LANDMARKS COMMISSION

AGENDA

Thursday, November 5, 2026
6:00 p.m.

This meeting includes in-person and virtual participation.
Council Chambers
333 Broadalbin Street SW
Or join the meeting here:
https://council.albanyoregon.gov/groups/lac/zoom
Phone: 1 (253) 215-8782 (long distance charges may apply)
Meeting ID: 891-3470-9381 Passcode: 530561

Please help us get Albany's work done.
Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to Order and Pledge of Allegiance
2. Roll Call
3. Approval of Minutes
    - September 29, 2026 [Page 3 – Page 6]
4. Public Comment
5. Scheduled Business
    A. HI-21-25/SP-20-25/RL-09-25, Type III- Quasi-Judicial Process [Page 7 – Page 102]
    Summary: Historic Review of New Construction for a four-story mixed-use building of approximately 27,000 square feet with 37 units, a Site Plan Review for New Construction, and a Replat to consolidate the properties into one lot. The property is located at 300 1st Ave SW.

    Persons wanting to provide testimony may:

    1- Email written comments to cd.testimony@albanyoregon.gov, including your name, before **noon on the day of the meeting.**

    2- To comment virtually during the meeting, register by emailing cd.testimony@albanyoregon.gov, before **noon on the day of the meeting,** with your name. The chair will call upon those who have registered to speak.

    3- Appear in person at the meeting and register to speak.

6. Business from the Commission

7. Staff Updates

   Article 7

   5th Avenue Rail Preservation Next Steps

8. Next Meeting Date: December 2, 2026

9. Adjournment

This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: cdaa@albanyoregon.gov or call 541-917-7550

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.

MINUTES

September 29, 2026
6:00 p.m.
Hybrid – Council Chambers
Approved: DRAFT

Call to Order
Chair Robinson called the meeting to order at 6:00 p.m.

Pledge of Allegiance

Roll Call

Members present:	Camron Settlemier, Chad Robinson, Richard Engeman, Vance McDermott, Mason Cox, Rayne Legras, (remote) Henry Ryals
Members absent:	None

Approval of Minutes for September 2, 2026
Commissioner Settlemier motioned for approval of the September 2, 2026 meeting minutes. Commissioner Legras seconded the motion. All voted and motion passed 7-0.

Comment
Lonna Capaci, Visitor Service/Historic Resources Manager for the Albany Visitors Association (AVA). As a representative of the Albany Downtown Association, she shared all the upcoming opportunities at the Montieth House as well as in other areas of Albany. These include Carriage of Shadows, Trolly of Terror, VIP Paranormal Investigations, Ghost Walks, History through the Headstones and Downtown Trick or Treat, as well as the Calapooia Brewery Artists Reception. She also had flyers to share for the Christmas Parlor tours and a list of upcoming activities associated with the Montieth House.

As a public comment, she expressed her concern over the painting of historic surfaces. Her concern is how Albany protects the historic surfaces when those buildings are painted. She referenced a building she noticed had glitter paint on the street-facing exterior of a potentially historic building within the Historic Downtown area. Seeing the paint made her wonder how an exterior paint treatment could be applied without consideration of the historic district's character, even on buildings that are rebuilt. She understood that buildings need maintenance to help a building survive. Her concern is painting previously unpainted historic brick and painting over ghost signs. Ghost Signs are the fading advertisements that tell us who owned and used the building, and the types of products or services offered there. She noted that once those are covered up, recovering these features is difficult or even impossible. She then referred to a previous discussion on an exemption on paint color or even painting unless it affects a character defining feature. She asked when and how a feature is determined to be a character defining or whether original brick or a surviving ghost sign would be considered a character defining feature, before it is painted over or destroyed. She asked if original, bare brick or painted signs are protected in any way and if the commission could find ways to identify clear, practical guidance on maintenance while giving original masonry and ghost signs a chance to be evaluated before they are covered. She reminded the group that these features are a part of Albany's history and decisions about them deserve to be recognized and protected before they are lost.

Scheduled Business

Quasi-Judicial Public Hearing on Planning File HI-15-26 - Historic Review of Exterior Alterations to infill an existing opening on the 2nd floor of the alley side of the building with brick to match the existing brick, located at 420 1st Ave SW.

Chair called the public hearing to order at 6:07 p.m.

Commission Declarations

- No members declared any Conflict of Interest
- No members declared any Ex-Parte Contact
- Engeman, Cox, Settlemier, Robinson reported a drive/walk
- No members abstained from the deliberation
- There were no public challenges to participation of commission members

Reading of Hearing Procedures
Planning Manager, David Martineau, read the hearing procedures.

Staff Report
Project Planner, Alyssa Schrems, presented the staff report and slides*. This is for a historic review of exterior alterations for the E.H. Rhodes Building, located at 420 1st Ave SW.

Staff questions
Settlemier asked if the opening is from a period of significance. He followed up by asking if the review was just for the opening and not a roofline extension above it.

Applicant Testimony
Scott Lepman and Lisa Kanaski provided additional information on the proposal, work already completed and timeline for current work. Lepman provided some historical information on the two original buildings and the need to complete the proposed in-fill on the south facing side of the building, which will protect the original masonry from further deterioration. McDermott asked if there was a way to in-set the bricks to show the original opening area. Michael Brandas, Project Manager for Lepman Properties, provided reasoning why having an inset in that area, being on the south facing side of the building could pose a problem because of the pooling of water at the inset. This “water ledge” would eventually allow the water to penetrate the historic masonry on a 100-year-old building. He noted that the location of the hole is also an area that the water is evacuated from the roof. He explained that while they could place flashing in the area, it would not be period correct. Legras asked about using a different color grout to distinguish the area. Brandas said this could be done, but within a couple of years of weather it would not be distinguishable. He referenced the rendering and explained how they had proposed to replace some of the surrounding bricks to blend the area and not show the hole, but if the commission preferred they could fill the hole in a way that would show the original hole instead. Robinson acknowledged the challenges, but reiterated the other commissioner’s questions, asking if there was a condition that would show where the original hole was. Brandas said that they could do the work in a way that the hole could still be identified but still seal the void. Settlemier referenced an old photo that had a sill on the bottom of the opening. Brandas noted that he remembered seeing the sill and said that there could be a sloped sill, but there would need to be steel flashing.

Public Testimony
None.

Waiver
Chair asked if the applicant wished to waive the 7-day waiting period for submitting additional written arguments. Lepman agreed to waive the waiting period.

Chair Robinson called the public hearing closed at 6:29 p.m.

Commission Deliberation
Engeman supports a simple approach to filling the hole and Cox agrees. Settlemier is ok with an infill but wants there to be a delineation for the opening. Legras prefers a delineation but is ok without one. McDermott agrees with delineation, was drawn to an inset but understands the challenges with doing that. Robinson would also like a delineation. Ryals said that from his experience, the infill will still be visible for a time and agrees that an in-set would be problematic with water penetration. He referenced a building on Water Street that has an infilled where a window once was and the area is still visible.

Motion: Commissioner Settlemier motioned to approve the exterior alterations, including the conditions of approval. An additional condition would be that the brick pattern clearly delineates the opening edges. McDermott asked how the delineation would be done. Settlemier stated that it would be up to the applicant to decide on what that delineation would be. Commissioner Cox seconded. The vote passed with 7-0 in favor.

Scheduled Business
Quasi-Judicial Public Hearing on Planning File HI-18-26 - Historic Review of Exterior Alterations to rehabilitate and restore store fronts on 111-113 1st Ave NW.

Chair called the public hearing to order at 6:36 p.m.

Commission Declarations

- Members McDermott & Ryals reported a potential Conflict of Interest – (both explained potential conflict, but neither would benefit from this project)
- No members declared any Ex-Parte Contact
- McDermott, Robinson, Settlemier, Cox reported a drive/walk by
- No member abstained from the deliberation.
- There were no public challenges to participation of commission members.

Reading of Hearing Procedures
Planning Manager, David Martineau, read the hearing procedures.

Staff Report
Project Planner, Alyssa Schrems, presented the staff report and slides*. This is a historic review of exterior alterations to rehabilitate and restore store front on 111-113 1st Ave NW.

Applicant Testimony
Josh Mitchell, with Albany Civic Theater, referred to the slides to explain the proposed changes for the project. McDermott asked about the awning design and clarified how this project is different from the previous theater project. He also asked about the type of windows to be used. Settlemier asked about the dimensions of the transom as well as asking about the awning. Ryals asked about the windows and if they were original. Dean Keeling came forward and answered questions about the windows and doors, regarding style, size and placement.

Public Testimony
None.

Waiver
Chair asked if the applicant wished to waive the 7-day waiting period for submitting additional written arguments. The applicant agreed to waive the waiting period.

Staff Questions
None.

The Chair called the public hearing closed at 6:55 p.m.

Commission Deliberation
Commissioners expressed support for the project and look forward to seeing it completed.

Motion: Commissioner Settlemier made a motion to approve the exterior alteration, including conditions of approval. Cox seconded and all voted to approve. Motion passed 7-0.

Business from the Commission
Cox asked about getting printed agenda packet. Staff let Commissioners know that they are welcome to request a printed copy of the agenda. Cox asked about ghost signs and original brick. Robinson also expressed concern and reiterated the lack of code to review it. Engeman noted that this could be an issue in other communities and wondered how they deal with it. Schrems will check with the director and report back to the group. Commissioners supported her efforts to identify language to protect these historic characteristics. Robinson asked for clarification on a property that is in a historic district and who the project was not under review. Staff and Commissioners discussed who the date of construction determination to consider for historic review, historic inventory guidelines and potential issues with expanding the dates of construction.

Business from Staff
Martineau shared that he had received comments from most of the Commissioners. He now plans to compile the notes and comments from everyone and share the document with the group. He asked everyone to review it and include any additional comments. After November 5th he will take all the comments and share with Schrems and Kuri Gill, with SHPO. From there, it will move to the hearings process. McDermott asked for clarification on entering supporting comments. Martineau expressed the importance of moving forward with this in a timely manner. Schrems reminded everyone of the Volunteer Appreciate event on the next evening, September 30th and encouraged everyone to attend.

Next Meeting Dates
The next meeting is scheduled for Thursday, November 5, 2026, at 6:00 p.m.

Adjournment
Chair Robinson adjourned the meeting at 7:28 p.m.

Respectfully submitted,

Talley Richardson
Administrative Assistant

Reviewed by,

David Martineau
Planning Manager

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. The documents are available by emailing cdaa@albanyoregon.gov.*

Staff Report

Historic Review for New Construction, Site Plan Review for New Construction, and Tentative Replat

HI-21-25, RL-09-25, SP-20-25 October 29, 2026

Summary

This staff report evaluates a Historic Review for New Construction, a Site Plan Review for New Construction and a Tentative Replat for a property located in the Downtown Commercial National Historic District (Attachment A). The applicant proposes to construct a four-story, mixed-use building of approximately 27,000 square feet with 37 residential units, a Site Plan Review for New Construction, and a Replat to consolidate the properties into one lot.

Application Information

Review Body:	Landmarks Commission (Type III review)
Staff Report Prepared By:	Alyssa Schrems, Project Planner
Applicant:	Sable Drive LLC, 100 Ferry Street NW, Albany, OR 97321
Property Owner:	City of Albany, Albany Revitalization Agency, 333 Broadalbin Street SW, Albany, OR 97321
Address/Location:	300 1st Ave SW
Map/Tax Lot:	Linn County Assessor's Map No. 11S-03W-06CC Tax Lot 6900
Zoning:	Historic Downtown (HD) (Downtown Commercial National Register District)
Overlays:	Downtown Commercial National Register District, Secondary Climate Friendly Area
Total Land Area:	26,958 square feet
Existing Land Use:	Parking Lot
Neighborhood:	Central Albany

Surrounding Zoning:	North: Historic Downtown (HD) East: HD South HD West HD
Surrounding Uses:	North: Commercial- Retail Shops & Services East: Commercial- Retail Shops & Restaurants South Commercial- Retail Shops & Restaurants West Commercial- Retail Shops & Restaurants
Prior History:	N/A

Notice Information

On October 15, 2026, a notice of public hearing was mailed to property owners within 300 feet of the subject property. On October 26, 2026, notice of public hearing was also posted on the subject site. As of October 29, 2026, no comments have been received.

Analysis of Development Code Criteria

Historic Review of New Construction (ADC 7.270)

The Community Development Director or the Landmarks Commission must find that the request meets the following applicable criteria in order to approve the new construction request:

Within the Downtown District:

Criterion 1

The development maintains the horizontal elements of adjacent buildings. (These horizontal elements can include an alignment of window frames, roof lines, facades, and clear distinction between first floors and upper floors.)

Findings of Fact

1.1 The applicant notes surrounding contributing buildings within the Downtown Commercial Historic District include the Albany State Bank (201-203 1st Ave NW), Cusick Bank (236-244 1st Ave SW) and the St. Francis Hotel (420 1st Ave SW). These buildings have horizontal elements including continuous belt courses, transom lines, stone sills, and prominent cornices that create horizontal alignments across the façade.

1.2 The applicant states that the proposed design of the building maintains the horizontal elements of surrounding buildings by: creating a first-floor transom band and upper cornice line that are aligned within approximately one foot of the St. Francis Hotel's parapet height, belt courses at intermediate levels to break up the façade into a clear base-middle-top organization which is consistent with traditional commercial block design, and a distinctive parapet cap which provides a pronounced horizontal terminus similar to other buildings in the district.

1.3 The proposed building design also includes minor variances in parapet heights as these variations are commonly seen throughout the district.

Conclusions

1.1 The applicant has provided several architectural details throughout the design to maintain the horizontal elements of surrounding buildings.

1.2 The Landmarks Commission may determine if this criterion is satisfied.

Criterion 2

The development maintains other historic patterns, such as the horizontal/vertical pattern of upper story windows and the pattern of entrances along the street.

Findings of Fact

2.1 The National Register Nomination form for the Downtown Commercial Historic District notes the consistent rhythm of vertically proportioned upper-story windows paired with regularly spaced, recessed storefront entrances. Together, these elements create a pattern of narrow vertical bays above broad, transparent storefronts.

2.2 The applicant states that the proposed design maintains these elements in the following ways: the design incorporates regularly spaced, vertically oriented window groupings with a vertical-to-horizontal ratio of approximately 2:1. This design is consistent with contributing buildings such as the J.C. Penney Building (317 1st Ave NW) and the Rhodes Block (410 1st Ave SW). The window alignment is maintained across multiple stories. At the ground level, three recessed commercial entrances and a centrally located recessed residential lobby entrance are located to match the spacing of the historic storefronts. These entrances are recessed roughly three feet from the façade, creating depth and shadow consistent with surrounding commercial storefronts. The applicant also notes that the vertical alignment of window centerlines and mullions strengthens the façade's structural rhythm.

Conclusions

2.1 The applicant's design indicates that the upper story windows will be vertically oriented with a consistent window alignment.

2.2 The design also indicates recessed storefronts and entrances that are compatible with surrounding development.

2.3 The Landmarks Commission may determine if this criterion has been met.

Criterion 3

Building materials are reflective of and complementary to existing historic buildings within the district.

Findings of Fact

3.1 The Albany Downtown Commercial Historic District is noted for its 19th and 20th century masonry buildings. Façade materials include brick, stone, stucco, and pressed metal, with pilasters, belt courses, arched window openings, and parapeted rooflines providing visual differentiation.

3.2 The applicant provides the following representative examples of historic architecture in the district: the Flinn Block (216 1st Ave SW), an ornate Second Empire Baroque style building with corbelled brickwork, arched fenestration, and pressed-metal cornice; the Straney & Moore Livery Stable (321 2nd Ave SW), which incorporated decorative brick hoods, and a vertically subdivided upper façade that is Queen Anne influenced; and McAlphin's Confectionery (129 1st Ave NW), which features brick, imitation stone veneer, stucco finishes, and continuous stone base courses with transoms above the storefronts.

3.3 The applicant offers the following table to detail how the proposed materials will complement existing building materials in the district:

Element	*Proposed*	*Typical in District*
Primary Material	Red/buff brick veneer, running bond	Historic brick masonry
Secondary Material	Stone base detailing; pressed-metal cornice	Stone veneer; decorative metal cornice
Window Type	Aluminum-clad wood sash and transoms	Painted wood sash
Storefront System	Aluminum glazing with divided-light transoms	Wood or steel framed storefronts
Roofline	Flat roof with parapet and defined cornice cap	Flat roof with parapet and cornice detailing

3.4 The applicant states that the brick veneer will be laid in a running bond pattern with soldier-course headers and stone sills that replicate the sale and lines of historic masonry facades. The pressed-metal cornices will provide at least a six-inch profile depth to emulate that of traditional pressed-tin, while aluminum-clad wood windows are proposed as a compatible, contemporary material.

3.5 The applicant notes that the Secretary of the Interior's Standard 9 encourages new construction to be compatible in massing, materials, and scale, while remaining identifiable as contemporary work.

Conclusions

3.1 The applicant provided a detailed chart of proposed materials and finishes that are intended to complement the surrounding historic buildings.

3.2 The Landmarks Commission may determine if this criterion is met.

Criterion 4

Lot coverage, setbacks, and building orientation to the street are consistent with the surrounding development patterns.

Findings of Fact

4.1 The Downtown Commercial National Register district is defined by zero-lot-line, full-block construction with service access located in midblock alleys that bisect the blocks into north and south. This pattern produces continuous street walls facing the numbered streets (as opposed to the half block walls that face the named avenues).

4.2 The applicant states that the proposed four-story building continues this form by maintaining an uninterrupted form along 1st Avenue, Broadalbin Street, and Ferry Street. This development would fill in the vacancy left by the demolition of the Wells Fargo building. Parking and loading areas are situated behind the commercial space and screened from public view to maintain the pedestrian character of the street facing facades.

4.3 While the proposed development is one building internally, the façade is articulated with vertical bays that are approximately 25-30 feet wide, recessed planes, and a central courtyard. These features visually subdivide the structure to reflect the narrow-lot rhythm found in the historic district. With a zero-foot setback along all frontages, the proposed development is consistent with the surrounding pattern.

4.4 The applicant states that the building's height of approximately 55 feet is similar to prominent structures such as the St. Francis Hotel and the Albany State Bank building (approximately 50 feet). The parapet and cornice lines complement the existing roofline pattern, while the recessed upper courtyard and differentiated parapets are intended to reduce the perceived scale of the building.

Conclusions

4.1 The proposed development maintains the zero-lot-line, full block development that is character-defining for the Downtown Commercial District.

4.2 The applicant provides additional details to show how the design has been made compatible with the surrounding development, such as reflecting the narrow-lot rhythm, and attention to detail to reduce the perceived scale of the building.

4.3 The Landmarks Commission may determine if this criterion is met.

Criterion 5

The development maintains the pedestrian scale and orientation of the downtown district.

Findings of Fact

5.1 The pedestrian scale of the district is created through transparent storefronts, recessed entries, and vertically proportioned openings.

5.2 The applicant states that along 1st Avenue, the ground-floor storefront windows provide over 70% transparency, which is similar to surrounding historic buildings. Additional storefront elements include 24-inch kick plates, two-foot-high transoms, and mullion depths that provide articulation, all of which create a pedestrian-oriented scale.

5.3 Each commercial suite has a recessed entry that is approximately three feet deep, as does the residential lobby entrance. These recesses introduce depth and shelter attributes that are commonly found in 20th century facades.

Conclusions

5.1 The applicant's building design indicates that the ground-floor storefronts will be approximately 70% transparent, which is compatible with surrounding development and pedestrian-oriented design. Additional storefront detailing is provided to reinforce the pedestrian scale of the first-floor development.

5.2 The Landmarks Commission may determine if this criterion is met.

Site Plan Review Criteria (ADC 2.450)

Section 2.450 of the ADC includes the following review criteria that must be met for this application to be approved.

Criterion 1

The application is consistent with the goals and policies of the Comprehensive Plan and any relevant plans adopted by the City Council.

Findings of Fact and Conclusions

1.1 The subject property is designated as Village Center in the Albany Comprehensive Plan and is located within the Downtown Commercial Historic District. Comprehensive Plan policies state that Village Centers and historic areas be developed with compact, walkable, mixed-use buildings that reinforce downtown as the cultural, economic, and civic core of the community.

1.2 Economic Development (Comprehensive Plan Chapter 3, Statewide Goal 9) Plan policies encourage the redevelopment of underutilized and vacant sites, the expansion of commercial opportunities downtown, development that strengthens the local tax base and employment, and mixed-use projects that support economic vitality.

The applicant states that the proposal redevelops a vacant surface parking lot into a four-story mixed-use building containing commercial storefronts and 37 upper-story residential units. The project increases downtown activity, supports jobs, enhances the tax base, and directly contributes to the revitalization of the City's commercial core consistent with Goal 9.

1.3 Housing (Comprehensive Plan Chapter 4, Statewide Goal 10) policies call for increasing diverse housing options, providing higher-density housing near services and employment, encouraging infill and redevelopment, and meeting needs identified in Albany's Housing Needs Analysis.

The applicant states that this project provides 37 multi-family dwelling units in a walkable, transit-served location, increasing downtown housing options, and contributing to needed higher-density infill. This project advances housing choice and redevelopment goals without expanding the city's urban footprint.

1.4 Transportation (Comprehensive Plan Chapter 5, Statewide Goal 12) policies call for a safe and efficient multimodal transportation system, development patterns that promote walking, bicycling, and transit, reduced reliance on single-occupancy vehicles, and street-oriented buildings downtown and in village centers.

The applicant states that the building is constructed directly at the property line along all street frontages with multiple pedestrian entries, clear ADA access routes, and long-term enclosed bicycle parking. Mixed-use building form reduces vehicle trips by locating housing directly above commercial opportunities. This project supports Goal 12 by reinforcing a walkable, multimodal downtown environment.

1.5 Public Facilities & Infrastructure (Comprehensive Plan Chapter 6, Statewide Goal 11) Plan objectives include providing adequate water, sewer, and stormwater capacity, encouraging development that efficiently uses existing infrastructure, and supporting redevelopment where services are already available.

The applicant states that the site is fully served by existing utilities with adequate capacity. No off-site extensions are required. Stormwater management will comply with AMC 12.45. The project efficiently uses existing public facilities consistent with Goal 11.

1.6 Social Amenities, Cultural Resources & Historic Areas (Chapter 2 & Chapter 7, Goals 5, 7, & 8) Plan Policies emphasize the protection and enhancement of historic resources, context-sensitive infill in historic districts, reinforcing the traditional downtown streetscape, and supporting community identity and cultural character.

The applicant states that the property is located within the Downtown Commercial Historic District and is subject to ADC 7.270 (Historic Review of New Construction). The proposal uses compatible massing, façade rhythm, window proportions, storefront articulation, and durable materials that reinforce historic development patterns. No historic resources are proposed to be altered or removed. The building strengthens the district's historic character, consistent with Goals 5, 7, and 8.

1.7 Climate Friendly & Equitable Communities (CFEC), CFA Overlay Policies. Climate Friendly and Equitable Communities policies require a minimum residential density of 15 dwelling units per net acre in Climate Friendly Areas, moderated parking supply, and encourages mixed-use buildings with compact, walkable development patterns.

The applicant states that the proposed project provides approximately 60 dwelling units per next acre, which exceeds the minimum CFA density requirement. Parking supply (51 spaces) is moderate and does not exceed CFA maximums. The building form prioritizes pedestrian and bicycle facilities and provides compact mixed-use infill consistent with CFEC expectations.

1.8 Urbanization (Comprehensive Plan Chapter 8, Goal 14) Plan policies require efficient use of land within the Urban Growth Boundary, redevelopment and infill over urban expansion, and higher-density development within areas already served by utilities.

The applicant states that the proposal redevelops an underutilized downtown site fully served by existing public facilities, providing compact mixed-use development within the UGB. The project advances Goal 14 by promoting efficient, higher-density urban redevelopment.

1.9 The Landmarks Commission may determine if the proposed development satisfies this criterion.

Criterion 2

The application is complete in accordance with the applicable requirements.

Findings of Fact and Conclusions

2.1 In accordance with ADC 1.160, the application was deemed complete as of July 3, 2026.

2.2 This criterion is met without conditions.

Criterion 3

The application complies with all applicable provisions of the underlying zoning district including, but not limited to, setbacks, lot dimensions, density, lot coverage, building height, and other applicable standards.

Findings of Fact and Conclusions

3.1 The subject property is located in the Historic Downtown (HD) zoning district, within the secondary Climate Friendly Area (CFA) overlay. The purpose of the HD zone is to provide 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. The purpose of Climate Friendly Areas is to create more accessible mixed-use and walkable areas to increase opportunities for housing close to services, transit, and employment, in order to reduce pollution from transportation.

3.2 The proposed development is a four-story mixed-use building with ground-floor commercial suites and upper-story multiple unit dwellings. This use is allowed in the HD district as a mixed-use building with upper-story residential per ADC 5.070(17)(b). No prohibited or auto-oriented uses are proposed, and residential uses are limited to the upper floors, consistent with the stated purpose of the HD zone and the additional purpose of the CFAs.

3.3 Lot Dimensions and Area: The parcel contains approximately 26,958 square feet. The HD does not have a maximum lot size and imposes a minimum lot size of 1,000 square feet for all non-residential uses. The subject property is larger than 1,000 square feet, which meets this standard. The minimum lot width in the HD zone is 20 feet, and the minimum lot depth is 50 feet. The subject property has a width of approximately 265 feet and a depth of approximately 100 feet. This exceeds both the minimum lot width and depth of the HD zone.

3.4 Setbacks: The HD zone has a maximum front setback of five feet for non-residential and mixed-use development. There is no minimum front, side, or rear yard setback.

The site plan submitted indicates that the proposed building will be located directly on the property lines along all three street frontages, which satisfies the maximum front setback and is consistent with the minimum front setback.

3.5 Building Height: Per ADC 5.090(18), 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, the maximum building heigh in the HD and DMU zones is 65 feet. The applicant states that the proposed building has a primary parapet height of 55 feet and four inches, with a localized parapet feature rising to 61 feet and seven inches. This taller element is an architectural parapet extension rather than a mechanical screen or enclosure.

3.6 Density and Lot Coverage: The HD zone has a maximum lot coverage standard of 100%. Based on the applicant's site plan, the proposed development will be consistent with this maximum. Per ADC 5.090(9), minimum density standards apply to development located within a Climate Friendly Area overlay zoning district per Article 14. The proposed development has an approximately 60 dwelling units per net acre density, which exceeds the minimum density of 15 dwelling units per net acre for the secondary CFA.

3.7 Conclusion: Based on the analysis above, this criterion appears to be met.

Criterion 4

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

Findings of Fact

4.1 Article 4 Airport Approach district: According to Figure 4.410-1 of the ADC, the subject property is not in the Airport Approach district.

4.2 Article 6 Steep Slopes, Comprehensive Plan Plate 7: According to Plate 7 of the Comprehensive Plan, the subject property is not located in the Hillside Development overlay district.

4.3 Article 6 Wetlands, Comprehensive Plan Plate 6: According to Plate 6 of the Comprehensive Plan, the subject property does not appear to contain wetlands.

4.4 Article 7 Historic Districts, Comprehensive Plan Plate 9: According to Plate 9 of the Comprehensive Plan, the subject property is located in the Downtown Commercial National Register District. Compliance with the requirements of Article 7 is discussed above in this report and the findings are incorporated herein by reference.

4.5 Article 6 Floodplains, Comprehensive Plan Plate 5: The applicable Flood Insurance Rate Map (FIRM) for the subject site is Community Panel No. 41043C0213H, dated December 8, 2016. Based on this FIRM, the subject property is not located within the floodway or 100-year floodplain.

Conclusions

4.1 The proposed development is not located within the special purpose district described in Article 4 (Airport Approach Overlay).

4.2 According to the FEMA Flood Insurance Rate Map, the proposed development is not located within the Floodplain Overlay District or Hillside Development Overlay District described in Article 6.

4.3 There are no known wetlands on site.

4.4 The proposed development is located within the Downtown Commercial National Register District. This proposal includes a concurrent Historic Review for New Construction in order to assure compliance with the requirements of Article 7.

4.5 This criterion is met.

Criterion 5

The application complies with all applicable Design Standards of Article 8.

Findings of Fact and Conclusions

5.1 The subject property is designated as Village Center in the Comprehensive Plan and is also identified as a Secondary Climate Friendly Area. The proposed development is subject to the standards in ADC 8.200-8.305 for the residential portion of the mixed-use building, ADC 8.310-8.390 for the commercial portion of the mixed-use building, with the entire development being subject to the additional standards in ADC 8.405-8.485. Where criteria in ADC 8.200-8.305 refer to first floor residential development, or ADC 8.310-8.390 refer to above first-floor commercial development, these sections have been purposefully omitted due to how mixed-use development is reviewed.

5.2 Relationship to Historic District Standards: Per ADC 8.210 & 8.320, for development subject to historic review under Article 7, the review body may grant flexibility in meeting any of the design standards where necessary to achieve historic compatibility.

Multiple-Dwelling Unit Design Standards (ADC 8.200-8.305)

5.3 Open Space (ADC 8.220): ADC 8.220(1) and Table 8.220-1, when a development includes more than 10 dwelling units, a minimum of 250 square feet of usable common open space is required. The applicant states that a 1,023-square-foot upper-level common lounge and outdoor terrace has been provided for the residents. This space functions as a shared residential amenity and meets the standards of ADC 8.220(2), including providing a common indoor and outdoor amenity with no dimensions less than 15 feet and incorporating fixed and/or movable seating.

5.4 Façade Design & Windows (ADC 8.255): ADC 8.255(2) requires regulated facades to include a minimum of two architectural features from the provided list. The applicant states that they are providing recessed building entrances, horizontal and vertical façade offsets, and parapet articulation to provide visual relief. These listed features satisfy the minimum required from the list. ADC 8.255(3) requires at least 25% of the total area of each regulated façade to contain windows or doors that

meet the criteria of (a) through (c). The applicant states that the façade facing 1st Avenue contains at least 34% windows, the façade facing Ferry Street contains at least 48% windows, and the façade facing Broadalbin Street contains at least 38% windows. All windows are proposed to use compliant glazing (VT ≥0.4) and oriented toward or within 45 degrees of the front lot lines.

5.5 Building Orientation and Entries in the HD, DMU, CB, and WF Zoning Districts: The main entrance of the proposed development faces 1st Avenue SW. The proposed development has no first-floor residential units, with all units internally accessed through the lobby.

5.6 Pedestrian Connections: The applicant states that the development provides direct, ADA-compliant pedestrian connections between building entrances, the sidewalk system, and the rear parking area. Internal ADA circulation is also satisfied by the proposed elevator.

5.7 Parking Location: In CFAs and the HD zone, no parking is allowed between the building and the street and driveways must be minimized. The applicant states that all off-street parking is located internally via a parking garage on the ground floor that is separated from 1st Avenue by the proposed commercial development. The applicant's site plan indicates that there will be a curb cut in Ferry Street and a curb cut in Broadalbin Street to facilitate one-way travel through the parking garage.

Commercial & Institutional Site Design Standards (ADC 8.310-8.390)

5.8 Entrance Orientation and Parking Location: ADC 8.330(1) requires new buildings to be oriented to existing or new public streets with a direct connection from the street sidewalk to building entrances. The proposed development meets this standard by being located at the property line, with multiple entrances facing 1st Avenue SW and one entrance each facing Broadalbin and Ferry Street. ADC 8.330(1)(a) requires at least one main entrance that is designed to include at least three features from the provided list. The applicant's site plan indicates that a recessed doorway, transom windows, and a canopy will be provided. ADC 8.330(2) requires parking to be located to the side or rear of the building and not between the building and the street. The proposed development has located the parking within a parking garage on the ground floor of the building; therefore, this standard is met.

5.9 Façade design, articulation, and windows: ADC 8.345 requires all regulated facades to provide two features from the provided list. Based on the applicant's site plan, all building entrances will be recessed between three to six feet deep and weather protective awnings are provided over all public entrances. The applicant states that the first floor is comprised of 60% windows, however the HD district requires 75% windows per Table 8.345-1. The applicant will have an opportunity to address this at the hearing.

5.10 Pedestrian Amenities: ADC 8.365 requires developments to provide a minimum of two pedestrian amenities from the provided list. The applicant states that the proposed design provides continuous weather protection along commercial frontages, street-oriented entrances, bench style seating at each commercial entrance, and a cohesive pedestrian-oriented streetscape. Based on these facts,

this standard is satisfied.

5.11 Compatibility Standards: ADC 8.390(1) requires all undesirable impacts produced on the site to be mitigated from adjacent properties. There are no identified undesirable impacts anticipated from the proposed uses. ADC 8.390(2) requires the site to be protected from any undesirable impacts generated on abutting properties. There are no anticipated undesirable off-site impacts as the adjacent uses are retail sales, a movie theater, and restaurants. ADC 8.390(3) requires screening for service areas and equipment. The applicant states that the trash and recycling enclosure is located adjacent to the alley, consistent with downtown service patterns, and is screened from public street frontages. All rooftop mechanical equipment is proposed to be placed on the roof and set back from roof edges so that the building height and parapet walls provide additional visual screening.

Supplemental Design Standards for Village Centers & CFAs (ADC 8.405-8.485)

5.12 Buildings Along Public Streets: This standard does not apply to developments located within the HD zone.

5.13 Building Design: ADC 8.440(1) requires changes in building facades longer than 100 feet by providing relief such as recessed entries, offsets, jogs, bays, columns, ribs, pilasters, piers cornices, bases, or other distinctive changes. At least two materials or textures must be used. Based on the proposed design, the development provides recessed entries, offsets, and changes in building style that create the appearance of four separately design buildings that are attached. There are six different types of cladding proposed. ADC 8.440(2) requires cohesive development when there are multiple buildings proposed. The proposed development is one building designed to look like four different buildings to provide architectural relief and to match the development pattern of the district. This standard does not apply. ADC 8.440(3) requires the height of the first story to be a minimum of 14 feet. The exterior plans do not indicate the height of building. The applicant will have an opportunity to discuss this at the hearing.

5.14 Pedestrian Network: The proposal provides direct pedestrian connections to all primary entrances and creates an uninterrupted sidewalk edge along all three streets. This standard is met.

5.15 Privacy Considerations: ADC 8.450 requires non-residential uses and parking areas to be arranged to minimize infringement on the privacy of adjoining residents. The proposed development limits the parking area and commercial development to the ground floor of the development. There are no surrounding ground floor residential uses. Based on this, there is no anticipated privacy infringement.

5.16 Parking Area Perimeter Landscaping: ADC 8.470(1) requires all parking areas adjacent to a public street to be screened. The proposed development includes a ground level parking garage that is enclosed within the building, with the exception of the vehicular entrance and exit. This standard is met.

5.17 Supplemental Residential Design Standards: ADC 8.485(1) requires a minimum of

75 percent of a building's exterior to be surfaced with wood, brick, stucco, stone, cement or cement fiber, masonry, or lap siding when in the HD zone. The applicant does not state the percentage that will be surfaced with these materials. The applicant will have an opportunity to address this at the hearing.

5.18 Conclusion. The Landmarks Commission may determine if the applicant has satisfied the design standards or if flexibility for the development standards is warranted due to the location within the Downtown Commercial National Register District.

Criterion 6

The application complies with all applicable Design Standards of Article 10.

Findings of Fact and Conclusion

6.1 Article 10 pertains to manufactured homes, manufactured home parks, and RV parks. These uses do not pertain to the proposal.

6.2 This standard is not applicable.

Criterion 7

The application complies with all applicable On-Site Development and Environmental Standards of Article 9.

Findings of Fact and Conclusions

7.1 Off-Street Parking and Loading. ADC 9.020 provides standards regarding the maximum allowed parking based on the proposed development. ADC 9.020(8)(b) states that non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section. The parking area provided by the applicant is all contained within a parking garage. Based on this fact, the proposed development complies with this section.

7.2 Bicycle Parking. Bicycle parking is required in the amounts listed in Table 9.030-1, based on the proposed use. For the residential portion of the development, the proposal provides 37 dwelling units. Based on the parking standards for multiple dwelling units, the development is required to provide 18 bicycle parking spaces (0.5 spaces per dwelling unit, rounded up). The proposal also includes three ground-floor commercial tenant suites totaling 7,695 square feet. Because the proposed commercial tenant spaces are not assigned a specific use at this time, bicycle parking requirements for the commercial component are calculated using the "Offices: All other commercial and professional services" standard in ADC 9.030, which requires the greater of two bicycle parking spaces or 0.50 spaces per 1,000 square feet of gross floor area. Applying this standard results in a total commercial requirement of six bicycle parking spaces. Based on this, the development requires a total of 24 bicycle parking spaces.

Pursuant to ADC 9.030(4)(d), all required bicycle parking spaces for new multi-dwelling unit and mixed-use development must be sheltered. In addition, a minimum of 25 percent of required bicycle parking spaces must be sized to

accommodate for larger/cargo bicycles. Based on the total required bicycle parking, the development must provide at least seven cargo-sized bicycle parking spaces (25 percent of 24 spaces, rounded up). Cargo-sized bicycle parking spaces shall measure a minimum of three feet by eight feet, with a minimum five-foot access aisle, and shall be located at ground level. All bicycle parking spaces shall be sheltered by a roof overhand or a separate roof with a minimum height of seven feet, or be located within a roofed building, bicycle room, or bicycle lockers, consistent with ADC 9.030(4)(d). Bicycle parking is shown on the site plan in locations near primary building entrances and within the parking lot, consistent with the location and design standards of ADC 9.030.

7.3 Carpool/Vanpool Spaces. ADC 9.035 states that when parking is provided, at least one standard-sized parking space shall be reserved for carpool/vanpool parking. Preferential carpool/vanpool parking spaces must be closer to the employee entrance of the building than other parking spaces, except for ADA accessible parking spaces and must be clearly marked "Reserved - Carpool/Vanpool Only". Based on the applicant's site plan, one parking space is provided as a carpool/vanpool parking space. The parking space does not appear to be preferentially located towards any employee entrance. As a condition of approval, the applicant shall be required to provide an updated site plan showing the carpool/vanpool space preferentially located near an employee entrance or any entrance if there is no specific employee entrance. This standard is met with conditions.

7.4 Electrical Vehicle Charging Capacity. ADC 9.050 requires 40 percent of all vehicle parking spaces within newly constructed, privately owned mixed-use buildings with five or more residential dwelling units to provide electrical service capacity sufficient for a level 2 electric vehicle charging station. Additionally, 40 percent of ADA spaces in residential and mixed-use development must also be provided with electric vehicle charging capacity. The applicant's site plan shows 47 provided parking spaces, with two of them being ADA spaces. A total of 23 parking spaces (22 regular parking spaces and one ADA space) are proposed to be provided with electric vehicle charging capacity, which is approximately 49% of provided parking spaces. This standard is met.

7.5 Loading Standards. Loading spaces are required for all uses except office and residential uses. Loading berths shall be located so that vehicles are not required to back or maneuver in a public street. The applicant indicates that since the ground-floor commercial area does not meet the 10,000 square foot threshold for a loading space that they are exempt. Deliveries and loading are proposed to occur via the alley and do not require backing into public streets. This standard is met.

7.6 Parking Area Improvement Standards. ADC 9.100 provides standards that must be met for all public or private parking areas. The applicant states that the parking lot will be paved with a durable, dust-free surface, provided with perimeter curbs and wheel stops where spaces front sidewalks or property lines, and designed with striping, drainage, and lighting consistent with the standards in ADC 9.100.

Pedestrian access from the parking area to the building entrances will be provided via hard-surfaced walkways meeting accessibility standards. The applicant's site plan shows 15 compact parking spaces, which is approximately 32% of the provided parking spots. This does not exceed the maximum 40% compact parking spaces allowed by ADC 9.100(11). This standard is met.

7.7 Off-Street Parking Lot Design and Circulation. The proposed parking area is designed with a one-way drive aisle that is 26 feet wide. The applicant's site plan shows a striped pedestrian walkway crossing the drive aisle, however no information about the surfacing is provided. Per ADC 9.120(3)(e), "walkways at intersections with drive aisles and other driveways must be demarcated by a raised surface that slows vehicular travel, or by different surface materials and textures such as contrasting paving materials (such as pavers, light-color concrete inlay between asphalt, or similar contrasting material) and/or reflective striping that emphasizes the crossing under low light and inclement weather conditions. Crossings demarcated only by painted striping are not permitted". As a condition of approval, the applicant must submit an updated plan to show compliance with this standard. The applicant's site plan with parking space dimensions indicates compliance with the parking lot design standards in Table 9.120-1, including widths for compact, regular and ADA spaces, as well as the minimum lengths required for each, as well as for parking spaces with curbing. This standard is met with conditions.

7.8 Surface Parking Area. This section does not apply as the parking area is covered and integrated within a building.

7.9 Connectivity. This section does not apply in the HD zone.

7.10 Landscaping. ADC 9.135-9.150 do not apply as the development is sited at the property line (leaving no front setback to be landscaped), and the parking area is covered which addresses the purpose of parking lot landscaping in ADC 9.150. ADC 9.160 discusses parking area perimeter landscaping in Village Centers. The proposed development meets the intent of screening the parking area from the public street by integrating the area into the larger structure by continuing the façade covering (with appropriate venting for vehicle fumes).

7.11 Conclusion. This criterion is met with conditions of approval.

Conditions

Condition 1 Prior to issuance of building permits, the applicant must submit an updated floor/parking plan showing the carpool/vanpool space being preferentially located near the employee entrance or any entrance if there is no specific employee entrance.

Condition 2 Prior to issuance of building permits, the applicant must submit an updated floor/parking plan showing compliance with ADC 9.120(3)(e) regarding pedestrian walkway surface demarcation.

Criterion 8

The Public Works Director has determined that public facilities and utilities are available to serve the proposed development in accordance with Article 12 or will be made available at the time of development.

Findings of Fact

Sanitary Sewer

8.1 City utility maps show 8-inch public sanitary sewer main in the public alley along the southern property line, a 24-inch public sanitary sewer main in Ferry Street SW, and a 12-inch public sanitary sewer main in Broadalbin Street SW. There are multiple sewer laterals to the subject property that may be utilized to serve the development. The subject property was connected to the public sanitary sewer system with previous development.

8.2 AMC 10.01.080(2) states that before the City will issue a Building Permit, the applicant must pay to the City the necessary System Development Charges and any other applicable fees for connection to the public sanitary sewer system.

8.3 The applicant submitted a preliminary utility plan. The applicant's preliminary utility plan indicates that the proposed development will install new laterals to the existing sanitary sewer main located in the alley. An Encroachment Permit from the City of Albany's Engineering Division is required before work is started on the new sewer lateral construction and abandonment of any sewer laterals not to be used on the site.

Water

8.4 City utility maps show a 10-inch public water main in 1st Avenue W, a 12-inch public water main in Ferry Street SW, and an eight-inch public water main in Broadalbin Street SW. The subject property was connected to the public water system with the previous development

8.5 The applicant's proposed utility plan shows installation of a new fire line, a new residential water meter to serve the apartments, and two commercial water meters to serve the commercial space. The developer must obtain a Water Meter Permit through the City of Albany's Engineering Division for new water services with meters, and abandonment of any water services not used. The developer must obtain a Permit for Private Construction of Public Improvements through Public Works for the installation of a fire line.

8.6 AMC 11.01.225 requires backflow prevention to protect the public water system. The applicant shows a private backflow device within the public right-of-way. The private backflow device will need to be installed on private property. Due to the building design this will likely need to be within the building. The City of Albany requires backflow prevention for buildings over three stories in height or greater than 30 feet above the public water main. Backflow devices shall be approved by the City of Albany Water Cross Connection Specialist. Due to the height of the building, a reduced pressure backflow device may be required on the private fire line and domestic water line.

Storm Drainage

8.7 City utility maps currently show a 12-inch storm drainage main in Broadalbin Street SW, a 21-inch storm drainage main in 1st Avenue W, a 12-inch storm drainage main in Ferry Street SW, and a 12-inch storm drainage main in the alley at the southeast corner of the site. The public alley along the southern property line of the subject property has poor drainage and was impacted by the demolition of the Wells Fargo building. The subject property was connected to the public storm drainage system with previous development.

8.8 Engineering Standards section E4.01(A) states, "Surface or subsurface drainage, caused or affected by the changing of the natural grade of the existing ground or removal of natural ground cover or placement of impervious surfaces, shall not be allowed to flow over adjacent public or private property in a volume and/or rate or location materially different from that which existed before development occurred, but shall be collected and conveyed in an approved manner to an approved point of disposal. Requirements of the Albany Building Division shall also be met regarding alteration of drainage patterns."

8.9 It is the property owner's responsibility to ensure that any proposed grading, fill, excavation, or other site work does not negatively impact drainage patterns to, or from, adjacent properties. In some situations, the applicant may propose private drainage systems to address potential negative impacts to surrounding properties. Private drainage systems that include piping will require the applicant to obtain a plumbing permit from the Building Division prior to construction. In addition, any proposed drainage systems must be shown on the construction drawings. The type of private drainage system, as well as the location and method of connection to the public system must be reviewed and approved by the City of Albany's Engineering Division.

8.10 ADC 12.530 states that a development will be approved only where adequate provisions for storm and flood water run-off have been made, as determined by the City Engineer. Due to the proximity to the Willamette River, the City Engineer has waived the requirement for stormwater detention.

8.11 The applicant submitted a drainage report for the construction of private mechanical treatment with filtration cartridges and a new connection with a manhole to the public storm drainage main in Ferry Street. An Encroachment Permit from the City of Albany's Engineering Division is required before work is started on the new storm drainage service connection and the abandonment of any storm drainage service connections that will not be used to the site.

8.12 AMC 12.01.090 states that the Public Works Director may require best management practices (BMPs) for any activity, operation, or facility which may cause or contribute to the introduction of pollutants to rights-of-way, wetlands, drainage ways, the municipal stormwater system, receiving waters, and/or areas that include or contribute directly to the Waters of the State. Where BMP requirements are promulgated by the Director, the owner or operator of such activity, operation, or facility shall provide, at their own expense, reasonable protection from the

discharge of pollutants, as described above, through the use of structural and/or nonstructural BMPs. An erosion prevention and sediment control (EPSC) permit shall be obtained for land-disturbing activities affecting an area of 2,000 square feet or greater, cumulatively (AMC 12.40.030).

Conclusions

8.1 Public sanitary sewer, water, and storm are available and adequate to serve the proposed development.

8.2 Before the applicant can make a new sanitary sewer service connection to the public storm drainage system, an Encroachment permit must be obtained from the Public Works Department.

8.3 The applicant must obtain a Water Meter Permit through the City's Public Works Department for new water services with meters or removing existing services that will no longer be used.

8.4 The applicant must obtain a Permit for Private Construction of Public Improvements Permit from the Public Works Department prior to connecting to the public water system for the proposed fire line.

8.5 Before the applicant can make a new storm drainage service connection with a public manhole for the development to the public storm drainage system, a Permit for Private Construction of Public Improvements must be obtained from the Public Works Department.

8.6 Due to the proximity to the Willamette River, the City Engineer has waived the requirement for stormwater detention.

8.7 The applicant shall install Best Management Practices prior to any ground disturbing activities under Public Work's Erosion Prevention and Sediment Control Permit.

Conditions

Condition 3 **Public Works.** Prior to connecting to the public sewer line, the applicant must obtain an Encroachment Permit from the Public Works Department.

Condition 4 **Public Works**. Prior to connecting to the public water main for proposed fire line, the applicant must obtain a Permit for Private Construction of Public Improvements Permit from Public Works Department.

Condition 5 **Public Works**. Prior to connecting to the public storm drainage line, the applicant must obtain a Permit for Private Construction of Public Improvements Permit from the Public Works Department.

Condition 6 **Public Works**. Prior to any ground disturbing activities, the applicant shall obtain an Erosion Prevention and Sediment Control Permit from the Public Works Department and install Best Management Practices.

Criterion 9

The Public Works Director has determined that transportation improvements are

available to serve the proposed development in accordance with Article 12 or will be available at the time of development.

Findings of Fact

9.1 The proposed development will construct a new four-story, 27,453 square-foot mixed-use building. The subject property is located at 300 1st Ave SW.

9.2 The subject property has frontage along 1st Avenue W, Broadalbin Street SW, Ferry Street SW and a public alley. 1st Avenue W is classified as a major collector street and is constructed to city standards. Improvements include curb and gutter, two vehicle travel lanes in the westerly direction, bike lane, on-street parking along each side of the street and sidewalks.

Broadalbin Street and Ferry Street are classified as local streets and are constructed to city standards. Broadalbin Street improvements include curb and gutter, a vehicle travel lane in each direction, on-street parking along the west side of the street, and sidewalks. Ferry Street improvements include curb and gutter, a vehicle travel lane in each direction, on-street parking along both sides of the street, and sidewalks. Sidewalks along Broadalbin Street and 1st Avenue were damaged during demolition of the Wells Fargo Building with the basement that extended under the alley. The public alley is not improved to city standards and was partially removed with the demolition of the Wells Fargo building that extended under the alley.

9.3 Architectural plans call for a zero-lot-line building along all property lines. The construction of the building foundation footings is proposed to be two feet below grade, which will require removal of sidewalk panels and pavement in the alley to install footing and footing drains as shown on the architectural plans.

9.4 The applicant shall replace all sidewalk damaged from the demolition of the Wells Fargo building and all sidewalk damaged or removed in the construction of the proposed building. Sidewalks must be constructed to City standards.

9.5 The subject property has three existing driveway accesses into the site from 1st Avenue and four accesses off the public alley along the southern property line. The proposed development will have a parking garage on the ground level with a proposed entrance access off Ferry Street and exit onto Broadalbin Street. The proposed entrance will have an automatic door, and the door is proposed to be inset.

9.6 The applicant did not submit a trip generation estimate or Traffic Impact Analysis (TIA) with the application. Albany's threshold for submitting a trip generation estimate is 50 peak hour trips. Developments that generate 100 or more peak hour trips are required to submit a TIA.

9.7 Staff has estimated the site trip generation based on the Institute of Transportation Engineers (ITE) trip generation rates. Trip generation for the proposed use was estimated by using ITE trip rates for category 231 "Mid-Rise Residential with Ground-Floor Commercial" using the number of dwelling units. The project can be

expected to generate about 14.8 trips which will occur during the peak PM traffic hour.

9.8 The applicant provided a site plan showing the removal of access points off 1st Avenue and replacing them with standard curb and gutter. The site plan shows replacement of all the sidewalks along the property frontage with new street trees and reconstructed curb returns. The applicant will remove trees that are partially located within the public alley and existing parking curbing adjacent to the public alley. The applicant proposes to repave the alley with concrete and a valley gutter per Note 1 on Sheet C1.4 and referenced in the applicant's narrative.

9.9 An Encroachment Permit from the City of Albany's Engineering Division is required for removal of the driveway approaches with curb and gutter and replacement of the sidewalk. The developer must obtain a Permit for Private Construction of Public Improvements through Public Works for removal and reconstruction of the public alley.

9.10 Albany's Transportation System Plan does not identify any level of service or congestion issues adjacent to the proposed development.

Conclusions

9.1 The project will construct a new four-story 27,453 square-foot mixed-use building.

9.2 The subject property has frontage along 1st Avenue, Broadalbin Street, and Ferry Street, which are all improved to City standards. The public alley and Broadalbin Street sidewalk were damaged in the demolition of the Wells Fargo Building. The applicant must reconstruct the public alley and public sidewalk to City standards along the subject property frontage as generally shown on the applicant's site plan.

9.3 The proposed development will not utilize the three existing driveways to access the site from 1st Avenue. These driveways must be removed and replaced with standard curb and gutter.

9.4 The proposed development will ultimately result in approximately 14.8 PM peak hour trips on the public street system.

9.5 The development is not projected to generate sufficient trips to require submittal of a trip generation estimate or TIA. Albany's Transportation System Plan (TSP) does not identify any level of service or congestion issues adjacent to the proposed development.

Conditions

Condition 7 **Public Works.** Prior to any occupancy, the applicant shall remove unused driveway approaches to the subject property and replace them with standard curb and gutter. The applicant must obtain an Encroachment Permit from the Public Works Department.

Condition 8 **Public Works.** Prior to any occupancy, the applicant must reconstruct the public alley and public sidewalk to City standards along the subject property frontage as generally shown on the applicant's site plan. The applicant must

obtain a Permit for Private Construction of Public Improvements from the Public Works Department prior to any work commencing in the public alley.

Condition 9 **Public Works.** Prior to any occupancy, the applicant must repair/replace all public sidewalk to City standards along the subject property frontage as shown on the applicant's site plan. The applicant must obtain an Encroachment Permit from the Public Works Department.

Criterion 10

The proposed post-construction stormwater quality facilities (private and/or public) can accommodate the proposed development, consistent with Title 12 of the Albany Municipal Code.

Findings of Fact

10.1 City utility maps show a 12-inch storm drainage main in Broadalbin Street SW, a 21-inch storm drainage main in 1st Ave W, a 12-inch storm drainage main in Ferry Street SW, and a 12-inch storm drainage main in the alley at the southeast corner of the site. The subject property was connected to the public storm drainage system with the previous development.

10.2 AMC 12.45.030 states that a post-construction stormwater quality permit shall be obtained prior to work commencing for all new development and/or redevelopment projects that create or replace 5,000 square feet or more of impervious surface area, including all phases of the development.

10.3 The proposed development will create or replace more than 5,000 square feet of impervious surface. The applicant submitted a drainage report for the construction of a private mechanical treatment with filters for stormwater treatment of the development. The applicant is proposing to connect to the 12-inch storm main in Ferry Street SW.

Conclusion

10.1 The applicant's proposed stormwater quality facilities are sufficient to accommodate the proposed development based on the details submitted.

Condition

Condition 10 **Public Works.** Prior to issuance of any building permits, the applicant must apply for a stormwater quality permit through the City's Public Works Department. Prior to final occupancy, the applicant must construct stormwater quality and detention facilities that comply with the City's Engineering Standards.

Criterion 11

The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

Findings of Fact

11.1 The subject property was previously developed with a bank that was established prior to the establishment of the City's Development Code. There have been no previous land use decisions for the subject property.

Conclusion

11.1 The proposal complies with this requirement as there are no existing conditions of approval that must be met.

Criterion 12

Sites that have lost their nonconforming status must be brought into compliance and may be brought into compliance incrementally in accordance with Section 2.330.

Findings of Fact

12.1 The subject property was previously developed with a structure that was used as a bank. In 2023, a demolition permit (DEMO-0001-23) was issued to remove the structure that had been on the property. Removal of the structure and associated site improvements has caused the site to lose any non-conforming status or development that may have previously existed. The new development proposed on the site is subject to all current development code sections (as applicable) as all improvements that previously existed on the property have been removed.

Conclusion

12.1 The subject property is not considered to be non-conforming and is therefore not subject to the incremental compliance standards in Section 2.330.

Site Plan Review - Additional Non-Residential Review Criteria

Criterion 1

The transportation system can safely and adequately accommodate the proposed development.

Findings of Fact and Conclusions

1.1 This criterion is addressed previously in Finding 9 of the Site Plan Review section of this staff report. The findings and conclusions made are incorporated herein by reference.

Criterion 2

Parking areas and entrance-exit points are designed to facilitate traffic and pedestrian safety and avoid congestion.

Findings of Fact

2.1 The subject property has three existing driveway access points to the site from 1st Avenue and four accesses off the public alley along the southern property line.

2.2 The proposed development will remove these existing accesses and install two new accesses for an onsite parking garage on the ground level. The parking garage is proposed to have an entrance from Ferry Street and exit onto Broadalbin Street. The proposed entrance will have an automatic door; the proposed door is shown as being inset to allow a car to pull off Ferry Street to enter the parking garage without causing congestion on Ferry Street.

2.3 The applicant's site plan shows the entrance gate recessed 20 feet to prevent a vehicle from blocking the sidewalk when entering the parking garage. The site plan shows pedestrian mirrors, warning lights, and a horn as pedestrian safety measures

for both the entrance and exit points. The safety measures are there to warn pedestrians of a vehicle exiting the parking garage and would also allow vehicles exiting to see pedestrians on the sidewalk adjacent to the exit. The proposed driveway is wider than the minimum width to allow for more visibility.

Conclusions

2.1 The applicant's site plan shows a 20-foot recessed entrance to mitigate congestion on Ferry Street due to vehicles entering the parking garage.

2.2 The site plan shows pedestrian mirrors, warning lights, and a horn as pedestrian safety measures at the exit onto Broadalbin Street.

Condition

Condition 11 **Public Works.** Prior to the issuance of building permits, the applicant shall provide details of the pedestrian safety measures on the building permit for review by Public Works and the Building Department. Prior to any occupancy, the applicant must install pedestrian safety measures as shown on the proposed site plan.

Criterion 3

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

Findings of Fact

3.1 The proposed development is a mixed-use building with commercial tenants and parking on the ground floor and residential units on the upper floors. Surrounding properties in all directions are developed with a variety of retail and service based commercial uses. Some surrounding buildings have upper floor residential units, while many remain vacant.

3.2 The proposed development matches the surrounding development pattern of ground floor commercial and upper floor residential. Refuse containers and mechanical equipment are all screened from the view of the public right of way.

Conclusions

3.1 The proposed design and characteristics of the development are made reasonably compatible with surrounding development by being similar and nature and having mechanical equipment and refuse containers screened from view.

Tentative Plat Review Criteria

Criterion 1

The application is consistent with the goals and policies of the Comprehensive Plan and any relevant plans adopted by the City Council.

Findings of Fact

1.1 The subject property is designated Village Center in the Albany Comprehensive Plan, located within the Downtown Commercial Historic District, and is planned for compact, walkable, mixed-use redevelopment.

1.2 The applicant states that consolidating the four platted lots into a single property to support the proposed development serves to facilitate infill and redevelopment of an underutilized surface parking lot, supports higher-density housing and ground-floor commercial uses consistent with the Village Center designation, efficiently uses existing public facilities and infrastructure, and reinforces Downtown as the community's economic and cultural core.

Conclusions

1.1 The proposal is consistent with the Comprehensive Plan and is not located within an area plan adopted by City Council.

1.2 This criterion is satisfied without conditions.

Criterion 2

The proposal meets the development standards of the underlying zoning district, and applicable lot and block standards of this section.

Findings of Fact

2.1 The applicant proposes consolidating four platted lots into one single parcel. The existing lots are identified as Lots 1-4, Block 9, Plan of Albany.

2.2 The underlying zoning district of the subject property is Historic Downtown (HD). The HD zoning district is intended to provide 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

2.3 Together, the parcels contain approximately 26,958 square feet. The HD does not have a maximum lot size and imposes a minimum lot size of 1,000 square feet for all non-residential uses. The subject property is larger than 1,000 square feet, which meets this standard. The minimum lot width in the HD zone is 20 feet, and the minimum lot depth is 50 feet. After the proposed consolidation, the property will have a width of approximately 265 feet and a depth of approximately 100 feet. This exceeds both the minimum lot width and depth of the HD zone.

2.4 The HD zone has a maximum front setback of five feet for non-residential and mixed-use development. There is no minimum front, side, or rear yard setback. The site plan submitted indicates that the proposed building will be located directly on the property lines along all three street frontages, which satisfies the maximum front setback and is consistent with the minimum front setback.

2.5 In any land division, lots and blocks shall conform to standards listed in ADC 11.090 and other applicable provisions of the Code.

2.6 ADC 11.090 states that land divisions proposed within a Climate Friendly Area overlay zone must meet the maximum block length standards in Article 14. ADC 14.040(4)(a) states that for development sites less than 5.5 acres, the maximum block length is 500 feet. Where block length exceeds 350 feet, a public through-block accessway must be provided to facilitate safe and convenient pedestrian and bicycle connectivity.

The consolidated parcel is proposed to have a width of approximately 265 feet and a depth of approximately 100 feet. Neither of these lengths trigger a need for a public accessway. Both lengths are compliant with the maximum block length. Based on these facts, this standard is met.

2.7 ADC 11.090(1) states that the lot and block standards in 11.090(1) apply to land divisions for single-dwelling and middle housing development. The proposed consolidation is in a zone designated as a mixed-use zone, to support a mixed-use development. Based on this, this standard does not apply.

2.8 ADC 11.090(2) applies to land divisions in residential zones. The HD zone is designated as a mixed-use zone. Based on this, this standard does not apply.

2.9 ADC 11.090(3) applies to the pedestrian and/or bicycle connectivity addressed in ADC 11.090(2). As the previous standard does not apply to this development, the pedestrian and/or bicycle connectivity does not apply to this development either. This standard does not apply.

2.10 ADC 11.090(4) states that the minimum frontage of a lot on a cul-de-sac must be 22 feet as measured perpendicular to the radius. This proposal does not include a cul-de-sac, therefore the standard does not apply.

2.11 ADC 11.090(5) pertains to when flag lots are allowed. The proposal does not include a request for a flag lot; therefore, this standard does not apply.

2.12 ADC 11.090(6 regards street intersections and minimum curb radius. The subject property is located in a developed area where streets and sidewalks have already been established and improved. No new street intersections are proposed; therefore, this standard is not applicable.

Conclusions

2.1 The proposal meets the development standards of the underlying zoning district.

2.2 The proposed replat does not propose to create new blocks, intersections, or cul-de-sacs.

2.3 The proposal meets the lot and block standards of the CFA overlay.

2.4 This criterion is satisfied without conditions.

Criterion 3

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

Findings of Fact

3.1 The proposed replat will consolidate four platted lots into one parcel. There is no remainder of property to consider.

Conclusion

3.1 The above criterion is satisfied, as there is no remainder property to consider.

Criterion 4

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

Findings of Fact

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

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

4.3 ADC 12.110 states new streets may be required to be located where the City Engineer determines additional access is needed to relieve, or avoid, access deficiencies on adjacent or nearby properties.

4.4 The subject properties and all adjoining lots have access to public streets. No new streets are proposed by this application.

Conclusions

4.1 All the adjoining land has, and will continue to have, access to public streets.

4.2 This criterion is met without conditions.

Criterion 5

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

Findings of Fact

5.1 ADC 12.060 requires public streets adjoining new development to be improved to City standards. No new development is proposed as part of this replat.

5.2 No new or interior streets are proposed with the replat.

Conclusions

5.1 No new development or new interior streets are proposed with the replat.

5.2 This criterion is satisfied without conditions.

Criterion 6

The location and design allow development to be conveniently served by various public utilities.

Findings of Fact and Conclusion

6.1 This criterion is addressed previously in Finding 8 of the Site Plan Review section of this staff report. The findings and conclusions made are incorporated herein by reference.

Criterion 7

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

Findings of Fact and Conclusion

7.1 This criterion is addressed previously in Finding 4 of the Site Plan Review section of this staff report. The findings and conclusions made are incorporated herein by reference.

Overall Conclusions

The proposal seeks to construct a four-story mixed-use building in the Downtown Commercial National Register District, as well as consolidate four platted lots into one parcel.

Staff recommend additional information be provided at the hearing to determine if this application is satisfied.

Options and Recommendations

The Landmarks Commission has three options with respect to the subject application:

Option 1: Approve the requests as proposed;

Option 2: Approve the requests with conditions of approval;

Option 3: Deny the requests.

Motions

Approval: I move to approve the Historic Review of New Construction, Site Plan Review for New Construction, and Replat applications, including conditions of approval as noted in the staff report for application planning file no. HI-21-25 et al. This motion is based on the findings and conclusions in the October 29, 2026, staff report and findings in support of the application made by the Landmarks Commission during deliberations on this matter.

Approval with new conditions of approval: I move to approve the Historic Review of New Construction, Site Plan Review for New Construction, and Replat applications, including conditions of approval as **drafted during this meeting** for application planning file no. HI-21-25 et al. This motion is based on the findings and conclusions in the October 29, 2026, staff report and findings in support of the application made by the Landmarks Commission during deliberations on this matter.

Denial: I move to deny the Historic Review of New Construction, Site Plan Review for New Construction, and Replat applications, as detailed in planning file no. HI-21-25 et al. This motion is based on the findings and conclusions made by the Landmarks Commission during deliberations on this matter.

Attachments

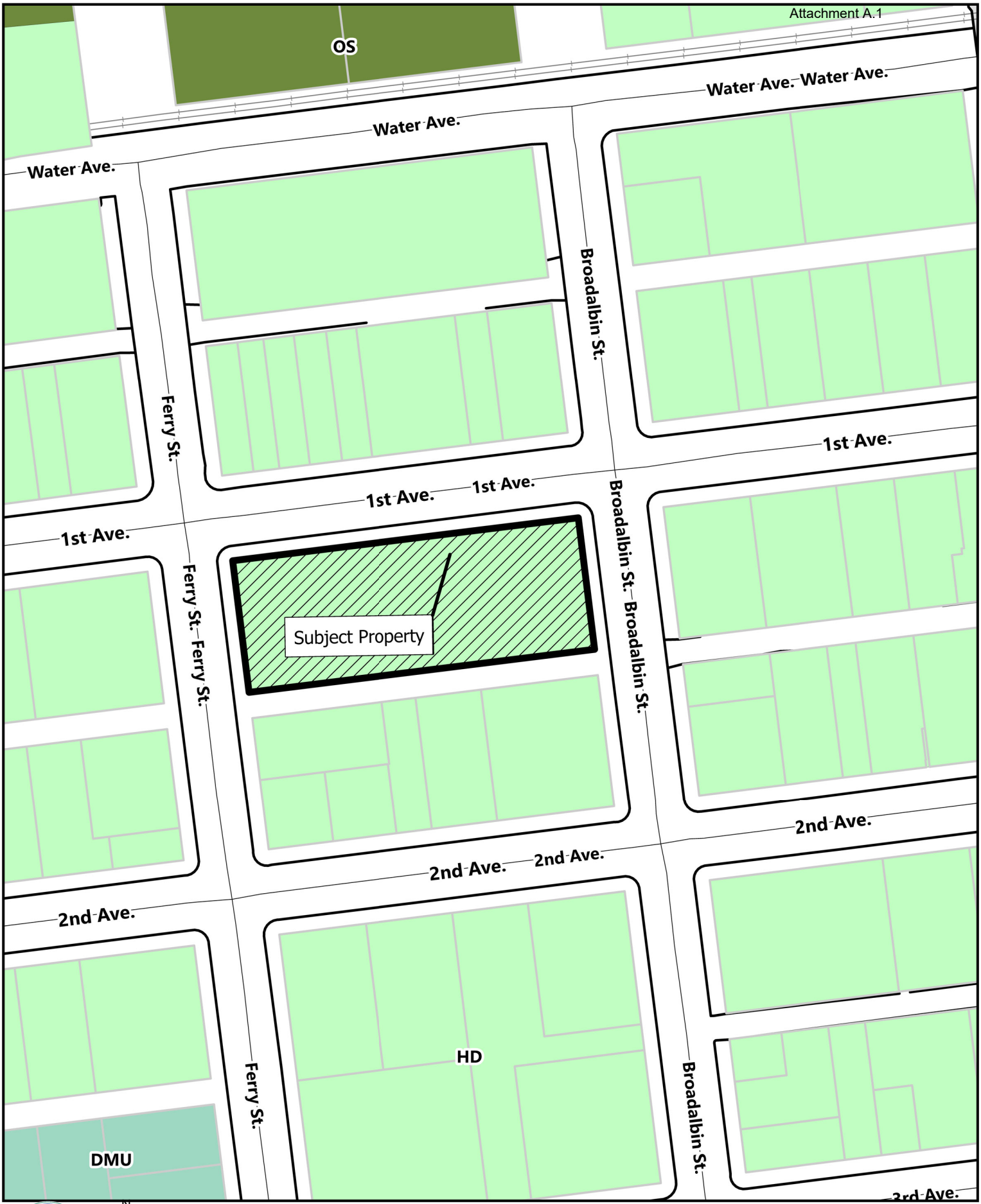
A. Location Map

B. Applicant's Submittal

Acronyms

ADC	Albany Development Code
AMC	Albany Municipal Code

CFA	Climate Friendly Area
HD	Historic Downtown Zoning District
HI	Historic file designation
HM	Hackleman Monteith Zoning District
ITE	Institute of Transportation Engineers
TIA	Traffic Impact Analysis



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N

0 50 100 200 Feet

300 1st Ave SW

Date: 12/18/2025 Map Source:

Location Map

SITE PLAN REVIEW, MINOR VARIANCE, TENTATIVE REPLAT, AND HISTORIC REVIEW OF NEW CONSTRUCTION APPLICATIONS

City Contact	**City of Albany** **Planning Division** **P.O. Box 490, Albany, Oregon 97321-0144** **(541) 917-7550** **cd.customerservice@cityofalbany.net**
Property Owner	City of Albany Albany Revitalization Agency – Sophie Adams 333 Broadalbin St. SW, Albany, OR 97321 (541) 917-7654 sophie.adams@albanyoregon.gov
Applicant	Sable Drive LLC – Scott Lepman 100 Ferry Street NW, Albany, OR 97321 [redacted]
Applicant Representative	Udell Engineering & Land Surveying, LLC Marci Ruettgers, Land Use Planner 63 E Ash St., Lebanon, OR 97355 [redacted]
Architect	Don Johnson [redacted]
Property Information	Site Address: 300 1st Ave. W Albany, Oregon 97321 Linn Assessor's Map/Tax Lot: 11S-03W-06CC-6900 Site Size: ±27,453 square feet
Land Use Information	Existing Land Use: Parking lot (former Wells Fargo Bank site) Zone Designation: Historic Downtown (HD) District with Secondary Climate Overlay Historic Context: Downtown Commercial Historic District (NRHP #82001509) Comprehensive Plan Designation: Village Center
Surrounding Zoning/Use	North: HD/Commercial East: HD/Commercial South: HD/Commercial West: HD/Commercial

I. APPLICATION SUMMARY

1. Ownership/Applicant. The subject property is owned by the City of Albany / Albany Revitalization Agency (ARA). Applicant, Sable Drive LLC is seeking approval to construct a four-story mixed-use building on the vacant former Wells Fargo Bank site.

2. Representative. Marci Ruettgers, Land Use Planner with Udell Engineering & Land Surveying, LLC, serves as the applicant's authorized representative for this application.

3. Site History / Prior Use. The property historically supported commercial banking use (US Bank/Wells Fargo Bank). The former Wells Fargo Bank building has been demolished, and the site currently functions as a nonconforming surface parking lot.

4. Location & Context. The subject property is located at 300 1st Avenue W, Albany, Oregon, within the Historic Downtown (HD) zoning district and the Secondary Climate Friendly Area (CFA) overlay. The site is also located within the Downtown Commercial Historic District (NRHP #82001509). Surrounding properties are similarly zoned HD and contain a mix of historic and non-historic commercial structures. The site fronts 1st Avenue W between Broadalbin Street and Ferry Street and is bounded on the south by a public alley.

5. Concurrent Review Path. Pursuant to ADC 2.140 (Concurrent Applications), multiple development-related applications for the same property may be processed together and must use the highest applicable procedure type.

   This proposal requires:

   - Site Plan Review (Type I-L) under Table 1.100-1 and ADC 2.415
   - Historic Review of New Construction (Type I-L) under Table 1.100-1 and ADC 7.240
   - Tentative Plat (Type I-L) under ADC 11.180 (procedure type per Table 1.100-1);

   Because all applications require the same procedure type, the City processes these approvals concurrently under a consolidated Type I-L procedure.

   Under ADC 7.240, the Community Development Director retains the discretion to refer the Historic Review of New Construction component to the Landmarks Commission. If referred, that component of the application would be elevated to a Type III public hearing.

II. EXECUTIVE SUMMARY

The applicant proposes redeveloping a vacant downtown block with a four-story mixed-use building. The ±27,453-square-foot site fronts 1st Avenue, Ferry Street, and Broadalbin Street, with the building constructed at the property line along all street frontages.

The ground floor includes ±7,695 sq ft of flexible commercial space within three tenant suites. The upper floors contain 37 residential units (12 one-bedroom and 25 two-bedroom), along with resident amenities including a fitness room and lounge terrace.

The project provides 47 off-street parking spaces (including two ADA spaces) situated behind the building; 24 long-term bicycle parking spaces; screened refuse, loading, service areas; and mechanical rooftop equipment. Exterior materials include brick, stone, and metal, all compatible with the character of the surrounding downtown district.

The proposal includes reconstruction of sidewalks and frontage improvements along 1st Avenue, Ferry Street, and Broadalbin Street, as well as alley improvements.

III. REVIEW CRITERIA

Findings must demonstrate that the proposed development complies with all applicable Site Plan Review criteria, Historic Review criteria, Variance criteria, Tentative Replat criteria, and relevant Albany Development Code (ADC) development standards, as outlined below.

A. Site Plan Review (ADC 2.450 and 2.455)

Site Plan Review evaluates whether the proposal meets applicable design, dimensional, and development standards of the ADC. The following code articles apply:

- Article 5 – Mixed-Use, Village Center, and Special Purpose Zoning Districts: (zoning allowances, use standards, building form, height, setbacks, and special district requirements)
- Article 8 – Design Standards: (commercial and mixed-use design standards, including façade design, transparency, entries, articulation, and materials)
- Article 9 – On-Site Development and Environmental Standards: (parking, bicycle facilities, landscaping, screening, refuse areas, stormwater, utilities, and environmental protections)
- Article 12 – Public Improvements: (frontage improvements, sidewalks, street design, access management, utilities, and public infrastructure standards)
- Article 14 – Climate Friendly Area Overlay Districts: (enhanced pedestrian-, bicycle-, and transit-oriented design requirements applicable to sites within a CFA) Article 14 – Climate Friendly Area Overlay Districts

B. Site Plan Review - Additional Criteria for Non-Residential Applications (ADC 2.455)

These criteria evaluate whether transportation, parking, circulation, access, and operating characteristics of the non-residential (commercial) portion of the mixed-use development are compatible with surrounding uses and safely accommodated by the transportation system.

C. Tentative Replat (ADC 11.180)

Tentative Replat must demonstrate compliance with:

- Applicable Comprehensive Plan policies;
- Zoning standards;
- Lot and block configuration requirements under ADC 11.090;
- Access, utilities, and infrastructure requirements under Article 12; and
- Any applicable special-purpose district regulations (Articles 4, 6, and 7).

D. Historic Review—New Construction (ADC 7.270)

Historic Review evaluates whether new construction within the Downtown Commercial Historic District (NRHP #82001509) is compatible with the historic character of the district. Applicable standards address:

- Scale, massing, and height;
- Façade composition, transparency, and storefront patterns;
- Roof forms, parapets, and window proportions;
- Materials and detailing;
- Overall compatibility with contributing historic resources and the established urban streetscape.

IV. FINDINGS OF FACT

A. ADC 2.450 – REVIEW CRITERIA FOR ALL SITE PLAN REVIEW APPLICATIONS

Criterion (1): The application is consistent with the goals and policies of the Comprehensive Plan and any relevant plans adopted by the City Council.

The subject property is designated Village Center in the Albany Comprehensive Plan and is located within the Downtown Commercial Historic District. Comprehensive Plan policies direct that Village Centers and historic areas be developed with compact, walkable, mixed-use buildings that reinforce downtown as the cultural, economic, and civic core of the community. The proposal satisfies this directive.

The following Comprehensive Plan chapters and Statewide Planning Goals apply to this request. The proposal supports every relevant policy as summarized below.

1. Economic Development (Comprehensive Plan Chapter 3 / Statewide Goal 9)

Plan policies encourage:

- Redevelopment of underutilized and vacant sites
- Expansion of commercial opportunities downtown
- Development that strengthens the local tax base and employment
- Mixed-use projects that support economic vitality

The proposal redevelops a vacant surface parking lot into a four-story mixed-use building containing commercial storefronts and 37 upper-story residential units. The project increases downtown activity, supports jobs, enhances the tax base, and directly contributes to the revitalization of the city's commercial core consistent with Goal 9.

2. Housing (Comprehensive Plan Chapter 4 / Statewide Goal 10)

   Plan policies call for:

   - Increasing diverse housing options
   - Providing higher-density housing near services and employment
   - Encouraging infill and redevelopment
   - Meeting needs identified in Albany's Housing Needs Analysis

   The project provides 37 multifamily dwelling units in a walkable, transit-served location, increasing downtown housing options and contributing to needed higher-density infill. The project advances housing choice and redevelopment goals without expanding the city's urban footprint.

3. Transportation (Comprehensive Plan Chapter 5 / Statewide Goal 12)

   Policies require:

   - A safe and efficient multimodal transportation system;
   - Development patterns that promote walking, bicycling, and transit;
   - Reduced reliance on single-occupancy vehicles; and
   - Street-oriented buildings downtown and village centers.

   The building is constructed directly at the property line along all street frontages with multiple pedestrian entries, clear ADA access routes, and long-term enclosed bicycle parking. Mixed-use building form reduces vehicle trips by locating housing directly above commercial opportunities. The project supports Goal 12 by reinforcing a walkable, multimodal downtown environment.

4. Public Facilities & Infrastructure (Comprehensive Plan Chapter 6 / Statewide Goal 11)

   Plan objectives include:

   - Providing adequate water, sewer, and stormwater capacity;
   - Encouraging development that efficiently uses existing infrastructure; and
   - Supporting redevelopment where services are already available.

   The site is fully served by existing utilities with adequate capacity. No off-site extensions are required. Stormwater management will comply with AMC 12.45. The project efficiently uses existing public facilities consistent with Goal 11.

5. Social Amenities, Cultural Resources & Historic Areas (Chapter 2 & Chapter 7 / Goals 5, 7 & 8)

   Policies emphasize:

- Protection and enhancement of historic resources
- Context-sensitive infill in historic districts
- Reinforcing the traditional downtown streetscape; and
- Supporting community identity and cultural character

The property is within the Downtown Commercial Historic District and is subject to ADC 7.270 – Historic Review of New Construction. The proposal uses compatible massing, façade rhythm, window proportions, storefront articulation, and durable materials that reinforce historic development patterns. No historic resources are altered or removed. The building strengthens the district's historic character, consistent with Goals 5, 7, and 8.

6. Climate Friendly & Equitable Communities (CFEC) / CFA Overlay Policies

CFEC requires:

- Minimum residential densities of 15 du/net acre in Climate Friendly Areas;
- Moderated parking supply;
- Mixed-use buildings, compact, walkable development patterns

The project provides ~60 du/net acre, exceeding minimum CFA density requirements. Parking supply (51 spaces) is moderate and does not exceed CFA maximums. The building form prioritizes pedestrian and bicycle facilities and provides compact mixed-use infill consistent with CFEC expectations.

7. Urbanization (Comprehensive Plan Chapter 8 / Goals 13 & 14)

Policies promote:

- Efficient use of land within the Urban Growth Boundary
- Redevelopment and infill over urban expansion;
- Higher-density development within serviced areas.

The proposal redevelops an underutilized downtown site fully served by existing public facilities, providing compact mixed-use development within the UGB. The project advances Goals 13 and 14 by promoting efficient, higher-density urban redevelopment.

8. Land Use Planning & Citizen Involvement (Comprehensive Plan Chapter 9 / Goals 1 & 2)

Requirements include:

- Transparent, accessible public review;
- Fact-based decisions;
- Public notice and opportunities for involvement;
- Reliance on acknowledged plans and regulations.

This application is processed through the Type I-L review procedure. Under ADC 7.240, the Community Development Director may refer the Historic Review of New Construction component to a Type III public hearing before the Landmarks Commission.

If such referral occurs, both the Historic Review and Site Plan Review applications will be reviewed together as a consolidated Type III quasi-judicial public hearing, pursuant to ADC 1.310.

In all cases, findings rely on acknowledged plans and development regulations, and the decision is made through a transparent, evidence-based public process consistent with Statewide Planning Goals 1 and 2.

Criterion (2): The application is complete in accordance with the applicable requirements.

The application satisfies the submittal requirements of ADC 1.160(1) and the application content requirements of ADC 2.490. A signed and completed application form was submitted along with owner authorization, a written narrative describing the proposed mixed-use development, and detailed findings addressing all applicable review criteria. The submittal also includes the required property description, assessor's map and tax lot information, and the most recent recorded deed.

The application provides all materials required for Site Plan Review under ADC 2.490, including conceptual drawings (site plan, floor plans, and elevations), a written narrative addressing applicable standards, and preliminary materials such as the landscape, stormwater report, and civil sheets sufficient for land use review. A mandatory neighborhood meeting report is not required for Type I-L applications.

Should the Historic Review component be elevated to a Type III public hearing under ADC 7.240, the submitted materials are sufficient for consolidated Type III review as required under ADC 1.310.

Based on the materials submitted, the application satisfies the completeness and content requirements of ADC 1.160(1) and ADC 2.490(1)–(bb).

Criterion (3): The application complies with all applicable provisions of the underlying zoning district, including setbacks, lot dimensions, density, lot coverage, building height, and other applicable standards.

The subject property is in the HD (Historic Downtown) zoning district with the Secondary Climate Friendly Area (CFA) Overlay. Mixed-use buildings with upper-story residential units are permitted in the HD zone pursuant to ADC 5.070(17)(b), and the Secondary CFA overlay also allows the proposed mixed-use development subject to Site Plan Review.

A. Allowed Uses / Mixed-Use Form: The proposed development is a four-story mixed-use building with ground-floor commercial suites and upper-story multifamily dwelling units. This configuration is expressly allowed in the HD district as a "mixed-use building with upper-story residential" under ADC 5.070(17)(b). No prohibited or auto-oriented uses are proposed, and residential uses are limited to the upper floors, consistent with the HD intent to maintain active, street-oriented commercial frontages at the ground level.

B. Lot Dimensions and Area: The parcel contains approximately 26,958 sq ft (±0.62 acres). HD standards do not impose a restrictive maximum lot size; the proposed lot exceeds any minimum

lot dimension and area requirements and is appropriate for a full-block, downtown mixed-use development. Accordingly, the site meets applicable HD lot dimension and area standards.

C. Setbacks and Build-to Standards: The HD district applies a maximum front setback of 5 feet (ADC 5.090) to reinforce a continuous, pedestrian-oriented street wall. The building is constructed directly on the property lines along all three street frontages, meeting the maximum front setback and furthering the intended urban, walkable downtown form. No interior-yard setbacks are required for this full-block urban building type, and none are applicable or violated.

D. Building Height: The proposed building has a primary parapet height of 55 feet 4 inches, with a localized parapet feature rising to 61 feet 7 inches. This taller element is confirmed to be an architectural parapet extension rather than a mechanical screen or enclosure. The HD/DMU zoning district allows a maximum height of 65 feet, and the proposed parapet heights fall below this limit.

   All rooftop mechanical equipment will be located below the main parapet line. No mechanical enclosures or rooftop structures exceed the allowed building height. The stepped parapet design is consistent with historic commercial rooflines within the district, where varied parapet heights and accent forms are common.

   This configuration complies with ADC 5.090 (building height) and ADC 7.270 requirements for compatible roof form and screening of modern equipment.

E. Density and Lot Coverage: Residential density standards do not apply to mixed-use buildings in the HD zone (ADC 5.070, Note 4). The resulting residential density approximately 60 dwelling units per net acre is compatible with the downtown core and exceeds the minimum density expectations in the Secondary CFA Overlay. Lot coverage is not restricted in the HD district; near-full site utilization through a zero-setback, block-form building is consistent with the HD purpose and with historic downtown development patterns.

F. Use, Form, and Overlay Provisions: The HD district and Secondary CFA Overlay are intended to support compact, pedestrian-oriented, mixed-use development with active ground-floor frontages. The project provides three street-facing commercial suites at the ground floor, with individual entries oriented to 1st Avenue, Ferry Street, and Broadalbin Street, and places all off-street vehicle parking behind the building, with access taken from Ferry Street. This configuration maintains an unbroken pedestrian streetscape and avoids parking or drive aisles between the building and the public sidewalks, consistent with HD and CFA objectives.

   The Secondary CFA Overlay further encourages higher-density, mixed-use infill in walkable locations with moderated parking supply and enhanced multimodal access. As detailed in these findings, the project's density, building form, and parking placement comply with and advance those overlay provisions.

Conclusion: The proposed mixed-use building complies with all applicable HD zoning standards, including allowed uses, setbacks, lot dimensions, density, lot coverage/site utilization, height, and relevant CFA overlay provisions. Criterion (3) is satisfied.

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

The subject property is not located within an Airport Approach District; therefore, Article 4 (Airport Overlay) does not apply. No airport-related height limits, use restrictions, or compatibility requirements apply. Therefore, Article 4 is not applicable.

The site is not located within any designated natural resource overlay areas, including Significant Wetland (SW), Riparian Corridor (RC), floodplain, floodway, or wildlife habitat overlays. No mapped resources occur on or adjacent to the property, and the proposed development does not trigger review under ADC Article 6. Accordingly, Article 6 is not applicable.

The site is located within the Downtown Commercial Historic District, which is a designated special-purpose district under Article 7 (Historic). New construction in a historic district requires Historic Review of New Construction under ADC 7.270. The applicant has submitted the required Historic Review application concurrently with this Site Plan Review. Findings demonstrate compliance with Article 7 standards including compatibility of massing, scale, materials, fenestration patterns, and façade organization are provided separately in the Historic Review section of this report.

Based on the location of the site and the nature of the proposal, the development complies with all applicable special-purpose district requirements.

Conclusion. Because the site is not within an airport or natural resource overlay district and the proposal is subject to a concurrently submitted Historic Review application under Article 7, the development complies with all applicable special-purpose district requirements. Criterion (4) is satisfied.

Criterion (5): The application complies with all applicable Design Standards of Article 8.

The proposed four-story mixed-use building includes ground-floor commercial space with upper-story residential units and is located within both a Village Center and a Secondary Climate Friendly Area (CFA) in the HD zoning district. As such, the development is subject to:

- Multiple-Dwelling Unit Design Standards (ADC 8.200–8.305),
- Commercial and Institutional Site Design Standards (ADC 8.310–8.390), and
- Supplemental Design Standards for Village Centers and CFAs (ADC 8.405–8.485).

The findings below demonstrate compliance with each applicable Article 8 standard.

A. Multiple-Dwelling Unit Design Standards (ADC 8.200–8.305)

1. Purpose and Applicability (ADC 8.200–8.205): The upper floors contain multiple-dwelling units in a mixed-use building. Thus, these standards apply to the residential portion of the project.
2. Relationship to Historic District Standards (ADC 8.210): Article 7 applies and takes precedence where strict application of Article 8 standards would conflict with historic compatibility. The proposed design is consistent with both Article 7 and Article 8 intent.

3. Open Space (ADC 8.220): The project includes more than 10 dwelling units and is therefore subject to the common open space standards of ADC 8.220, as applicable. Pursuant to ADC 8.220(1) and Table 8.220-1, a minimum of 250 square feet of usable common open space is required.

   The proposal includes a 1,023-square-foot upper-level common lounge and outdoor terrace, which substantially exceeds the minimum common open space requirement. This space functions as a shared resident amenity and meets the standards of ADC 8.220(2), including providing a common indoor and outdoor amenity with no dimension less than 15 feet and incorporating fixed and/or movable seating.

   This requirement has been satisfied on the 3rd Floor with an Exercise Room consisting of approximately 1,282 square feet, and on the 4th Floor with a Community Room and adjacent exterior Balcony consisting of approximately 875 square feet and 262 square feet, respectfully.

   For developments with residential units located above or attached to a business in the HD zoning district, the Albany Development Code exempts private open space requirements; however, required common open space is satisfied through the proposed upper-level lounge and terrace.

   In addition, ADC 8.220(1)(1) requires a multi-use path only where such a facility is identified in the Parks Master Plan, Transportation System Plan, an adopted area plan, or another plan adopted by the City of Albany. No such mapped or adopted requirement applies to the subject site. Accordingly, no multi-use path is required as part of this development.

   Based on the above, the project complies with ADC 8.220.

4. Orientation & Setbacks in HD (ADC 8.240 & 8.265): Because the site is in HD, developments follow maximum setback and street-orientation requirements rather than the base multi-dwelling standards.

   - The building is constructed at the property line along all three frontages.
   - All primary building entrances face public sidewalks.

5. Façade Design & Windows (ADC 8.255): Residential façades must incorporate articulation and provide at least 25% window area on upper stories. The project includes:

   - Recessed building entries, horizontal and vertical façade offsets, and parapet articulation that break up building massing and provide visual interest;
   - Upper-story window areas that exceed the 25% minimum on all regulated façades, including:
     - 1st Avenue: 34%
     - Ferry Street: 48%
     - Broadalbin Street: 38%.
   - Ground-floor transparency that exceeds the HD district standard of 25%, with:

- 1st Avenue: 60%
- Ferry Street: 30%
- Broadalbin Street: 30%.

- All windows using compliant glazing (VT ≥ 0.4) and oriented toward or within 45 degrees of the front lot lines.

6. Pedestrian Circulation (ADC 8.280): The development provides direct, ADA-compliant pedestrian connections between building entrances, the sidewalk system, and the rear parking area. The standard is met.

7. Parking Location (ADC 8.305): In CFAs and HD:

   - No parking is allowed between the building and the street.
   - Driveways must be minimized.

   All off-street parking is located behind the building, with a single accessway from Ferry Street. from the alley. No curb cuts are proposed along 1st Avenue or Broadalbin Street. The standard is met

B. Commercial & Institutional Site Design Standards (ADC 8.310–8.390)

1. Entrance Orientation (ADC 8.330): Primary entrances for the commercial suites face public sidewalks on 1st Avenue, Broadalbin Street, and Ferry Street, with direct pedestrian access provided. This standard is satisfied.

2. Parking Location (ADC 8.330): Parking must not be placed between buildings and streets. All parking is behind the building, with no street-facing parking or drive aisles. The standard is met.

3. Façade Design, Articulation & Windows (ADC 8.345): The building incorporates the articulation and transparency features required in the HD zoning district, including:

   - Recessed entries, façade offsets, and parapet articulation;
   - Street-facing windows using glazing with a visible transmittance of 0.4 or greater, meeting ADC 8.345(a);
   - Ground-floor transparency that exceeds the required 25%, with 60% on 1st Avenue, 30% on Ferry Street, and 30% on Broadalbin Street;
   - Upper-story window areas exceeding the required 25%, with 34% on 1st Avenue, 48% on Ferry Street, and 38% on Broadalbin Street;
   - Weather protection, parapet detailing, material variation, and other elements consistent with HD district design expectations.

   The project meets or exceeds all applicable façade requirements.

4. Pedestrian Amenities (ADC 8.365 – HD Zone): The HD district requires pedestrian-oriented features, including continuous weather protection, storefront articulation, and pedestrian-scale features. The proposed design provides:

    - Continuous weather protection along commercial frontages;
    - Street-oriented entrances;
    - Bench style seating at each commercial entrance;
    - A cohesive pedestrian-oriented streetscape.

    These standards are satisfied.

5. Compatibility Standards (ADC 8.390): All service areas, loading functions, and refuse enclosures must be screened from public view or integrated into the building design.

    - The trash and recycling enclosure is located off the alley, consistent with downtown service patterns, and is screened from public street frontages.
    - Rooftop mechanical equipment will not be enclosed in separate screening structures; instead, equipment will be placed on the roof and set back from roof edges so that the building height and parapet walls provide inherent visual screening. Any limited visibility occurs toward the alley, an appropriate service-oriented frontage.

    These standards are met; final trash enclosure details will be verified during building permit review.

C. Supplemental Design Standards for Village Centers & CFAs (ADC 8.405–8.485)

1. Buildings Along Public Streets (ADC 8.420): Buildings in Village Centers and CFAs must reinforce a pedestrian-oriented streetscape. The project complies by:

    - Building to the property line on all frontages,
    - Providing active ground-floor commercial uses,
    - Placing all parking behind the building.

2. Pedestrian Network (ADC 8.445): The proposal provides direct pedestrian connections to all primary entrances and creates an uninterrupted sidewalk edge along all three streets. The standard is met.

3. CFA Parking & Access (ADC 8.305): CFA standards require:

    - Rear or side parking,
    - Minimized curb cuts,
    - Multimodal access.

    All parking is at the rear, and pedestrian/bicycle access is prioritized. The standard is satisfied.

4. Supplemental Residential Design Standards (ADC 8.485): The project uses:

- High-quality exterior materials appropriate for a historic downtown,
- Articulated parapets and rooflines that provide visual interest and frame the building form;
- Rooftop mechanical equipment placed on the roof and set back behind parapets so that building height and parapet walls provide inherent visual shielding;
- Architectural detailing consistent with CFA/Village Center expectations for mixed-use, pedestrian-scaled development.

These standards are met.

Conclusion. The proposed mixed-use building complies with all applicable Article 8 design standards for multiple-dwelling, commercial, and Village Center/CFA development. Criterion (5) is satisfied.

Criterion (6): The application complies with all applicable Design Standards of Article 10.

Article 10 – Manufactured Home Development Standards applies only to manufactured homes, manufactured home parks, and related uses. The proposed development is a four-story mixed-use building containing ground-floor commercial space and upper-story residential units. No manufactured housing manufactured home parks, or Article 10–regulated structures are proposed.

Because the building type and proposed uses fall entirely outside the scope of Article 10, no Article 10 standards apply, and the criterion is satisfied.

Criterion (7): The application complies with all applicable On-Site Development and Environmental Standards of Article 9.

Article 9 establishes standards for off-street parking and loading, bicycle parking, landscaping, tree protection, buffering/screening, pedestrian connectivity, and site environmental performance. The proposed development consists of a four-story mixed-use building with commercial space at ground level, residential units above, and structured parking internal to the building. Based on the submitted Site Plan, Utility Plan, Grading Plan, and Site Plans, the project complies with applicable Article 9 requirements as detailed below.

A. Off-Street Parking and Loading (ADC 9.020–9.120, 9.130)

1. Parking Requirement Applicability (ADC 9.020(5)) – Downtown Assessment District: Because the site is within the Downtown Off-Street Parking Assessment District, no minimum off-street parking is required, and the project is exempt from minimum parking ratios.
2. Maximum Parking (ADC 9.020(8)): Maximum off-street parking caps apply in the HD zone.
    - Residential units (37 total)
        - 12 one-bedroom units = 15 spaces allowed (12 + 3 visitor)
        - 25 two-bedroom units = 44 spaces allowed (37.5 rounded + 6 visitor)
        - Residential maximum = 59 spaces

- Commercial floor area (~7,695 sq ft)
    - Maximum: 1 space per 300 sq ft = 26 spaces
- Total maximum permitted = 85 spaces

The project provides 47 spaces, which is below the maximum.

3. Loading Standards (ADC 9.060): A loading space is required only for non-office, non-residential floor areas 10,000 sq ft or larger. The ground-floor commercial area (±7,695 sq ft) does not meet the threshold. Deliveries and loading via the alley do not require backing into public streets.
4. Parking Area Improvement Requirements (ADC 9.100): The project includes a surface parking area located behind the building. The parking lot will be paved with a durable, dust-free surface, provided with perimeter curbs and wheel stops where spaces front sidewalks or property lines, and designed with striping, drainage, and lighting consistent with ADC 9.100. Pedestrian access from the parking area to the building entrances will be provided via hard-surfaced walkways meeting accessibility standards.
5. Large Parking Area Standards (ADC 9.130): The parking area does not exceed 0.25 acres and does not qualify as a large parking area.
6. Connectivity Standards (ADC 9.133): ADC 9.133 explicitly exempts the HD zoning district from these requirements. Nevertheless, the project includes upgraded sidewalks and direct pedestrian connections.

B. Bicycle Parking (ADC 9.030): Bicycle parking is required pursuant to ADC 9.030. The proposal includes 37 multifamily dwelling units. Based on the residential bicycle parking standards for multiple dwelling units in ADC 9.030, the development is required to provide 18 bicycle parking spaces (0.5 spaces per dwelling unit, rounded up).

The proposal also includes three ground-floor commercial tenant suites totaling 7,695 square feet, with individual suite areas of 1,885 square feet, 2,623 square feet, and 3,187 square feet. Because the proposed commercial tenant spaces are not assigned a specific use at this time, bicycle parking requirements for the commercial component are calculated using the "Offices: All other commercial and professional offices" standard in ADC 9.030, which requires the greater of two bicycle parking spaces or 0.50 spaces per 1,000 square feet of gross floor area. Applying this standard results in a total commercial requirement of six bicycle parking spaces.

The development therefore requires a total of 24 bicycle parking spaces (18 residential and 6 commercial).

Pursuant to ADC Table 9.030-1(4)(d), all required bicycle parking spaces for new multi-dwelling unit and mixed-use development must be sheltered. In addition, a minimum of 25 percent of required bicycle parking spaces must be sized to accommodate larger or cargo bicycles. Based on the total required bicycle parking, the development must provide at least seven cargo-sized bicycle parking spaces (25 percent of 24 spaces, rounded up).

Cargo-sized bicycle parking spaces shall measure a minimum of three feet by eight feet, with a minimum five-foot access aisle, and shall be located at ground level. All bicycle parking spaces shall be sheltered by a roof overhang or a separate roof with a minimum height of seven feet, or be located within a roofed building, bicycle room, or bicycle lockers, consistent with Table 9.030-1(4)(d).

Bicycle parking is shown on the site plan in locations near primary building entrances and within the parking lot, consistent with the location and design standards of ADC 9.030.

C. Carpool/Vanpool Parking (ADC 9.035): Because off-street parking is provided, ADC 9.035 requires at least one preferential carpool/vanpool space or 10% of employee-use spaces, whichever is greater. The plan set identifies one designated carpool/vanpool stall.

D. ADA Parking (ADC 9.040): Two ADA-compliant spaces are provided. Final striping, slopes, and signage will be verified at building permit under OSSC.

E. Electric Vehicle Charging Capacity (ADC 9.050 / ORS 455.417): The proposed mixed-use development includes more than five residential dwelling units and is therefore subject to the electric vehicle (EV) charging capacity requirements of ADC 9.050 and ORS 455.417. The plan set shows 47 total vehicle parking spaces, including two ADA-accessible stalls.

Consistent with ADC 9.050, electrical service capacity sufficient for a Level 2 EV charging station is provided for no less than 40 percent of vehicle parking spaces serving the residential component of the development and no less than 20 percent of vehicle parking spaces serving the non-residential component. Based on the parking allocation shown on the plans (approximately 37 residential stalls and 10 commercial stalls), EV-ready capacity is provided for 15 residential spaces and 2 commercial spaces.

In addition, EV charging capacity is provided for at least 40 percent of ADA-accessible parking spaces, resulting in one ADA-accessible EV-ready stall, consistent with ADC 9.050(2). When EV charging capacity is provided for an accessible parking space, the charging equipment is located to provide a clear and accessible path from the vehicle to the sidewalk and is accessible in height, in compliance with ADC 9.050(3).

Accordingly, the proposal complies with the electric vehicle charging capacity requirements of ADC 9.050 and ORS 455.41

F. Circulation and Drive Aisles (ADC 9.120): Parking areas are designed with one-way drive aisles that meet minimum width requirements, 90-degree parking stalls that meet all dimensional standards for width, depth, and backup space, and accessible pedestrian connections linking the parking area to building entrances. The internal circulation layout ensures all maneuvering occurs onsite, with no backing movements into public streets.

G. Landscaping (ADC 9.135–9.200)

1. Required Setback Landscaping (ADC 9.140(2)): The HD zone requires zero front setbacks. Because the building occupies the full street frontage, no setback landscaping is required. Streetscape landscaping is provided via street trees and planter wells.

2. Parking Lot Landscaping (ADC 9.150): The rear parking area is small, internal to the block, and fully screened from public streets. Interior parking-lot landscaping requirements are not triggered.

3. Parking Perimeter Landscaping in Village Centers (ADC 9.160): ADC 9.160 requires screening only for parking areas adjacent to a public street. In this case, all surface parking is located behind the building, internal to the block and not adjacent to any public street frontage. No parking occurs between the building and the street. Because no parking area is adjacent to a public street, no perimeter screening is required under ADC 9.160.

4. Street Trees and Streetscape Landscaping (ADC 9.182–9.189): The project reconstructs sidewalks and curb lines on all frontages and installs street trees consistent with:

    - approved street-tree species lists (ADC 9.182),
    - spacing and planting requirements (ADC 9.187),
    - height and canopy clearance standards (ADC 9.186), and
    - clear-vision requirements at intersections and access points.

    Removal and replacement of ROW trees will occur under the City's tree permit process.

5. Landscape Plan and Completion Guarantees (ADC 9.180, 9.190): Required landscaping elements including street-tree locations, planter wells, and associated irrigation (as applicable) are shown directly on the Site Plan. These features are depicted with sufficient detail to demonstrate compliance with ADC 9.180. Because the development occupies the full building footprint along all street frontages, landscaping is limited to public-realm streetscape improvements consistent with Historic Downtown standards.

    If any installation must be deferred due to weather or construction sequence, the applicant may provide a completion guarantee consistent with ADC 9.190 prior to occupancy.

H. Tree Protection (ADC 9.170): Existing trees over 25 inches in circumference are identified on the plans in accordance with ADC 9.170. The plan sheets include both an Onsite Tree Removal Summary and a Right-of-Way Tree Removal Summary, documenting species, diameter, canopy size, and whether each tree qualifies as "significant."

Onsite trees identified for removal do not meet the "significant tree" threshold. Removals are necessary to construct the building and required improvements.

ROW street trees will be replaced according to HD streetscape standards. No significant trees are removed.

I. Buffering and Screening (ADC 9.210–9.260): Because the building occupies the full street frontage and all parking is located behind the structure, no buffer yards are required. Rooftop mechanical equipment will not be enclosed in separate screening structures but is placed on the roof where the building height and parapet walls provide inherent visual shielding from public street views. Any limited visibility is oriented toward the alley, an appropriate service corridor.

J. Fences (ADC 9.280): No fences are proposed. Not applicable.

K. Environmental Standards (Stormwater, Drainage, ADA) (ADC 9.100(4), AMC Title 12): The proposed mixed-use building contains only typical commercial and residential uses and no industrial processes. All mechanical equipment will comply with City and DEQ noise limits (ADC 9.440), and no visible emissions, objectionable odors, or vibration exceeding ADC thresholds (ADC 9.450, 9.460, 9.470) will be generated. Site lighting will meet glare and shielding requirements to prevent more than 0.5 foot-candles at property lines (ADC 9.480). Stormwater will be treated in accordance with AMC Title 12 and ADC 9.455. Waste materials will be stored in enclosed, managed areas that prevent pests, and no hazardous-waste–producing operations are proposed (ADC 9.490–9.500).

Criterion (8): The Public Works Director has determined that public facilities and utilities are available or will be made available to serve the development, per Article 12.

Adequate public facilities are available to serve the proposed mixed-use development, and the Public Works Director has reviewed the preliminary utility and frontage improvement plans for consistency with Article 12.

- Water: A public 12-inch water main is in 1st Avenue NW, an 8-inch water main is in Broadalbin Street, and an 8-inch water main is in Ferry Street. The development will connect via new domestic and fire service lines shown on the Site/Utility Plans. No off-site water extensions are required, and capacity is sufficient to serve the proposed mixed-use building.
- Sanitary Sewer: A public 24-inch sanitary sewer main exists within Ferry Street NW, a public 12-inch sanitary sewer main exists in Broadalbin Street, and an 8-inch public sanitary sewer main exists in the public alley, providing direct gravity service. The plans show new sewer laterals meeting City standards for alignment, depth, and clean-out spacing connecting to the existing 8-inch sanitary sewer main in the public alley as shown on the Site/Utility Plans.
- Storm Drainage: Public storm drainage mains exist along 1st Avenue NW, Broadalbin Street and Ferry Street NW. The project includes reconstruction of sidewalks on all frontages, allowing on-site stormwater collection to discharge into the existing public system. Private storm conveyance for the building's main roof system and treatment facilities shown on the utility plan will comply with AMC Title 12 for stormwater quality treatment. The proximity to the Willamette River outfall dictates that no onsite flow control or detention are required.
- Franchise Utilities: Electric, natural gas, and telecommunications utilities are available in adjacent rights-of-way. The plans show all new franchise utility services placed underground, consistent with Article 12 and Historic Downtown streetscape standards.

Based on review of the submitted preliminary civil drawings, adequate public utilities exist or will be constructed to serve the development in compliance with Article 12.

Criterion (9): The Public Works Director has determined that transportation improvements are available or will be made available to serve the development, per Article 12.

The site is located within the downtown street grid, which provides a high level of multimodal connectivity and redundant routing options. The surrounding public streets consist of:

- 1st Avenue NW – Minor Arterial
- Broadalbin Street NW – Local Street
- Ferry Street NW – Local Street

These improved rights-of-way provide direct pedestrian, bicycle, and vehicular access to the site. Consistent with Article 12, the project will remove outdated and redundant driveway approaches, reconstruct sidewalks, update ADA ramps, and construct one new driveway on Ferry Street NW. All sidewalk corridor frontage improvements will be constructed to City standards and within existing right-of-way.

A. Sidewalk Reconstruction. Redevelopment requires reconstruction of portions of the sidewalk corridors along 1st Avenue NW, Broadalbin Street NW, and Ferry Street NW. Improvements include:

    - Removal of existing driveways approaches on 1st Avenue and Broadalbin Street from the former bank/parking use.
    - Construction of a new single driveway approach on Ferry Street NW for site access, meeting Article 12 design and spacing requirements.
    - Reconstruction of sidewalks, curbs, and ADA-compliant ramps along all three frontages to align with new building entrances and restore continuous pedestrian routes.

    All work will be built to Public Works Standard Construction Specifications and maintain or enhance the existing pedestrian network.

B. Trip Generation and Transportation Capacity: The project consists of a mixed-use building with 37 residential units and approximately 7,695 sq ft of commercial space. Using ITE Trip Generation Manual, 11th Edition (Land Use Codes 221 and 820), estimated trip projections are:

    a. Residential (37 units): ≈ 220 daily trips, 14 AM peak, 17 PM peak
    b. Commercial (approx. 6,000 sq ft): ≈ 120 daily trips, 4 AM peak, 10 PM peak

    Estimated total site trips:

    c. Daily: ≈ 340 ADT
    d. AM peak: ≈ 18 trips
    e. PM peak: ≈ 27 trips

    These volumes represent a modest increase relative to the capacity of the downtown grid, which is specifically designed with short blocks and multiple route choices to distribute traffic. Based on

review of the trip estimates and the roadway classification context, the Public Works Director determined that adequate capacity exists, and no off-site capacity improvements are required.

C. Access and Circulation:

The development provides single driveway access on Ferry Street NW, a local street, consistent with ADC 12.100 preference for access onto the lowest-classification street. The driveway is located more than 10 feet from the nearest intersection, meeting spacing requirements applicable to local streets.

All parking, loading, trash collection, and maneuvering occur entirely onsite, accessed via the alley and the Ferry Street driveway. No backing movements into public streets will occur. Pedestrian circulation is enhanced through reconstruction of ADA-compliant sidewalk segments and direct building entries on all three street frontages.

D. License to Occupy (Right-of-Way Encroachments).

The project includes elements such as canopies, awnings, structural footings, or streetscape features that may occupy or encroach into the public right-of-way. Per Public Works requirements, a License to Occupy is required prior to building permit issuance for any permanent encroachment into City ROW. The applicant acknowledges this requirement and will obtain the License to Occupy as a condition of approval.

The LTO ensures long-term maintenance responsibilities are clearly assigned and that the encroaching elements do not interfere with public utilities, pedestrian access, or ROW maintenance obligations. With this requirement, the project complies with Article 12.

All final encroachment features, including awnings, canopy projections, and subsurface waterproofing, drainage, or utility components, will be reviewed by Public Works as part of the LTO and building permit processes. Possible LTO items include:

- Bike racks
- Water backflow device and vault
- Power gear
- Communications gear
- NW Natural gas meter

Criterion (10): The proposed post-construction stormwater quality facilities can accommodate the proposed development, consistent with AMC Title 12.

The proposed mixed-use building increases the overall impervious surface area on the site; therefore, stormwater management must comply with AMC Title 12, the City of Albany Engineering Standards, and the Stormwater Management Design Manual.

The preliminary civil plans submitted with this application include a conceptual stormwater strategy demonstrating that compliant post-construction water-quality treatment facilities can be constructed on

site. The proximity of the site to the Willamette River outfall eliminates the need to provide stormwater flow control and detention. The preliminary plans show:

- On-site stormwater for the building's main roof collection using downspouts, piped conveyance, and a stormwater quality manhole to a new private storm lateral.
- On-site stormwater quality treatment in facilities sized using hydrologic calculations (to be finalized at Public Works permit review).
- Connection to the public storm system located in Ferry Street NW. Public Works has reviewed the system and confirmed sufficient downstream capacity to receive the project's treated discharge.

Final engineered stormwater design including selection and sizing of an approved treatment technology such as proprietary water-quality units will be reviewed and approved through the Public Works permitting process. All facilities must meet the City's requirements for:

- Water-quality treatment (per the City's approved TSS removal standards),
- Maintenance access and long-term performance, consistent with AMC 12.45.

Based on the preliminary civil plans, Preliminary Stormwater Report and Public Works review, the Public Works Director has determined that adequate stormwater quality facilities can be designed and constructed to fully accommodate the proposed development, satisfying Criterion (10).

Criterion (11): The proposal meets all existing conditions of approval for the site or use, as required by prior land use decisions.

A review of City records indicates that no prior land use approvals or conditions of approval apply to the subject property that would affect or restrict redevelopment. The site has remained a vacant downtown block with no active land use permits, conditional use approvals, or development agreements that impose ongoing obligations.

Because no previously approved conditions apply, and no outstanding compliance requirements exist, the proposed development satisfies Criterion (11).

Criterion (12): Sites that have lost their nonconforming status must be brought into compliance and may be brought into compliance incrementally in accordance with ADC 2.330.

The subject property is currently developed as a vacant surface parking lot. Any prior use or development on the site does not retain nonconforming status under ADC 2.330, as the former bank building has been removed and the site has not been used in a manner that preserves a nonconforming use or structure.

Redevelopment of the site with a new fully conforming mixed-use building will bring the property into complete compliance with the Albany Development Code. All new construction meets current zoning, design, and development standards; therefore, no incremental compliance measures under ADC 2.330 are required.

Accordingly, Criterion (12) is satisfied

B. ADC 2.455 – REVIEW CRITERIA – ADDITIONAL CRITERIA FOR NON-RESIDENTIAL APPLICATIONS (INCLUDING THE NONRESIDENTIAL PORTION OF A MIXED-USE DEVELOPMENT).

Criterion (1): The transportation system can safely and adequately accommodate the proposed development.

As detailed in the Article 12 transportation findings (Site Plan Review Criterion 9), the surrounding street system including 1st Avenue NW (Minor Arterial) and Broadalbin and Ferry Streets NW (Local Streets) provides adequate multimodal capacity to serve the project.

The mixed-use project is estimated to generate approximately 340 daily trips, with 18 AM peak and 27 PM peak trips, based on ITE 11th Edition rates for retail and multifamily housing. These modest volumes can be readily absorbed by the robust downtown grid, which disperses traffic through short blocks and multiple routing choices.

The development provides a single vehicular driveway from Ferry Street NW, which is the only point of private vehicle ingress and egress. The alley is not used for vehicle access to the parking lot. Instead, it supports refuse collection, loading, unloading, and service vehicle staging, ensuring that large-vehicle maneuvering occurs entirely outside the parking area. This configuration minimizes conflicts between users, reduces curb cuts along pedestrian corridors, and complies with ADC 12.100 preference for access onto the lowest-classification street.

Frontage work, including reconstruction of sidewalks, curbs, ADA ramps, and elimination of outdated driveway aprons, will improve pedestrian safety and corridor continuity along all three frontages.

Because the project complies with Article 12 and does not create or exacerbate capacity or safety deficiencies, the transportation system can safely and adequately accommodate the development.

Criterion (2): Parking areas and entrance-exit points are designed to facilitate traffic and pedestrian safety and avoid congestion.

Parking, circulation, bicycle parking, ADA accommodations, and pedestrian connectivity have been addressed in detail under Site Plan Review Criterion 7 (Article 9 On-Site Development Standards). The proposal meets all applicable ADC 9.020–9.130 standards.

Key features supporting safe operation include:

- A single consolidated access point on Ferry Street NW, reducing conflict points.
- Internal circulation is designed so that all maneuvering occurs onsite, no backing movements into public rights-of-way.
- Direct and ADA-compliant pedestrian connections linking building entrances to reconstructed sidewalks on all three street frontages.
- Parking stall dimensions, drive aisle widths, EV-ready stall allocations, and striping meeting ADC requirements.
- Bicycle parking is provided in accordance with ADC 9.030, including enclosed long-term spaces.

The resulting design minimizes potential conflicts between vehicles, pedestrians, and bicycles and avoids congestion within and adjacent to the site. Therefore, Criterion (2) is satisfied.

Criterion (3): The design and operating characteristics of the proposed development are reasonably compatible with surrounding development and land uses, and any negative impacts have been sufficiently minimized.

Compatibility is demonstrated through full compliance with the HD (Historic Downtown) zoning district standards, Article 8 design standards, and the Secondary Climate Friendly Area (CFA) overlay. Compatibility features include:

- Urban form: The building is constructed at the property line on all frontages, consistent with the downtown block pattern and HD build-to standards.
- Height and massing: The proposed 55'-4" height is compatible with nearby multistory contributing structures and is below the HD/DMU maximum of 65 feet.
- Façade design: Ground-floor transparency, recessed entrances, weather protection, brick and stone materials, and parapet articulation meet the HD and Article 8 requirements for scale, rhythm, and architectural compatibility.
- Screening of functional elements: Service areas and the refuse enclosure are screened from public street views, and rooftop mechanical equipment is placed on the roof and set back behind parapet walls so that the building height and parapet configuration provide inherent visual shielding (see Article 9 findings).
- Environmental and operational impacts: Compliance with ADC 9.440–9.500 and AMC Title 12 ensures that lighting, stormwater, noise, and emissions remain within allowable thresholds.
- Mixed-use activation: The combination of active ground-floor commercial space and upper-story housing reinforces the walkable, pedestrian-oriented character of the Historic Downtown.

The HD standards are development standards focused on built form and compatibility, not public improvement standards. The project meets all applicable requirements and integrates appropriately with the surrounding historic urban fabric.

Because the design and operations are consistent with the intent of the district and avoid impacts to adjoining uses, Criterion (3) is satisfied.

C. ADC 11.180 – REVIEW CRITERIA OR TENTATIVE REPLAT

Criterion (1): The application is consistent with the goals and policies of the Comprehensive Plan and any relevant plans adopted by the City Council.

As described under Site Plan Review Criterion (1), the subject property is designated Village Center in the Albany Comprehensive Plan, located within the Downtown Commercial Historic District, and is planned for compact, walkable, mixed-use redevelopment. Consolidating four platted downtown lots into a single parcel under a coordinated development plan:

- Facilitates infill and redevelopment of an underutilized surface parking lot;
- Supports higher-density housing and ground-floor commercial uses consistent with the Village Center designation.
- Efficiently uses existing public facilities and infrastructure; and
- Reinforces downtown as the community's economic and cultural core.

The replat is a technical land division action that aligns the plat configuration with the planned mixed-use building footprint and site plan. It implements, rather than conflicts with, the Comprehensive Plan's Economic Development, Housing, Transportation, Public Facilities, Historic, CFEC/CFA, and Urbanization policies previously cited.

Conclusion: The Tentative Replat is consistent with applicable Comprehensive Plan goals and policies. Criterion (1) is satisfied.

Criterion (2): The proposal meets the development standards of the underlying zoning district, applicable lot and block standards, and open space requirements of this Article.

The subject property is zoned HD (Historic Downtown) with the Secondary Climate Friendly Area (CFA) Overlay. As detailed under Site Plan Review Criterion (3), the proposed mixed-use development complies with all applicable HD and CFA standards for allowed uses, setbacks/build-to, height, and site utilization. The Tentative Replat consolidates Lots 1–4, Block 9, Plan of Albany into a single downtown parcel and does not create any new lots, streets, or blocks.

Lot and Block Arrangements – ADC 11.090

ADC 11.090 establishes lot and block arrangement standards for land divisions. Many of these provisions are written specifically for single-dwelling and middle housing in residential zones; however, where applicable, the proposed replat is consistent with their intent:

1. Lot Arrangement (ADC 11.090(1))
    a. Buildability / topography. The consolidated parcel is flat, fully serviced, and large enough to accommodate the approved mixed-use building in full compliance with HD and Article 8 standards. There are no topographic or physical constraints that would create foreseeable difficulties in securing building permits.
    b. Lot dimensions. The resulting lot (±0.62 acres) exceeds any minimum size expectations for HD and is appropriately dimensioned for a full-block urban mixed-use building. No further subdivision is proposed or required; as a built-out downtown block, future internal subdivision and new public streets are neither necessary nor desirable in this location.
    c. Double frontage. The property fronts 1st Avenue, Broadalbin Street, and Ferry Street, with a public alley on the fourth side. This pattern reflects the existing historic downtown block configuration and does not create new double-frontage lots in the residential sense contemplated by this standard. Access is taken from Ferry Street, the lowest-classification

street, consistent with ADC 12 access management preferences. No new driveways are proposed to 1st Avenue, and no backing movements into arterials will occur.

d. Side property lines. The replat maintains side property lines that are substantially perpendicular to the bounding streets consistent with the existing platted block and downtown grid. No irregular or wedge-shaped remnant parcels are created.

2. Block Length and Perimeter (ADC 11.090(2)– (3))

   These provisions apply to land divisions in residential zones and are directed at the creation of new blocks and accessways. The replat occurs in the HD zone (a mixed-use/commercial downtown district) and does not create any new blocks, alter block length, or modify the pedestrian/bicycle network. The existing downtown block:

   - Is already bounded on all sides by public streets and an alley;
   - Has sidewalks around the full perimeter; and
   - Is within the walkable grid that meets CFA connectivity objectives.

   Even if applied by analogy, the existing block length and perimeter remain unchanged and continue to function consistently with ADC 11.090 and Article 14 CFA connectivity intent. No exceptions under ADC 11.090(2)(c) are required because no new block configuration is being created.

3. Other Provisions (ADC 11.090(4)–(6))

   - Cul-de-sac frontage (11.090(4)) – No cul-de-sacs are proposed; this standard is not applicable.
   - Flag lots (11.090(5)) – No flag lots are proposed; this standard is not applicable.
   - Intersection curb radii (11.090(6)) – The replat does not alter street rights-of-way or intersection geometry; any curb radii remain as existing or will be reconstructed under Article 12 standards with the frontage improvements, not through the plat itself.

Because the replat simply consolidates existing platted lots into one regular downtown parcel, maintains the established street and alley network, and supports a fully conforming mixed-use building in the HD/CFA context, the proposal meets applicable lot and block standards of Article 11 and the development standards of the underlying zoning district.

Conclusion: Criterion (2) is satisfied.

Criterion (3): Development of any remainder of property under the same ownership can be accomplished in accordance with this Code.

The Tentative Replat consolidates all four platted lots (Lots 1–4, Block 9) that comprise the subject block. There is no remainder parcel under the same ownership left outside the replat boundary. All land within the ownership block is included in and will be developed under the proposed mixed-use site plan.

Because no remainder property exists, there is no additional area whose future development potential could be compromised by this replat.

Conclusion: There is no remainder property under the same ownership; this criterion is inherently satisfied. Criterion (3) is satisfied.

Criterion (4): Adjoining land can be developed or is provided access that will allow its development in accordance with this Code.

The subject block is part of the established downtown street grid, bounded by 1st Avenue, Broadalbin Street, Ferry Street, and a public alley. The Tentative Replat:

- Does not vacate or alter any existing public streets or the alley;
- Does not eliminate or restrict access to adjoining properties;
- Maintains the existing street and alley network that currently serves neighboring parcels.

Adjacent properties are already developed with a mix of commercial and mixed-use structures and retain full access via existing public streets and alleys. The replat only adjusts internal lot lines within the subject block and does not affect adjoining parcels' frontage or access rights.

Conclusion: Adjoining land retains adequate access and can continue to be developed or redeveloped consistent with the ADC. Criterion (4) is satisfied.

Criterion (5): The Public Works Director has determined that transportation improvements are available to serve the proposed subdivision or partition in accordance with Article 12 or will be made available at the time of development.

Transportation facilities serving the site and any improvements needed in association with the replat and mixed-use development are addressed under Site Plan Review Criterion (9) (Article 12). As summarized there:

- The property is served by the existing downtown street grid, including 1st Avenue (Minor Arterial) and Broadalbin and Ferry Streets (Local Streets);
- The project will reconstruct sidewalks, curbs, and ADA ramps along all frontages, remove obsolete driveway aprons, and construct one new driveway on Ferry Street;
- Estimated trip generation (approximately 340 daily trips, 18 AM peak, 27 PM peak) can be safely and adequately accommodated on the surrounding network; and
- The Public Works Director has reviewed the proposal and determined that no off-site capacity upgrades are required and that Article 12 standards are satisfied.

The Tentative Replat itself does not alter the street pattern or create new public streets; it merely aligns the legal lot configuration with the proposed development site. Transportation facilities serving the replat are therefore adequate, and required improvements will be constructed with the development.

Conclusion: Transportation improvements are available or will be provided in compliance with Article 12. Criterion (5) is satisfied.

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

Special purpose district applicability has been addressed under Site Plan Review Criterion (4) and is summarized here for the Tentative Replat:

- Airport Approach (Article 4): The site is not located within an Airport Approach overlay; Article 4 does not apply.
- Natural Resources (Article 6): There are no mapped significant wetlands, riparian corridors, floodplain, floodway, or other natural resource overlays on or adjacent to the property. Article 6 standards are not triggered.
- Historic (Article 7): The property lies within the Downtown Commercial Historic District. New construction on the site is subject to Historic Review of New Construction (ADC 7.270), which is being processed concurrently. The Tentative Replat itself does not alter, remove, or subdivide any historic resource; it simply consolidates platted lots into one parcel to facilitate compatible new construction. Compliance with Article 7 is addressed in the separate Historic Review findings.

Because the replat does not introduce any new activity within airport or natural resource overlays and is coupled with a concurrent Historic Review application that ensures compliance with Article 7, the Tentative Replat is consistent with all applicable special-purpose district requirements.

Conclusion: The replat complies with applicable special-purpose district regulations in Articles 4, 6, and 7. Criterion (6) is satisfied

D. ADC 7.270(2) – REVIEW CRITERIA FOR HISTORIC REVIEW OF NEW CONSTRUCTION

Historic Context

The Downtown Commercial Historic District (*National Register of Historic Places* #82001509) encompasses approximately nine and a half blocks bounded by the alley north of First Avenue, Lyon Street, Third Avenue, and Washington Street. Its period of significance (1866–1930) reflects Albany's transition from a frontier settlement to a regional commercial hub shaped by its river access and early railroad development.

During this period, the district developed a consistent urban form defined by:

- Zero-lot-line masonry construction with flat roofs and parapets;
- A two- to four-story building heights, creating a continuous street wall and stable skyline;
- Regular, vertically proportioned windows producing a fine-grained façade rhythm;
- Highly transparent ground-floor storefronts with recessed entries; and
- A cohesive streetscape reinforced by continuous lot coverage and uniform building orientation.

Architectural expressions include Italianate, Queen Anne, Renaissance Revival, and Commercial Brick styles, many designed by Charles H. Burggraf, whose commercial buildings significantly shaped Albany's architectural identity.

This shared vocabulary of massing, orientation, height, and materials establishes the historic context against which compatibility for new construction is evaluated under ADC 7.270(2).

Criterion (a): The development maintains the horizontal elements of adjacent buildings.

Contributing buildings within the Downtown Commercial Historic District including the Albany State Bank (201–203 1st Ave W, c. 1908), Cusick Bank (236–244 1st Ave W, 1895), and the St. Francis Hotel (1912) exhibit strong horizontal divisions that visually unify the streetscape. These elements include continuous belt courses, transom lines, stone sills, and prominent cornices that create consistent horizontal alignments across façades.

The proposed building reinforces this defining characteristic in several ways:

- The first-floor transom band and upper cornice line are aligned within approximately one foot of the St. Francis Hotel's parapet height (≈ 50 feet), maintaining a consistent horizontal datum across the block.
- Belt courses at intermediate levels break up the façade into a clear base–middle–top organization, consistent with traditional commercial block design.
- A distinct parapet cap provides a pronounced horizontal termination similar to contributing buildings.

While the new building introduces minor variations in parapet height, such variations are both historically common and desirable, contributing to the district's visual richness while preserving overall cornice rhythm.

The proposed design therefore maintains and reinforces the horizontal alignments that characterize adjacent contributing structures, consistent with City of Albany Downtown Design Guideline 2.3 ("Maintain alignment of horizontal elements").

Criterion (a) is satisfied.

Criterion (b): The development maintains other historic patterns, such as the horizontal/vertical pattern of upper-story windows and the pattern of entrances along the street.

The National Register nomination for the Downtown Commercial Historic District identifies as a character-defining feature the consistent rhythm of vertically proportioned upper-story windows paired with regularly spaced, recessed storefront entrances. This combination creates the district's hallmark pattern of narrow vertical bays above broad, transparent storefronts, reinforcing both its fine-grained pedestrian scale and its cohesive visual continuity.

The proposed building continues these established patterns in several key ways:

- Upper-story window rhythm: The design incorporates regularly spaced, vertically oriented window groupings with a vertical-to-horizontal ratio of approximately 2:1, consistent with contributing buildings such as the J.C. Penney Building (317 1st Ave W, c. 1915) and the Rhodes Block (410 1st Ave W, 1907). Window alignment is maintained across stories, reinforcing the traditional structural hierarchy visible throughout the district.
- Storefront and entrance pattern: At the ground floor, three recessed commercial entrances and a centrally located recessed residential lobby entrance mirror the repetition and spacing of historic

storefronts. Each entry is recessed roughly three feet, creating depth and shadow consistent with early 20th-century commercial storefront design.

- Vertical alignment: The vertical alignment of window centerlines and mullions strengthens the façade's structural rhythm, a defining feature of Albany's historic commercial block development.

These elements collectively reflect and extend the district's established architectural vocabulary. The proposal satisfies City of Albany Downtown Design Guideline 3.1 ("Respect rhythm of openings and bays"), which calls for new construction to maintain the established cadence of window openings and storefront divisions.

The proposed development maintains and reinforces the district's historic patterns of vertical window rhythm, horizontal alignment, and recessed storefront entrances, achieving clear visual compatibility with adjacent contributing buildings. Criterion (b) is satisfied.

Criterion (c): Building materials are reflective of and complementary to existing historic buildings within the district.

The Albany Downtown Commercial Historic District is defined by its 19th- and early-20th-century masonry buildings constructed primarily of face brick, stone, stucco, and pressed metal, often articulated with pilasters, belt courses, arched window openings, and parapeted rooflines. These high-quality, durable materials create the cohesive texture and visual continuity that characterize the district.

Representative examples include:

- The Flinn Block (1887), an ornate Second Empire Baroque commercial building noted for its corbelled brickwork, arched fenestration, and pressed-metal cornice;
- The Straney & Moore Livery Stable (1892), incorporating decorative brick hoods and a vertically subdivided upper façade typical of Queen Anne influenced commercial architecture;
- Smaller early-20th-century masonry storefronts such as McAlphin's Confectionery (129 1st Ave W, c. 1919, Burggraf) and the Book Bin/ACT Annex (121 1st Ave W, c. 1920), which feature brick, imitation stone veneer, stucco finishes, and continuous stone base courses with transomed storefront glazing.

These examples collectively illustrate the historic material palette that establishes the district's character.

Proposed Material Palette and Compatibility

Element	*Proposed*	*Typical in District*
Primary Material	Red/buff brick veneer, running bond	Historic brick masonry
Secondary Material	Stone base detailing; pressed-metal cornice	Stone veneer; decorative metal cornice

Element	*Proposed*	*Typical in District*
Window Type	Aluminum-clad wood sash and transoms	Painted wood sash
Storefront System	Aluminum glazing with divided-light transoms	Wood or steel framed storefronts
Roofline	Flat roof with parapet and defined cornice cap	Flat roof with parapet and cornice detailing

The proposed brick veneer will be laid in a running bond pattern with soldier-course headers and stone sills that replicate the scale and shadow lines of historic masonry façades. The pressed-metal cornices will provide a minimum six-inch profile depth to emulate the relief of traditional pressed-tin detailing, while aluminum-clad wood windows offer dimensional authenticity and depth consistent with traditional wood sash systems, meeting contemporary energy-efficiency standards.

This palette employs authentic, durable materials rather than simulated finishes, ensuring compatibility without resorting to literal replication. The approach aligns with:

- City of Albany Downtown Design Guideline 4.1 ("Use materials similar in scale, color, and texture"), and
- The Secretary of the Interior's Standard 9, which calls for new construction to be compatible in massing, materials, and scale while remaining distinguishable as contemporary work.

The proposed building materials (i.e., brick veneer, stone accents, pressed-metal cornices, and aluminum-clad wood windows) are reflective of and complementary to the district's historic masonry fabric. They reinforce the architectural continuity, scale, and craftsmanship of surrounding contributing buildings while remaining clearly identifiable as new construction consistent with the district's ongoing evolution.

Criterion (c) is satisfied.

Criterion (d): Lot coverage, setbacks, and building orientation to the street are consistent with surrounding development patterns.

The National Register nomination and the City's Orientation & Building Placement design guidelines identify the Downtown Commercial Historic District's characteristic development pattern as zero-lot-line, full-block masonry construction with service access located at rear alleys. This urban form produces the district's continuous street wall, absence of front and side setbacks, active street-facing façades, and a hierarchy in which primary façades address public streets while secondary functions occupy the alley frontage.

The proposed four-story, U-shaped building perpetuates this historic urban form by maintaining uninterrupted frontage along 1st Avenue, Broadalbin Street, and Ferry Street, reinstating the traditional street wall lost after demolition of the noncontributing U.S. National Bank/Wells Fargo building. Parking and loading areas are positioned behind the building and screened from public view, preserving the pedestrian-oriented character of all street-facing elevations.

Although the project occupies a single consolidated parcel, the façade is articulated with vertical bays approximately 25–30 feet wide, recessed planes, and a central courtyard. These features visually subdivide the structure into modules that reflect the historic narrow-lot rhythm found throughout the district. With zero setbacks along all frontages, the building re-establishes a continuous urban edge, consistent with Design Guideline 1.2 ("Maintain zero setbacks and street alignment") and Design Guideline 2.1 ("Reinforce the established street wall and orientation").

In terms of height and massing, the proposed building height of approximately 55 feet corresponds closely to prominent contributing structures such as the St. Francis Hotel and the Albany State Bank Building (each approx. 50 feet). The parapet and cornice lines extend the district's established skyline datum, while the recessed upper courtyard and differentiated parapet profile reduce the perceived scale of the building. These transitions create a sensitive relationship with adjacent, lower height contributing resources such as the Rhodes Block (≈ 32 ft) and the J.C. Penney Building (≈ 44 ft).

Through its zero-lot-line orientation, full-lot coverage, alley-oriented service functions, and compatible height and massing, the proposed development replicates the historic spatial hierarchy and reinforces its cohesive urban form.

Criterion (d) is satisfied.

Criterion (e): The development maintains the pedestrian scale and orientation of the downtown district.

The pedestrian scale of the Downtown Commercial Historic District is established through transparent storefronts, recessed entries, and vertically proportioned openings that create a human-scaled interface between buildings and the sidewalk. The proposed design successfully mirrors and reinforces these characteristics.

Along 1st Avenue, the ground-floor storefront system provides over 70 percent transparency, exceeding the level of visual permeability observed on many contributing resources and surpassing the 60 percent transparency recommendation in City of Albany Design Guideline 5.1 ("Provide pedestrian-friendly façades"). This high level of visibility animates the streetscape and maintains the traditional storefront rhythm characteristic of the district.

Storefront elements include 24-inch kick plates, two-foot-high transoms, and mullion depths that introduce shadow and articulation, all of which preserve a tactile, pedestrian-oriented scale. These proportions exceed the 60 percent transparency standard recommended by *City of Albany Design Guideline 5.1*

("Provide pedestrian-friendly façades") and replicate the dimensional cadence of contributing storefronts such as the Book Bin / ACT Annex and McAlphin's Confectionery.

Each commercial suite incorporates a recessed entry approximately three feet deep, as does the centrally located residential lobby entrance. These recesses introduce shadow, depth, and shelter attributes commonly found in early 20th-century façades such as McAlphin's Confectionery and the Book Bin/ACT Annex and help maintain the intimate, pedestrian-oriented scale typical of historic storefronts.

Storefront detailing further reinforces this scale. Elements include:

- 24-inch kick plates,
- Two-foot-high transoms, and
- Dimensional mullions and framing members create shadow lines and visual texture.

These proportions establish a clear base–middle–top relationship on the façade and provide a strong horizontal separation between the commercial ground floor and the residential stories above an organizational hierarchy consistently present in contributing downtown buildings.

Through its transparent ground floor, recessed entries, articulated storefront components, and vertical rhythm of openings, the proposed development retains the district's historic pedestrian orientation and fine-grained scale. The design is fully consistent with the City's Windows & Doors and Storefront Character design guidelines.

Criterion (e) is satisfied.

V. OVERALL CONCLUSION

As demonstrated in the detailed findings above, the proposed redevelopment complies with all applicable review criteria and development standards of the Albany Development Code, including Site Plan Review (ADC 2.450 and 2.455), Historic Review of New Construction (ADC 7.270), Minor Variance (ADC 2.696), and Tentative Replat (ADC 11.180).

The building's height, scale, massing, façade articulation, materials, and storefront design are compatible with the Downtown Commercial Historic District and reinforce the traditional zero-lot-line urban form characteristic of the district. The project provides active ground-floor commercial frontages, upper-story housing, weather protection, high transparency, pedestrian-oriented entries, and appropriate screening of rooftop equipment, all of which advance the design objectives of Articles 5, 7, 8, and 14.

All site improvements including parking, bicycle facilities, alley-oriented service access, driveways, utilities, stormwater treatment, street tree planting, frontage reconstruction, and pedestrian circulation meet or exceed the requirements of Articles 9 and 12. The Minor Variances requested for parking dimensions are limited,

justified by the constrained infill conditions, and consistent with the purpose and intent of the HD zone and CFA overlay.

The Tentative Replat consolidates four historic platted lots into a single developable parcel, satisfies the lot and block requirements of Article 11, relies on the existing downtown street grid for access, and enables orderly redevelopment of the site consistent with Comprehensive Plan policies for economic development, housing, transportation, and historic preservation.

Based on the comprehensive findings provided, the proposal fully satisfies all applicable review criteria. For these reasons, the applicant respectfully requests approval of the Historic Review, Site Plan Review, Minor Variance, and Tentative Replat applications.

VI. EXHIBITS

Exhibit A – Site and Adjacent Properties
Exhibit B – Historic site photo(s)
Exhibit C – Civil Plan Set
Exhibit D – Preliminary Stormwater Report
Exhibit E – Architectural Plan Set
Exhibit F – Rendering
Exhibit G – Application Form and Checklists
Exhibit H – Garage Door Gate System Cut Sheets

Udell Engineering & Land Surveying LLC

63 East Ash Street, Lebanon, OR 97355

[redacted]

DATE: September 10, 2026

City of Albany
Community Development
333 Broadalbin Street SW
PO Box 490, Albany, Oregon 97321-0144

Re: Determination of Incompleteness, dated January 7, 2026
Application for Site Plan Review for New Construction,
Historic Review of New Construction, Minor Variance and Replat.
City of Albany Planning File: HI-21-25, SP-20-25, RL-09-25, VR-06-25
Linn County Assessor Map No.: 11S-03W-06CC-06900

Dear Alyssa Schrems,

The following letter outlines the City's review comments for the above applications included in the Land Use package dated December 11, 2025. Each City review item is written in **bold** followed by responses.

1. **Public Works Comments:**

   a. **Access into the garage is too narrow, driveway needs to be a minimum of 24 feet for 2-way traffic per ADC 12.100. There is conflicting information for the entrance/exit gate. The attached information shows a license plate reader, but the layout indicates a keypad with entrance/exit on opposite sides. With the current proposed site access, there are concerns with existing traffic clear vision issues and existing movements with the building. Currently there is an exit on the left side of the entrance/exit that puts a wall up to the right-of-way line that would cause pedestrian safety concern for cars exiting the garage. There needs to be a clear vision area shown which could be a notched-out portion of the building to create this clear vision area (ADC 12.180). The issues with onsite circulation would increase congestion and be a pedestrian safety and traffic concern backing onto Ferry Street (Review Criteria 2.455(2)).**

      Revised Sheets C1.3 and C1.4 show the revised 26' wide one-way driveway to meet ADC 12.100, including an automatic vertical overhead door system with which the product data information has been provided for review. See Exhibit H for Cookson Door Extreme Microcoil Grille information.

b. **The four parking spaces at the end of garage are not able to turn around when all spots are full which would cause the vehicles to back out the full length of the garage and out onto Ferry Street. Even though this is an internal parking garage, it still needs to meet parking lot circulation standards. There will need to be an internal turnaround or flow through design for vehicles entering when the parking garage is full without backing out of the garage onto Ferry Street. Backing out onto Ferry would cause traffic pedestrian safety and traffic congestion concerns. (ADC 9.120 and review criteria 2.455 1-3).**

   Revised Sheets C1.3 and C1.4 depict the reconfigured parking spaces to allow for adequate backing out and clearance requirements to comply with ADC 9.120.

c. **The structural posts within the parking stalls may be too narrow with the posts extending into the parking stalls impacting the minimum width of the stall. The posts on the southside appear to line up with opening car doors and could be an issue. Provide structural post dimensions and adjust parking stalls for minimum widths from those posts for parking stalls.**

   Revised Sheets C1.3 and C1.4 illustrate the reduced column sizes which provide an increase in the clear width between parking stalls.

d. **The alley will need to be improved to current City standards, it is referenced to being improved in the narrative but not shown on the plans. (ADC 12.060(2)).**

   Revised Sheets C1.3 and C1.4 note the included alley improvements that comply with current City standards, as referenced in ADC 12.060(2).

e. **License to Occupy right-of-way is not part of land use review and is only approvable by City Council. This approval will be needed prior to this application being deemed completed, since structural changes could impact Historical Review. Staff would not support the balconies and roofs need to be located within the right-of-way. This is not something that we have done within downtown and would be a structural component within City right-of-way. The projecting balconies will need to be inset like the 1st Avenue frontage. Awnings are allowed to encroach within the right-of-way without a license to occupy and the City of Albany has a standard construction detail for accessibility that the awnings appear to meet.**

   Noted. Architectural sheets to be revised to show the balconies inset from the facade to comply with Historical Review and City of Albany design standards.

f. **Staff would not support the backflow devices for this development located within the right-of-way and would need to be within the building. Domestic water will need to have a RP backflow device due to the building height. Being a zero-lot line development, some franchise utility poles will be impacted, and the poles will need to be removed and lines relocated or undergrounded. The gas and power meters would not need a license to occupy and can be installed on the face of the building in the alley.**

   Noted. Backflow devices to be located on interior of building.

2. **Site Plan Review Revisions:**

   a. **ADC Table 8.220-1 requires 250 square feet of usable open space for developments with 10 or more units. Per ADC 8.220(2), this amenity can be located indoors or outdoors, with no dimension less than 15 feet and containing fixed or movable seating. The building plans indicate that there may be spaces that meet this, however the applicant's narrative indicates that no open space is required. Please update the narrative to indicate compliance with this standard.**

      Please see the attached Site Plan Review Narrative, "Item 3. Open Space" on page 10, revised to include the required 250 square feet minimum of usable open space per ADC Table 8.220-1. This requirement has been satisfied on the 3rd Floor with an Exercise Room consisting of approximately 1,282 square feet, and on the 4th Floor with a Community Room and adjacent exterior Balcony consisting of approximately 875 square feet and 262 square feet, respectfully.

   b. **The HD district requires pedestrian amenities compliant with ADC 8.365. Each development must provide a minimum of two pedestrian amenities from the list in ADC 8.365 (1). Based on the applicant's narrative, it appears that only one from the list is currently proposed (continuous weather protection, i.e. awnings). Please update the narrative and/or site plan to reflect an additional amenity as listed in ADC 8.365(1).**

      Please see the attached Site Plan Review Narrative, "Item 4. Pedestrian Amenities" on page 12, revised to include the required pedestrian amenities including outdoor bench seating located at each building entrance along 1st Avenue, to comply with ADC 8.365(1).

   c. **The applicant's findings indicate that short-term bicycle parking will be provided near building entrances, however these are not reflected on the site plan. Please update the site plan to show the covered bicycle parking with dimensions that are compliant with Table 9.030-2. A dimensional layout of the interior, secured, long-term bicycle parking is also required, including cargo spaces to serve short-term customers.**

      Revised Sheets C1.3 and C1.4 show the updated locations of covered bicycle parking near the building entrances, with dimensions that are compliant with Table 9.030-2.

3. **Minor Variance: Based on the analysis presented above in #1, additional changes are needed regarding vehicle maneuvering. If the applicant chooses to move forward with the reduction of the driveway width from 24 feet to 18 feet, a major variance application will be required as this represents a 25 percent adjustment to the numeric value. It is up to the applicant to provide findings in support of the approvability of a Major Variance application, nothing in this recommendation is meant to indicate that it would be approvable. The applicant applies at their own risk.**

   Based on the changes to the parking garage driveway width as noted above in Item 1a, the Minor Variance is no longer needed. As such, the request is withdrawn.

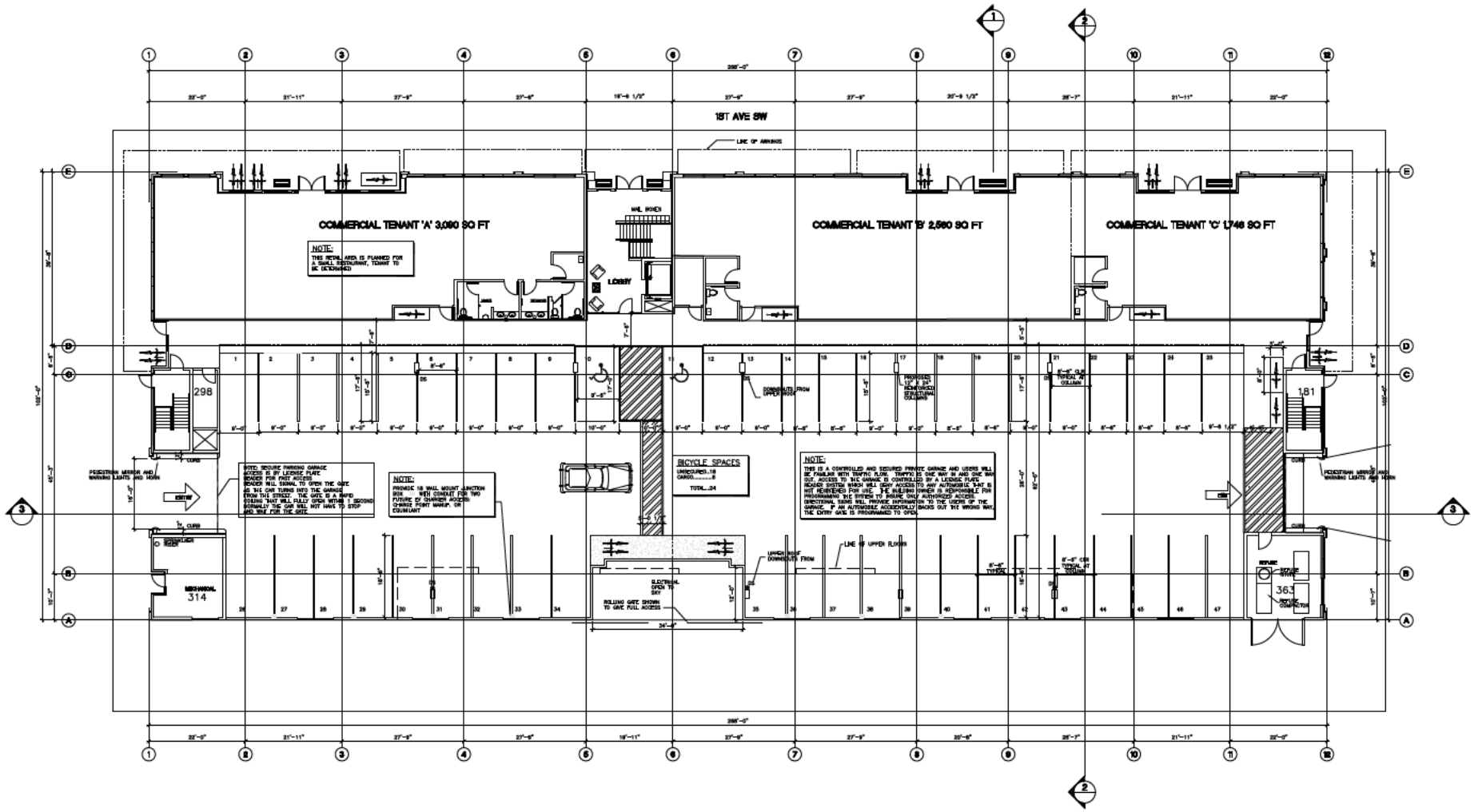
4. **While not an issue of completeness, additional analysis of compliance with design standards for Historic Review of New Construction has been provided by Anne Catlin. The applicant is encouraged to consider revising their proposed design to better align with these comments.**

   The comments provided by Anne Catlin regarding the Historic Review of New Construction have been addressed and all conditions satisfied herein. These include, but are not limited to, variations in façade materials and organization; compatibility of massing, scale, and parapet height; window placement, sizes, and patterns; and historically significant design elements.

Sincerely,

Marci Ruettgers
Land Use Planner
Udell Engineering & Land Surveying LLC

Attachement: Exhibit H – Garage Door Gate System Cut Sheets



FIRST FLOOR PLAN

SCALE 3/32" = 1' - 0"

0 10 20 30

REVISED SEP 11, 2026

GRID NORTH

REVISION	NO.	DESCRIPTION

72

New Mixed Use Building

Schematic Design

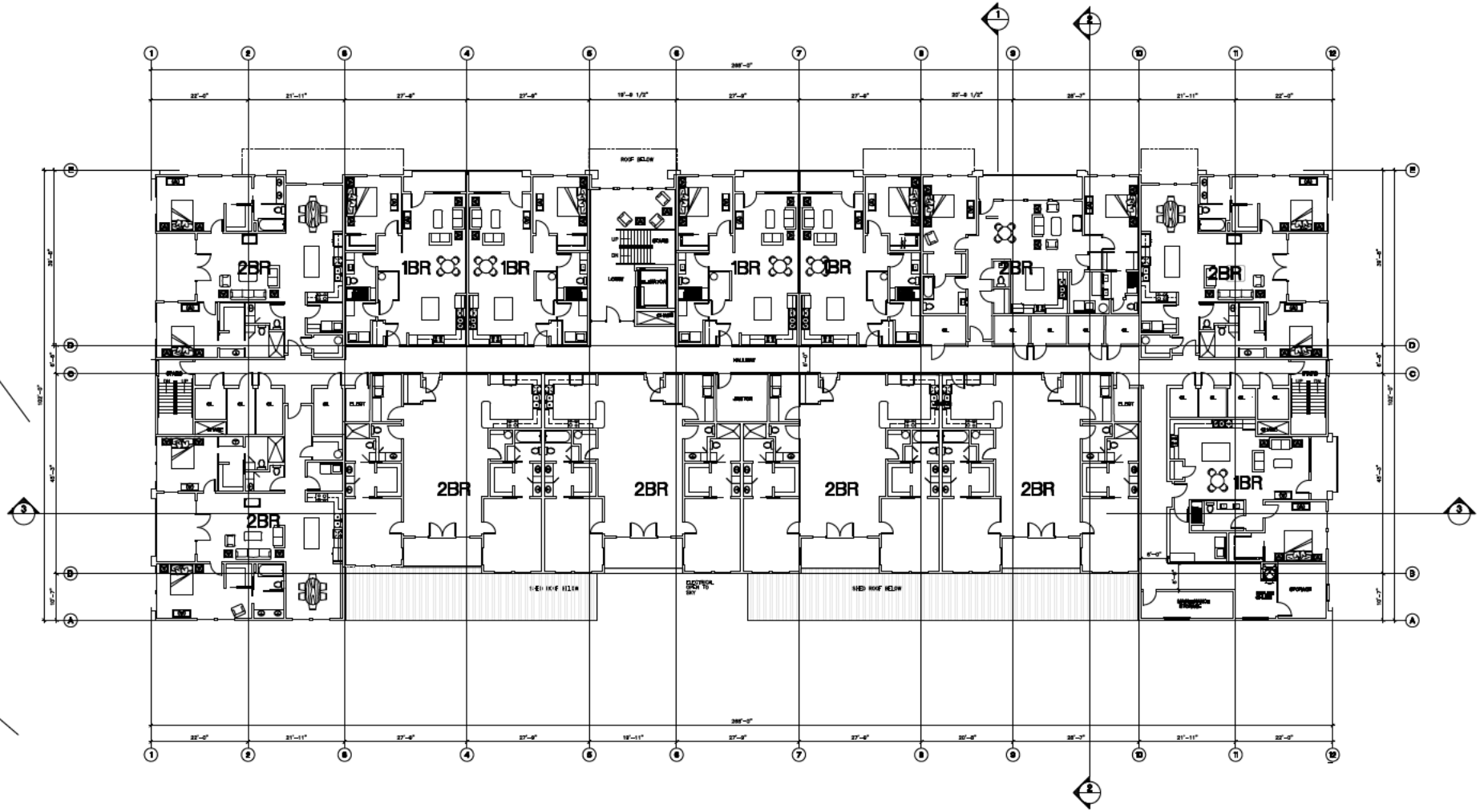
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY OREGON
STATE OF OREGON
12/09/2025

These documents were prepared by: Don Johnson, Architect

DR. BOARD
PRELIMINARY
PROJECT NUMBER
05-25

A1



SECOND FLOOR PLAN

SCALE 3/32" = 1' - 0"

0 10 20 30

GRID NORTH

REVISION		
NO.	DESCRIPTION	

73

New Mixed Use Building

Schematic Design

300 WEST 1ST AVE. ALBANY, OR 97321

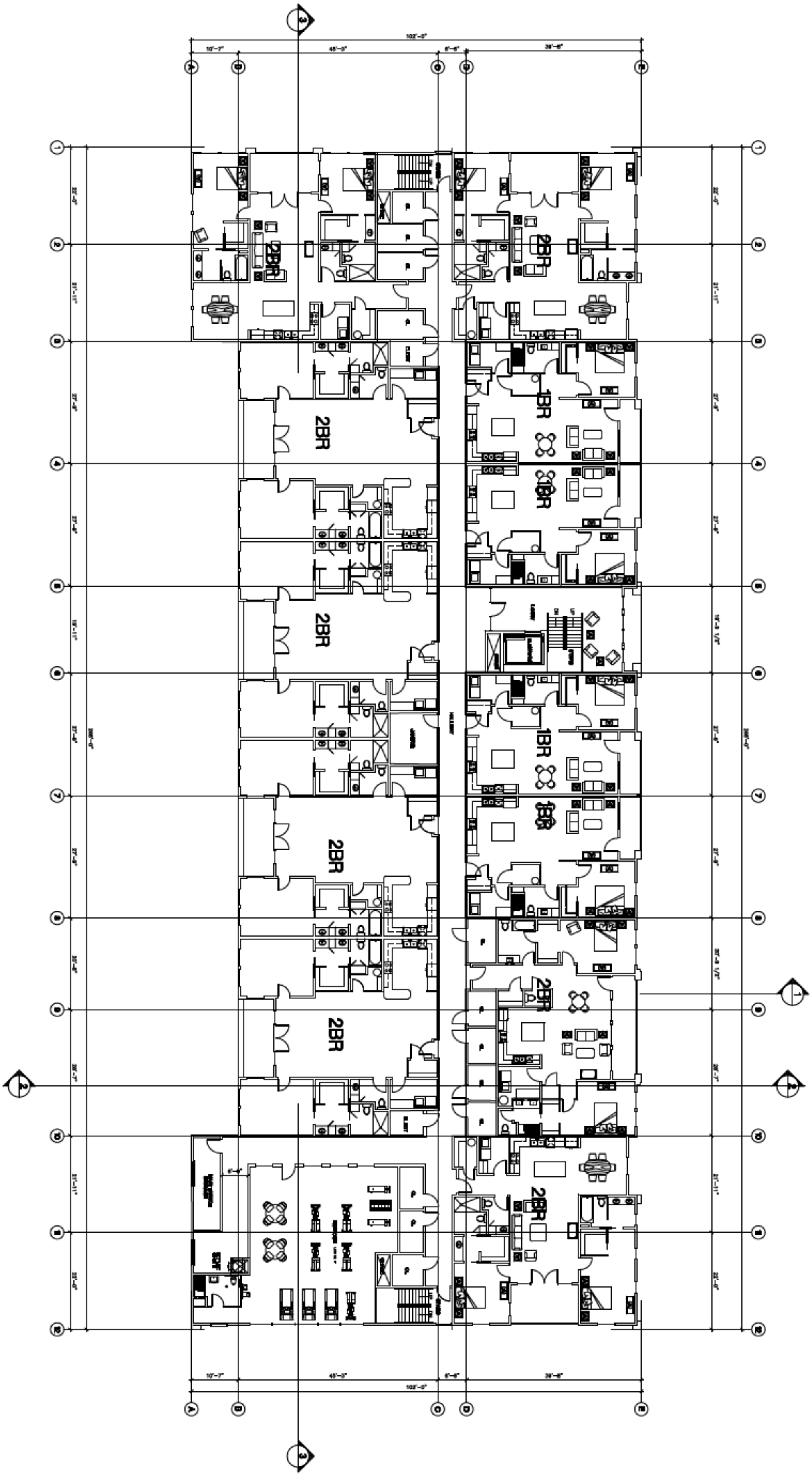
REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
02/06/2026

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DOC. ISSUED: PRELIMINARY
PROJECT NUMBER: 05-25

A2

CURRENT 08-28-2026



THIRD FLOOR PLAN
SCALE 3/32" = 1' - 0"

0 10 20 30

GRID NORTH

A3
CURRENT
08-28-2026

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Don Johnson, Architect
[redacted]

DOC ISSUE:
PRELIMINARY

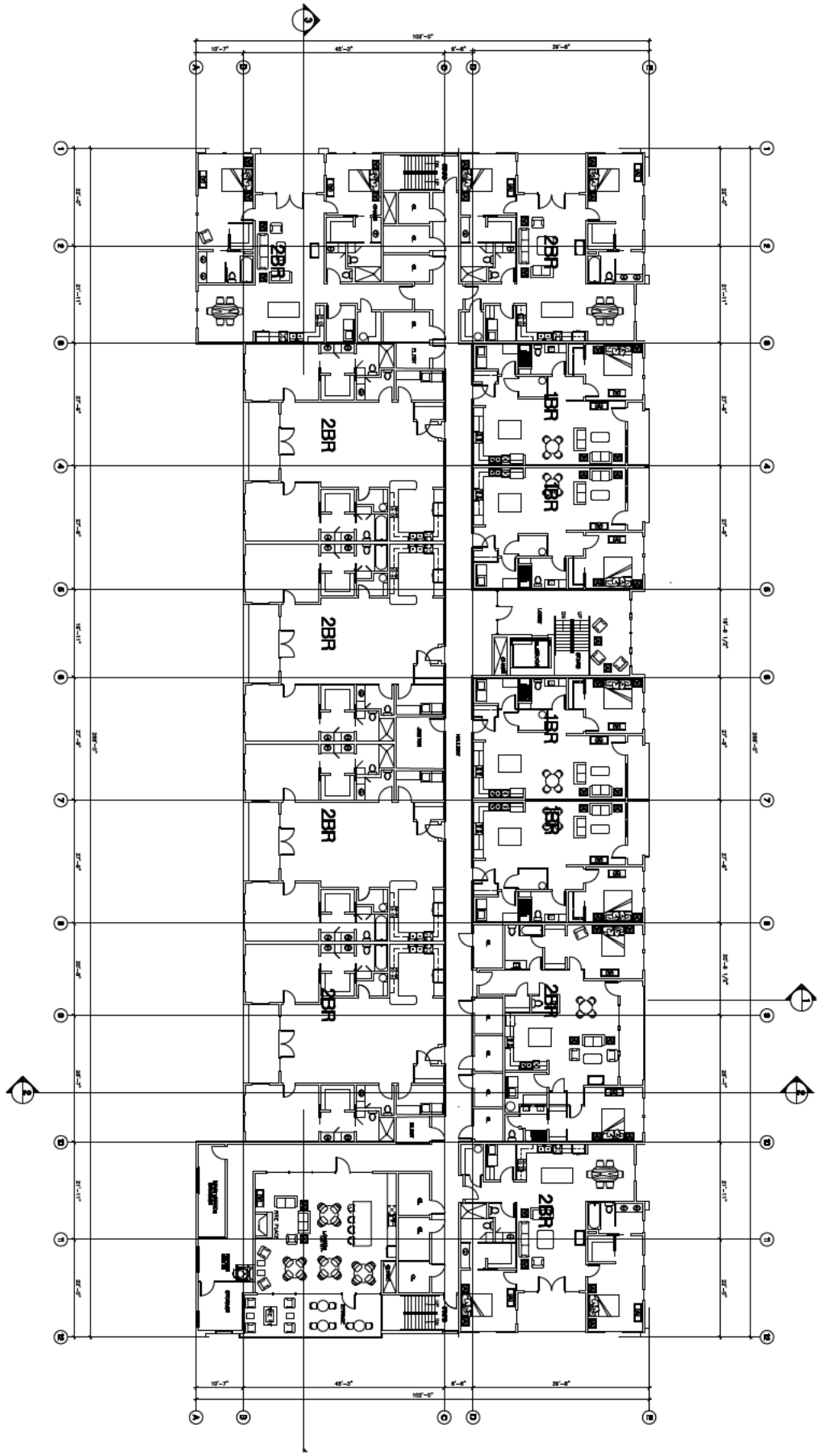
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DON JOHNSON
ALBANY, OREGON
STATE OF OREGON

New Mixed Use Building
Schematic Design

300 WEST 1ST AVE. ALBANY, OR 97321

REVISION	
NO.	DATE/DESCRIPTION



FOURTH FLOOR PLAN

SCALE 3/32" = 1' - 0"

0 10 20 30

GRID NORTH

A4

CURRENT
08-28-2026

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Don Johnson, Architect
[redacted]

DOC. ISSUED:
PRELIMINARY

PROJECT NUMBER:
03-25

REGISTERED ARCHITECT
DON JOHNSON
OREGON
ALBANY, OREGON
EXPIRES:

New Mixed Use Building

Schematic Design

300 WEST 1ST AVE. ALBANY, OR 97321

REVISION	
NO.	DATE/DESCRIPTION



FIRST AVE VIEW 08-28-2026



ALLEY VIEW 08-28-2026

BUILDING ELEVATIONS

SCALE 3/32" = 1' - 0"

0 10 20 30

REVISION

NO.	DESCRIPTION

79

New Mixed Use Building

Schematic Design

300 WEST 1ST AVE. ALBANY, OR 97321

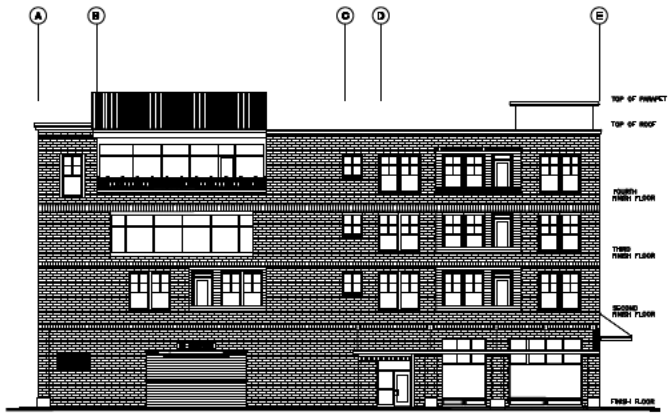
REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
12/09/2020

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DRC BOARD PRELIMINARY
PROJECT NUMBER 08-25

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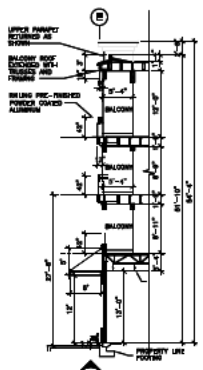
CURRENT 08-28-2026



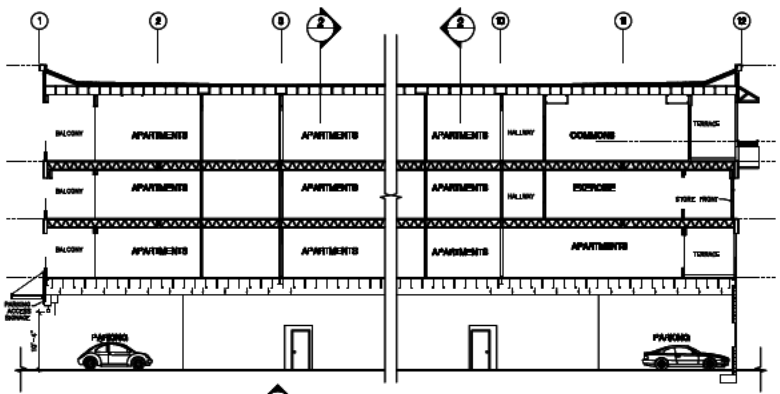
BROADALBIN VIEW 08-28-2026



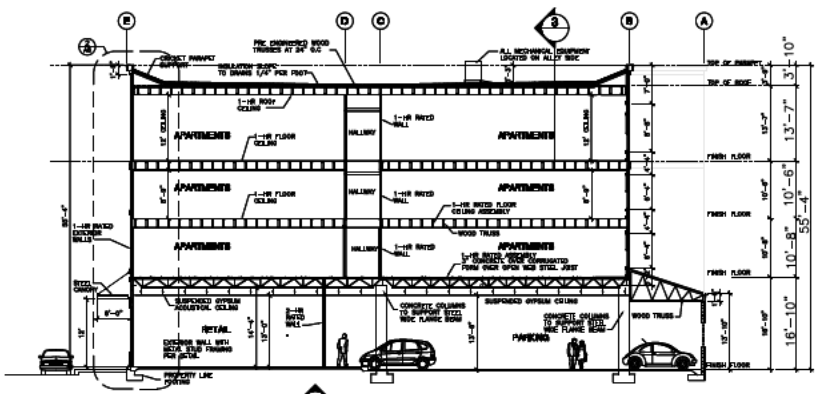
FERRY STREET VIEW 08-28-2026



1 05-08-2026



3 TYPICAL SECTION 05-08-2026



2 TYPICAL SECTION 05-08-2026

BUILDING ELEVATIONS AND SECTIONS

SCALE 3/32" = 1' - 0"

0 10 20 30

77

REVISION

NO. DESCRIPTION

New Mixed Use Building

Schematic Design

300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
02/06/2009

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DR. BOARD
PRELIMINARY
PROJECT NUMBER
05-25

A6
CURRENT
08-28-2026



FIRST AVE VIEW 08-28-2026

CLADDING SCHEDULE

BRICK (1)
BRICK VENEER
SIMILAR COLOR
TO ST. FRANCIS
SEE PHOTO BELOW
FINISH SCHEDULE

BRICK (2)
BRICK VENEER
DARK RED SIMILAR
TO COLOR USED
ON HISTORICAL
BUILDINGS

CONCRETE BLOCK 8X8X16
SPLIT FACE
TO BE PAINTED
WITH ELASTOMERIC
COATING

BRICK (3)
BRICK VENEER
COMPLIMENTORY
AND DARKER THAN
BRICK USED ON
ST. FRANCIS

COMPOSITE STONE
COLOR LIGHT GRAY
TO ST. FRANCIS

PRE-FINISHED, LOW SHEEN
METAL CLADDING
WITH ACCENT REVEALS
COLOR FROM PAC-CLAD
MANUFACTURERS
STANDARD COLORS
PAC-CLAD Medium Bronze
A premium color metallic and unique
two-coat finishes for a weathered look
that won't change over time

PRE-FINISHED STANDING
SEAM METAL
COLOR; BLACK

COMPOSITE LAP SIDING
MANUFACTURED BY HARDI
TO BE PAINTED WITH
MANUFACTURED BY HARDI
TO BE PAINTED WITH SHERWIN
WILLIAMS COLOR TO MATCH
ST. FRANCIS BRICK

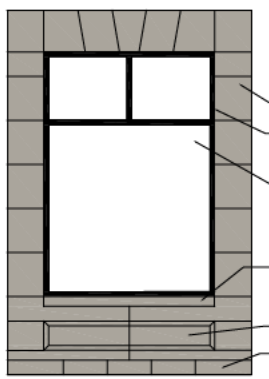


PHOTO OF ACTUAL
ST. FRANCIS BRICK

FINISH SCHEDULE

PAINT COLORS ARE BASED ON SHERWIN WILLIAMS
NOTE COLORS ARE FOR REPRESENTED OF ACTUAL AND ARE USED ONLY FOR COORDINATION OF SCHEDULE

TAG	ITEM	DESCRIPTION	FINISH
1	PARAPET FACIA	SHEET METAL CLADDING	TM CHARCOAL
2	TRIM	COMPOSITE MANUFACTURED BY MERTEC	PER PAINT LEGEND
3	STEEL CANOPY	'C' CHANNEL X 12" STEEL	BLACK
4	BRACKETS	PRE-FABRICATED PVC	PER PAINT LEGEND
5	COMMERCIAL DOORS	STORE FRONT DOOR AND SIDE LIGHT ASSEMBLY	ANODIZED BRONZE
6	PARKING GARAGE DOOR	ROLE UP GRILL MESH	STAINLES STEEL
7	GUTTERS & DOWNSPOUTS	ALUMINUM	BRONZE-FACTORY FINISH
8	METAL ROOF	PRE-FINISHED STANDING SEAM	PER PAINT LEGEND
9	RAILING	ALUMINUM PRE-FINISHED RAILING SYSTEM	BLACK-POWDER COATED
10	BRICK (1)	THIN BRICK WITH DARK BROWN MORTAR	PER CLADDING SCHEDULE
11	BRICK (2)	THIN BRICK WITH DARK RED WOTJ GRAY MORTAR	PER CLADDING SCHEDULE
12	BRICK (3)	THIN BRICK WITH DARK GRAY MORTAR	PER CLADDING SCHEDULE
13	WINDOW FRAME	COMPOSITE-FIBERGLASS	JELD-WEN BLACK
14	T&G SIDING	HARDI PANEL COMPOSIT LAP SIDING 6" REVEAL	TBD
15	RETAIL WINDOWS	STORE FRONT ASSEMBLY	ANODIZED BRONZE
16	FACADE LIGHTING	PRE-MANUFACTURED LED WALL ACCENT LIGHTING	BRONZE
17	PANEL CLADDING	PRE-FINISHED ALUMINUM COMPOSITE PANELS WITH REVEALS	PER PAINT LEGEND
18	BASE	COMPOSITE PANELS FIBER REINFORCED GYPSUM	COLOR NATURAL CEMENT
19	BASE	SPLT FACE CONCRETE BLOCKS	COLOR MEDIUM TAN
20	VENTILATION GRILLS	POWDER COATED STEEL	COLOR BLACK



FACADE DETAIL • RETAIL WINDOWS

EXTERIOR CLADDING SCHEDULE

78

REVISION
NO. DESCRIPTION

New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON ATKINSON
ALBANY, OREGON
STATE OF OREGON
02/06/2026

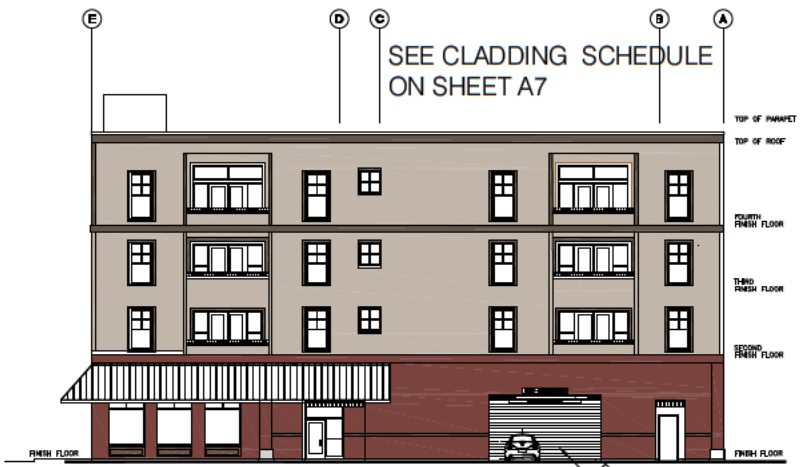
These documents were prepared by:
Don Atkinson, Architect

DRC ISSUE: PRELIMINARY
PROJECT NUMBER: 25-25

A7
CURRENT
08-28-2026



ALLEY VIEW 08-28-2026



FERRY STREET VIEW 08-28-2026



BROADALBIN VIEW 08-28-2026

EXTERIOR CLADDING SCHEDULE

79

REVISION

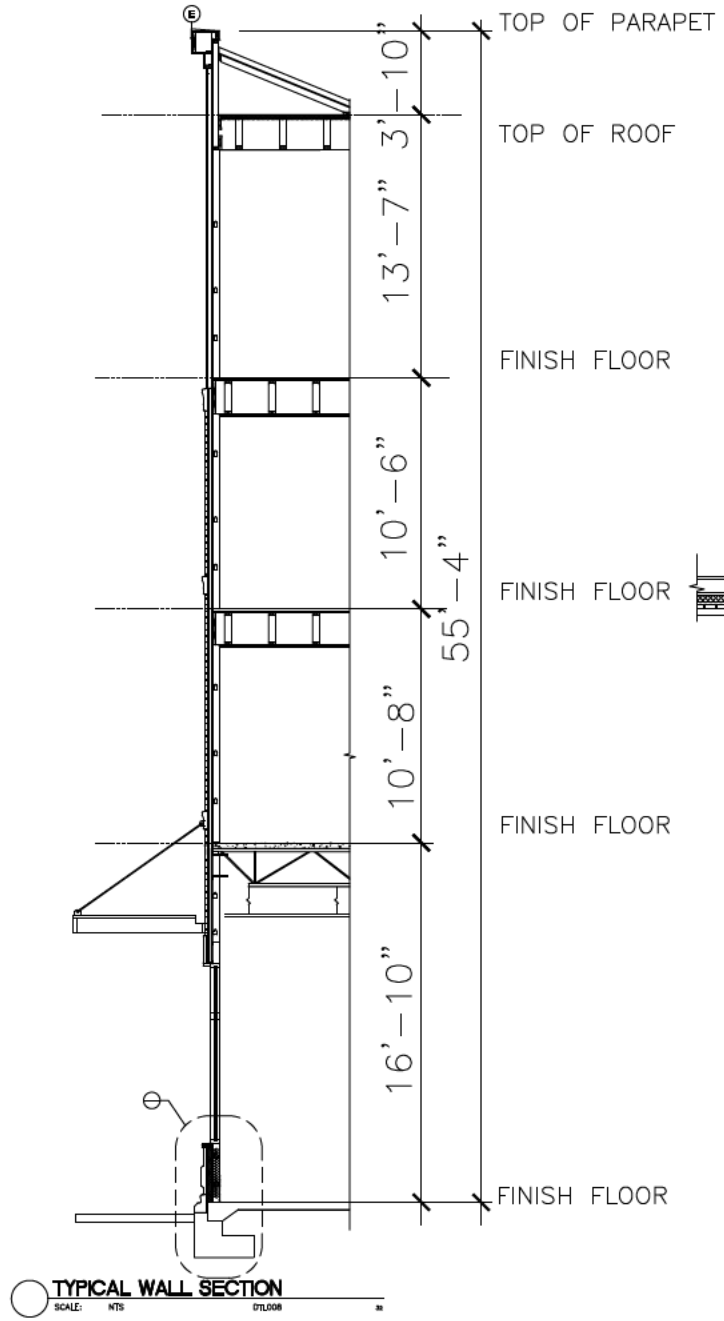
New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
02/02/2026

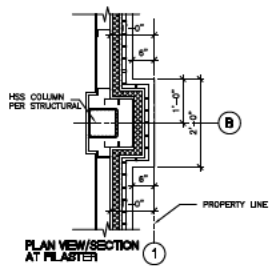
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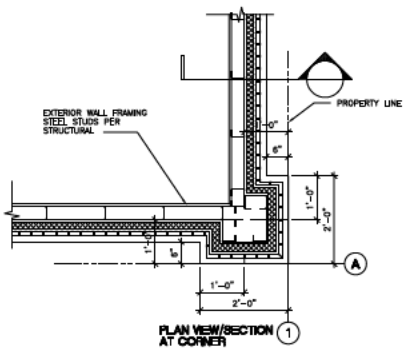
PROJECT NUMBER 0625

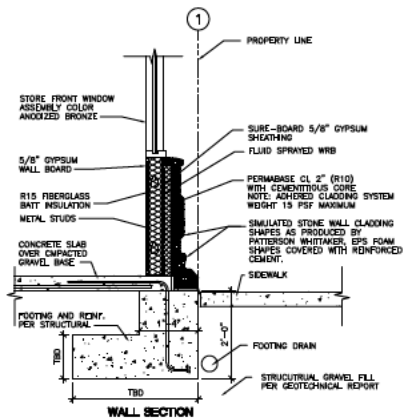
A7.1
CURRENT
08-28-2026



TYPICAL WALL SECTION
SCALE: NTS DTL008







1 TYPICAL PROPERTY LINE FOOTING/WALL ASSEMBLY
SCALE: 1 1/2" = 1'-0" DTL007

BULDING DETAILS

REVISION		DATE/DESCRIPTION

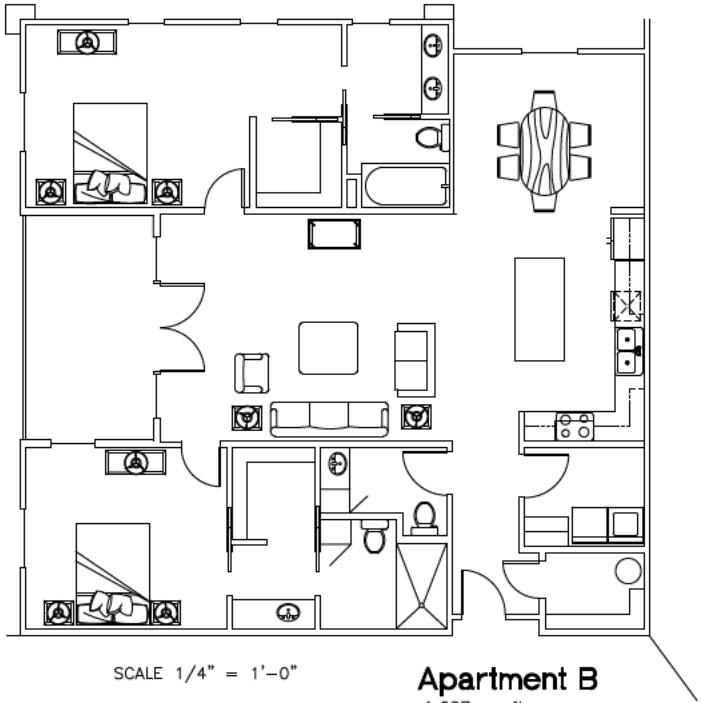
80

New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
02/06/2026

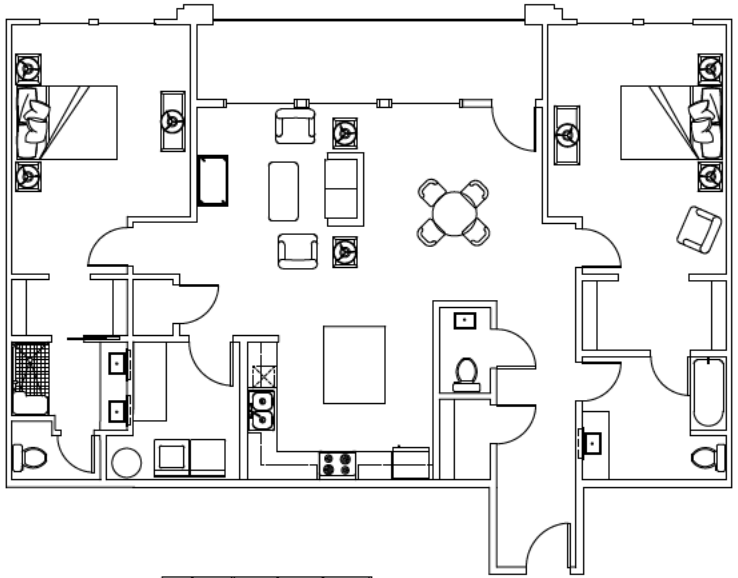
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DRC BOARD PRELIMINARY
PROJECT NUMBER 05-25

A8
CURRENT
08-28-2026

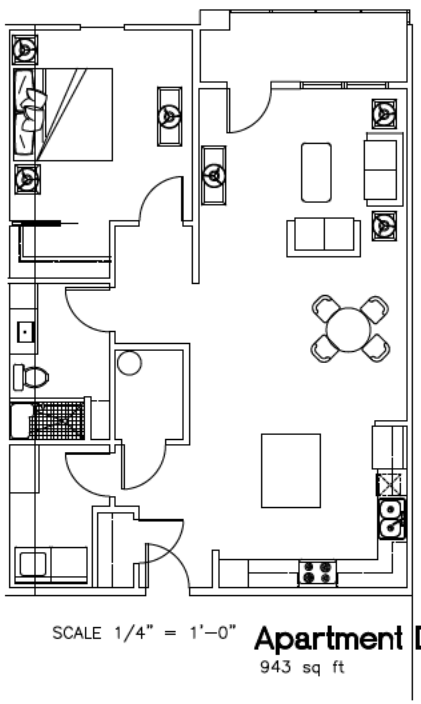


SCALE 1/4" = 1'–0"

Apartment B
1,627 sq ft



Apartment A
1,490 sq ft
SCALE 1/4" = 1'–0"



SCALE 1/4" = 1'–0"

Apartment D
943 sq ft

APARTMENT PLANS
Scale 1/4" = 1' - 0"

81

REVISION | NO. | DATE/DESCRIPTION

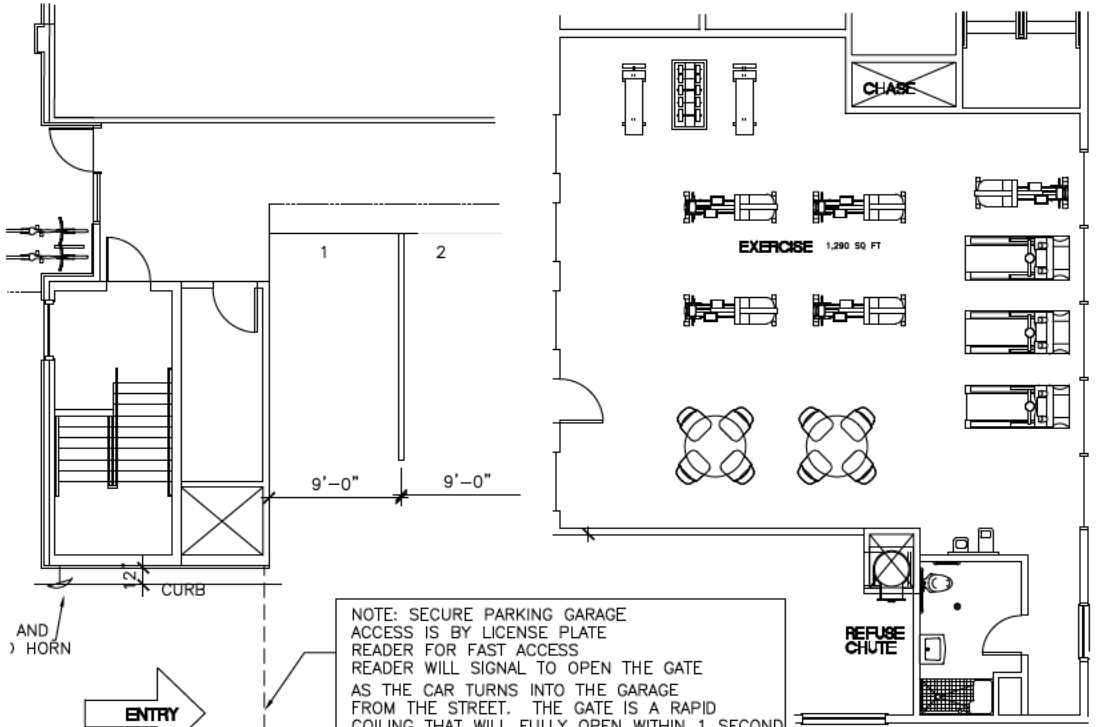
New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY OREGON
STATE OF OREGON
12/09/2025

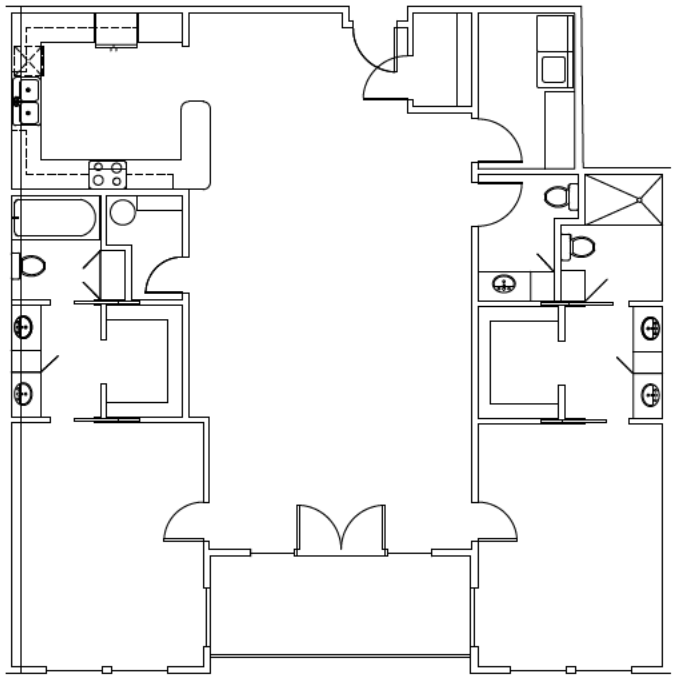
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DOC. ISSUED: PRELIMINARY
PROJECT NUMBER: 25-25

A9
SUBMITTAL
08-28-2026



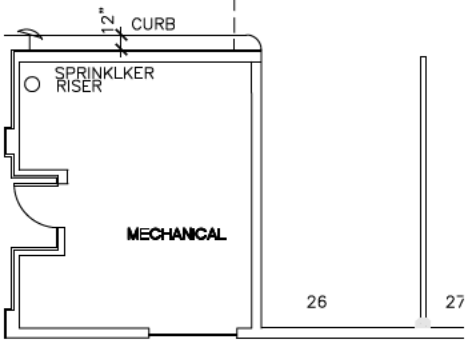
EXERCISE ROOM



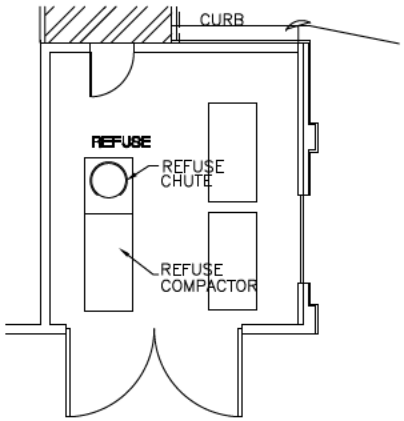
SCALE 1/4" = 1'–0"

Apartment C

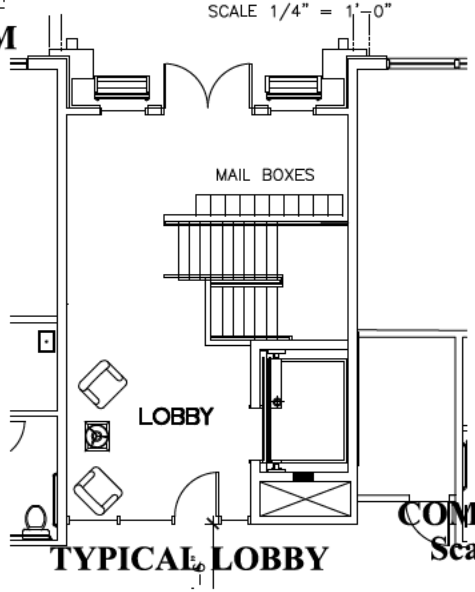
1,774 sq ft



MECHANICAL AREA



FIRE SPRINKLER REFUSE AREA



TYPICAL LOBBY

COMMON AREA PLANS
Scale 1/4" = 1' - 0"

82

REVISION

New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

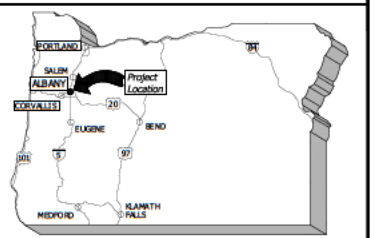
REGISTERED ARCHITECT
DON JOHNSON
ALBANY OREGON
STATE OF OREGON
06/26/2026

These documents were prepared by
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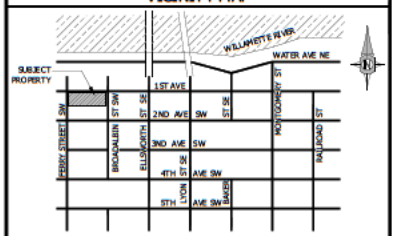
DRC ISSUE
PRELIMINARY
PROJECT NUMBER
05-25

A10
SHEET NO.
06-26-2026

OREGON STATE MAP



VICINITY MAP



NOT TO SCALE

CIVIL SHEET INDEX

C1.0 - COVER SHEET
C1.1 - PROPOSED SINGLE PARCEL REPLAT
C1.2 - EXISTING CONDITIONS/DEMO PLAN
C1.3 - PRELIMINARY OVERALL SITE PLAN
C1.4 - PRELIMINARY SITE PLAN
C3.0 - PRELIMINARY DRAINAGE PLAN
C4.0 - PRELIMINARY UTILITY PLAN
C4.1 - PRELIMINARY DRY UTILITY PLAN
C4.2 - PRELIMINARY LANDSCAPE PLAN

SHEET REVISIONS

OWNER

ALBANY REVITALIZATION AGENCY
CITY MANAGERS OFFICE CITY OF ALBANY
333 BROADALBIN ST SW
ALBANY OR 97321
(541) 917-7500

APPLICANT

SCOTT LEPMAN DBA
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OREGON 97321
(541) 928-9390

DESIGN TEAM

CIVIL ENGINEER

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 E. ASH STREET
LEBANON, OREGON 97355
(541) 451-5125

SURVEYOR

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 E. ASH STREET
LEBANON, OREGON 97355
(541) 451-5125

ARCHITECT

DON JOHNSON, ARCHITECT
132 E. WESTCOTT OVERLOOK
OAKRIDGE, TN 37830
(54) 990-8390

STRUCTURAL ENGINEER

TVP ENGINEERING
260 SW PERRY STREET SUITE 101
ALBANY, OREGON 97321
(541) 791-7118

LAND USE CONSULTING

PATHFINDER, LLC
P.O. BOX 484
LEBANON, OREGON 97355
(503) 501-7197

FRANCHISED UTILITIES

POWER:
PACIFIC POWER
WAYNE CLEVENGER
P.O. BOX 248
830 OLD SALEM ROAD
ALBANY, OREGON 97321
541.967.6146

PHONE:
LUMEN TECHNOLOGIES
TRAVIS VAUGHAN
P.O. BOX 337
LEBANON, OREGON 97355
541.749.0347

CABLE:
COMCAST
LANCE ROTH
NETWORK PROJECT MANAGER
503.991.6461

GAS:
NORTHWEST NATURAL
DARYL HAMMOND
150 SUPRA DRIVE
ALBANY, OREGON 97321
541.926.4253

PROJECT LEGENDS

EXISTING SYMBOL LEGEND

- EXISTING CONTROL POINT
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING 6' CYCLONE FENCE
- EXISTING 6' WOOD FENCE
- SD — EXISTING SD LINE LOCATE
- SS — EXISTING SS LINE LOCATE
- W — EXISTING WATER LINE LOCATE
- PH — EXISTING PHONE LINE LOCATE
- UGP — EXISTING UNDERGROUND POWER LOCATE
- OHP — EXISTING OVERHEAD POWER
- GAS — EXISTING GAS LINE LOCATE
- COM — EXISTING COMMUNICATION LINE LOCATE
- 356 — EXISTING CONTOUR ELEVATION

ABBREVIATIONS LEGEND

SS	- SANITARY SEWER
SD	- STORM DRAIN
MH	- MANHOLE
CB	- CATCH BASIN
CO	- CLEAN OUT
PP	- UTILITY POLE
IE	- INVERT ELEVATION (FLOW LINE)
FF	- FINISH FLOOR
R.O.W.	- RIGHT-OF-WAY
FD	- FOUND
CS	- COUNTY SURVEY
IR	- IRON ROD
R	- RADIUS
BO	- BLOWOFF
S.L.	- STREET LIGHT
TC	- TOP FACE OF CURB
BW	- BACK OF WALK
CL	- CENTERLINE
FH	- FIRE HYDRANT
CI	- CURB INLET
T.O.P.	- TOP OF PIPE
FL	- FLOW LINE
PUE	- PUBLIC UTILITY EASEMENT
EX OR (E)	- EXISTING
(P)	- PROPOSED
PE	- PLAIN END
FLGD OR FLG	- FLANGED
MJ	- MECHANICAL JOINT
D.I.	- DUCTILE IRON
W/L	- WATERLINE
TW	- TOP OF WALL
SDAD	- STORM DRAIN AREA DRAIN

GRADING LEGEND

- S = 0.00% - SURFACE DRAIN DIRECTION
- (E)F 000.00 - EXISTING TOP OF PAVEMENT ELEVATION
- (E)TC 000.00 - EXISTING TOP OF CURB ELEVATION
- (E)GS 000.00 - EXISTING GROUND ELEVATION
- P 000.00 - DESIGN TOP OF ASPHALT PAVEMENT ELEVATION
- C 000.00 - DESIGN TOP OF CONCRETE PAVEMENT ELEVATION
- W 000.00 - DESIGN TOP OF SIDEWALK ELEVATION
- TC 000.00 - DESIGN TOP OF CURB ELEVATION
- G/R 000.00 - DESIGN TOP OF GRAVEL ELEVATION
- GND 000.00 - DESIGN TOP OF GROUND ELEVATION
- TW 000.00 - DESIGN TOP OF WALL ELEVATION

DESIGN SYMBOL LEGEND

- DESIGN WATER METER
- DESIGN CURB INLET
- DESIGN CATCH BASIN
- DESIGN DITCH INLET
- DESIGN SS MANHOLE
- DESIGN SD MANHOLE
- DESIGN WATER VALVE
- DESIGN FIRE HYDRANT

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PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355

COVER SHEET

LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2025
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: RBF

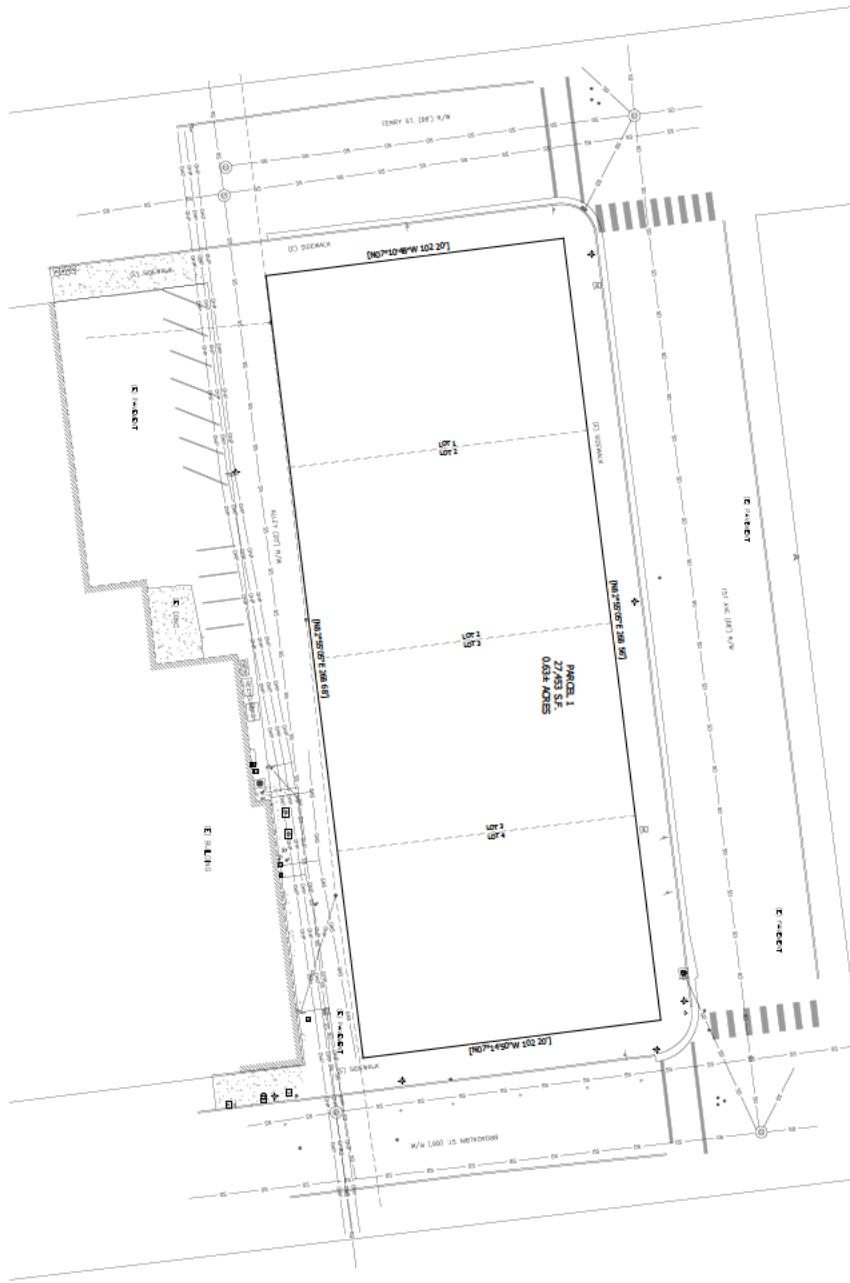
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Sheet C1.0

SCALE: SEE BARSCALE

PROJECT VERTICAL DATUM – NGVD 29

ALL ELEVATIONS ARE SHOWN ON THE VERTICAL DATUM OF NGVD 29. THE VERTICAL BENCHMARK USED FOR ESTABLISHING ELEVATIONS SHALL BE CLEARLY IDENTIFIED ON THE PLANS. CONTRACTOR SHALL NOTIFY THE CITY 48 WORKING DAYS PRIOR TO DISTURBING EXISTING SURVEY MONUMENT(S). SURVEYOR IS TO RESTORE PER COUNTY SURVEYOR REQUIREMENTS AND ORS 209.150.



	CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026
	PLAN REVISIONS	DATE

Sheet C1.1

SCALE: SEE GRAPHIC SCALE

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

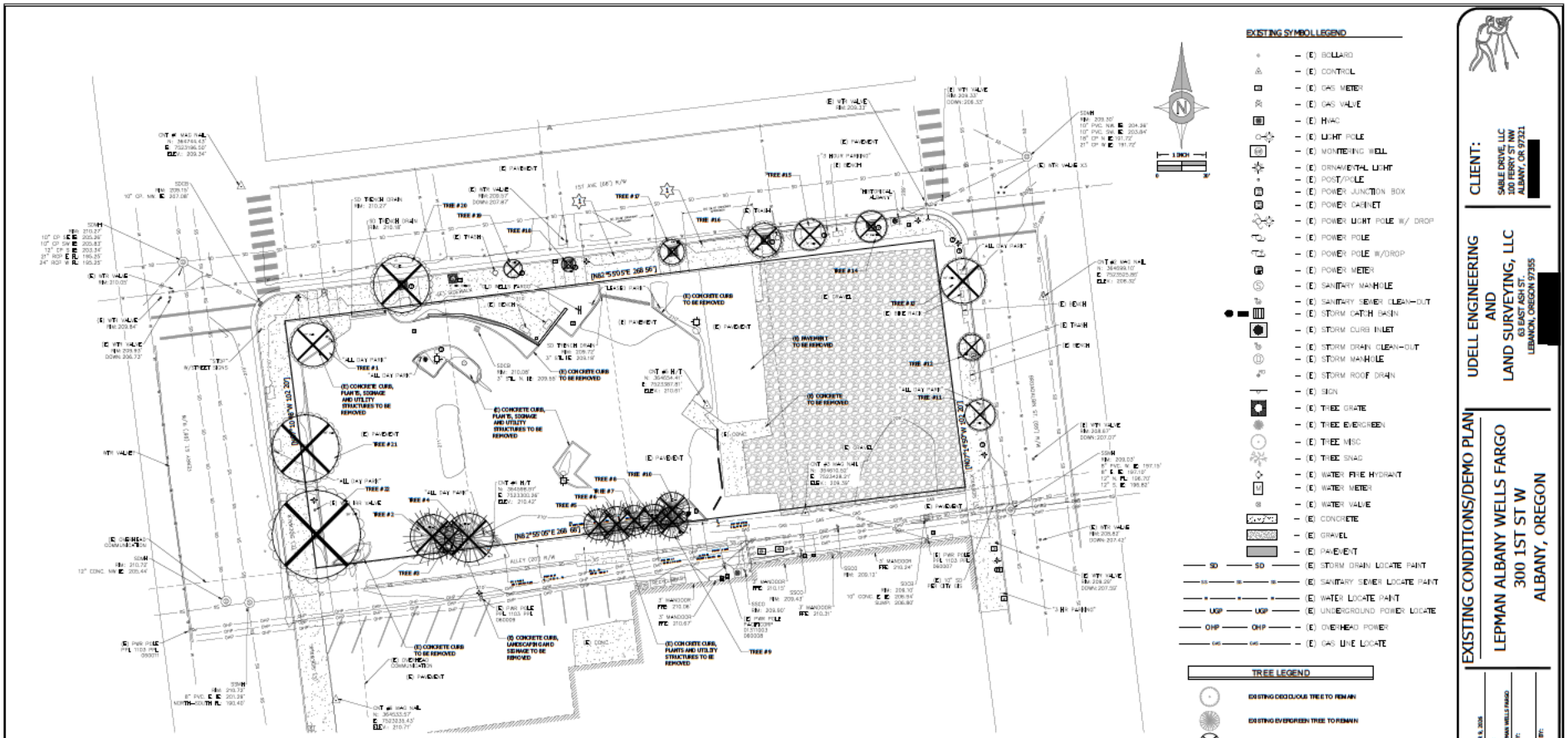
DATE: SEPTEMBER 9, 2026
PROJECT: 24-095 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: BRV

PROPOSED SINGLE PARCEL REPLAT

LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.

CLIENT:
SABLE DRIVE, LLC
100 PERRY ST NW
ALBANY, OR 97321



EXISTING SYMBOL LEGEND

- (E) BOLLARD
- (E) CONTROL
- (E) GAS METER
- (E) GAS VALVE
- (E) HVAC
- (E) LIGHT POLE
- (E) MONITORING WELL
- (E) ORNAMENTAL LIGHT
- (E) POST/POLE
- (E) POWER JUNCTION BOX
- (E) POWER CABINET
- (E) POWER LIGHT POLE W/ DROP
- (E) POWER POLE
- (E) POWER POLE W/DROP
- (E) POWER METER
- (E) SANITARY MANHOLE
- (E) SANITARY SEWER CLEAN-OUT
- (E) STORM CATCH BASIN
- (E) STORM CURB INLET
- (E) STORM DRAIN CLEAN-OUT
- (E) STORM MANHOLE
- (E) STORM ROOF DRAIN
- (E) SIGN
- (E) TREE GRATE
- (E) TREE EVERGREEN
- (E) TREE MISC
- (E) TREE SNAG
- (E) WATER FIRE HYDRANT
- (E) WATER METER
- (E) WATER VALVE
- (E) CONCRETE
- (E) GRAVEL
- (E) PAVEMENT
- SD — SD — (E) STORM DRAIN LOCATE PAINT
- SS — SS — SS — (E) SANITARY SEWER LOCATE PAINT
- W — W — W — (E) WATER LOCATE PAINT
- UGP — UGP — (E) UNDERGROUND POWER LOCATE
- OHP — OHP — (E) OVERHEAD POWER
- GAS — GAS — (E) GAS LINE LOCATE

TREE LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

GENERAL DEMOLITION NOTES:

1. THE SIDEWALK CORRIDORS BETWEEN THE PROPOSED BUILDING AND FERRY STREET, 1st AVENUE AND BROADALBIN IS PLANNED TO BE DEMOLISHED WITH THIS CONSTRUCTION AND RE-CONSTRUCTED WITH THE PROJECT.

2. EXISTING STREET SIGNS, STREET LIGHTS AND OTHER SURFACE INFRASTRUCTURES IN THE SIDEWALK CORRIDORS WILL BE PROTECTED OR REPLACED THRU AN SI OR ENCROACHMENT PERMIT.

3. ALL EXISTING FEATURES WITHIN THE SUBJECT PROPERTY WILL BE DEMOLISHED PRIOR TO CONSTRUCTING OF THE NEW BUILDING.

DEMOLITION NOTES

1. REMOVE DRIVEWAY APPROACH AND REPLACE WITH FULL HEIGHT CURB.

PROJECT VERTICAL DATUM -- NGVD 29

ALL ELEVATIONS ARE SHOWN ON THE VERTICAL DATUM OF NGVD 29. THE VERTICAL BENCHMARK USED FOR ESTABLISHING ELEVATIONS IS LINN COUNTY GPS CONTROL POINT 93239. CONTRACTOR IS TO NOTIFY ENGINEER/SURVEYOR TWO WORKING DAYS PRIOR TO DISTURBING EXISTING SURVEY MONUMENT(S). SURVEYOR IS TO RESTORE PER COUNTY SURVEYOR REQUIREMENTS AND ORS 209.150.

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THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

ONSITE TREE REMOVAL SUMMARY

TREE ID NUMBER	TREE SPECIES	TRUNK DIAMETER	TRUNK CIRCUMFERENCE	CANOPY (SQ FT)	SIGNIFICANT
1	OAK	21"	44"	78.5	NO
2	CEDAR	18"	56.5"	113	NO
3	CEDAR	11"	47.1"	50.5	NO
4	CEDAR	19"	56.5"	113	NO
5	CEDAR	15"	31.4"	50.3	NO
6	CEDAR	24"	25.1"	78.5	NO
7	CEDAR	20"	18.8"	50.3	NO
8	CEDAR	15"	40.8"	50.3	NO
9	CEDAR	18"	91"	50.3	NO
10	CEDAR	24"	28.3"	50.3	NO

TREE REMOVAL SUMMARY IN RIGHT-OF-WAY

TREE ID NUMBER	TREE SPECIES	TRUNK DIAMETER	TRUNK CIRCUMFERENCE	CANOPY (SQ FT)	SIGNIFICANT
11	DECIDUOUS	7"	44"	38.5	NO
12	DECIDUOUS	8"	56.5"	28.3	NO
13	DECIDUOUS	10"	47.1"	50.3	NO
14	MAPLE	9"	56.5"	38.5	NO
15	DECIDUOUS	6"	31.4"	38.5	NO
16	DECIDUOUS	8"	25.1"	50.3	NO
17	MAPLE	7"	18.8"	28.3	NO
18	DECIDUOUS	5"	40.8"	7	NO
19	DECIDUOUS	4"	91"	12.6	NO
20	DECIDUOUS	7"	91"	176.7	NO
21	OAK	16"	50.2"	176.7	NO
22	OAK	20"	81.6"	314.2	NO

ABBREVIATIONS LEGEND

- (E) – EXISTING
- BLDG – BUILDING
- CONC – CONCRETE
- CO – CLEAN OUT
- CB – CATCH BASIN
- FF – FINISH FLOOR
- FH – FIRE HYDRANT
- FL – FLOW LINE
- IE – INVERT ELEVATION (FLOW LINE)
- LP/PP – POWER POLE WITH STREET LAMP
- MH – MANHOLE
- RPC – RED PLASTIC CAP
- R/W – RIGHT-OF-WAY
- SS – SANITARY SEWER
- SD – STORM DRAIN
- W/ – WITH

PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR 97321

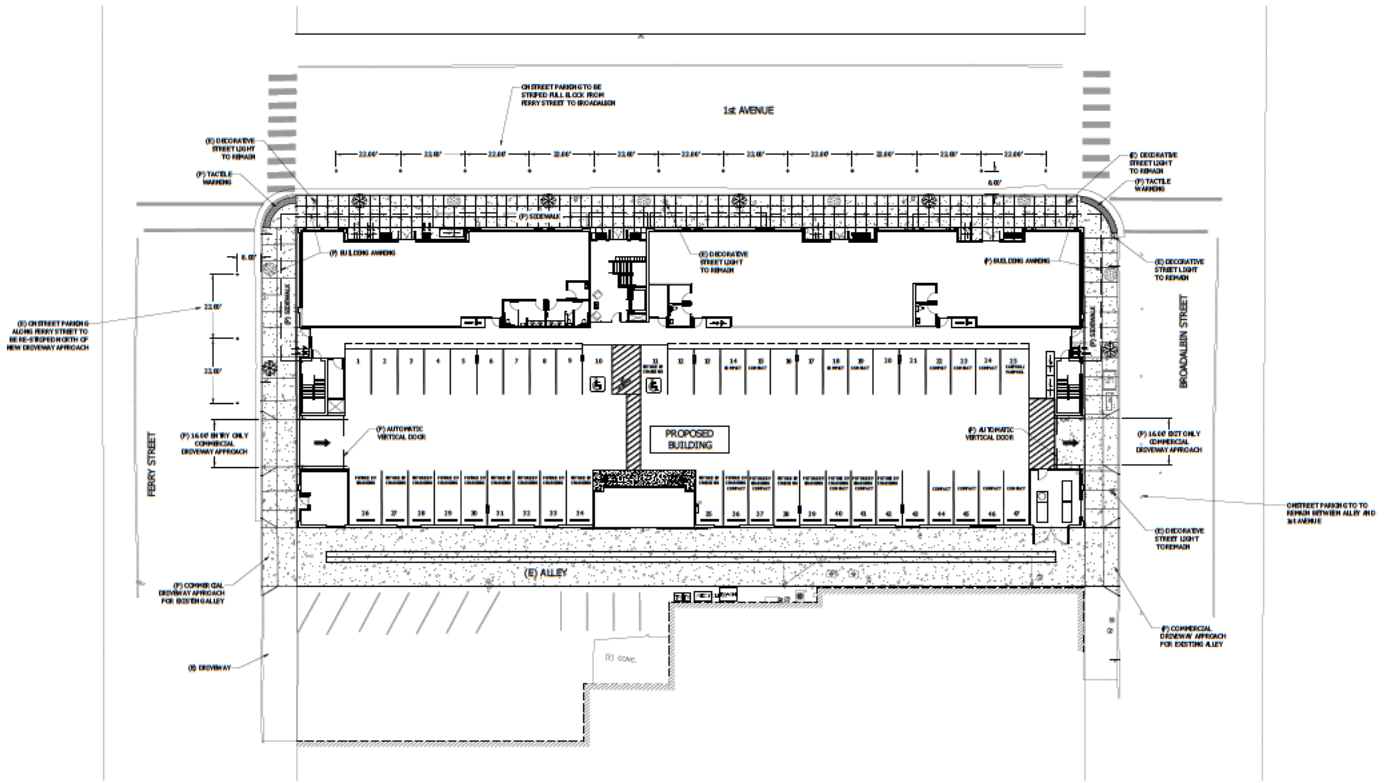
UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355

EXISTING CONDITIONS/DEMO PLAN
LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2025
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: RBF

Sheet C1.2

SCALE: SEE BARSCALE



NOTE:
THE GROUND LEVEL OF THE STRUCTURE IS ILLUSTRATED ON THIS SITE PLAN. THE UPPER 3 STORIES OF RESIDENTIAL APARTMENTS ARE OVER THIS GROUND LEVEL VIEW.

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

Sheet C1.3

SCALE: SEE BARSCALE

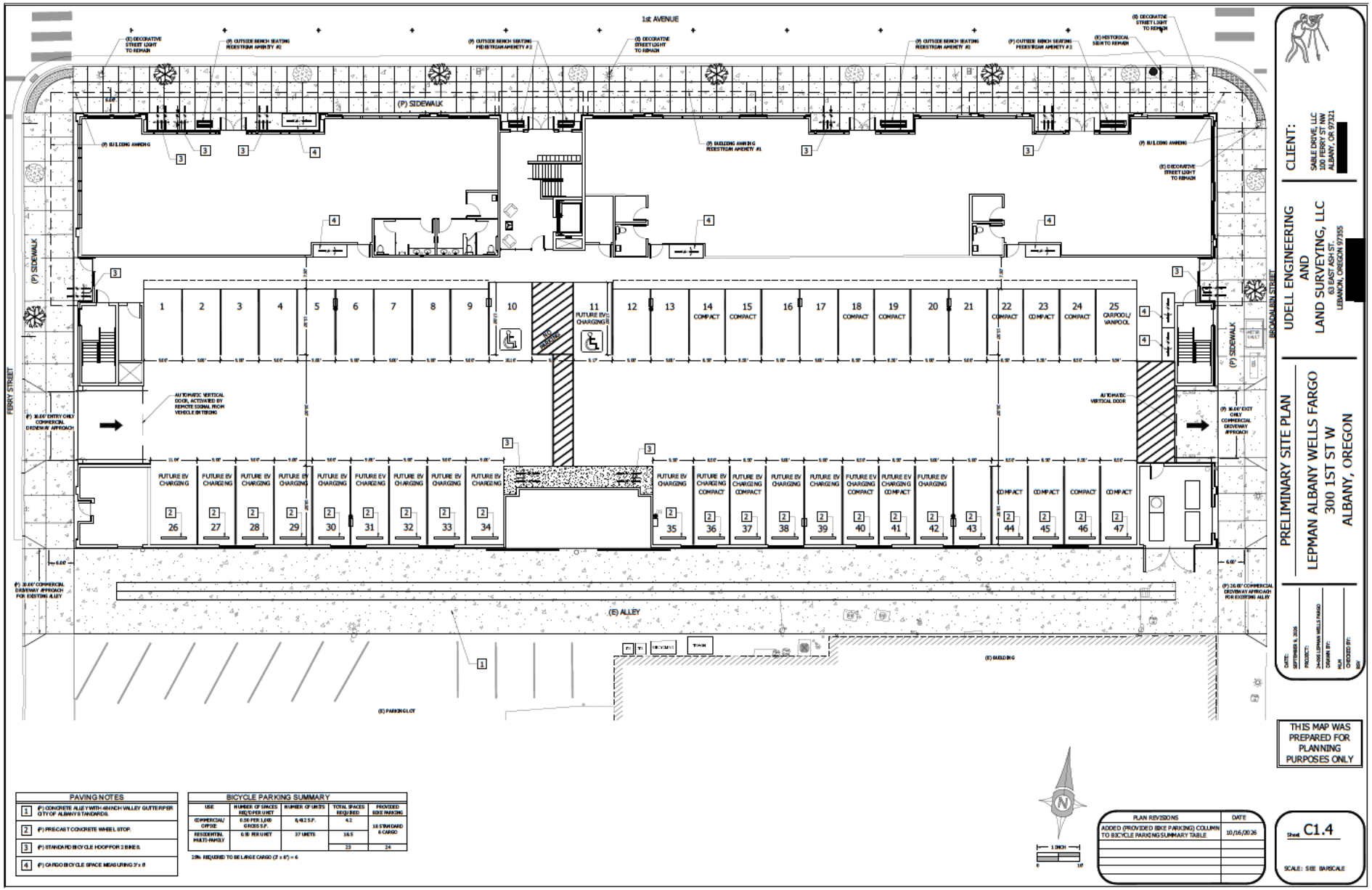
CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR 97321

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355

PRELIMINARY OVERALL SITE PLAN

LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2026
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: MW



PAVING NOTES	
1	(P) CONCRETE ALLEY WITH 48-INCH VALLEY GUTTER PER CITY OF ALBANY'S STANDARDS.
2	(P) PRECAST CONCRETE WHEEL STOP.
3	(P) STANDARD BICYCLE HOOP FOR 2 BIKES.
4	(P) CARGO BICYCLE SPACE MEASURING 3' x 8'

BICYCLE PARKING SUMMARY				
USE	NUMBER OF SPACES REQ'D PER UNIT	NUMBER OF UNITS	TOTAL SPACES REQUIRED	PROVIDED BIKE PARKING
COMMERCIAL/ OFFICE	0.50 PER 1,000 GROSS S.F.	8,462 S.F.	4.2	18 STANDARD 6 CARGO
RESIDENTIAL MULTI-FAMILY	0.50 PER UNIT	37 UNITS	18.5	
			23	24

20% REQUIRED TO BE LARGE CARGO (7 x 6') = 6

PLAN REVISIONS	DATE
ADDED (PROVIDED BIKE PARKING) COLUMN TO BICYCLE PARKING SUMMARY TABLE	10/16/2026

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR 97321

UDELL ENGINEERING AND LAND SURVEYING, LLC
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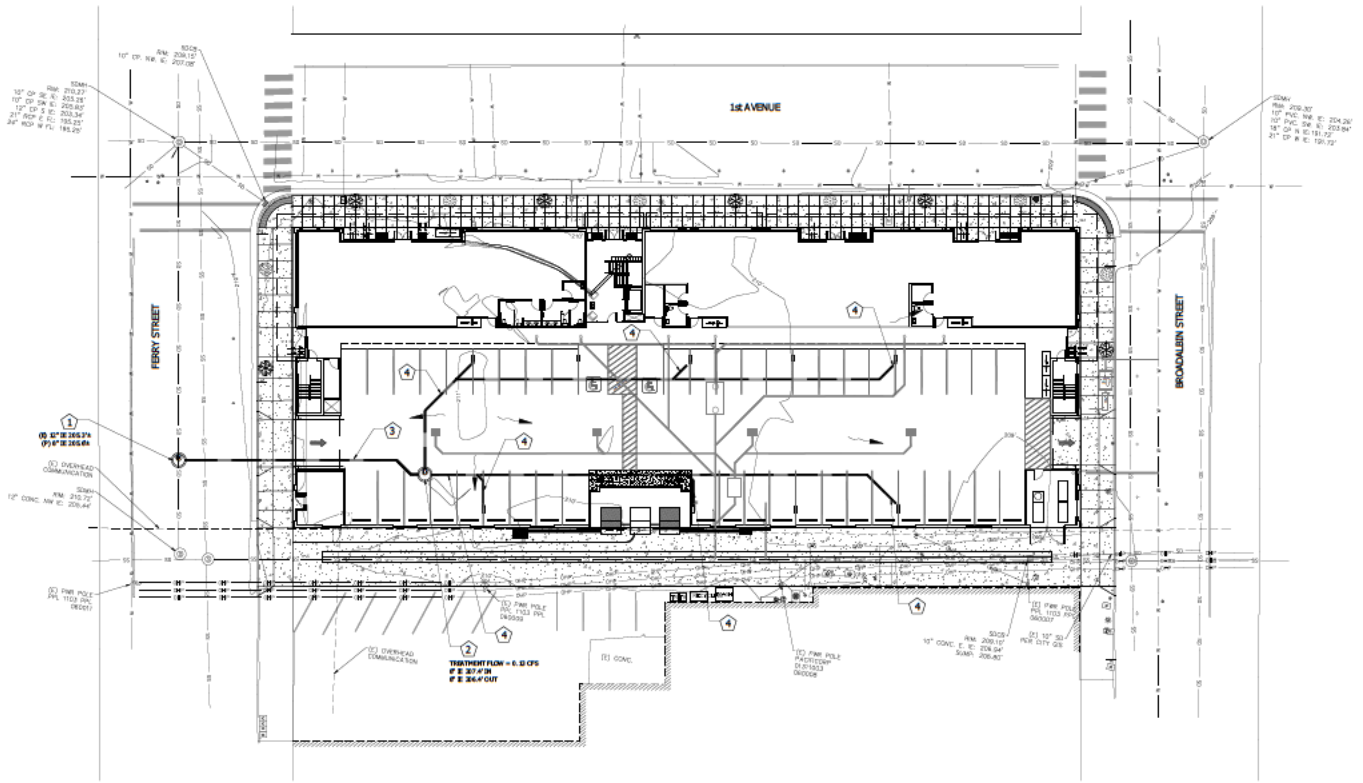
PRELIMINARY SITE PLAN
LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2026
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLH
CHECKED BY: MW

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet C1.4

SCALE: SEE BARSCALE



STORM DRAIN NOTES
1 (P) 48-INCH STORM DRAIN MANHOLE OVER EXISTING 12-INCH STORM DRAIN.
2 (P) WATER QUALITY MANHOLE PERMFILTER BY OLDCASTLE PRECAST OR APPROVED EQUAL.
3 (P) 6-INCH PVC SCH 40 STORM PIPE, S=1.0%MIN.
4 (P) 8-INCH PVC SCH 40 STORM PIPE, S=1.0%MIN.

GENERAL STORMWATER DRAINAGE NOTES

1. STORMWATER GENERATED FROM THE BUILDING MAIN ROOF SYSTEM WILL BE ROUTED THROUGH A MECHANICAL STORMWATER QUALITY TREATMENT FILTER SYSTEM PRIOR TO DISCHARGE.

2. STORMWATER GENERATED FROM THE LOWER LEVEL AWNING THAT OVERHANGS THE RIGHT OF WAY WILL DRAIN ITS DOWNSPOUTS THROUGH CURB WEEP HOLES. THIS AREA OF AWNING ROOF TOTALS APPROXIMATELY 3,000 S.F.

3. STORMWATER FLOW CONTROL AND DETENTION IS NOT PROPOSED DUE TO THE PROXIMITY OF THE PROJECT TO THE CITY STORMWATER DISCHARGE INTO THE WILLAMETTE RIVER.

GRADING LEGEND

362 - EXISTING SURFACE CONTOUR ELEVATION
- EXISTING SURFACE DRAIN DIRECTION
- DESIGN SURFACE DRAIN DIRECTION

ATTENTION
CONTRACTOR SHALL POTHOLE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. REPORT FINDINGS TO ENGINEER.

PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR 97321

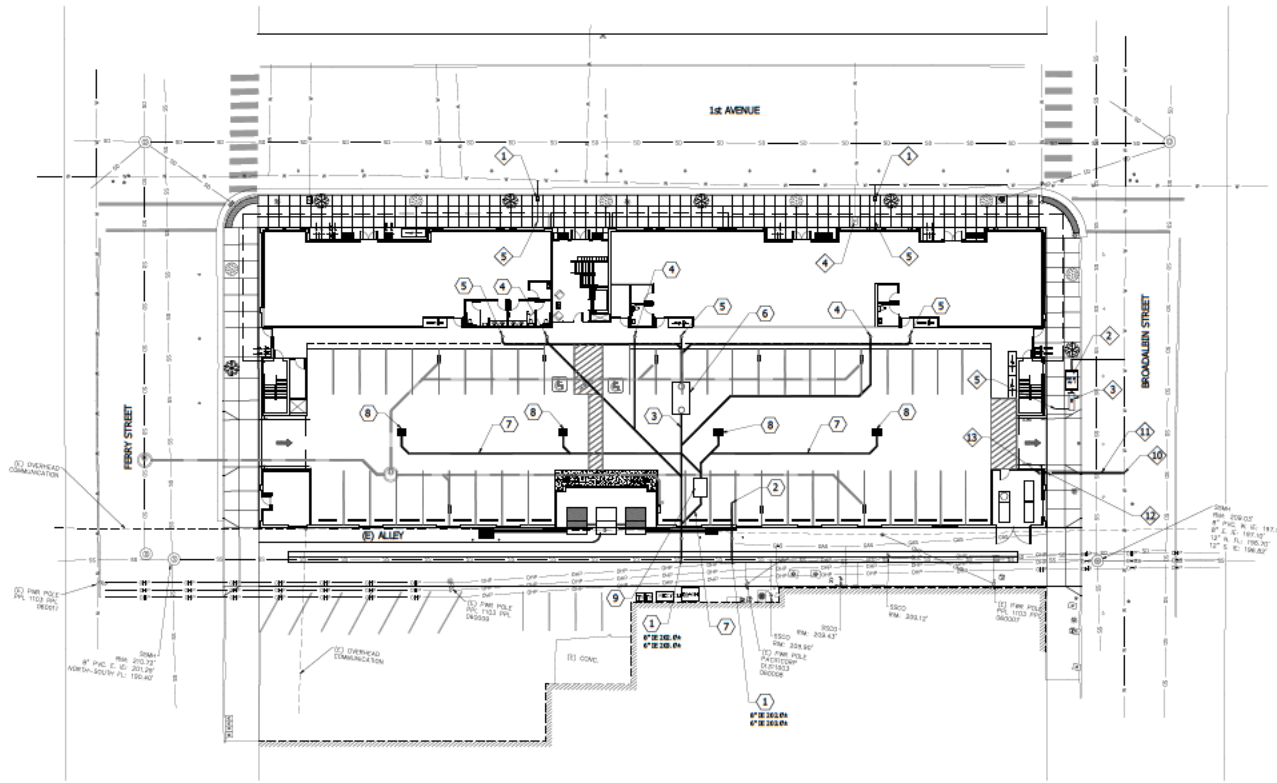
UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355

PRELIMINARY DRAINAGE PLAN
LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2026
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: MW

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet C3.0
SCALE: SEE BARSCALE



SEWER NOTES	
1	CONNECT TO EXISTING CITY OF ALBANY PUBLIC SEWER MAIN PER CITY OF ALBANY STANDARDS.
2	INSTALL PRIVATE 6-INCH SANITARY SEWER SERVICE FOR THE RESIDENTIAL PORTION OF THE BUILDING.
3	INSTALL PRIVATE 6-INCH SANITARY SEWER SERVICE FOR THE COMMERCIAL PORTION OF THE BUILDING.
4	INSTALL PRIVATE 6-INCH SANITARY SEWER BRANCH FOR THE COMMERCIAL PORTION OF THE BUILDING.
5	INSTALL PRIVATE 6-INCH GREASE WASTE SANITARY SEWER BRANCH FOR THE COMMERCIAL PORTION OF THE BUILDING.
6	INSTALL PRIVATE GREASE TANK FOR THE COMMERCIAL SPACES. TANK SIZE TO BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.
7	INSTALL PRIVATE 6-INCH SEWER.
8	INSTALL PRIVATE CATCH BASIN FLOOR DRAIN FOR PARKING AREA. TO BE TRAPPED AND PRIMED PER CURRENT STATE OF OREGON PLUMBING SPECIALTY CODE.
9	INSTALL PRIVATE OIL WATER SEPARATOR PER CURRENT STATE OF OREGON PLUMBING SPECIALTY CODE.

DOMESTIC WATER NOTES	
1	(P) WATER SERVICE FOR COMMERCIAL TENANT SPACE. SIZE TO BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.
2	(P) WATER SERVICE FOR RESIDENTIAL DWELLING UNITS. SIZE TO BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.
3	(P) BACKFLOW ASSEMBLY FOR RESIDENTIAL HIGH RISE WATER SERVICE WITHOUT HAZARDS ON PREMISES. THIS DEVICE AND ITS VAULT WILL BE IN THE CITY RIGHT OF WAY AND WILL REQUIRE A LICENSE TO OCCUPY THE CITY RIGHT OF WAY BE GRANTED TO THE LAND OWNER.
4	(E) 2-INCH WATER SERVICE TO BE UTILIZED BY COMMERCIAL TENANT SPACE.
5	(P) PRIVATE WATER SERVICE. SIZE TO BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.

FIRE WATER NOTES	
10	(P) HOT TAP TO EXISTING 12-INCH PUBLIC WATER MAIN PER CITY OF ALBANY STANDARDS.
11	(P) FIRE WATER SUPPLY. SIZE TO BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.
12	(P) WALL MOUNTED FIRE DEPARTMENT CONNECTION (FDC). FINAL LOCATION TO BE COORDINATED WITH THE ALBANY FIRE MARSHAL.
13	(P) REDUCED PRESSURE DOUBLE CHECK BACKFLOW ASSEMBLY VERTICALLY MOUNTED IN RISER ROOM.

ATTENTION
CONTRACTOR SHALL POTHOLE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. REPORT FINDINGS TO ENGINEER.

PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.

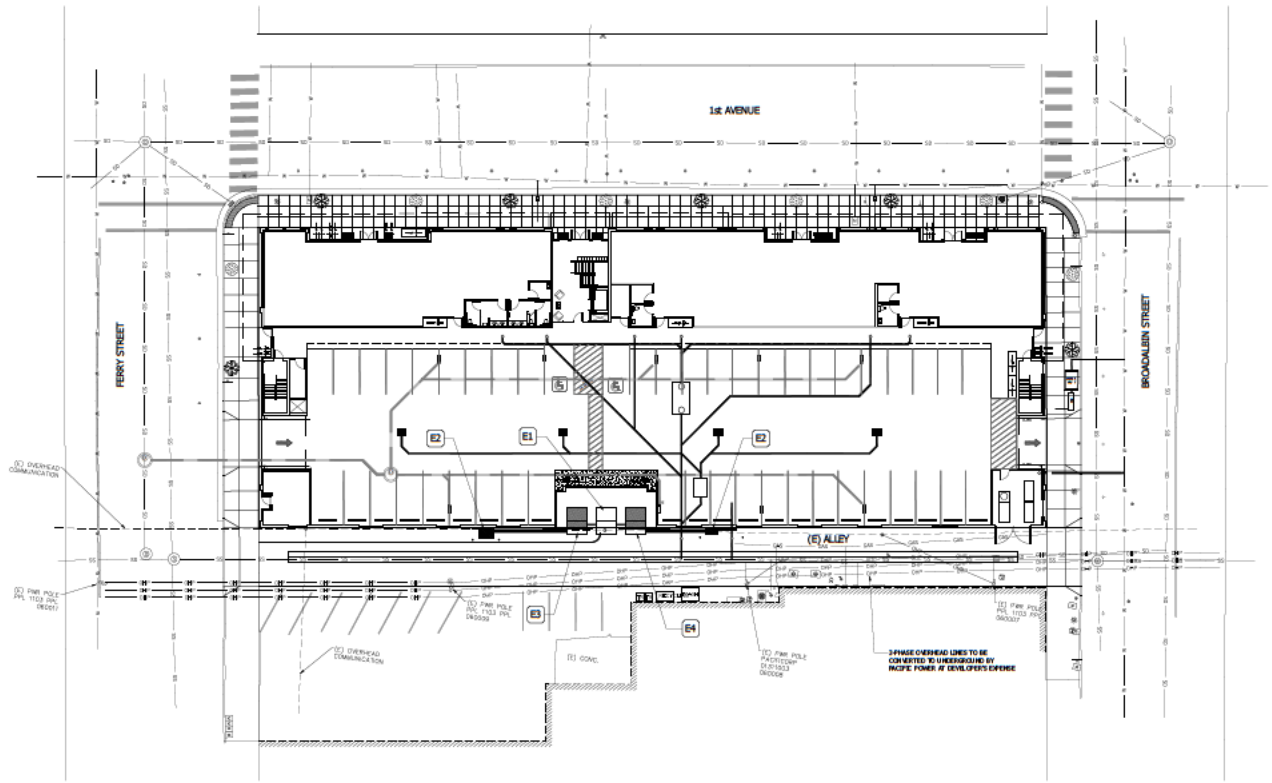
PRELIMINARY UTILITY PLAN
LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2026
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: HLN
CHECKED BY: RBF

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet C4.0

SCALE: SEE BARSCALE



PRIVATE POWER NOTES	
E1	(P) PACIFICPOWER SECTIONALIZER VAULT AND ABOVE GROUND GEAR.
E2	(P) BUILDING SERVICE GEAR MOUNTED ON BUILDING WALL.
E3	(P) PACIFICPOWER 3-PHASE TRANSFORMER VAULT AND ABOVE GROUND TRANSFORMER.
E4	(P) PACIFICPOWER 3-PHASE TRANSFORMER VAULT AND ABOVE GROUND TRANSFORMER.

GENERAL DRY UTILITY NOTES

ALL FRANCHISED UTILITIES SUCH AS POWER, NATURAL GAS AND COMMUNICATIONS WILL BE ROUTED UNDERGROUND FROM EXISTING POLES, NEW POLES, EXISTING VAULTS OR NEW VAULTS.

PLAN REVISIONS	DATE
CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW

UDELL ENGINEERING AND LAND SURVEYING, LLC
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LEBANON, OREGON 97355

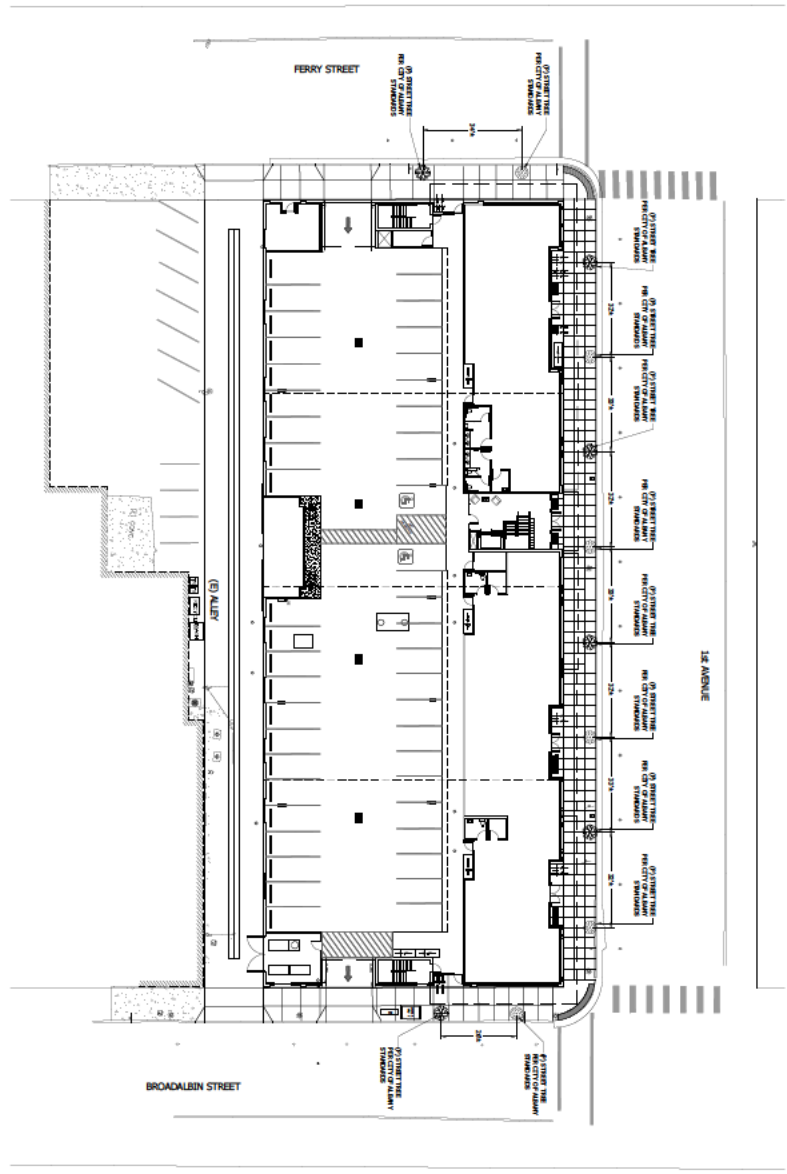
PRELIMINARY DRY UTILITY PLAN
LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

DATE: SEPTEMBER 9, 2025
PROJECT: 24-045 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: MW

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet C4.1

SCALE: SEE BARSCALE



CITY OF ALBANY COMPLETENESS REVIEW	JANUARY 7, 2026
PLAN REVISIONS	DATE

Sheet C4.2

SCALE: SEE BARSCALE

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

DATE: SEPTEMBER 9, 2026
PROJECT: 24-095 LEPMAN WELLS FARGO
DRAWN BY: MLM
CHECKED BY: BBV

PRELIMINARY LANDSCAPE PLAN

LEPMAN ALBANY WELLS FARGO
300 1ST ST W
ALBANY, OREGON

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
[redacted]

CLIENT:
SABLE DRIVE, LLC
100 FERRY ST NW
ALBANY, OR 97321
[redacted]



FIRST AVE VIEW 08-28-2026

CLADDING SCHEDULE

BRICK (1)
BRICK VENEER
SIMILAR COLOR
TO ST. FRANCIS

BRICK (2)
BRICK VENEER
DARK RED SIMILAR
TO COLOR USED
ON HISTORICAL
BUILDINGS

FINISH SCHEDULE

CONCRETE BLOCK 8X8X16
SPLIT FACE
TO BE PAINTED
WITH ELASTOMERIC
COATING

BRICK (3)
BRICK VENEER
COMPLIMENTORY
AND DARKER THAN
BRICK USED ON
ST. FRANCIS

COMPOSITE STONE
COLOR LIGHT GRAY
TO ST. FRANCIS

PRE-FINISHED, LOW SHEEN
METAL CLADDING
WITH ACCENT REVEALS
COLOR FROM PAC-CLAD
MANUFACTURERS
STANDARD COLORS
PAC-CLAD Medium Bronze
A premium color metallic and unique
two-coat finishes for a weathered look
that won't change over time

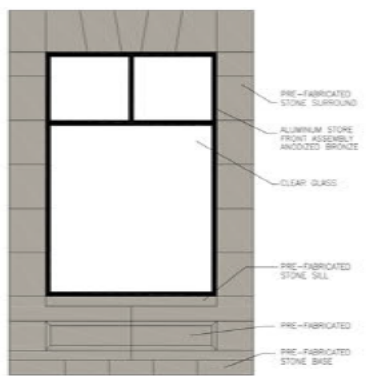
PRE-FINISHED STANDING
SEAM METAL
COLOR: BLACK

COMPOSITE LAP SIDING
MANUFACTURED BY HARDI
TO BE PAINTED WITH
MANUFACTURED BY HARDI
TO BE PAINTED WITH SHERWIN
WILLIAMS COLOR TO MATCH
ST. FRANCIS BRICK

FINISH SCHEDULE

PAINT COLORS ARE BASED ON SHERWIN WILLIAMS
NOTE: COLORS ARE FOR NOT REPRESENTIVE OF ACTUAL AND ARE USED ONLY FOR COORDINATION OF SCHEDULE

TAG	ITEM	DESCRIPTION	FINISH
1	PARAPET FACIA	SHEET METAL CLADDING	TIM CHARCOAL
2	WINDOW TRIM	CEMENT COMPOSITE PANELS	PER PAINT LEGEND
3	STEEL CANOPY	'C' CHANNEL X 12" STEEL	BLACK
4	BRACKETS	PRE-FABRICATED PVC	PER PAINT LEGEND
5	COMMERCIAL DOORS	STORE FRONT DOOR AND SIDE LIGHT ASSEMBLY	ANODIZED BRONZE
6	PARKING GARAGE DOOR	ROLE UP GRILL MESH	STAINLES STEEL
7	GUTTERS & DOWNSPOUTS	ALUMINUM	BRONZE-FACTORY FINISH
8	METAL ROOF	PRE-FINISHED STANDING SEAM	PER PAINT LEGEND
9	RAILING	ALUMINUM PRE-FINISHED RAILING SYSTEM	BLACK-POWDER COATED
10	BRICK (1)	THIN BRICK WITH DARK BROWN MORTAR	PER CLADDING SCHEDULE
11	BRICK (2)	THIN BRICK WITH DARK GRAY MORTAR	PER CLADDING SCHEDULE
12	BRICK (3)	THIN BRICK WITH DARK GRAY MORTAR	PER CLADDING SCHEDULE
13	WINDOW FRAME	COMPOSITE-FIBERGLASS	JELD-WEN :BLACK
14	T&G SIDING	HARDI PANEL COMPOSIT LAP SIDING 8" REVEAL	TBD
15	RETAIL WINDOWS	STORE FRONT ASSEMBLY	ANODIZED BRONZE
16	CANOPY	PRE-FINISHED STANDING SEAM	PER PAINT LEGEND
17	PANEL CLADDING	PRE-FINISHED ALUMINUM COMPOSITE PANELS WITH REVEALS	PER PAINT LEGEND
18	BASE	CEMENT COMPOSITE PANELS	PER CLADDING SCHEDULE
19	COLUMN BASE	CONCRETE SPLIT FACE 8X16 CEMENT BLOK	PER CLADDING SCHEDULE
20	COLUMN BASE	WINDOW TRIM COMPOSITE MIRATEC	PER CLADDING SCHEDULE



FACADE DETAIL • RETAIL WINDOWS

EXTERIOR CLADDING SCHEDULE

REVISION NO. DATE/DESCRIPTION

New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
12/31/2028

These documents were prepared by:
Don Johnson Architect
Address 132 E Westcott Overlook, Oak Ridge, TN 37830
Phone
Email

DRC SET: PRELIMINARY
PROJECT NUMBER: 25-25

A7
SCHEMATIC
08-28-2026



ALLEY VIEW 08-28-2026



FERRY STREET VIEW 08-28-2026



BROADALBIN VIEW 08-28-2026

EXTERIOR CLADDING SCHEDULE

REVISION NO.	DATE/DESCRIPTION

New Mixed Use Building
Schematic Design
300 WEST 1ST AVE. ALBANY, OR 97321

REGISTERED ARCHITECT
DON JOHNSON
ALBANY, OREGON
STATE OF OREGON
12/31/2028

These documents were prepared by:
Don Johnson, Architect
Address 132 E Westbrook Overlook, Oak Ridge, TN 37830
Phone [redacted]
Email [redacted]

DRC SET: PRELIMINARY
PROJECT NUMBER: 25-25

A7.1
SHEET
08-28-2026







HIGH PERFORMANCE LINE

EXTREME® MICROCOIL® GRILLE

Models EPG324C & EPG324CB



COMPACT GRILLE WITH PATENTED INTELLIGENT OPERATION

MAXIMIZE YOUR CLEAR OPENING

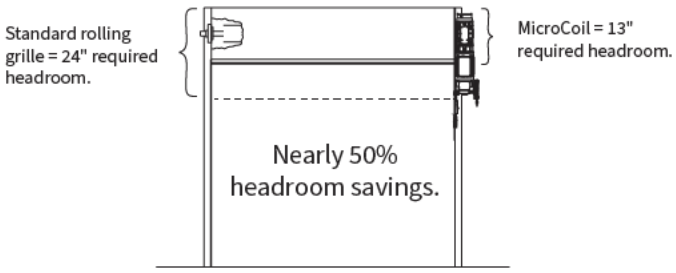
The Extreme High Performance MicroCoil Grille - 500K Cycles allows you to maximize your clear opening by reducing the coil size. A smaller coil means that less headroom is required. The Extreme MicroCoil Grille requires nearly 50% less headroom when compared to other high-cycle grilles on the market.

SMOOTH HIGH-SPEED OPERATION

The compact operator features a variable-frequency drive that ensures a soft start and stop – reducing wear and tear on both the grille and the operator. The Extreme MicroCoil Grille quietly operates at speeds of up to 24 inches per second. In addition, the operator's direct drive design means there's no sprocket and chain to wear out or replace. With flexibility in mind, the 300 series grille is compatible with a 120V service (which requires a transformer, provided with an upgrade).

ENGINEERED FOR LONGEVITY

To ensure maximum uptime, the Extreme MicroCoil Grille has a springless design that requires no maintenance, other than routine checks, and no replacement parts for up to 500K cycles. It accepts virtually all activation systems and features a 2-year operator warranty and a 2-year/500,000 cycle component warranty.



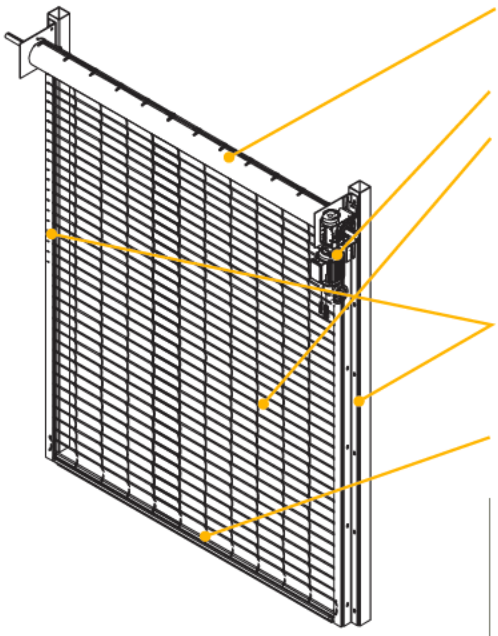
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1.2025

EXTREME SERIES

COOKSON Preferred door solutions®

STANDARD COMPONENT MATERIALS AND FINISHES



SPRINGLESS SHAFT - Steel pipe. Design reduces maintenance requirements and facilitate cycle capacity.

MOTOR - Compact, direct drive operator with no roller chains or sprockets.

CURTAIN - Self-stacking/nesting links in mill finish aluminum, $^{5}/_{16}$" aluminum rods in mill finish spaced 2.8"-3.9". Aluminum tube spacers on every rod. Links are always made of 304 stainless steel and can be replaced individually or in sections if the grille gets damaged. Grilles are available for opening sizes up to 26' wide x 14' high in aluminum.

GUIDES - Extruded aluminum in mill finish with self-lubricating anti-wear strips to greatly reduce friction and curtain wear. Includes a fully replaceable UHMW bellmouth.

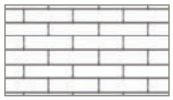
BOTTOM BAR - Compact extruded aluminum.

A CHOICE OF CURTAIN PATTERNS

Two different curtain designs provide both visibility and ventilation.



Straight



Brick

OPERATION AND STRUCTURAL REQUIREMENTS

Motor operation is required.

This product is supported by a guide assembly attached to the jamb construction or structural tubes attached to either wall or overhead construction. No additional header support is required unless hood supports are mandated.

Windload Options

- Static - up to 40 psf
- Operational - up to 20 psf

UNIQUE FEATURES

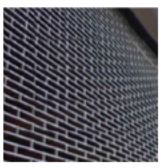
INTELLIGENT COMMUNICATION - The Apex Pro SmartController™ (NEMA 4X) features plug and play connections to operator and standard sensors to reduce installation time. Its LCD screen provides step-by-step instructions for door commissioning, electronic limit setting, and status/error messaging in a compact control panel. It is also set up to easily accept virtually all activation and safety issues.

MONITORED PROTECTION, EVEN AT HIGH SPEEDS - UL 325-2010 (NEMA 4X) compliant photo eye sensors allow for momentary contact operation - useful in parking garages and other high-use openings. Interruption of the photo eye beam before the door fully closes causes the door to immediately halt downward travel and reverse direction to return to the fully open position.

SAFETYGARD LIGHT CURTAIN TECHNOLOGY - The 6' tall light curtain is installed within the guide and blends into the guide construction with trim.
If the grille is cycling and an object passes through the curtain beams, the door will immediately halt downward travel and reverse direction to return to the open position.

OPTIONAL MATERIALS AND FINISHES

- Aluminum in clear anodized finish
- Stainless steel 300 series in #4 finish
- SpectraShield® powder coating in more than 180 colors (not available on curtains)
- Hoods available as an option. Galvanized steel with exclusive GalvaNex™ polyester enamel finish in gray or SpectraShield® powder coating in more than 180 colors; aluminum in mill, clear and Dark Bronze Anodized Finish and Black Anodized Finish; or 300 series stainless steel with #4 finish by a larger opening width.





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