

City of Albany

Water Reservoir Site Analysis Report Attachment E

Prepared for:



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1. INTRODUCTION

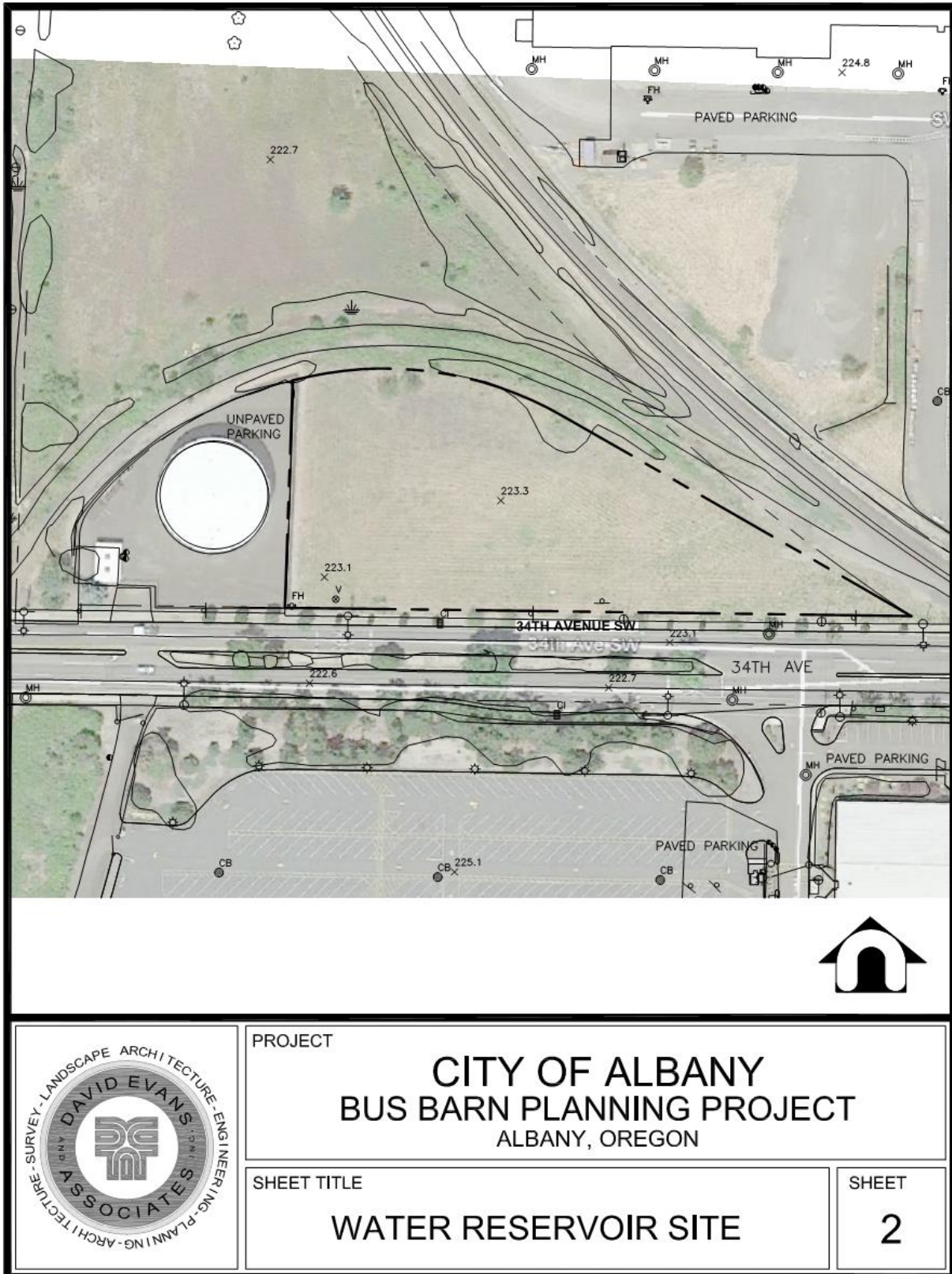
The City of Albany, Oregon (City) is evaluating the feasibility of developing two potential sites for a transit vehicle storage facility (Bus Barn). The vehicle storage building will accommodate 10 buses and the site will additionally provide for 12 staff parking spaces. The two property locations being evaluated are as follows:

- Property adjacent to and to the Southwest of the existing multimodal transportation center development at the Train Station. (Train Station Site)
- Property on the Northeast side of 34th Avenue adjacent to the 34th Avenue water reservoir and the Union Pacific Railroad. (Water Reservoir Site)

1.1 PURPOSE

The goal of this analysis is to document the site specific requirements for the Water Reservoir Site (Figure 1). This report will address zoning requirements, utilities, stormwater management facilities, necessary street frontage improvements, and any special access improvements that will impact the overall cost of developing the Bus Barn facility on the Water Reservoir Site.

Figure 1: Water Reservoir Site



2. ANALYSIS

2.1 EXISTING CONDITION SITE FEATURES

The Water Reservoir Site includes a single property north of 34th Avenue, and east of a property owned by the City of Albany that includes a water reservoir. The property is also adjacent to an active railroad to the north which is operated by Union Pacific. The property is undeveloped and is covered in grasses. There are no existing driveways off of 34th Avenue to access the site.

2.2 ZONING

The Water Reservoir Site is zoned Heavy Industrial (HI). This zone is intended for industrial use and is characterized by heavy traffic, extensive shipping of goods with easy access to major highways and rail. The Bus Barn facility would be a commercial parking use and would require a “Site Plan Review” process.

The Heavy Industrial (HI) zone requires 100% of the yards adjacent to streets to be landscaped. The HI zone does not require open space. There is a minimum 15-foot front yard setback requirement. There is no maximum structure height in the HI zone. And, no maximum lot coverage.

Landscaping requirements, including buffering and screening, must comply with Article 9, Sections 9.140, and 9.280 thru 9.325. Minimum landscaping acceptable for every 1,000 square feet of required setbacks in all non-residential zones is as follows:

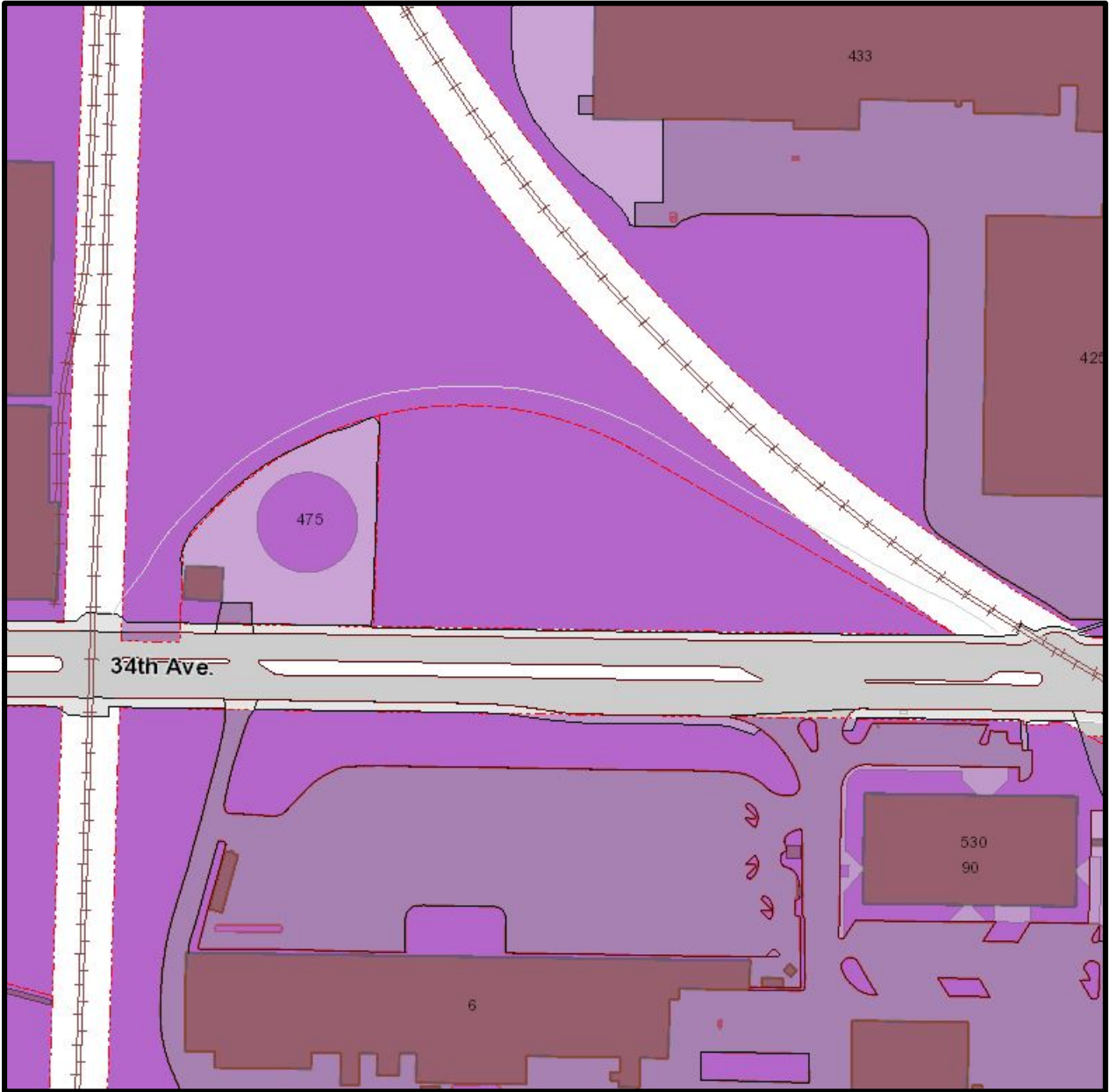
- a) One tree at least 6 feet tall for every 30 feet of street frontage.
- b) Five 5-gallon or eight 1-gallon shrubs, trees, or accent plants.
- c) The remaining area treated with suitable living ground cover, lawn, or decorative treatment of bark, rock, or other attractive ground cover.

Parking areas shall be divided into bays of not more than twelve (12) parking spaces. At both ends of each parking bay there shall be curbed planters at least 5-feet wide, excluding the curb. Each planter shall contain one canopy tree at least 10 feet high and decorative ground cover containing at least two (2) shrubs for every 100 square feet of landscaped area.

Refuse containers or disposal areas visible from the public street must be screened from view by a site obscuring fence, wall, or hedge at least 6 feet tall. Refuse areas may not be located in the required setback areas or buffer yards.

The properties do not include a “Riparian Overlay”, “Habitat Overlay”, or “Wetland/Waterway Overlay”.

Figure 2: Water Reservoir Zoning



Zones

Purple – Heavy Industrial Zone (HI)

2.3 UTILITIES

2.3.1. WATER

Figure 3, following, shows existing utilities on the proposed site.

There is an existing 16-inch diameter public water line running down the middle of 34th Avenue. The existing developments are served by this line. There are no existing public fire hydrants along the property frontage. We anticipate that a new public fire hydrant will be required to serve the Bus Barn facility. For the purposes of our analysis, we will assume the 16-inch waterline has sufficient capacity to serve the Bus Barn facility.

2.3.2. SANITARY SEWER

There is an existing 12-inch diameter sanitary sewer line located along the north side of 34th Avenue. This line runs from west to east. For the purposes of our analysis, we will assume this sewer line has sufficient capacity to serve the Bus Barn facility.

2.3.3. STORMWATER

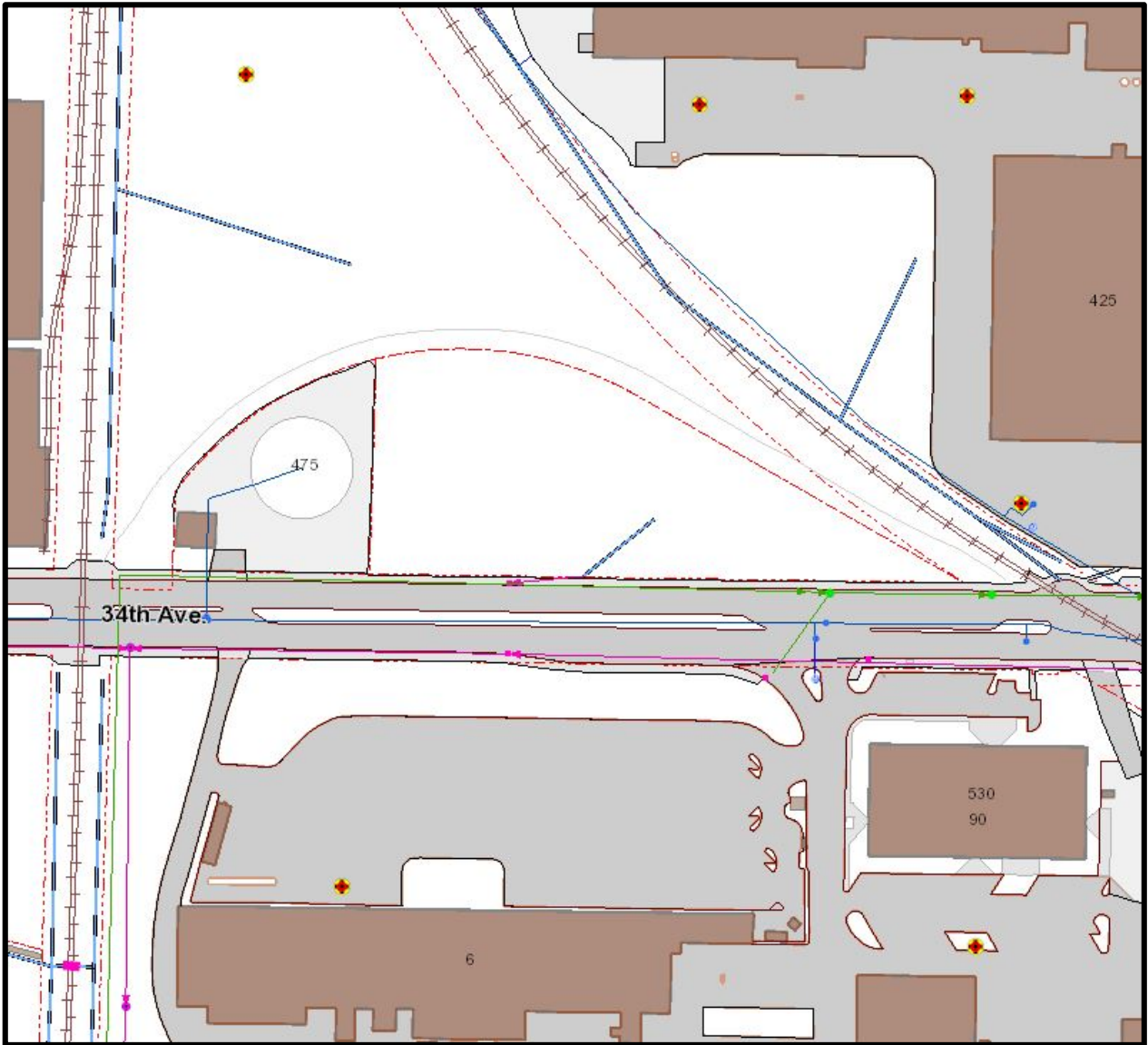
There is an existing 24-inch diameter storm drain line located along the north side of 34th Avenue right-of-way connecting to an existing curb inlet. The City GIS information does not indicate where this inlet discharges. There is an existing 48-inch diameter storm drain line located along the south side of 34th Avenue. The conveyance is from east to west. For the purposes of our analysis, we will assume this storm drain system will have sufficient capacity to serve the Bus Barn facility.

The City requires that all new developments meet water quality and detention requirements set forth in Division E – Stormwater Management Engineering Standards. The standards identify two types of facilities that can provide sufficient water quality treatment; Vegetated Stormwater Quality Facilities and Manufactured Facilities. The type of facility chosen will be based on the spatial constraints of the Water Reservoir Site.

2.3.4. POWER

The properties are served by Pacific Power. We anticipate the Bus Barn will also be served by Pacific Power.

Figure 3: Water Reservoir Utilities



Utilities

Blue – Water Line

Pink – Storm Drain Line

Green – Sanitary Sewer Line

2.2 TRANSPORTATION

34th Avenue currently has four lanes with a center median. The roadway section includes curb and gutter and a curb-tight sidewalk. Existing street trees are provided in tree wells adjacent to the curb. The curb and sidewalk appear to be in good condition and will not likely require replacement.

Because the Bus Barn will be accessed from 34th Avenue from either direction, we anticipate significant modifications to the center median to accommodate a left turn into the site. New driveways will also be required. Because the property is adjacent to an active railroad, additional coordination with Union Pacific Railroad will be required.

3. REFERENCES

City of Albany, Oregon, Engineering Standards, Division E: Stormwater Management, January 2011
<https://www.cityofalbany.net/images/stories/publicworks/engineering/standards/Design%20Standards%20-%20E%20-%20Stormwater%20-%202015.pdf>