



PLANNING COMMISSION MEETING

Monday, November 25, 2024 at 6:30 PM
Sandy City Hall and via Zoom

AGENDA

TO ATTEND THE MEETING IN-PERSON:

Come to Sandy City Hall (lower parking lot entrance) - 39250 Pioneer Blvd., Sandy, OR 97055

TO ATTEND THE MEETING ONLINE VIA ZOOM:

Please use this link: <https://us02web.zoom.us/j/87438286406>

Or by phone: (253) 215-8782; Meeting ID: 874 3828 6406

ROLL CALL

APPROVAL OF MINUTES

- [1.](#) Approval of Minutes for August 26, 2024

REQUESTS FROM THE FLOOR - CITIZEN COMMUNICATION ON NON- AGENDA ITEMS

The Commission welcomes your comments at this time. Please see the instructions below:

- If you are participating online, click the "raise hand" button and wait to be recognized.
- If you are participating via telephone, dial *9 to "raise your hand" and wait to be recognized.

DIRECTOR'S REPORT

- [2.](#) Director's Report for November 2024

COUNCIL LIAISON AND PLANNING COMMISSIONER DISCUSSION

NEW BUSINESS

- [3.](#) 24-055 ZC Staff Report - Sandy Transit Operation Zone Change

ADJOURN

Americans with Disabilities Act Notice: Please contact Sandy City Hall, 39250 Pioneer Blvd. Sandy, OR 97055 (Phone: 503-668-5533) at least 48 hours prior to the scheduled meeting time if you need an accommodation to observe and/or participate in this meeting.

**Sandy Planning Commission
Regular Meeting
Monday, August 26, 2024**

Chair Wegener called the meeting to order at 6:30 p.m.

1. MEETING FORMAT NOTICE: Instructions for electronic meeting

2. ROLL CALL

Commissioner Crosby – Present
Commissioner Poulin – Present
Commissioner Ramseyer – Excused
Commissioner Vincent – Present
Commissioner Myhrum – Absent
Vice Chair Lee – Present
Chair Wegener – Present

Others present: Development Services Director Kelly O'Neill Jr., Executive Assistant Rebecca Markham, Senior Planner Patrick Depa

3. APPROVAL OF MINUTES – June 10, 2024

Chair Wegener asked for any edits to the draft minutes. With no requested edits, Wegener declared the minutes approved.

4. REQUESTS FROM THE FLOOR – CITIZEN COMMUNICATION ON NON-AGENDA ITEMS:

None

5. DIRECTOR'S REPORT

Development Services Director Kelly O'Neill Jr. gave a brief update on the new iPlan Table recently purchased by the Building Division which will help the department in reviewing "electronic plans". O'Neill said the City of Sandy will provide an option for electronic plan review for all building permits starting on January 1, 2025. He also explained how the State Legislature passed a House Bill a few years back requiring cities to provide this option.

O'Neill provided an update on the derelict boarding house at 38756 Pioneer Blvd. which has been purchased and will soon be demolished in order to construct a new three-story commercial building.

O'Neill also updated the Commissioners on the recent and most active code enforcement cases.

Lastly, O'Neill told the Commissioners that there won't be a meeting in September due to the lack of Type III and Type IV land use applications due to the sanitary sewer moratorium. He plans to meet with Chair Wegener to discuss a work plan for upcoming meetings.

6. NEW BUSINESS:

6.1. Rayburn Detached Shop Variance (File No. 24-038 VAR)

Chair Wegener opened the public hearing on File No. 24-038 VAR at 6:39 p.m. Wegener called for any abstentions, conflicts of interest, ex-parte contact, challenges to the jurisdiction of the

Planning Commission, or any challenges to any individual member of the Planning Commission. No challenges were made, and no declarations were made by the Planning Commission.

Staff Report:

Senior Planner Patrick Depa went through a PowerPoint presentation that included the vicinity map, information and pictures of the steep slope and flood slope hazard overlay, zoning, current conditions, architectural plans, floor plans, and staff's recommendation for approval. Depa also explained that the applicant's requested variances allow expansion of a non-conforming structure that exceeds the maximum square footage.

Depa stated that the accessory structure would also act as a sound barrier to the noise from Highway 26 which is extremely loud. He also explained how the property is unique and far different from a lot in a typical subdivision.

Applicant:

Tori Bishop
40155 Hwy 26
Sandy, OR 97055

Ms. Bishop explained to the Commission that they inherited a lot of issues when they purchased the property two and a half years ago. Bishop said their goal is to construct something of value and a building that could be used for alternative purposes if the lot ever changed to a commercial zone. She also stated that they've worked hard to understand the goals of the community and have put a lot of thought into this proposal. Bishop wants to work closely with staff in the Development Services Department to ensure they make the best use of the property now and for the future.

Public Testimony in support:

None

Public Testimony against:

None

Public Testimony neutral:

None

Staff Recap:

O'Neill asked the Commission to first take a "straw poll" if it sounds like the Commission is leaning towards denial. He explained it would allow the applicant to ask for a continuance and bring additional evidence before the Commission at a future meeting.

Applicant Rebuttal:

None

Motion: Motion to close the public hearing at 7:05 p.m.

Moved By: Commissioner Crosby

Seconded By: Commissioner Lee

Yes votes: All Ayes

No votes: None

Abstentions: None

Discussion:

Commissioner's Crosby, Poulin, Lee, and Chair Wegener all agreed with Depa's recommendation of approval and didn't have any questions for the applicant.

Motion: Move that the Findings are in support of the approval criteria or have been met or explained to a sufficient amount and therefore recommend approval for the two proposed variances presented in File No. 24-038 VAR.

Moved By: Commissioner Crosby
 Seconded By: Commissioner Poulin
 Yes votes: All Ayes
 No votes: None
 Abstentions: None

6.2. Envision Sandy Comprehensive Plan Amendment (File No. 24-040 CPA)

Chair Wegener opened the public hearing on File No. 24-040 CPA at 7:07 p.m. Wegener called for any abstentions, conflicts of interest, ex-parte contact, challenges to the jurisdiction of the Planning Commission, or any challenges to any individual member of the Planning Commission. No challenges were made, and no declarations were made by the Planning Commission.

Staff Report:

O'Neill went through the background, draft ordinance, conclusions, and asked the Commission for their input and a recommendation to City Council who will hold an adoption hearing on October 7, 2024. O'Neill said it's a very easy document to read and is very proud of the new Comprehensive Plan. He also mentioned it's been reviewed by both the City Attorney and City Administration and also stated "it's a night and day difference" from the last Comprehensive Plan.

O'Neill turned it over to Anais Mathez from 3J Consulting who presented the Commission with a PowerPoint presentation. Mathez spoke to the Commission about their success in targeting the Spanish speaking community for input and the overall outreach and events since the kickoff started in 2021. She went over the key themes, vision statement, the big ideas from the outreach, key vulnerabilities, and how impactful the Community Advisory Committee (CAC) was in making the project a success.

Mathez also briefly discussed the easy readability of the new Comprehensive Plan, key updates since the work session in June, and other miscellaneous considerations.

Public Testimony:

None

Motion: Motion to close the public hearing at 7:25 p.m.

Moved By: Commissioner Lee
 Seconded By: Commissioner Crosby
 Yes votes: All Ayes
 No votes: None
 Abstentions: None

Discussion:

The Commissioners discussed the following main points:

- Throughout the document – Commas and periods should be placed inside quotation marks.

- Page 5 – The second paragraph has a huge white space after the word ‘ultimately.’
- Page 22 – Describe the building that Ludwig Hoffman constructed in the 1919 note.
- Page 25 – Modify the 2008 note to be 2009 and state 15 years instead of ‘last few decades.’
- Page 28 – In ‘Commuting Flows’ change the word ‘lived’ to ‘live.’ Make the tense the same with the sentence afterwards.
- Page 31 – Remove the word ‘a’ in the first sentence of the second paragraph.
- Page 50 – Remove the extra space after the word ‘parcels’ in the first bullet point.
- Page 51 – Capitalize the event name ‘SOLVE.’
- Page 52 – Change AntFarm Youth Services to describe AntFarm as a nonprofit organization that provides work skills for youth.
- Page 56 – Change to City departments in the ‘Open Data and Civic Technology’ paragraph.
- Page 65 – Modify the last sentence of the first paragraph, bullet point gunlocks and firearms, and remove extra space in ‘helmet program.’
- Page 67 – Make ‘street’s’ possessive in the last sentence on the page.
- Page 73 – Add hyphen between ‘well and connected’ in Policy 4.1.
- Page 78 – Add the term ‘natural disasters’ in Policy 13.8.
- Page 78 – Modify Policy 13.9 to state the United States Forest Service.
- Page 95 – Change the sentence in the 2022 Parks and Trails Master Plan section to be past tense. “This plan was revised and readopted in 2022.”
- Page 105 – Add ‘Clackamas’ before Soil and Water Conservation District in Policy 26.3.
- Page 120 – There is a missing parenthesis on the last paragraph after ‘2019.’

Motion: Move that the Planning Commission recommend to City Council approval of File No. 24-040 CPA, Envision Sandy 2050 Comprehensive Plan Amendment, at their public hearing on October 7, 2024, with minor corrections as noted by the Commission.

Moved By: Commissioner Lee

Seconded By: Commissioner Crosby

Yes Votes: Commissioners Lee, Crosby, Poulin, Vincent, and Chair Wegener

No votes: None

Abstentions: None

7. ADJOURNMENT

Chair Wegener adjourned the meeting at 8:15 p.m.

Chair Darren Wegener

Attest:

Kelly O’Neill Jr.,
Development Services Director

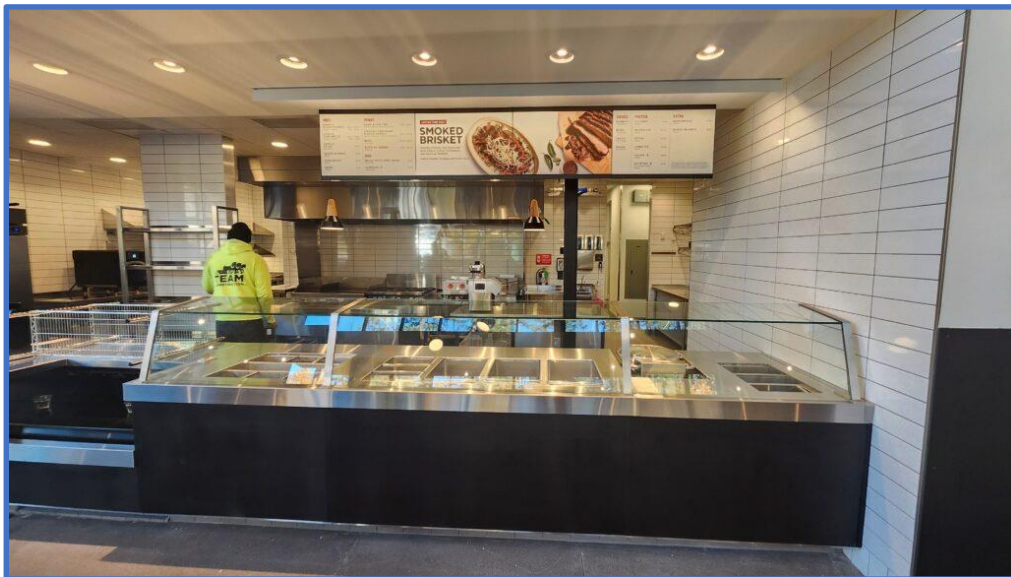
Date signed: _____

Meeting Type: Planning Commission
Meeting Date: November 25, 2024
From: Kelly O’Neill Jr., Development Services Director
Subject: Director’s Report for November 2024

Upcoming Meetings:

To Be Determined (TBD) – likely no meeting in December

Chipotle Mexican Grill: The new Chipotle in Sandy is finished and has been granted a certificate of occupancy. There are still a few minor items to complete, but staff has allowed them to open for business.



Sandy Marketplace Redesign: Staff has entered into a contract with Keystone Architecture to complete as-builts and design renderings for the Sandy Marketplace (location of Dollar Tree, Bi-Mart, Grocery Outlet, Embold Credit Union, Napa Auto Parts, etc.) as directed by the Urban Renewal Agency. Albanese Cormier and the Urban Renewal Agency are splitting the costs of the \$10,000 in architectural work.

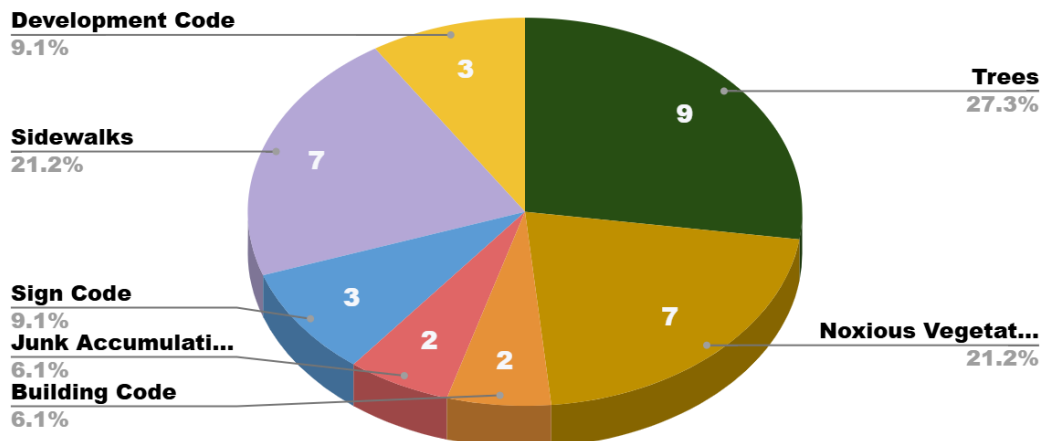
Tollgate Inn Covered Structure: The Tollgate Inn covered structure has been finished. Staff is working on final payments to the contractor and a reimbursement to the Urban Renewal Agency from the property owner. The new structure is beautiful.



Cascade Creek Apartments (Village Blvd and SE Highway 211): The contractor has started to construct building foundations. This project is moving along quickly.



Code Enforcement Update:

Code Enforcement Closed Case Summary October 2024

- Code Enforcement for the Development Services Department closed 33 cases in October
- 13 citations were issued in October
 - 2 for junk accumulation at a house on Bluff Road
 - 11 for junk accumulation at a house on Dubarko Road
- Specific Case Updates:
 - The house on Dubarko Road has disposed of the accumulated refuse and junk that was being stored on the driveway. A discarded appliance remains keeping the property in violation.
 - Accumulated junk has been removed from a house on Dubarko Road to the south of Highway 26. The property was posted as UNSAFE by the Building Official, AntFarm is removing junk from the yard, and the building has been secured with plywood over the doors and windows.
 - Sidewalk and driveway approach concrete work is complete. The contractor was not able to secure permits from ODOT for the Tollgate Inn or Meinig Avenue driveway approaches.
 - The fire damaged house with previous citations for code violations on Bluff Road has been demolished. The lot is clear of refuse and debris.

PLANNING COMMISSION STAFF REPORT TYPE IV DECISION

DATE:	November 15, 2024
FILE NO.:	24-055 ZC
PROJECT NAME:	Sandy Transit Operation Center Re-Zoning
APPLICANT:	Andi Howell, Transit Director
OWNER:	City of Sandy
ADDRESS:	16610 Champion Way
MAP/TAX LOT:	24E 15A 2 Tax Lot 205
LEGAL DESCRIPTION:	PP 2013-037 Parcel 1
PROPERTY SIZE:	5.72 Acres
APPLICABLE CRITERIA:	Chapter 17.26 – Zoning District Amendments
EXISTING ZONING:	I-1 (Industrial Park)
PROPOSED ZONING:	I-2 (Light Industrial)
STAFF CONTACT:	Patrick Depa, Senior Planner

BACKGROUND

The City of Sandy is requesting this hearing to change the zoning designation of 16610 Champion Way from Industrial Park (I-1) to Light Industrial (I-2). This proposal is being reviewed as a Type IV zone change. The parcel is currently utilized for the Sandy Public Works yard and the Sandy Transit Operation Center. The purpose of the hearing is for the Planning Commission to decide if the application conforms to the applicable criteria and make a recommendation to the City Council.

The Sandy Transit Operation Center is defined as a major public facility and is considered a conditional use in both the I-1 and I-2 zoning districts. After the zone change decision, the applicant plans to start the process of a design review for a new building that will contain two large maintenance bays, administrative offices, and conference rooms. The proposed building will be of similar design to the existing buildings and structures on the subject site. The expansion of the conditional use on the subject site is addressed in the “Findings” section of this document as a continuation of a “Master Plan” approval reviewed under File No. 06-062 CUP/DR and File No. 19-030 DR.

AGENCY COMMENTS

Fire Department

No comments were directed towards the Sandy Transit Operation Center property zone change. Specific comments about fire apparatus access and fire flow requirements will be submitted later if the applicant proceeds with site development.

Public

No public comments were received when the final packet was uploaded to the meeting platform.

SandyNet

SandyNet did not have any comments for the zone change, but the IT Department will have several considerations during the design and building permit phase.

Public Works

After months of negotiations with the Environmental Protection Agency (EPA) and the Oregon Department of Environmental Quality (DEQ), the City of Sandy has an additional 270 ERUs available for construction. It is important to note that these additional ERUs were allocated almost entirely to development projects that have already received land use approval. While this enables development projects with existing land use approvals to proceed with construction, it does not provide for the submission of new land use applications with an additional sanitary sewer connection or an increase in sanitary sewer flows through an existing connection.

Based on this provision of 270 additional ERUs from EPA and DEQ, the City Council adopted Resolution No. 2024-11. This resolution included several significant changes, including but not limited to increased ERU numbers; allowance for zone change requests; terms and conditions for the limited transfer of ERUs; and an ERU allocation program for properties with an existing land use approval. This zone change request does not propose a new sanitary sewer connection nor does it create additional flows. Any new sanitary increases will be addressed later if the applicant proceeds with site development.

Public Works Comments for Stormwater

The stormwater facility designed in 2006 for the Operations Center was sized to treat and detain the full buildout of the site. No improvements will be required for stormwater management with this expansion. This zone change request does not propose additional impervious surface.

EXHIBITS**Applicant's Submittals:**

- A. Land Use Application
- B. Project Narrative
- C. Vicinity Aerial Map
- D. Zoning Map

FINDINGS OF FACT**General**

1. These findings are based on the applicant's submittals received on October 23, 2024. Staff deemed the application complete on October 24, 2024, with a 120-day deadline of February 21, 2025.

2. This report is based upon the exhibits listed in this document, as well as the criteria in Chapter 17.26 - Zoning District Amendments.
3. Notification of the proposal was mailed to property owners within 500 feet of the subject property on October 25, 2024. A general legal notice containing a link to the City's webpage that lists upcoming public hearings was published in the Sandy Post prior to the hearing dates.
4. The required notice regarding this zone change request was sent to the Department of Land Conservation and Development (DLCD) on October 15, 2024.
5. The Public Works and Transit Operation Center is defined as a major public facility which is a conditional use in the proposed zoning district which is the Light Industrial (I-2) district.
6. In March 2007 the subject site was approved by the City of Sandy as the transit and public works headquarters and materials yard (File No. 06-062 CUP/DR). The approval contained a master plan with Phase One improvements that have already been completed and additional phasing for future building siting. The future phasing, including buildings and wash bays have already been captured in the original approval so as not to trigger another Type III Conditional Use review. One of the primary reasons for this zone change request is to implement simpler building design for structures that are internal to the site, such as the future Transit Operation Center. The uses at the subject site are a traditional industrial use and staff finds that instead of spending additional funds on building design, that money is better spent on providing transit and public works services.
7. The property to the north is zoned I-1 (Industrial Park), the property to the west is zoned R-3 (High Density Residential), the property to the east, northeast and south is zoned I-2 (Light Industrial). (See Figure 1: Surrounding Zoning)
8. The site and existing use had a traffic study performed in 2006 as part of the original project approval. The 2006 traffic study addressed the operation proposed at the time but also was written to accommodate the entire "master planned" development anticipating future growth as the site would be built out.
9. The site currently has multiple ingress/egress points from and to Champion Way. One that leads to the administrative building parking lot and two others that provide access points to the vehicle and maintenance yard. (See Figure 2: Ingress/Egress Drives)
10. The parcel has a Comprehensive Plan Map designation of Industrial and a Zoning Map designation of I-1, Industrial Park.
11. It is important to note that this zone change does not require a Comprehensive Plan Map change as the latter designation will remain Industrial.

Sandy Zoning Map (Site)

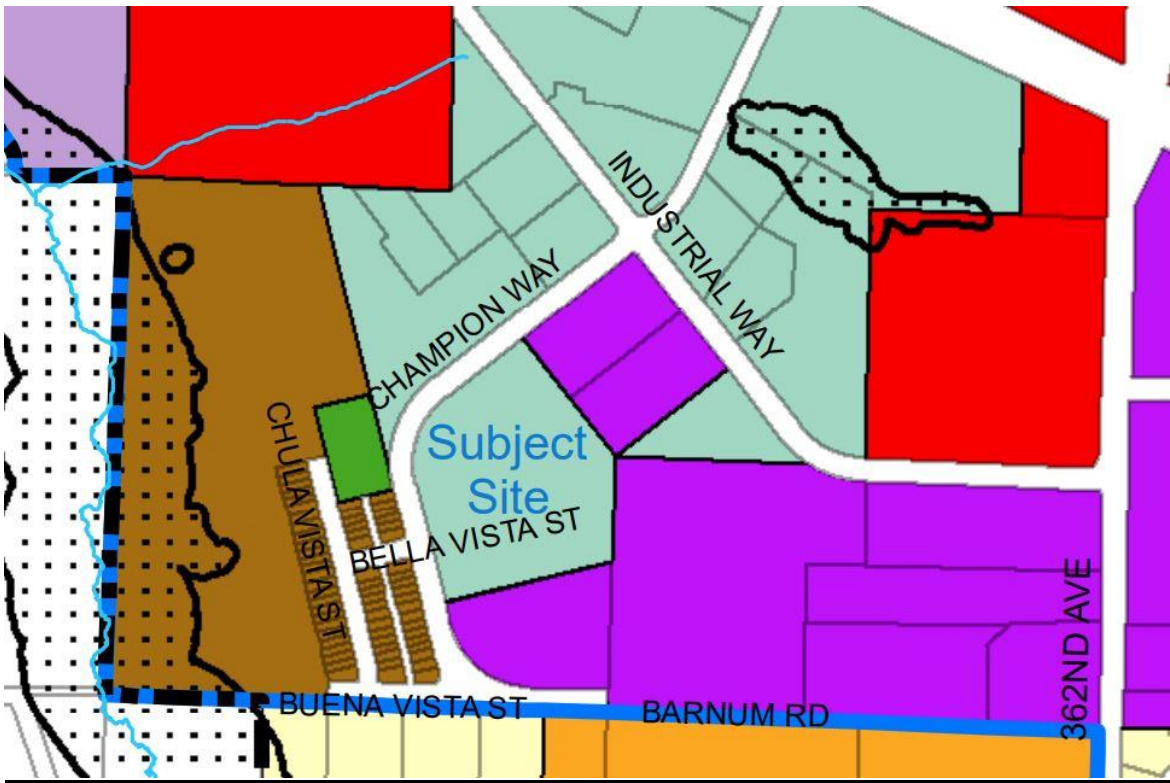








Figure 1: Surrounding Zoning

-  R-3 (High Density Residential)
-  C-1 (Central Business District)
-  C-2 (General Commercial)
-  C-3 (Village Commercial)
-  I-1 (Industrial Park)
-  I-2 (Light Industrial)
-  I-3 (General Industrial)

Vicinity Map



Figure 2: Ingress/Egress Drives

FINDINGS APPLYING DECISION CRITERIA

17.26 – Zoning District Amendments

12. Chapter 17.26 sets forth review criteria and procedural requirements for quasi-judicial and legislative zoning map amendments. The applicant is requesting a quasi-judicial zoning map amendment to modify the zoning district boundaries for the site.
13. Section 17.26.40 outlines the procedures for a quasi-judicial zoning map amendment.
14. **Section 17.26.40(B)(1)** requires the City to determine the effects on City facilities and services.

Findings: The proposed zone change should not negatively impact public facilities or create service capacity shortfalls. The potential uses on the site should have similar impacts on sanitary sewer and water facilities as uses permitted in the I-2 zoning district. Independent of the zoning classification the use will be the same.

Conclusion: *Criterion (B)(1) is met.*

15. **Section 17.26.40(B)(2)** requires the City to assure consistency with the purposes of this chapter.

Adherence to this chapter sets forth review criteria and procedural requirements for quasi-judicial and legislative zoning map amendments to maintain sound, stable, and desirable development within the City and permit changes in zoning district boundaries where appropriate. The Zoning Map is consistent with the adopted Comprehensive Plan, as amended, and as such it is a reflection of the City's land use planning goals. The Zoning Map has been adopted as part of the Development Code. Nevertheless, it may be necessary to amend the Zoning Map from time to time to correct errors or to respond to changing conditions or unforeseen circumstances. A series of steps in the review process shall be followed to maintain the integrity of this chapter and the Development Code as a whole.

Findings:

- A. Adequate public involvement through noticing affected property owners and holding two public hearings meets this criterion.
- B. **Section 17.26.50. Staff evaluation.** This staff report was compiled following the criteria set forth in this chapter.
- C. **Section 17.26.60. Action by hearing body.** Both the Planning Commission and the City Council will hold a public hearing. The criterion has been met.
- D. Because this zone change is not changing the Comprehensive Plan Map designation for Industrial, a decision can be made.

Conclusion: *Criterion (B)(2) is met.*

16. **Section 17.26.40(B)(3)** requires the City to assure consistency with the policies of the Comprehensive Plan.

Findings: Multiple goals and policies support the City's plan to efficiently expand the Transit Department's operations.

Mobility & Connectivity

GOAL 4: Provide a transportation system that prioritizes mobility and connectivity for all users.

- Policy 4.1 Maintain the livability of Sandy through well-connected transportation facilities.
- Policy 4.2 Improve the safety and accessibility of transit amenities.

Capital Investments and Funding

GOAL 5: Promote cost effective investments in the transportation system.

- Policy 5.1 Optimize the use, performance, and value of existing facilities while planning for future infrastructure.

Transit

GOAL 9: Provide safe, efficient, high-quality transit service that gives Sandy residents, businesses, and visitors more freedom to meet their needs within the city, region, and state, and offers an alternative to private vehicle use to support efficient use of roadways and reduce air pollution and energy use.

- Policy 9.1 Provide service that is safe, comfortable, and useful for all users.

Industrial

GOAL 35: Promote sustainable and non-polluting industrial growth that diversifies Sandy's economic base, supports high-wage job creation, and cultivates innovation.

- Policy 35.1 Ensure that Sandy has sufficient industrial land to provide industrial growth opportunities, with a variety of characteristics and sizes and with adequate access to transportation and utility facilities but avoiding conflicts with incompatible adjacent uses.

Given that the existing and proposed future development conforms with the Sandy Municipal Code and goals and policies of the Comprehensive Plan, staff finds that these criteria have been met.

Conclusion: *Criterion (B)(3) is met.*

17. **Section 17.26.40(B)(4)** requires the City to assure consistency with the Statewide Planning Goals as may be necessary, and any other applicable policies and standards adopted by the City Council. The applicable goals are as follows:

Findings:

- A. **Goal 1: Citizen Involvement.** The Planning Commission is holding a public hearing for this application on November 25, 2024. The City Council will also hold a public hearing on January 6, 2025. Public notices have been sent for these respective meetings.
- B. **Goal 2: Land Use Planning.** Comprehensive plans must comply with the requirements of each applicable statewide planning goal and must be supported by an adequate factual base. The Department of Land Conservation and Development (DLCDC) reviewed Sandy's Comprehensive Plan and confirmed it is in compliance with the statewide planning goals.

Goal 2 requires each local government in Oregon to have and follow a comprehensive land use plan and implementing regulations. Cities and counties must build their comprehensive plans on a factual base and follow their plan when making decisions on appropriate zoning. The City's proposed zone change is

supported by the polices codified into the Comprehensive Plan adopted in 2024 and the regulations adopted to create the City's development code.

- C. Goal 9: Economy. Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of a City. The plan to expand the Transit Center Operations facilities is based on the City's ability to grow and set themselves up to provide adequate services into areas suitable for increased economic growth and activity. The subject zone change is part of a larger blueprint of design and efficiency to increase the City of Sandy's economic base. Scheduled fixed routes are supported with a demand-response service for door-to-door trips as needed to get to local services or provide transportation to local shopping. The Transit Division also provides a higher need of assistance requiring door-to-door service for medical appointments outside of the service area. All of the above objectives represent the Transit Division's commitment to the economy of the City of Sandy.
- D. Goal 11: Public Facilities. The City has an existing public facilities plan that includes all properties within the city's urban growth boundary, including islands of unincorporated property. The proposed zone change will not undermine or contradict any aspect of the existing public facilities plan.
- E. Goal 12: Transportation. The proposed zone change will strengthen the Transit Department's goals for the Transportation System Plan (TSP) to minimize adverse social, economic, and environmental impacts and costs; conserve energy; meet the needs of the transportation disadvantaged by improving transportation services; facilitate the flow of goods and services so as to strengthen the local and regional economy; and conform with the City of Sandy's Comprehensive Plan. The proposed zone change and the expansion of the Transit Operation Center in the future will assist in providing better service to the city's transit system and routes.

Conclusion: *Criterion (B)(4) is met.*

17.50 – Light Industrial (I-2)

18. According to the intent of Chapter 17.50, this zoning district is meant for light industrial uses that do not depend on high visibility. Such uses are intended to be screened from view from arterial streets and highways. The two streets which mark the location of the site, Champion Way and nearby Industrial Way, are neither arterial streets nor highways. Rather, they are both defined as collector streets.
19. All development and design requirement adherences found in this chapter as well as in Chapters 17.80, 17.84, 17.90, and 17.90 shall be determined during the review of a future design review application.
20. The subject site is approximately 1,200 feet from Highway 26 (as measured on Google Earth), along Champion Way. Additionally, the site is partially screened from Highway 26 by the Mt. Hood National Forest Headquarters, Tractor Supply, FreeUp Storage, and numerous trees. Due

to distance, existing buildings, and established trees between the highway and the subject site the prominence of this location is not highly visible from Highway 26. Based on limited visibility of the site from Highway 26 and to be consistent with the zone change for 16620 Champion Way (File No. 20-041 ZC for Rogue Fabrication), staff recommends the following conditions are imposed on future development of the site:

- A. Robust screening of the parking area or any outdoor storage with at least 20 feet of landscaping;**
- B. SandyStyle approved colors on all future buildings on the subject site, including all walls and any metal roofs;**
- C. Design features for buildings visible from Champion Way consistent with existing buildings that front Champion Way; and**
- D. Future development of the property shall have minimal impact on its surroundings and shall not produce noise, light, smoke, odor or other pollutants in excess of average levels preexisting at the boundary of the site.**

CONCLUSION

Staff concludes that required findings for the zoning map change support those required in Chapter 17.26 – Zoning Amendments and are incorporated here in support of this application. Staff recommends the Planning Commission pass a motion to recommend approval of the requested zone change to the City Council with additional conditions as identified in Finding #20.

RECOMMENDED MOTION

I MOVE THAT:

The findings as presented in the staff report dated November 15, 2024, shall be adopted, including the conditions in finding #20, and the Planning Commission recommend approving File No. 24-055 ZC to City Council to amend the Zoning Map from Industrial Park (I-1) to Light Industrial (I-2).



General Land Use Application

1 page

Name of Project:	Sandy Operation Center Zone Change
Location or Address:	16610 Champion Way

Map & Tax Lot #	T: 24E15A	R:	Section:	Tax Lot (s): 00206
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Request: Change the Sandy Operation Center's zoning from Industrial Park (I-1) to Light Indu (I-2). The facility is designed as a major public facility and is considered a a conditional use in I-1 and I-2 zoning districts. Upon rezoning the applicant will start the design process of a new maintenance bay similar to existing structure, according to the Transit Master Plan.

I am the (check one) owner lessee of the property listed above, and the statements and information contained herein are in all respects true, complete and correct to the best of my knowledge and belief.

Applicant (if different than owner) Andi Howell, Transit Director	Owner City of Sandy
Address 16610 Champion Way	Address 39250 Pioneer Blvd.
City/State/Zip Sandy, OR 97055	City/State/Zip Sandy, OR 97055
Email ahowell@ci.sandy.or.us	Email tdeems@ci.sandy.or.us
Phone 503.489.0925	Phone 503.826.1079
Signature <i>Andi Howell</i>	Signature

Staff Use Only

File #:	Date:	Fee\$:	Planner:
Type of review:	Type I <input type="checkbox"/>	Type II <input type="checkbox"/>	Type III <input type="checkbox"/> Type IV <input type="checkbox"/>
Has applicant attended a pre-app? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, date of pre-app meeting:			

Development Services Department, 39250 Pioneer Blvd, Sandy, OR 97055, 503.489.2160

Sandy Operations Center Zone Change Narrative

DATE:	October 4, 2024
FILE NO.:	24-055 ZC
NAME OF PROJECT:	Sandy Transit Operation Center Re-Zoning
APPLICANT/OWNER:	Andi Howell/City of Sandy
REPRESENTATIVE:	Jean Root – MWA Architecture
MAP/TAX LOT:	24E15A 00206
LEGAL DESCRIPTION:	PP 2013-037 Parcel 1
PROPERTY SIZE:	5.72 Acres
CURRENT ZONING:	Industrial Park (I-1)
PROPOSED ZONING:	Light Industrial (I-2)

APPLICABLE ZONING CODES

Chapter 17.26.40.B - Criteria for Zone Changes

APPLICABLE COMPREHENSIVE PLAN GOALS AND POLICIES

- Goal 1 - Citizen Involvement
- Goal 2 - Land Use
- Goal 3 & 4 - Agricultural and Forest Land
- Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources
- Goal 6 - Air, Water, and Land Resources Quality
- Goal 7 - Natural Disasters and Hazards
- Goal 8 - Parks and Recreation
- Goal 9 - Economy
- Goal 10 - Housing
- Goal 11 - Facilities and Services
- Goal 12 - Transportation
- Goal 13 - Energy Conservation
- Goal 14 - Urbanization

EXHIBITS

- 1 - Floor Plans
- 2 – Exterior Elevations
- 3 - Existing Landscape
- 4 - Utility Plan
- 5 - Grading Plan
- 6 - Erosion Control Plan
- 7 – Stormwater Report
- 8 – Photometric Plan
- 9 – Lighting Fixture Cut Sheets
- 10 – Zoning Plan Map

- 11 – General Notes
- 12 – Demo Site Plan
- 13 –TSP Map

INTRODUCTION and SUMMARY of REQUEST

This application is a request to rezone a 5.72-acre site from I-1 (Industrial Park) to I-2 (Light Industrial). Zone changes are Type IV applications and require review by both the Sandy Planning Commission and City Council. The subject property is Tax Lot 206, Tax Map 2-4E-15A. The property is located on the east side of Champion Way

I-1 zoning is located northwest of the subject property. I-2 zoning is located to the north and east. Public streets separate the subject property from existing development to the east, west and north. An empty field is located to the north of the property. The subject property is not visible from Highway 26; therefore, the design requirements in the I-2 zone are acceptable as opposed to the more restrictive design requirements of the I-1 zone which are intended for property easily visible from Highway 26. If this Zone Change is approved, the applicant will begin the process of a design review for a new maintenance/operation building to be in similar design to the existing structures on the subject site.

Information in this narrative address's city codes, provides an explanation of the proposed use of this property, and the history of the Sandy Operations Center. Attached are architectural plans, site plans and maps of the surrounding area. Phase 1 included the original administration building, a wash bay, bays to the east for Sandy Transit vehicles, bays to the south for Public Works, Parks and the Police Department and additional employee parking. To the northeast is a parking lot used both as a park and ride and additional employee parking. Phase 2 is the proposed addition of the maintenance/operations bay east of the current administrative building. Phase 3 will be built at a later date which will include additional office buildings and storage bays for vehicles and equipment.

History and Ownership of the Sandy Operations Center

The Sandy Operations Center site was approved in March 2007 and the phased expansion was included in the original design of the property. It is a major public facility that provides space for several departments including Sandy Area Metro, Sandy Public Works and Sandy Parks and Maintenance. In addition, storage space is utilized by SandyNet and the Sandy Police Department. The yard is used for outdoor storage materials such as concrete spoils, topsoil, pipes, scrap metal, road sand and other similar materials. These departments provide vital resources and services to local residents.

Sandy Operations

The Sandy Operations Center houses the Public Works, Parks and Transit Department Administration and Operations. These departments serve a essential role and provide valuable resources to the City including transportation, water, sewer, street, facility and

park maintenance. The facility is included in the Emergency Response Plan to provide transportation, traffic control and fuel. It houses all fleet vehicles for the various departments as well as specialized equipment and materials for both daily use and disaster.

Economic Impact

The City of Sandy employs local workers and pays fair wages, their medical insurance, and retirement account contributions. Good living wages with benefits help the local economy and the community. Further income at the state level will be realized through taxation of wages paid to employees. The services of the City of Sandy departments housed at the Operations Center unquestionably benefit the local rural community.

Zone Change

The Sandy Comprehensive Plan Map only has one light industrial designation. Either I-1 or I-2 zoning complies with the Sandy Comprehensive Plan Map. The codes for I-1 and I-2 are similar. I-1 appears to be required when closer to Highway 26 and commercial uses. I-2 does not depend on high public street visibility. The subject property is not visible from Highway 26. The major differences are the minimum 10-foot front yard setback in the I-1 zone and 30-foot front yard setback in the I-2 zone, and the more restrictive architectural requirements in the I-1 zone.

SECTION 17.26.00 INTENT of ZONE CHANGES

This chapter sets forth review criteria and procedural requirements for quasi-judicial and legislative zoning map amendments to accomplish the following:

- A. Maintain sound, stable, and desirable development within the City;
- B. Permit changes in zoning district boundaries where appropriate;
- C. Ensure zoning changes are consistent with the community's land use policies and goals; and
- D. Lessen the influence of private economic interests in the land use decision-making process.

RESPONSE: This narrative demonstrates why this zone change allows the Sandy Operations Center to build a sound, stable and desirable maintenance/operations building for the various departments. This zone change is appropriate for the area based on the preponderance of I-2 zoning south of Champion Way and east of Champion Way and the land use pattern in the general area (Exhibit 10). Most of the I-1 zoning is west of Champion Way and north of Industrial Way. The primary reason for the I-1 zoning to is to provide specific architectural standards for buildings visible from Highway 26. I-1 zoning is not appropriate for the subject property because it is not visible from Highway 26. The goals and policies of the Sandy Comprehensive Plan are addressed in this narrative.

This zone change is primarily in the public interest as opposed the private economic interests.

SECTION 17.26.10 ZONE CHANGE BACKGROUND

The Zoning Map is consistent with the adopted Comprehensive Plan, as amended, and as such it is a reflection of the City's land use planning goals. The Zoning Map has been adopted as part of the Development Code. Frequent and piecemeal amendments to the Zoning Map can threaten the integrity of the Comprehensive Plan and the likelihood of its successful implementation. Nevertheless, it may be necessary to amend the Zoning Map from time to time to correct errors or to respond to changing conditions or unforeseen circumstances. When a zoning district is amended there often must be a corresponding change to the Comprehensive Plan map. There are, however, instances where more than one zoning district matches the Comprehensive Plan designation. In these situations, the zoning district can be amended without a Plan Map Change. Zoning district changes are classified as legislative or quasi-judicial, depending on the number of properties involved. Changes to the Zoning Map are reviewed initially by the Planning Commission with a recommendation forwarded to the City Council. The City Council conducts a public hearing and considers adoption of changes.

RESPONSE: The city has 3 separate Industrial Zones; I-1, 1-2 and I-3. The city only has one industrial designation on the Comprehensive Plan Map. Therefore, a Comprehensive Plan Amendment is not required. This zone change is extremely limited in scale and effect. The subject property is already mostly in an I-2 zoned area. Property to the east is zoned I-2 and this is a logical zone change direction for the city. Zone changes are rare in this section of the city. Therefore, piecemeal zone changes are not occurring. The integrity of the Comprehensive Plan and successful implementation will not be affected. This is especially true since the Comprehensive Plan Map will not be changed. With 3 industrial zone districts, Industrial zone changes are expected and assumed.

Section 17.26.40.B - Criteria for Zones Changes

B. Review Criteria. Quasi-judicial zoning district changes shall be reviewed to:

1. Determine the effects on City facilities and services;
2. To assure consistency with the purposes of this chapter;
3. To assure consistency with the policies of the Comprehensive Plan;
4. To assure consistency with the Statewide Planning Goals as may be necessary, and any other applicable policies and standards adopted by the City Council.

COMMENT: Adequate public facilities services are available. This zone change is consistent with the Zone Change Chapter. The Comprehensive Plan supports this zone change. The following are uses allowed in the I-1 Industrial Park Zone and the I-2 Light Industrial Zone. A comparison of uses in each zone clearly shows uses allowed in the I-2 zone produces less traffic compared to the I-1 zone. Therefore, no increase is traffic is expected if this zone change application is approved.

17.48.10 PERMITTED USES IN THE INDUSTRIAL PARK (I-1) ZONE

A. Primary Uses Permitted Outright in buildings with less than 60,000 square ft. of gross floor area:

1. Manufacturing, assembly, processing, and production (that do not produce significant levels of noise or odor beyond the boundaries of the site), including but not limited to:

a. Brewery, distillery, or winery, with or without pub or tasting room;

2. Service and professional businesses and organizations, including but not limited to:

a. Athletic club, indoor recreation, or entertainment;

b. Automotive repair and service;

c. Commercial day care facility;

d. Community services;

e. Education facility (e.g., pre-school, school, college);

f. Financial institution;

g. Medical facility (e.g., clinic, hospital, laboratory);

h. Professional or general business office;

i. Self-service storage;

j. Social organization;

3. Retail businesses, including but not limited to:

a. Automotive fueling station;

b. Automotive, trailer, recreational vehicle, and motorcycle sales and rental;

c. Convenience market/store;

d. Drive-up/drive-in/drive-through (drive-up windows, kiosks, ATM, restaurants, car wash, quick vehicle servicing, and similar uses);

e. Eating and drinking establishments including fast-food and high-turnover sit down restaurants;

f. Grocery store or supermarket;

4. Bus station or terminal;

5. Group care and assisted living;

6. Overnight lodging;

7. Minor public facility;

8. Nursery/greenhouse;

9. Outdoor recreation.

B. Accessory Uses Permitted Outright:

1. Use customarily incidental and subordinate to a use permitted outright;

2. Outdoor product display or storage of merchandise covering no more than 15% of the total lot area;
3. Parking lot or garage (when associated with development).

17.50.10 PERMITTED USES IN THE LIGHT INDUSTRIAL (I-2) ZONE

A. Primary Uses Permitted Outright:

1. Manufacturing, assembly, processing, and production that do not produce significant levels of noise or odor beyond the boundaries of the site, including but not limited to:

a. Brewery, distillery, or winery, with or without tasting room or tap room;

2. Service and professional businesses and organizations, including but not limited to:

a. Automotive repair and service;

b. Commercial day care facility in conjunction with a permitted use;

c. Community services;

d. Indoor recreation/sports arena, excluding athletic club/gym;

e. Laboratory;

f. Professional or general business office;

g. Self-service storage;

h. Social organization.

3. Retail businesses, limited to the following:

a. Any retail use that is incidental to, and associated with, the primary (permitted) use of the building. The retail use shall occupy less than 35% of the gross floor area of the building;

b. Automotive, trailer, recreation vehicle, and motorcycle, sales and rental;

c. Eating/drinking establishment, excluding fast-food restaurant, high-turnover sit-down restaurant, and drive-up/drive-through uses, and limited to no more than 40 seats;

d. Meat market, produce market, excluding grocery stores and convenience stores;

4. Bus station or terminal;

5. Group care and assisted living;

6. Minor public facility;

7. Nursery/greenhouse;

8. Outdoor recreation;

9. Park and ride station;

10. Parking lot or garage (when not an accessory use);

11. Public park, plaza, playground or recreation area, and buildings;

12. Salvage yards, including processing, storage or sales;
13. Trucking terminal, distribution center, or transit center;
14. Warehousing and distribution facilities for wholesale merchandise;
15. Wholesale lumber or building materials yard;
16. Other uses similar in nature.

B. Accessory Uses Permitted Outright:

1. A use customarily incidental and subordinate to a use permitted outright;
2. Caretaker quarters;
3. Parking lot or garage (when associated with development).

COMMENT: A traffic analysis is not required because the above information shows traffic generation from permitted uses in the I-2 zone are less compared to the I-1 zone. Secondly, the city only has one Industrial Comprehensive Plan Designation but three Industrial Zoning Designations. Therefore, a Comprehensive Plan Amendment is not required.

Light Industrial I-2 Zone - Chapter 17.50

A maintenance building that will house the operational staff and all mechanical equipment is part of the Transit Master Plan. Servicing vehicles in house will be a cost effective and efficient use of the property. The building will be designed with the same materials as the existing building (Exhibits 1 and 2). The buildings are not visible from Arterial Streets and Highways. Champion Way is a collector street. Highway 26 is a Major Arterial. Therefore, additional building screening is not necessary in accordance with the Intent of the I-2 Zone (Section 17.50.00).

Section 17.90.130 - Design Standards for Development in the I-2 zone

No future connection to streets or adjacent property is required. This was addressed with the Partition Plat 2013-037. Pedestrian access is provided by public street sidewalks. There are three (3) existing driveways on Champion Way so no additional driveways are needed.

Fiber cement lap siding is allowed in the I-2 Zone. The colors are earth tones. The roof material will be earth-toned standing seam (concealed fastener) metal. This roofing material is allowed under 17.90.130.D.4. The building will be located in the interior of the back lot and the entrances to the building will be in the front and side of the office area. Two drive through bays will be equipped with doors on both sides of the building. An existing approved trash enclosure is in the parking lot.

Sandy TSP

Champion Way is a Collector Street. The following is a definition of a Collector Street in the City TSP:

Collector streets provide both access and circulation within and between residential and commercial areas. These roads have a typical capacity between 2,000 and 6,000 ADT. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials), and penetrate residential neighborhoods, distributing trips from the local street system to minor and major arterials. Collectors may provide on-street parking, may incorporate traffic calming measures, and should be spaced approximately one-half mile apart. Bike lanes are required on collectors.

RESPONSE: According to the city TSP Champion Way will have an “A” to “C” Level of Service in the year 2029 east of 362nd Drive and an “E” Level of Service west of 362nd Drive with no improvements. Champion Way at Highway 26 will have an “A” to “D” level of Service in the year 2029 with no improvements. An adequate Level of Service will be available to accommodate the City of Sandy maintenance building.

SANDY COMPREHENSIVE PLAN

Goal 1 - Citizen Involvement

This goal is to establish policies for development of a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

RESPONSE: The surrounding property owners will be notified of the zone change hearings and will have an opportunity to submit written comments or testify at the public hearings.

Goal 2 - Land Use Planning

This goal is to establish policies for a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

RESPONSE: The applicant will be following the policies of the Comprehensive Plan and the requirements of the Development Code. An adequate factual basis is provided to justify approval of this zone change application.

Interpretation of Comprehensive Plan Map

13. Plan designations for land use categories are intended to guide zoning.

RESPONSE: The property is designated Light Industrial on the Comprehensive Plan Map. The 3 industrial zones are possible on land with a Light Industrial Comprehensive Plan designation. Locational characteristics determine which zone is appropriate for specific areas.

Industrial

This designation provides for industrial parks, light industrial and general industrial activities. The intent is to encourage industrial growth and provide for industrial development at appropriate locations in order to increase the level of employment, enhance the tax base, decrease service costs, and achieve a healthy, diverse, and stable local economy. Non-industrial uses are not encouraged in industrial areas except for those, not including housing, which serve the needs of the area's work force. Areas may be designated "I" on the Plan Map providing that siting of businesses does not result in significant adverse impacts on residential or sensitive natural resource areas in the following areas:

1. Areas having a historic commitment to industrial use
2. Areas with appropriate access to the regional transportation network
3. Areas with sites large enough to accommodate expansion of individual establishments or provide for several establishments within one contiguous area.

RESPONSE: The subject property is already in an industrial area with no residential development, except for high density residential development to the southwest along the west side of Champion Way.

The industrial plan designation is implemented through the Industrial Park (I-1), Light Industrial (I-2) and General Industrial (I-3) districts.

The Industrial Park (I-1) district is intended to allow desirable and beneficial mixing of light industrial and warehousing businesses and commercial uses totally enclosed within buildings on large, landscaped sites which will blend harmoniously with their surroundings and adjacent land uses.

The Light Industrial (I-2) district is intended to provide locations in suitable areas for light manufacturing and warehousing business which have minimal impact on their surroundings and do not produce noise, light, smoke, odor or other pollutants in excess of average levels preexisting at the boundary of the site.

The General Industrial (I-3) district is intended to provide locations in suitable areas for general manufacturing and warehousing businesses which because of potential land use conflicts require large, isolated sites removed from neighboring residential uses.

RESPONSE: The I-1 Industrial Park zone is intended to be mixed with commercial uses. The subject property was probably zoned I-1 because it is across the street from commercial uses to the north. Property to the east is zoned I-2. The building and uses on that property are very compatible with commercial uses. The attached zoning map (Exhibit 10) shows a significant amount of I-2 zoning to the east and south. A large portion this I-2 zoning south of Champion Way and east of 362nd Drive is across the street from land zoned commercial. This shows a precedence of I-2 zoning next to commercial uses in the general area. If commercial uses were proposed for the subject property, I-1 zoning would remain. The proposed Sandy Operations Center use is more compatible with the I-2 zone compared to the I-1 zone. The Sandy Operations center will be very compatible with surrounding commercial uses and other property zoned I-1.

There will not be any manufacturing on the premises. I-3 zoning would not be compatible with the surrounding area.

Goals 3 &4 - Agricultural Lands and Forest Lands

There are no farm or forest lands within the Sandy Urban Growth Boundary.

RESPONSE: No response is necessary.

Goal 5 - Open Spaces, Historic Resources, and Natural Areas

This goal is to establish policies for conservation of open space and protection of natural and scenic resources.

RESPONSE: The subject property does not contain any natural or scenic resources, therefore, no response is necessary.

Goal 6 - Air, Water, and Land Resources

This goal is to establish policies to maintain and improve the quality of the air, water, and land resources of the state.

1. Maintain environmental quality by guiding future development and land use activities. Allow activities that will not significantly deteriorate the existing high quality of air, water and land resources.

2. Cooperate with federal, state and regional agencies to meet the air quality standards of the Federal Clean Air Act.

3. Preserve and enhance the City's open space and natural resources to sustain their positive contribution to air quality.

4. Reduce congestion and delay on major streets to lessen localized pollution impacts of automobile travel through methods such as signal timing, access management, intersection improvements, etc.

5. Reduce air pollution by decreasing the need for vehicle trips through:

a) Promoting pedestrian, bike, and transit friendly land uses, including mixed use developments that are compatible with existing neighborhoods

b) Implementing the Oregon Transportation Planning Rule

c) Providing opportunities to utilize alternative transportation modes.

d) Encourage employers, including the City of Sandy, to implement programs to reduce single occupant trips to and from work

6. Favor the use of the natural drainage system and other non-structural methods to treat, convey and dispose of runoff.

7. Require all development to:

a) Comply with applicable local, state, and federal water quality and erosion control standards

b) Implement measures to minimize runoff from the development site during and after construction

9. Require adequate screened and enclosed space for recycling, solid waste storage and compacting within industrial, commercial and high-density housing developments and ensure proper access to these areas.

10. Provide for a zoning designation which will accommodate recycling facilities with standards that will mitigate impacts on adjacent land uses.

11. Encourage reductions in the amount of solid waste generated by private and public construction and demolition activities.

12. Ensure that new commercial, industrial and community service facility development is landscaped, buffered and designed so adjacent properties are not negatively impacted.

RESPONSE: Storm water detention and treatment exists on the subject property and any additional infrastructure needed will be included when it is developed. Rezoning will not encourage a reduction in air quality. The TSP identifies future plans to reduce traffic congestion. This project is very small with limited traffic volumes. No required off-site street improvements are anticipated to be required as result of the Design Review application. Screened recycle facilities will be provided. Adequate landscaping exists as shown by the attached colored site plan (Exhibit 3).

Goal 7 - Natural Hazards

This goal is to establish policies to protect life and property from natural disasters and hazards.

RESPONSE: There are no natural hazards on the subject property.

Goal 8 - Parks and Recreation

This goal is to establish policies to satisfy the recreational needs of the citizens of the state and visitors. Policies pertaining to parks, open space, and recreation planning for the City of Sandy are divided into specific categories which include general policies, parks and recreation, funding, and community design.

RESPONSE: The subject property is not a residential development. Therefore, the Parks and Recreation Goal does not apply. The subject property is not suitable for a public park.

Goal 9 - Economic Development

This goal is to establish policies to diversify and improve the economy of the state.

RESPONSE: Development of this site with a maintenance facility complies with Goal 9 as identified below.

Industrial District Policies

34. Encourage a range of job types and skill levels to foster growth in the local labor pool.

RESPONSE: Phase 2 will provide an additional administrative and operational positions, including at least 2 mechanics. This will help diversify the type of employment of the City of Sandy.

35. Promote a diversity of small industries and businesses. Through diversification, the community will retain its economic strength through changes in the marketplace.

RESPONSE: The Sandy Operations Center is a municipality in compliance with the above policy. Development of this building will create employment diversity.

36. Protect designated industrial lands for industrial uses. Limit commercial development in industrial areas to uses which are clearly ancillary and subordinate to industrial development.

RESPONSE: The subject property will be developed as an industrial use which protects the industrial land base. The maintenance building will not have any retail sales.

37. Work with other jurisdictions and agencies such as Clackamas County, Metro, the Port of Portland, the Oregon Economic Development Department and the Oregon Department of Transportation to identify and support expansion of existing industries and attraction of new industries to the community.

RESPONSE: The City of Sandy is providing this coordination.

38. Promote performance standards for commercial and industrial developments that reduce demand on municipal water and wastewater service and maintain air quality standards.

RESPONSE: The City of Sandy has developed these standards.

39. Plan for a jobs-housing balance in order to provide opportunities for Sandy residents to work locally and reduce the potential for commuting. At each periodic review, the City shall evaluate its jobs-housing balance and determine if plan map amendments are needed to maintain a balance exceeding 1.0 jobs per household.

RESPONSE: Development of this site will increase the jobs-housing balance in the city of Sandy.

Goal 10 - Housing

This goal is to establish policies to provide for housing needs of the state.

1. Assure an adequate supply of developable land for low, medium, and high-density housing to meet the 20-year population projections.
2. Encourage the private sector to provide adequate housing choices, including affordable housing types.
3. Encourage innovations in construction, funding, regulation, and sizing of housing in order to provide well designed and energy efficient housing.
4. Cooperate and coordinate with the Clackamas County Housing Authority and with the FHA in their efforts to construct low-income housing.
5. Make information available on current programs and techniques of construction and housing rehabilitation which will enhance the quality of housing in Sandy.
6. Provide for a balance between the growth in job opportunities and the growth in housing opportunities.

RESPONSE: Additional job growth is necessary to keep up with housing construction. Development of this site will help reduce employment trips outside of the city.

Goal 11 - Public Facilities and Services

This goal is to establish policies to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

RESPONSE: All public facilities and services were provided when this industrial area was developed with streets and utilities.

Community Facilities and Services

1. Establish an ongoing five-year capital improvement program covering all public facilities, services, and utilities.
2. Coordinate the siting of public facilities and services with other agencies or districts; such as, the fire district, post office, school districts, etc.
3. Consider the needs of emergency service providers in the review of all development. Particular attention should be paid to:
 - a) Street and driveway layout and site design features that ensure emergency vehicle access and building identification.
 - b) Fire hydrant locations and fire flow.
 - c) Security through appropriate lighting and landscape design.

RESPONSE: The city has a 5-year capital improvement program. Adequate public facility and services are available to serve this development. The site plan (Exhibit 6) shows adequate fire access to the buildings.

Utilities

9. Require developers to install and extend all public utilities to, and through, the property to serve the needs of the development and surrounding properties in a logical manner.
10. Require developers to over-size and design facilities for adjacent development.
11. Encourage the utilization of swales and natural ponding areas to satisfy storm drainage retention and detention requirements where possible.
12. Require utilities such as telephone, electricity, and cable television to be placed underground in new developments, except where not technically feasible. The city shall work with private utilities to replace existing overhead utilities with underground service.

RESPONSE: The public utilities are already provided for this development. Swales have been utilized in the front of the property.

Goal 12 - Transportation

This goal is to establish policies to provide and encourage a safe, convenient, and economic transportation system.

RESPONSE: According to the city TSP, Champion Way will have an “A” to “C” Level of Service in the year 2029 east of 362nd Drive and an “E” Level of Service west of 362nd Drive with no improvements. Champion Way at Highway 26 will have an “A” to “D” level of Service in the year 2029 with no improvements. An adequate Level of Service will be available to accommodate the Sandy Operations maintenance building.

Neighborhood Street System

In order to provide convenient, safe, and equitable access throughout the community, the City of Sandy shall:

1. Support a pattern of connected streets, sidewalks, and bicycle routes to:
 - a) provide safe and convenient options for cars, bikes, and pedestrians;
 - b) create a logical, recognizable pattern of circulation; and,
 - c) spread traffic over local streets so that collector and arterial streets are not overburdened.
2. Work with fire district, police, and other emergency service providers to ensure that adequate emergency access is possible on all streets.

3. Require connected streets that form pedestrian-scaled blocks, except where it is shown that topography, existing land ownership patterns, or other conditions preclude the creation of blocks.
4. Discourage the use of cul-de-sacs and dead-end streets, except where it is shown that topography or other existing conditions make them necessary. If cul-de-sacs or dead-end streets are found necessary, the City shall consider requiring pathways that connect these streets to adjacent through streets.
5. Encourage the use of parks and open space corridors as pedestrian and other non-auto-oriented linkages within the urban area. Where possible, connect these pathways to a regional system of trails linking public and private open space parks, and recreational resources within and between jurisdictions.
6. Encourage the development of neighborhood parks or other public or private open spaces connecting short cul-de-sac streets or other local streets in order to provide neighborhood focal points.
7. Encourage joint use of major power line or utility corridors as pedestrian/bicycle linkages where feasible.

RESPONSE: The above policies generally apply to residential developments. However, pedestrian access is along Champion Way. The TSP Map (Exhibit 13) shows Champion Way is planned to be extended in the future. No parks or pedestrian corridors are located on or adjacent to the subject property.

Pedestrian Friendly Street and Streetscape Design

8. Encourage the planting of street trees in tree-deficient area of the city.
9. Require buildings, awnings, landscaping, and modifications to the street width and sidewalks in commercial areas to create a sheltered, interesting, and safe environment that works for pedestrians as well as for automobiles.
10. Encourage the development of sidewalks on both sides of all streets, especially in high pedestrian activity areas such as near schools and in the downtown area.
11. Develop street, bicycle, and pedestrian facilities that encourage pedestrian friendly streetscapes.

RESPONSE: The building elevations encourage pedestrian access to the public streets (Exhibits 8 to 11). Street trees are planted with either I-1 or I-2 zoning. Additional landscaping will be installed with I-2 zoning as identified below because of the larger required front yard setback even though the required percentage of landscaping is less in the I-2 zone. The Site Plan (Exhibit 7) shows that over 20% of the site will be landscaped.

	<u>I-1 Zoning</u>	<u>I-2 Zoning</u>
Front Yard Setback	10-feet	30-feet
Corner Street Setback	15-feet	15-feet
Required Landscaping	20%	15%

Bicycle Facilities

12. Establish a system of designated bicycle routes and pathways that link neighborhoods, schools, parks, employment centers, and other points of interest.

13. Establish a logical and coherent transportation network within the city, and provide connections to larger, regional facilities. Bicycle facilities should be constructed in accordance with the design standards of the Oregon Bicycle and Pedestrian Plan or another approved plan.

14. Make provisions for bicycle facilities in accordance with the bicycle network map. Recognize that this map represents a conceptual plan. Actual bicycle routes will be determined when the proposed street network is more fully developed.

15. Identify and develop local or collector streets which can provide good parallel bicycle facilities with less vehicular traffic within a short distance of an arterial as the preferred bicycle route.

16. Encourage the provision of bicycle racks for existing commercial, industrial, civic, and school facilities.

RESPONSE: Bicycle racks are provided on the property to promote bicycle usage.

Transit

17. Promote local transit service for Sandy.

RESPONSE: The owners and employees of this development can and do take advantage of transit service. The use of the development for transit services promotes transit.

Major Roadway Circulation

20. Work with property owners and developers to limit the number of accesses onto major roadways. Encourage the use of shared driveways, off-street connections between properties, and access from lower order streets.

22. Submit notice of development proposals impacting Highways 26 and 211 to ODOT for review and comment.

RESPONSE: ODOT will be notified of this zone change application and the future Design Review application. No traffic report is required for this zone change; However, a traffic report may be required for the Design Review application. A joint access with adjacent property is not possible.

Parking

23. Wherever feasible, encourage the provision of on-street parking on both sides of streets. Cooperation with ODOT will be necessary along Highway 26 and Highway 211.

24. Reduce parking requirements for development proposals where existing on-street parking and excess parking from adjacent development is available to meet parking requirements. Consideration should also be given to allowing payment of fees in lieu of required on-site parking. The fees shall be dedicated to the development of public parking lots.

26. Encourage shared parking arrangements when parking demands for the sharing uses can be satisfied.

27. Require convenient and safe bicycle parking as part of the parking requirement for all new development, except single-family houses.

RESPONSE: On-street parking is available on Champion Way as there are no parking restrictions. The posted speed limit is 25 MPH which is conducive to on-street parking. Shared parking between the departments is available and the parking lot is a park and ride, available to the public.

Goal 13 - Energy Conservation

This goal is to establish policies to conserve energy.

1. Promote infill developments to reduce the need to extend services and streets.

4. Encourage energy-efficient design.

RESPONSE: This is an infill development. The building will be developed with energy efficiency.

Goal 14 - Land Use and Urbanization

This goal is to establish policies to provide for an orderly and efficient transition from rural to urban land use.

RESPONSE: This goal does not apply because this rezone will not be transition from rural to urban land use.

Urbanization Policies

1. Maintain an urban growth boundary with sufficient residential, commercial, industrial, and public use lands necessary to support forecast population and employment for a 20-year horizon. The City will evaluate and update the 20-year land supply at each periodic review plan update.

2. Urban growth should be directed in a generally contiguous manner consistent with the city's ability to economically maintain and extend public services and facilities.

3. The City of Sandy shall encourage the development of land according to the following priorities:

a) Vacant, buildable lands or under-utilized lands located within developed or developing areas.

b) Lands contiguous to development areas where services can be easily and economically extended.

c) Lands which are significantly separated from developing areas by vacant land, or areas which would place an undue burden on the city's infrastructure.

RESPONSE: This rezone will help the city retain industrial land to support the 20-year employment forecast. Development of the site is located in an area with significant existing development. The subject property is in Category 3a above which is the highest priority for development.

Coordination with Clackamas County

7. The City of Sandy shall have the lead role in designating planned land uses and densities for incorporated and unincorporated lands within the UGB and the URA. The Comprehensive Plan shall constitute the comprehensive plan for all land within the Urban Growth Boundary and Urban Reserve Area.

8. The City of Sandy shall have the lead role in coordinating public facility planning (streets, sanitary and storm sewers, water, parks and open space, schools) within the UGB and the URA.

RESPONSE: The City of Sandy has the lead role with zoning designations in and outside the city limits and coordination of public facilities. The subject property has all the public facilities and services necessary for on-site development. It is a prime candidate for rezoning from I-1 to I-2 to encourage manufacturing jobs in the city. Significant C-2 retail commercial and service business I-1 zoning is already available in the city as shown by the existing zoning map, Exhibit 3. I-1 zoning is more conducive to retail and service uses as opposed to manufacturing. Therefore, the subject property is more suitable for I-2 zoning.

EXHIBIT C





PLEASE NOTE: Zoning designations for all parcels located outside of the City Limits are conceptual only and non-binding. The conceptual zoning designations are used to promote preferred development patterns, per the Envision Sandy 2050 Comprehensive Plan.

- Streams
- Urban Growth Boundary
- City Limits
- Planned Unit Development (P.D.)
- Cascadia Development
- Bornstedt Village (S.A.P.)
- FSH Overlay
- POS (Parks & Open Space)
- SFR (Single Family Residential)
- R-1 (Low Density Residential)
- R-2 (Medium Density Residential)
- R-3 (High Density Residential)
- C-1 (Central Business District)
- C-2 (General Commercial)
- C-3 (Village Commercial)
- I-1 (Industrial Park)
- I-2 (Light Industrial)
- I-3 (General Industrial)

