

**Project Narrative
for
U.S. Metal Works Building “D”**

**36378 Industrial Way, Sandy, Oregon
(24E 14 tax lots 1106 and 1124)**



**Prepared by
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I. General Project Description

U.S. Metal Works requests land use approval to remove approximately 3,030 square feet of the south end of Building “D” containing 5,450 square feet and constructing a new 6,000 square foot building attached to the north side of the building. The building is currently used to house a USDA meat cutting facility approved by File No. 04-003 DR and this use will continue. The business is expected to employ the same number of employees following construction.

The property is located on the south side of Industrial Way on a portion of the property behind the US Metal Works office and manufacturing facility. Both the existing building and the proposed building are located on tax lot 1106 with parking located on tax lot 1124 directly to the west. As part of the original approval, a 50 foot deep easement (2004-037377) was recorded on tax lot 1124 for ingress/egress, parking, loading, and landscaping for the benefit of tax lot 1106. The subject property contains approximately 4.00 acres, has a Light Industrial (I-2) zoning designation, and abuts other I-2 designated properties on all sides.

The applicant attended a pre-application conference with the City on November 6, 2024.

II. Application Approval Requests

The applicant is requesting the following approvals with this application:

- Type II Design Review;
- Type II Adjustment to Section 17.90.130(E)(3) regarding the required depth of an entry door overhang.

III. Items Submitted With This Application

- General Land Use Application
- Notification List and Mailing Labels
- Exhibit A - Project Narrative
- Exhibit B - Civil Plans
 - Sheet 1 - Cover Sheet and Notes
 - Sheet 2 - Existing Conditions and Demo Plan
 - Sheet 3 - Site Plan
 - Sheet 4 - Utility Plan
 - Sheet 5 - Grading/Erosion Control Plan
- Exhibit C - Architectural Plans
 - Sheet 1 - Floor Plan
 - Sheet 2 - Elevations
 - Sheet 3 - ADA Details
- Exhibit E - Photometric Analysis and Lighting Cut Sheets
- Exhibit F - Stormwater Report

IV. Review of Applicable Approval Criteria

Development applications are required to meet standards set forth in the Sandy Development Code, codified as Title 17 of the Municipal Code. The following section addresses all applicable review criteria. Pertinent code provisions are cited below in plain text followed by a response identifying how the proposal complies with this standard in *italics*.

<u>Chapter</u>	<u>Title</u>
17.50	Light Industrial (I-2)
17.66	Adjustments & Variances
17.84	Improvements Required with Development
17.90	Design Standards
17.92	Landscaping and Screening
17.98	Parking, Loading, and Access Requirements
15.30	Dark Sky Ordinance

CHAPTER 17.50 - Light Industrial (I-2)

It is the intent of this district to provide locations in suitable areas for manufacturing and warehousing business, or other commercial uses that do not depend on high visibility. Commercial or retail uses must be compatible with an environment that includes heavy truck traffic and outdoor storage of industrial materials. Because building design standards are less restrictive in this zone than in other zones, buildings (regardless of use) shall be screened from view from arterial streets and highways.

17.50.10 - Permitted Uses

A. *Primary Uses Permitted Outright:*

1. Manufacturing, assembly, processing, and production
14. Warehousing and distribution facilities for wholesale merchandise.

Response: *The proposed use is a USDA certified meat cutting facility for wholesale clients, a permitted use in the I-2 zone.*

17.50.30 - Development Standards

Standard	Requirement	Proposed
Lot Area	No Minimum	The total site area contains 4.00 acres
Lot Dimension	No Minimum	<i>Complies</i>
Setbacks Front	30 ft. minimum; 70 ft. maximum	Industrial Way is the front lot line. The proposed building is to replace a portion of an existing building. <i>Complies</i>
Side or Rear.....	None, unless abutting a more restrictive zone	The site is surrounded by similarly zoned properties. <i>Complies</i>
Corner	15 ft.	The proposed building is not located on a corner. <i>Complies</i>
Outside Display/Sale Lot Area	40%	No outside display is proposed.
Lot Coverage - Impervious	80%	<i>Complies</i>
Landscaping	15%	NA/ <i>Complies</i>
Structure Height	45 ft.	The proposed building to the eave is 23 ft. <i>Complies</i>
Transit Street Setback	See Chapter 17.82	N/A
Off-street Parking	See Section 17.98	See Chapter 17.98

Response: *As shown on the table above, the proposed development complies with all applicable development standards.*

- A. Special Setbacks—Side or Rear Yard Abutting a More Restrictive District.
1. An additional ten feet shall be added for each 10-foot increment in building height over 35 feet;
 2. Measurement of the height transition area shall be made between the foundation of the proposed building and the property line of the abutting district;
 3. When the proposed structure has different sections that have different heights, the height transition area shall be measured for each vertical surface as if it were to be freestanding. The building then must be located on the site so that no section is closer to the abutting property line than it would be if the section was free-standing;

4. The required buffering and screening and utilities may be located within the height transition area. Off-street parking, accessory structures and incidental development may be located within the height transition area but not any areas designated as buffering and screening area.

Response: *The proposed development abuts other I-2 properties and this section is not applicable.*

- C. Screening. All buildings (regardless of use) that are visible from an arterial street or highway shall be screened from view by a vegetative buffer as specified below:
 1. Minimum depth of the buffer shall be 20 feet measured from the property line and run the entire length of the property.
 2. Existing trees shall be preserved to the greatest extent possible.
 3. Evergreen trees at least eight feet in height and capable of growing to at least 30 feet in height shall be planted at a density that will create a visual screen within five years.
 4. If the property does not abut a highway or arterial street, the screening requirement can be met by an offsite screen that has the effect of screening the property from view from arterial streets and highways.

Response: *The proposed building is not visible from an arterial street or highway and this section does not apply.*

CHAPTER 17.66 - Adjustments and Variances

As reviewed in this narrative, the proposal complies with all relevant code criteria with the exception of the following:

- Section 17.90.130(E)(3) regarding the minimum depth of an awning over a door

17.66.10- Adjustments

Adjustments are a Type II procedure that provide a means to vary the quantifiable development standards applied in a particular district or design standard. This option exists for those circumstances where uniform, unvarying rules would prevent a more efficient use of a lot. An example is permitting a structure to be located closer to a lot line than allowed by the zoning district regulations.

Adjustments apply only to individual lots and therefore cannot be used by applicants seeking to vary development standards for lots to be created through a land division process. Modifications to land division standards shall be sought through the Type II or Type III Variance process.

An adjustment is intended to:

- A. Allow more efficient use of land.
- B. Provide flexibility and innovation in site planning and architectural design on individual lots.
- C. Permit building location and/or construction techniques that conserve energy.
- D. Minimize procedural delays and ensure due process in the review of unique development situations.

- E. Provide relief from the strict adherence of land division development standards where site-specific physical or functional land development conditions warrant a variance.

Except in the case of a nonconforming development or use, the Director may grant or deny an adjustment if the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of this Code.

Request: *As reviewed in this narrative, the applicant requests a Type II adjustment to Section 17.90.130(E)(3) to reduce the depth of the awnings over all access doors by one foot.*

Section 17.90.130(E)(3). *This section requires building entrances, but not garage door entries to be sheltered with an overhang or portico with a depth of at least five feet. The proposed building addition includes a covered awning over all entry doors with a depth of four feet. For this reason, the applicant requests a Type II adjustment (20%) to this standard.*

As reviewed below, the reasons for this request is because the proposed industrial building includes considerable truck and forklift traffic and the applicant is concerned a five foot overhang could present a hazard this this traffic. In addition, the proposed four foot overhang is the same dimension as the awnings installed on several other buildings on the site approved prior to the code changing to five feet in 2024 and the applicant wants to ensure all building contain similar features.

Section 17.66.40 - Adjustment criteria

- A. The proposed development will not be contrary to the purposes of this chapter, policies of the Comprehensive Plan, and any other applicable policies and standards adopted by the City;

Response: *The proposed reduction of the depth of the awnings by one foot, from five feet to four feet, will achieve the purposes of the awning to provide a change in relief at the door of the building and weather protection for users of the building. There is no evidence to suggest approval of the adjustment would be contrary to the purposes of this chapter or the Sandy Style design standards contained in Chapter 17.90. The proposal complies with this criterion.*

- B. The proposed development will not substantially reduce the amount of privacy enjoyed by users of nearby structures when compared to the same development located as specified by this Code;

Response: *The proposed adjustment to the awning depth from five feet to four feet over each of the proposed access doors will have no effect on the amount of privacy enjoyed by the users of nearby structures. As noted above, all structures in the vicinity of the subject building contain the same type and size of awning proposed. The proposal complies with this criterion.*

- C. The proposed development will not adversely affect existing physical systems and natural systems, such as the existing or planned transportation network,

stormwater facilities, slopes greater than 25 percent, wetlands, creeks, or parks; and

Response: *The proposed adjustment will have no effect on existing physical or natural systems, including the existing or planned transportation network. The proposal complies with this criterion.*

- D. Architectural features of the proposed development will be compatible to the design character of existing structures on adjoining properties and on the proposed development site.

Response: *The proposed four foot awning will be the same awning type and size used over the doors of all buildings built on the site within the last several years. The current standard was changed from four feet to five feet in 2024, thus necessitating the requested adjustment. The proposal complies with this criterion.*

Section 17.66.50 - Adjustment limitations

Adjustments may not be utilized to:

- A. Reduce width of accessways required for flag lots created through the land partition or minor replat process.
- B. Reduce the area reserved for private outdoor space and/or usable open space by more than ten percent.
- C. Reduce project site amenities such as screening and/or landscaping provisions by more than ten percent.
- D. Increase fence height inside clear-vision areas.

Response: *The requested adjustment does not include any of the adjustment limitations contained in this section.*

CHAPTER 17.84 - Improvements Required with Development

17.84.20 - Timing of Improvements

- A. All improvements required by the standards in this chapter shall be installed concurrently with development as follows:

Response: *All improvements will be completed prior to occupancy*

2. Where a land division is not proposed, the site shall have required public and franchise utility improvements installed or financially guaranteed in accordance with the provisions of Chapter 17 prior to temporary or final occupancy of structures.

Response: *A land division is not proposed.*

17.84.30 - Pedestrian and Bicyclist Requirements

- A. Sidewalks shall be required along both sides of all arterial, collector, and local streets, as follows:

- 1. Sidewalks shall be a minimum of 5 ft. wide on local streets. The sidewalks shall be separated from curbs by a tree planting area that provides separation between sidewalk and curb, unless modified in accordance with Subsection 3 below.

Response: *The subject property does not abut a local street and this section is not applicable.*

2. Sidewalks along arterial and collector streets shall be separated from curbs with a planting area, except as necessary to continue an existing curb-tight sidewalk. The planting area shall be landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of 6 ft. wide.

Response: *This section is not applicable.*

3. Sidewalk improvements shall be made according to City standards, unless the City determines that the public benefit in the particular case does not warrant imposing a severe adverse impact to a natural or other significant feature such as requiring removal of a mature tree, requiring undue grading, or requiring modification to an existing building. Any exceptions to the standards shall generally be in the following order.
 - a. Narrow landscape strips.
 - b. Narrow sidewalk or portion of sidewalk to no less than four feet in width.
 - c. Eliminate landscape strips.
 - d. Narrow on-street improvements by eliminating on-street parking.
 - e. Eliminate sidewalks.

Response: *This section is not applicable.*

4. The timing of the installation of sidewalks shall be as follows:

Response: *This section is not applicable.*

CHAPTER 17.90 - Design Standards

17.90.10 Applicability

The provisions of this chapter apply to all zones and uses as follows except as specified in Sections 17.90.10(B), (C), (D), (E), and (F) below:

- A. All construction within a Commercial or Industrial Zoning District or a non-residential use in a Residential Zoning District including the following:
 1. New construction;
 2. Replacement of a building that is destroyed as specified in Section 17.08.30;
 3. Addition to an existing building;
 4. Exterior alterations other than general maintenance on an existing building;
 5. Site improvements including changes to landscaping, parking, civic spaces, etc.

Response: *The proposal includes removal of 3,030 square feet of an existing building and constructing a new 6,000 square foot building addition. As such, the requirements of this chapter are applicable.*

17.90.130 - Light Industrial (I-2) and General Industrial (I-3) design standards

A. Access

1. All lots shall abut or have access to a dedicated public street.
2. All lots which have access to a public alley shall provide for all personal and service access for vehicles from that alley.

3. Joint use of access points and interconnections shall be required, where deemed needed by the Director and Public Works Director.
4. Each lot shall be permitted one access point, except lots with street frontage of 150 feet or more may be permitted one or more additional access point, if approved by the Public Works Director.

Response: *The subject property (tax lot 1106) is currently accessed from Industrial Way and this will not change. Because parking for this building is located on the property (tax lot 1124) to the west, a 50 foot deep easement (2004-037377) was recorded to provide ingress/egress, parking, loading, and landscaping for the benefit of tax lot 1106. The proposal complies with this standard.*

B. Pedestrian Accessibility

1. Special attention shall be given to designing a primary building entrance, which is both attractive and functional (e.g., SandyStyle).
2. Building entries must comply with the accessibility requirements of the Oregon State Structural Specialty Code.

Response: *The proposed building contains access doors on the north, south and west elevations. As shown on submitted plans, a covered awning is proposed over all entrances except garage doors as required. The proposal complies with this standard.*

C. Building Materials and Colors For All Structures

1. **Building Materials.** Exterior building materials shall convey an impression of durability. Materials such as masonry, stone, stucco, wood, composite siding, and metal are permitted. Vertical grooved (i.e., T1-11) sheet siding is prohibited.

Response: *The proposed building will contain a metal standing seam roof and sided with vertical ribbed metal siding as permitted by this section. The proposal complies with this standard.*

2. **Masonry Finishes.** Where masonry is used for exterior finish, decorative patterns must be incorporated. Examples of these decorative patterns include multicolored masonry units, such as brick, stone, or cast stone, in layered or geometric patterns or split-faced concrete block to simulate a rusticated stone-type construction.

Response: *No masonry is proposed.*

3. **Change in Relief.** Buildings must include changes in relief on ten percent of the facades facing public streets or residential development.

Response: *The north elevation of the proposed building closest to Industrial Way is about 450 feet from this public street. In addition, the proposed building is located behind the US metals office and manufacturing shop and will not be visible from this street. The proposed building features a pitched roof awning over all access doors on this elevation. Because of the location of the building and existing features, the section does not apply.*

4. **Colors.** Building exteriors shall comply with the following standards:

- a. Permitted colors include warm earth tones (tans, browns, reds, grays, and greens).
- b. High-intensity primary colors, metallic colors and black, may be utilized as trim and detail colors only, not to exceed one percent of the surface area of any elevation. Such color shall not be used as primary wall colors.
- c. Day-glow colors, highly reflective colors, and similar colors are not permitted.

Response: *As noted on the submitted Architectural Plans, the new structure will contain integrated color noted as Cool Dark Bronze. The proposed color is an earth tone and complies with this section. Because these colors are different then the color of the existing building, the applicant intends to repaint the entire existing building to match the new color scheme at a later date. The proposal complies with this standard.*

5. **Ornamental Devices.** Ornamental devices, such as molding, entablature and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least eight inches wide.

Response: *The proposed building does contain any of these features.*

D. Roof Pitch, Materials, and Parapets

1.

Zoning District	Pitch
I-2	1:12

- 2. Flat roofs (with minimum pitch for drainage) are permitted with detailed stepped parapets or detailed brick coursing.
- 3. Parapet corners shall be stepped or the parapet shall be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.

Response: *A 1:12 pitched roof in compliance with this standard is proposed.*

- 4. Visible roof materials shall be architectural grade composition shingle, slate, concrete tile or metal. Metal with standing or batten seam shall conform to the Color Palette in Appendix D.

Response: *All roofing will be standing seam metal. As shown on submitted plans the applicant proposes a "cotton white" roof color. The applicant intentionally chose this color for the benefits a light color provides including energy efficiency and a reduction in energy costs, durability and longevity, and increased interior comfort. Given the location of the structure, height of the building, and shallow 1:12 roof pitch, the proposed roof will not be visible from any adjacent public right of way or adjoining private property except those owned by the applicant. The only location this roof will be visible from is on the site and above the*

building. Given these facts, the proposal does not include “visible” roof materials and this standard is met.

5. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls or by other approved means.

Response: *No roof top equipment is proposed. All mechanical equipment will be ground mounted and will not be visible from a public right-of-way. This standard is met.*

E. Building Orientation and Entrance Standards

1. Primary entries shall face a public street or designated pedestrian way that connects to a parking lot.
2. Secondary entries may face parking lots or loading areas.
3. Pedestrian entrances, but not garage door entrances shall be sheltered with an overhang or portico with a depth of at least five feet.

Response: *The proposed building will be used as an USDA meat cutting facility and is not intended for public access. The proposed building contains access doors on the north, west, and south building elevations. As shown on the submitted building elevations, an awning projecting four feet from the building face is proposed over all access doors. As detailed in Section 17.66 above, the applicant has requested a Type II Adjustment to reduce the required awning depth by one foot or 20 percent from 5-feet required to 4-feet proposed.*

F. Windows

1. Windows shall be located in a manner that enables tenants, employees, and police to water over pedestrian, parking, and loading areas. Windows shall include sills at bottom and pediments at the top. Glass curtain walls, reflective glass, and painted or darkly tinted glass are prohibited.

Response: *The proposed building is intended for industrial meat cutting purposes and no windows are proposed. The only openings in the building are access doors and roll up doors. This section does not apply.*

G. Landscaping/Streetscape

1. All buildings (regardless of use) that are visible from a local street, collector street, arterial street, or highway shall be screened from view by a vegetative buffer as specified below:
 - a. Minimum depth of the buffer shall be 20 feet measured from the property line and run the entire length of the property.
 - b. Existing trees shall be preserved to the greatest extent possible.
 - c. Evergreen trees at least eight feet in height and capable of growing to at least 30 feet in height shall be planted at a density that will create a visual screen within five years.
 - d. If the property does not abut a local street, collector street, arterial street, or highway, the screening requirement can be met by an offsite screen that has the

effect of screening the property from view from collector streets, arterial streets and highways.

2. Benches, outdoor seating, and trash receptacles shall complement the existing ornamental street lighting and be in keeping with the overall architectural character of the area.

Benches and other streetscape items may be placed within the public right-of-way but must not block free movement of pedestrians. A minimum pedestrian walkway width of five feet shall be maintained at all times.

Response: *The proposed building will not be visible from any street and the requirements of these sections are not warranted.*

H. Lighting

1. Streetscape lighting shall conform to Chapter 15.30 Dark Sky Ordinance.
2. Exterior lighting shall be an integral part of the architectural design and shall complement any ornamental street lighting and remain in context with the overall architectural character of the district.
3. Lighting must be adequate for safety purposes. Building entrances, walkways, and parking lots shall be illuminated to at least 1.5–2.0 foot candles.

Response: *A lighting plan in compliance with this section is included with the submittal package.*

I. Safety and Security

1. Provide an identification system that clearly locates buildings and their entries for patrons and emergency services.
2. On-site lighting shall be located, oriented, and selected to facilitate surveillance of onsite activities from the public right-of-way or other public areas.

Response: *Following construction of the proposed building address numbers and lighting in compliance with applicable regulations will be installed.*

J. External Storage

1. The exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited.

Response: *No external storage is proposed.*

K. Trash Collection/Recycling Areas

1. All trash collection areas shall be located within the structure or behind the building in an enclosure in accordance with the provisions of the City of Sandy Design Standards, Appendix A.

Response: *Garbage facilities are available for the building on the adjacent property between the subject building and Building A. These facilities are existing and are adequate to serve continued use of the building. The proposal complies with this standard.*

CHAPTER 17.92 - Landscaping and Screen General Standards - All Zones

Response: *The only area of new landscaping proposed is to the south of the refurbished parking lot on the west side of the building. The proposal complies with current standards.*

CHAPTER 17.98 - Parking, Loading, and Access Requirements

17.98.10 - General Provisions

- A. Provision and Maintenance. The provision of required off-street parking for motor vehicles and bicycles, and loading facilities for motor vehicles is a continuing obligation of the property owners. Building permits or other permits will only be issued after review and approval of site plans showing location of permanent access, parking and loading facilities.
- B. Unspecified Requirements. Vehicle and bicycle parking requirements for uses not specified in this chapter shall be determined by the Director based upon the requirements of similar specified uses.
- C. New Structure or Use. When a structure is constructed or a new use of land is commenced, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with Section 17.98.20 below or as otherwise modified through a planned development or specific area plan.

Response: *All of these sections have been reviewed and the proposal addresses these requirements.*

- D. Alteration of Existing Structures. When an existing structure is altered to the extent that the existing use is intensified, on-site vehicle and bicycle parking shall be provided in the amount required for such intensification.
- E. Increased Intensity. When increased intensity requires no more than 2 vehicle spaces, no additional parking facilities shall be required. However, the effects of changes, additions, or enlargements shall be cumulative. When the net effect of one or more changes generates a need for more than two spaces, the additional required spaces shall be provided. Additional spaces shall be required for the intensification but not for the original use.
- F. Change in Use. When an existing structure or use of land is changed in use from one use to another use as listed in Section 17.98.20 below and the vehicle and bicycle parking requirements for each use type are the same; no additional parking shall be required. However, where a change in use results in an intensification of use in terms of number of vehicle and bicycle parking spaces required, additional parking space shall be provided in an amount equal to the difference between the number of spaces required for the existing use and number of spaces required for the more intensive use.

Response: *The proposed building constitutes a continuation of the existing use. All existing parking spaces are to remain.*

- G. Time of Completion. Required parking spaces and loading areas shall be improved and available for use prior to issuance of a temporary occupancy and/or final building inspection.

Response: *All required parking is existing.*

- H. Inoperative Motor Vehicles. In any residential district, all motor vehicles incapable of movement under their own power or lacking legal registration shall be completely screened from public view.
- I. Truck Parking. In residential zoning districts, no overnight parking of trucks or other equipment on wheels or tracks exceeding a 1-ton capacity used in the conduct of a business activity shall be permitted except vehicles and equipment necessary for farming and truck gardening on the premises where such use is conducted.
- J. Mixed Uses. In the case of mixed uses, the total required vehicle and bicycle parking shall be the sum of requirements of individual uses computed separately.
- K. Conflicting Parking Requirements. When a building or use is planned or constructed in such a manner that more than one standard is applicable, the use that requires the greater number of parking spaces shall govern.

Response: *These sections are not applicable.*

- L. Availability of Parking Spaces. Required vehicle and bicycle parking spaces shall be unobstructed, available for parking of vehicles and bicycles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for parking of vehicles and bicycles used in conducting the business or use and shall not be used for sale, repair, or servicing of any vehicle or bicycle.

Response: *All proposed vehicle and bicycle parking spaces will be available as required.*

N. Location of Required Parking.

- 1. Off-street vehicle parking required for residential uses, except for residential uses in the Central Business District, shall be provided on the development site of the primary structure. Except where permitted by 17.98.40 below, required parking for all other uses in other districts shall be provided on the same site as the use or upon abutting property.
- 2. May be utilized in the C-1 Zoning District to meet the minimum parking requirements as specified in Section 17.98.30 (B).
- 3. Bicycle parking required for all uses in all districts shall be provided on the development site in accordance with Section 17.98.160 below.

Response: *All vehicle and bicycle parking will be located on the adjacent lot where existing parking is located. As noted above, an easement has been recorded to allow parking on the adjacent lot.*

- P. Fractions. When the sum of the required vehicle and bicycle parking spaces is a fraction of a space (0.5 or more of a space) a full space shall be required.

Response: *The calculation of required vehicle and bicycle parking has been rounded according to the requirements in this section.*

Q. Maximum Parking Allowed. Commercial or Industrial zoned properties shall not be permitted to exceed the minimum off-street vehicle parking required by Section 17.98.20 by more than 30 percent.

Response: *Section 17.98.20 as reviewed below requires four parking spaces and five spaces are proposed. The proposal complies with this standard.*

17.98.20 - Off-Street Parking Requirements

A. Off Street Parking Requirements. Off street parking shall conform to the following standards:

1. All square footage measurements are gross square feet of total floor area.
2. 18 lineal inches of bench shall be considered 1 seat.
3. Except as otherwise specified, parking for employees shall be provided based on 1 space per 2 employees for the largest shift in addition to required parking specified in Sections A6-A9 below.
4. Where less than 5 parking spaces are required, then only one bicycle space shall be required except as otherwise modified in Sections 5-9 below.
5. In addition to requirements for residential off street parking, new dwellings shall meet the on-street parking requirements in Section 17.98.200.

Response: *The proposal complies with these requirements as applicable.*

11.

Industrial Uses	Number of Parking Spaces	Number of Bicycle Spaces
Storage, Distribution, Warehousing, or Manufacturing establishment; trucking freight terminal	1 per employee on the largest shift	2
Required Parking	Number of employees = 4 Parking required = 4	
Proposed Parking	4 regular parking spaces and 1 ADA space - Complies	2 existing spaces

Response: *As shown on the table above, the proposed business will have four employees on the largest shift requiring four parking spaces. As shown on submitted plans, the applicant proposes including four standard parking spaces and one ADA space for a total of five spaces.*

17.98.50 - Setbacks

- A. Parking areas, which abut a residential zoning district, shall meet the setback of the most restrictive adjoining residential zoning district.
- B. Required parking shall not be located in a required front or side yard setback area abutting a public street except in industrial districts. For single family and two-family dwellings, required off-street parking may be located in a driveway.
- C. Parking areas shall be setback from a lot line adjoining a street the same distance as the required building setbacks. Regardless of other provisions, a minimum

setback of 5 feet shall be provided along the property fronting on a public street. The setback area shall be landscaped as provided in this code.

Response: No parking is proposed to abut a residential zone and no parking is proposed within a required front or side yard setback area.

17.98.60 - Design, Size, and Access

All off-street parking facilities, vehicular maneuvering areas, driveways, loading facilities, accessways, and private streets shall conform to the standards set forth in this section.

A. Parking Lot Design. All areas for required parking and maneuvering of vehicles shall have a durable hard surface such as concrete or asphalt.

Response: All parking and maneuvering areas are existing and are surfaced with permeable asphalt.

B. Size of Space.

1. A standard parking space shall be 9 feet by 18 feet.
2. A compact parking space shall be 8 feet by 16 feet.
3. Handicapped parking spaces shall be 13 feet by 18 feet. Accessible parking shall be provided for all uses in compliance with the requirements of the State of Oregon (ORS 447.233) and the Americans with Disabilities Act.
4. Parallel parking spaces shall be a length of 22 feet.
5. No more than 35 percent of the parking stalls shall be compact spaces.

Response: All proposed parking spaces are designed in compliance with these standards. All parking spaces will be standard spaces except one space will be ADA accessible in compliance with this standard.

C. Aisle Width.

Response: All proposed parking spaces comply with these standards.

17.98.70 - On-site Circulation

- A. Groups of more than three (3) parking spaces shall be permanently striped.
- B. Backing and Maneuvering. Except for a single family dwelling or two family dwelling, groups of more than 3 parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles enter the right-of-way (except for alleys) in a forward manner. Parking spaces shall not have backing or maneuvering movements for any of the parking spaces occurring across public sidewalks or within any public street, except as approved by the City Engineer. Evaluations of requests for exceptions shall consider constraints due to lot patterns and impacts to the safety and capacity of the adjacent public street, bicycle and pedestrian facilities.

Response: All proposed parking will be permanently striped and the site has sufficient space to allow for all vehicles to turn-around to exit the site in a forward manner.

17.98.80 - Access to Arterial and Collector Streets

- A. Location and design of all accesses to and/or from arterials and collectors (as designated in the Transportation System Plan) are subject to review and approval by the City Engineer. Where practical, access from a lower functional order street may be required. Accesses to arterials or collectors shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions may be granted by the City Engineer. Evaluations of exceptions shall consider posted speed of the street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.
- B. No development site shall be allowed more than one access point to any arterial or collector street (as designated in the Transportation System Plan) except as approved by the City Engineer. Evaluations of exceptions shall consider posted speed of street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.
- C. When developed property is to be expanded or altered in a manner that significantly affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in A and B above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

Response: The site contains an existing access on Industrial Way, a collector street. This access will remain. No parking spaces will directly access an arterial of collector street. This standard is met.

17.98.100 - Driveways

- A. A driveway to an off-street parking area shall be improved from the public roadway to the parking area a minimum width of 20 feet for a two-way drive or 12 feet for a one-way drive but in either case not less than the full width of the standard approach for the first 20 feet of the driveway.
- B. A driveway for a single-family dwelling shall have a minimum width of 10 feet.
- C. A driveway for a two-family dwelling shall have a minimum width of 20 feet. A driveway approach must be constructed in accordance with applicable city standards and the entire driveway must be paved with asphalt or concrete.
- D. Driveways, aisles, turnaround areas and ramps shall have a minimum vertical clearance of twelve feet for their entire length and width but such clearance may be reduced in parking structures.
- E. No driveway shall traverse a slope in excess of 15 percent at any point along the driveway length.
- F. The location and design of the driveway shall provide for unobstructed sight per the vision clearance requirements. Requests for exceptions to these requirements will be evaluated by the City Engineer considering the physical limitations of the lot and safety impacts to vehicular, bicycle, and pedestrian traffic.

Response: The proposal complies with the minimum standards in this section.

17.98.110 Vision Clearance

- A. Except within the Central Business District, vision clearance areas shall be provided at intersections of all streets and at intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of vision clearance to be provided shall be determined from standards in Chapter 17.74 and taking into account functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.
- B. Traffic control devices, streetlights, and utility installations meeting approval by the City Engineer are permitted within vision clearance areas.

Response: *None of these items are located within a vision clearance area.*

17.98.120 - Landscaping and Screening

- A. Screening of all parking areas containing 4 or more spaces and all parking areas in conjunction with an off-street loading facility shall be required in accordance with zoning district requirements and Chapter 17.98. Where not otherwise specified by district requirement, screening along a public right-of-way shall include a minimum 5-ft. depth of buffer plantings adjacent to the right-of-way.

Response: *The proposal includes five parking spaces. The subject site is located a considerable distance from all public streets and is not visible until entering the site. The proposal complies with this standard.*

- B. When parking in a commercial or industrial district adjoins a residential zoning district, a sight-obscurer screen that is at least 80% opaque when viewed horizontally from between 2 and 8 feet above the average ground level shall be required. The screening shall be composed of materials that are an adequate size so as to achieve the required degree of screening within 3 years after installation.

Response: *As shown on the City's Zoning Map, the subject property does not abut a residential zone. For this reason, compliance with this section is not required.*

- C. Except for a residential development which has landscaped yards, parking facilities shall include landscaping to cover not less than 10% of the area devoted to parking facilities. The landscaping shall be uniformly distributed throughout the parking area and may consist of trees, shrubs, and ground covers.

Response: *The submitted Site Plan shows the refurbished existing landscape planter to the north side of the roll-up doors on the west building elevation and directly south of proposed parking spaces..*

- D. Parking areas shall be divided into bays of not more than 20 spaces in parking areas with 20 or more spaces. Between, and at the end of each parking bay, there shall be planters that have a minimum width of 5 feet and a minimum length of 17 feet for a single depth bay and 34 feet for a double bay. Each planter shall contain one major structural tree and ground cover. Truck parking and loading areas are exempt from this requirement.

Response: *The proposal includes only five parking spaces and this section is not applicable.*

- E. Parking area setbacks shall be landscaped with major trees, shrubs, and ground cover as specified in Chapter 17.92.

Response: *As shown on the submitted Site Plan, all parking area setbacks will be landscaped in compliance with Chapter 17.92.*

- F. Wheel stops, bumper guards, or other methods to protect landscaped areas shall be provided. No vehicle may project over a property line or a public right-of-way. Parking may project over an internal sidewalk, but a minimum clearance of 5 feet for safe pedestrian circulation is required.

Response: *As shown on the Site Plan, wheel stops are proposed in front of parking spaces adjacent to the building.*

17.98.130 - Paving

- A. Parking areas, driveways, aisles and turnarounds shall be paved with concrete, asphalt or comparable surfacing, constructed to city standards for off-street vehicle areas.
- B. Gravel surfacing shall be permitted only for areas designated for non-motorized trailer or equipment storage, propane or electrically powered vehicles, or storage of tracked vehicles.

Response: *As shown on submitted plans all driving surfaces are currently paved with permeable asphalt.*

17.98.140 - Drainage

Parking areas, aisles and turnarounds shall have adequate provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way and abutting private property.

Response: *A letter prepared by Project Engineer addressing stormwater management is provided as part of the application package. This proposal complies with all City of Sandy Stormwater Management requirements.*

17.98.150 - Lighting

Artificial lighting shall be provided in all required off-street parking areas. Lighting shall be directed into the site and shall be arranged to not produce direct glare on adjacent properties. Light elements shall be shielded and shall not be visible from abutting residential properties. Lighting shall be provided in all bicycle parking areas so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or vehicle parking lots during all hours of use.

Response: *As noted above, new lighting will be installed on the proposed building to illuminate the site. All site lighting will be designed and installed in accordance with Chapter 15.30, Dark Sky Ordinance standards.*

17.98.160 - Bicycle Parking Facilities

Multi-family developments, industrial, commercial and community service uses, transit transfer stations, and park and ride lots shall meet the following standards for bicycle parking facilities. The intent of this section is to provide secure bicycle parking that is visible from a building's primary entrance and convenient to bicyclists.

A. Location.

1. Bicycle parking shall be located on-site, convenient to primary building entrances, and have direct access to both the public right-of-way and to the main entrance of the principal structure.
2. Bicycle parking areas shall be visible from building interiors where possible.
3. For facilities with multiple buildings or parking lots, bicycle parking shall be located in areas of greatest use and convenience to bicyclists.
4. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas by curbing or other barrier to prevent damage to parked bicycles.
5. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

Response: *A rack to accommodate two bicycle parking spaces will be located on the south side of the adjacent tax lot with the 50 foot wide shared easement. The proposal complies with this standard.*

B. Bicycle Parking Space Dimensions.

1. Each required bicycle parking space shall be at least 2 1/2 feet by 6 feet. If covered, vertical clearance of 7 feet must be provided.
2. An access aisle of at least 5 feet wide shall be provided and maintained beside or between each row of bicycle parking. Vertical or upright bicycle storage structures are exempted from the parking space length.

Response: *The two bicycle parking spaces comply with the space dimension requirements of this section.*

C. Security.

1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a "rack") upon which the bicycle can be located.
2. Racks requiring user-supplied locks shall accommodate both cable and U-shaped locks. Racks shall be designed and installed to permit the frame and both wheels to be secured, with removal of the front wheel, or the frame and one wheel to be secured, if both wheels remain on the bicycle.
3. Bicycle racks shall be securely anchored to the ground or a structure and shall be designed to hold bicycles securely by means of the bicycle frame.
4. All outdoor bicycle parking facilities shall provide adequate shelter from precipitation where possible.

Response: *The proposed bicycle rack is secured to allow bicycles to be securely locked.*

17.98.190 - Off-Street Loading Facilities

A. The minimum area required for commercial and industrial loading spaces is as follows:

1. 250 square feet for buildings of 5,000 to 19,999 square feet of gross floor area.
2. 500 square feet for buildings of 20,000 to 49,999 square feet of gross floor area.
3. 750 square feet for buildings in excess of 50,000 square feet of gross floor area.

- B. The required loading berth shall be not less than 10 feet in width by 35 feet in length and shall have an unobstructed height clearance of 14 feet.
- C. Loading areas shall be screened from public view from public streets and adjacent properties except in industrial districts and shall require the same screening as parking lots.
- D. Sufficient space for turning and maneuvering of vehicles shall be provided on the site in accordance with the standard specifications established by the City Engineer.
- E. Entrances and exits shall be provided at locations approved in accordance with applicable ordinances and statutes.
- F. No off-street loading facilities shall be required where buildings abut a public alley in such a manner that loading operations can be conducted from said alley in accordance with applicable traffic and parking ordinances.

Response: The existing loading area will remain.

CHAPTER 15.30 - Dark Sky Ordinance

15.30.000 - Purpose

The purpose of the Sandy Dark Sky Ordinance is to regulate outdoor lighting in order to reduce or prevent light pollution. This means to the extent reasonably possible the reduction or prevention of glare and light trespass, the conservation of energy, and promotion of safety and security. (Ord. 2002-11)

Response: All new light fixtures will be designed and installed in accordance with these regulations. A photometric analysis and lighting fixture cut-sheets are included with the application package.

V. Conclusion

U.S. Metal Works requests Type II Design Review approval to remove approximately 3,000 square feet of the south end of the existing Building “D” and construct a new 6,000 square foot building attached to the north side of the building. The building is used to house a USDA meat cutting facility approved by File No. 04-003 DR and this use will continue.

The property is located on the south side of Industrial Way on a portion of the property behind the US Metal Works office and manufacturing facility. Both the existing building and the proposed building are located on tax lot 1106 with parking located on tax lot 1124 directly to the west. As part of the original approval, a 50 foot deep easement (2004-037377) was recorded on tax lot 1124 for ingress/egress, parking, loading, and landscaping for the benefit of tax lot 1106.

Tax lot 1106 contains approximately 4.00 acres and has a Light Industrial (I-2) zoning designation. The property abuts other I-2 designated properties on all sides.

In addition to design review approval, the applicant also requests a Type II Adjustment to reduce the depth of the roof overhang of the proposed access door structures from five feet required to four feet. As shown on submitted plans and

demonstrated in this narrative, the proposal complies with all applicable code sections except as reviewed above and the applicant requests the application be approved.