

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.