



AGENCY COMMENTS

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

EXHIBIT P

December 15, 2020

Mr. Kelly O'Neill
City of Sandy
39250 Pioneer Blvd.
Sandy, OR 97055

**SUBJECT: REVIEW OF TECHNICAL MEMORANDUM – ROGUE FABRICATION
 REZONING**

Dear Kelly:

In response to your request, I have reviewed materials submitted in support of the annexation and rezoning of the site owned by Rogue Fabrication located at the intersection of Champion Way and Industrial Way. The Technical Memorandum (TM), dated November 20, 2020, was prepared under the direction of Michael Ard, PE of Ard Engineering.

The TM quantifies the impact of development of the site under current zoning and the proposed zoning for the 1.69-acre parcel. The analyses were conducted for a reasonable worst-case development scenario for two zoning categories. The parcel is currently zoned I-1; the proposed zoning is I-2. As described in the TM, a wide variety of uses are permitted under both zoning categories.

Consistent with usual procedures, the applicant analyzed development scenarios under both zoning categories that seeks to identify and quantify the uses that generate high traffic volumes consistent with the City of Sandy development standards. It is worth noting that industrial uses tend to have low trip generation rates, so the worst-case development scenarios for both I-1 and I-2 zoning tend to include various retail uses.

Lot Coverage and Building Size

The engineer assumed lot coverage of 25 percent for buildings with the remainder of the site devoted to parking, landscaping, required setbacks, and other non-building uses. Building size is calculated to be approximately 18,500 square feet for both the development scenarios. I found this lot coverage assumption to be reasonable.

Worst-Case Development Assumptions

Under the existing, I-1 zoning, the engineer assumed the following uses: a 3000-square foot fast-food restaurant with drive-through; a 5,000-square foot daycare center; and a 10,500-square foot supermarket. For the analysis of the proposed I-2 zoning, the engineer substituted a 10,500-square foot shopping center for the supermarket. A supermarket is not permitted in the I-2 zone. I found the assumptions about high trip-generation uses under the two zoning categories to be reasonable for a worst-case development scenario.

Trips Generated

The engineer properly accounted for pass-by trips for the proposed uses. Under the I-1 zoning, the engineer calculated net site trips totaling 150 AM peak hour trips; 175 PM peak hour trips; and 1760 weekday trips. Under the proposed I-2 zoning, the engineer calculated net site trips totaling 130 AM peak hour trips; 138 PM peak hour trips; and 1304 weekday trips. The proposed zoning produces fewer trips during all analyzed time periods than under the existing zoning. I concur with the engineer's calculations and conclusions about trips.

Transportation Planning Rule Considerations

In addition to the calculation of trips generated under a reasonable worst-case development scenario for both zoning categories, the TM provides a detailed analysis of the individual requirements of the Transportation Planning Rule (TPR.)

The engineer concludes that no changes to the city's street classification designation or standards are warranted by the rezoning and that the proposed rezoning does not have a significant effect on the transportation system and that mitigation is not necessary. He concludes the Transportation Planning Rule is satisfied. I concur with the engineer's conclusions.

Conclusion and Recommendations

I find the TM addresses the city's requirements for assessing the impact of the proposed rezoning including the analysis of the requirements of the Transportation Planning Rule.

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The applicant may be required to perform additional analysis of transportation impacts of specific development proposals as specified in Title 17 of the Sandy Development Code as indicated in Section 17.84.50 Street Requirements.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

RogueFabTIS121520

**EXHIBIT Q**

Shelley Denison <sdenison@ci.sandy.or.us>

Comments on Sandy application 20-041

DANIELSON Marah B <Marah.B.DANIELSON@odot.state.or.us>
To: Shelley Denison <sdenison@ci.sandy.or.us>

Thu, Jan 7, 2021 at 10:21 AM

Hi Shelley,

Thanks for checking in. Since this is a downzone, we concur with the traffic analysis that was prepared with the land use application that concludes that the zone change will result in no significant effort per the Transportation Planning Rule.

Please let me know if you need formal comments.

Marah Danielson, Senior Planner

ODOT Development Review Program

Marah.b.danielson@odot.state.or.us

503.731.8258

From: Shelley Denison <sdenison@ci.sandy.or.us>
Sent: Tuesday, January 5, 2021 11:55 AM
To: DANIELSON Marah B <Marah.B.DANIELSON@odot.state.or.us>
Subject: Comments on Sandy application 20-041

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[Quoted text hidden]

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Shelley Denison <sdenison@ci.sandy.or.us>

20-041 ZC

MW <mwalker@ci.sandy.or.us>

Tue, Jan 5, 2021 at 3:06 PM

To: Shelley Denison <sdenison@ci.sandy.or.us>

Shelley:

PW doesn't have any comments on this proposed zone change. Let me know if you need anything else.

--

Mike Walker

Director of Public Works

City of Sandy

39250 Pioneer Blvd.

Sandy, OR 97055

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14 January 2021

To: City of Sandy Planning Commissioners
From: David C. Snider
Economic Development Manager, City of Sandy
Re: Letter of support – Rogue Fabrication zone change request

Dear Sandy Planning Commissioners –

I would like to submit a letter in support of the zone change proposed by Rogue Fabrication for the property they have recently purchased at the south corner of Champion Way and Industrial Way in Sandy.

Considering the location of this parcel, the request to change the zoning designation for this light manufacturing business seems in line with the surrounding area. Industrial Way has traditionally been Sandy's area for industrially-zoned businesses, with more than half of the lots in this "district" having an I-2 zoning designation. In addition, the lot in question is adjacent to the industrial business park owned by Pinehurst Land Development LLC, which is currently zoned I-2 and houses multiple industrial tenants. In my view, this proposed change is appropriate for the location and should not result in any significant change in demand for city services for this lot other than adding the basic utility service needs of a small light manufacturer.

Sandy has also traditionally had a limited supply of developable land with traditional industrial zoning designations, and this is particularly true of I-2 zoned land. The requirements for Sandy's industrial park (I-1) zone are virtually identical to its general commercial (C-1) zone requirements, and this designation makes up most of the available industrially zoned land in the city. As Sandy has been a bedroom community for the greater Portland area and has much heavier interest from retail commercial development interests than it does for industrial ones, this has served Sandy's residents well over the years in most aspects.

The current policies and development approach espoused by Oregon's economic development organization (Business Oregon) pay particular attention to "traded sector" companies and work to encourage their establishment and growth. "Traded sector" companies are defined as companies that make goods or services that they export to outside the state of Oregon and include most light manufacturers. One of the primary reasons the State of Oregon focuses so much energy on recruiting and developing them is that they typically create good, living wage jobs for the community. The small amount of developable land available in Sandy to traded sector companies like Rogue Fabrication that require light industrial zoning makes it difficult to attract and encourage new industrial development in this community. As there were virtually no I-2 zoned lots available for development in Sandy at the time they were looking for parcels to purchase and develop, this path was the only real viable option for

Rogue Fabrication (currently operating out of a residential garage in Sandy) to proceed with their expansion and to establish their headquarters in our community.

Rogue Fabrication has a strong business model and is showing exceptional growth potential for the future. This is exactly the kind of manufacturer we want to develop and help grow Sandy's industrial base. I strongly encourage the Sandy Planning Commission to consider and approve this zone change, and I thank you for your time.

Sincerely,

David C. Snider

