



APPLICANT'S SUBMITTALS

EXHIBIT A

SANDY

General Land Use Application

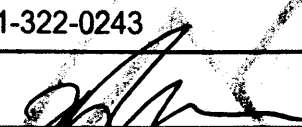

1 page

Name of Project:	Rogue Fabrication
Location or Address:	Southeast corner of Industrial Way and Champion Way. Parcel 1 of Partition plat 1992-72

Map & Tax Lot #	T: 2S	R: 4E	Section: 15A	Tax Lot (s): 24E.15A0 - 00205
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Request: Change the zoning from I-1 to I-2 to create an efficient manufacturing space for the Rogue Fabrication business.

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.

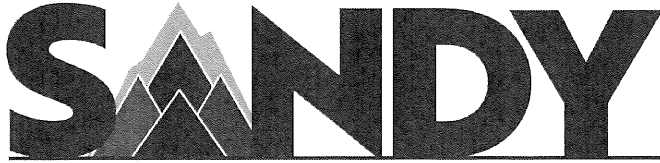
Applicant (if different than owner) Joseph Gambino (JRG Property Management)	Owner Eastwinds Industrial Park Inc.
Address 42335 SE Marmot Road	Address P.O. Box 489
City/State/Zip Sandy, Oregon 97055	City/State/Zip Fairview, Oregon 97024
Email gambino.joey@gmail.com	Email
Phone 971-322-0243	Phone 503-320-2666
Signature 	Signature 

Staff Use Only

GARY A. TROUTNER

<input type="checkbox"/> Fee	<input type="checkbox"/> Type II <input type="checkbox"/> Type IV
<input type="checkbox"/> No <input type="checkbox"/> Yes (date of next meeting)	

EXHIBIT B



Supplemental Land Use Application
Form (No. 1)

4 pages

ANNEXATION

ZONE CHANGE

COMPREHENSIVE PLAN AMENDMENT

PROPERTY IDENTIFICATION

TAX LOT NUMBER	TOWNSHIP	RANGE	SECTION
204	2S	4E	NE 1/4 of SECTION 15

EXISTING AND PROPOSED LAND USE DESIGNATIONS

TAX LOT NUMBER (S)	COMPREHENSIVE PLAN		ZONING MAP	
	EXISTING /	PROPOSED	EXISTING /	PROPOSED
205	Light Indust.	Same	I-1	I-2

IMPORTANT: Each section on this application must be fully completed or your application could be deemed incomplete.

EXHIBIT 13



TAX LOT NUMBER	CLACKAMAS COUNTY RECORDING NUMBER	ASSESSED LAND VALUE	SIZE IN ACRES OR SQ. FT.
205	2012-080393	\$273,818	1.69 acres

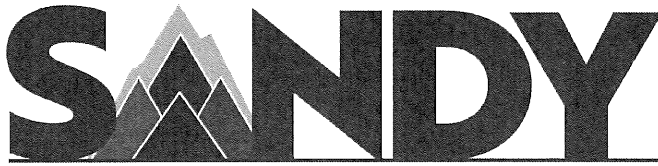
LEGAL DESCRIPTION: Attach a separate page with the written metes and bounds legal description. Accuracy of the legal description (s) must be certified by a registered land surveyor for all annexation applications.

DESCRIBE EXISTING USES

vacant land

DESCRIBE EXISTING BUILDINGS

How many buildings are located on the property?	none
Number of total dwellings?	none



DESCRIBE EXISTING TOPOGRAPHY

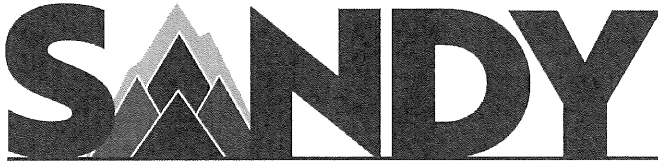
Approximate acreage with slopes less than 14.9%:	1.69 acres
Approximate acreage with slopes 15% to 24.9%:	zero
Approximate acreage with slope in excess of 25%:	zero
Any creeks, water sources, drainageways or wetlands within the property? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Any steep slopes, ravines, draws or bluffs within or abutting the property? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

DESCRIBE EXISTING ACCESS

Does the subject property abut a public right-of-way? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Name of public right-of-way:	Industrial Way and Champion Way
Does the property abut a private road? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Name of abutting private road(s):	NA
Describe any unusual difficulties in accessing the property:	None

DESCRIBE SURROUNDING USES ON ADJACENT PROPERTIES

Vacant land to the north, industrial buildings to the east, a parking lot and industrial buildings to the south, and vacant land and a parking lot to the west.



DESCRIBE PROPOSED USE OF THE PROPERTY OR LAND DIVISIONS
Include number of lots, densities, etc.

This property is proposed to be developed with 2 industrial buildings as shown by Exhibits 7 to 11. The southerly building will be developed with a manufacturing plant to build tube bending tools. All of the operation will be conducted indoors. The south building will be about 15,000 sf in area. The building to the north will also be 15,000 sf in area. Both buildings will be one story in height. Vehicle access will be off Champion Way. The north building will probably be built for other industrial users in the future. The southerly building will be constructed first.

EXHIBIT C

Rogue Fabrication Zone Change Narrative 11-19-20

<u>APPLICANT:</u>	Joseph and Nichole Gambino JRG Property Management representing Rogue Fabrication
<u>APPLICANT'S REPRESENTATIVE:</u>	Ryan O'Brien Planning & Land Design LLC
<u>PROPERTY OWNER:</u>	Eastwinds Industrial Park Inc.
<u>REQUEST:</u>	Rezone From I-1 to I-2
<u>LEGAL DESCRIPTION:</u>	Tax Lot 204, Tax Map 2-4E-15A Parcel 1 of Partition Plat 1999-72
<u>PROPERTY SIZE:</u>	1.69 acres
<u>LAND USE DISTRICT:</u>	I-1 (Industrial Park)
<u>COMPREHENSIVE PLAN DESIGNATION:</u>	Light Industrial

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 - Vicinity Aerial
- 2 - Vicinity Topography
- 3 - Sandy Zoning Map Up Close
- 4 - Sandy Zoning Map of the Entire City
- 5 - Tax Map
- 6 - Transportation System Plan Map
- 7 - Colored Proposed Site Plan
- 8 - Phases 2 & 3 Building Perspective
- 9 - Phase 1 Building Perspective
- 10 - Phase 1 Building Elevations
- 11 - Phases 2 & 3 Building Elevations
- 12 - Tax Lot 205 Legal Description and Assessed Land Value
- 13 - Supplemental land Use Application Form
- 14 - Ard Engineering Traffic Study

INTRODUCTION and SUMMARY of REQUEST

This application is a request to rezone a 1.69-acre site from I-1 (Industrial Park) to I-2 (Light Industrial). Zone Changes are Type IV applications and required to be review by both the Sandy Planning Commission and City Council. The subject property is Tax Lot 205, Tax Map 2-4E-15A. The property is located at the SE corner of Industrial Way and Champion Way.

I-1 zoning is located north, west, and south of the subject property. I-2 zoning is located to the east. Public streets separate the subject property from existing development to the west and north. A parking lot is located to the south and industrial building to the east. The buildings on the east side are located close to the property line. 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 purchase the property and submit a Type II Design Review application to the city.

Information in this narrative addresses city codes, provides an explanation of the proposed use of this property, and the history of Rouge Fabrication. Attached are architectural plans, site plans and maps of the surrounding area. The southerly building will be constructed first as the Phase1. Phases 2 and 3 will be built at a later date.

History and Ownership of Rouge Fabrication

Rogue Fabrication is owned by Joseph and Nicole Gambino. The business started in their garage in Hillsboro, where Joseph is from. He graduated from the engineering

program at Oregon Tech before working in industry and starting the business. Nicole is from Gresham and graduated from OSU. Her family has lived around the Gresham and Sandy areas for several generations. Rogue Fabrication (and its owners) moved to Sandy in 2014, and Rogue Fabrication has steadily grown since then.

Rogue Fabrication Operation

Rogue makes a line of tube bending tools and other products that go along with tube bending and fabrication. These tools are used to make hand railings, gates, tractor protection (both equipment and human protection), and motorsports safety and suspension components (like roll cages, chassis, etc). These products are designed, tested, and assembled by Rogue Fabrication. Rogue also sells a range of accessory products like measurement tools, cutting bits, select hardware, and other support goods that belong in metal shops, farms, and ranches. In addition to selling tools and select hardware, Rogue offers tube bending and some metal fabrication service to local customers. They use the same equipment other businesses can buy to do this fabrication work. Rogue plans to schedule hands-on fabrication classes in this new building in Sandy.

Economic Impact

Rogue 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. Permit and systems development revenue combined with property taxes will also benefit the City of Sandy. Further income at the state level will be realized through taxation of wages paid to employees. This will increase with business growth and expansion of Rogue at this new location. The range of products and services sold by Rogue Fabrication unquestionably benefit the local rural community. Rogue has many customers already building agricultural products with their tools. Rogue sells many products almost exclusively used for agriculture. Rogue's tools also are widely used by schools.

Philanthropic:

Rogue Fabrication extends generous discounts to all schools (from middle schools to Ivy League colleges). Rogue fabrication donates to charities, and sponsors prizes for educational competitions, like the AWS Welding Competition they have sponsored 2 years in a row. Rogue also has a monthly product giveaway sweepstakes that has organized the donation of over \$3,000 in products to schools across the county during the first 6 months of 2020.

Education Program:

Outlined in late 2019, Rogue Fabrication cooperated with a former Oregon School Teacher to form an education cooperation program. This program will have an educator-only forum for sharing curricular plans related to metal fabrication and communicating about student safety and other scholastic topics. This program also includes suggested equipment for schools, discount schedules on Rogue Fabrication products, and free products for outstanding students selected by their instructors (the products usually include branded merchandise). This program is aimed at keeping fabrication, problem solving, and the harmony of mathematics and engineering at the core of fabrication teaching in the public and private school system. It also rewards students and instructors for success.

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 Rogue Fabrication to build a sound, stable and desirable manufacturing facility. This zone change is appropriate for the area base on the preponderance of I-2 zoning south of Industrial way and east of Champion way (Exhibits 3 and 4). Exhibits 1 and 2 show the land use pattern in the general area. 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 directly east is zoned I-2. The next small triangle property further east, Tax Lot 212 containing 1.32-acres, is zoned I-1 but it will probably be rezoned I-2 in the future to be compatible with other I-2 zoned property south of Industrial Way and east of Champion Way. 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 and 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 in traffic is expected if this zone change application is approved. This is further supported by a traffic report prepared by Mike Ard, Traffic Engineer (See Exhibit 14). This report identifies the most traffic intense uses allowed in both the I-1 and the I-2 zones. The conclusion is that the I-1 zone could produce up to 1,760 vehicle trips per day with 150 to 175 peak hour trips. The I-2 zone could produce 1,304 vehicle trips per day and 130 to 138 peak hour trips. The I-2 zone will produce lower traffic volumes. Therefore, the traffic engineer concluded the following:

*“Based on the analysis, the proposed zone change from I-1 to I-2 zoning on the 1.69-acre property in the southeast corner of the intersection of Champion Way at Industrial Way will result in **no change in trip generation** during the peak travel hours, and no change in trip generation under average daily traffic conditions as measured under the “reasonable worst case” development scenarios. Accordingly, the zone change will result in no significant effect as defined by Oregon’s Transportation Planning Rule. No transportation-related mitigations are necessary or recommended in conjunction with the proposed zone change”.*

The traffic engineer provided a Transportation Planning Rule Analysis with findings showing no further action or traffic studies are necessary for this zone change application. This application needs to be accepted without ODOT comments. The city will send a notice of this application to ODOT for their review and comment. ODOT typically will not comment on land use actions until an application has been submitted to and accepted by a government agency.

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

Manufacturing and incidental retail commercial uses on less than 35% of the of the buildings gross floor area are outright permitted uses. The retail uses will probably be less than 10% to 20% of the floor area for Rogue Fabrication. All manufacturing and storage will be inside the buildings. The buildings have metal siding along the street frontages which is allowed in the I-2 zone. Metal siding will be accented by windows, canopies, and cultured stone veneer along the building foundations and the canopy posts. The architectural perspective shows the appearance of the buildings from the public streets (Exhibits 8 to 11). The buildings are not visible from Arterial Streets and Highways. Industrial Way and Champion Way are collector streets. 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 1999-72. Pedestrian access is provided by public street sidewalks. The driveway on Champion Way is located about 10-feet north of the north portion of the existing driveway on the west side of Champion Way. Left turns into both driveways do not conflict because the driveway on the subject property is north of the driveway on the

west side of Champion Way. Both driveways cannot be lined up because it would significantly affect the parking lot plan on the subject property (Exhibit 7).

Metal siding is allowed in the I-2 Zone. Changes in relief are required for 10% of the building. The proposed relief is over 10% with the canopies. The colors are earth tones. Two dormers are proposed on the roof facing Industrial Way. The pitch of the roof is 3:12 in compliance with city code. The roof material will be earth-toned standing seam (concealed fastener) metal. This roofing material is allowed under 17.90.130.D.4. The elevations show no roof mounted mechanical equipment. Entrances are located along public streets. A trash enclosure is proposed in the parking lot.

Sandy TSP

Both Industrial Way and Champion Way are Collector streets. 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 Industrial 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 is will be available to accommodate the Rogue Fabrication development.

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 directly east is zoned I-2. The building and uses on that property are very compatible with commercial uses. The attached zoning map (Exhibit 3) shows a significant amount of I-2 zoning to the east and south. A large portion this I-2 zoning south of Industrial Way and east of 362nd Dive 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 Rogue Fabrication use is more compatible with the I-2 zone compared to the I-1 zone. Rogue Fabrication will be very compatible with surrounding commercial uses and other property zoned I-1. All manufacturing on the subject property will be inside the buildings. I-3 zoning would not be compatible with the surrounding area. Only 3 industrial zones are available for the subject property.

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 will occur on the subject property 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 will be provide as shown by the attached colored site plan (Exhibit 7).

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 manufacturing 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 1 of this development will create about 15 to 20 new manufacturing employees in the City of Sandy. Phase 2 and 3 will produce an additional 15 to 20 new employees. This will help diversify the type of employment in 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 market place.*

RESPONSE: Rogue Fabrication is a small business in compliance with the above Policy. Development to this business 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. Limited retail commercial sale of the products manufactured by Rogue Fabrication will occur in compliance with the above Policy.

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 siting 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 7) 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.*
12. *Encourage the utilization of swales and natural ponding areas to satisfy storm drainage retention and detention requirements where possible.*
13. *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.

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, Industrial 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 is will be available to accommodate the Rogue Fabrication development.

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 proposed along both Champion Way and Industrial Way. When this site is developed, sidewalks will be constructed along both streets. The TSP Map (Exhibit 6) shows both streets are 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 will be 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 other 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 parking spaces will be provided with this development to encourage bicycle travel.

Transit

17. *Promote local transit service for Sandy.*

RESPONSE: The owners and employees of this development can take advantage of future transit service because of the location next to a major shopping center.

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. The proposed parking lot access on Champion Way is the only alternative. 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 both streets because no-parking signs are absent. The posted speed limit is 25 MPH which is conducive to on-street parking. Shared parking is not possible for this property. However, the opportunity may be available in the future for parking space rental depending on the future uses of adjacent property.

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 underutilized 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 D

Legal Description of Tax Lot 205, Map 2-4E-15A

Parcel 1, PARTITION PLAT NO. 1999-72, in the City of Sandy, County of Clackamas and State of Oregon.

Estimated Acres: 1.69

Current Year Assessed Value: \$273,818.00

Market Building Value: \$0.00

Market Land Value: \$656,562.00

Market Total Value: \$656,562.00

Sale Price: \$275,000.00

Doc Date: 12/05/2012

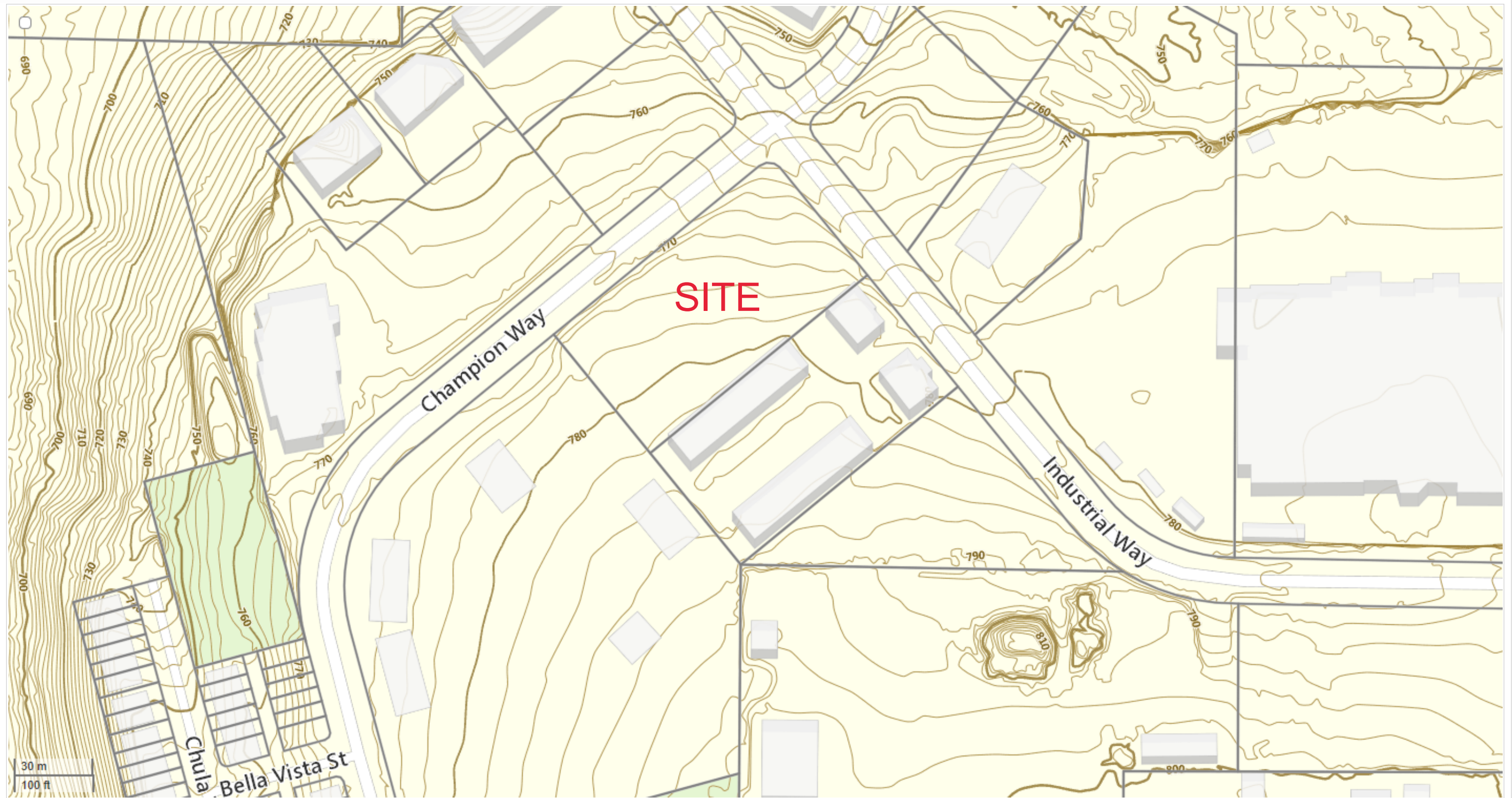
Doc Type: S

Tax Code: 046017



Metro
Data Resource Center
600 NE Grand Ave, Portland, OR 97232
503.797.1742 – drc@oregonmetro.gov

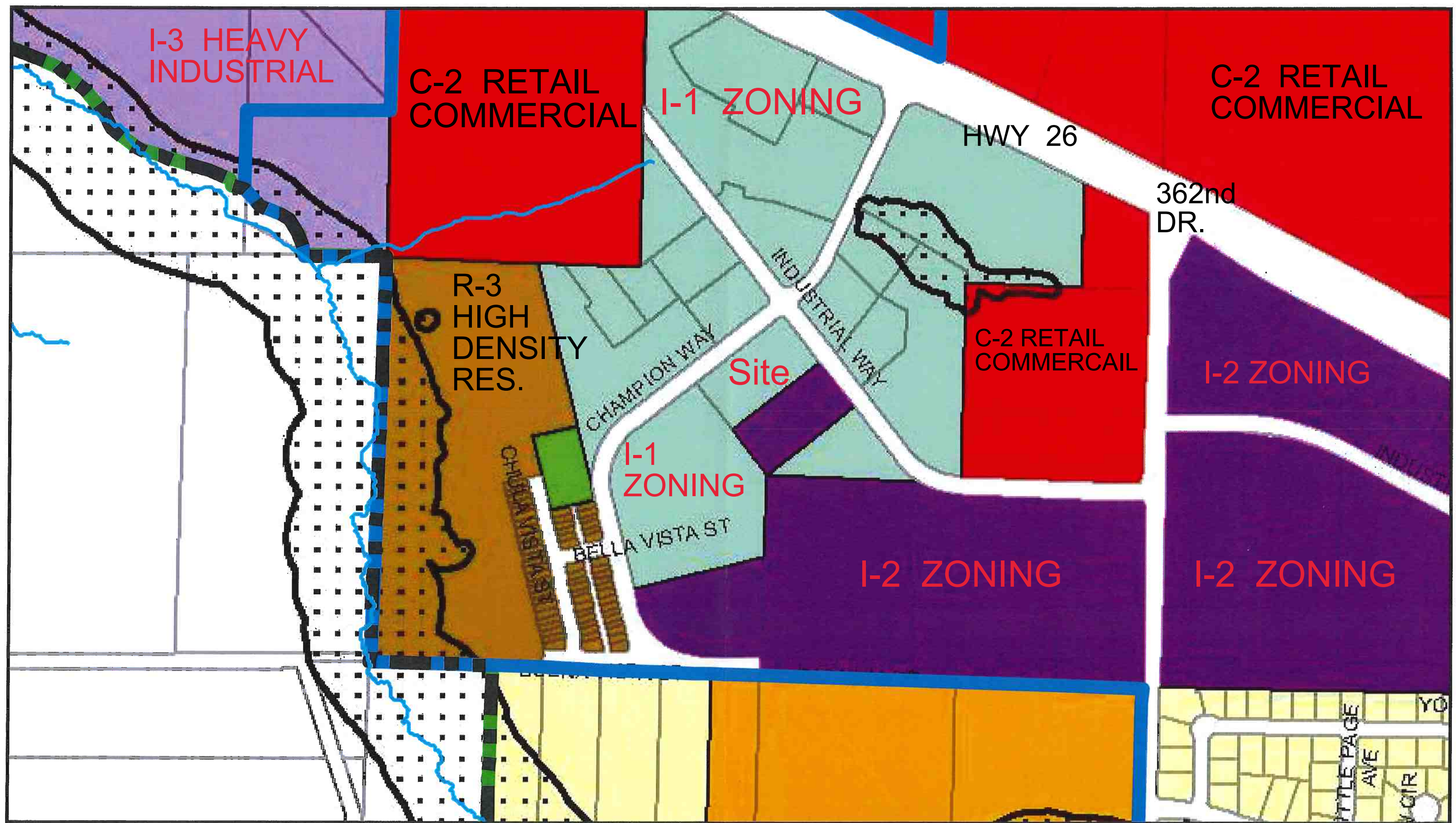
This Web site is offered as a public service, integrating various government records into a region-wide mapping system. The property assessment records are a multi-county integration of Clackamas, Multnomah and Washington County records. MetroMap blends each county's records into a common database on a quarterly basis. Therefore, to view each county's official records, go to their respective web sites or offices. The other MetroMap data are derived from city, county, state, federal and Metro sources. The metadata (data about the data) are included on this site, including the sources to be consulted for verification of the information contained herein. It describes some cases where Metro blends city and county records by generalizing the disparities. Metro assumes no legal responsibility for the compilation of multi-source government information displayed by Metro Map.



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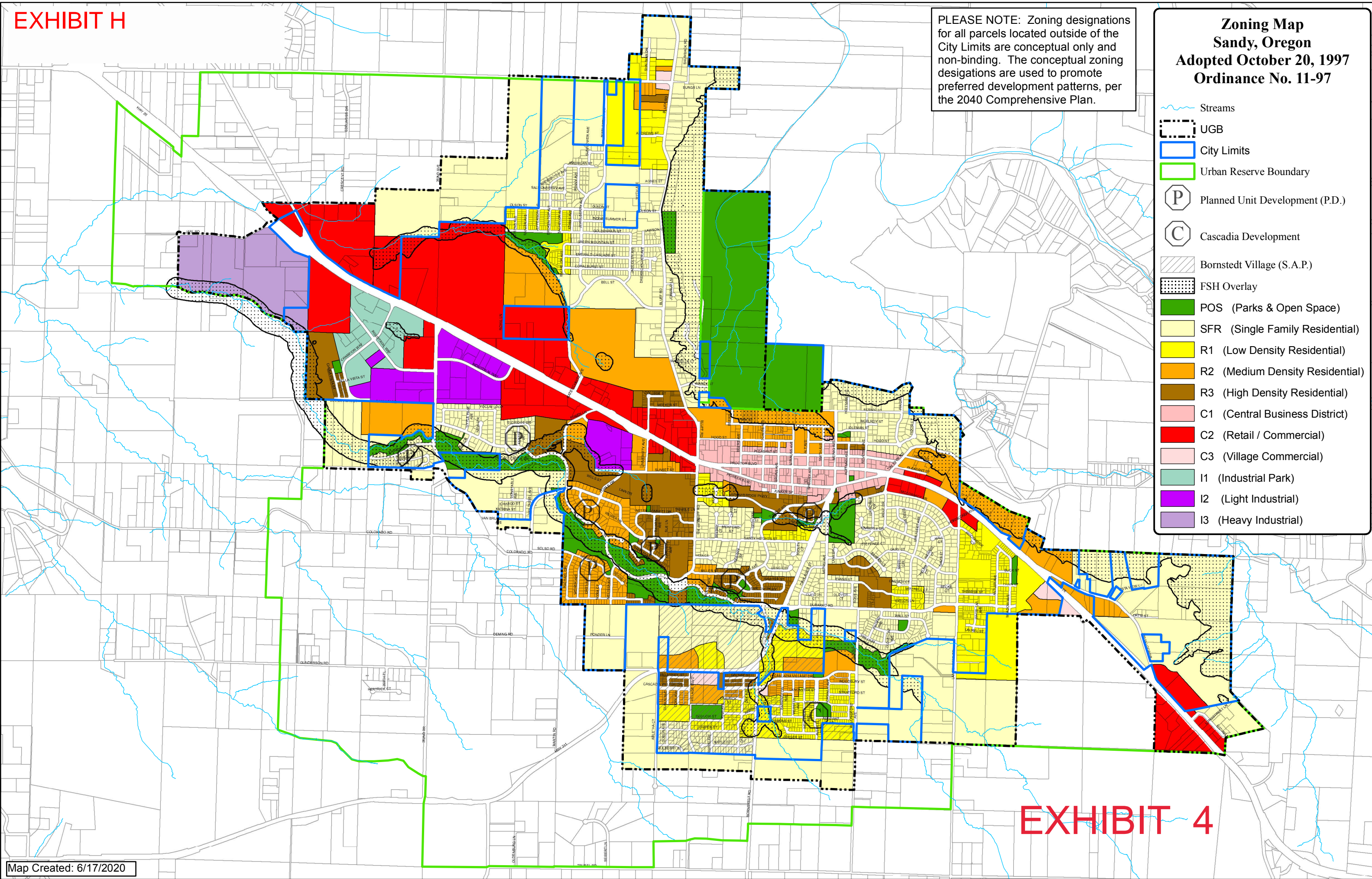
SANDY ZONING MAP

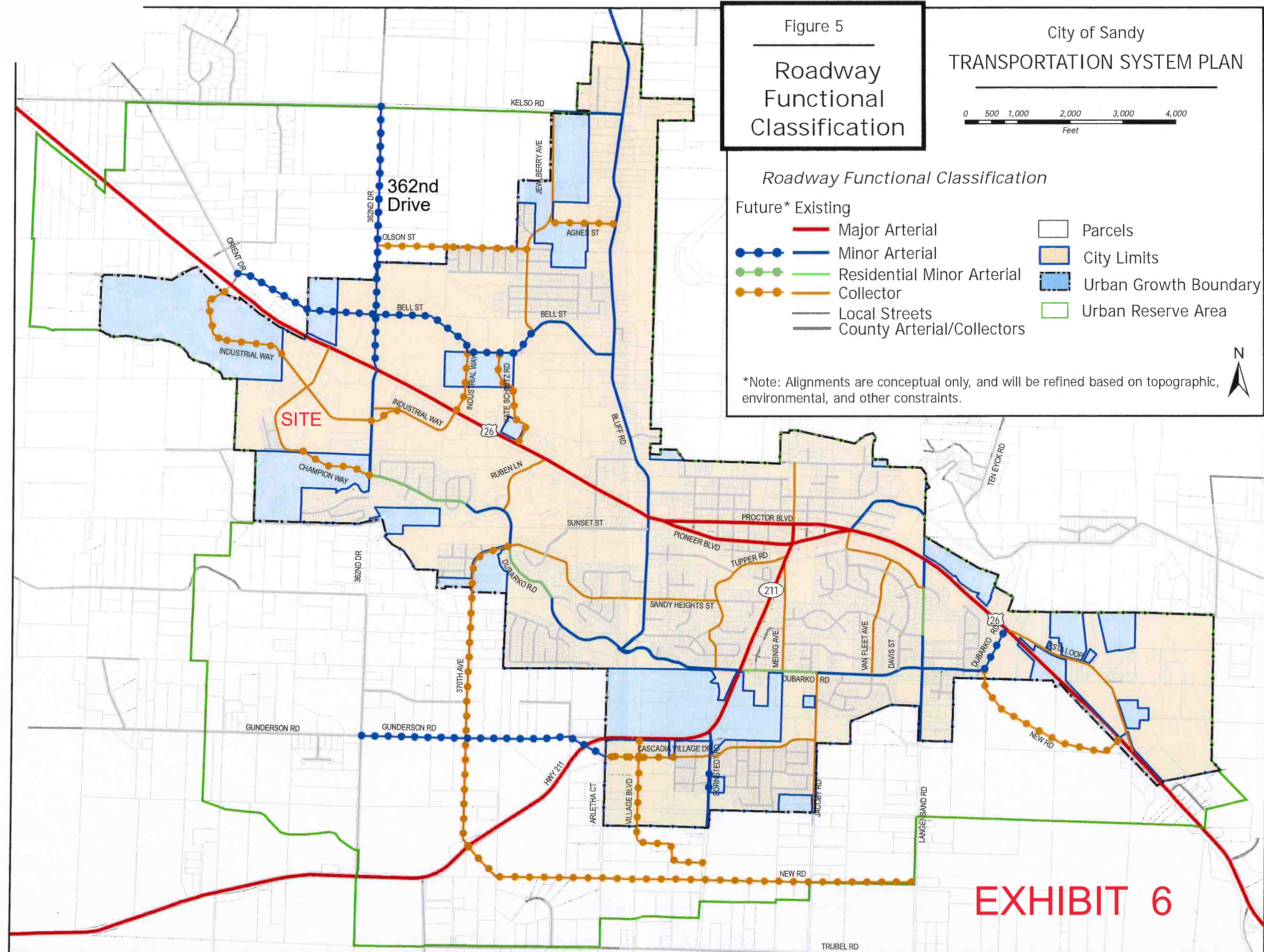


PLEASE NOTE: Zoning designations for all parcels located outside of the City Limits are conceptual only and non-binding. The conceptual zoning designations are used to promote preferred development patterns, per the 2040 Comprehensive Plan.

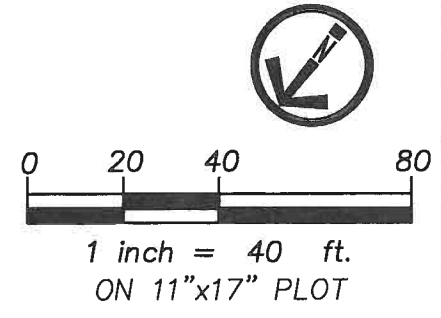
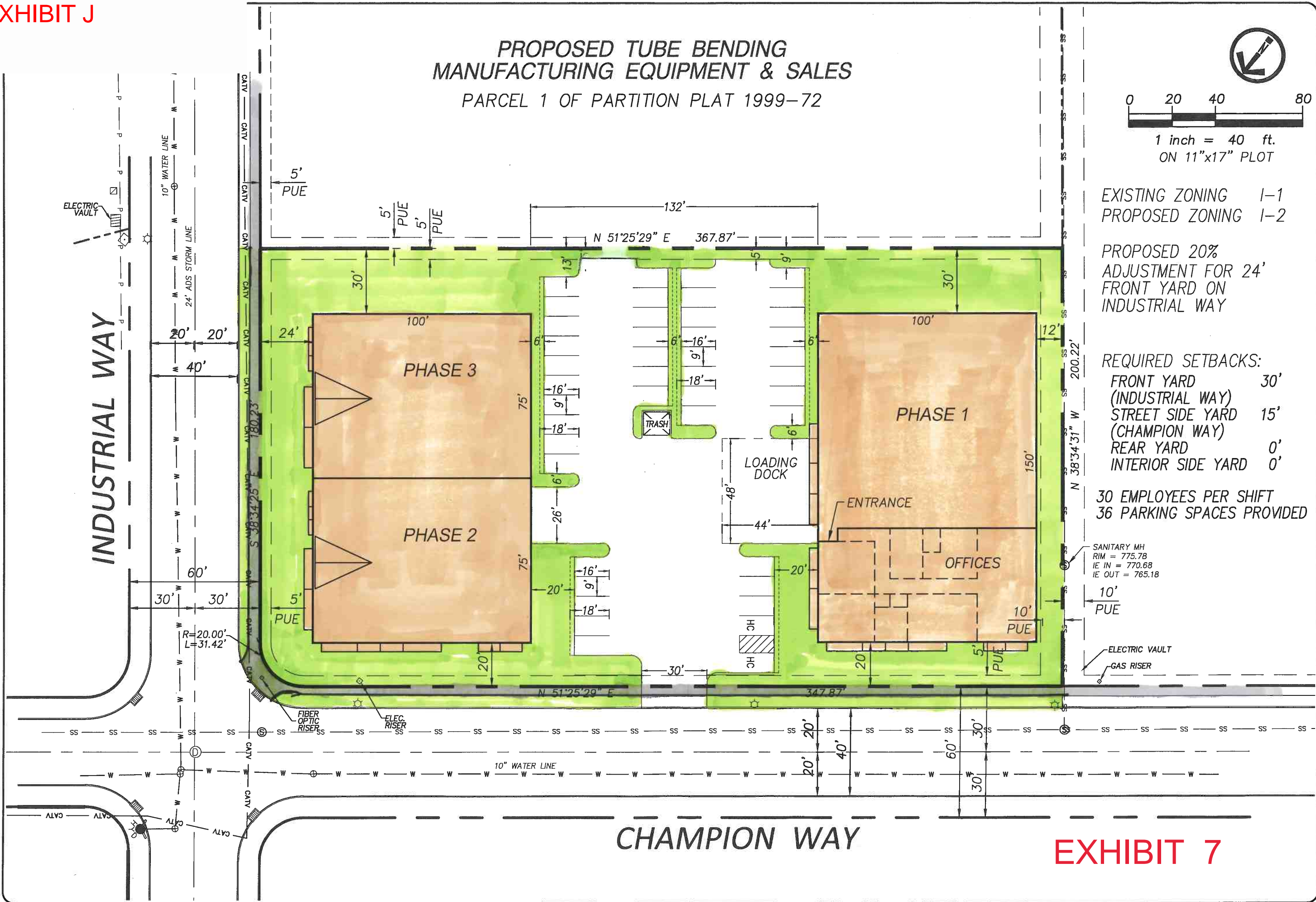
**Zoning Map
Sandy, Oregon
Adopted October 20, 1997
Ordinance No. 11-97**

-  Streams
-  UGB
-  City Limits
-  Urban Reserve Boundary
-  Planned Unit Development (P.D.)
-  Cascadia Development
-  Bornstedt Village (S.A.P.)
-  FSH Overlay
-  POS (Parks & Open Space)
-  SFR (Single Family Residential)
-  R1 (Low Density Residential)
-  R2 (Medium Density Residential)
-  R3 (High Density Residential)
-  C1 (Central Business District)
-  C2 (Retail / Commercial)
-  C3 (Village Commercial)
-  I1 (Industrial Park)
-  I2 (Light Industrial)
-  I3 (Heavy Industrial)





PROPOSED TUBE BENDING
MANUFACTURING EQUIPMENT & SALES
PARCEL 1 OF PARTITION PLAT 1999-72



EXISTING ZONING I-1
PROPOSED ZONING I-2

PROPOSED 20%
ADJUSTMENT FOR 24'
FRONT YARD ON
INDUSTRIAL WAY

- REQUIRED SETBACKS:
- FRONT YARD (INDUSTRIAL WAY) 30'
 - STREET SIDE YARD (CHAMPION WAY) 15'
 - REAR YARD 0'
 - INTERIOR SIDE YARD 0'

30 EMPLOYEES PER SHIFT
36 PARKING SPACES PROVIDED

SANITARY MH
RIM = 775.78
IE IN = 770.68
IE OUT = 765.18

APPLICANT:
JOEY GAMBINO
42335 SE MARMOT ROAD,
SANDY, OREGON 97055
OFFICE: (503) 389-5413
CELL: (971) 322-0243

DESIGN REVIEW &
ZONING CHANGE
ROGUE FABRICATION
CHAMPION WAY, SANDY, OREGON
TAX MAP T2S, R4E, SECTION 15A, TAX LOT 205

NO.	DATE	DESCRIPTION

PLANNING & LAND DESIGN, LLC
1802 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN
(503) 780-4061

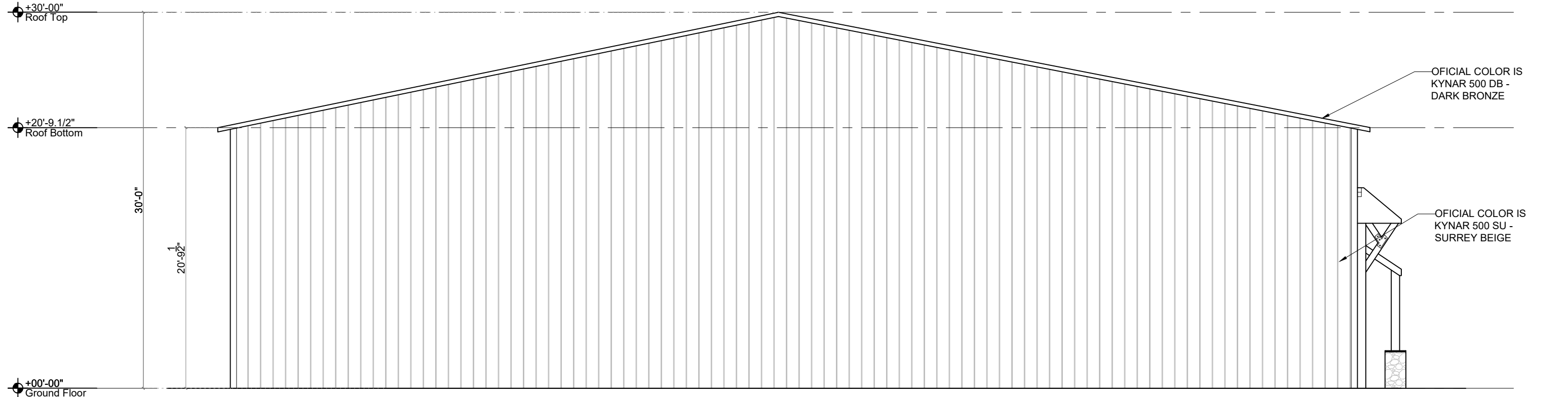
EXHIBIT K



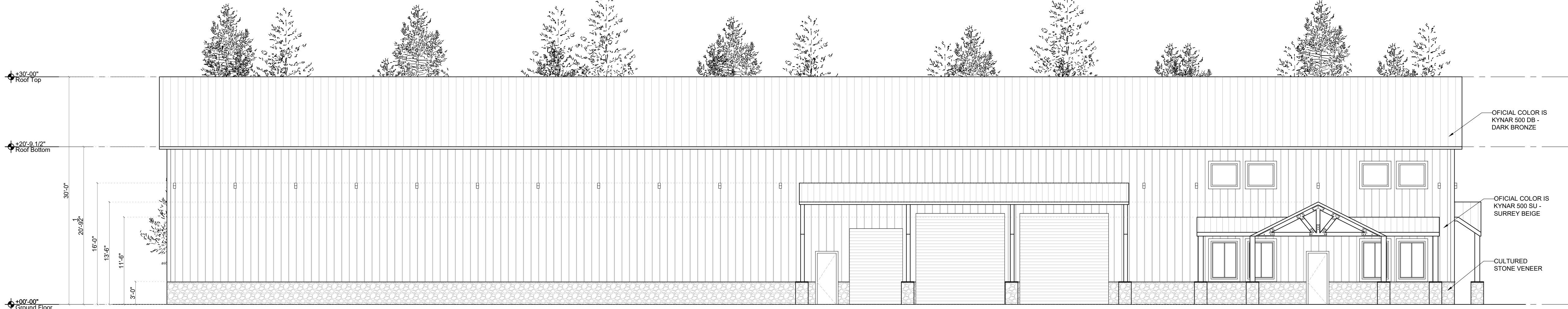
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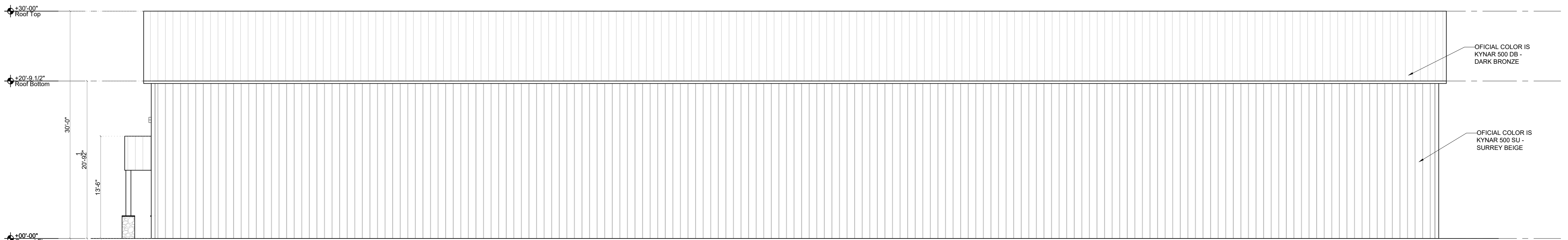
(A) FRONT SIDE ELEVATION



(C) BACK SIDE ELEVATION



(B) RIGHT SIDE ELEVATION



(D) LEFT SIDE ELEVATION

NO.	REVISION	DATE	IN

JOB NAME:

Building Phase 1

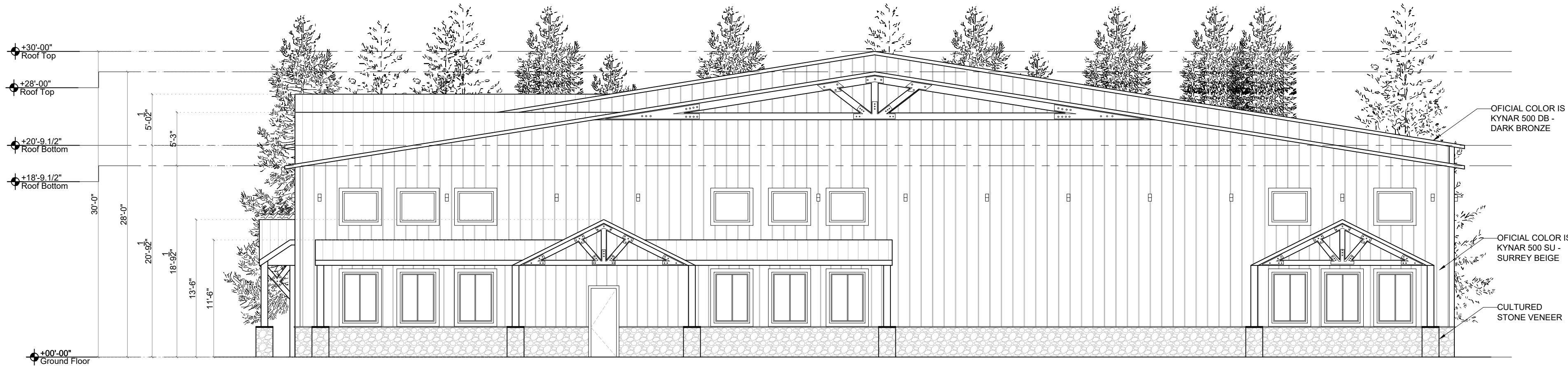
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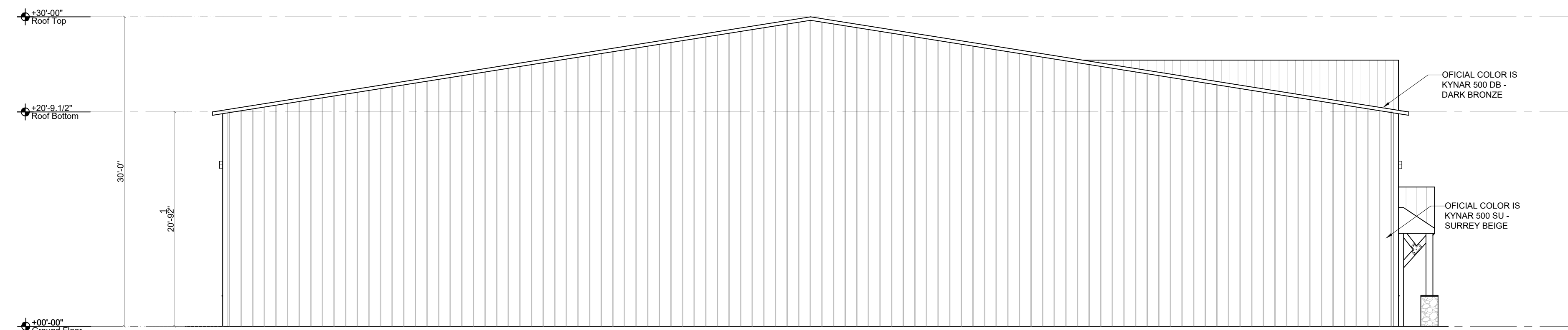
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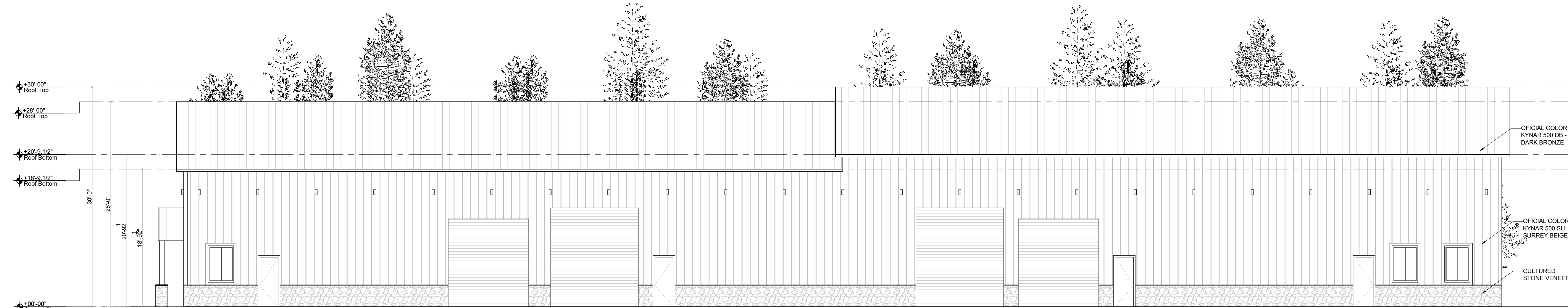
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DATE	JOB #	DRAWING #



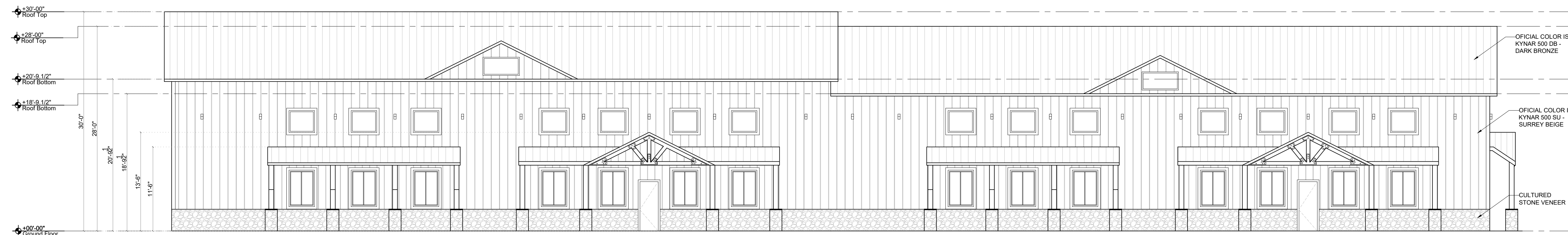
A FRONT SIDE ELEVATION



C BACK SIDE ELEVATION



B RIGHT SIDE ELEVATION



D LEFT SIDE ELEVATION

NO.	REVISION	DATE	IN

JOB NAME:
Building Phase 2A & 2B

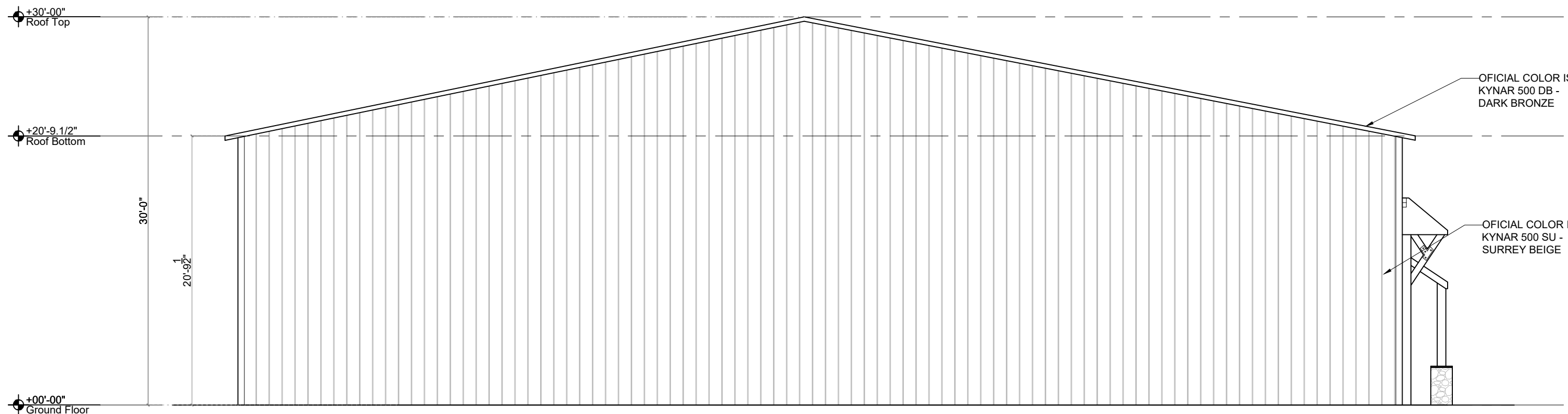
ARCHITECT:
CONTRACTOR:
DRAWING TITLE:
External Elevation

SCALE	DRAWN BY	APPD. BY
AS NOTED		
DATE	JOB #	DRAWING #

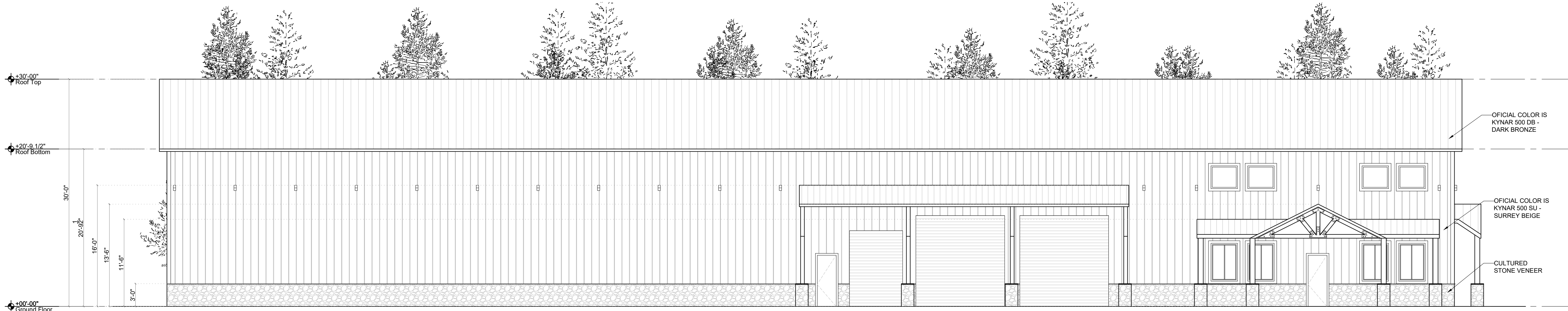
EXHIBIT M



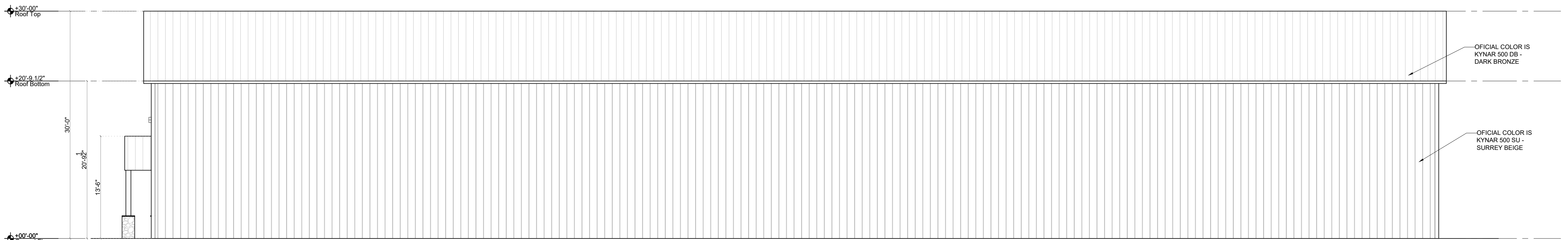
(A) FRONT SIDE ELEVATION



(C) BACK SIDE ELEVATION



(B) RIGHT SIDE ELEVATION



(D) LEFT SIDE ELEVATION

NO.	REVISION	DATE	IN

JOB NAME:
Building Phase 1

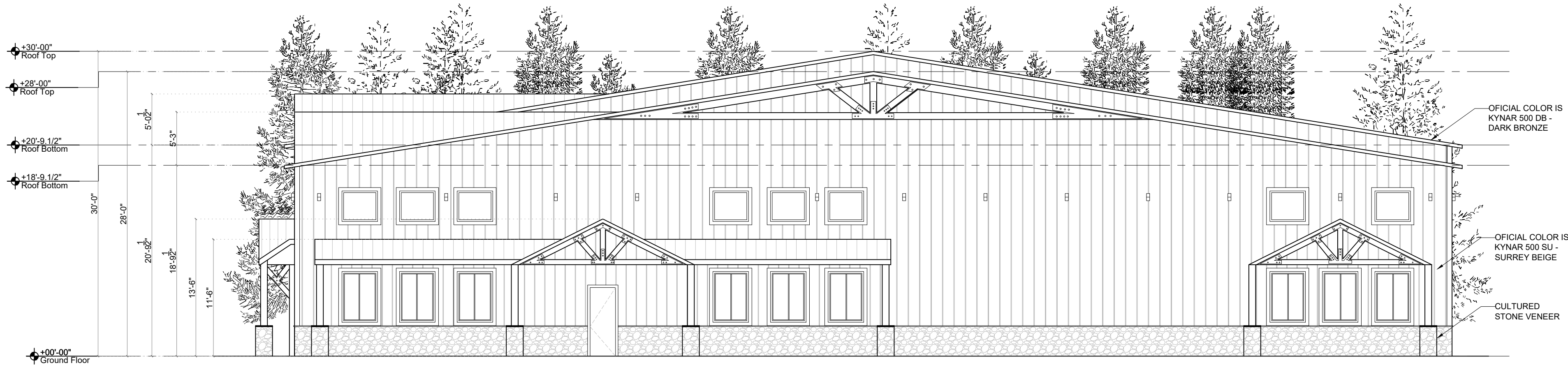
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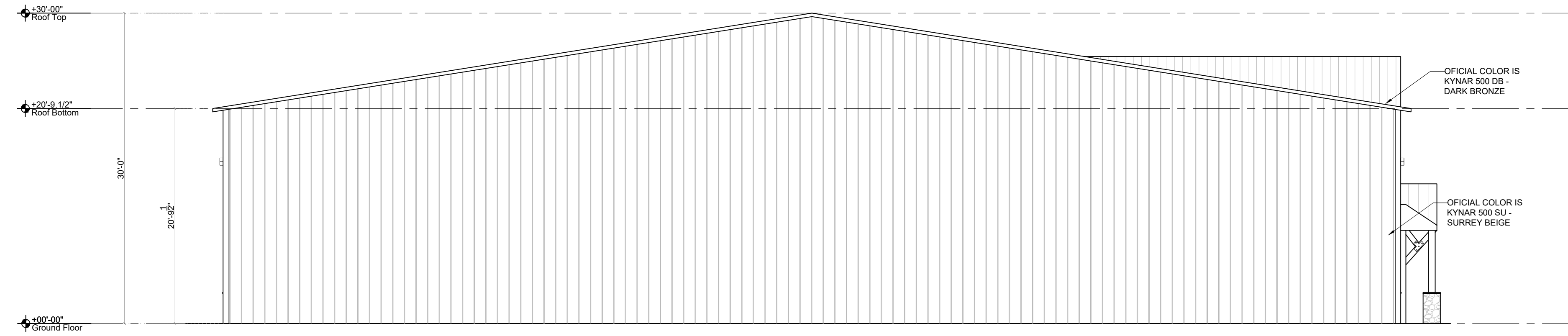
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External Elevation

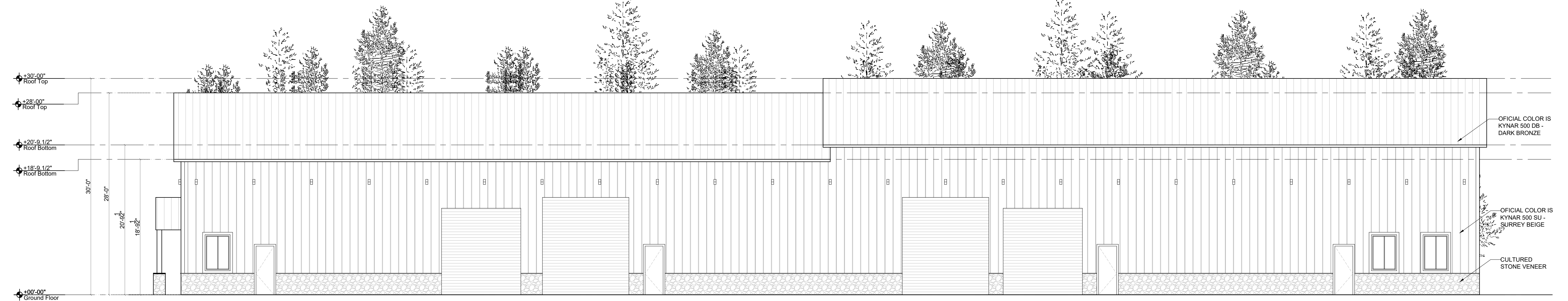
SCALE AS NOTED	DRAWN BY	APP'D. BY
DATE	JOB #	DRAWING #



A FRONT SIDE ELEVATION



C BACK SIDE ELEVATION



B RIGHT SIDE ELEVATION



D LEFT SIDE ELEVATION

NO.	REVISION	DATE	IN

JOB NAME:
Building Phase 2A & 2B

ARCHITECT:

CONTRACTOR:

DRAWING TITLE:
External Elevation

SCALE AS NOTED	DRAWN BY	APP'D. BY
DATE	JOB #	DRAWING #

EXHIBIT N



EXHIBIT O

Technical Memorandum

To: Joey Gambino, Rogue Fabrication

From: Michael Ard, PE

Date: November 18, 2020

Re: Rogue Fabrication Zone Change (20-041 ZC) - Sandy, OR



21370 SW Langer Farms Pkwy
Suite 142, Sherwood, OR 97140

EXPIRES: 12/31/2021

This memorandum is written to provide information related to a proposed zone change for a 1.69-acre property located immediately southeast of Champion Way and southwest of Industrial Way in the City of Sandy, Oregon. The subject property is Tax Lot 24E15A0 – 00205 and is currently zoned I-1 (Industrial Park). Upon approval of the proposed zone change, the property would be rezoned to I-2 (Light Industrial).

The following analysis addresses the potential transportation impacts that can be anticipated following the proposed zone change as well as the requirements of Oregon’s Transportation Planning Rule.

TRIP GENERATION

In order to quantify the potential change in site traffic volumes associated with the proposed annexation and zone change, an estimate of trip generation for the “reasonable worst case development scenario” was developed for both the existing I-1 zoning and the proposed I-2 zoning. The comparison between these two development scenarios shows the maximum potential change in traffic that could result from the proposed zone change.

Under existing conditions, the I-1 zoning allows for site development with a wide variety of uses including manufacturing facilities, athletic clubs, auto repair, day care centers, community services, schools, banks, medical clinics, hospitals, offices, self-storage, social organizations, fuel stations, auto sales and rental, convenience stores, restaurants (including drive-throughs), supermarkets, assisted living facilities, hotels, nurseries, outdoor recreation, warehousing and distribution centers, and wholesale lumber/building materials.

Under the proposed I-2 zoning, a similar range of uses are permitted. However, under the I-2 zoning athletic clubs, schools, banks, medical clinics, hospitals, fuel stations, convenience stores, supermarkets and hotels are not outright permitted uses. The I-2 zoning also permits a few uses which are not permitted in the I-1 zone including indoor recreation/sports (except athletic clubs), laboratories, and salvage yards.

In order to compare the trip generation potential of the site under the existing and proposed zonings, it was necessary to identify the mix of permitted uses that would result in the highest permissible traffic volumes for the respective zoning designations. For the analysis it was assumed that the highest-intensity



development within the site would yield a gross floor area of approximately 25 percent of the gross land area, resulting in 18,500 square feet of building area under both the I-1 and I-2 zoning.

Under the existing I-1 zoning, the reasonable worst-case development scenario would consist of a 3,000 square foot fast-food restaurant with a drive-through window, a 5,000 square foot day care center, and a 10,500 square foot supermarket. Under the proposed I-2 zoning, the supermarket would not be a permitted use so the reasonable worst-case development scenario would consist of a 3,000 square foot fast-food restaurant with a drive-through window, a 5,000 square foot day care center, and a 10,500 square foot shopping center. Notably, the trip rates for indoor recreation/sports, laboratories, and salvage yards that are permitted under the I-2 zoning generate far fewer trips than other allowed uses, so all of the uses considered in the I-2 zoning analysis are also permitted under the existing I-1 zoning.

Trip generation estimates for the existing and proposed zoning were prepared using data from the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers. The trip estimates for each land use category are based on the gross floor areas of the prospective site uses. A summary of the trip generation calculations is provided in the table below. Detailed trip generation calculation worksheets are also included in the attached technical appendix.

Rogue Fabrication Zone Change - Trip Generation Summary							
	Morning Peak Hour			Evening Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Fast Food w/ Drive Through (3,000 sf)	62	59	121	51	47	98	1412
- Pass-by Trips (43%)	-26	-26	-52	-21	-21	-42	-608
Day Care Center (5,000 sf)	30	25	55	27	29	56	238
Supermarket (10,500 sf)	23	17	40	49	48	97	1122
- Pass-by Trips (36%)	-7	-7	-14	-17	-17	-34	-404
I-1 Zoning Net Site Trips	82	68	150	89	86	175	1760
Fast Food w/ Drive Through (3,000 sf)	62	59	121	51	47	98	1412
- Pass-by Trips (43%)	-26	-26	-52	-21	-21	-42	-608
Day Care Center (5,000 sf)	30	25	55	27	29	56	238
Shopping Center (10,500 sf)	6	4	10	19	21	40	396
- Pass-by Trips (34%)	-2	-2	-4	-7	-7	-14	-134
I-2 Zoning Net Trips	70	60	130	69	69	138	1304



Based on the trip generation analysis, the proposed zone change will result in a net reduction in site trips as measured under the reasonable worst-case development scenarios. Following approval of the zone change, 20 fewer trips are projected during the morning peak hour, 37 fewer trips are projected during the evening peak hour, and 456 fewer weekday site trips are anticipated.

It should be noted that the anticipated site use following approval of the requested zone change will consist of a manufacturing facility. Since the parking demands for this facility will be lower than for retail site uses, and since the proposed development would include second-floor office space, the gross floor area of the proposed manufacturing facility will be in excess of that calculated under the reasonable worst case scenario for the allowed retail uses of the site. However, even if manufacturing buildings with a gross floor area as large as 40,000 square feet would generate far fewer site trips than the allowed retail uses analyzed under the reasonable worst-case development scenarios. Accordingly, the proposed use also will not result in an increase in traffic as compared to allowed development under the existing I-1 zoning.

TRANSPORTATION PLANNING RULE ANALYSIS

In order to allow the proposed annexation and zone change, the City of Sandy must find that the requirements of Oregon's Transportation Planning Rule (OAR 660-012-0060) are met. This rule provides guidance regarding whether and how the potential transportation impacts of a plan amendment must be mitigated. The relevant portions of the Transportation Planning Rule are quoted below, along with responses specific to the proposed annexation and zone change.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

No changes are proposed to the functional classification of existing or planned transportation facilities.

(b) Change standards implementing a functional classification system; or

No changes are proposed to the standards implementing the functional classification system.



(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Both passenger vehicle trips and truck trips can reasonably be expected under either I-1 or I-2 zoning. The conversion of the subject property to I-2 zoning will not result in additional transportation impacts associated with the types and levels of traffic. Since the surrounding land uses also generate both passenger car and truck trips, the street network in the site vicinity is already designed to accommodate these traffic types and levels.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Under the reasonable worst case development scenario, the proposed annexation and zone change would result in no change in peak hour or daily site trips, since the highest-intensity land uses permitted in the proposed I-2 zoning are also permitted in the existing I-1 zoning. Accordingly, the proposed zone change cannot result in degradation of performance of any existing or planned transportation facilities.

CONCLUSIONS

Based on the analysis, the proposed zone change from I-1 to I-2 zoning on the 1.69-acre property in the southeast corner of the intersection of Champion Way at Industrial Way will result in no change in trip generation during the peak travel hours, and no change in trip generation under average daily traffic conditions as measured under the “reasonable worst case” development scenarios. Accordingly, the zone change will result in no significant effect as defined by Oregon’s Transportation Planning Rule. No transportation-related mitigations are necessary or recommended in conjunction with the proposed zone change.

If you have any questions regarding this analysis, please feel free to contact me via email at mike.ard@gmail.com or via phone at 503-537-8511.

Appendix

Trip Generation Calculation Worksheet



Land Use Description: Fast-Food Restaurant with Drive-Through
ITE Land Use Code: 934
Independent Variable: Gross Floor Area
Quantity: 3.000 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 40.19 trips per ksf
Directional Distribution: 51% Entering 49% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 32.67 trips per ksf
Directional Distribution: 52% Entering 48% Exiting

Total Weekday Traffic

Trip Rate: 470.95 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

3.0 ksf Fast-Food Restaurant w/ Drive Thru

	Entering	Exiting	Total
AM Peak Hour	62	59	121
PM Peak Hour	51	47	98
Weekday	706	706	1412

Trip Generation Calculation Worksheet



Land Use Description: Day Care Center
ITE Land Use Code: 565
Independent Variable: Gross Floor Area
Quantity: 5.00 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 11.00 trips per ksf
Directional Distribution: 54% Entering 46% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 11.12 trips per ksf
Directional Distribution: 49% Entering 51% Exiting

Total Weekday Traffic

Trip Rate: 47.62 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

5.00 ksf Day Care Center

	Entering	Exiting	Total
AM Peak Hour	30	25	55
PM Peak Hour	27	29	56
Weekday	119	119	238

Data Source: *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017

Trip Generation Calculation Worksheet



Land Use Description: Supermarket
ITE Land Use Code: 850
Independent Variable: Gross Floor Area
Quantity: 10.500 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 3.82 trips per ksf
Directional Distribution: 58% Entering 42% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 9.24 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Total Weekday Traffic

Trip Rate: 106.78 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

10.500 ksf Supermarket

	Entering	Exiting	Total
AM Peak Hour	23	17	40
PM Peak Hour	49	48	97
Weekday	561	561	1122

Trip Generation Calculation Worksheet



Land Use Description: Shopping Center
ITE Land Use Code: 820
Independent Variable: Gross Floor Area
Quantity: 10.5 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.94 trips per ksf
Directional Distribution: 62% Entering 38% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 3.81 trips per ksf
Directional Distribution: 48% Entering 52% Exiting

Total Weekday Traffic

Trip Rate: 37.75 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

10.5 ksf Shopping Center

	Entering	Exiting	Total
AM Peak Hour	6	4	10
PM Peak Hour	19	21	40
Weekday	198	198	396

Trip Generation Calculation Worksheet



Land Use Description: Manufacturing
ITE Land Use Code: 140
Independent Variable: Gross Floor Area
Quantity: 40.0 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.62 trips per ksf
Directional Distribution: 88% Entering 12% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.67 trips per ksf
Directional Distribution: 13% Entering 87% Exiting

Total Weekday Traffic

Trip Rate: 3.93 trips per ksf
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

40.0 ksf Manufacturing

	Entering	Exiting	Total
AM Peak Hour	22	3	25
PM Peak Hour	4	23	27
Weekday	79	79	158