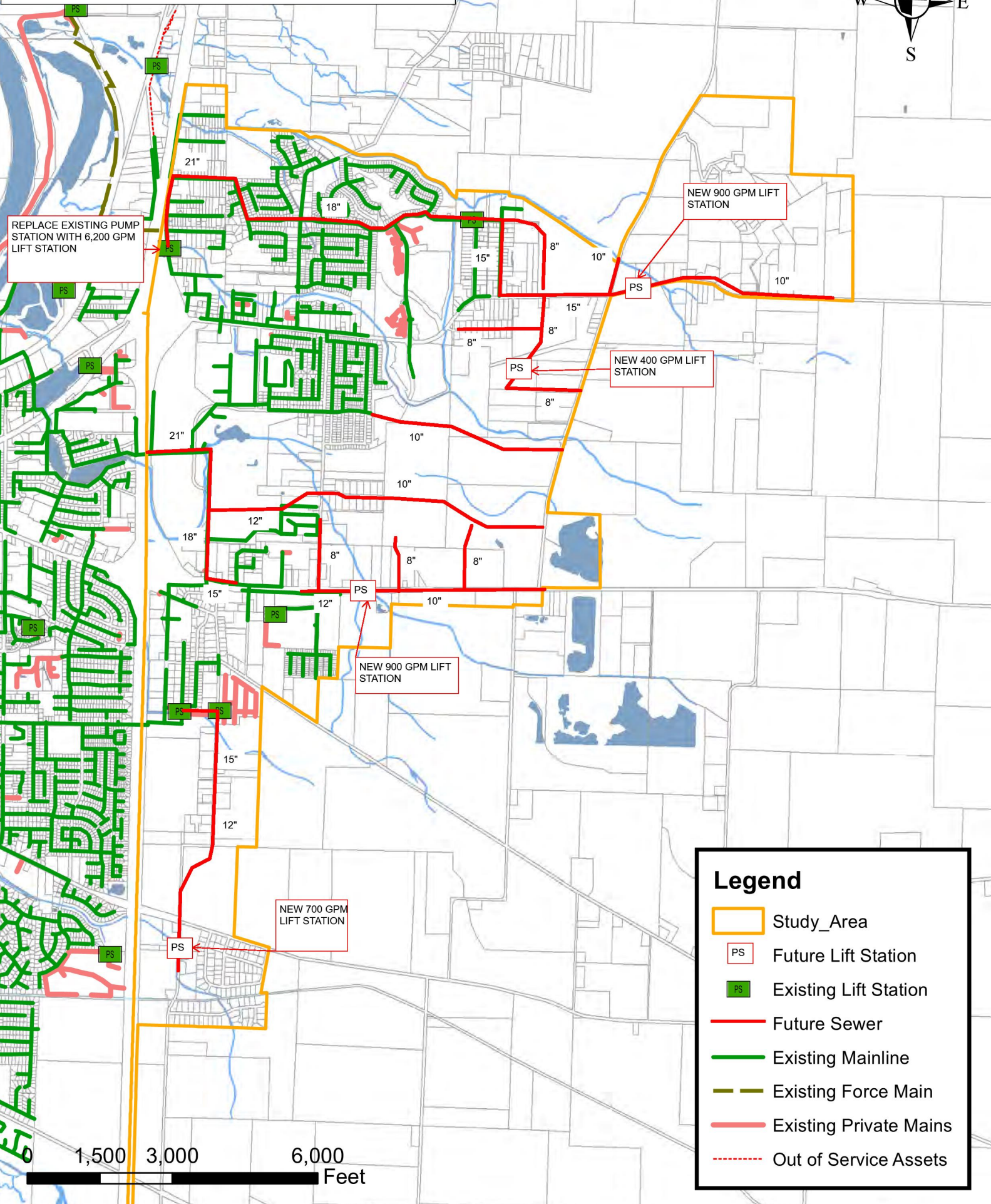
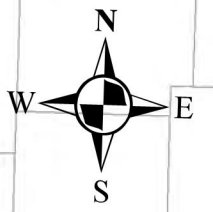
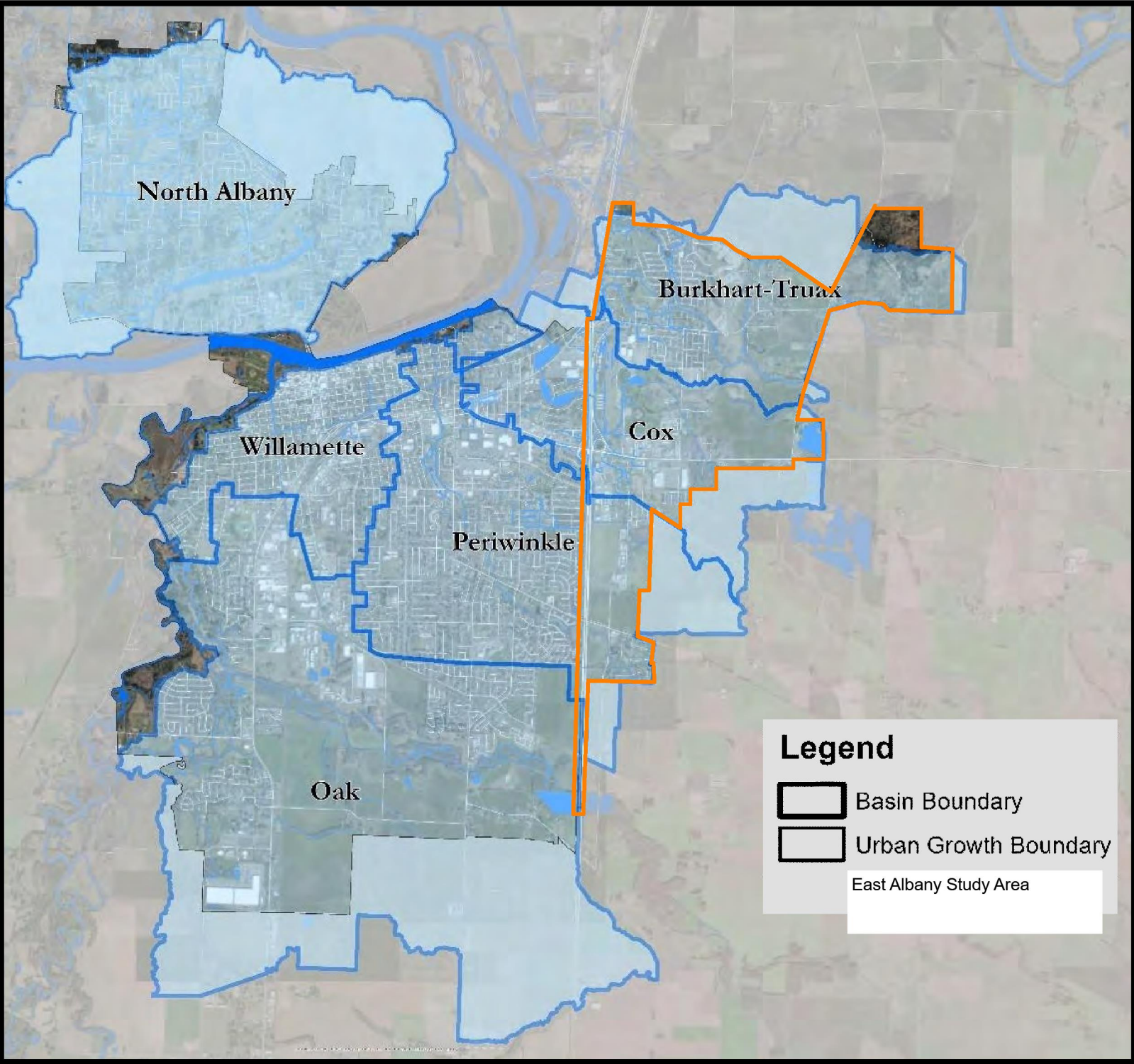
-  Study_Area
-  Existing Water Main
-  Future Water Main

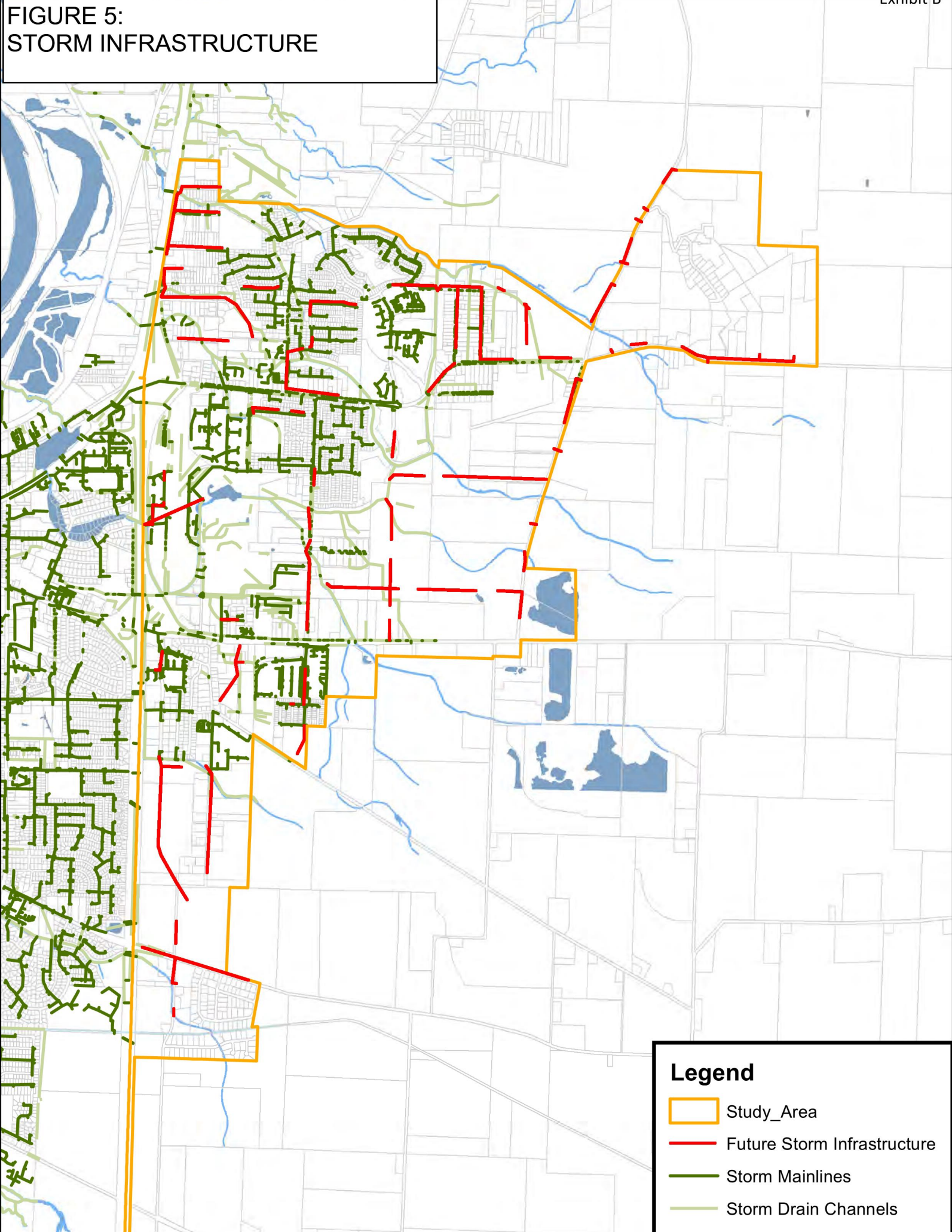
FIGURE 3: SEWER INFRASTRUCTURE







**FIGURE 4:
STORM BASINS**



**FIGURE 5:
STORM INFRASTRUCTURE**



Legend

-  Study_Area
-  Future Storm Infrastructure
-  Storm Mainlines
-  Storm Drain Channels



APPENDIX D

Transportation Analysis

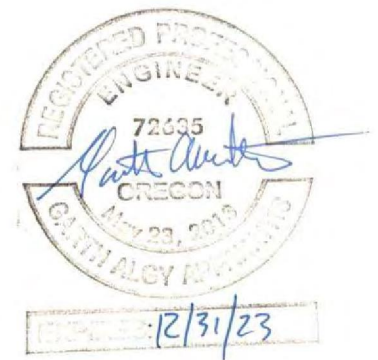


DATE: April 28, 2023

TO: Matt Hastie | APG|MIG

FROM: Alex Correa, Garth Appanaitis | DKS Associates

SUBJECT: East Albany Plan – TM #6 TPR Analysis and TSP Amendments Project #21181-000



This memorandum summarizes the impacts to the planned transportation system that result from the preferred East Albany Development Alternative. The planned land use changes would provide additional housing and employment capacity, though full development of all areas are not anticipated to occur within the 20-year planning horizon. Transportation analysis was conducted for the portion of growth assumed to occur within the 20-year horizon. Since the current Albany Transportation System Plan (TSP) has a planning horizon of 2030, more recent transportation analysis conducted for Albany Area Metropolitan Planning Organization's (AAMPO) Regional Transportation Plan (RTP) with a planning horizon of 2040 was used to establish the current land use plan baseline. The analysis indicates that the proposed land use changes would not result in additional impacts to the transportation system since the portion of growth assumed to occur over the 20-year planning horizon would not exceed established projections. The recommendations of this work will be incorporated into the next Albany TSP Update, commencing in 2023 or 2024.

PREFERRED DEVELOPMENT ALTERNATIVE OVERVIEW

Three preliminary development scenarios were summarized in prior documentation¹ that included a mix of development types and locations across the approximately 2,800 acres of East Albany. A preferred development alternative was prepared based on the study of the preliminary scenarios. The preferred development alternative map is included as an attachment.

TRANSPORTATION NETWORK

The preferred transportation network includes transportation elements that are both currently planned (in the current City of Albany TSP) and that are not currently included in the TSP.

¹ Memorandum: East Albany Plan – Development Alternatives (Transportation Evaluation) Summary, prepared by DKS Associates, August 24, 2022.

Several projects are already included in the Albany TSP and are likely to be funded within the planning horizon based on the 2011 Transportation System Financial Plan². These key elements/projects already included in the Albany TSP in the study area were included in both the Baseline and Preferred Alternative traffic analysis:

- New north-south street east of Goldfish Farm connecting Knox Butte to US 20 (TSP Project ID L15)
- Two new east-west streets connecting Goldfish Farm to Scrael Hill Road (TSP Project IDs L14 and L16)
- Timber Street extension south of US 20 to connect to Three Lakes Road and provide access to areas south of US 20 (TSP Project ID L4)
- Additional connections to neighborhoods north of Knox Butte (Timber Street extension, Santa Maria Avenue extension, and new north/south collector east of Goldfish Farm Road) (TSP Project IDs L18, L15, L20).
- Multimodal improvements to US20 east of I-5 to the Albany urban growth boundary (TSP Project ID L56)
- Widening Knox Butte Road to 5 lanes from I-5 to Clover Ridge Road (TSP Project ID L21)

Additional projects (not currently in the TSP) primarily improve multimodal connectivity and circulation within the East Albany area to support future development. The projects developed as part of the East Albany Plan that are not currently in the City's TSP would be added in the upcoming City of Albany TSP update. The preferred development alternative was assumed to include the following major transportation elements to support access, connectivity, and mobility of travel modes in addition to those projects already included in the TSP:

- Closure of Century Drive at Knox Butte Rd (Century Drive traffic routed to Expo Parkway extension via the Dunlap Avenue extension)
- Intersection control improvement (roundabout) at Knox Butte Rd / Scrael Hill Rd
- Timber Street extension north of US 20 to Blue Ox Dr
- Intersection control improvement (roundabout) at Timber / Maple Leaf
- Closure and realignment of Price Rd at US 20

² 2011 Transportation System Financial Plan, May 2011.

https://www.cityofalbany.net/images/stories/publicworks/engineering/tsp/ord5753_may2011tspupdate.pdf

- Revised cross sections for US 20 east of I-5 (currently project L56)
- Miscellaneous Bicycle and Pedestrian infrastructure improvements
 - Includes potential paths and trails in East Albany to improve connectivity for pedestrians and cyclists.
 - A new multimodal bridge structure to connect East Albany and downtown Albany across Interstate 5.

In addition to general circulation and mobility improvements within the East Albany area, these changes would modify (reduce) access near I-5 ramps by incorporating turn restrictions on US 20. One change includes limiting Fescue Street to right in right out at US 20 and routing left turn traffic to Timber Street via Spicer Drive. A second change includes limiting Price Rd to right in right out at US 20 and routing left turn traffic to Timber Street via Blue Ox Drive. These changes would route turning traffic further from US 20 and provide a signalized intersection at Timber Street to improve mobility. These new facilities and connections are intended to improve circulation in the area and to provide access to Price Road in the event of turn restrictions on US 20 near the interchange.

TRANSPORTATION ANALYSIS

The following section summarizes the transportation evaluation that was conducted for the preferred development alternatives.

Land use quantities for the preferred development alternatives, baseline, and the three preliminary scenarios were estimated based on the land use designations. The total estimated household and employment capacity for each scenario is listed in Table 1. The buildout capacity for each scenario is based upon the ultimate development, land designations and densities and is not tied to a specific time period. For 20-year horizon planning purposes, the 2043 growth projection is also provided, which is based on coordinated statewide population projections and would represent the portion of development that is assumed to occur under any of the scenarios. Table 1 indicates that each scenario provides significant household and employment capacity beyond what is assumed to develop over the 20-year planning horizon.

TABLE 1. DEVELOPMENT SCENARIO LAND USE CAPACITY SUMMARY

SCENARIO	HOUSEHOLDS	EMPLOYEES
BASE BUILDOUT	4,850	3,074
PRELIMINARY SCENARIO 1 BUILDOUT	9,136	7,442
PRELIMINARY SCENARIO 2 BUILDOUT	8,753	8,934
PRELIMINARY SCENARIO 3 BUILDOUT	8,159	8,432
PREFERRED DEVELOPMENT ALTERNATIVE BUILDOUT	9,130	8,238
HORIZON YEAR (2043) GROWTH PROJECTION (ALL SCENARIOS)*	4,850	2,529

Note: * While each scenario has varying ultimate buildout capacity, the amount of growth assumed to occur over the 20-year planning horizon was limited to adhere to established statewide population projections. However, the prior scenarios varied by location of growth (where within East Albany) as well as employment types.

As listed in Table 1, the preferred development alternative has similar household and employee capacity to the three preliminary scenarios. These development scenarios each have the potential to add additional housing and employment capacity to East Albany.

20 YEAR PLANNING HORIZON EVALUATION

Regional transportation planning in Albany uses the regional travel demand model to forecast future traffic volumes. The regional Corvallis Albany Lebanon Model (CALM) has a long-range planning horizon of 2043. The future land use assumptions for Albany that are included in the regional travel model are consistent with the statewide coordinated population projections³. The travel model indicates that approximately one third of the overall city-wide household growth (approximately 2,400 units) are assumed to occur in East Albany over the next 21 years.

Since full buildout of the preferred development alternative would exceed the 21-year forecast, an incremental growth scenario was evaluated to maintain the coordinated growth projection. The scenario was capped to include a portion of household and employment growth that was consistent with the regional travel model assumptions and statewide population forecasts. Each scenario included a portion of housing and employment growth consistent with the land use designations.

³ <https://www.pdx.edu/population-research/population-forecasts>

For the incremental 2,400 household unit growth, approximately 1,000 households have been recently approved and were accounted for in the scenario.

The preferred development alternative was evaluated using the CALM travel demand model to determine the additional traffic growth on the transportation system. Due to the incremental growth (limited to a 21-year forecast), relatively similar overall land use assumptions, and spread to an overall large size of the East Albany area, the model run did not vary significantly from the Baseline scenario.

The preferred alternative adds significant additional development capacity that is assumed to occur beyond the 20-year planning horizon. The full development of this area may result in additional growth, impacts, and traffic needs beyond what has been identified in the TSP for the 20-year growth needs. A subsequent section summarizes the type of growth impacts that may occur beyond the 20-year planning horizon.

TPR ANALYSIS

The CALM model run for the preferred scenario was used to establish post-processed intersection turn movement volumes for the 2040 PM peak hour (30 HV). These traffic volumes were used to evaluate intersection operations using the HCM 6 methodology. The RTP (2040 planning horizon) and TSP (2030 planning horizon) previously reported traffic operating conditions in the East Albany study area for the Baseline scenario⁴.

The RTP provides the following overview of the intersection operations documented in the RTP:

Intersection operations were analyzed based on the 2000 Highway Capacity Manual⁵ for signalized intersections and 2010 Highway Capacity Manual⁶ for unsignalized intersections. Level of service and v/c ratios are two commonly used performance measures that provide a gauge of intersection operations. Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

A v/c ratio is decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. A

⁴ Memorandum: East Albany Plan – Gap Analysis Memorandum, prepared by DKS Associates, January 20, 2022.

⁵ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

⁶ *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.

lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

All non-state roadways within the study area are under the jurisdiction of the local or county agency. The City of Albany requires a Level of Service (LOS) D or better to be maintained for all signalized or all-way stop intersections. For uncontrolled and two-way stop controlled intersections the volume-to-capacity ratio should not exceed 0.85, for the worst movement.

ODOT intersections have mobility targets based on the Oregon Highway Plan (OHP). The volume-to-capacity target for interchanges is 0.85. Following the adoption of the AAMPO RTP, an alternate mobility target⁷ was adopted for US 20 and OR99E (non-interchange locations), which is a volume-to-capacity ratio of 1.0 during the 30HV (peak season) condition and using a peak hour factor of 1.0.

Table 3 lists the intersection operations for the 2040 PM Peak hour conditions for both the Baseline condition and the Preferred Alternative condition. The 2040 Baseline condition results were previously reported in the Albany Area MPO RTP. The intersection of Airport Road / Albany Avenue / OR 99E has a lane configuration improvement that is set to finish this spring and is assumed in the analysis for both the Baseline and Preferred Alternative⁸.

Three intersections were previously identified to not meet mobility targets for the 2040 Baseline condition. The operations for the Airport Road/Albany Avenue/OR 99E intersection and the Knox Butte Road/Clover Ridge Road intersections would improve and meet the mobility target for the Preferred Alternative condition. The intersection of I-5 Northbound / Knox Butte Road would not meet mobility targets under the Preferred Alternative but would improve relative to the Baseline condition. Therefore, the preferred alternative would not have a significant effect on the transportation system at year 2040, and additional improvements to the TSP beyond those identified in this memo would not be required.

⁷ https://www.oregon.gov/odot/Planning/OHP%20Registry/Consent_16_Attach_06_AAMPO.pdf

⁸ The lane configuration for the northbound movement is being converted to an exclusive left and through-right, which will improve intersection operations.

TABLE 3. STUDY AREA INTERSECTION OPERATIONS (FUTURE 2040 - 30 HV PEAK HOUR)

INTERSECTION	INTERSECTION CONTROL	MOBILITY TARGET	BASELINE		PREFERRED ALT	
			LOS	V/C	LOS	V/C
AIRPORT RD/ALBANY AVE / OR99E	Signalized	v/c < 1.0	E	1.11	D	0.92
I-5 NB / KNOX BUTTE RD	TWSC ⁹	v/c <0.85	B/F	0.66/> 2.0	A/F	N/A/ 1.95
KNOX BUTTE RD / CLOVER RIDGE RD	TWSC (Baseline)	LOS D, v/c < 0.85	B/F	0.76/ 1.97	C	0.47
	Signalized (Preferred Alt)					
KNOX BUTTE RD / SCRAVEL HILL RD	TWSC (Baseline)	LOS D	A/B	0.13/0.25	A	0.18
	Roundabout (Preferred Alt)					
I-5 SB / US20	Signalized	v/c <0.85	D	0.78	D	0.83
I-5 NB / US20	Signalized	v/c <0.85	C	0.85	B	0.65
US20 / GOLDFISH FARM RD	Signalized	v/c<1.0	B*	0.68*	C	0.67
US20 / SCRAVEL HILL RD	TWSC	v/c<1.0	A/C	0.38/0.22	A/E	0.34/0.42
7 MILE LN / THREE LAKES RD	TWSC	LOS D	A/B	0.12/0.12	A/B	0.11/0.13
US20 / TIMBER ST	Signalized	v/c<1.0	C*	0.83*	C	0.82

*Information gathered from City of Albany TSP, which has a horizon year of 2030 rather than 2040 and base year of 2008.

⁹ TSP Project I10 identifies installing an interim traffic signal at the intersection of Knox Butte/Century Drive, if warranted. This project is not currently identified as a funded project in the TSP. Initial coordination between the City and ODOT has identified that site context related to curvature and sight distance may limit opportunities to provide a traffic signal at this location without significant modification of the surrounding system, which could be temporary and change as part of the long-term I-5 improvements. Additional sensitivity analysis was conducted that determined that under the preferred alternative, the intersection would operate with a V/C ratio of 0.51 and would meet the mobility target (v/c < 0.85) with the traffic signal and two eastbound through lanes. Due to the funding status currently documented in the TSP, the TWSC operations are reported.

POTENTIAL NEEDS BEYOND PLANNING HORIZON (BUILDOUT SENSITIVITY TESTS)

Due to the limitations of the planning horizon evaluation, additional sensitivity tests were conducted that estimated the relative differences of full buildout for the land use designation. Based on statewide population projections, full buildout of the scenarios would not be anticipated to occur within the next 20 years.

The travel model was used to conduct a preliminary sensitivity comparison between the three scenarios to determine potential differences of full buildout. This simplified sensitivity analysis scaled model trips within the East Albany area and did not control to growth in other areas of the City beyond the 20 year planning horizon or at regional gateways (including I-5) traveling into and out of the region. The analysis indicated that there would not be significant difference between the three scenarios (generally within ten percent) but that each of the scenarios at full buildout have the potential to add significant traffic growth beyond the 20-year horizon.

The preliminary analysis indicates that these future traffic growth estimates (relative to year 2043) could include:

- Knox Butte east of I-5 - Approximately double traffic and require a five-lane section along with strategies to maintain mobility.
- US 20 east of I-5 – Approximately double traffic, strategies to maintain mobility, and capacity upgrades at major intersections.
- Timber south of US 20 – Approximately double traffic. Would likely operate as a three lane facility but would require additional turn lanes near US 20.
- Goldfish Farm north of US 20 – Significant increase in traffic would require widening at US 20 and improved connectivity to reduce reliance on the corridor and provide alternative connections to US 20

SAMPLE ROADWAY CROSS SECTIONS

Sample DRAFT cross sections for two locations were prepared to illustrate how the future roads may transform. Each of these sample sections are attached.

Note: These draft cross sections are preliminary, are provided for discussion, and will be updated based on feedback from project stakeholders. Elements that may change include lane width and ped/bike/parking treatments.

US Highway 20: This is based on ODOT’s Highway Design Manual Commercial Corridor and reflects a primarily commercial context and recognizes that this is an important state route. New, wide sidewalks are provided on both sides of the street to connect employment and commercial

areas, buffered from cars by street trees and a new raised and protected bike lane. Two lanes of traffic are maintained in both directions and a continuous center turn lane provides access to numerous commercial and employment access points and side streets along the length of Highway 20. Options for this section to better align with the Urban Mix context in ODOT's Blueprint for Urban Design could include narrower travel lanes. However, the corridor designation as a reduction review route (priority freight corridor) could restrict ability to narrow travel lanes.

East Albany Connections: These street sections would be applied to new streets through Village Center and Neighborhood Village land use areas, reflecting a more urban, mixed-use walkable context, with wide sidewalks and furnishing zones with street trees in tree wells adjacent to ground floor commercial uses. On-street parking would be provided on both sides of the street to help slow traffic and support adjacent businesses. Bikes could share the narrower travel lanes, as slower speeds are assumed, with more regular intersections. Regular bike lanes could be provided on parallel routes and along natural corridors as shown on the proposed trail system map.

TRANSPORTATION SYSTEM PLAN AMENDMENTS

The following section summarizes the TSP changes that would be needed to incorporate the East Albany Plan into the TSP.

GENERAL TSP CONTENT UPDATES

The following items would need to be updated in the TSP to incorporate the projects identified for the East Albany Plan area:

- Table 7-1: Link and Intersection Improvement Projects
 - Add in the projects outlined in E Albany Plan
 - > Intersection control improvement (roundabout) at Knox Butte Rd / Scrael Hill Rd
 - > Timber Street extension north of US 20 to Blue Ox Dr
 - > Intersection control improvement (roundabout) at Timber / Maple Leaf
 - > Miscellaneous pedestrian and bicycle infrastructure improvements including a series of paths and potential pedestrian bridge crossing I5
- Figure 7-1: Roadway and Intersection Improvement Map
 - Modify to be consistent with changes made in Table 7-1
- Figure 7-2: Preferred Network PM Peak Hour Volume
 - Modify to be consistent with project changes made in Table 7-1.
- Figure 7-3: Preferred Network D/C Ratios
 - Update map and data to include Timber Street extension

- Figure 7-4: Roadway Functional Classification Map
 - Show Timber Street Extension as Major Collector
- Table 8-1: TSP Improvements Total Costs
 - Update list of projects (consistent with items above)

NEW PROJECT DESCRIPTIONS

Table 4 summarizes the projects that would need to be added to the TSP to accommodate the East Albany Plan.

TABLE 4. NEW PROJECT DESCRIPTIONS

PROJECT NAME	PROJECT DESCRIPTION
KNOX BUTTE ROAD / SCRAVEL HILL ROAD TRAFFIC CONTROL IMPROVEMENTS	Construct a single lane roundabout
TIMBER STREET EXTENSION	Extend Timber Street north of US 20 to Blue Ox Drive as a two-lane roadway.
TIMBER STREET / MAPLE LEAVE AVENUE TRAFFIC CONTROL IMPROVEMENT	Construct a single lane roundabout
PRICE ROAD/US 20 CLOSURE AND REALIGNMENT	Following completion of roadway connection between Spicer Drive and Timber Street to US 20, modify the intersection of Price Road/ US 20 to restrict turn movements.
US 20 URBAN UPGRADE	This project replaces TSP project L56 and would include upgrading US 20 from I-5 to Scrael Hill Road.
PEDESTRIAN AND BICYCLE IMPROVEMENTS	Incorporate a series of pedestrian and bicycle improvements including multiuse paths and trails to enhance connectivity and a potential pedestrian bridge to cross I5.

Note:

FINDINGS

The transportation evaluation of the preferred development alternative provided the following findings:

- The preferred development alternative has the potential to provide significant additional capacity for housing and employment uses. However, growth within the long-range planning horizon (2043) would not reach full buildout based on statewide coordinated population projections. Due to this constraint, significant differences do not exist between the 2040 Baseline condition and the 2040 Preferred Alternative condition.
- The 2040 PM Peak hour traffic analysis indicates that the preferred alternative would not have a significant impact on the transportation system and that additional motor vehicle capacity projects are not required in the Transportation System Plan to accommodate this growth. Therefore the TPR requirements are met.
- The following strategies should be considered through future development of the preferred alternative:
 - The identified additional transportation system will provide relief to existing streets
 - A mix of housing and employment uses in close proximity allows opportunities for shorter, multimodal trips
 - Higher intensity uses should be located along existing transit routes
 - Larger employment areas that may require regional travel are best suited near east-west roads that provide access to I-5 (e.g., US 20)
- The ultimate buildout for the preferred development alternative has the potential to significantly increase trips and traffic in the East Albany area. While this buildout would likely occur beyond 2043 (and should be considered in future TSP updates), sensitivity tests indicate that traffic could further double on some key roadway segments within East Albany if the full buildout potential is realized.

ATTACHMENTS

The following items are included as attachments:

- 1) Preferred Scenario Map
- 2) Sample Cross Sections
- 3) Airport Rd / Albany Ave / OR99E No Build Scenario HCM Worksheet
- 4) Preferred Scenario HCM Worksheets
- 5) I-5 NB / Knox Butte Rd Interim Signal HCM Worksheets

FIGURE 1. PREFERRED SCENARIO LAND USE AND TRANSPORTATION SYSTEM

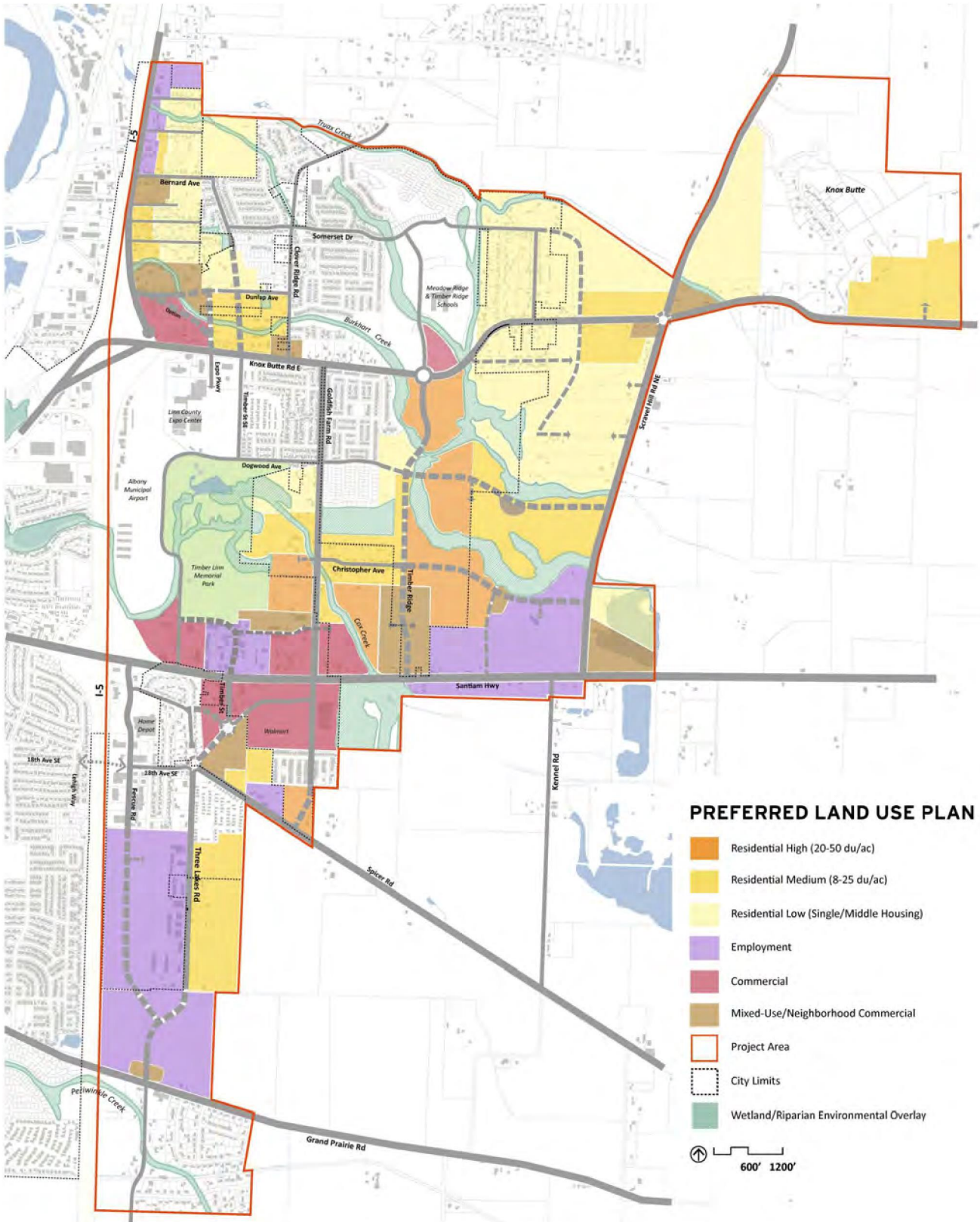


FIGURE 2. US 20 SAMPLE CROSS SECTION

US Highway 20
Proposed Section

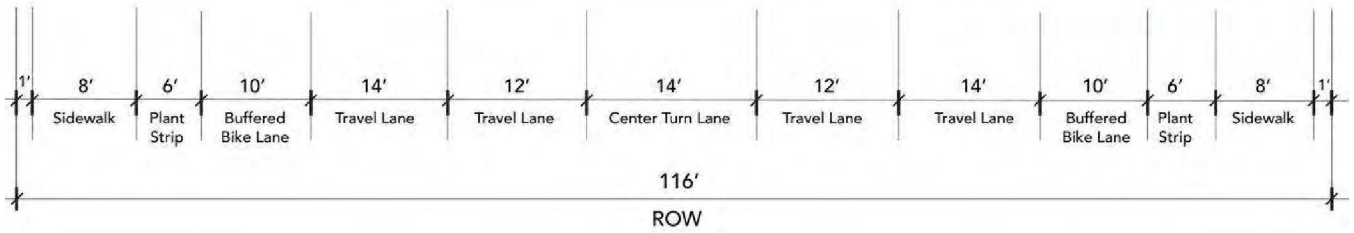


FIGURE 3. EAST ALBANY CONNECTIONS - TIMBER RIDGE EXTENSION

Timber Ridge Extension
Proposed Section

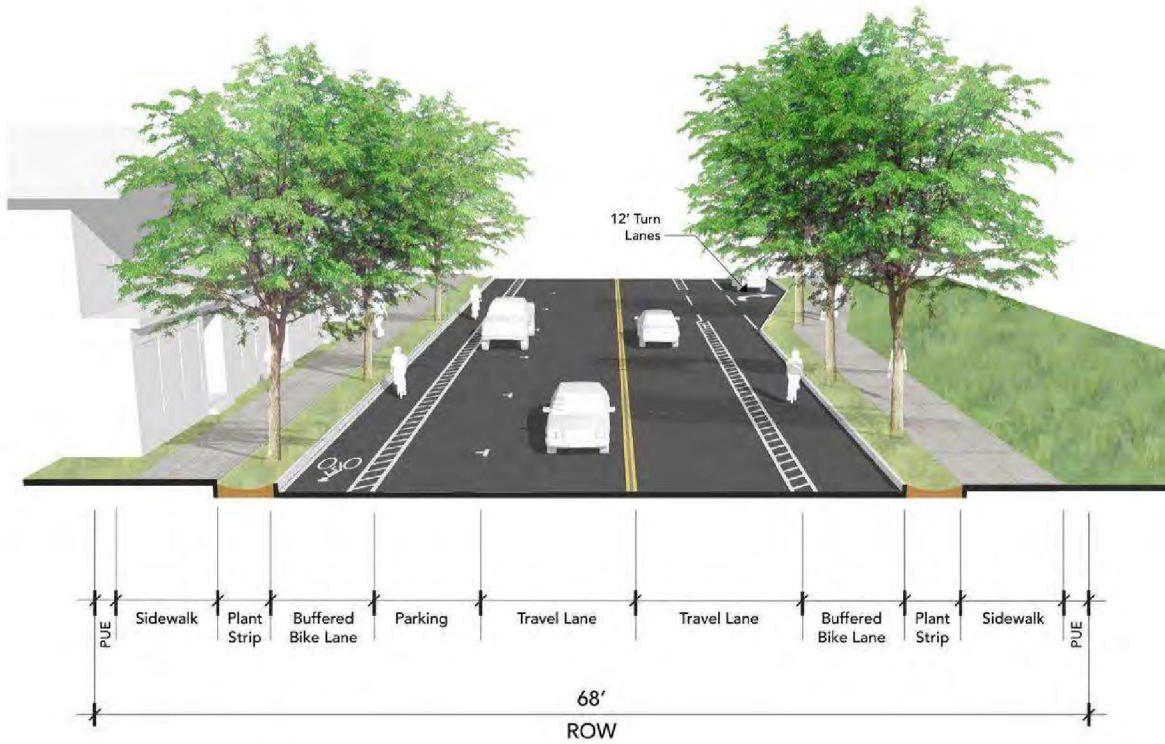


FIGURE 4. EAST ALBANY CONNECTIONS – E/W CONNECTOR LOW TRAFFIC

East-West Connector (Low Traffic Volume) Proposed Section

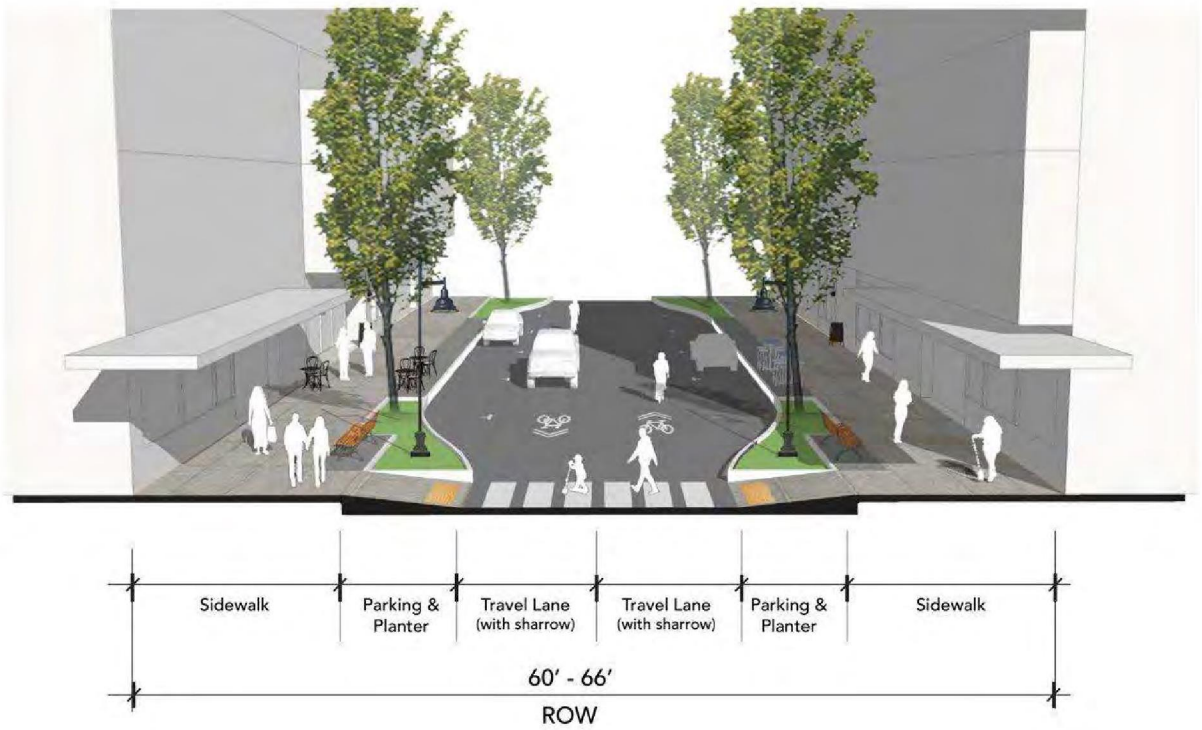


FIGURE 5. EAST ALBANY CONNECTIONS – E/W CONNECTOR LOW TRAFFIC OPEN SPACE

East-West Connector (Low Traffic Volume: Open Space Edge) Proposed Section

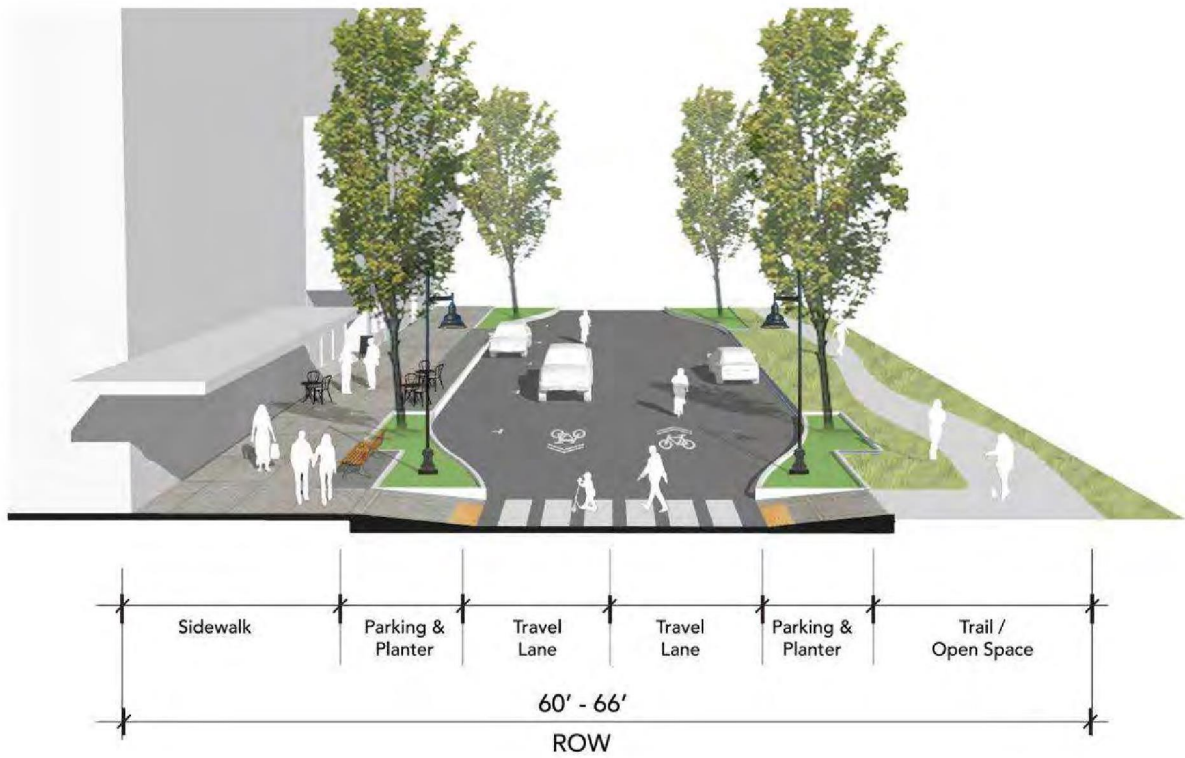
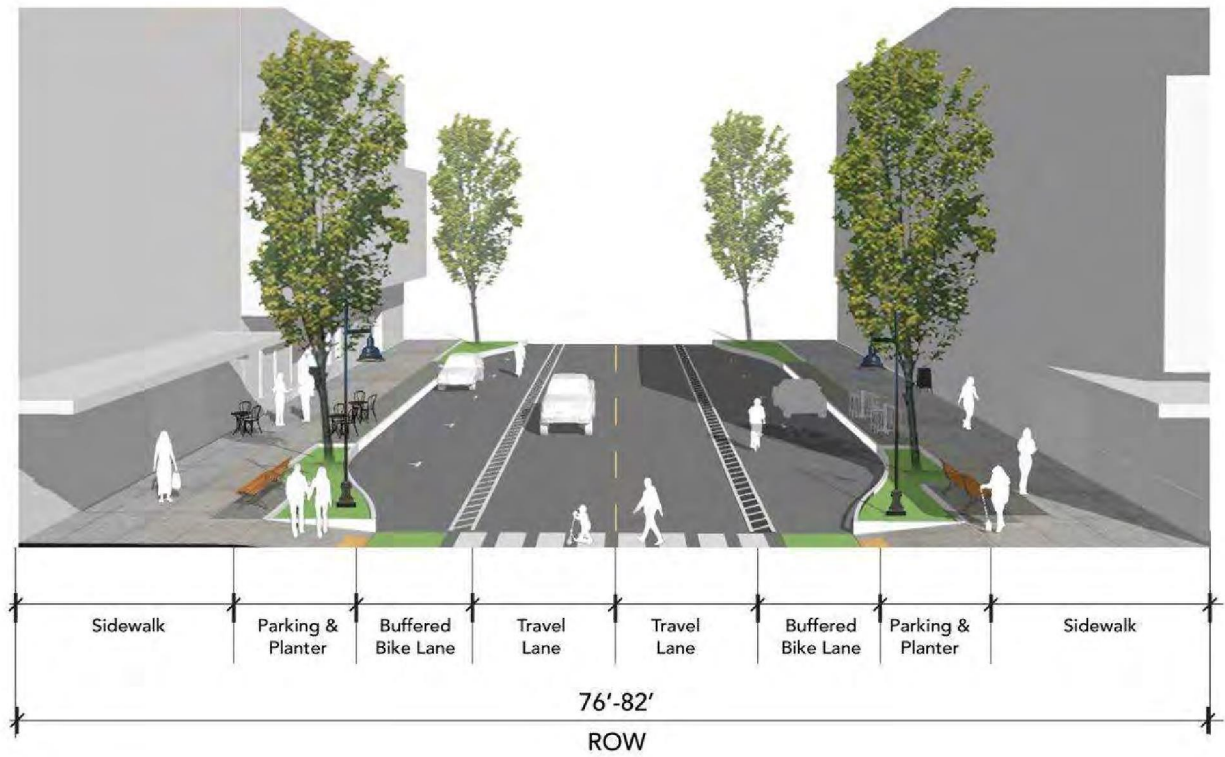
























FIGURE 6. EAST ALBANY CONNECTIONS – HIGH TRAFFIC VOLUME

East-West Connector (High Traffic Volume) Proposed Section



HCM 6th Signalized Intersection Summary
 38: Airport Rd SE/Albany Ave SE & Hwy 99E

04/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1280	170	190	1070	220	150	240	70	305	205	120
Future Volume (veh/h)	120	1280	170	190	1070	220	150	240	70	305	205	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1709	1709	1709	1695	1695	1695
Adj Flow Rate, veh/h	126	1347	179	200	1126	0	158	253	74	321	216	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	4	4	4
Cap, veh/h	316	1266	552	301	1288		211	290	85	236	250	146
Arrive On Green	0.13	0.39	0.39	0.14	0.40	0.00	0.06	0.23	0.23	0.08	0.25	0.25
Sat Flow, veh/h	1628	3247	1416	1628	3247	1448	1628	1265	370	1615	1003	585
Grp Volume(v), veh/h	126	1347	179	200	1126	0	158	0	327	321	0	342
Grp Sat Flow(s),veh/h/ln	1628	1624	1416	1628	1624	1448	1628	0	1635	1615	0	1588
Q Serve(g_s), s	0.8	39.0	6.4	7.0	32.0	0.0	6.0	0.0	19.3	8.0	0.0	20.6
Cycle Q Clear(g_c), s	0.8	39.0	6.4	7.0	32.0	0.0	6.0	0.0	19.3	8.0	0.0	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.37
Lane Grp Cap(c), veh/h	316	1266	552	301	1288		211	0	375	236	0	396
V/C Ratio(X)	0.40	1.06	0.32	0.66	0.87		0.75	0.00	0.87	1.36	0.00	0.86
Avail Cap(c_a), veh/h	316	1266	552	301	1299		211	0	507	236	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	30.5	11.2	38.7	27.9	0.0	33.4	0.0	37.1	35.0	0.0	35.9
Incr Delay (d2), s/veh	0.6	44.1	1.6	5.4	8.4	0.0	13.9	0.0	11.1	187.0	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.1	3.0	4.8	12.9	0.0	2.0	0.0	8.7	14.5	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	74.6	12.7	44.1	36.3	0.0	47.3	0.0	48.2	221.9	0.0	46.2
LnGrp LOS	D	F	B	D	D		D	A	D	F	A	D
Approach Vol, veh/h		1652			1326			485			663	
Approach Delay, s/veh		65.1			37.5			47.9			131.3	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	43.7	12.0	26.9	18.1	43.0	10.0	28.9				
Change Period (Y+Rc), s	* 4	5.4	4.0	4.0	* 4	5.4	4.0	4.0				
Max Green Setting (Gmax), s	* 5	38.6	8.0	31.0	* 6	37.6	6.0	33.0				
Max Q Clear Time (g_c+I1), s	2.8	34.0	10.0	21.3	9.0	41.0	8.0	22.6				
Green Ext Time (p_c), s	0.1	4.2	0.0	0.9	0.0	0.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: Airport Rd SE/Albany Ave SE & Hwy 99E

04/21/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	285	1095	170	195	920	315	285	95	70	410	210	120
Future Volume (veh/h)	285	1095	170	195	920	315	285	95	70	410	210	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	285	1095	170	195	920	0	285	95	70	410	210	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	4	4	4
Cap, veh/h	433	1328	579	308	1108		314	241	177	426	235	134
Arrive On Green	0.19	0.38	0.38	0.13	0.31	0.00	0.12	0.24	0.24	0.09	0.21	0.21
Sat Flow, veh/h	1767	3526	1537	1767	3526	1572	1767	985	726	1753	1098	627
Grp Volume(v), veh/h	285	1095	170	195	920	0	285	0	165	410	0	330
Grp Sat Flow(s),veh/h/ln	1767	1763	1537	1767	1763	1572	1767	0	1711	1753	0	1725
Q Serve(g_s), s	9.1	28.1	4.9	5.7	24.2	0.0	12.0	0.0	8.1	9.0	0.0	18.6
Cycle Q Clear(g_c), s	9.1	28.1	4.9	5.7	24.2	0.0	12.0	0.0	8.1	9.0	0.0	18.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.36
Lane Grp Cap(c), veh/h	433	1328	579	308	1108		314	0	418	426	0	370
V/C Ratio(X)	0.66	0.82	0.29	0.63	0.83		0.91	0.00	0.39	0.96	0.00	0.89
Avail Cap(c_a), veh/h	433	1340	584	308	1128		314	0	530	426	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	28.2	8.8	39.2	31.8	0.0	28.7	0.0	31.6	36.1	0.0	38.2
Incr Delay (d2), s/veh	3.3	5.9	1.3	4.2	7.2	0.0	28.7	0.0	0.4	33.9	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	12.4	2.8	4.6	10.8	0.0	7.7	0.0	3.4	9.8	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	34.1	10.1	43.4	39.1	0.0	57.4	0.0	32.0	70.0	0.0	52.7
LnGrp LOS	D	C	B	D	D		E	A	C	E	A	D
Approach Vol, veh/h		1550			1115			450			740	
Approach Delay, s/veh		32.2			39.8			48.1			62.3	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.1	35.4	13.0	28.4	16.9	41.7	16.0	25.4				
Change Period (Y+Rc), s	* 4	5.4	4.0	4.0	* 4	5.4	4.0	4.0				
Max Green Setting (Gmax), s	* 12	30.6	9.0	31.0	* 6	36.6	12.0	28.0				
Max Q Clear Time (g_c+I1), s	11.1	26.2	11.0	10.1	7.7	30.1	14.0	20.6				
Green Ext Time (p_c), s	0.1	3.8	0.0	0.6	0.0	6.2	0.0	0.9				

Intersection Summary

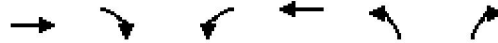
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 2: I-5 NB Off-Ramp & Knox Butte Rd/Knox Butte Rd E

04/21/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	1463	0	0	738	70	216
Future Volume (veh/h)	1463	0	0	738	70	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1826	1826
Adj Flow Rate, veh/h	1626	0	0	820	78	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	2	5	5
Cap, veh/h	3037	0	0	3037	100	
Arrive On Green	0.85	0.00	0.00	0.85	0.06	0.00
Sat Flow, veh/h	3741	0	0	3741	1739	1547
Grp Volume(v), veh/h	1626	0	0	820	78	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1739	1547
Q Serve(g_s), s	11.2	0.0	0.0	4.0	4.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	4.0	4.0	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3037	0	0	3037	100	
V/C Ratio(X)	0.54	0.00	0.00	0.27	0.78	
Avail Cap(c_a), veh/h	3037	0	0	3037	267	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	1.8	0.0	0.0	1.3	42.4	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	12.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.3	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.5	0.0	0.0	1.5	54.5	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h	1626			820	78	
Approach Delay, s/veh	2.5			1.5	54.5	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		82.0		9.3		82.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		78.0		14.0		78.0
Max Q Clear Time (g_c+I1), s		0.0		6.0		0.0
Green Ext Time (p_c), s		0.0		0.1		0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.7			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th TWSC

2: I-5 NB Off-Ramp/Century Dr NE & Knox Butte Rd/Knox Butte Rd E

01/19/2023

Intersection												
Int Delay, s/veh	47.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖↗			↖	↗	↖		↗
Traffic Vol, veh/h	0	1463	0	0	738	0	70	0	216	0	0	0
Future Vol, veh/h	0	1463	0	0	738	0	70	0	216	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	-	-	-	-	-	-	0	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	10	10	10
Mvmt Flow	0	1626	0	0	820	0	78	0	240	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	820	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.219	-	-	-
Pot Cap-1 Maneuver	807	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	\$ 415.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	103	123	807	-	-	-	-	-
HCM Lane V/C Ratio	0.755	1.951	-	-	-	-	-	-
HCM Control Delay (s)	107	\$ 515.7	0	-	-	-	0	0
HCM Lane LOS	F	F	A	-	-	-	A	A
HCM 95th %tile Q(veh)	4	19.3	0	-	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

2: I-5 NB Off-Ramp/Century Dr NE & Knox Butte Rd/Knox Butte Rd E

01/19/2023

Intersection

Int Delay, s/veh 47.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↖	↖		↖	↖	↖		↖
Traffic Vol, veh/h	0	1463	0	0	738	0	70	0	216	0	0	0
Future Vol, veh/h	0	1463	0	0	738	0	70	0	216	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	-	-	-	-	-	-	0	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	10	10	10
Mvmt Flow	0	1626	0	0	820	0	78	0	240	0	0	0

Major/Minor

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	820	0	0	2036
Stage 1	-	-	-	1626
Stage 2	-	-	-	410
Critical Hdwy	4.13	-	-	7.375
Critical Hdwy Stg 1	-	-	-	6.175
Critical Hdwy Stg 2	-	-	-	6.575
Follow-up Hdwy	2.219	-	-	3.5475
Pot Cap-1 Maneuver	807	0	0	~ 36
Stage 1	-	0	0	125
Stage 2	-	0	0	583
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	~ 36
Mov Cap-2 Maneuver	-	-	-	103
Stage 1	-	-	-	125
Stage 2	-	-	-	583

Approach

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	\$ 415.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	103	123	807	-	-	-	-	-
HCM Lane V/C Ratio	0.755	1.951	-	-	-	-	-	-
HCM Control Delay (s)	107	\$ 515.7	0	-	-	-	0	0
HCM Lane LOS	F	F	A	-	-	-	A	A
HCM 95th %tile Q(veh)	4	19.3	0	-	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary 4: Knox Butte Rd E & Clover Ridge Rd

01/19/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	335	625	370	45	45	195	
Future Volume (veh/h)	335	625	370	45	45	195	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	353	658	389	47	47	0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	530	2250	326	267	79		
Arrive On Green	0.30	0.63	0.17	0.17	0.04	0.00	
Sat Flow, veh/h	1781	3647	1870	1532	1781	1585	
Grp Volume(v), veh/h	353	658	389	47	47	0	
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1532	1781	1585	
Q Serve(g_s), s	4.3	2.1	4.3	0.6	0.6	0.0	
Cycle Q Clear(g_c), s	4.3	2.1	4.3	0.6	0.6	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	530	2250	326	267	79		
V/C Ratio(X)	0.67	0.29	1.19	0.18	0.59		
Avail Cap(c_a), veh/h	2440	10307	2562	2099	1292		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	7.6	2.1	10.2	8.7	11.6	0.0	
Incr Delay (d2), s/veh	1.5	0.1	93.1	0.3	6.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.4	0.1	0.3	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	9.1	2.1	103.3	9.0	18.5	0.0	
LnGrp LOS	A	A	F	A	B		
Approach Vol, veh/h		1011	436		47		
Approach Delay, s/veh		4.6	93.2		18.5		
Approach LOS		A	F		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				19.7	5.1	11.4	8.3
Change Period (Y+Rc), s				4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s				72.0	18.0	34.0	34.0
Max Q Clear Time (g_c+I1), s				0.0	2.6	6.3	2.6
Green Ext Time (p_c), s				0.0	0.1	1.8	0.1
Intersection Summary							
HCM 6th Ctrl Delay			30.9				
HCM 6th LOS			C				
Notes							
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th Roundabout

5: Scrael Hill Rd SE/Scrael Hill Rd & Knox Butte Rd E

01/19/2023

Intersection				
Intersection Delay, s/veh	4.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	222	145	123	84
Demand Flow Rate, veh/h	230	155	129	88
Vehicles Circulating, veh/h	88	192	237	143
Vehicles Exiting, veh/h	143	174	81	204
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.6	4.5	3.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	230	155	129	88
Cap Entry Lane, veh/h	1261	1134	1084	1193
Entry HV Adj Factor	0.965	0.936	0.955	0.951
Flow Entry, veh/h	222	145	123	84
Cap Entry, veh/h	1218	1062	1034	1134
V/C Ratio	0.182	0.137	0.119	0.074
Control Delay, s/veh	4.5	4.6	4.5	3.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

HCM 6th Signalized Intersection Summary

6: I-5 SB On Ramp/I-5 SB Off Ramp

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1465	125	140	920	250	70	110	105	160	150	240
Future Volume (veh/h)	75	1465	125	140	920	250	70	110	105	160	150	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	1465	0	140	920	250	70	110	0	160	150	240
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	1528		160	1243	337	285	299		285	299	254
Arrive On Green	0.07	0.43	0.00	0.09	0.45	0.45	0.16	0.16	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	2763	749	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	75	1465	0	140	591	579	70	110	0	160	150	240
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1735	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.1	40.0	0.0	7.8	27.4	27.5	3.4	5.2	0.0	8.3	7.3	15.0
Cycle Q Clear(g_c), s	4.1	40.0	0.0	7.8	27.4	27.5	3.4	5.2	0.0	8.3	7.3	15.0
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1528		160	800	781	285	299		285	299	254
V/C Ratio(X)	0.60	0.96		0.87	0.74	0.74	0.25	0.37		0.56	0.50	0.95
Avail Cap(c_a), veh/h	125	1528		160	800	781	285	299		285	299	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	27.6	0.0	44.9	22.7	22.7	36.7	37.5	0.0	38.8	38.4	41.6
Incr Delay (d2), s/veh	19.6	15.1	0.0	43.8	6.1	6.3	2.0	3.5	0.0	7.8	5.9	44.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	19.3	0.0	5.3	12.1	11.9	1.7	2.7	0.0	4.2	3.8	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	42.7	0.0	88.7	28.7	29.0	38.8	40.9	0.0	46.5	44.2	85.8
LnGrp LOS	E	D		F	C	C	D	D		D	D	F
Approach Vol, veh/h	1540				1310		180				550	
Approach Delay, s/veh	43.8				35.2		40.1				63.0	
Approach LOS	D				D		D				E	
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0		13.0	47.0		20.0	11.0	49.0				
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0		9.0	43.0		16.0	7.0	45.0				
Max Q Clear Time (g_c+I1), s	5.4		9.8	0.0		17.0	6.1	0.0				
Green Ext Time (p_c), s	0.1		0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: Fescue St/I-5 NB Off Ramp

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	965	475	0	720	295	0	0	50	70	0	65
Future Volume (veh/h)	425	965	475	0	720	295	0	0	50	70	0	65
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	425	965	475	0	720	295				70	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	474	2965	1322	0	1244	510				144	0	
Arrive On Green	0.27	0.83	0.83	0.00	0.51	0.51				0.04	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	0	2552	1007				3456	0	1585
Grp Volume(v), veh/h	425	965	475	0	520	495				70	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	0	1777	1689				1728	0	1585
Q Serve(g_s), s	16.7	4.5	5.1	0.0	14.8	14.8				1.4	0.0	0.0
Cycle Q Clear(g_c), s	16.7	4.5	5.1	0.0	14.8	14.8				1.4	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.60				1.00		1.00
Lane Grp Cap(c), veh/h	474	2965	1322	0	899	855				144	0	
V/C Ratio(X)	0.90	0.33	0.36	0.00	0.58	0.58				0.49	0.00	
Avail Cap(c_a), veh/h	528	2965	1322	0	899	855				977	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	25.6	1.4	1.4	0.0	12.5	12.5				34.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.3	0.8	0.0	2.7	2.9				2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.3	0.4	0.0	5.4	5.1				0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	1.7	2.2	0.0	15.2	15.4				36.5	0.0	0.0
LnGrp LOS	D	A	A	A	B	B				D	A	
Approach Vol, veh/h	1865			1015			70					
Approach Delay, s/veh	11.1			15.3			36.5					
Approach LOS	B			B			D					
Timer - Assigned Phs	2		4		5		6					
Phs Duration (G+Y+Rc), s	65.0		7.5		23.8		41.2					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	60.5		20.5		21.5		34.5					
Max Q Clear Time (g_c+I1), s	7.1		3.4		18.7		16.8					
Green Ext Time (p_c), s	13.3		0.2		0.6		4.3					

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Goldfish Farms Rd & Santiam Hwy SE (US 20)

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	530	230	15	470	10	165	95	25	5	75	280
Future Volume (veh/h)	420	530	230	15	470	10	165	95	25	5	75	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	420	530	230	15	470	10	165	95	25	5	75	280
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	1405	627	27	714	15	610	482	127	521	117	437
Arrive On Green	0.21	0.40	0.40	0.02	0.20	0.20	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3558	76	1991	1427	376	1272	346	1292
Grp Volume(v), veh/h	420	530	230	15	234	246	165	0	120	5	0	355
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1857	995	0	1803	1272	0	1638
Q Serve(g_s), s	10.0	5.1	4.9	0.4	5.8	5.8	3.6	0.0	2.3	0.1	0.0	8.7
Cycle Q Clear(g_c), s	10.0	5.1	4.9	0.4	5.8	5.8	12.4	0.0	2.3	2.4	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.21	1.00		0.79
Lane Grp Cap(c), veh/h	373	1405	627	27	357	373	610	0	609	521	0	554
V/C Ratio(X)	1.12	0.38	0.37	0.56	0.66	0.66	0.27	0.00	0.20	0.01	0.00	0.64
Avail Cap(c_a), veh/h	373	2235	997	373	1117	1168	1523	0	1436	1104	0	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	10.3	10.2	23.3	17.6	17.6	18.6	0.0	11.2	12.0	0.0	13.3
Incr Delay (d2), s/veh	84.9	0.2	0.4	16.8	2.1	2.0	0.2	0.0	0.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	2.1	1.4	1.3	0.3	2.1	2.2	0.8	0.0	0.8	0.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.7	10.4	10.6	40.1	19.6	19.5	18.8	0.0	11.4	12.0	0.0	14.6
LnGrp LOS	F	B	B	D	B	B	B	A	B	B	A	B
Approach Vol, veh/h	1180			495			285			360		
Approach Delay, s/veh	43.7			20.2			15.7			14.6		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	20.1		4.7	22.9		20.1		14.0	13.6			
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0		4.0	4.0			
Max Green Setting (Gmax), s	38.0		10.0	30.0		38.0		10.0	30.0			
Max Q Clear Time (g_c+I1), s	14.4		2.4	7.1		10.7		12.0	7.8			
Green Ext Time (p_c), s	1.7		0.0	4.3		1.8		0.0	1.8			
Intersection Summary												
HCM 6th Ctrl Delay	30.7											
HCM 6th LOS	C											

HCM 6th TWSC

9: Santiam Hwy SE (US 20) & Scrael Hill Rd SE

01/19/2023

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	585	485	5	80	0
Future Vol, veh/h	55	585	485	5	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	7	7	9	9	11	11
Mvmt Flow	55	585	485	5	80	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	490	0	-	0	1183	488
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	4.17	-	-	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.263	-	-	-	3.599	3.399
Pot Cap-1 Maneuver	1048	-	-	-	201	562
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1048	-	-	-	191	562
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	479	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.7	0	36.8			
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1048	-	-	-	191	
HCM Lane V/C Ratio	0.052	-	-	-	0.419	
HCM Control Delay (s)	8.6	-	-	-	36.8	
HCM Lane LOS	A	-	-	-	E	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	

HCM 6th TWSC

11: Grand Prairie Rd & Three Lakes Rd

01/19/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	135	155	60	30	50
Future Vol, veh/h	25	135	155	60	30	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	7	7	7	10	10
Mvmt Flow	28	150	172	67	33	56
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	239	0	-	0	412	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.17	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.263	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1299	-	-	-	581	815
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1299	-	-	-	567	815
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	810	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		10.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1299	-	-	-	700	
HCM Lane V/C Ratio	0.021	-	-	-	0.127	
HCM Control Delay (s)	7.8	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

HCM 6th Signalized Intersection Summary

12: Timber Street & Santiam Highway (US 20)/Santiam Highway (US 20)

02/03/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1894	84	115	946	20	644	84	139	20	27	78
Future Volume (veh/h)	70	1894	84	115	946	20	644	84	139	20	27	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1894	84	115	946	20	644	84	139	20	27	78
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	2400	745	120	1731	37	663	208	345	56	43	98
Arrive On Green	0.05	0.47	0.47	0.07	0.49	0.49	0.19	0.33	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1781	5106	1585	1781	3558	75	3456	633	1048	161	438	994
Grp Volume(v), veh/h	70	1894	84	115	472	494	644	0	223	125	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1857	1728	0	1682	1592	0	0
Q Serve(g_s), s	4.1	32.6	3.1	6.7	19.4	19.4	19.3	0.0	10.7	4.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	32.6	3.1	6.7	19.4	19.4	19.3	0.0	10.7	7.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.62	0.16		0.62
Lane Grp Cap(c), veh/h	90	2400	745	120	864	903	663	0	553	197	0	0
V/C Ratio(X)	0.78	0.79	0.11	0.96	0.55	0.55	0.97	0.00	0.40	0.63	0.00	0.00
Avail Cap(c_a), veh/h	171	2790	866	120	920	961	663	0	677	311	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.9	23.3	15.5	48.5	18.7	18.7	41.9	0.0	27.1	45.9	0.0	0.0
Incr Delay (d2), s/veh	13.2	1.4	0.1	70.2	0.6	0.6	28.0	0.0	0.5	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.1	1.1	5.2	7.4	7.7	10.7	0.0	4.3	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	24.7	15.5	118.8	19.3	19.3	69.9	0.0	27.6	49.2	0.0	0.0
LnGrp LOS	E	C	B	F	B	B	E	A	C	D	A	A
Approach Vol, veh/h	2048			1081			867			125		
Approach Delay, s/veh	25.6			29.9			59.0			49.2		
Approach LOS	C			C			E			D		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.3		11.0	54.0	24.0	15.3	9.3	55.7				
Change Period (Y+Rc), s	5.0		4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	42.0		7.0	57.0	20.0	18.0	10.0	54.0				
Max Q Clear Time (g_c+I1), s	12.7		8.7	34.6	21.3	9.9	6.1	21.4				
Green Ext Time (p_c), s	1.4		0.0	14.4	0.0	0.4	0.0	6.3				
Intersection Summary												
HCM 6th Ctrl Delay	34.5											
HCM 6th LOS	C											



APPENDIX E

Funding Sources and Implementation Actions



MEMORANDUM

East Albany Plan

Technical Memo #10: Funding and Implementation (Revised)

Date: March 1, 2023
 To: Anne Catlin, City of Albany
 From: Brendan Buckley, Johnson Economics
 CC: Matt Hastie, MIG

Technical Memo #10: Funding and Implementation

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I. INTRODUCTION

The East Albany Plan (EAP) project is producing a range of recommended actions and projects to help implement the preferred concept for this large study area.

This memorandum presents a range of funding mechanisms that might be useful in implementing public improvements and incentivizing development in the area.

The recommended action items in the EAP will carry a range of projected costs and timelines for completion. Funding sources discussed here are all subject to different revenue generating potential, competitive processes, and timelines.

II. PUBLIC IMPROVEMENT PROJECTS

Preliminary improvement projects and cost estimates have been generated to implement the preferred alternative concept for the East Albany study area. Figure 1 provides a summary of major project categories and preliminary cost estimates. As this project proceeds, additional and more precise estimates for public improvement costs will be produced.

FIGURE 1: CATEGORIES OF PUBLIC IMPROVEMENTS AND PRELIMINARY COST ESTIMATES, PREFERRED ALTERNATIVE

Category	Estimated Cost*
Water Infrastructure	92.7 M
Sewer Infrastructure	50.1 M
Stormwater Infrastructure	51.8 M
Transportation	\$16-\$20 M / Mile
Parks and Open Space	Unknown

* Estimated costs are preliminary and rough order of magnitude (ROM)

Source: Keller Assoc. (Water, Sewer, Storm); Johnson Econ (Transp.)

The preliminary estimated costs for identified projects is estimated in the hundreds of millions of dollars. This does not include a refined estimate of the cost of transportation projects which are a significant additional expense, rather an estimated per mile cost has been used for a ROM. Costs for additional improvement categories, such as parks and open space have not yet been quantified.

Of the other categories, the greatest estimated costs for projects impacting the plan area are water system improvements, with the estimated cost of sewer and storm improvements being roughly similar.

III. POTENTIAL FUNDING MECHANISMS

The extensive infrastructure improvements needed to serve the build out of the preferred EAP concept will carry high costs. These improvements are likely to be completed in phases over the planning period, allowing for phased funding as well. This section identifies potential funding sources for public improvements.

1. System Development Charges

The City of Albany has established system development changes (SDCs) for water, sewer, parks, and transportation that apply to new development. The SDCs generated with extensive new development expected in the plan area have the potential to generate significant revenue for making additional improvements. It is also important to note the following:

- SDCs are calculated differently for each system category, and land use type, based on adopted methodology.
- A share of the SDCs is dedicated to reimbursement of past and existing infrastructure projects and would not be wholly available to new projects in the Plan area.
- The magnitude of SDC generation will depend on the eventual build-out of the plan area, including density and types of land uses, number of housing units, etc.

Rough order-of-magnitude estimates of SDCs indicate that the estimated growth of roughly 6,500 new housing units in the plan area could generate roughly \$85 million in total residential SDCs (an average of \$13,000 per unit).

FIGURE 2: ESTIMATED RESIDENTIAL SDCs FROM BUILD OUT (6,500 NEW UNITS), PREFERRED ALTERNATIVE

Residential SDC	SDC/Unit	Est. SDC Revenue
Parks	\$1,770	\$11,505,000
Water	\$2,453	\$15,944,500
Sewer	\$5,055	\$32,857,500
Transp.	\$3,783	\$24,589,500
Total:	\$13,061	\$84,896,500

*SDC estimates assume a 50-50 mix single-dwelling and multi-dwelling development. Parks SDC's are calculated using an 1,800 SF, 3-bedroom home. Transportation SDCs used the current rate for duplex which is in the middle of the rates.
Source: City of Albany, Johnson Economics

The magnitude of SDCs from new Commercial and Industrial land uses is more difficult to calculate, because rates change depending on the nature of new businesses, number of plumbing features, water usage, etc. Very broad estimates based on the estimated buildable lands remaining in commercial and industrial categories indicate that SDCs from build out are likely to total an additional \$50M to \$100M over time.

2. Tax Increment Financing

The Tax Increment Financing (TIF) mechanism can be a powerful tool for generating dedicated funding for making public improvements within an identified district.

TIF works by “freezing” the current property tax base in the TIF district and assigning the future tax growth to the district itself to pursue projects identified in an adopted Plan.

The current local taxing jurisdictions (the city, county, schools, fire districts, etc.) continue to receive tax revenue on the “frozen” tax base throughout the life of the district. However, as the property tax base within the district grows over time, the tax revenue on the new assessed value (above the frozen base) accrues to the TIF district to fund its activities.

In a successful district, the public improvements incentivize new private development that greatly increases the tax base over time. At the end of the TIF district’s duration, all taxing jurisdictions enjoy a tax base that is higher than might have occurred without the facilitation of the TIF projects.

Urban Renewal funds must generally be used for physical improvements to infrastructure and property, which may be public or private. In support of these goals, the TIF agency can contribute to related actions such as direct acquisition or pre-development phases (feasibility and design).

These projects can include participating in public/private partnerships with developers for constructing projects, completing off-site public improvements that benefit and encourage new development in the area, or to acquire key sites. The funds can also be used for staff to administer these programs or for example leveraged to pay for SDC credits used to incentivize development through a development agreement.

TIF Districts must undergo a feasibility and planning process to determine the boundaries, projects, and revenue potential of the district, and it must be adopted in an TIF plan.

Potential East Albany TIF Projects

A number of large-scale transportation improvement projects identified in the East Albany Plan may lend themselves to the use of TIF funding because they serve a larger area, carry high costs, and may be challenging to pay for through other mechanisms. TIF can help fund these connectivity projects in a timely manner to facilitate build out of new areas. Potential projects include:

- Connectivity improvements in the Price Road area.
- Improvements to existing roadways such as Knox Butte Road.
- Off-road trail systems, paths, and greenways.

Albany TIF Capacity

Albany has a current TIF District, the Central Albany Revitalization Area (CARA) in the downtown area. As a city of over 50,000 in population, Albany is limited to having no more than 15% of its current Taxable Assessed Value (TAV) and 15% of its total acreage in TIF districts. The CARA, adopted in 2001, covers an estimated 8.7% of the City’s current acreage, and 8.2% of the City’s TAV.

FIGURE 3: ESTIMATED TIF USAGE AND REMAINING CAPACITY, CITY OF ALBANY

	Acreage	Acres %	TAV	TAV %
Estimated City Total (2022)	11,329	100%	\$4,006,839,384	100%
CARA	986	8.7%	\$331,329,723	8.3%
Remaining Capacity	713	6.3%	\$269,696,185	6.7%
<i>Total TIF Capacity</i>	<i>1699</i>	<i>15.0%</i>	<i>\$601,025,908</i>	<i>15.0%</i>

Source: City of Albany, Linn County Assessor, Johnson Economics

The remaining capacity to create or expand TIF districts in Albany is estimated to be over 700 acres, however this area is smaller than the large East Albany study area. If TIF were to be used in the plan area, the boundary of the district should be designed to capture the most important public improvement projects, as well as areas of anticipated future growth in order to generate sufficient TIF revenue from new development to fund these projects. Nevertheless, the remaining capacity is sizable and could greatly contribute to funding for the area.

3. Local Improvement District

Improvement districts assign all or a portion of the cost of infrastructure improvements on the properties that will directly benefit from them. These costs to property owners are in addition to the standard assessed property taxes, but typically substitute for SDCs. A local improvement district (LID) is a method for a group of property owners to pay for improvements that will provide collective benefits to them all. Oregon law authorizes local governments to establish LID's and they are common in Oregon.

The South Hillsboro neighborhood is an example of a large expansion area in Oregon that used an LID to help finance improvements to open the area for development. Property owners, including large land developers, were given the option to join the LID, paying an assessment at once, or over a set number of years. Property owners who opted not to join the LID would pay transportation SDCs at the eventual time of development of their property.

One challenge in utilizing a LID is that the cost of system development is ultimately borne by the property owners in addition to standard assessed property taxes. While it may be logical for the property owners to pay for improvements that will directly benefit them, it can nonetheless hamper future development in an area by adding burdensome costs prior to achieving the proposed development.

The cost of the LID is typically assessed immediately, and a lien placed on the impacted properties, though payments may be city-financed and paid off over time. This mechanism is likely to be burdensome to current landowners if they do not have an immediate buyer/future developer identified.

Albany LIDs

Albany allows for LIDs created either by the property owners benefiting from an improvement, or by the City. The LID assessment may be paid at once by the property owner, or over 10 years with interest. The size of the East Albany

study area could allow for multiple smaller LIDs focused on financing particular public improvements. An approach that allows a large land developer (i.e. a homebuilder) to pay the LID assessment allows the cost to be capitalized in to the prices for future residents, thus avoiding the shock to residents of receiving the one-time assessment after purchase.

4. Bond or Levy

General Obligation Bond: General Obligation (GO) bonds are secured by a taxing jurisdiction's ability to levy an increased property tax sufficient to pay the bond. The additional property tax is dedicated solely to repaying the bonds and cannot be used for other purposes. The amount and rate of the tax are "unlimited" so a jurisdiction may levy whatever amount is necessary to collect enough taxes to pay the bonds. They are usually issued as long-term, fixed-rate bonds, but they can be issued as short-term bonds, or variable rate bonds as well.

GO bonds must be approved by a majority of voters and may only be issued to finance capital costs associated with the acquisition, construction, improvement, remodeling, furnishing, equipping, maintenance, or repairing of real or personal property.

The total amount of general obligation bonds that a jurisdiction has outstanding is limited to three percent of the jurisdiction's real market value, with the exception of bonds that finance LID improvements, water supply, treatment or distribution; sanitary or storm sewage collection or treatment; hospitals or infirmaries; gas, power or lighting; or off-street motor vehicle parking facilities.

Albany currently has a GO Bond with a levy rate of \$0.2399 per \$1,000 of assessed value. That bond was approved in 2015 to pay for public safety facilities. There is estimated to be significant remaining bonding capacity available.

Local Option Levy: A local option levy is a time-limited property tax (five years for operations and 10 years for capital projects), that is subject to voter approval. It is levied in addition to a taxing jurisdiction's permanent rate to pay for specified programs or investments. Local option levies are issued as a rate, rather than an amount, meaning that actual revenues may fluctuate from year to year with new development. Levies may be used for programs or operations, in addition to capital projects.

Levies are subject to the limitations imposed by Measures 5 and 50, meaning new or increased levies can increase the risk of 'compression' for other overlapping taxing districts and for the levy itself.

Albany currently has a Local Option Levy assessment at a levy rate of \$1.15 per \$1,000 of assessed value. This levy pays for fire, police, and ambulance operations and was renewed in 2020 for five years. Because new levies require voter approval, a well laid out set of popular LID projects to undertake is helpful to gain support.

5. Construction Excise Tax (for Affordable Housing)

This tool may be used to achieve new development in the study area if it includes affordable housing. The construction excise tax (CET) is a tax on construction activity of new structures or additional square footage to an existing structure in order to provide a source of funding used to incentivize housing affordable at 80% of AMI or

less. Cities or counties may levy a CET on residential construction of up to 1% of the permit value, or on commercial and industrial construction with no limit on the rate.

The allowable uses for CET revenue are set forth in state statute as follows:

- 4% for administrative costs, and of the remainder:
- 50% must be used for developer incentives (i.e. fee and SDC waivers, tax abatements, etc.) for affordable housing
- 35% for affordable housing programs, flexibly defined
- 15% to Oregon Housing and Community Services (OHCS) for homeownership programs (which is allocated back to the taxing jurisdiction to administer)
- Commercial CET: At least 50% of revenue must go towards housing-related programs; remainder is unrestricted

The CET is a straightforward to administer, with 4% of funds to cover the added administration costs. This administrative set-aside can also help pay the administration costs for related policies adopted for use with this program, such as fee and SDC waivers or tax abatements.

The required use of funds ensures that the funding is used to incentivize development and housing and can't be diverted or diluted with competing uses. While this funding is most typically used to benefit households with incomes at 80% AMI or less, the funds from a commercial CET allow for more flexibility to apply to middle-income housing.

The CET does raise costs for developers; however, it can be offset by providing other development-based incentives described in the following section. This source also requires time to accumulate substantial funds in low-development environments.

This tool is currently under consideration in Albany as part of the Albany Housing Implementation Plan project.

6. Trails and Greenway Funding

The East Albany Plan lays out an ambitious set of plans for a new off-street trails system that takes advantage of the natural creeks and greenways that run through the area. Over time, the vision is that this system will connect much of the plan area with public multi-use trails. Because the planned trail system will run through a range of property types, including private property, a mixture of implementation strategies will likely be required including easements, and or public acquisition. In some cases, developers may be required to provide trail improvements as a condition of development, as they would complete street improvements adjacent to their property.

Given the extensiveness of the planned trail system, and inclusion of creeks and greenway space, greater public funding will likely be necessary to secure and improve property. Besides the use of Parks SDC's from the build-out of the area, a TIF district may be another important source of funding (see discussion above).

Other sources of funding are available to pursue of trail improvements in Oregon. These include:

- **Recreational Trails Program** – This federal grant program is administered at the state level by the Oregon Parks and Recreation Department (OPRD). It has funded hundreds of projects in Oregon over the past decades. The program can be used for almost any aspect of trail development and maintenance including construction of improvements, trailheads, acquisition of land or easements. The recommended maximum grant request is \$150,000, meaning such a grant can contribute to development of the East Albany trail system, but not provide full funding.
- **Local Government Grant Program** – This OPRD grant program provides funding for a wide range of parks projects including trails, currently awarding a total of over \$5 million annually. Localities may request up to \$750k for large projects other than land acquisition, and up to \$1 million for land acquisition. A 50% matching contribution is required for cities of over 25k people.
- **Land and Water Conservation Fund** – This federal grant program is administered at the state level by the OPRD. It awards up to \$1.5 million per year for local programs. Because the East Albany trail system will include acquiring some lands for trails and greenways, this program may contribute. A local match of at least 50% is required.

An extensive list of additional funding sources is available from the OPRD website. Many of these sources provide smaller grants and may be national and more competitive: www.oregon.gov/oprd/GRA/Documents/GRA-Other-Recreational-Trail-Funding-Sources.pdf

IV. DEVELOPMENT INCENTIVES AND TOOLS

The following are market-based strategies which can provide incentives to encourage developers to build in new projects in the community. In general, these incentives help to reduce some of the costs of development that the public sector can impact. While the bulk of development costs are set by private market labor and materials costs, these steps can provide incentives on the margin to facilitate development.

All of these incentives come at some cost to the public through waived revenue from fees and taxes and/or staff costs. Therefore, these programs should be carefully calibrated to balance revenue loss vs. public benefit. Policies should reflect what development types are most important to incentivize in each location.

The following strategies are among a larger set of recommendations that have been discussed in detail as part of the on-going Albany **Housing Implementation Plan** (HIP) project. Through that project, many of these tools will be recommended and potentially adopted, making them available to encourage development in the East Albany Plan area.

Though those tools and strategies (including some of the funding sources discussed above) apply mainly to residential development, we refer readers to that project and the HIP documents in order to find more detail on these tools: www.cityofalbany.net/cd/housing/hip.

The following is a brief discussion of two of the main incentives identified as High priority in the HIP report:

SDC or Fee Reductions or Deferrals

Reduction, exemption, or deferment of SDCs or development fees directly reduces the soft costs of development to applicants for desired development types.

Development fees are not regulated by state law and cities have significant leeway to waive, reduce, or defer these fees. The City can adopt policies for what types of development are desirable enough for public goals to warrant forgoing these fees. Also, fee waivers can be limited to a certain ceiling. In most cases, fees amount to a smaller cost to the developer than SDCs and therefore are a more modest incentive.

SDCs face more statutory limitations and other hurdles to implementation. Most notably, the city may only assess a portion of SDCs, which are also assessed by a range of overlapping jurisdictions such as the county, school districts, fire district, and other special districts. Cities can reduce their portion of SDCs or negotiate with partner agencies for greater reductions.

SDC Reductions. One approach to reducing SDCs for residential development is to scale the SDC methodologies to the dwelling size, which Albany has implemented for single-dwelling units. In general, SDC methodologies are intended to be commensurate with the cost or impact to the system. Smaller housing types typically have lower impacts to the system, as their smaller footprint and lower occupancy results in lower needs for water, sewer, and transportation facilities.

Generally, the reductions should be applied to housing and commercial types that demonstrate a similar reduction in demand for services or impacts (e.g., smaller units, multi-dwelling units, housing types, walkable storefronts that generate less traffic, etc.) However, state law does not directly address reductions that are not justified on these bases. Recently, state law has alluded to SDC reductions for affordable housing that do not directly address an accompanying reduction in services, and many cities exempt certain development from SDCs including ADU's and affordable housing. Waiving SDCs may require a City to backfill lost revenues or to update its SDC methodology to recapture reduced or waived SDCs from remaining development. Financing of SDCs allows the developer to defer this cost until the project is near complete or complete, and the City may set a low interest rate.

SDCs and fees can add significant cost to a development project and reducing them can reduce development costs by 3% or more. These reductions can be a significant factor in the cost of development and financing. The reduction of SDCs will impact system development revenue for public improvements, but by spurring development may increase other types of revenue such as TIF in the long run. Because SDC revenues are needed to expand or make system improvements, participants in the HIP planning process have been supportive of using other funding sources to pay for SDC-fee reductions or exemptions for identified housing types.

Tax Exemptions and Abatements

Tax exemptions or abatements offer another financial incentive to developers that can improve the long-term economic performance of a property and improve its viability. This can be a substantial incentive, but the City and/or County will forego taxes on the property, generally for ten years. Other taxing jurisdictions are not included unless they agree to participate.

Tax exemption programs are authorized by the state for specific purposes:

- **Vertical Housing Tax Exemption:** This program is meant to encourage vertical mixed-use buildings in areas where they might be viable, typically downtowns or town centers. The program allows for a partial tax exemption for the built space, above the ground floor. Affordable housing is not required, but inclusion of affordable units can increase the tax benefits. The city must adopt a defined Vertical Housing Development Zone in which the exemption will apply.
- **Multiple-Unit Housing Exemption:** This program is aimed at preserving, rehabilitating, or constructing multi-unit housing within transit-oriented areas. Cities must designate areas for the program to apply. This program may apply to market-rate housing, with additional benefits for workforce or low-income units.
- **Low-Income Rental Housing:** This program is aimed at encouraging subsidized affordable housing development and can be applied more broadly geographically. Units must be affordable at 60% of Area Median Income to be eligible. This program applies to both non-profit agencies and for profits that are often one the few sources of subsidized housing in many communities.

Implementation of tax exemption programs requires adoption by local officials and establishment of program goals and policies. They can be a good incentive to focus housing development in key areas and encourage more density and mixed uses in village centers.

* * *

As noted, we refer readers to the HIP project (www.cityofalbany.net/cd/housing/hip) and accompanying documents for more detail on the long list of regulatory and other tools being recommended to spur development, which will also be applicable in the East Albany Study area.

V. IMPLEMENTATION ACTIONS AND TIMELINE

A variety of additional actions and strategies will need to be undertaken over time to implement this Plan. Many of these strategies were identified in the “Gap Analysis” prepared earlier in the planning process.

The following summary of actions, lead and partnering entities, and general timelines for implementation builds on that work. Not all of these actions require dedicated funding sources.

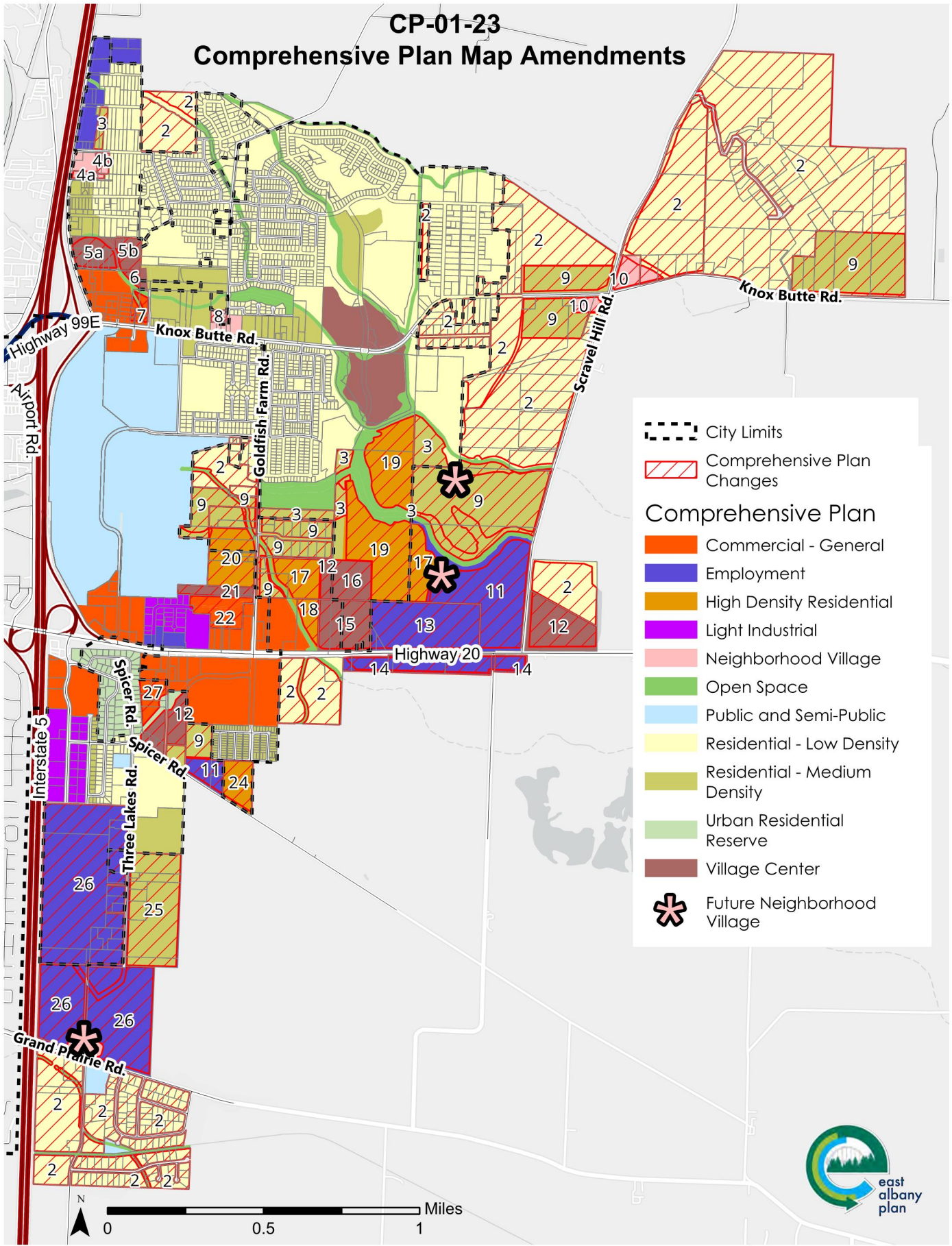
Table: East Albany Plan Implementation Actions

Action	Lead Responsibility	Timeline
Land Use Planning and Development		
Rezone land within City limits consistent with EAP land use plan	Albany Community Devel. Dept. (CDD)	Short-Term
Apply new comprehensive plan designations outside City limits	CDD	Short-Term
Update Albany Development Code to adopt new zoning designations and additional requirements related to allowed uses and development standards	CDD	Short-Term, Ongoing
Evaluate and process annexation requests	CDD	Short-Term, Ongoing
Upon annexation, apply zoning designations, consistent with EAP land use plan	CDD	Ongoing
Implement recommendations from the Albany Housing Implementation Plan to encourage, require or support development of needed housing types	CDD; housing, development partners	Medium to Long-Term
Transportation Facilities Planning and Development		
Identify needed amendments to the City’s Transportation System Plan	Albany Public Work Dept. (PW)	Short-Term
Estimate costs of needed transportation improvements	Consultants, PW	Short-Term, Refine Medium to Long-Term
Update the City’s transportation facilities capital improvements plan to include East Albany projects	PW	Short-Term
Amend Albany Development Code, as needed to require multimodal connectivity in new developments	PW	Short-Term
Engage state representatives on state and federal infrastructure funding	PW	Ongoing

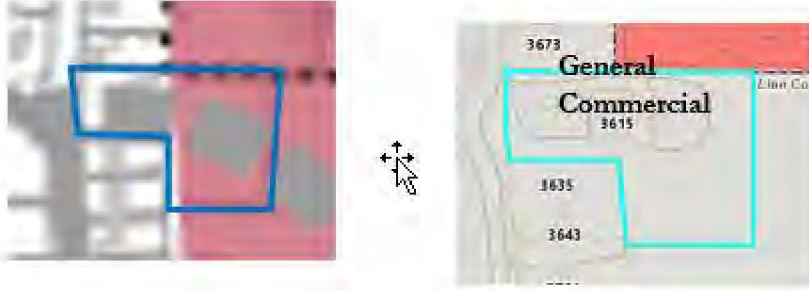
Action	Lead Responsibility	Timeline
Partner with Linn County in designing and improving County roads and bringing them up to City standards	PW	Ongoing
Continue to work with Albany Transit, the MPO, and regional providers to achieve enhanced transit service for East Albany residents and employees and to better serve large events and facilities	PW, CDD	Ongoing
Pursue public/private partnerships to address transportation and other infrastructure improvements to address transportation, other impacts	PW, CDD	Ongoing
Identify specific projects that could be funded through alternative strategies such as a new Tax Increment Financing District, Local Improvement District(s), and/or Bond Measures	PW, CDD	Short to Medium-Term
Parks and Trails Facility Planning and Development		
Evaluate requirements for providing common space required with development; refine as needed	CDD	
Update the City's Parks and Recreation System plan and project list to include needed and proposed park and trail projects in East Albany	Albany Parks & Recreation Dept. (Parks)	Short to Medium-Term
Identify appropriate funding sources and partners for specific improvements, including SDCs, other development funding strategies, grants, public-private partnerships, etc.	Parks	Short to Medium-Term
Update the City's Parks SDC to include new projects in the CIP and changes to the SDC rate and fees, as needed	Parks	Medium-Term
Provide incentives (density transfer, credits) for developments that implement protections of natural resource and open spaces areas	CDD, Parks	Medium to Long-Term
Continue to update the ADC to update or refine requirements for protections/open spaces	CDD	Medium to Long-Term
Continue to acquire open space land through development or prior to development to build a greenway system	Parks	Ongoing
Conduct detailed design processes for individual parks and trail projects; conduct robust community engagement processes as part of those efforts	Parks	Medium to Long-Term

Action	Lead Responsibility	Timeline
Water, Wastewater and Stormwater Planning and Facility Design and Construction		
Update water, wastewater and stormwater facility master plans to reflect needed projects identified in this Plan; incorporate cost estimates in updated Capital Improvement Plans (CIPS)	PW	Short to Medium-Term
Continue to address deficiencies already identified in facility Master Plans	PW	Ongoing
Update SDC CIPs and methodologies, including rates and fees to reflect updated master plans	PW	Medium to Long-Term
Continue to require that local infrastructure be constructed as part of the land development process	PW	Ongoing
Economic Development and Employment		
Identify strategic initiatives for developing and/or reducing barriers to development of large parcels – such as Local Improvement Districts, tax increment financing district	Albany Economic Development Division (EDD), partners	Short to Medium-Term
Establish or partner to create Citywide/regional wetland mitigation programs, especially those in the study area that might enhance riparian corridors and a greenway system.	City, Cascades West Regional Wetlands Consortium	Medium to Long-Term
Conduct City-initiated site preparation associated with any identified public-private development partnerships	EDD	Medium to Long-Term
Continue to implement economic development strategies identified in the City's Economic Opportunities Analysis	EDD	Ongoing
Market employment sites through a variety of local, regional and statewide marketing and promotion efforts	EDD, Chamber, other partners	Ongoing
Seek state and federal funding for infrastructure and/or other improvements that will contribute to site readiness	EDD	Ongoing
Support annexation and rezoning of commercial and employment properties, consistent with this Plan	EDD, CDD	Medium to Long-Term
Support future development proposals that are consistent with this Plan	EDD, CDD	Ongoing

Action	Lead Responsibility	Timeline
Schools and Other Public Services		
Support efforts by the Greater Albany Public School District (GAPS) to continue to expand existing schools and construct new schools to meet the needs of current and future East Albany residents and families	CDD; Partner: GAPS	Medium to Long-Term
Support the GAPS in identifying sites for new school facilities	CDD; Partner: GAPS	Medium to Long-Term
Work with the GAPS to review plans and land use applications for school facility projects	CDD; Partner: GAPS	Ongoing
Support efforts by the GAPS to promote greater levels of walking and bicycling by students and their families to access schools in East Albany	CDD and PW; Partner: GAPS	Ongoing
Continue to plan for needed emergency service and law enforcement facilities in East Albany	Albany Fire & Police Depts.	Medium to Long-Term
Other Goals and Initiatives		
Conduct design competition for local artists to design gateway features	CDD; Partner: arts groups	Medium to Long-Term
Seek City or state grant funding for gateway improvements	CDD	Medium to Long-Term
Secure employer or business sponsorship or contributions for gateway and/or other public art projects	CDD; Partner: local businesses, civic groups	Medium to Long-Term
Use art grants or programs to fund selected gateway projects and/or other public art projects	CDD	Medium to Long-Term



Approve the East Albany Plan related amendments as modified by the City Council to include designating 3615 Spicer Drive SE to General Commercial on the Comprehensive Plan map.





CP-01-23

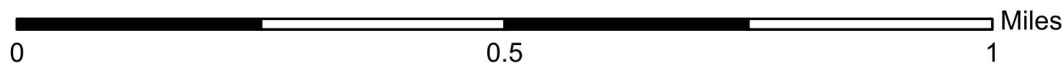
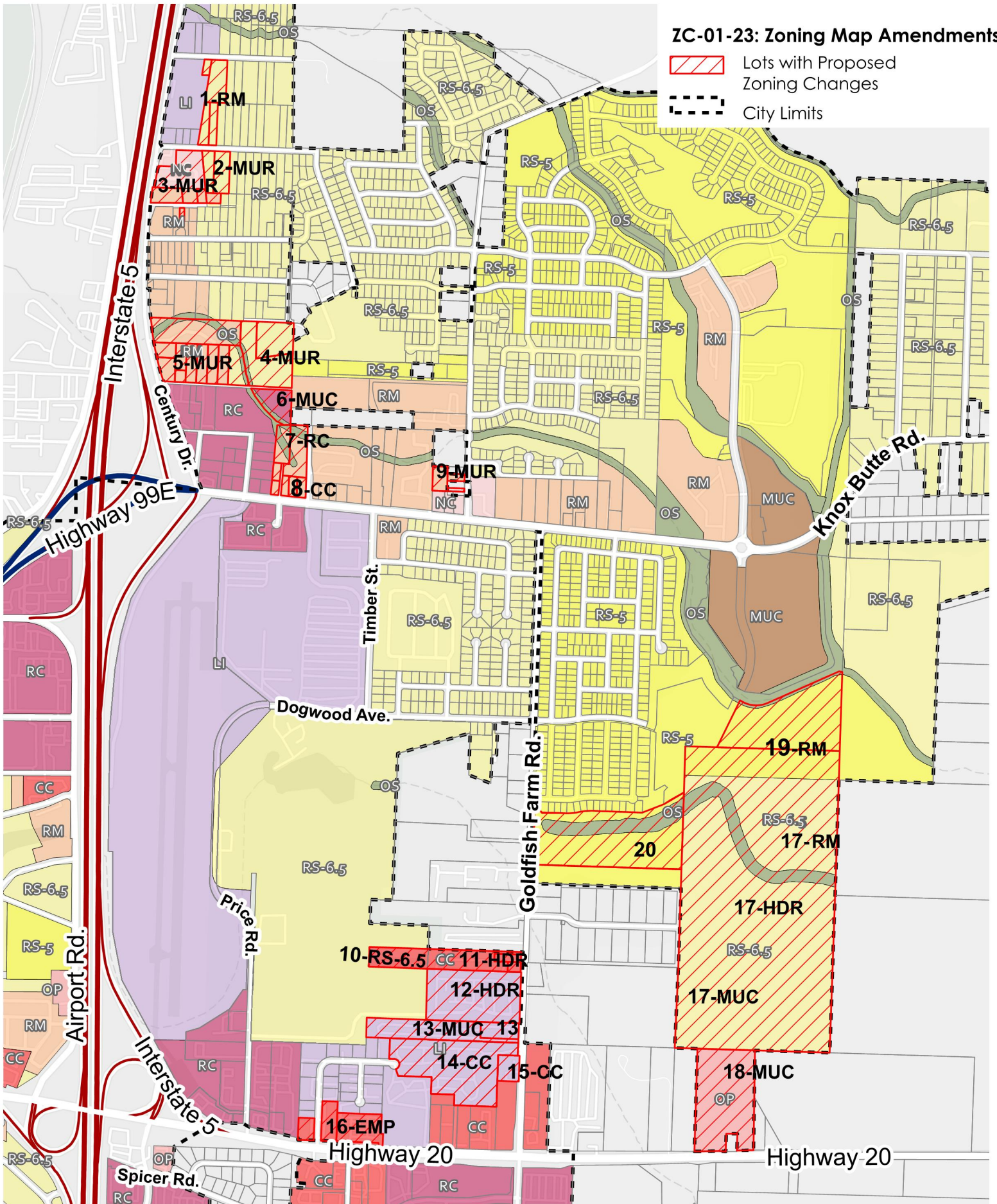
East Albany Plan

Comprehensive Plan Map Amendments

Area	Current Comp Plan	Proposed Comp Plan
1	Res Low Density	Employment
2	Urban Residential Reserve	Res Low Density
3	Res Low Density	Res Medium Density
4a	Res Low Density	Neighborhood Village
4b	Res Medium Density	Neighborhood Village
5a	Res Low Density	Village Center
5b	Res Medium Density	Village Center
6	Commercial General	Village Center
7	Res Medium Density	General Commercial
8	Res Medium Density	Neighborhood Village
9	Urban Residential Reserve	Res Medium Density
10	Urban Residential Reserve	Neighborhood Village
11	Urban Residential Reserve	Employment
12	Urban Residential Reserve	Village Center
13	Res Medium Density	Employment
14	Commercial Light	Employment
15	Commercial Light	Village Center
16	Res Low Density	Village Center
17	Urban Residential Reserve	Res High Density
18	Commercial Light	Res High Density
19	Res Low Density	Res High Density
20	Light Industrial	Res High Density
21	Light Industrial	Village Center
22	Light Industrial	Commercial General
23	Commercial General	Employment
24	Res Medium Density	Res High Density
25	Light Industrial	Res Medium Density
26	Light Industrial	Employment
27	Urban Residential Reserve	Commercial General

ZC-01-23: Zoning Map Amendments

-  Lots with Proposed Zoning Changes
-  City Limits



ZC-01-23

East Albany Area Plan

Proposed Zoning Map Amendments

Zoning Map Legend

	RR - Residential Reserve
	RS-10 - Residential Single Family (5 Units per Acre)
	RS-6.5 - Residential Single Family (6-8 Units per Acre)
	RS-5 - Residential Single Family (8-10 Units per Acre)
	RM - Residential Medium Density
	RMA - Residential Medium Density Attached
	MUR - Mixed Use Residential
	CB - Central Business
	DMU - Downtown Mixed Use
	ES - Elm Street
	HM - Hackleman / Monteith
	HD - Historic Downtown
	LE - Lyon / Ellsworth
	MS - Main Street
	PB - Pacific Boulevard
	WF - Waterfront
	NC - Neighborhood Commercial
	OP - Office Professional
	CC - Community Commercial
	RC - Regional Commercial
	MUC - Mixed Use Commercial
	LI - Light Industrial
	HI - Heavy Industrial
	IP - Industrial Park
	OS - Open Space

Area	Current Zone	Proposed Zone(s)
1	RS-6.5	RM
2	RS-6.5	MUR
3	NC, RM	MUR
4	RS-6.5	MUR
5	RM	MUR
6	RC	MUC
7	RM	RC
8	RM	CC
9	RM	MUR
10	CC	RS-6.5
11	CC	HDR
12	LI	HDR
13	LI	MUC
14	LI	CC
15	LI	CC
16	CC	EMP
17	RS-6.5, RS-5	MUC, HDR, RM
18	OP	MUC
19	RS-5	RM
20	OS/RS-5	OS

EMP = Employment

HDR = High Density Residential

ARTICLE 2 REVIEW CRITERIA

2.760 Zoning. For rezoning and annexation zoning requests, the zoning of the property shall be compatible with the Comprehensive Plan designation as provided in the Table 2.760-1, Plan Designation Zoning Matrix. Zoning other than that shown in the matrix requires approval of a Comprehensive Plan Map and/or Zoning Map amendment. [Ord. 5947, 1/01/21]

**TABLE 2.760-1
PLAN DESIGNATION ZONING MATRIX**

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

*Light Industrial – Properties in the East Albany Plan area that were zoned Light Industrial on June 30, 2023, may remain zoned Light Industrial, including those designated Employment on the Comprehensive Plan map.

ARTICLE 3 RESIDENTIAL ZONING DISTRICTS

- 3.010 Overview. The residential zones are intended to preserve land for housing. This Code preserves the character of neighborhoods by providing seven zones with different density standards. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. These regulations provide certainty to property owners, developers, and neighbors by stating the allowed uses and development standards for the base zones. Sites within overlay districts are also subject to the regulations in Articles 6 and 7. [Ord. 5673, 6/27/07]

The list below is a summary of the topics covered in this article.

- Zoning Districts
- Schedule of Permitted Use
- Development Standards

ZONING DISTRICTS

- 3.020 Establishment of Residential Zoning Districts. In order to regulate and segregate the uses of lands and buildings and to regulate the density of development, the following residential zoning districts are established:

- (1) RR—RESIDENTIAL RESERVE DISTRICT. The RR District is intended to recognize areas which, because of topography, level of services, or other natural or development factors are best served by a large lot designation. This district may be applied on an interim basis until urban services become available. The minimum lot size is five acres.
- (2) RS-10—RESIDENTIAL SINGLE-DWELLING UNIT DISTRICT. The RS-10 District is intended primarily for a lower density residential environment. The average minimum detached single-dwelling unit lot size is 10,000 square feet. [Ord. 6004, 12/28/22]
- (3) RS-6.5—RESIDENTIAL SINGLE-DWELLING UNIT DISTRICT. The RS-6.5 District is intended primarily for low-density urban residential development. The average minimum detached single-dwelling unit lot size is 6,500 square feet. [Ord. 6004/12/28/22]
- (4) RS-5—RESIDENTIAL SINGLE-DWELLING UNIT DISTRICT. The RS-5 District is intended primarily for low- to moderate-density residential development. The average minimum detached single-dwelling unit lot size is 5,000 square feet. [Ord. 5673, 6/27/07; Ord. 6004, 12/28/22]
- (5) RM—RESIDENTIAL MEDIUM DENSITY DISTRICT. The RM District is primarily intended for medium-density residential urban development. New RM districts should be located on a collector or arterial street or in Village Centers. Multi-family and townhouse development may not exceed 25 units per gross acre. [Ord. 5673, 6/27/07; Ord. 6004, 12/28/22]
- (6) RMA—RESIDENTIAL MEDIUM DENSITY ATTACHED DISTRICT. The RMA District is intended primarily for medium- to high-density urban residential development. Most units, whether single- or multiple-family or middle housing, will be attached. New RMA districts should be located on a collector or arterial street or in Village Centers. Development may not exceed 35 units per gross acre. [Ord. 5673, 6/27/07; Ord. 6004, 12/28/22]
- (7) HDR—HIGH DENSITY RESIDENTIAL DISTRICT. *The HDR District is intended primarily for high-density urban residential development. This district supports the highest residential density in the city, as development in the HDR district must achieve a density of at least 25 units per gross acre and may not exceed 50 units per gross acre. The HDR district allows a variety of housing types along with other compatible uses.*
- ~~(8)~~ HM—HACKLEMAN-MONTEITH DISTRICT. The HM district is intended primarily to preserve the existing residential character of the Hackleman and Monteith National Register Historic Districts. Conversion of single-dwelling unit residential structures to non-residential or

multi-family residential uses is not allowed.

[Ord. 5555, 2/7/03; Ord. 5673, 6/27/07; Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]

3.030 Establishment of Special Purpose Districts. Special purpose districts are overlay districts that may be combined with a major zoning district. The regulations of a special purpose district are supplementary to the regulations of the underlying major zoning district. The regulations of a special purpose district and the major zoning district shall all apply to any site that has both designations. Where the regulations and permitted uses of a major zoning district conflict with those of a special purpose district, the more restrictive standards shall apply. The special purpose districts and the additional regulations that apply in such districts are summarized below:

<u>Special Purpose District</u>	<u>Applicable Articles</u>
Airport Approach	Article 4
Floodplain	Article 6
Hillside Development	Article 6
Significant Wetlands	Article 6
Riparian Corridors	Article 6
Wildlife Habitat	Article 6
Willamette Greenway	Article 6
Historic Overlay	Article 7

[Ord. 5764, 12/1/11]

SCHEDULE OF PERMITTED USES

3.040 Interpretation. The following provisions are used to interpret the schedule of permitted uses found in this Article:

(1) The schedule of permitted uses cannot anticipate all uses that may be located within the City. There are also situations where proposed uses may relate to more than one type of use. In both instances, the Director will determine the appropriate use category based on operating characteristics and land use impacts. Where ambiguity exists concerning the appropriate classification of a particular use, the use may be reviewed as a Conditional Use where the Director determines that the proposed use is consistent with other uses allowable within the subject district due to similar characteristics. Use categories not listed in the schedule of permitted uses are not permitted in the residential zoning districts. [Ord. 5673, 6/27/07; Ord. 5947, 1/01/21]

(2) Where a development proposal involves a combination of uses other than accessory uses, the more restrictive provisions of this Code shall apply. For example, if a portion of a development is subject to Conditional Use approval and the balance is subject only to Site Plan Review, the entire development shall be reviewed using the Conditional Use criteria if concurrent approval of all uses is requested. [Ord. 5947, 1/01/21]

(3) A change in the use of a property is subject to review as specified by the schedule of permitted uses:

(a) When the change involves a change from one use category to another in the schedule of permitted uses and the Director has not waived review under the provisions of Section 1.105, or

(b) When a property that has been unoccupied for more than one year. [Ord. 5673, 6/27/07; Ord. 5947, 1/01/21]

3.050 Schedule of Permitted Uses. The specific uses listed in the following schedule are permitted in the zones as indicated, subject to the general provisions, special conditions, additional restrictions, and exceptions set forth in this Code. A description of each use category is in Article 22, Use Categories and Definitions.

A number appearing opposite a use in the “special conditions” column indicates that special provisions apply to the use in all zones. A number in a cell particular to a use and zone(s) indicates that special

Draft ADC Amendments

East Albany Plan

provisions apply to the use category for that zone(s). The conditions follow the schedule of uses, in Section 3.060.

The abbreviations used in the schedule have the following meanings:

- Y Yes; use allowed without land use review procedures but must meet development standards in this article and may be subject to special conditions.
- S Use permitted that requires a site plan approval prior to the development or occupancy of the site or building.
- CU Use permitted conditionally under the provisions of Sections 2.230-2.265 through a Type III procedure.
- CUII Uses permitted conditionally through the Type II procedure.
- PD Use permitted only through planned development approval.
- CD Use permitted only through cluster development approval.
- N No; use not permitted in the zoning district indicated.

Some zones have two abbreviations for a use category (ex. Y/CU). Refer to the special condition number to determine what review process is required based on the details of the use.

[Ord. 5673, 6/27/07; Ord. 5947, 1/01/21]

SCHEDULE OF PERMITTED USES

Uses Allowed in Residential Zoning Districts									
USE CATEGORIES (See Article 22 for use descriptions.)	Spec. Cond.	RR	RS-10	RS-6.5	HM	RS-5	RM	RMA	HDR
RESIDENTIAL: Single-dwelling unit Detached and Two Detached Units									
Single Dwelling Unit, detached	1	Y	Y	Y	Y	Y	Y	N	<u>N</u>
Primary Residence with one accessory dwelling unit	4	Y	Y	Y	Y	Y	Y	Y	<u>N</u>
2 detached primary dwelling units	2	N	PD/CD	PD/CD	S	PD.CD	Y	Y	<u>N</u>
RESIDENTIAL: Middle Housing									
Duplex	3	Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
Townhouse		Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
Triplex or Fourplex	3	Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
Cottage Cluster	3	Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
RESIDENTIAL: Multiple-Dwelling Units									
Multiple-Dwelling Units	3	N	N	N	N	N	S	S	<u>S</u>
RESIDENTIAL: Care or Treatment									
Assisted Living		CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
Child or Adult Care Home	6	Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
Daycare Facility		CU	CU	CU	CU	CU	CU	S	<u>S</u>
Residential Care or Treatment Facility (6 or more residents)		CU	CU	CU	CU	CU	CU	S	<u>S</u>
Residential or Group Care Home (5 or fewer residents)		Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
RESIDENTIAL: Miscellaneous Use Categories									
Manufactured Home Parks (see Article 10)	10	N	N	S	N	S	S	S	<u>S</u>
Accessory Buildings, Garages or Carports	9	Y/S	Y/S	Y/S	Y/S	Y/S	Y/S	Y/S	<u>Y/S</u>
Bed & Breakfast	7	CUH	CUH	CUH	CUH	CUH	CUH	S	<u>S</u>
Home Businesses (See 3.090-3.160 to determine if CU)		Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	<u>Y/CU</u>
Rooming or Boarding Houses		N	N	N	CU	N	S	S	<u>Y</u>
Subdivision Sales Office	1	N	Y	Y	N	Y	Y	Y	<u>Y</u>
Unit(s) Above or Attached to a Business	17	N	N	N	N	N	N	N	<u>Y</u>
Temporary Residence	8	S	S	S	S	S	S	S	<u>S</u>
INSTITUTIONAL									
Basic Utilities		CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
Community Services		CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
Educational Institutions	13	CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
Hospitals		N	N	N	N	N	CU	CU	<u>CU</u>
Jails & Detention Facilities		N	N	N	N	N	N	N	<u>N</u>
Parks, Open Areas and Cemeteries	14	S/CU	S/CU	S/CU	CU	S/CU	S/CU	S/CU	<u>S/CU</u>
Religious Institutions	13	CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
COMMERCIAL – Limited Use Types									
Entertainment and Recreation:									
Indoor	18	CU	CU	CU	CU	CU	CU	CU	<u>CU</u>
Outdoor		CU	CU	CU	N	CU	CU	CU	<u>CU</u>
Offices	17, 19	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	<u>S/PD/CD</u>
Recreational Vehicle Parks (See Article 10)	5, 10	N	N	N	N	N	CU	CU	<u>CU</u>
Restaurants, no drive-thru	17, 19	PD/CD	PD/CD	PD/C D	PD/CD	PD/CD	PD/CD	PD/C D	<u>S/PD/CD</u>
Retail Sales and Service	17, 19	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	PD/CD	<u>S</u>
Self-Serve Storage	15	N	N	N	N	N	S	N	<u>N</u>
OTHER CATEGORIES									
Agriculture:									
Crop Production		Y	Y	Y	N	Y	Y	Y	<u>Y</u>
On-site Sales of Site-Produced Seasonal Goods		Y	S	CU	N	CU	CU	CU	<u>CU</u>
Plant Nurseries and Greenhouses		S	S	S	N	S	S	S	<u>S</u>
Antennas, owned and operated by FCC licensed member of Amateur Radio Service		Y	Y	Y	Y	Y	Y	Y	<u>Y</u>
Communication Facilities	16	N	N	N	N	N	N	N	<u>N</u>
Kennels	11	S	CU	CU	N	CU	CU	N	<u>N</u>
Satellite Dish and Other Antennas	12	Y	Y	Y	Y	Y	Y	Y	<u>Y</u>

Y = Yes, allowed, no Site Plan review required
 CD = Cluster Development, see Art. 11

N = No, not allowed
 PD = Planned Unit Development, see Art. 11

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CU = Conditional Use approval required, Type III procedure

S = Site Plan Review required

CUII = Conditional Use approval required, Type II procedure

[Ord. 5281, 3/26/97; Ord. 5555, 2/7/03; Ord. 5673, 6/27/07; Ord. 5742, 7/14/10; Ord. 5801, 2/13/13; Ord. 5832, 4/9/14; Ord. 5886, 1/6/17; Ord. 5947, 1/01/21; Ord. 5949, 1/01/21; Ord. 5968, 1/14/22; Ord. 6004, 12/28/22; Ord. 6008, 1/27/23]

3.060 – 3.070, *Open Space district moved to Article 6; Ord. 5764, 12/1/11.*

SPECIAL CONDITIONS

3.080 General. Where numbers appear in the column labeled “special conditions” or in a cell in the Schedule of Permitted Uses, the corresponding numbered conditions below shall apply to the particular use category as additional clarification or restriction:

- (1) One subdivision sales office is allowed in a subdivision for two years from the date it opens if the following requirements are met: [Ord. 5757, 12/4/11; Ord. 5886, 1/6/17]
 - (a) The purpose of the office must be to sell lots or houses in the subdivision.
 - (b) The sales office must be placed on one or more of the lots in the subdivision. [Ord. 5886, 1/6/17]
 - (c) The sales office must be established within one year of the date the final subdivision plat is signed. [Ord. 5886, 1/6/17]
 - (d) At the time an application for the sales office is submitted, the owner of the subdivision must own all of the lots within 100 feet of the lot where the sales office will be located. The “owner of the subdivision” is the owner of more than 50 percent of the lots in the subdivision. [Ord. 5886, 1/6/17]
 - (e) The building must be placed in accordance with Section 3.190, Table 3.190-1 Development Standards [Ord. 5886, 1/6/17; Ord. 5947, 1/01/21]
 - (f) A manufactured building, a modular building, or a building constructed on the site is allowed for the office use. If a manufactured building is used, it must be placed in accordance with the standards for “Placement on Individual Lots” listed in Article 10. If a modular building is used, it must be removed from the property within two years of the date a building permit is issued for the sales office. If manufactured or site-built building is used, the building does not have to be removed from the lot.
 - (g) Building permits must be obtained for the building. Manufactured and modular buildings must have the appropriate State of Oregon insignia that shows the appropriate construction standards are met.
- (b) *was replaced by content below and (i) was removed by Ordinance 5886, adopted January 6, 2017*
- (h) The sales office permit may be renewed once upon ~~one~~ to a year. [Ord. 5673, 6/27/07; Ord. 5886, 1/6/17]
- (2) When more than one single-dwelling unit detached residence is located on a property of record in a residential zoning district and the buildings were legally constructed, the property may be divided in conformance with Article 11, even if the resulting lots do not meet the required minimum lot area and dimensional standards for the zoning district, if required setbacks and lot coverage can be met. [Ord. 5338, 1/28/98; Ord. 5673, 6/27/07; Ord. 6004, 12/28/22]
- (3) Duplexes, triplexes, fourplexes, cottage clusters, and multi-dwelling unit development may be divided so that each unit can be individually owned by doing a land division in conformance with Article 11. The total land area provided for the development as a whole must conform with the requirements of Article 3, Table 3.190-1, however, the amount of land on which each unit is located does not need to be split equally between the individual units - one may be larger and one smaller. [Ord. 5673, 6/27/07; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]
- (4) Where detached single-dwelling unit residences are permitted outright, one accessory dwelling unit

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(ADU) may be allowed on each lot that has a single legally established detached single-dwelling unit residence, called the “primary residence”. The ADU shall comply with the following standards:

[Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]

Accessory dwelling units shall be incidental in size to the primary residence and meet the following standards:

(a) The size of an ADU does not exceed 50 percent of the gross floor area of the primary residence (excluding garages or carports) or 900 square feet, whichever is less. (Note: ADUs greater than 900 square feet that were legally constructed before July 1, 2007, may remain.).

[Ord. 5949, 1/01/21]

(b) All required building permits have been obtained. If the primary residence is on the Local Historic Inventory, historic review may be required.

(c) The lot was legally established [Ord. 5338, 1/28/98; Ord. 5673, 6/27/07; Ord. 5966 11/12/21]

(d) Detached ADUs must also meet the following development standards:

Front Setback: Greater than or equal to the location of the front wall of the primary residence; and

Interior Setback: 5 feet for one-story; 8 feet for two-story; and

Maximum Height: 24 feet to the ridge of the roof.

[Ord. 5673, 6/27/07; Ord. 5949, 1/01/21]

(5) In the RM, RMA and HDR Districts, the following criteria must be met in addition to the Conditional Use criteria for permitting RV overnight parks:

(a) The entire site must be located within 750 feet of the Interstate 5 right-of-way.

(b) The RV park access is limited to the Interstate 5 frontage road or streets servicing primarily industrial or commercial development.

(6) “Child Care Homes” that includes the day or night-time care of no more than sixteen children, including the children of the provider or the care and treatment of adults for less than 24-hours are considered a residential use of the property and are allowed outright in zones that allow residential dwellings per the Oregon Revised Statutes (ORS). See ADC Section 22.200.

[Ord. 5673, 6/27/07; Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]

(7) Bed and Breakfast facilities shall:

(a) Be owner occupied.

(b) Be limited to a maximum of four guest bedrooms.

(c) Except for driveway spaces, not contain guest parking facilities in the front setback area or within 10 feet of any interior residential lot line.

[Ord. 5742, 7/14/10]

(d) Provide at least one off-street parking space for each rental room, except in the HM zone, where on-street parking along the frontage of the property line(s) may count toward the parking requirements. To count towards this standard, each on-street space must be at least 25 feet long.

[Ord. 5673, 6/27/07, Ord. 5768, 12/7/11]

(8) Temporary residences in conjunction with construction, emergency repair, or a night watchman are permitted but are limited to one year in duration.

[Ord. 5673, 6/27/07]

(9) The definitions of “Accessory Building” and “Accessory Use” in Article 22 shall apply. The Director shall have authority to initially interpret application of these terms to any proposed activity. See also Table 3.230-1 for Accessory Structure Standards.

Accessory buildings in residential districts that are 750 square feet or larger and/or with walls taller than 11 feet that meet the following standards are not subject to Site Plan Review. They will be processed as Type I staff decisions. Information must be submitted that shows the standards are met. The information shall be submitted at the time the applicant applies for building permits. The

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determination of whether the standards are met will be made by the Community Development Director or his/her designee. [Ord. 5767, 12/7/11; Ord. 5947, 1/01/21]

- (a) The proposed building does not exceed the height of the tallest building on adjacent property. For this section, height means the height of the building at its highest point, usually the ridge of the roof.
- (b) The square footage of the footprint of the proposed building does not exceed the square footage of the footprint of the foundation of the largest building on adjacent property.
- (c) The amount of land that will be covered by buildings if the proposed building is constructed does not exceed the applicable lot coverage restrictions of the Development Code.
- (d) The proposed building meets or exceeds the applicable setback requirements for the primary residence as listed in Table 3.230-1. [Ord. 5947, 1/01/21]
- (e) The materials used on the proposed building (e.g. siding and roofing), and the color of those materials, shall be similar to those used on the primary residential structure (e.g. cement board lap siding is similar to wood lap siding).
- (f) If the proposed building is located in any of the special purpose districts listed in Articles 6 and 7 of the Development Code, the building must also be reviewed for conformance with the requirements of the applicable district.

Accessory buildings not meeting the standards in this section require Site Plan Review.

A garage or other non-residential building on a property without a residence cannot be the primary use of a residentially zoned property except as described below. The purposes of this limitation are to preserve the opportunity for residential land to be used for housing, and to avoid a non-residential building on residential property for use as commercial storage. Non-residential structures on residentially zoned land will be allowed when the following conditions are met:

- (g) The structure will not preclude the use of the property for housing;
 - (h) The structure must meet the requirements of Section 3.080(9) or be approved through the Site Plan Review process;
 - (i) The structure is not used for a commercial purpose; and [Ord. 5968, 1/14/22]
 - (j) Exception in RR: Buildings used for farm or agricultural product or equipment storage are permitted in the RR zone. [Ord. 5281, 3/26/97; Ord. 5673, 6/27/07; Ord. 5947, 01/21/20]
- (10) Manufactured home and RV park standards are located in Article 10. Manufactured home parks, RV parks and manufactured homes on individual lots are not allowed within the National Register Historic Districts or on land within 100 feet of a historic district, or on land adjacent to a property on the Local Historic Inventory. [Ord. 5673, 6/27/07]
 - (11) Kennels in residential districts shall be restricted to properties containing a minimum of two acres. This restriction does not apply to indoor veterinary hospital kennels. [Ord. 5673, 6/27/07]
 - (12) Antennas and satellite dishes are subject to the following standards:
 - (a) Antenna or antenna supports may not be located within any front setback area or within any required landscape buffer yard. [Ord. 5742, 7/14/10]
 - (b) Antennas shall not extend higher than fifteen feet above the peak of the roof.
 - (c) Dish antennas exceeding 12 feet in diameter are not permitted.
 - (d) Dish antennas exceeding 36 inches in diameter may not be roof mounted.
 - (e) Dish antennas shall not exceed 15 feet in height from surrounding grade to the highest point of the structure or dish.

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- (f) Dish antennas located within ten feet of a residential lot line or located so as to be visible from a public street shall be screened up to a height of six feet with a solid screen fence, wall, hedge, or other landscaping.
 - (g) Antenna used to display sign messages shall conform to all district sign regulations in addition to the above.
 - (h) Antenna not in conformance with the above may be considered by Conditional Use review , Type II process. [Ord. 5886, 1/6/17]
- (13) Original Conditional Use approval for education and religious institutions includes the following secondary uses: educational activities; sports and other recreational activities; religious activities; political activities; meals programs; before and after school or full-time childcare activities; fundraising activities; and cultural programs. Such uses will not be required to go through the land use process if all of the activities which constitute the use (excluding parking and travel to and from the site) take place on the site and there is no external noise audible or light visible between 10:30 p.m. and 7:00 a.m.
- Expansion of an education or religious institution includes the addition of building area, increase in parking lot coverage, or expansion of athletic facilities. Any expansion must be reviewed through the Conditional Use Type II process (CUII). [Ord. 5673, 6/27/07]
- (14) Public park development activity subject to Conditional Use review includes major development; expansions of activities and development within parks which currently generate substantial traffic; or construction of major structures such as swimming pools, lighted ball fields, and community centers. Conditional Use review is not required, however, for construction of play equipment, tennis courts, bike paths, picnic shelters, restrooms, landscaping, and similar activities within existing improved parks. [Ord. 5947, 1/01/21]
- (15) Self-Serve Storage is subject to the following standards:
- (a) Freestanding facilities shall be limited to sites of one to three acres in size and maximum building coverage shall be limited to 50 percent of the parcel.
 - (b) Building setbacks shall be as follows: front - 25 feet, interior - 20 feet. No fencing is permitted in front setbacks and a minimum ten-foot landscape buffer yard is required adjacent to all residential zones. No barbed wire fencing is permitted in residential districts. [Ord. 5742, 7/14/10]
 - (c) The minimum driveway width between buildings shall be 20 feet for one-way drives and 24 feet for two-way drives.
 - (d) The maximum storage unit size shall be 500 square feet.
 - (e) All outdoor lighting shall be shielded to prevent reflection on adjacent properties.
 - (f) Repair of autos, boats, motors and furniture, and the storage of flammable materials shall be prohibited on the premises and rental contracts shall so specify.
 - (g) Outside storage of vehicles and materials is prohibited within this use category and no other business activity other than the rental of storage units shall be conducted on the premises. [Ord. 5673, 6/27/07]
- (16) Public and Commercial Communication Facilities are not allowed in residential zoning districts, except when the applicant can provide supportive documentation or evidence, to the satisfaction of the Community Development Director, that, if such a facility is not allowed, there will be a gap in service that denies service to an area within the community. (This decision is a Conditional Use, Type III land use decision.) Article 8 for telecommunication facility design standards also apply. [Ord. 5886, 1/6/17]

Such a tower will also be subject to the following conditions:

- (a) The base of the antenna and any structures associated with the antenna shall be set back from

the property lines of the property on which they are sited a distance of not less than 30 feet.

- (b) The land on which the facility is sited shall be screened from adjacent land along its full perimeter, by providing screening, as defined in ADC Section 9.250.

[Ord. 5281, 3/26/97; Ord. 5445, 4/12/00]

- (17) Planned Developments allow for limited commercial uses to serve the residents within the development; see Section 11.270. Cluster Developments greater than 50 acres may develop up to 2 acres with neighborhood commercial and office uses through a Conditional Use review. [See Section 11.510(2).]

[Ord. 5673, 6/27/07; Ord. 5947, 1/01/21]

- (18) In all residential zones, indoor entertainment and recreation uses are limited to athletic, exercise or health clubs, gyms or spas, and similar uses. Examples of outdoor entertainment and recreation uses include sports fields, clubhouses, tennis and golf facilities, swimming pools, and similar uses.

[Ord. 5673, 6/27/07]

- (19) In the HDR zone, office, restaurant, and retail sales/service uses are subject to Site Plan Review, provided they are limited to the ground floor of mixed-use buildings, with residential uses on the upper floors, and limited to 5,000 square-foot maximum floor area. All other office and retail sales/service uses must be considered through Planned Development and Cluster Development review, pursuant to Section 3.080(17).

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 3.190-1, 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-dwelling unit, middle housing, and multiple-family developments.

[Ord. 5445, 4/12/00, Ord. 5768, 12/7/11; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

TABLE 3.190-1

RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS								
STANDARD	RR	RS-10	RS-6.5	HM	RS-5	RM	RMA	HDR
Minimum Property Size or Land Requirements by Unit Type(1)(18)								
Single dwelling unit detached (SDU)-and Duplex (1)	5 acres (15)	10,000 sf	6,500 sf	5,000 sf	5,000 sf	3,500 sf	Single dwelling unit SDU detached : N/A Duplex: 3,500 sf	SDU: N/A Duplex: None
Townhouse(1)(16)(19)(20)	1,500 sf	1,500 sf	1,500 sf	1,500 sf	1,500 sf	1,500 sf	1,500 sf	None (20)
Two primary detached units on one property (1)	N/A	N/A	N/A	7,000 sf	N/A	3,500 sf	3,500 sf	N/A
Triplex (16)(20)	5 acres	10,000 sf	6,500 sf	5,000 sf	5,000 sf	5,000 sf	5,000 sf	None (20)
Fourplex (16)(20)	5 acres	10,000 sf	7,000 sf	7,000 sf	7,000 sf	7,000 sf	7,000 sf (17)	None (20)

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RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS								
Cottage Cluster (16)(20)	5 acres	10,000 sf	7,000 sf	7,000 sf	7,000 sf	7,000 sf	7,000 sf	<u>None</u> <u>(20)</u>
Multi-dwelling unit, Studio and 1-bedroom units (1)(20)	N/A	N/A	N/A	N/A	N/A	2,000 sf/ unit	1,500 sf/ unit	<u>None</u> <u>(20)</u>
2-and 3-bedroom units (1)(20)	N/A	N/A	N/A	N/A	N/A	2,400 sf/ unit	1,800 sf/ unit	<u>None</u> <u>(20)</u>
4+ bedroom units (1)(20)	N/A	N/A	N/A	N/A	N/A	3,000 sf/ unit	2,200 sf/ unit	<u>None</u> <u>(20)</u>
Minimum Lot Widths: (18)	Townhouse	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	<u>None</u>
	All other uses	N/A	65 ft	50 ft	35 ft	40 ft	30ft	<u>None</u>
Minimum Lot Depth (18)	N/A	100 ft	80 ft	65 ft	70 ft	60 ft	None	<u>None</u>
Residential Density (20):								
<u>Minimum Density (units per gross acre)</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>25</u>
<u>Maximum Density (units per gross acre)</u>	<u>(20)</u>	<u>(20)</u>	<u>(20)</u>	<u>(20)</u>	<u>(20)</u>	<u>25 (20)</u>	<u>35</u>	<u>50</u>
Setbacks (4)(18):								
Minimum Front (4)	20 ft	20 ft	15 ft	15 ft	15 ft	15 ft	12 ft	<u>10 ft</u>
Maximum Front Setback	None	None	None	None	None	(14)	(14)	<u>(14)</u>
Minimum Interior: single-story (4)	5 ft	5 ft	5 ft	5 ft	5 ft	10 ft (5)	10 ft (5)	<u>10 ft (5)</u>
Minimum Interior: two or more stories (4)	8 ft	8 ft	8 ft	6 ft	6 ft	10 ft (5)(6)	10 ft (5)(6)	<u>10 ft (5)</u>
Minimum Building Separation	(12)	(12)	(12)	(12)	(12)	(12)	(12)	<u>(12)</u>
Min. Garage or carport vehicle entrance (10)	20 ft	20 ft	20 ft (7)	20 ft (7)	20 ft (7)	20 ft (7)	20 ft (7)	<u>20 ft (7)</u>
Maximum Height (8)	30 ft	30 ft	30 ft	30 ft	30 ft	45 ft	60 ft	<u>75 ft</u>
Maximum Lot Coverage (9)(18)	20% (11)	50%	60%	60%	60%	70%	70%	<u>75%</u>
Minimum Open Space	N/A	N/A	N/A	N/A	N/A	(13)	(13)	<u>(13)</u>
Min. Landscaped Area (18)	None	(2)	(2)	(2)	(2)	(3)	(3)	<u>(3)</u>

N/A means not applicable.

- (1) Section 3.220 bonus provisions may reduce minimum lot size and area requirements of units.
- (2) All yards adjacent to streets.
- (3) All yards adjacent to streets plus required open space.
- (4) 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 3.265 and 3.270; Setbacks for cottage clusters are in Section 3.192.
[Ord. 5832, 4/9/14; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]
- (5) Except for single-dwelling unit homes or middle housing, which must have a minimum setback of 3 feet for one-story dwellings and 5 feet for two-story dwellings. [Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]
- (6) More than 3 stories = 10 feet plus 3 feet for each story over 3 per unit requirements. Multiple-dwelling unit developments must also meet the setbacks in Section 8.270(3). [Ord. 5974, 1/01/21; Ord. 6004, 12/28/22]
- (7) Garage front setback for non-vehicle-entrance = 15 feet, except in RR and RS-10 zoning districts where the setback shall be 20 feet.
- (8) See exceptions to height restrictions, Section 3.340; Maximum height for cottage clusters is in Section 3.192.
[Ord. 5968, 1/14/22]
- (9) Lot coverage for single-dwelling unit detached and middle housing development shall only include the area of the lot covered by buildings or structures; Lot coverage for townhouses is calculated based on the overall

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- townhouse project, rather than each townhouse lot; Cottage clusters are exempt from maximum lot coverage standards. [Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]
- (10) See Table 3.230-1 for garages with alley access. [Ord. 5947, 1/01/21]
- (11) Maximum lot coverage for parcels 20,000 square feet or less is 50%. The configuration of any development on a lot 20,000 square feet in size, or less, in an RR zoning district that covers more than 20 percent of the parcel on which it is proposed, should be located such that it does not preclude a later division of the parcel.
- (12) The minimum separation between multi-dwelling unit buildings on a single parcel shall be 10 feet for single-story buildings and 20 feet for two-story or taller buildings; Minimum building separation for cottage clusters is in Section 3.192. [Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]
- (13) Ten or more units require open space. See Section 8.220.
- (14) See Section 8.240 for standards.
- (15) A property line adjustment between two existing RR properties may be allowed as long as no new lots are created and the resulting properties are at least 20,000 square feet and approval of a septic system has been obtained by Benton County.
- (16) Triplexes, fourplexes, townhouses, and cottage clusters are not permitted on lots that are nonconforming with respect to the minimum lot size applicable to that housing type within the zoning district (see ADC 2.320). [Ord. 5968, 1/14/22]
- (17) In RMA, a fourplex with one or more studio or 1-bedroom units shall meet the minimum lot size standards for multi-dwelling unit development, except in no case shall the minimum lot size required for a fourplex exceed 7,000 square feet. [Ord. 5968, 1/14/22; Ord. 6004, 12/28/22]
- (18) If a duplex, triplex, fourplex, or cottage cluster has been divided by a middle housing land division, the development standards that are applicable to the lot shall apply to the middle housing parent lot, not to the middle housing child lots. [Ord. 5968, 1/14/22]
- (19) The minimum property size for townhouses specified in Table 3.190-1 is the minimum allowable size for an individual townhouse lot; the number of units permitted on a given site (i.e., the maximum density) is established in accordance with subsection 3.191(1). [Ord. 5968, 1/14/22]
- (20) Lot sizes in the HDR zone are controlled by the allowed density range of 25 units to 50 units per gross acre. Maximum density for the RR, RS-10, RS-6.5, HM, and RS-5 District is controlled by minimum lot size requirements for each zone. Except for townhouses, middle housing development is not subject to maximum density requirements in the RM District.

[Table 3.190-1 and footnotes amended by Ord. 5281, 3/26/97; Ord. 5338, 1/28/98; Ord. 5445, 4/12/00; Ord. 5555, 2/7/03; Ord. 5673, 6/27/07, Ord. 5768, 12/7/11; Ord. 5832, 4/9/14; Ord. 5947, 1/01/21; Ord. 5966, 11/12/21; Ord. 5968, 1/14/22]

3.191 Development Standards for Townhouses. Townhouses shall meet the standards in subsections (1) and (2) below. Townhouses shall also meet the applicable design standards in ADC Sections 8.110 through 8.170.

(1) Maximum Density.

- (a) In the RR, RS-10, RS-6.5, RS-5, and HM districts, the maximum permitted density for a townhouse project shall be based on the total area of the development site (including all townhouse lots and other tracts). For the purposes of calculating density, the gross area required for each townhouse unit shall be as follows:
- RR: 1.25 acres per townhouse unit
 - RS-10: 2,500 square feet per townhouse unit
 - RS-6.5, RS-5, HM: 1,700 square feet per townhouse unit
- (b) In the RM, ~~and~~ RMA, and HDR districts, the maximum permitted density for a townhouse project is based on the number of units permitted per gross acre, as follows:
- RM: 25 units per gross acre
 - RMA: 35 units per gross acre
 - HDR: 50 units per gross acre

(2) Number of Attached Dwelling Units.

- (a) Minimum. A townhouse project must contain at least two attached units.

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- (b) Maximum. The maximum number of townhouse units that may be attached together to form a group is specified below.
- RR, RS-10, RS-6.5, and HM districts: maximum of 4 attached units per group
 - RS-5 district: maximum of 6 attached units per group
 - RM and RMA districts: maximum of 10 attached units per group
 - HDR district: no maximum

[Ord. 5968, 1/14/22]

ARTICLE 4

COMMERCIAL AND INDUSTRIAL ZONING DISTRICTS

4.010 Overview. The zones created in this article are intended to provide land for commercial, office and industrial uses. The differences among the zones, in the permitted uses and development standards, reflect the existing and potential intensities of commercial and industrial development. The site development standards allow for flexibility of development while minimizing impacts on surrounding uses. The regulations in this article promote uses and development that will enhance the economic viability of specific commercial and industrial areas and the city as a whole. Development may also be subject to the provisions in Article 8, Design Standards, Article 9, On-Site Development and Environmental Standards, and Article 12, Public Improvements. Sites within overlay districts are also subject to the provisions in Article 6, Special Purpose Districts, and Article 7, Historic Overlay Districts. [Ord. 5555, 2/7/03]

The following list is a summary of the topics covered in this article:

- Zoning Districts
- Schedule of Permitted Uses
- Development Standards
- Airport Approach Overlay District

ZONING DISTRICTS

4.020 Establishment of Commercial and Industrial Zoning Districts. In order to regulate and segregate the uses of lands and buildings and to regulate the density of development, the following commercial and industrial zoning districts are created:

- (1) OP – OFFICE PROFESSIONAL DISTRICT. The OP district is intended to provide a vertical or horizontal mix of professional offices, personal services, live-work, residential and limited related commercial uses in close proximity to residential and commercial districts. The limited uses allowed in this district are selected for their compatibility with residential uses and the desired character of the neighborhood. OP is typically appropriate along arterial or collector streets as a transitional or buffer zone between residential and more intense commercial or industrial districts.
- (2) NC – NEIGHBORHOOD COMMERCIAL DISTRICT. The NC district is intended primarily for small areas of retail establishments serving nearby residents' frequent needs in convenient locations. The NC District is typically appropriate for small clusters or service centers located at intersections within residential neighborhoods. Businesses should fit into the residential pattern of development and not create land use, architectural or traffic conflicts. Generally, uses located within NC Districts should have as their primary market area the population within a one-half mile radius.
- (3) CC – COMMUNITY COMMERCIAL DISTRICT. The CC district recognizes the diversity of small to medium-scale businesses, services and sites mostly located on arterial streets and highways. Design guidelines, building location and front-yard landscaping will provide a coordinated and enhanced community image along these major transportation corridors as they develop or redevelop. Sound and visual buffers should be used to mitigate impacts on nearby residential areas.
- (4) RC – REGIONAL COMMERCIAL DISTRICT. The RC district is intended primarily for developments that serve the wider Albany region. RC allows a wide range of retail sales and service uses, and is typically appropriate for developments that require large sites near Interstate 5. Design guidelines, building location and front-yard landscaping will provide an enhanced community image along major transportation corridors. These uses often have significant impacts on the transportation system. Sound and visual buffers may be required to protect nearby residential areas. RC districts may not be

appropriate in all locations.

(5) TD – TRANSIT DISTRICT. The TD district is intended primarily for regional transit facilities and related uses. This district is suitable as a major office employment center because of easy access to mass transit. Mixed-use development including a multi-modal transportation facility, a park-and-ride facility, and office space should be developed within this district.

(6) EMP – EMPLOYMENT DISTRICT. The EMP district is intended primarily for a range of office uses, light manufacturing, and high-tech/research activities and uses. Uses in this district complement or support more intensive industrial activities and uses while also providing a transition between industrial areas and general commercial or residential areas. The limited industrial and manufacturing activity allowed in the EMP district is intended to minimize hazardous impacts from heavier industrial uses while also providing a buffer between other industrial areas and nearby residential or commercial uses.

~~(7)(6)~~ IP – INDUSTRIAL PARK DISTRICT. The IP district is intended primarily for light manufacturing, high-tech, research and development, institutions and offices in a quality environment. Uses are characterized by attractive building architecture and landscaped yards and streetscapes, and the absence of objectionable external effects. The district is designed for industrial and business parks containing offices together with clean, non-polluting industries. IP is located along or near highly visible corridors to provide a positive image and a transition to residential or natural areas from heavier industrial uses.

~~(8)(7)~~ LI – LIGHT INDUSTRIAL DISTRICT. The LI district is intended primarily for a wide range of manufacturing, warehousing, processing, assembling, wholesaling, specialty contractors and related establishments. Uses will have limited impacts on surrounding properties. This district is particularly suited to areas having good access to highways and perhaps to rail. LI may serve as a buffer around the HI district and may be compatible with nearby residential zones or uses.

~~(9)(8)~~ HI – HEAVY INDUSTRIAL DISTRICT. The HI district is intended primarily for industrial uses and support activities that are potentially incompatible with most other uses and which are characterized by large amounts of traffic, extensive shipping of goods, outside storage or stockpiling of raw materials, by-products, or finished goods, and a controlled but higher level of noise and/or pollution. This district is located away from residential areas and has easy access to highways and perhaps to rail. [Ord. 5555, 2/7/03]

4.030 Special Purpose Districts. Special purpose districts are overlay districts that may be combined with a major zoning district. The regulations of a special purpose district are supplementary to the regulations of the underlying major zoning district. The regulations of a special purpose district and the major zoning district shall both apply to any site that has both designations. Where the regulations and permitted uses of a major zoning district conflict with those of a special purpose district, the more restrictive standards shall apply. The special purpose districts and the additional regulations that apply in such districts are summarized below:

<u>Special Purpose District</u>	<u>Applicable Articles</u>
Floodplain	Article 6
Wetlands	Article 6
Willamette Greenway	Article 6
Airport Approach	Article 6
Hillside Development	Article 6
Historic Overlay	Article 7

[Ord. 5555, 2/7/03]

4.035 Relationship to State, Federal and Other Local Regulations. In addition to the regulations of this Code, each use, activity, or operation in the City of Albany must comply with applicable state and federal standards. Other local regulations include those in Article 6, Special Purpose Districts, and those of the Building

Division and Fire Department.

[Ord. 5555, 2/7/03]

SCHEDULE OF PERMITTED USES

4.040 Interpretation. Each use category in the schedule of permitted uses is described in Article 22, Use Categories and Definitions. Article 22 classifies land uses and activities into categories based on common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods and services are sold or delivered, and certain site factors. In addition to the clarification in Article 22, the following provisions shall be used to interpret the schedule of permitted uses found in this Article: [Ord. 5555, 2/7/03]

- (1) The schedule of permitted uses cannot anticipate all uses that may be located within the city. There are also situations where proposed uses may relate to more than one type of use. In both instances, the Director will determine the appropriate use category based on operating characteristics and land use impacts. Where ambiguity exists concerning the appropriate classification of a particular use, the use may be reviewed as a Conditional Use where the Director determines that the proposed use is consistent with other uses allowable within the subject district due to similar characteristics.
- (2) Where a development proposal involves a combination of uses other than accessory uses, the more restrictive provisions of this Code shall apply. For example, if a portion of a development is subject to Conditional Use approval and the balance is subject only to Site Plan review, the entire development shall be reviewed utilizing the Conditional Use criteria if concurrent approval of all uses is sought. [Ord. 5947, 1/01/21]
- (3) A change in the use of a property is subject to review as specified by the schedules of permitted uses:
 - (a) When the change involves a change from one use category to another in the schedule of permitted uses and the Director has not waived review under the provisions of Section 1.105,
 - OR
 - (b) When a property that has been unoccupied for more than one year and is non-conforming under the provisions of Article 2 is proposed to be occupied.

4.050 Schedule of Permitted Uses. The specific uses listed in the following schedule (Table 4.050-1) are permitted in the zones as indicated, subject to the general provisions, special conditions, additional restrictions, and exceptions set forth in this Code. A description of each use category is in Article 22, Use Categories and Definitions. The abbreviations used in the schedule have the following meanings: [Ord. 5947, 1/01/21]

Y	Yes; use allowed without review procedures but may be subject to special conditions.
S	Use permitted that requires a site plan approval prior to the development or occupancy of the site or building.
CU	Use considered conditionally through the Type III procedure under the provisions of Sections 2.230-2.260.
CUII	Uses considered conditionally through the Type II procedure under the provisions of Sections 2.230-2.260. [Ord. 5742, 7/14/10]
PD	Use permitted only through Planned Development approval.
N	No; use not allowed in the zoning district indicated.
X/X	Some zones have two abbreviations for a use category (ex. Y/CU). Refer to the special condition to determine what review process is required based on the details of the use.

A number opposite a use in the “special conditions” column indicates that special provisions apply to the use in all zones. A number in a cell particular to a use and zone(s) indicates that special provisions apply to the use category for that zone(s). The conditions are found following the schedule, in Section 4.060.

[Ord. 5555, 2/7/03]

**TABLE 4.050-1
SCHEDULE OF PERMITTED USES**

Commercial, Office and Industrial Zoning Districts										
Use Categories (See Article 22 for use category descriptions.)	Spec. Cond.	OP	NC	CC	RC	TD	EMP	IP	LI	HI
INDUSTRIAL USE CATEGORIES										
Contractors and Industrial Services		N	N	S-1	N	S-1	<u>S-1</u>	S-1	S-1	S
Manufacturing and Production	2	S/CU	N	S/CU, 3	N	S/CU	<u>S/CU-26</u>	S/C U	S/CU	S
Small-scale Manufacturing	2	S/CU	N	S/CU	S/CU	S/CU	<u>S/CU-26</u>	S/C U	S/CU	S/CU
Railroad Yard		N	N	N	N	S	<u>N</u>	N	S	S
Warehousing and Distribution		N	N	N	N	N	<u>CU</u>	CU	S	S
Waste and Recycling Related	4	N	N	CU	N	N	<u>N</u>	N	S/CU	S/CU
Wholesale Sales		N	N	N	N	N	<u>S-5</u>	S-5	S	N
COMMERCIAL USE CATEGORIES										
Adult Entertainment		N	N	S-6	N	N	<u>N</u>	N	CU-6	N
Entertainment and Recreation: Indoor Outdoor	7	N N	N N	S-7 S	S-7 S	S N	<u>S/CU-7</u> <u>N</u>	S/CU-7 N	CUII-7 CU-7, 11 N-7	CU-7 CU
Offices: Traditional Industrial		S S	S N	S S	S N	S N	<u>S</u> <u>S</u>	CUII-8 S-8	N S-9	N S
Parking		N	N	S	S	S	<u>S</u>	S	S	S
Recreational Vehicle Park		N	N	CU	N	S	<u>N</u>	N	S	N
Restaurants, no drive-thru w/ drive-thru or mostly delivery	25	CUII N	S CU-10	S S	S S	S N	<u>S</u> <u>CU</u>	S CU	N N	N N
Retail Sales and Service		S-11	S-11	S	S	S	<u>S-11</u>	S-11	S/CU/N -11	N
Self-Serve Storage	12	N	N	S	S	N	<u>N</u>	CU	S	S-13
Taverns, Bars, Breweries, Nightclubs	25	CUII	CUII	S	S	S	<u>CU</u>	CUII	CUII	CUII
Vehicle Repair		N	N	S	S	N	<u>N</u>	N	S	N
Vehicle Service, Quick- gas/oil/wash		N	N	S	S	N	<u>N</u>	CU	N-14	N
INSTITUTIONAL USE CATEGORIES										
Basic Utilities		CU	CU	CU	CU	CU	<u>CU</u>	S	S	S
Community Services	15	S/CU	S/CU	S/CU	S/CU	S/CU	<u>CU</u>	CU	CU	N
Daycare Facility		CU	CU	S	N	N	<u>S</u>	S	CU	N
Educational Institutions	16	N	N	CU	N	CU	<u>S/CU</u>	S/C U	S/CU	N
Hospitals		CU	N	N	N	N	<u>CU</u>	CU	CU	N
Jails and Detention Facilities		N	N	N	N	N	<u>N</u>	N	CU	N
Parks, Open Areas and Cemeteries	17	CU	CU	CU	N	CU	<u>CU</u>	CU	CU	N
Religious Institutions	16	CU	CU	S	N	N	<u>CU</u>	CU	CU	N
RESIDENTIAL USE CATEGORIES										
Assisted Living Facility		CU	CU	CU	N	N	<u>N</u>	N	N	N
Home Businesses (See 3.090- 3.180 to determine if CU.)		Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	<u>Y/CU</u>	Y/CU	Y/CU	Y/CU
Residential Care or Treatment Facility		S	S	S	N	N	<u>N</u>	N	N	N
Single Dwelling Detached	20	Y-19	S-19	N	N	N	<u>N</u>	N	N	N
Middle Housing	20	CU-19	S-	N	N	N	<u>N</u>	N	N	N

Commercial, Office and Industrial Zoning Districts										
Use Categories (See Article 22 for use category descriptions.)	Spec. Cond.	OP	NC	CC	RC	TD	EMP	IP	LI	HI
			19/N							
Multi-Dwelling Unit		CU	N	N	N	N	N	N	N	N
Units Above or Attached to a Business		S	S	S	CU	S	S	S	S	N
Residential Accessory Buildings	21	Y/S	Y/S	N	N	N	N	N	N	N
OTHER CATEGORIES USE CATEGORIES										
Agriculture (on Vacant Land)	22	N	N	N	Y	N	Y	Y	Y	Y
Satellite Dish, Other Antennas, & Communication Facilities <50 ft.	23	Y	Y	Y	Y	Y	Y	Y	Y	Y
Communication Facilities >= 50 ft.	23	N	N	CU	S	CU	CU	CU	S	Y
Kennels	24	N	N	N	CU	N	N	N	S	N
Non-Residential Accessory Buildings		S-18	Y	Y	Y	Y	Y	Y	Y	Y
Passenger Terminals		N	N	S	CU	S	CU	CU	CU	N
Rail And Utility Corridors		CU	CU	CU	CU	S	CU	CU	S	S

Y = Yes, allowed, no Site Plan Review required
 CU = Conditional Use review, Type III procedure
 CUII = Conditional Use review, Type II procedure

N = No, not allowed
 S = Site Plan Review required

[Ord. 5555, 2/7/03; Ord. 5728, 1/27/10; Ord. 5742, 7/14/10, Ord. 5767, 12/7/11; Ord. 5832, 4/9/14, Ord. 5886, 1/6/17; Ord. 5947, 1/01/21; Ord. 5949, 1/01/21; Ord. 5968, 1/14/22]

SPECIAL CONDITIONS

4.060 General. Where numbers appear in the “Special Conditions” column or in a particular cell in the Schedule of Permitted Uses, the corresponding numbered conditions below shall apply to the particular use category as additional clarification or restriction:

- (1) Contractors and Industrial Services in the CC, TD, IP, EMP, and LI zones.
 - (a) Limited Uses. Salvage or wrecking operations are prohibited in the CC, TD, IP, EMP, and LI zones. See Section 4.290 for outside storage standards.
 - (b) Prohibited Uses in EMP. The following Contractors and Industrial Services uses are prohibited in the EMP zone: salvage or wrecking of heavy machinery, metal, and building materials; towing and vehicle storage; overnight or long-term equipment storage; heavy truck servicing and repair; tire retreading or recapping; and solid fuel yards.
- (2) Manufacturing and Production. The environmental performance standards of Article 9 may limit the placement of certain uses in some districts. If the site is located within 300 feet of residentially zoned land, the use may require a Conditional Use approval.
- (3) Manufacturing in the CC zone. Manufacturing uses in CC must have a retail storefront and sell their products to the public on site.
- (4) Waste and Recycling Related Uses in the CC, LI, and HI zones.
 - (a) Limited uses in CC. Only processing and sorting operations conducted within enclosed structures less than 5,000 sq. ft. in total area are considered with a Conditional Use review.
 - (b) Limited uses in LI. Processing and sorting operations conducted within enclosed structures less than 5,000 sq. ft. in total area are allowed with Site Plan Review. Salvage yards, junkyards, and refuse transfer stations are not permitted. All other material and recycling operations are

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considered through a Conditional Use review.

- (c) Limited uses in HI. Processing and sorting operations conducted within enclosed structures less than 5,000 sq. ft. in total area and all other material and recycling operations, excluding salvage yards and junkyards, are allowed with Site Plan Review. Salvage yards, junkyards, sanitary landfills, and refuse transfer stations require a Conditional Use review.
[Ord. 5947, 1/01/21]
- (5) Wholesale Sales in the IP and EMP zone. This use is allowed in IP and EMP only if all operations and storage are conducted entirely within enclosed buildings.
- (6) Adult Entertainment. Where allowed, Adult Entertainment uses shall meet the following standards:
- An adult entertainment use shall not be established or expanded within 300 feet of the district boundary line of any residential zoning district.
 - An adult entertainment use shall not be established or expanded within 300 feet of any other adult entertainment use.
 - An adult entertainment use shall not be established or expanded within 300 feet of the property line of a church, school, or public park.
 - Exceptions to the above may be considered by the Major Variance procedures.
[Ord. 5947, 1/01/21]
- (7) Indoor Entertainment and Recreation in the CC, RC, IP, EMP, LI and HI zones.
- Limited uses in CC. Indoor firing ranges or gun clubs, coliseums, and stadiums are not permitted.
 - Limited uses in RC. Indoor firing ranges or gun clubs are not permitted.
 - Limited uses in IP and EMP. Exercise and health clubs or gyms are permitted through Site Plan Review. Convention centers, coliseums and stadiums are considered through a Conditional Use Type III review. All other indoor entertainment uses are not permitted.
 - Limited uses in LI. Indoor firing ranges or gun clubs, pool halls, paint gun facilities, cheerleading, tumbling, gymnastics, fairgrounds, coliseums and stadiums are considered through a Conditional Use Type II review. Exercise and health clubs or gyms are considered through a Conditional Use Type III review and must meet the additional criteria in Special Condition (11)(b). All other indoor entertainment uses are not permitted.
[Ord. 5742, 7/14/10; Ord. 5832, 4/9/14]
 - Limited uses in HI. Indoor firing ranges or gun clubs, pool halls, paint gun facilities, motor racetrack, coliseums and stadiums are considered through a Conditional Use review. All other indoor entertainment uses are not permitted.
[Ord. 5947, 1/01/21]
- (8) Offices in the IP zone. Traditional Offices intended to serve customers on site are considered through the Conditional Use Type II review. Industrial Offices are permitted through Site Plan Review. See Article 22 for Office examples.
[Ord. 5832, 4/9/14]
- (9) Offices in the LI zone. Traditional Offices intended to serve customers on site are not allowed. Industrial Offices are permitted through Site Plan Review. See Article 22 for Office examples.
[Ord. 5832, 4/9/14]
- (10) Restaurants in the NC zone. Drive-through restaurants are allowed in NC provided there are no more than two drive-through windows, and there is no speaker service (for ordering).
- (11) Retail Sales and Services in the OP, NC, EMP, IP and LI zones.
- Limited uses in OP, NC, EMP, and IP. The only retail uses allowed are convenience-oriented retail and personal services-oriented retail intended to serve nearby residences and employees. Businesses are limited to a 5,000-square-foot maximum business footprint, except for businesses

located within buildings in the OP and NC zones constructed prior to February 7, 2003 there is no business footprint limit. See Article 22 for examples of convenience-oriented and personal service-oriented businesses. Vehicle repair-oriented services, motor vehicle sales, large equipment sales, and bulk sales are prohibited. [Ord. 5923, 2/8/19]

- (b) Retail Sales and Service Uses in Existing Buildings in the LI zone. To encourage the reuse of buildings constructed prior to April 9, 2014 in the LI zone, Repair-Oriented Retail Sales and Service uses as described in Section 22.140 will be permitted through Site Plan Review. Personal Service-Oriented uses and Sales and Service-Oriented Retail Sales uses as described in Section 22.140 may be permitted through a Conditional Use review. Retail Sales and Service uses permitted in accordance with this subsection are subject to the following additional review criteria:
- i. The street system has adequate capacity to accommodate the use through the horizon year of the current Transportation Systems Plan;
 - ii. The site has adequate on-site parking to accommodate the development, or adequate parking will be provided; and
 - iii. The development will not alter the existing building or site in a way that would discourage or preclude its later conversion back to an industrial use.
 - iv. The new commercial user shall acknowledge that industrial uses have a right to operate free from the new use complaining about externalities typical of industrial uses. [Ord. 5832, 4/9/14]
- (12) Self-Serve Storage. These facilities are subject to the following standards:
- (a) The minimum driveway width between buildings is 20 feet for one-way drives and 24 feet for two-way drives.
 - (b) The maximum storage unit size is 1,000 square feet.
 - (c) All outdoor lighting shall be shielded to prevent glare and reflection on adjacent properties.
 - (d) Repair of autos, boats, motors, and furniture and the storage of flammable materials are prohibited on the premises, and rental contracts shall so specify.
- (13) Self-Serve Storage in the HI zone. Self-Serve storage units are allowed in HI only on sites less than 3 acres.
- (14) Truck Stops/Fuel Sales in the LI zone. This use is classified as Contractors and Industrial Services, rather than Vehicle Service, Quick.
- (15) 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. [Ord. 5947, 1/01/21]
- (16) Educational and Religious Institutions.
- (a) Vocational or trade schools in **EMP**, IP, LI and HI are allowed through Site Plan Review. All other educational and religious institutions are reviewed as a Conditional Use. [Ord. 5742, 7/14/10; Ord. 5947, 1/01/21]
 - (b) The Conditional Use approval for educational and religious institutions includes the following secondary uses: educational activities; sports and other recreational activities; religious activities; political activities; meals programs; before- and after-school childcare activities; fund raising activities; and cultural programs. Such uses will not be required to go through the land use process if all of the activities that constitute the use (excluding parking and travel to and from the site) take place on the site and no external noise is audible or light visible between 10:30 p.m. and 8:00 a.m. [Ord. 5947, 1/01/21]

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Any expansion to an existing educational or religious institution shall be reviewed through the Conditional Use Type II process. Expansion of a school or church includes addition of building area, increase in parking lot coverage, or expansion of athletic facilities.

[Ord. 5742 7/14/10; Ord. 5947, 1/01/21]

Note: There are special setbacks for educational institutions in 4.210 and loading standards in 4.260(2).

[Ord. 5742 7/14/10]

- (17) Park Development. Park activity subject to Conditional Use review includes major development; expansions of activities and development in parks that currently generate substantial traffic; or construction of major structures such as swimming pools, lighted ball fields, and community centers. Conditional use review is not required, however, for construction of play equipment, tennis courts, bike paths, picnic shelters, restrooms, landscaping, and similar activities in existing improved parks.

[Ord. 5947, 1/01/21]

- (18) Non-Residential Accessory Buildings over 750 square feet in the OP zone require Site Plan Review.

[Ord. 5742, 7/14/10]

- (19) Single-Dwelling Detached and Middle Housing Units.

- (a) In the OP zone, single-dwelling unit detached residences are allowed outright. Middle housing residences require a Conditional Use review. One accessory dwelling unit (ADU) may be allowed per legally established single-dwelling unit detached residence, called the “primary residence”. The ADU shall comply with the standards for ADUs in ADC 5.070 (15).

[Ord. 5968, 1/14/22]

- (b) In the NC zone, single-dwelling detached residences, duplexes, and townhouses require Site Plan Review. All other middle housing is prohibited. One accessory dwelling unit (ADU) may be allowed per legally established single-dwelling detached residence, called the “primary residence”. The ADU shall comply with the standards for ADUs in ADC 5.070(15).

[Ord. 5742, 7/14/10; Ord. 5947, 1/01/21; Ord. 5949, 1/01/21; Ord. 5968, 1/14/22]

- (20) Existing Single-Dwelling Detached Homes and Townhouses. See Section 4.075. New single-dwelling detached homes and townhouses are not permitted unless allowed in the zoning district.

[Ord. 5968, 1/14/22]

- (21) Residential Accessory Buildings, except Accessory Dwelling Units, are permitted outright with residential uses if they meet the following conditions:

- (a) Detached accessory buildings, garages and carports are less than 750 square feet and have walls equal to or less than 11 feet tall.
- (b) All other residential district accessory buildings, garages or carports require a Site Plan Review.

[Ord. 5767, 12/7/11; Ord. 5947, 1/01/21; Ord. 5949, 1/01/21]

- (22) Agriculture. All agricultural uses established before January 8, 2003, are allowed to remain. New agriculture uses are limited to the raising of crops and plants on vacant land. The raising of livestock as a new use is not permitted. Regulations governing the keeping of animals/livestock are found in the Albany Municipal Code Title 6.

[Ord. 5742, 7/14/10]

- (23) Communication Facility Placement Standards. Where allowed, Communication Towers and Poles over 50 feet in height when measured from the ground or over 15 feet above a rooftop are not permitted in front yard setbacks and must meet the standards in Section 8.500.

[Ord. 5886, 1/6/17]

Placement of antennas, satellite dish antennas, and monopoles less than 50 feet tall when measured

from the ground; or when located on a rooftop, within 15 feet of a rooftop, is permitted outright in all districts subject to the following standards:

- (a) Antennas or antenna supports. Satellite dishes and monopoles shall not be located within any front yard setback area or within any required landscape buffer yard.
[Ord. 5886, 1/6/17]
 - (b) Dish antennas larger than three feet in diameter, and located within ten feet of a residential lot line or visible from a public street shall be screened with a six-foot solid screen fence, wall, hedge, or other landscaping.
 - (c) Antennas used to display sign messages shall conform to all district sign regulations in addition to the above.
 - (d) Antennas satellite dishes, monopoles and other communication structures less than 50 feet in height when measured from the ground or over 15 feet above a rooftop, and not in conformance with the above may be considered by Conditional Use review, Type II process.
[Ord. 5886, 1/6/17; Ord. 5947, 1/01/21]
 - (e) See Section 8.500 for additional design standards for all telecommunications facilities.
[Ord. 5445, 4/12/00]
- (24) Kennels adjacent to residential districts are restricted to sites containing a minimum of two acres. This restriction does not apply to care and boarding provided indoors by veterinary hospitals.
[Ord. 5555, 2/7/03; Ord. 5742, 7/14/10]
- (25) Hours of Operation. Hours of operation for establishments or outdoor seating areas within 300 feet of a residence may be restricted through conditions of approval to be compatible with neighbors.
[Ord. 5728, 1/27/10]
- (26) Manufacturing Production and Small-Scale Manufacturing in the EMP zone.
- (a) Uses that require state or federal air quality discharge permits are prohibited.

SPECIAL STATUS FOR SINGLE DWELLING RESIDENCES

- 4.075 Existing Uses Granted Special Status (Allowed) in the Commercial and Industrial Districts. Notwithstanding the restrictions of any other section of the Albany Development Code (ADC), all legally established single-dwelling detached and townhouse dwellings built before January 1, 2002, on commercial or industrially zoned properties shall be deemed conforming to the base zoning district. If any building on these properties is damaged or destroyed by fire or other causes beyond the control of the owner, it may be rebuilt to the same size (in square feet) as existed when it was destroyed, subject to the regulations of any applicable overlay district. If an existing single-dwelling detached or townhouse residence is converted to a permitted use in the base zoning district, the special status granted here is rescinded, and the use of the property must thereafter conform to the requirements of Article 4.
[Ord. 5789, 10/10/12; Ord. 5555, 2/7/03; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

DEVELOPMENT STANDARDS

- 4.090 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, safe and efficient parking areas for new development, and improve the general living environment and economic life of a development. Table 4.090-1, 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-dwelling, middle housing, and multiple-dwelling developments.

[Ord. 5445, 4/12/00, Ord. 5555, 2/7/03; Ord. 5742, 7/14/10, Ord. 5768, 12/7/11; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

TABLE 4.090-1

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

N/A means not applicable.

- (1) The minimum lot size for residential units is 1,600 sq. ft. per unit. No minimum lot size is required for non-residential development. [Ord. 5947, 1/01/21]
- (2) New NC zones may be no more than 30,000 sq. ft. of contiguous land. [Ord. 5947, 1/01/21]
- (3) All yards adjacent to streets. Approved vegetated post-construction stormwater quality facilities are allowed in landscaped areas. [Ord. 5842, 1/01/15]
- (4) The minimum lot size for supporting commercial uses may be smaller than 3 acres.
- (5) Structures on property abutting residential districts and/or uses require 1 foot of setback for each foot of finished wall height with a minimum setback of 10 feet.
- (6) No setbacks are required for buildings abutting railroad rights-of-way.
- (7) Lot coverage for single-dwelling detached and middle housing development shall only include the area of the lot covered by buildings or structures. [Ord. 5768, 12/7/11; Ord. 5968, 1/14/22]
- (8) Unless in Airport Approach Overlay District. See Sections 4.400 to 4.440.
- (9) Ten or more multiple-dwelling units require common open space. See Section 8.220.
- (10) The maximum business footprint for supporting commercial uses allowed in IP is 5,000 square feet. The maximum business footprint for convenience-oriented and personal service-oriented retail uses in NC and OP is 5,000 square feet. Convenience-oriented and personal service-oriented retail uses in buildings constructed prior to February 7, 2003 in the NC and OP districts are exempt from the maximum business footprint. [Ord. 5742, 7/14/10; Ord. 5923, 2/8/19]
- (11) When adjacent to or across the street from residentially zoned land, the setback shall be 1 foot for each foot of building height over 30 ft. Buildings may increase in height (“step” up) as the setback increases. For example, at the minimum setback in LI, a building may be 30 feet tall but may increase in height up to 50 feet when set back 50 feet from the property line.
- (12) Higher structures permitted by Conditional Use approval.
- (13) The maximum building size may be exceeded for non-commercial and non-office uses when the building is multi-story.

[Table and footnotes amended by Ord. 5445, 4/12/00; Ord. 5555, 2/7/03; Ord. 5556, 2/21/03; Ord. 5742, 7/14/10; Ord. 5768, 12/7/2011; Ord. 5842, 1/01/15; Ord. 5923, 2/8/19; Ord. 5947, 1/01/21; Ord.

5968, 1/14/22]

OUTSIDE STORAGE4.290 General.

- (1) In the NC, OP, TD, EMP, and IP zoning districts, outside storage or display of materials, junk, parts, or merchandise is not permitted, except for automobile sales (where allowed).
- (2) In the PB and CC zones, outside storage is allowed if screened from the public rights-of-way with a sight-obscuring fence, wall, hedge, or berm, which must be constructed of non-combustible material. This provision excludes automobile and plant sales. Display of goods is not permitted.
- (3) In the RC zone:
 - (a) Exterior display of goods is permitted except in the required front setback or buffer yard. Display is limited to a sample of goods offered for sale by the establishment. Display areas may not be used for storage. Display areas may not expand beyond 25 percent of the primary street frontage and must be designated on the site plan. Display areas adjacent to residential districts or uses must be set back at least 10 feet and must be screened from view with a sight-obscuring fence, wall, hedge, or berm, which must be constructed of non-combustible material. [Ord. 5742, 7/14/10]
 - (b) Exterior storage is permitted in interior yards, except in required buffer yards and setbacks. Storage areas adjacent to residential districts or uses must be screened from view with a sight-obscuring fence, wall, hedge, or berm, which must be constructed of non-combustible material. This enclosure must be located on the property at the required setback line as if the berm, fence, wall, or hedge were a building. [Ord. 5742, 7/14/10]
- (4) In the LI and HI zones, outside storage is permitted in interior yards outside of the required setback. Outside storage is allowed in front yards outside the front setback provided that it is enclosed with a sight-obscuring fence, wall, hedge, or berm, which must be constructed of non-combustible material. This enclosure must be located on the property at the required setback line as if the berm, fence, wall, or hedge was a building. [Ord. 5742, 7/14/10]
- (5) Where outside storage is permitted.
 - (a) Materials and equipment stored as permitted in this subsection may be no more than 14 feet above the elevation of the storage area.
 - (b) Outside storage over six feet tall must be screened in accordance with 9.250. [Ord. 5555, 2/7/03; Ord. 5886, 1/6/17]

- 4.300 Screening of Refuse Containers. The following standards apply to all development, except for refuse containers or disposal areas serving four or fewer 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. All refuse materials must be contained within the screened area. Refuse disposal areas may not be located in required setbacks or buffer yards and must be placed at least 15 feet from any dwelling window. [Ord. 5968, 1/14/22]

4.310 to 4.320 Fence standards moved to Article 9, Ord. 5751, 3/9/11.

ARTICLE 5 MIXED USE ZONING DISTRICTS

5.000 Purpose. This article is intended to define the character of Albany's mixed-use zoning districts. The mixed-use zones implement the concepts identified in the Balanced Development Patterns Project (2001) and the Town Center Plan (Central Albany Land Use and Transportation Study, CALUTS, 1996). These zoning districts are compatible with the Village Center Comprehensive Plan designation applied in the Central Albany area, North Albany, east of Interstate 5 on Knox Butte Road, and south of Oak Creek near Highway 99E (Pacific Boulevard). The mixed-use zones may be applied outside of the Village Center plan designation. [Ord. 5555, 2/7/03]

5.020 Overview. The mixed-use zoning districts are the center of neighborhood and commercial activity, providing a horizontal or vertical mix of retail and residential uses to serve nearby neighborhoods. Other uses may include offices, and community and personal services. Centers are easily accessible to nearby residences, are pedestrian-friendly, and relate to adjacent land uses. Commercial uses must fit the scale of adjacent neighborhoods and the desired character envisioned for each Village Center or mixed-use area. The mixed-use zones differ in permitted uses, development standards, and design based on the unique objectives of each area. Design standards may be adopted to define the unique architectural and streetscape features of each area. [Ord. 5894, 10/14/17]

Development may also be subject to the provisions in Article 8, Design Standards; Article 9, On-Site Development and Environmental Standards; and Article 12, Public Improvements. Sites within overlay districts are also subject to the provisions of Article 6, Special Purpose Districts, and Article 7, Historic Overlay Districts.

The list below is a summary of the topics covered in this article.

- Zoning Districts
- Schedule of Permitted Uses
- Development Standards

[Ord. 5673, 6/27/07]

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:

- (1) HD – HISTORIC DOWNTOWN DISTRICT. The HD district is intended for a dense mixture of uses with an emphasis on entertainment, theaters, restaurants, nightlife and specialty shops. High-density residential infill on upper floors is encouraged, as is the continued presence of the government center and supporting uses. [Ord. 5894, 10/14/17]
- (2) DMU – DOWNTOWN MIXED USE DISTRICT. The DMU district is intended for a mix of retail, services, institutions, offices, and housing that supports businesses in and around the Historic Downtown District. Mixed uses are encouraged both horizontally and vertically. High-density residential infill and office employment are both encouraged. [Ord. 5894, 10/14/17]
- (3) CB – DOWNTOWN CENTRAL BUSINESS DISTRICT. The CB district is intended for a broad mix of residential and non-residential uses. Mixed uses are encouraged both horizontally and vertically. High-density residential infill is encouraged to support nearby businesses. [Ord. 5894, 10/14/17]
- (4) MUR – MIXED USE RESIDENTIAL DISTRICT. The MUR district is intended primarily to create a residential district that allows a mixture of neighborhood commercial uses that meet the daily needs of area residents. [Ord. 5673, 6/27/07]

- (5) WF – WATERFRONT DISTRICT. The WF district is intended to transition Albany’s Willamette River waterfront into a vibrant center characterized by a variety of housing choices and a mixture of housing, office, and retail uses. Infill and redevelopment are encouraged, as well as adaptive reuse of existing buildings until the area is redeveloped. Development and design standards will result in great neighborhoods, a pedestrian-friendly environment, and an enhanced community image.
[Ord. 5635, 1/11/06; Ord. 5832, 4/9/14]
- (6) 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.
- (7) MS – MAIN STREET DISTRICT. The MS district is intended primarily as an employment center with supporting commercial and retail services for residents and employees in the area. Infill and redevelopment are encouraged provided there is no adverse impact to surrounding residences.
[Ord. 5832, 4/9/14]
- (8) ES – ELM STREET DISTRICT. The ES district is intended primarily to provide enough land for Albany General Hospital and associated medical uses while maintaining compatibility with adjacent residences in scale and design. Light commercial and personal services are encouraged to serve the nearby residents. Removal of existing residences and landscapes is discouraged. New parking facilities should be underground or completely screened. Only the amount of parking that is necessary should be allowed for uses in this district, to minimize the amount of land consumed by parking.
- (9) PB – PACIFIC BOULEVARD DISTRICT. The PB district is intended as an auto-oriented commercial area along Pacific Boulevard in the Central Albany area. Design guidelines and front-yard landscaping will provide a coordinated look and enhance the community image along this major corridor as it develops or redevelops. Commercial infill and redevelopment are encouraged. Sound and visual buffers should be used to protect nearby residential areas.
[Ord. 5832, 4/9/14]
- (10) MUC – MIXED USE COMMERCIAL DISTRICT. The MUC zoning district is intended primarily to provide a mix of convenience commercial, personal services, offices and medium density residential uses. The district would typically be anchored by a grocery store and may include a mix of smaller retailers, offices, live-work units, and residences. The MUC district is easily accessible to nearby residences, and commercial uses are compatible in scale and design with adjacent neighborhoods. Uses in the MUC zone will serve area residents and should not draw from the region.[Ord. 5556, 2/21/03; Ord. 5577, 7/28/04; Ord. 5555, 2/7/03]

5.040 Establishment of Special-Purpose Districts. Special-purpose districts are overlay districts that may be combined with a major zoning district. The regulations of a special-purpose district are supplementary to the regulations of the underlying major zoning district. The regulations of a special-purpose district and the major zoning district shall both apply to any site that has both designations. Where the regulations and permitted uses of a major zoning district conflict with those of a special purpose district, the more restrictive standards shall apply. The special purpose districts and the additional regulations that apply in such districts are summarized below:

<u>Special Purpose District</u>	<u>Applicable Articles</u>
Airport Approach	Article 4
Floodplain	Article 6
Wetlands	Article 6
Willamette Greenway	Article 6
Hillside Development	Article 6
Historic Overlay	Article 7

[Ord. 5555, 2/7/03]

5.045 Relationship to State, Federal and Other Local Regulations. In addition to the regulations of this Code, each use, activity, or operation in the City of Albany must comply with applicable state and federal standards. Other local regulations including those in Article 6 – Natural Resource Districts and Article 7 – Historic Overlay District, and those of the Building Division and Fire Department.
 [Ord. 5555, 2/7/03; Ord. 5894, 10/14/17]

SCHEDULE OF PERMITTED USES

5.050 Interpretation. Each use category in the schedule of permitted uses is described in Article 22, Use Categories and Definitions. Article 22 classifies land uses and activities into categories based on common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods and services are sold or delivered, and certain site factors. In addition to the clarification in Article 22, the following provisions shall be used to interpret the schedule of permitted uses found in this Article: [Ord. 555, 2/7/03]

- (1) The schedule of permitted uses cannot anticipate all uses that may be located within the city. There are also situations where proposed uses may relate to more than one type of use. In both instances, the Director will determine the appropriate use category based on operating characteristics and land use impacts. Where ambiguity exists concerning the appropriate classification of a particular use, the use may be reviewed as a Conditional Use where the Director determines that the proposed use is consistent with other uses allowable within the subject district due to similar characteristics. [Ord. 5947, 1/01/21]
- (2) Where a development proposal involves a combination of uses other than accessory uses, the more restrictive provisions of this Code shall apply. For example, if a portion of a development is subject to Conditional Use approval and the balance is subject only to Site Plan Review, the entire development shall be reviewed utilizing the Conditional Use criteria if concurrent approval of all uses is sought.
- (3) A change in the use of a property is subject to review as specified by the schedules of permitted uses:
 - (a) When the change involves a change from one use category to another in the schedule of permitted uses and the Director has not waived review under the provisions of Section 1.105, or
 - (b) When a property that has been unoccupied for more than one year and is non-conforming under the provisions of Article 2 is proposed to be occupied. [Ord. 5947, 1/01/21]

5.060 Schedule of Permitted Uses. The specific uses listed in the following schedule (Table 5.060-1) are permitted in the zones as indicated, subject to the general provisions, special conditions, additional restrictions, and exceptions set forth in this Code. A description of each use category is in Article 22, Use Categories and Definitions. The abbreviations used in the schedule have the following meanings: [Ord. 5947, 1/01/21]

- Y Yes; use allowed without review procedures but may be subject to special conditions.
- S Use permitted that requires a site plan approval prior to the development or occupancy of the site or building.
- CU Use considered conditionally under the provisions of Sections 2.230-2.260 through the Type III procedure.
- CUII Uses considered conditionally through the Type II procedure under the provisions of Sections 2.230-2.260. [Ord. 5742, 7/14/10]
- PD Use permitted only through Planned Development approval.
- N No; use not allowed in the zoning district indicated.
- X/X Some zones have two abbreviations for a use category (ex. Y/CU). Refer to the special condition to determine what review process is required based on the details of the use.

A number appearing opposite a use in the “special conditions” column indicates that special provisions apply to the use in all zones. A number in a cell particular to a use and zone(s) indicates that special provisions apply to the use category for that zone(s). These conditions are found following the schedule in Section 5.070.
 [Ord. 5555, 2/7/03; Ord. 5673, 6/27/07]

**TABLE 5.060-1
SCHEDULE OF PERMITTED USES**

Use Categories (See Article 22 for use category descriptions.)	Spec. Cond.	MUC	WF	HD	DMU	CB	LE	PB	MS	ES	MUR
INDUSTRIAL USE CATEGORIES											
Contractors and Industrial Services	1	N	N/ CU-24	N	N	CU	S	S	N	N	N
Manufacturing and Production	2	N	N/ CU-24	CU-3	N	CU-3	S/CU	N	N	N	N
Small-scale Manufacturing - less than 5,000 sq. ft. -5,000 to 10,000 sq. ft.	2	S/CU CU	S/CU CU	S/CU CU	S/CU CU	S/CU CU	S/CU CU	S/CU CU	S/CU CU	N N	N N
Warehousing and Distribution		N	N/ CU-24	N	N	N	N	N	N	N	N
Waste and Recycling		N	N	N	N	N	N	N	N	N	N
Wholesale Sales		N	N/ CU-24	N	N	CU	N	N	N	N	N
COMMERCIAL USE CATEGORIES											
Adult Entertainment	4	N	N	S	S	S	N	N	N	N	N
Entertainment and Recreation Indoor Outdoor		S-5 CU	S-5/ CU-24 CU-6	S N	S N	S CU-6	S N	S-5 S	S-5 N	S-5 N	CU-26 N
Offices: Traditional Industrial		S CU	S S	S S	S S	S S	S S	S S	S S	S N	S-26 N
Parking		S	CU	CU	CU	CU	S	S	S	CU-7	CU
Recreational Vehicle Park		N	N	N	N	N	N	N	N	N	N
Restaurants, no drive-thru with drive-thru or mostly delivery	23	S CU	S N	S N	S N	S N	S S	S S	S N	CUII	S-26 N
Retail Sales and Service		S-8	S-8/ CU-24	S-8	S-8	S	S	S	S-8	S-8	S-8/26
Self-Serve Storage	9	N	N	N	N	N	N	N	N	N	N
Taverns, Bars, Breweries, Nightclubs	23	CUII	CUII	S	S/ CUII (25)	S/ CUII (25)	S	S	CUII	CU	CUII- 26
Vehicle Repair		N	N/ CU-24	N	N	CU	N	S	N	N	N
Vehicle Service, Quick (gas/oil/wash)		S	N	N	N	N	N	S	S	S	N
INSTITUTIONAL USE CATEGORIES											
Basic Utilities	10	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Daycare Facility		S	S	S	S	S	N	CU	S	S	S
Community Services	11	CU	CU	S	S	S	S	S	S	S	CU
Educational Institutions	12	CU	CU	CU	CU	CU	CU	N	CU	CU	CU
Hospitals		N	CU	CU	CU	S	S	CU	N	CU	CU
Jails & Detention Facilities		N	N	N	N	N	N	N	N	N	N
Parks, Open Areas and Cemeteries	13	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Religious Institutions	12	CU	CU	CU	CU	S	S	CU	CU	CU	CU
RESIDENTIAL USE CATEGORIES											

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Use Categories (See Article 22 for use category descriptions.)	Spec. Cond.	MUC	WF	HD	DMU	CB	LE	PB	MS	ES	MUR
Residential Care or Treatment Facility	14	S	CU	S	S	S	S	N	S	S	S
Assisted Living Facility		CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Single Unit Detached	15	Y-17	N	N/Y-16	N/Y-16	N/Y-16	N/Y-16	N	N	N/Y-16	Y
Duplex	15	Y-17	S-16	N	S-16	S-16	Y	N	N	CU	Y
Townhouse	15	Y-17	S-16	N	S-16	S-16	N	N	N	CU	Y
Triplex or Fourplex		Y-17	S-17	N	S-17	S-17	S	N	CU	CU	Y
Cottage Cluster		Y-17	N	N	S	N	N	N	N	N	Y
Multi-Family		S-17	S-17	N	S-17	S-17	S	N	CU	CU	S
Units Above or Attached to a Business		S-17	S	S-17	S	S	S	S	S	S	S
Home Business (See 3.090-3.180 to determine if CU.)		Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU	Y/CU
Residential Accessory Buildings	18	Y/S	Y/S	Y/S	Y/S	Y/S	CUII	N	Y/CUII	Y/CUII	Y/S
OTHER USE CATEGORIES											
Agriculture (on Vacant Land)	19	N	N	N	N	N	N	N	N	N	N
Satellite Dish, Other Antennas, & Communication Facility <50 ft.	20	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Communication Facility >= 50 ft.	21	CU	N	N	N	CU	CU	CU	N	CU	N
Kennels	22	N	N	N	N	N	N	N	N	N	N
Non-Res'l Accessory Buildings, larger than 750 sq. ft.		S	S	S	S	S	S	S	S	S	S
Passenger Terminals		CU	N	CU	CU	CU	CU	S	CU	N	N
Rail And Utility Corridors		CU	CU	N	N	CU	CU	CU	CU	CU	N

Y = Yes, allowed, no Site Plan review required
 CU = Conditional Use review required, Type III procedure
 CUII = Conditional Use review required, Type II procedure

N = No, not allowed
 S = Site Plan Review required

[Schedule of Uses amended by Ord. 5555, 2/7/03; Ord. 5556, 2/21/03; Ord. 5635, 1/11/06; Ord. 5673, 6/27/07; Ord. 5728, 1/27/10; Ord. 5742, 7/14/10; Ord. 5767, 12/7/11; Ord. 5832, 4/9/14; Ord. 5886, 1/6/17; Ord. 5894, 10/14/17; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

SPECIAL CONDITIONS

5.070 General. Where numbers appear in the “Special Conditions” column or in any cell in the Schedule of Permitted Uses, the corresponding numbered conditions below shall apply to the particular use category as additional clarification or restriction:

- (1) Contractors and Industrial Service Uses in CB, LE and PB zones.
 - (a) Limited Uses in CB, LE and PB zones. Salvage or wrecking operations are prohibited. See Section 5.360 for outside storage standards by zone. [Ord. 5894, 10/14/17]
- (2) Manufacturing and Production. The environmental performance standards of Article 9 may further

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limit the placement of certain uses in some districts. Developments on sites located within 300 feet of residentially zoned land may require a Conditional Use approval.

[Ord. 5894, 10/14/17]

- (3) Manufacturing and Production in the CB and HD zones.
- (a) Limited uses in the CB zone. The following manufacturing and production uses are prohibited in the CB zone: slaughterhouses, meat packing, and concrete and asphalt production.
 - (b) Limited uses in the HD zone. Expansion of existing Small-Scale Manufacturing uses into more than 10,000 square feet of floor area is allowed with a Conditional Use approval, subject to the following limitations. All other manufacturing and production uses are prohibited.
 - i. Retail must be included as an accessory use.
 - ii. The Small-Scale Manufacturing Use must have occupied the space for at least 12 months prior to applying to expand.
 - iii. The use shall occupy no more than 30,000 square feet of floor area on the first story.
- (4) Adult Entertainment.
- (a) An adult entertainment use or store may not be established or expanded within 300 feet of the district boundary line of any residential zoning district.
 - (b) An adult entertainment use may not be established or expanded within 300 feet of any other adult entertainment use.
 - (c) An adult entertainment use may not be established or expanded within 300 feet of the property line of a church, school, or public park.
 - (d) Exceptions to the above may be considered by the Major Variance procedures. [Ord. 5947, 1/01/21]
- (5) Indoor Entertainment and Recreation in the WF, PB, MS, ES and MUC zones.
- (a) Limited Uses in PB and MUC. The following indoor entertainment and recreation uses are prohibited in PB and MUC: movie theaters, indoor firing ranges, paint gun, coliseums, stadiums and similar facilities. [Ord. 5894, 10/14/17]
 - (b) Limited Uses in MS and ES. Only the following indoor entertainment and recreation uses are allowed in MS and ES: athletic or exercise facilities, bowling alleys, skating rinks, pool halls, games, amusements, arcades and uses with similar impacts. All other indoor entertainment and recreation uses are prohibited.
 - (c) Limited Uses in WF. The following indoor entertainment and recreation uses are prohibited in WF, except as specified for Special Status sites pursuant to ADC Section 5.085: indoor firing ranges, coliseums, stadiums and similar facilities. [Ord. 5894, 10/14/17]
- (6) Outdoor Entertainment and Recreation in the CB zone.
- (a) Conditional Uses in CB and WF. The following Outdoor Entertainment and Recreation uses are allowed with a Conditional Use approval: tennis courts, miniature golf, skateboard parks and similar uses. All other uses in the Outdoor Entertainment and Recreation use category are prohibited. [Ord. 5894, 10/14/17]
- (7) Parking in the ES zone. [Ord. 5894, 10/14/17]
- (a) Limited Uses. Parking that is required for a primary use on the same or adjacent property is allowed. Fee parking for people not connected to the primary use is limited to parking structures. [Ord. 5635, 1/11/06]

[(8) Retail Sales and Service in the WF Zone, Repealed with Ord. 5894, 10/14/17]

- (8) Retail Sales and Service in the MS, ES, HD, WF, DMU, MUC and MUR zones. [Ord. 5894, 10/14/17]

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- (a) Limited Uses in MS, ES, and MUR. The following retail uses are permitted: convenience and personal service-oriented commercial intended to serve nearby residents and employees; specialty retail stores and studios; small appliance rental and repair, shoe repair, and tailoring. All other retail uses are prohibited. See Article 22 for descriptions of convenience-oriented and personal service-oriented commercial uses.
- (b) Limited Uses in MUC. The following retail uses are prohibited: sale, leasing, and rental of vehicles and trucks; hotels and motels. [Ord. 5556, 2/21/03; Ord. 5894, 10/14/17]
- (c) Limited Uses in HD, WF, and DMU zones. The following retail uses are prohibited, except as specified for Special Status sites pursuant to ADC Section 5.085: sale, leasing, and rental of vehicles and trucks. [Ord. 5894, 10/14/17]
- (9) Self-Serve Storage. These facilities are subject to the following standards:
- (a) The minimum driveway width between buildings is 20 feet for one-way drives and 24 feet for two-way drives.
- (b) The maximum storage unit size is 1,000 square feet.
- (c) All outdoor lighting shall be shielded to prevent glare and reflection on adjacent properties.
- (d) Repair of autos, boats, motors and furniture and storage of flammable materials are prohibited on the premises, and rental contracts shall so specify.
- (10) Basic Utilities. In all mixed-use village center zones, new regional/community utilities including treatment plants, major power generation and storage facilities, major overhead power lines requiring tower support structures, and utilities with potential visual or off-site impacts are prohibited. All other Basic Utilities are considered through the Conditional Use review.
- (11) 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.
- (12) Conditional Use Approval for Religious and Educational Institutions includes the following secondary uses: educational activities; sports and other recreational activities; religious activities; political activities; meals programs; before- and after-school child care activities; fundraising activities; and cultural programs. Such uses will not be required to go through the land use process if all of the activities that constitute the use (excluding parking and travel to and from the site) take place on the site and no external noise is audible or light visible between 10:30 p.m. and 8:00 a.m.
- Expansion of an educational or religious institution shall be reviewed through the Conditional Use Type II procedure. An expansion includes the addition of building area, increase in parking lot coverage, or expansion of athletic facilities.
- An educational institution having a capacity greater than 25 students shall have a driveway designed for the continuous forward flow of passenger vehicles for the purpose of loading and unloading children. [Ord. 5673, 6/27/07; Ord. 5947, 1/01/21]
- (13) Public park development activity subject to Conditional Use review includes major development; expansions of activities and development within parks which currently generate substantial traffic; or construction of major structures such as swimming pools, lighted ball fields, and community centers. Conditional use review is not required, however, for construction of play equipment, tennis courts, bike paths, picnic shelters, restrooms, landscaping, and similar activities within existing improved parks. [Ord. 5947, 1/01/21]
- (14) Residential Care or Treatment Facility. A residential care facility (six or more residents) requires a Site Plan Review. A “residential home” (as defined in ORS Chapter 443) or group home that includes five or fewer residents is permitted outright in any zone that allows single-dwelling unit residences.

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[Ord. 5673, 6/27/07; Ord. 5742, 7/14/10]

- (15) Existing Single-Dwelling Unit Detached, Townhouse, and Duplex. Single-dwelling unit detached, townhouse, and duplex units built before December 11, 2002, may remain as a permitted use in any zone without being nonconforming. See Section 5.080.

[Ord. 5673, 6/27/07; Ord. 5968, 1/14/22]

Accessory Dwelling Units. Where detached single-dwelling unit residences are permitted, one accessory dwelling unit (ADU) may be allowed on each lot that has a single legally established detached single-dwelling unit residence, called the “primary residence”. [Ord. 5949, 1/01/21; Ord. 5968, 1/14/22]

Accessory dwelling units shall be incidental in size to the primary residence and meet the following standards:

- (a) The size of an ADU may not exceed 50 percent of the gross floor area of the primary residence (excluding garages or carports) or 900 square feet, whichever is less.
- (b) The lot was legally established. [Ord. 5966, 11/12/21]
- (c) The front door of an ADU may not be located on the same façade as the front door of the primary residence unless the door already exists or the wall that contains the ADU front door is set back at least five feet from the front facade of the primary residence.
- (d) Exterior additions must substantially match the existing materials, colors, and finish of the primary structure.
- (e) All required building permits must be obtained. If the primary residence is on the Local Historic Inventory, historic review may be required.
- (f) The front setback shall be greater than or equal to the location of the front wall of the primary residence. [Ord. 5673, 6/27/07; Ord. 5949, 1/01/21]

- (16) Single Dwelling Unit Detached, Townhouse, and Duplex Units.

- (a) In CB, ES, HD, DMU, and LE: Buildings originally built as a single-dwelling unit detached house or church may be converted to a single-dwelling unit residential use without requiring a land use application. In HD all other single-dwelling unit and two-family units are prohibited. [Ord. 5673, 6/27/07; Ord. 5894, 10/14/17; Ord. 5968, 1/14/22]
- (b) In CB, WF, and DMU: Townhouse units and duplex units with driveways that meet the standards in ADC 8.150(1) are permitted subject to Site Plan Review. An Adjustment may be requested for units with driveways that do not meet the standards in ADC 8.150 (1). [Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

- (17) Residential Development in CB, WF, DMU, HD, and MUC.

[Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]

- (a) In MUC, residential development shall develop at a minimum gross density of 10 units an acre. Residences above a business or office are exempt from meeting the minimum density. In MUC districts located east of Interstate 5, new development of uses in the Residential Use Categories is only permitted in conjunction with a primary use from the Commercial or Institutional Use Categories. The new residential use must be in the same building or on the same property as the primary non-residential use.

[Ord. 5556, 2/21/03; Ord. 5947, 1/01/21]

- (b) In HD, dwelling units above or attached to a business are limited as follows. For the purposes of this section, the non-residential portion of a live/work dwelling unit is regulated as part of the dwelling unit and subject to all of the standards below.

[Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]

- i. Units above a business: Dwelling units on the second story or above are permitted.

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[Ord. 5894, 10/14/17]

- ii. Units behind a business: Dwelling units on the first story that are separated from the front lot line by a non-residential use are permitted. The non-residential use may be located within the same building or in another building. [Ord. 5894, 10/14/17]
 - iii. Units attached to a business on a multiple frontage lot: On a lot with three or more street frontages, dwelling units are permitted on the first story facing a street line that is considered an interior lot line pursuant to the definition of front lot line in Article 22; however, in no case shall first-story dwelling units face onto First or Second Avenue. Street-facing first-story dwelling units shall meet all applicable setbacks and design standards in Articles 5 and 8 as if the street line that the units are facing were a front lot line. [Ord. 5894, 10/14/17]
 - iv. All other units above or attached to a business are prohibited. [Ord. 5894, 10/14/17]
 - (c) In CB, WF, and DMU, triplexes, fourplexes, and multifamily units with individual driveways that meet the standards of 8.150(1) are permitted subject to Site Plan Review. An Adjustment may be requested for units with driveways that do not meet the standards in ADC 8.150 (1). [Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]
- (18) Residential Accessory Buildings. Accessory buildings are permitted outright in MUC, MUR, WF, HD, DMU, CB, ES, LE, and MS if they meet the following conditions: [Ord. 5894, 10/14/17]
- (a) Detached accessory buildings, garages, and carports are less than 750 square feet and have walls equal to or less than 11 feet tall. [Ord. 5767, 12/7/11]
 - (b) All other residential accessory buildings, garages or carports require a Site Plan Review in MUC, MUR, HD, DMU, CB, and WF, and are considered through a Conditional Use Type II review in ES, LE, and MS. [This is indicated by the use of a “/” in the matrix. For example, “Y/S” means accessory uses that don’t meet the standards in (a) above require a Site Plan Review.] [Ord. 5556, 2/21/03; Ord. 5767, 12/7/11; Ord. 5894, 10/14/17]
 - (c) Accessory buildings on the National Register of Historic Districts require historic review. See Article 7 for the review process and criteria.

Accessory dwelling units: See Special Condition 15.

[Ord. 5673, 6/27/07; Ord. 5949, 1/01/21]

- (19) Agriculture. All agricultural uses in existence before December 11, 2002, are allowed to remain. New agriculture uses are limited to the raising of crops and plants on vacant land. Regulations governing the keeping of animals/livestock area found in the Albany Municipal Code Title 6. [Ord. 5742, 7/14/10]
- (20) Communication Facility Placement Standards. The placement of antennas, satellite dishes and monopoles less than 50 feet in height when measured from the ground or within 15 feet of a rooftop is permitted outright in all districts subject to the following standards and those found in Section 8.500:
- (a) No antennas, antenna supports, satellite dishes or monopoles shall be located within any front yard setback area or within any required landscape buffer yard. [Ord. 5886, 1/6/17]
 - (b) Dish antennas larger than three feet in diameter, and located within 10 feet of a residential lot line or visible from a public street, shall be screened with a six-foot solid screen fence, wall, hedge, or other landscaping.
 - (c) Antennas used to display sign messages shall conform to all district sign regulations in addition to the above.
 - (d) Antennas, satellite dishes, monopoles, and other communication structures less than 50 feet in height, when measured from the ground or over 15 feet above a rooftop, and not in conformance with the above, may be considered through a Conditional Use review, Type II

- process. [Ord. 5445, 4/12/00, Ord. 5886, 1/6/17]
- (21) Communication towers and poles at least 50 feet in height when measured from the ground or over 15 feet above a rooftop, may be considered through a Conditional Use review, Type II process No communication structure is allowed in any front setback. Article 8 for telecommunication facility design standards also apply. [Ord. 5742, 7/14/10; Ord. 5886, 1/6/17]
- (22) Kennels. Kennels do not include indoor veterinary hospital kennels. [Ord. 5555, 2/7/03]
- (23) Hours of Operation. Hours of operation for establishments or outdoor seating areas within 300 feet of a residence may be restricted through conditions of approval to be compatible with neighbors. [Ord. 5728, 1/27/10]
- (24) Additional uses for Special Status List sites in the WF zone. Limited additional uses may be considered through the Conditional Use process for Special Status List sites, pursuant to ADC Section 5.085.
- (25) Developments on sites located within 300 feet of residentially zoned land require a Type II Conditional Use approval.
- (26) Non-residential uses in MUR. In MUR districts located east of Interstate 5, new development of uses in nonresidential Use Categories is only permitted in conjunction with a primary use from the Residential Use Categories. The new nonresidential use must be in the same building or on the same property as the primary Residential Use.

SPECIAL STATUS

5.080 Existing Single-Dwelling Unit, Townhouse, and Duplex Uses Granted Special Status.

Single-Dwelling Unit Detached, Townhouse, and Duplex Dwellings. Notwithstanding the restrictions or terms of any other section of the Albany Development Code (ADC), all single-dwelling unit detached, townhouse, and duplex dwellings legally established before January 1, 2002, shall be deemed to be conforming to the base zoning district. If any building on these properties is damaged or destroyed by fire or other causes beyond the control of the owner, it may be rebuilt to the same density, size (square feet) and setbacks as existed on the property at the time it was destroyed, but will be subject to the regulations of any applicable overlay zone. If any single-dwelling unit detached, townhouse, or duplex dwelling is converted to non-residential use, the special status granted here is rescinded, and the use of the property shall thereafter conform to the requirements of Article 5. The special status granted herein shall be lost if it is determined that the residence was not legally established prior to January 1, 2002.

[Ord. 5789, 10/10/12; Ord. 5555, 2/7/03, Ord. 5635, 1/11/06; Ord. 5947, 1/01/21; Ord. 5968, 1/14/22]

5.085 Special Status List properties in the WF Zone. The regulations below apply to properties on the Special Status List in the Waterfront (WF) zoning district. The Special Status List is maintained by the Community Development Director. [Ord. 5894, 10/14/17]

- (1) Purpose. The purpose of the Special Status List is to recognize existing buildings in the WF zone that pre-date the current zoning (applied in 2006) that were typically designed for industrial uses and may not readily convert to non-industrial uses permitted in the WF zone. Special standards are imposed to ensure that the additional industrial and commercial uses permitted on these sites because of their special status listing do not detract from the desirability of existing or future residential uses in the Waterfront zone and to encourage conversion of Special Status List sites to permitted uses. [Ord. 5894, 10/14/17]

- (2) Additional uses. The Industrial and Commercial uses listed in (a) through (f), below, will be considered through the Conditional Use process for Special Status List sites. Any lawfully established use not

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listed below and not otherwise permitted in the WF zone shall be regulated as a non-conforming use, pursuant to ADC Sections 2.300-2.370. [Ord. 5894, 10/14/17]

- (a) Contractors and Industrial Services: Salvage or wrecking operations and dry-cleaning plants are prohibited. All other Industrial Services may be considered through a Conditional Use review. [Ord. 5894, 10/14/17]
 - (b) Manufacturing and Production: Slaughterhouses, meat packing, and concrete and asphalt production are prohibited. All other manufacturing and production uses may be considered through a Conditional Use review. [Ord. 5894, 10/14/17]
 - (c) Warehousing and Distribution: Only storage and warehousing uses may be considered through a Conditional Use review. All other warehousing and distribution uses are prohibited. [Ord. 5894, 10/14/17]
 - (d) Wholesale sales: All wholesale sale uses may be considered through a Conditional Use review. [Ord. 5894, 10/14/17]
 - (e) Indoor Entertainment and Recreation: indoor firing ranges may be considered through a Conditional Use review. For all other Indoor Entertainment and Recreation uses, see Table 5.060-1. [Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]
 - (f) Retail Sales and Service: sales and leasing of consumer vehicles may be considered through a Conditional Use review. All other retail sales and service uses are permitted Site Plan Review approval. [Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]
 - (g) Vehicle Repair: All vehicle repair uses may be considered through a Conditional Use review. [Ord. 5894, 10/14/17]
- (3) Special Standards. The uses listed in (2), above, are subject to the following special standards: [Ord. 5894, 10/14/17]
- (a) All activities associated with the use must be fully enclosed within a building, except for parking and loading, employee break areas, and outside storage or display in conformance with ADC Section 5.360. Storage and warehousing as a primary use must be enclosed within a building. [Ord. 5894, 10/14/17]
 - (b) Uses are limited to the square footage of the existing building(s) on site, plus up to a 50 percent expansion, in total, from the size as of the effective date of the WF zone (1/11/06). [Ord. 5894, 10/14/17]
 - (c) Existing buildings may be expanded, remodeled and rebuilt, up to the limits in (b), above. All expansions, remodels, and redevelopment are subject to current development standards. [Ord. 5894, 10/14/17]
- (4) Review Procedures. Changes of use and modifications to Special Status list sites shall be reviewed as follows: [Ord. 5894, 10/14/17]
- (a) An existing use lawfully established prior to the effective date of the WF zone (1/11/06) does not require a Conditional Use review to continue operations within an existing building and shall not be considered a non-conforming use. [Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]
 - (b) A site modification or expansion of less than 15 percent of the square footage of the existing building(s) that does not include a change of use shall be reviewed as a Type II Conditional Use, subject to the standards in (3), above, except as excluded under ADC Section 1.105. [Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]
 - (c) A change of use to a different use listed in (2), above, or an expansion of 15 percent or more of the square footage of the existing building(s), up to the limits in (3)(b), above, shall be reviewed as a Type III Conditional Use, subject to the standards in (3), above.

[Ord. 5894, 10/14/17]

Special Status List moved out of ADC; Ord. 5894, 10/10/12

HOME BUSINESS STANDARDS

5.087 Home Businesses. See Article 3, Residential Zoning Districts, Sections 3.090 to 3.160, for home business standards. [Ord. 5555, 2/7/03; Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]

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 5.090-1 summarizes the basic development standards. It should be used with the sections immediately following the table, which addresses special circumstances and exceptions. Additional design standards are located in Article 8.

[Ord. 5445, 4/12/00; Ord. 5768, 12/7/11; Ord. 5947, 1/01/21]

**TABLE 5.090-1
MIXED-USE VILLAGE CENTER DEVELOPMENT STANDARDS**

STANDARD	MUC	WF	HD	DMU	CB	LE	PB	MS	ES	MUR
Minimum Lot Size or Area Requirement (sq.ft.) (3)(21)(24)										
Single-Dwelling Unit detached (20)(21)	None	None	None	None	None	N/A	N/A	N/A	5,000	None
Townhouse, Per lot (21)	None	1,600	N/A	None	None	N/A	N/A	None	None	None
Duplex (21)	None	3,600	N/A	None	None	N/A	N/A	N/A	7,000	None
Cottage Cluster (21)	None	N/A	N/A	7,000	N/A	N/A	N/A	N/A	N/A	7,000
3 or more 1-bedroom (21)	None	1,600/u	N/A	None	None	None	1,600/u	1,600/u	3,300/u	1,600/u
3 or more 2+bedroom (21)	None	1,800/u	N/A	None	None	None	1,600/u	1,800/u	3,300/u	1,800/u (22)
All other uses	6,000	5,000	1,000	1,000	1,000	2,000	15,000	6,000	5,000	10,000
Maximum Building Size (sq. ft.)(16)										
Non-grocery (16)	20,000	None	None	None	None	None	None	None	None	None
Grocery-anchored	80,000 (13)	None	None	None	None	None	None	None	None	None
Maximum Business Footprint (sq. ft.)(16)(17)										
Non-grocery (16)	20,000	None	None	None	None	None	25,000	10,000	10,000	10,000
Grocery-anchored	80,000 (13)	None	None	None	None	None	60,000	60,000	60,000	60,000
Lot Width, minimum	None	None	20'	None	None	20'	None	None	None	None
Lot Depth, minimum	None	None	50'	None	None	50'	None	None	None	None
Landscaped Area (24)	100% (2)	None	None	None	None	100% (2)	100% (2)	100% (2)	100% (2)	100% (2)
Minimum Open Space	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
Maximum Front Setbacks: (10)(24)	10' (15)	5'/15' (18)	0'	5'/15' (18)	5'/15' (18)	None	20'	10'	10'	20'
Minimum Setbacks: (24)										

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STANDARD	MUC	WF	HD	DMU	CB	LE	PB	MS	ES	MUR
Front (5) (14)	5'	0'	0'	0'	0'	0'	5'	5'	5'	15'
Interior (5) (14)	(11)(4)	0' (1)(4)	0'(4)	0' (1) (4)	0' (1) (4)	(4)	(4)	(1)(4)	5'	10'(11)
Garage Entrance (9)	20' (8)	5' or 20' (8)(7)	None	5' or 20' (8) (7)	5' or 20' (8) (7)	20'	20'	20'(8)	20'	20'
Height, maximum (23)	50 85'	55'	85' (19)	85' (19)	65'	60'	50'	50'	50'	45'
Lot Coverage, maximum (6)(24)	80%	100%	100%	100%	100%	100%	80%	90%	80%	70%

“N/A” means not applicable. “None” means there is no requirement under Article 5 (other standards may apply). “0” means that the minimum or maximum is zero. [Ord. 5894, 10/14/17]

- (1) Single-dwelling unit detached homes, townhouses, and duplexes, where permitted, must have a 3-foot interior setback for single-story buildings, and a five-foot interior setback for two-story buildings. See Sections 5.150 and 5.160 for zero lot line options and townhouses. [Ord. 5742, 7/14/10; Ord. 5894, 10/14/17; Ord. 5966, 11/12/21; Ord. 5968, 1/14/22]
- (2) All yards adjacent to streets. Approved vegetated post-construction stormwater quality facilities are allowed in landscaped areas. [Ord. 5842, 1/01/15]
- (3) Lots with alley access may be up to 10 percent smaller than the minimum lot size for the zone. [Ord. 5338, 1/28/98; Ord. 5445, 4/12/00]
- (4) See ADC Section 5.115 for special interior setback standards abutting residential zones and uses. [Ord. 5894, 10/14/17]
- (5) Minimum front and interior setbacks are not required for buildings abutting railroad rights-of-way; Setbacks for cottage clusters are in Section 5.092. [Ord. 5968, 1/14/22]
- (6) Achievement of maximum lot coverage is subject to meeting all other standards of the ADC, including, but not limited to, landscaping, buffering and setback requirements. Lot coverage for single-dwelling unit detached and middle housing development shall only include the area of the lot covered by buildings or structures. Lot coverage for townhouses is calculated based on the overall townhouse project, which includes the townhouse structure(s) together with the development site, including any commonly owned property; Cottage clusters are exempt from maximum lot coverage standards. [Ord. 5768, 12/7/11, Ord. 5894, 10/14/17; Ord. 5968, 1/14/22]
- (7) To prevent parked vehicles from intruding in the right-of-way, garage entrances shall be set back five feet or at least 20 feet. A setback of more than 5 feet and less than 20 feet is not permitted. Garage entrances may not be located closer to the front lot line than the front façade of the building. [Ord. 5894, 10/14/17]
- (8) Garage setback for non-vehicle entrance must conform to the requirements for interior setbacks.
- (9) For garages with alley access, see Table 5.100-1. [Ord. 5894, 10/14/17; Ord. 5947, 1/01/21]
- (10) The maximum setback may be increased with the condition that 100 percent of the increased setback is used for pedestrian amenities associated with the building use, such as patio dining for a restaurant, sidewalk café, plaza, or courtyard; or to accommodate changes in elevation due to road and site grading or natural slopes. See ADC Section 5.120 for additional exceptions and calculation methodology for the HD, CB, DMU, and WF zoning districts. [Ord. 5894, 10/14/17]
- (11) In **MUC** and MUR, single-dwelling unit detached homes and middle housing must have a 3 foot interior setback for single-story buildings, and a five-foot interior setback for two-story buildings. See Section 5.150 and 5.160 for zero lot line options and attached dwellings units. [Ord. 5968, 1/14/22]
- (12) Ten or more residential multi-family units require common open space. See Section 8.220. [Ord. 5894, 10/14/17; Ord. 5968, 1/14/22]
- (13) The building and business footprint maximum is 80,000 square feet if a grocery store occupies at least fifty percent (50 percent) of the total square footage. This footprint may include one or more businesses or attached buildings. For purposes of this section, a grocery store is defined as a business that sells primarily food and household supplies. Ancillary grocery uses include uses such as pharmacy, bakery, and florist.
- (14) Properties adjacent to the Willamette River see also the Willamette Greenway standards in Sections 5.200 - 5.207 and Sections 6.500-6.560.
- (15) Except for residential development, which has a maximum setback of 25 feet. See Sections 8.200 – 8.305 for multiple-family residential design standards. [Ord. 5947, 1/01/21]
- (16) The maximum building size and business footprint size may be exceeded for ~~non-commercial and non-office mixed-use development~~ when the building is multi-story

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- (17) In shopping centers with multiple tenants, “business” refers to each individually leasable space. “Footprint” refers to the amount of area covered by the first floor. Businesses may build on additional floors.
- (18) The maximum setback for non-residential and mixed-use development is five feet. The maximum setback for residential development is 15 feet. See ADC Section 5.120 for exceptions and calculation methodology. [Ord. 5894, 10/14/17]
- (19) In order to maintain compatibility with existing historic structures and the character of designated historic districts, maximum building heights in the HD and DMU zones are limited within designated historic districts. Within the Downtown Commercial National Register Historic District (see Article 7, Figure 7.010-1), the maximum building height in the HD and DMU zones is 65 feet. Within the Hackleman and Monteith National Register Historic Districts (see Article 7, Figure 7.010-1), the maximum building height in the HD and DMU zones is 45 feet. [Ord. 5894, 10/14/17]
- (20) Where new single-dwelling unit detached housing is not permitted in a given Mixed Use zone, minimum lot size for single-dwelling unit refers to legally established existing single-dwelling unit uses with special status. [Ord. 5894, 10/14/17]
- (21) Section 3.220 bonus provisions may reduce minimum area requirements for residential developments. [Ord. 5966, 11/12/21]
- (22) In MUR, in no case shall the minimum lot size required for a triplex exceed 5,000 square feet, or for a fourplex exceed 7,000 square feet. [Ord. 5968, 1/14/22]
- (23) Maximum height for cottage clusters is in Section 5.092. [Ord. 5968, 1/14/22]
- (24) In MUC and MUR, if a duplex, triplex, fourplex, or cottage cluster has been divided by a middle housing land division, the development standards that are applicable to the lot shall apply to the middle housing parent lot, not to the middle housing child lots. [Ord. 5968, 1/14/22]

[Table and footnotes amended by Ord. 5555, 2/7/03; Ord. 5556, 2/21/2003; Ord. 5627, 7/27/05; Ord. 5673, 6/27/07; Ord. 5768, 12/7/2011; Ord. 5894, 10/14/17; Ord. 5947, 1/01/21; Ord. 5966, 11/12/21; Ord. 5968, 1/14/22]

ARTICLE 22

USE CATEGORIES AND DEFINITIONS

The following is a list of content in this article.

■ Use Categories	22.030 – 22.370
■ Definitions	22.400
■ Natural Resource Definitions	22.500

INDUSTRIAL USE CATEGORIES

22.030 Contractors and Industrial Services.

- (1) Contractors and industrial services uses perform services or provide materials related to building construction or remodeling, and the repair or servicing of industrial, business or consumer machinery, equipment, products or by-products. Contractors are engaged in mostly off-site activities. Industrial service uses serve businesses and industries; relatively few general public customers come to the site. [Ord. 5742, 7/14/10]
- (2) Use Examples. Types of uses include, but are not limited to: building, heating, plumbing or electrical suppliers and contractors; printing, publishing and lithography; tool repair; exterminators; laundry, dry-cleaning, and carpet cleaning plants; photo-finishing laboratories; bulk landscape materials including rocks, bark chips or compost; welding shops; machine shops; electric motor repair; repair of scientific or professional instruments; rental of equipment; sales, rental, repair, equipment storage, salvage or wrecking of heavy machinery, metal, and building materials; towing and vehicle storage; overnight or long-term equipment storage; heavy truck servicing and repair; tire retreading or recapping; truck fueling stations; janitorial and building maintenance services; fuel oil distributors; solid fuel yards.
- (3) Exceptions.
 - (a) If fabrication is not carried on at the site and equipment and materials are not stored on site, contractors and others who perform services off-site are included in the Office category.

22.040 Manufacturing and Production.

- (1) Manufacturing and Production businesses manufacture, process, fabricate, package, or assemble products or energy. Natural, man-made, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on site. If they are, they are a subordinate part of sales. Relatively few customers come to the manufacturing site. [Ord. 5742, 7/14/10]
- (2) Use Examples. Types of uses include, but are not limited to: the manufacturing, researching, testing, experimentation and development of products, including engineering and laboratory research, pharmaceuticals, medical and dental devices and instruments; manufacturing, assembly, or packaging of products from previously prepared materials (excluding vehicle repair shops); weaving or production of textiles or apparel; manufacture or assembly of machinery, equipment, instruments, including musical instruments, appliances, precision items, and other electrical or electronic items; manufacture of micro-processors and computer components; movie production facilities; production of artwork and toys; printing, publishing and bookbinding; catering establishments; processing of food, beer, wine and related products, including slaughterhouses and meat packing; woodworking, including cabinet makers; production of chemical, rubber, leather, clay, bone, plastic, stone, or glass materials or

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products; sign making; crematoriums; wood products manufacturing; concrete and asphalt mixing; production or fabrication of metals or metal products including enameling and galvanizing; production of prefabricated structures, including manufactured homes; and energy production.

(3) Exceptions.

(a) Manufacturing of goods to be sold primarily on site and to the general public is classified as Retail Sales and Service, unless defined under Small-scale Manufacturing. [Ord. 5832, 4/9/14]

(b) Industrial Office uses are classified as Offices. [Ord. 5832, 4/9/14]

(c) Manufacturing and production of goods from composting organic material is classified as Waste and Recycling Related uses.

22.045 Small-scale Manufacturing.

(1) Small-scale manufacturers are those that manufacture artisan goods or specialty foods occupying no more than 10,000 square feet of floor area. Any retail component is incidental and accessory to the manufacturing use. Small-scale manufacturing businesses are intended to be allowed when the use can be compatible with adjacent uses. The environmental performance standards of Article 9 will apply to ensure there are no objectionable off-site impacts concerning noise, vibration, odors, and glare to nearby commercial businesses or residential uses.

[Ord. 5894, 10/14/17]

(2) Use Examples. Types of uses include, but are not limited to: sugar and confectionary, fruit and vegetable preserving and specialty foods, bakeries and tortilla manufacturing; microbreweries, microdistilleries, and wineries; artisan leather, glass, jewelry, cutlery, hand tools, wood, paper, ceramic, textile and yarn products; musical instruments, pens, pencils, sporting and athletic goods, toys, brooms and brushes, buttons, costume novelties, and other miscellaneous small-scale manufacturing industries.

(3) Exceptions.

(a) Manufacturing of goods to be sold primarily on site and to the general public is classified as Retail Sales and Service. [Ord. 5832, 4/9/14]

22.050 Railroad Yards.

(1) Railroad yards are areas that contain multiple railroad tracks used for railcar switching, assembling of trains, and transshipment of goods from other transportation modes to or from trains.

[Ord. 5742, 7/14/10]

22.060 Warehousing and Distribution.

(1) Warehousing and Distribution businesses receive, store or move goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. There is little on-site sales activity with the customer present. [Ord. 5742, 7/14/10]

(2) Use Examples. Types of uses include, but are not limited to: separate warehouses used by retail stores such as furniture and appliance stores; household moving and general freight storage; cold-storage plants, including frozen-food lockers; major wholesale distribution centers; trucks or trucking terminals; bus barns and rail barns; parcel services; major post offices; the overnight or long-term storage of vehicles or equipment (e.g., RV storage, contractor equipment storage) as the primary use; grain terminals; and the stockpiling of sand, gravel, or other aggregate materials.

(3) Exceptions.

(a) Uses that involve the transfer or storage of solid or liquid wastes are classified as Waste and

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Recycling Related uses.

- (b) Mini-warehouses are classified as Self-Serve Storage uses.

22.070 Waste and Recycling Related.

- (1) Waste and Recycling related uses receive solid or liquid wastes from others for disposal on the site or for transfer to another location, collect sanitary wastes, or manufacture or produce goods or energy from the biological decomposition of organic material. Waste-Related uses also include uses that receive hazardous wastes from others. [Ord. 5742, 7/14/10]
- (2) Use Examples. Types of uses include, but are not limited to: sanitary landfills, limited use landfills, waste composting, energy recovery plants, sewer treatment plants, portable sanitary collection equipment storage and pumping, and hazardous waste collection sites.
- (3) Exceptions.
- (a) Disposal of dirt, concrete, asphalt, and similar non-decomposable materials is considered a fill.
- (b) Sewer pipes that serve a development are considered a Basic Utility.

22.080 Wholesale Sales.

- (1) Wholesale Sales businesses sell, lease, or rent products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order taking and often include display areas. Businesses may or may not be open to the general public, but sales to the general public are limited. Products may be picked up on-site or delivered to the customer. [Ord. 5742, 7/14/10]
- (2) Use Examples. Types of uses include, but are not limited to: the sale or rental of machinery, equipment, heavy trucks, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment, and store fixtures; mail-order houses; and wholesalers of food, clothing, auto parts, or building hardware.
- (3) Exceptions.
- (a) Firms that engage primarily in sales to the general public or on a membership basis are classified as Retail Sales and Service.
- (b) Firms that primarily store goods with little on-site business activity are classified as Warehousing and Distribution.



COMMUNITY DEVELOPMENT

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

Staff Report

East Albany Plan Adoption: Comprehensive Plan Map and Text Amendments, Zoning Map Amendments, Albany Development Code Amendments

Planning Files: CP-01-23, ZC-01-23, DC-01-23

March 31, 2023

HEARING BODIES:	Planning Commission	City Council
HEARING DATES:	Monday, March 13, 2023	Wednesday, April 12, 2023
HEARING TIMES:	5:15 p.m.	6:00 p.m.
HEARING LOCATION:	Council Chambers, Albany City Hall, 333 Broadalbin Street SW	
VIRTUAL OPTIONS:	Instructions to attend the hearings and provide comments will be provided on the applicable agenda.	
STAFF REPORT PREPARED BY:	Anne Catlin, Comprehensive Planning Manager	

Application Information

Proposal:	East Albany Plan: The proposed legislative amendments would amend the Albany Comprehensive Plan text to adopt the East Albany Plan and make associated Comprehensive Plan map, Zoning map, and Albany Development Code amendments.
Applicant:	Albany Community Development Department, 333 Broadalbin Street SW, Albany, OR 97321
Location:	Legislative Amendments; not site specific

Overview

East Albany represents much of the Albany community's future growth and expansion. In the two decades since the original "East I-5 Plan" was prepared, the area has seen housing growth, as well as development of larger commercial businesses and light industrial facilities. However, more is needed to create the kind of community that Albany desires there in the future.

East Albany is envisioned to be a vibrant area that contains walkable and diverse residential neighborhoods and mixed-use areas with a variety of housing types for households of all incomes, significant employers, locally serving commercial areas and regional facilities and destinations. A network of trails and pathways provides recreation opportunities and transportation connections throughout the area, while a multi-modal network connects transit users, pedestrians, cyclists, and auto drivers across the area and beyond.

The East Albany Plan represents two years of public input, analysis of needs, and evaluation of several development scenarios to develop an efficient land use and transportation pattern that lays the framework for future development.



Summary of Proposed Changes

The purpose of the proposed amendments is to adopt the East Albany Plan into the Albany Comprehensive Plan and begin implementing the recommendations. The following amendments are proposed and provided as exhibits to the Ordinance.

Exhibit A: Albany Comprehensive Plan Text

- Chapter 8, Urbanization – add an East Albany section to the chapter that includes a summary of the East Albany Plan, recommended vision, goals, and policies; include the plan framework maps, and reference the East Albany Plan (EAP) as a supporting document to the Albany Comprehensive Plan.
- Chapter 9, Land Use Planning – add the new Employment and High Density Residential plan designations, add a subcategory to the Village Center plan designation for use in East Albany, rename the Light Commercial designation to Neighborhood Village, and update the Plan Designation Zoning Matrix.

Exhibit B: East Albany Plan: The EAP would be adopted as a supporting document to the Albany Comprehensive Plan.

Exhibit C: Albany Comprehensive Plan Map: Change map designations to be compatible with the EAP land use plan. The most substantial changes are to convert land designated as Urban Residential Reserve with residential designations (low, medium, and high density), to Employment, Neighborhood Village, Village Center and General Commercial designations.

Exhibit D: Albany Zoning Map: Amendments are needed in several areas so that the zoning is compatible with the Albany Comprehensive Plan map.

Exhibit E: Albany Development Code (ADC)

- Article 2, Review Criteria – update the Plan Designation Zoning Matrix
- Article 3, Residential Zoning Districts - add the High Density Residential zone.
- Article 4, Commercial and Industrial Zoning Districts – add the Employment zone.
- Article 5, Mixed Use Zoning Districts – add standards to the Mixed Use Residential and Mixed Use Commercial zones to ensure the districts are developed with some of the primary uses.
- Article 22, Use Categories and Definitions – update the use examples in manufacturing and production use category.

In the Ordinance Exhibits, proposed new text is shown in red underline print and proposed deleted text is ~~in black strike-out font~~.

Commentary boxes in the exhibits provide additional background about the proposed amendments. Should the proposed amendments be approved, the text boxes with the explanations will be removed and the approved amendments made part of the ADC.

Notice Information

Public notice was issued in accordance with legislative amendment requirements in the ADC Section 1.260. Specifically,

- Notice was provided to the Oregon Department of Land Conservation and Development (DLCD) on February 6, 2023, at least 35 days before the first evidentiary hearing, in accordance with Oregon Administrative Rule (OAR) 660-018-0020 and the ADC.
- A Measure 56 and public hearing notice was mailed to owners of property subject to an Albany Comprehensive Plan and/or Albany Zoning map amendment on February 17, 2023.
- A postcard notice of public hearings was mailed to all property owners within the East Albany Plan project boundary.

- Notice of the proposed amendments was mailed on February 22, 2023, to Linn County, Oregon Department of Transportation, Greater Albany Public Schools, and emailed to NW Natural, Bonneville Power Administration, Kinder Morgan, and Cascades West Council of Governments.
- Notice of the public hearings was published in the *Albany Democrat-Herald* on February 27 2023, two weeks before the first public hearing on March 13, 2023.

Testimony received to date is summarized below followed by staff responses:

1. Oregon Department of Transportation (ODOT) Region 2 Manager Brian Morey objects to the proposal to designate the maintenance yard on Goldfish Farm Road to mixed use Village Center and Commercial from Light Industrial voicing concerns that the existing use would be rendered nonconforming and concern with incompatibility with mixed uses on nearby properties. ODOT voices concerns with the potential future extension of Blue Ox Drive to Goldfish Farm Road.

Staff Response: After receiving ODOT's letter, staff met with ODOT and recommended a compromise to designate the property General Commercial and zone the property Community Commercial, which would allow the maintenance yard use to continue as an allowed/conforming use. The Planning Commission voted to take staff's recommendation to modify the proposed map exhibits to designate the ODOT maintenance yard property General Commercial on the comprehensive plan map and rezone the property to Community Commercial.

2. ODOT Region 2 Planning and Development Review Manager Naomi Zwerdling, notes that the preliminary Transportation Planning Rule (TPR) analysis indicates future traffic could have a significant effect on the State Highway System resulting from implementation of the EAP.

Staff Response: In addition to meeting city review criteria, Albany comprehensive plan and zone changes must also provide a Transportation Planning Rule (TPR) review under OAR 660-012-0060. That rule requires an analysis of whether the proposed comprehensive plan or zone changes would cause a transportation facility to operate beyond its mobility target, or if already exceeded, be made worse. The review period is either the horizon year of the TSP or 20 years, whichever is farther out. DKS Engineering performed the traffic analysis for the East Interstate5 (I-5) Project, based on methodology and overall land use assumptions approved by ODOT, for the horizon year and found that all existing or planned transportation facilities would operate either the same or better under the preferred land use scenario than under the base condition. See additional findings 1.66 and 1.67 provided in the staff report for Goal 12, Transportation.

3. Chuck Knoll noted the wetlands in the plan area are important in stormwater retention and the importance that the plan address' stormwater runoff and retention, and carefully consider design of transportation facilities for wetlands, truck traffic, and loss of property functionality.

Staff Response: The City's natural resources and wetlands were mapped and considered when preparing the East Albany Plan. Albany's significant wetlands are contained within the many riparian corridors in the plan area, which are designated open space. The stormwater analysis evaluated capacity and deficiencies within the Burkart-Truax Basin, and parts of the Cox Creek and Periwinkle Creek basins and proposes improvements needed to the storm drainage system.

4. Numerous residents who live on 18th Avenue SE, Spicer Drive, and Spicer Wayside expressed concern regarding the street plan that shows the potential alignment of the future street extensions of Spicer Drive to Timber Street, and the additional traffic, noise and pollution that may result from the street plan.

Staff Response: The Street Framework Plan proposed in the East Albany Plan includes potential future street connections that will be needed as development of the study area occurs. The street connections and circulation modifications showing on the Street Plan south of Highway 20 will be required when the I-5 and Highway 20 interchange improvements are made. These circulation modifications were shown in the 1997 and the 2010 Transportation Systems Plan (TSP). The only change in that area with the East I-5 Plan is to identify the intersection of Timber/Maple Leaf as a roundabout. The TSPs did not specify an intersection design, so it could be either a signal or a roundabout. Adopting the East Albany Plan will not affect the proposed street connections in the TSP.

Modifications to street alignments and connections would occur with the next TSP update, scheduled to start later this year.

Analysis of Development Code Criteria

The ADC includes the following review criteria in Section 2.220, 2.740, and 2.290, which must be met for these legislative amendments to be approved. Code criteria are written in ***bold italics*** and are followed by findings and conclusions.

Comprehensive Plan Amendment Review Criteria (ADC 2.220)

Criterion 1: A legislative amendment is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.

FINDINGS OF FACT

- 1.1 The Albany Comprehensive Plan defines a goal as, “a general statement indicating a desired end, or the direction the City will follow to achieve that end.”
- 1.2 The Albany Comprehensive Plan defines a policy as, “a statement identifying a course of action or City position.”
- 1.3 The Albany Comprehensive Plan describes the City’s obligation regarding policies as follows: “The City must follow relevant policy statements in making a land use decision or show cause why the Comprehensive Plan should be amended consistent with statewide goals. Such an amendment must take place following prescribed procedures prior to taking a land use action that would otherwise violate a Plan policy. However, in the instance where specific Plan policies appear to be conflicting, the City must seek solutions that maximize each applicable policy objective within the overall content of the Comprehensive Plan and in a manner consistent with the statewide goals. In balancing and weighing those statements, the City can refer to general categories of policies and does not have to respond to each applicable policy. Also, in this weighing process, the City must consider whether the policy contains mandatory language (e.g., shall, require) or more discretionary language (e.g., may, encourage).”
- 1.4 The applicable Albany Comprehensive Plan and Statewide Planning goals and policies are provided below in **bold** print and are followed by findings of fact and conclusions.
- 1.5 The proposed legislative amendments would amend the Albany Comprehensive Plan text to adopt the East Albany Plan (EAP) and make associated Albany Comprehensive Plan Map, Zoning Map, and Albany Development Code amendments.
- 1.6 Plan Area Boundaries. The EAP boundary includes all of the land within the Albany Urban Growth Boundary (UGB) east of I-5 and represents about 2,800 acres. Approximately half of the land in the study area is outside city limits. The Albany Municipal Airport and Linn County Expo Center are in the western portion of the Study Area near I-5. Most commercial development in East Albany is along US 20 or near I-5 and has a regional draw (Walmart, Home Depot, car sales) or caters to travelers. A collection of properties zoned Regional Commercial adjacent to the Knox Butte I-5 interchange remain underdeveloped with low- density residential uses. Recent development has included both traditional residential neighborhoods with single-family homes, as well as more recent development of apartments.
- 1.7 The proposed East Albany Plan and associated Albany Comprehensive Plan amendments are based on a culmination of almost two years of working with the community to plan for the future of East Albany. This Plan has been prepared through a collaborative process involving City staff, a consulting team, a broad range of City advisors and decision-makers, and extensive guidance from property owners and the community at large.
- 1.8 Planning efforts in 2001 were not fully adopted into the Albany Comprehensive Plan and associated plans and codes. Since 2001, the area has seen residential, commercial, and industrial growth; however, the area lacks

connectivity, adequate transportation facilities, variety of housing and shopping choices. The EAP evaluated infrastructure and land use needs to ensure adequate facilities are provided to support multi-modal connectivity, more commercial, employment and housing opportunities.

- 1.9 The Albany Comprehensive Plan amendments in Exhibit C include adopting a new East Albany section of the Plan that includes goals and policies that are specific to shaping future development in the East Albany area. The East Albany Plan (EAP) is proposed to be adopted as a supporting document to the Albany Comprehensive Plan. The EAP policies are intended to create vibrant new neighborhoods that appeal to future residents and businesses. The EAP evaluated and integrated Albany Comprehensive Plan policies and statewide planning goals related to land use, transportation, parks and recreation, schools, infrastructure, economic development, natural and cultural resources and place-making elements.

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

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

Policies include involving the public in the evaluation and update of the Plan; seek input from citizens, agencies, and interested parties; and ensuring information is made available to the public.

- 1.10 Citizen involvement was integrated into the planning process through public open houses and two committees. Prior to public “kick off” of the planning project, twelve interviews were conducted with persons with experience and or familiarity with planning, development, and business and transportation issues associated with East Albany. Persons interviewed included property owners, local businesses, City Commissions, city department heads, the City Council, and the Oregon Department of Transportation (ODOT).
- 1.11 Focus Group Meetings. The City conducted three sets of focus group meetings with residents, property owners, businesses, and community leaders at key project milestones. These meetings were instrumental in identifying key planning issues and providing feedback on initial planning concepts.
- 1.12 Technical Advisory Committee. A technical committee with representation from Greater Albany Public Schools, Albany Bike/Pedestrian Committee, Cascades West Council of Governments, Oregon Department of Transportation, Linn County, real estate, property owners, and City Public Works and Parks and Recreation Departments. The group met six times throughout the various phases of the project to review project deliverables, community input, and provide guidance to the City and consultants.
- 1.13 Online and in Person Open Houses. The first round of public engagement for the East Albany Plan included online and in person open houses at City Hall to review the project’s overall vision and goals, and visual character of potential development types. The second round of public engagement included an online survey and a community open house to solicit comments on specific elements of the land use and transportation plans. Postcards were mailed to roughly 1,000 property owners of vacant and undeveloped land in the project study area for the open houses and emails were sent to the interested parties list.
- 1.14 City staff hosted a “community conversation” with residents at Cascade Grill in East Albany.
- 1.15 One-on-one Meetings. City staff met with a variety of property owners to consider their concerns and suggestions regarding recommendations related to specific individual properties and improvements.
- 1.16 The Albany Planning Commission and Albany City Council served as the project advisory committee. Four joint work sessions were held at critical junctions in the project for their input on the plan alternatives and outcomes – October 11, 2021; March 21, 2022; October 24, 2022; and January 30, 2023.
- 1.17 An East Albany Plan web site has been maintained throughout the project. The site contains all of the plan documents, technical reports, committee and meeting agendas and the public hearing schedule and proposed amendments.
- 1.18 Public notice and hearings were held in accordance with Oregon Administrative Rules (OAR) and ADC 1.260. Public involvement for the amendments in planning files CP-01-23, ZC-01-23, and DC-01-23, included public notice as required in the OAR and in ADC Section 1.260. Specifically, notice was sent to the Department of Land Conservation and Development on February 6, 2023; notice of public hearings was mailed February 23

to Linn County, Greater Albany Public Schools, and Oregon Department of Transportation and emailed to Oregon Cascades West Council of Governments, and area utilities. Notice was published in the Albany Democrat Herald on February 27, 2023. Two public hearings are scheduled – March 13, 2023 (planning commission), and April 12, 2023 (city council).

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

1.19 The following goals and policies are relevant for the proposed plan amendments.

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

1. Remains current and responsive to community needs.
2. Retains long-range reliability.
3. Incorporates the most recent and reliable information.

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

- (a) Conformance with goals and policies of the Plan and Statewide Planning Goals;
- (b) Citizen review and comment;
- (c) Input from affected governmental units and other agencies;
- (e) Short - and long-term impacts of the proposed change,
- (f) Public need for the change; and
- (g) The amendments will best meet the identified public need versus other available alternatives.

1.20 The East Albany area contains a large amount of undeveloped industrial and urban residential reserve lands inside Albany's UGB. Planning efforts in 2001 were not fully adopted into the Albany Comprehensive Plan and associated plans and codes. Since 2001, the area has seen residential, commercial, and industrial growth; however, the area lacks connectivity, adequate transportation facilities, variety of housing and shopping choices.

1.21

The proposed plan is needed to remain responsive to community needs and provide long-range reliability and guidance for future development. The proposed plan is also needed to provide long range guidance for updating city utility, facility, parks, and transportation systems master plans.

1.22

The EAP plan process began with identifying community visions and goals for how this part of Albany can develop to create vibrant new neighborhoods that will appeal to residents and businesses as the City grows and expands east. The vision for the area includes neighborhoods with a variety of housing types, significant employers, regional facilities and destinations, services, commercial areas close to neighborhoods, and a network of trails and pathways that provide recreational opportunities and connectivity throughout the area and multimodal roadways. East Albany's creeks, wetlands and other natural areas are protected and enhanced and serve as an open space amenity that also helps to manage stormwater and water quality.

1.23

A gap analysis evaluated baseline future conditions to the project's vision and goals. Baseline projections result in auto-oriented development, lack of variety in housing types, single use commercial development, lack of public connections along creek corridors, and lack of identity and character.

1.24

The EAP process involved evaluation of infrastructure and land use needs to ensure adequate facilities are provided to support multi-modal connectivity, more commercial, employment and housing opportunities to meet the plan visions and goals.

1.25

The EAP proposes a preferred land use plan and street, trail, and bike network based on community and agency input, and the most recent and reliable information including residential growth as projected in the 2020 Housing Needs Analysis, employment growth as projected in the 2020 Economic Opportunities Analysis, and projected transportation needs based on anticipated growth.

1.26

The EAP reflects substantial community and property owner input as described in Goal 1 Citizen Involvement findings.

- 1.27 The Albany Comprehensive Plan amendments in Exhibit A include adopting a new East Albany section of the Plan that includes goals and policies that are specific to shaping future development in the East Albany area. The East Albany Plan (EAP) is proposed to be adopted as a supporting document to the Albany Comprehensive Plan, and is provided as Exhibit B.
- 1.28 Albany Comprehensive Plan Map amendments in Exhibit C are proposed to implement the EAP land use plan convert urban residential reserve lands to low, medium and high density residential, employment, and mixed use commercial centers.
- 1.29 The proposed Land Use Plan in the EAP recommends patterns of neighborhoods that include low, medium and high density residential land to allow for a variety of housing types that are close to mixed use village centers and smaller neighborhood village nodes. The Plan also identifies land to accommodate large and small industrial/employment uses, and provides the transportation and trail framework to support these uses and connect them to the rest of the Plan area and city.

Goal 5, Open Spaces, Scenic & Historic Areas, and Natural Resources.

- 1.30 The Albany Comprehensive plan contains many relevant goals and policies relating to Natural Resources and are followed by findings.

Goals:

- **Ensure native vegetation remains an integral part of Albany's environment**
- **Balance compact development patterns with natural resource protection.**
- **Ensure the provision of open space and protection of natural and scenic resources.**
- **Maintain a healthy environment and natural landscape in riparian corridors.**
- **Protect wetlands to ensure their continued contribution as natural areas, open space, wildlife and vegetative habitat, and storm water retention and conveyance.**

Policies:

- **Retain open space lands that provide aesthetic and environmental relief from the intensity of urban development, recreational lands and opportunities, protection of hazardous natural areas not suitable for development, significant fish and wildlife habitats, or protection of significant historic areas.**
 - **Preserve and enhance riparian corridors by managing uses and activities that could adversely affect riparian corridors through education, and adoption and enforcement of development standards.**
 - **Limit the removal of native riparian vegetation.**
- 1.31 East Albany contains a network of creeks that extend throughout much of the study area including Burkhart, Cox, and Truax creeks. The vision for East Albany includes a system of linear parks, trails and open spaces connecting neighborhoods to services, schools and parks, while preserving and enhancing creek corridors. Riparian corridors will be protected and enhanced and serve as gateway corridors that provide connectivity and opportunities for trails and linear parks.
- 1.32 Most of the creek segments are within Albany's Riparian Corridor, Significant Wetland, and Floodplain overlay districts. Most creek and floodplain corridors are designated Open Space on the Albany Comprehensive Plan and are zoned Open Space for additional protection.
- 1.33 The natural resource overlay districts and Open Space Plan designation and zoning over much of the riparian corridors will manage uses and activities that could adversely impact the riparian corridors. Standards are needed to enhance the riparian corridors and habitat, provide visual and physical access to the gateway corridors, and enhance the corridors as a community open space, parks, and trails.
- 1.34 To achieve plan goals to maintain riparian corridors as public open space with trails and paths, the EAP proposes development face these gateway corridors, and they serve as an open space and recreational amenity with trails and pocket parks. Major streets proposed with the plan are located to avoid the creeks or cross at

the narrowest points.

- 1.35 The study area also contains many non-significant wetlands that are on the Local Wetland Inventory. The area's significant wetlands are contained within the riparian corridors and help with flood storage. A variety of densities are proposed to encourage wetland preservation as amenities in future development.

Goal 8: Recreational Needs

- 1.36 The following Albany Comprehensive Plan goals and policies are noted as relevant to the proposed amendments relating to the East Albany Plan.

Goal: Provide a high quality and diversified system of safe and attractive parks, open space, recreation programs, and facilities to facilitate community access to leisure, recreation, open space, and cultural opportunities; and enhance the beauty, livability, and positive image of Albany.

Policy: Continue to provide and develop a system of multi-purpose parks and facilities that consider:

- a. Opportunities for both passive and active recreation.
- b. Recreation and leisure needs of Albany's special populations (i.e. the handicapped, elderly, low-income and others whose activity capabilities or geographic mobility are limited).
- c. Protection and enhancement of natural environmental qualities and values.
- d. Albany's existing natural resources such as drainageways, rivers, and woodland areas.

Policy: Promote the development of linear parks that incorporate hiking, jogging, and bicycle trails and/or provide buffers between incompatible uses, scenic and open space features.

- 1.37 As noted in Goal 5 findings, the area's riparian corridors are proposed to serve as linear parks with trails and paths that connect residents to other amenities. The greenway corridors will also provide open space and protect scenic vistas of the Cascade mountains to the east.
- 1.38 Key objectives of the plan are that it provides more multi-modal connectivity, and -provides a framework for a more walkable and bikeable community, greenway trail system, and compatible transitions between land use types.
- 1.39 The EAP Trails, Paths, and Bike Lanes Framework Plan (in Exhibit A) identifies a network of multi-use trails or paths that provide variety of passive and active recreational opportunities in the greenway open space along the area's numerous riparian corridors. The proposed trail network could provide miles of linear parks for pedestrians and cyclists while providing a buffer to the area's natural resources. These public corridors will create an identity for East Albany as a community with generous, healthy open spaces, integrated neighborhoods, and connections to nature.
- 1.40 In addition, public amenities and gathering spaces are envisioned in East Albany's village centers, which may also help shape the area's identity and character.
- 1.41 The EAP proposes to provide connectivity to Timber Linn Memorial Park, Albany's largest park that provides diverse recreational amenities. The 2021 Park System Master Plan (PMP) includes the development of Timber Ridge Neighborhood Park between the Timber Ridge and Meadow Ridge schools. The PMP proposes a couple of additional parks on the edges of the UGB.

Goal 9: Economy

- 1.42 The EAP supports the following economic development goals and policies in the Albany Comprehensive Plan.

Goals and Policies:

- Develop land use refinement plans for undeveloped and redeveloping parts of the city.
- Provide development opportunities for large-scale industrial and commercial development and for people to live near activity centers, particularly their place of employment.
- Ensure an adequate supply of appropriately zoned land to provide for the full range of economic development opportunities in Albany, including commercial, professional, and industrial development.
- Ensure that new industrial and commercial development is located in areas that can be

adequately served by public infrastructure.

- Provide opportunities to develop the full range of commercial, industrial, and professional services to meet the needs of Albany's residents and others.
- Designate enough land in a variety of parcel sizes and locations to meet future employment and commercial needs.
- Disperse employment centers to parts of the City with access to adequate transportation routes and public utilities.
- Achieve stable land-use growth that results in a desirable and efficient land-use pattern.
- Promote infill development and redevelopment throughout the City.
- Improve community appearance and establish attractive gateways into Albany and visually appealing highway corridors.
- Encourage land use patterns and development plans that take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations that increase energy efficiency.
- Promote land use patterns, site design, and incentives that accommodate public transit, bicycling, walking, vans and carpools as alternatives to single-occupancy vehicle commuting.
- Discourage future strip commercial development and promote clustered commercial opportunities and the infilling of existing commercial areas that will foster efficient and safe utilization of transportation facilities, a variety of attractive and comfortable shopping opportunities that encourage shopping in a number of stores without auto use.
- Create village centers that offer housing and employment choices.
- Designate new mixed use Village Centers that provide a mix of commercial, office, entertainment and medium- to high-density residential uses that are integrated into the desired character of the neighborhood.
- Use land use controls and other tools to reserve Village Centers for intended uses.
- Provide opportunities for small neighborhood commercial facilities to be located in neighborhoods and Village Centers to be located close to the areas they are intended to serve.
- Wherever possible, except for infilling, do not allow further expansion of existing strip commercial areas, and discourage new strip development, including isolated offices and professional facilities. Undertake measures to improve the appearance and safe utilization and operation of existing strip commercial areas by:
 - a. Providing development opportunities for compact and multi-purpose commercial facilities that encourage shopping in a number of stores without auto use.
 - b. Providing for combined access and otherwise limiting the number of access points to major arterial streets to maintain safety and the smooth flow of traffic.
 - c. Improving pedestrian access and on-site environmental amenities.
 - d. Providing for shared parking opportunities.

- 1.43 The EAP is a refinement plan for undeveloped and redeveloping parts of the City and UGB east of I-5 (Exhibit B).
- 1.44 One goal of the EAP is that the area becomes a thriving employment center. The Plan envisions the industrial and commercial lands within the study area will support employment needs outlined in the Albany Comprehensive Plan and 2020 Economic Opportunities Analysis (EOA).
- 1.45 Industries need transportation access and adequate public facilities, and proximity to I-5 can be desirable. Business parks often look for large parcels of land with direct access to an arterial street and adequate public facilities. Retail and service sites look to locate central to the targeted populations.
- 1.46 The EAP proposes to retain industrial lands along I-5 and add employment land in several sizes that are easily accessible by highways, collector, or arterial streets. More than 60 acres of employment land are proposed on the north side of Highway 20 and several smaller parcels on the south side of Highway 20 east of the City limits. Land along Highway 20 in the UGB is proposed to be redesigned from light commercial to employment to

- reduce opportunities for strip commercial and create more attractive gateways into East Albany from the east.
- 1.47 Public utilities are in Highway 20 near Goldfish Farm Road and moving east with development.
- 1.48 The EAP proposes to create a new comprehensive plan and zoning designation called Employment. The Employment zone would allow light industrial and office developments and support growing industrial sectors.
- 1.49 Several mixed use village centers and neighborhood village nodes are proposed throughout the plan area on current or proposed transportation corridors to provide clustered commercial uses near higher density residential lands that are easily accessible to reduce dependence on automobiles and support transit, bicycling and walking. Mixed use zoning is also proposed in areas with redevelopment potential to encourage more compact and diverse development that can respond to housing and commercial market needs.
- 1.41 The Land Use Plan (in Exhibit A) coordinates with the Street and Trails Frameworks (in Exhibit A). The Street Framework identifies future arterial and collector and “connector” streets. The Trails Framework proposes an extensive network of sidewalks, bike paths, and trails connecting neighborhoods to commercial and employment centers.

Goal 10: Housing

- 1.42 Relevant Albany Plan goals and policies include:
Goal: Create a city of diverse neighborhoods where residents can find and afford the values they seek.
Policy: Ensure that there is an adequate supply of residentially zoned land in areas accessible to employment and public services.
Policy: Encourage innovation in housing types, densities, lot sizes and design to promote housing alternatives.
Policy: Encourage residential development that conserves energy and water; uses renewable resources; and promotes the efficient use of land, conservation of natural resources, easy access to public transit, and easy access to parks and services.
- 1.43 On November 2, 2020, the Albany City Council passed Ordinance 5951, which adopted the 2020 Buildable Land Inventory (BLI) and the 2020 Housing and Residential Land Needs Analysis (HNA). The HNA analysis reflects the coordinated population forecast prepared by the Oregon Population Forecast Program at the Population Research Center at Portland State University (PSU) in 2017 that projects Albany will experience an annual average growth rate (AAGR) of 1.27 percent to 2040. The HNA was based on the 20-year need assessment requirements of ORS and OAR 660 Division 8 for statewide planning Goal 10, Housing. It projected the number and types of units by tenure and cost based on the PSU population projections to 2040 and compares housing demand to residential land supply.
- 1.44 The HNA found Albany is projected to add between 6,700 and 9,300 new households between 2020 and 2040. The analysis concluded Albany will need 1,328 acres to accommodate projections to 2040 in a mix of low-, medium- and high-density housing types and zoning districts.
- 1.45 The 2020 BLI estimated the City had 1,397 buildable acres for residential development and another 1,278 acres in the urban growth boundary available for residential development. In adopting the amendments in compliance with HB 2001, the City of Albany has considered how the middle housing provisions affect its compliance with Goal 10, including how it affects its recently adopted BLI and HNA, to ensure sufficient availability of buildable lands to accommodate needed housing types identified in the HNA.
- 1.46 Goals of the EAP are to create diverse, connected neighborhoods through an appropriate mix of zoning districts that increase variety of housing types, densities, and mixed use developments to accommodate the needs of current and future residents, including housing that is affordable to a full spectrum of residents.
- 1.47 Most of the vacant land within the East Albany study area is designated Urban Residential Reserve (URR). This designation does not provide enough guidance to adequately plan for needed housing types. The EAP proposes to convert the URR lands to a mix of low, medium, and high density residential to offer a spectrum of housing choices throughout the plan area and meet Albany’s housing needs to 2040 and beyond.
- 1.48 To create more opportunities for housing choices in proximity to commercial services and employment, the

Plan proposes to restore the high density residential Albany Comprehensive Plan map designation and create a new High Density Residential zoning district that would allow for development up to 50 units an acre. In addition, the mixed use plan designations – Neighborhood Village and Village Center would allow for residential development.

- 1.49 To promote the efficient use of land and infrastructure, the EAP proposes a pattern of higher density residential abutting village centers and employment lands with easy access to transportation choices and natural resources. Natural resources would be conserved as amenities to diverse neighborhoods. The plan promotes a healthy balance of housing designations with opportunities to respond to future market demand and changes in housing types.
- 1.50 The EAP will retain roughly 1,100 acres of vacant residential land and proposes to add more than 100 acres of mixed use and commercial land, and 60 acres of employment land to ensure capacity well into the future.

Goal 11: Public Utilities

- 1.51 The following Albany Comprehensive Plan goals and policies related to public utilities are relevant to the EAP.

Water:

- **Maintain high standards of water quality and service levels with consideration to long-range public facility planning as well as implementation of a five-year capital improvement program.**
- **Provide an adequate supply of water to meet projected demands based on the Comprehensive Plan land use designations and adopted population projections.**

Wastewater:

- **Provide and maintain wastewater facilities and services in an orderly and efficient manner that reflects the community's environmental stewardship responsibilities and meets regulatory requirements.**

Storm Drainage:

- **Work toward the elimination of existing drainage problems and minimize future drainage problems within the Albany Urban Growth Boundary area.**
- **Encourage drainage systems which utilize natural drainageways unless it can be shown that a conventional piped drainage system is a more suitable alternative.**

- 1.52 The siting and sizing of public facilities has a significant impact on land use patterns and future growth in an area. Inadequate provision of services and facilities tends to discourage development and may have a long-range impact on the economic stability of the area.
- 1.53 The plan analyzed future water, sewer and storm infrastructure needs to accommodate build out of the plan area.
- 1.54 Water infrastructure has been updated to accommodate growth in East Albany based on the 2004 Water Facility Plan. The City is currently in the process of updating the Water Facility Plan and the EAP will inform this plan.
- 1.55 The 2015 Wastewater Collection System Facility Plan calls out several Capital Improvement Program (CIP) projects in the East Albany plan area to address deficiencies in a full build out scenario. The increased residential and employment capacity are not anticipated to have a major impact on existing or planned facilities.
- 1.56 Storm Utilities. The East Albany study area consists of the entire Burkart-Truax Basin, and parts of the Cox Creek and Periwinkle Basins. Build-out deficiencies include previously identified existing deficiencies in the 2021 Stormwater Master Plan, such as deficiencies in pipe sizes and unimproved streets in the study area.

Goal 12: Transportation

- 1.57 One of the primary objectives of the EAP is to provide a framework for multimodal connectivity throughout the plan area that will inform updates needed to the 2010 Albany Transportation Systems Plan (TSP). The following Albany Comprehensive Plan goals and policies are relevant to the proposed amendments.

Goals: Provide an efficient and safe transportation system that:

- provides for the local and regional movement of people and goods.
- ensures mobility for all members of the community and provides alternatives to automobile travel.
- balances financial resources with community livability and economic vitality.

Policy: Encourage development design that emphasizes safety and does not create unnecessary conflicts.

Policy: Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers.

- 1.58 I-5 is at or above capacity through the Albany corridor and upgrades are needed at both Albany interchanges. While the timing of these improvements is not known, they will require future local circulation modifications adjacent to I-5. Some changes to the local system envisioned by ODOT were not anticipated in the 2010 TSP.
- 1.59 East Albany has developed in a piecemeal fashion resulting in a lack of connectivity and inadequate transportation facilities and choices that add to travel demand and results in an over-reliance on highways for travel within east Albany.
- 1.60 Growth in the area is projected to add additional traffic and further degrade the primary routes, intersection operations and the pedestrian and bicycle experience along these facilities. Many streets have curb-tight sidewalks or limited shoulder. In addition, the ability to safely cross these roads will become more difficult with the increased traffic.
- 1.61 The Plan analyzed land use and transportation scenarios that would improve connectivity and internal circulation and support alternative modes of transportation in East Albany. Analysis also evaluated where to locate major “connector” streets to connect neighborhoods, schools and employment sites.
- 1.62 The EAP Street Framework and the Trails, Paths and Bike Lanes Framework (in Exhibit A) illustrate how the neighborhoods, commercial, and employment areas will be connected by future streets, sidewalks, bike-lanes, and multi-use paths. This network extends to each neighborhood or village center and includes a trail or path system along some of the riparian corridors.
- 1.63 The analysis prepared by DKS Associates reviewed the planned improvements in the TSP and the need for amendments to ensure adequate transportation facilities are provided to handle long-term capacity of the major streets. The analysis concluded with a list of amendments that will be needed to the TSP, such as road widening for additional lanes, or intersection improvements. Roundabouts and traffic signals are included in the proposals for traffic safety and flow. The new projects will be incorporated into a TSP update that is scheduled to begin this year.
- 1.64 In addition to meeting city review criteria, Albany comprehensive plan and zone changes must also provide a Transportation Planning Rule (TPR) review under OAR 660-012-0060. That rule requires an analysis of whether the proposed Albany comprehensive plan or zone changes would cause a transportation facility to operate beyond its mobility target, or if already exceeded, be made worse. The review period is either the horizon year of the TSP or 20 years, whichever is farther out. DKS Engineering performed the traffic analysis for the East I-5 Project and found that all existing or planned transportation facilities would operate either the same or better under the preferred land use scenario than under the base condition.
- 1.65 Naomi Zwerding submitted a letter (dated March 10, 2023) on behalf of ODOT that noted ODOT was currently reviewing the TPR analysis for the project to determine if they believed the proposed Albany comprehensive plan and zone changes would have a “significant effect” on the transportation system. ODOT noted that the DKS analysis showed that the I-5 ramp terminals at its intersection with Highway 99E would operate beyond ODOT’s mobility target, and that additional review was required by ODOT to determine if they believed that as a result the proposed changes would result in a “significant effect”. At the time of the drafting of this staff report no additional information was received from ODOT.

- 1.66 While the DKS analysis did show that ramp terminals at I-5/Hwy 99E would operate beyond ODOT's mobility target, their operation was improved by the proposed comprehensive plan and zone changes as opposed to being made worse. The ramp terminals were projected to operate beyond ODOT's mobility target under both the base and preferred alternative scenarios but performed better under the preferred scenario. The reason for this is that the addition of mixed use areas east of I-5 encouraged internal trips within the area and resulted in fewer back and forth trips across I-5. Because the preferred alternative would not make the operation of the I-5 ramp terminals worse, staff does not believe the proposed changes result in a "significant effect" under OAR 660-012-0060.

Goal 14: Urbanization

- 1.67 The relevant policies related to Goal 14, Urbanization, are provided below.

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

Policies:

- **Encourage land use patterns and development plans which take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations which increase the efficiency of energy use.**
- **Provide development opportunities for large-scale industrial and commercial development and for people to live in proximity to activity centers, particularly their place of employment.**
- **Provide opportunities for neighborhood commercial facilities to be located within an accessible distance of the area they are intended to serve.**
- **Discourage future strip commercial development and promote clustered commercial opportunities and the infilling of existing commercial areas which will foster efficient and safe utilization of transportation facilities and provide a variety of shopping opportunities without auto use.**

- 1.68 The relevant policies related to Goal 14, Urbanization, mirror policies under Goal 9, Economy. The findings under Goal 9 are incorporated here by reference.

CONCLUSIONS

- 1.1 Goal 1, Citizen Involvement. The EAP and proposed amendments to the Albany Comprehensive Plan were formed with extensive citizen involvement and input throughout the planning process.
- 1.2 Goal 2, Land Use Planning. Currently there is no plan to guide development in East Albany. The EAP provides a long-range plan that incorporates plans and needs for transportation, land uses, public infrastructure, housing, jobs, schools and recreation.
- 1.3 Goal 5, Natural Resources. An important objective of the EAP is balancing the protection of the area's many natural resources with future demand for housing and employment. The Plan envisions the riparian corridors offering a wide greenways with open spaces and trails, wetland protection, flood storage, and recreation.
- 1.5 Goal 8, Recreational Needs. The EAP Trails, Paths and Bike lanes Framework proposes opportunities for active and passive recreation to address the needs of all residents and all abilities.
- 1.6 Goal 9, Economy. The EAP proposes additional employment land to accommodate projected demand for large site employers and more mixed use village and neighborhood centers are proposed to accommodate the need for retail and services.
- 1.7 Goal 10, Housing. The EAP Land Use Plan proposes to designate medium density and high density lands in the study area to encourage new neighborhoods with a mix of housing types throughout the area to provide a variety of housing choices and locations to accommodate the spectrum of current and future housing demands and a changing housing landscape.

- 1.8 Goal 11, Public Utilities. The EAP will guide public utility plan updates to ensure utilities are adequately sized to accommodate future growth.
- 1.9 Goal 12, Transportation. The EAP Streets Framework identifies future arterial, collector and major connector streets that will be needed to accommodate future growth. Amendments to the 2010 Albany TSP are recommended to ensure adequate transportation facilities will be provided to accommodate growth in the long-term.
- 1.10 Goal 14, Urbanization. The proposed EAP map and text changes would provide guidance for urbanization of this now vacant area and result in more efficient land use and travel patterns, reducing travel time to accommodate frequent needs.
- 1.11 In summary, the EAP integrated planning efforts to ensure that the EAP presents the vision for East Albany as determined by the community, with the objective to create a vibrant new neighborhood that will be appealing to residents and businesses. The EAP provides the specific direction, tools, and best management practices necessary to implement this vision.
- 1.12 This review criterion is met.

Criterion 2: A legislative amendment is needed to meet changing conditions or new laws.

FINDINGS OF FACT

- 2.1 The City has not adopted a land use plan to guide future development in the City and UGB east of I-5. Past planning efforts occurred in 2001 as a part of the Balanced Development Patterns project that looked at how to balance employment and housing needs into the future. The 2001 project produced an East I-5 vision that wasn't fully adopted into the Albany Comprehensive Plan. The 2001 planning effort occurred prior to the 2010 Transportation Systems Plan and creation of significant natural resource overlays to comply with statewide planning Goal 5 in 2011.
- 2.2 Since 2001, the area has seen lots of residential growth and some new commercial and light industrial uses. However, the area lacks connectivity, housing diversity, commercial services, and multi-modal transportation options. The EAP is needed to assess transportation and land use needs to accommodate growth into the future and ensure city infrastructure can meet those needs.
- 2.3 Interstate 5 (I-5) is at capacity through the Albany corridor and ODOT proposes improvements at both Albany interchanges. Interchange improvements will trigger street improvements and realignments not anticipated in the 2010 TSP. These changes can have a significant impact on how the area develops.
- 2.4 A more detailed land use plan and modified transportation network are needed to create vibrant and accessible neighborhoods and employment centers designed around natural resources.
- 2.5 The proposed legislative amendments would provide a plan for future growth in the East Albany area to address changing conditions in the area. The legislative amendments also support state laws aimed to reduce vehicle trips and create places where residents can get most of their daily needs met without having to drive.

CONCLUSIONS

- 2.1 The EAP is needed to address changing conditions and plan for transportation and land use needs into the future. The EAP will also ensure adequate infrastructure and facilities are accommodated and to meet existing laws.
- 2.2 This criterion is met.

Zoning Map Amendments Review Criteria (ADC 2.740)

The Albany Development Code includes the following review criteria which must be met for this application to be approved. Code criteria are written in ***bold italics*** and are followed by findings and conclusions.

Criterion 1: The proposed base zone is consistent with the Comprehensive Plan map designation for the entire subject area unless a Plan map amendment has also been applied for. [ADC 2.740(1)]

FINDINGS OF FACT

- 1.1 Albany Comprehensive Plan map amendments are proposed with the adoption and implementation of the East Albany Plan. See the proposed Albany Comprehensive Plan map amendments in Exhibit C.
- 1.2 A few Zoning map amendments are proposed to make properties compatible with the proposed Albany Comprehensive Plan map amendments. See the proposed Zoning map amendments in Exhibit D.
- 1.3 Most of the properties proposed to be rezoned are already developed, but some have redevelopment potential.

CONCLUSIONS

- 1.1 The proposed Zoning Map amendments are consistent with the proposed Albany Comprehensive Plan Map designations for the East Albany Plan area.
- 1.2 This criterion is satisfied.

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

FINDINGS OF FACT

- 2.1 The proposed Zoning Map amendments are intended to ensure properties are compatible with proposed Albany Comprehensive Plan map amendments and to encourage redevelopment of already developed areas in the City limits.
- 2.2 DKS Associates analyzed the preferred land use plan and the impact of associated development that is projected to occur within the 20-year planning horizon. The analysis indicates the proposed land use changes would result in minimal impacts the transportation system when compared to development under the currently in place zoning designations.
- 2.3 The proposed EAP includes streets, trails and bike facilities that are part of the current City of Albany 2010 TSP as well as new facilities that will be added to the TSP. Projects identified in the EAP that are not currently in the city's TSP are anticipated to be included in the upcoming City of Albany TSP update that ODOT has indicated is scheduled to begin this year.
- 2.4 The EAP includes recommendations to update the 2010 TSP based on the EAP elements in the Street and Trails Frameworks and to accommodate needs when the area is fully developed.

CONCLUSIONS

- 2.1 The proposed zone changes were found to have minimal impacts on the transportation system within the 20-year planning horizon when contrasted with the results of development under the zone designations currently in place.
- 2.2 The transportation improvements envisioned under the preferred plan are a mix of projects already included in the City's TSP and new projects that need to be added. The new projects will be incorporated into a TSP update that is scheduled to begin this year.
- 2.3 This review criterion is satisfied.

Criterion 3: Existing or anticipated services (water, sanitary sewers, storm sewers, schools, police and fire protection) can accommodate potential development within the subject area without adverse impact on the affected service area. [ADC 2.740(3)]

FINDINGS OF FACT

- 3.1 City Utilities (Water, Sanitary Sewer and Storm Drainage). The City's public facilities plans (Wastewater, Water, and Storm Drainage) were evaluated by Keller Associates to determine whether utility improvements are needed to accommodate projected growth with the proposed land use plan. Existing plans anticipate future growth in East Albany and existing deficiencies are planned for.
- 3.2 While the City's facility plan recommendations pertain to the more significant portions of the utility systems (i.e., trunk sewers, distribution mains, etc.), the utility lines within a particular development are determined at the time of development based on the needs of the proposal. Typically, the timing of these improvements is development-driven, and improvements are incrementally constructed as portions of the area are built out. The EAP includes a funding and implementation strategy based on the technical memo prepared by Johnson Economics. Planned utility improvements will be funded largely through public-private partnerships with the City's portion consisting largely of systems development charges.
- 3.3 Schools. There is one elementary school and one middle school in the study area –Meadow Ridge and Timber Ridge, respectively. These schools are currently at capacity. The Greater Albany Public Schools leadership does not propose additional school sites at this time. Educational institutions are a permitted use in most zoning districts EAP to accommodate future school enrollment needs as the area develops over time.
- 3.4 Police and Fire Protection. The Albany Police and Fire Departments provide services to all development in Albany regardless of the zoning or types of uses. Approximately 1,400 acres of the EAP area is outside of the City limits and is currently undeveloped. Future fire and possibly police station will be needed in the area. These uses are permitted in all zones.

CONCLUSIONS

- 3.1 The proposed zoning map amendments are minor, therefore existing or anticipated services can accommodate potential development within East Albany without adverse impacts on the affected service area.
- 3.2 The City's facility plans were evaluated with the EAP and are consistent with the projected growth for the East Albany area.
- 3.3 City utilities will be required to be extended when development is proposed, based on the particular development proposals and system needs.
- 3.4 Schools, fire and police stations are permitted in most zoning districts in the plan area.
- 3.5 This review criterion is satisfied.

Criterion 4: The intent and purpose of the proposed zoning district best satisfies the goals and policies of the Comprehensive Plan. [ADC 2.740(4)]

FINDINGS OF FACT

- 4.1 The East Albany Plan proposes Albany Comprehensive Plan Map amendments to implement the preferred land use plan. Zoning Map amendments are needed in in some locations to be compatible with the proposed Albany Comprehensive Plan Map designation.
- 4.2 The proposed Zoning Map amendments support the goals and policies of the Albany Comprehensive Plan related to Goal 10: Housing, Goal 9: Economy, and Goal 14: Urbanization. The findings and conclusions under

Review Criterion (1) of the concurrent Albany Comprehensive Plan amendment staff analysis are applicable to the Zoning Map amendment and are included here by reference.

- 4.3 Proposed Zoning Map amendments include changing some from RS-6.5 Residential Single Dwelling District to Residential Medium Density (RM) and Mixed Use Residential (MUR) in areas close to current or planned major roads and commercial centers. Some RM properties close to arterial streets and highways are proposed to be rezoned to Regional Commercial (RC), or Community Commercial (CC) where traffic volumes are high and to add commercial capacity. Some zone changes are being proposed to reflect existing development and support redevelopment and future commercial, mixed use and employment needs.
- 4.4 The purposes of the MUR and MUC, Mixed Use Commercial zoning districts are to provide a mix of commercial, personal services, offices and medium density residential uses. The MUR and MUC districts are easily accessible to nearby residences, and commercial uses are compatible in scale and design with adjacent neighborhoods. The EAP proposes these zones in areas proposed as larger village centers that serve area residents and beyond, and neighborhood villages, which are located to serve nearby residents.
- 4.5 The purpose of the RM zone is “primarily for medium-density residential urban development. New RM districts should be located on a collector or arterial street or in Village Centers. Development may not exceed 25 units a gross acre.” The EAP anticipates the RM and MUR designations will provide a variety of housing choices from detached and attached housing types, to middle housing and apartments to meet the needs of future residents.
- 4.6 The High Density Residential (HDR) zone is being proposed with the EAP to create a primarily residential zone that would allow for densities up to 50 units an acre. It is proposed to be applied along Goldfish Farm Road where residential uses are located to provide higher density housing types along transit corridors and near commercial centers and recreational amenities available at Timber Linn Park.
- 4.7 The Community Commercial (CC) zoning district recognizes the diversity of small to medium-scale businesses and services mostly located on arterial streets and highways. The Regional Commercial (RC) zone is intended primarily for developments that serve the wider Albany region. RC allows a wide range of retail sales and service uses and is typically appropriate for developments that require large sites near I-5. In the EAP, these commercial zoning districts are located on or have easy access to highways and arterials near I-5, mostly Highway 20 and Century Drive and Knox Butte.
- 4.8 The Employment district is a new zone that is proposed for a few commercially zoned properties to better reflect the currents and anticipated uses.
- 4.9 The findings conclude the East Albany Plan and associated proposed amendments to adopt the plan and amend the Albany Comprehensive Plan Map satisfy the goals and policies of the Albany Comprehensive Plan.

CONCLUSIONS

- 4.1 The proposed Zoning Map amendments better satisfy the goals and policies of the Albany Comprehensive Plan than the existing zoning.
- 4.2 The proposed Zoning Map amendments support the Land Use Plan in the EAP.
- 4.3 This criterion has been met.

Criterion 5: The land use and transportation pattern recommended in any applicable City-contracted or funded land use or transportation plan or study has been followed, unless the applicant demonstrates good cause for the departure from the plan or study. [ADC 2.740(5)]

FINDINGS OF FACT

- 5.1 The City received a Transportation and Growth Management grant to prepare the East Albany Plan to address transportation and land use needs and challenges. A more detailed land use plan and modified transportation network are needed to create vibrant and accessible neighborhoods and employment centers designed around natural resources.
- 5.2 The proposed land use and transportation pattern recommended in the EAP are the result of evaluating existing conditions and baseline projections against the community visions and goals. The plans provide a framework that provides multi-modal transportation connectivity throughout the plan area, a variety of housing choices and locations, commercial and mixed use centers sized and located to serve residents and employees, and employment land to accommodate future industrial and jobs growth.
- 5.3 The proposed Zoning and Albany Comprehensive Plan Map amendments are consistent with the preferred land use plan proposed in the EAP and would implement the EAP.

CONCLUSIONS

- 5.1 The proposed Zoning Map amendments are consistent with the proposed EAP Land Use Plan and Streets Framework maps.
- 5.2 The proposed Zoning Map amendments are consistent with the visions and goals proposed EAP and the Albany Comprehensive Plan goals and policies.
- 5.2 This criterion is met.

Development Code Amendments Review Criteria (ADC 2.290)

Criterion 1: The proposed amendments better achieve the goals and policies of the Comprehensive Plan than the existing language.

Findings of Fact

- 1.1 The Albany Development Code serves as the principal vehicle for implementing the Albany Comprehensive Plan.
- 1.2 Amendments are proposed to the Albany Development Code (ADC) in Exhibit E to implement elements of the East Albany Plan. Specifically, proposed amendments would create new Employment and High Density Residential zoning districts in order to implement the visions and goals and preferred land use plan proposed in the EAP. Standards are also proposed to ensure developments in the Mixed Use Commercial zone provide some commercial uses and aren't solely residential, and that development in the Mixed Use Residential zone include some residential and are not solely commercial. Lastly, the Zoning Compatibility Matrix is proposed to be updated with the new zoning districts and Albany comprehensive plan designations.
- 1.3 Findings of fact provided for Albany Comprehensive Plan amendment review criterion 1 assess the proposed amendments against the Albany Comprehensive Plan goals and policies and are hereby incorporated a findings in support of this review criterion.
- 1.4 The proposed text amendments will implement elements of the EAP that respond to community needs for more housing and shopping variety and land for employment.

Conclusions: Development Code Amendments Criterion 1

- 1.1 The proposed ADC amendments are consistent with the applicable Albany Comprehensive Plan goals and policies related to public involvement, housing opportunities, historic and natural resources, economic development, and land use planning in general.
- 1.2 This review criterion is met.

Criterion 2: The proposed amendments are consistent with Development Code policies on purpose and with the purpose statements for the base zone, special purpose districts, or development regulation where the amendment is proposed.

Findings of Fact

- 2.1 ADC 2.290(2) requires ADC amendments to be consistent with ADC policies and purpose statements for the affected base zones or development regulations where the amendments are proposed. Below are purpose statements from Article 1 – Administration and Procedures, Article 3 – Residential Zoning Districts, Article 4 – Commercial and Industrial Zoning Districts, Article 5 – Mixed Use Zoning Districts, and Article 22 – Use Categories and Definitions.
- 2.2 Findings provided for Zoning map amendments review criterion 4 are incorporated here.

Article 1 Administration and Procedures:

ADC Purpose 1: Serve as the principal vehicle for implementation of the City's Comprehensive Plan in a manner that protects the health, safety, and welfare of the citizens of Albany.

ADC Purpose 2: Satisfy relevant requirements of federal law, state law, statewide goals, and administrative rules.

- 2.3 Amendments to the ADC are needed to help implement the Albany Comprehensive Plan and the EAP.
- 2.4 Proposed amendments include modifications to standards to comply with numerous statewide planning goals..

Article 2 Review Criteria

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

- 2.5 Amendments are proposed to Table 2.760-1, the Plan Designation Zoning Matrix to add the new Employment and High Density Residential comprehensive plan designations and zoning districts and to create a village center-east subcategory for use in East Albany.

Article 3 Residential Zoning Districts: The residential zones are intended to preserve land for housing. This Code preserves the character of neighborhoods by providing seven zones with different density standards. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. These regulations provide certainty to property owners, developers, and neighbors by stating the allowed uses and development standards for the base zones. Sites within overlay districts are also subject to the regulations in Articles 6 and 7.

- 2.3 The purpose of the residential zoning districts is to provide standards to allow for a variety of housing types and densities within the residential zoning districts.
- 2.4 The amendments propose to add a new zoning district, High Density Residential (HDR). The HDR district would support the highest residential density in the city, as development in the HDR district must achieve a density of at least 25 units per gross acre and may not exceed 50 units per gross acre. The HDR district allows

a variety of housing types along with other compatible uses. Albany's highest density residential district allows development of up to 35 units an acre before any density bonuses.

- 2.5 The new HDR zone would enable denser development as the City continues to grow and respond to diverse housing needs. The HDR zone would be compatible with the new High Density Residential Albany Comprehensive Plan designation, which is proposed adjacent to Village Centers and other higher intensity uses.

Article 4 Commercial and Industrial Zoning Districts: The zones created in this article are intended to provide land for commercial, office and industrial uses. The differences among the zones, in the permitted uses and development standards, reflect the existing and potential intensities of commercial and industrial development. The site development standards allow for flexibility of development while minimizing impacts on surrounding uses. The regulations in this article promote uses and development that will enhance the economic viability of specific commercial and industrial areas and the city as a whole.

- 2.6 Amendments to Article 4 include adding a new zone called Employment (EMP). The EMP district is intended primarily for a range of office uses, light manufacturing, and high-tech/research activities and uses. Uses in this district complement or support more intensive industrial activities and uses while also providing a transition between industrial areas and general commercial or residential areas. The limited industrial and manufacturing activity allowed in the EMP district is intended to minimize hazardous impacts from heavier industrial uses while also providing a buffer between other industrial areas and nearby residential or commercial uses.
- 2.7 The Employment zone would be compatible with the Employment Albany Comprehensive Plan designation. The Employment zone is proposed to be located along visible corridors and could be applied near residential and commercial uses.
- 2.8 The proposed development code amendments would provide more opportunity for industrial, manufacturing and office developments.

Article 5 Mixed Use Zoning Districts. The mixed-use zoning districts are the center of neighborhood and commercial activity, providing a horizontal or vertical mix of retail and residential uses to serve nearby neighborhoods. Other uses may include offices, and community and personal services. Centers are easily accessible to nearby residences, are pedestrian-friendly, and relate to adjacent land uses. Commercial uses must fit the scale of adjacent neighborhoods and the desired character envisioned for each Village Center or mixed-use area.

- 2.9 The MUR district is intended primarily to create a residential district that allows a mixture of neighborhood commercial uses that meet the daily needs of area residents.
- 2.10 The MUC zoning district is intended primarily to provide a mix of convenience commercial, personal services, offices and medium density residential uses. The district would typically be anchored by a grocery store and may include a mix of smaller retailers, offices, live-work units, and residences. The MUC district is easily accessible to nearby residences, and commercial uses are compatible in scale and design with adjacent neighborhoods.
- 2.11 Proposed amendments would ensure that land zoned MUR would not be developed solely for non-residential uses, and that land zoned MUC would not be developed with only residential uses.

Conclusions: Development Code Amendment Criterion 2

- 2-1 The proposed Albany Development Code amendments are consistent with applicable purpose statements, special purpose districts, or development regulations where amendments are proposed in Articles 2, 3, 4, 5, and 22.
- 2-2 Based on the above analysis, this criterion is satisfied.

Overall Conclusions

Based on the analysis in this report, the proposed Albany Comprehensive Plan, Zoning Map, and Development Code amendments meet all the applicable review criteria as outlined in this report.

Ordinance Exhibits

- Exhibit A: Comprehensive Plan Text Amendments
- Exhibit B: East Albany Plan
- Exhibit C: Comprehensive Plan Map Amendments
- Exhibit D: Zoning Map Amendments
- Exhibit E: Albany Development Code Amendments
- Exhibit F: March 31, 2023, Staff Report Findings and Conclusions

Acronyms

ADC	Albany Development Code
AMC	Albany Municipal Code
DC	Development Code Text Amendment File Designation
DLCD	Oregon Department of Land Conservation and Development
OAR	Oregon Administrative Rule
ORS	Oregon Revised Statutes