



# City of Sandy

## Agenda

### Planning Commission Meeting

**Meeting Location:** City Hall- Council Chambers, 39250 Pioneer Blvd., Sandy, Oregon 97055

**Meeting Date:** Tuesday, May 28, 2019

**Meeting Time:** 6:30 PM

		Page
<b>1. ROLL CALL</b>		
<b>2. CONSENT AGENDA</b>		
2.1.	Approval of Minutes <a href="#">Planning Commission - 19 Mar 2019 - Minutes - Pdf</a> <a href="#">Planning Commission - 08 Apr 2019 - Minutes - Pdf</a>	3 - 21
<b>3. REQUESTS FROM THE FLOOR - CITIZEN COMMUNICATION ON NON- AGENDA ITEMS</b>		
<b>4. PRESENTATION</b>		
Transit Master Plan Update (Andi Howell and Michelle Poyourow)		
<b>5. OLD BUSINESS</b>		
<b>6. NEW BUSINESS</b>		
6.1.	18-034 ANN Bird Annexation  Staff recommends the Planning Commission hold a public hearing to take testimony on the proposed annexation and forward a recommendation to City Council. If the Planning Commission recommends approval of the annexation request, we suggest adding a condition of approval that the standards and criteria of the FSH overlay will apply to development of the property in accordance with the standards in effect at the time of development. <a href="#">18-034 ANN Bird Annexation - Pdf</a>	22 - 29
6.2.	Type III Design Review - Fun Time RV (18-030 DR/CUP/VAR)  Staff recommends the Planning Commission hold a public hearing to take public testimony regarding the proposal. Staff recommends the Planning Commission <b>deny</b>	30 - 164

the requested conditional use, 100 percent outdoor product display or storage of merchandise. Additionally, staff recommends Planning Commission **deny** the requested Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard.

Contrary to the staff recommendation if the Planning Commission decides to approve the requested minor conditional use and/or special variance staff recommends it be conditioned on the applicant redesign the site's landscaping plan to include landscape strips to be a minimum of 7.5-feet wide or include a wheel stop to protect the landscaping. In addition, staff has concluded the proposed landscaping does not meet the intent of 17.92.50(A) therefore the applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover of at least 75 percent of the required landscaping area for staff review and approval.

[Fun Time RV \(18-030 DR/CUP/VAR\) - Pdf](#)

## **7. ITEMS FROM COMMISSION AND STAFF**

## **8. ADJOURN**



**MINUTES**  
**Planning Commission Meeting**  
**Tuesday, March 19, 2019 City Hall- Council**  
**Chambers, 39250 Pioneer Blvd., Sandy,**  
**Oregon 97055 7:00 PM**

**COUNCIL PRESENT:** Jerry Crosby, Commissioner, Todd Mobley, Commissioner, John Logan, Commissioner, Hollis MacLean-Wenzel, Commissioner, Don Carlton, Commissioner, and Ron Lesowski, Commissioner

**COUNCIL ABSENT:**

**STAFF PRESENT:**

**MEDIA PRESENT:**

**1. Roll Call**

**2. Approval of Minutes**

2.1. Approval of Minutes - January 28, 2019

**Motion:** To approve minutes for January 28, 2019 with correction.

Moved By: Commissioner MacLean-Wenzel

Seconded By: Commissioner Mobley

Yes votes: Commissioners Carlton, MacLean-Wenzel, Logan, Mobley and Chairman Crosby

No votes: None

Abstentions: Commissioner Lesowski since he was excused from this meeting.

The motion passed.

**3. Requests From the Floor - Citizen Communication on Non- Agenda Items**

None.

**4. Presentation**

4.1. PRESENTATION: Transit Master Plan Update (Andi Howell and Michelle Poyourow)

Transit Planner Michelle Poyourow explained how the State of Oregon has

changed the funding that is now available for Transit. She explained that the change in funding from the State seems to currently align with Sandy's plan to update the Land Use and Transportation plans.

Poyourow said the first phase of the master plan will be to gather information from the general public this spring and then produce a draft master plan in the fall. A final Transit Master Plan shall be prepared by the end of the year. She explained how they are forming a stakeholder meeting that will be held on April 15th and encouraged all Commissioners to participate. Poyourow also said they will be asking the City Council for guidance on some of the bigger choices in this plan before the final draft is written.

Commissioner MacLean-Wenzel asked Poyourow if before returning to City Council she could return to the Planning Commission first as the Council looks to the Commission for Planning related issues. Poyourow agreed to return to the Planning Commission before presenting to the City Council.

Before moving on to new business, Planning and Building Director Kelly O'Neill Jr. introduced City Attorney Spencer Parsons who works at Beery, Elsner and Hammond law offices.

**5. NEW BUSINESS**

- 5.1. Public Hearing
- 5.2. 18-054 CUP Scenic Street Camp Academy Conditional Use

Staff Report - 0120

Chairman Crosby opened the public hearing on File No. 18-054 CUP (Scenic Street Camp Academy) at 7:28 p.m. Crosby noted that this is a quasi-judicial public hearing. He called for any abstentions, conflicts of interest, ex-parte contact, challenges to the jurisdiction of the Planning Commission, or any challenges to any individual member of the Planning Commission. With no declarations noted, Crosby went over the public hearing procedures for a quasi-judicial public hearing and called for the staff report.

**Staff Report:**

Associate Planner Emily Meharg summarized the staff report and addressed the background, factual information, public comments staff received, applicable criteria, and presented a brief slide show. Meharg finished her report with the summary and conclusion and staff's recommendation.

**Applicant Presentation:**

**Kevin English, Co-owner Camp Academy, 59550 E. Hwy 26, Sandy, OR 97055**

Mr. English thanked the Commission for the opportunity to hear his application and gave a brief overview of their current business model. English explained that their program is very different and that they are only working with highly structured elite athletes with Olympic aspirations.

Mr. English also explained that the program they are currently working on is being funded by the Chinese government and will continue over the next four years. He said that the best coaches in the world have been selected and all 18 coaches have moved to Sandy.

Mr. English addressed concerns by others and explained how this structured program is very different from a recreational camp. English then addressed the traffic concerns with the bus transporting students and he emphasized again how highly structured the program is. He said it is not a “hang out” scene and the students will not build anything like skateboard ramps on the property. English said they know they can’t promise zero impact to the neighborhood but can promise they are good neighbors and the athletes residing there are Olympic level ski and snowboard bound students with highly structured schedules. He explained these athletes have very high expectations put on them by their coaches as well as their own government.

**Blane Skowhede, Architect, Keystone Architecture, 12020 SE Idleman Rd., Portland, OR 97086**

Mr. Skowhede first addressed the traffic analysis and the nine gravel parking spaces on site. He suggested to wait on the traffic study and pave those parking spaces as needed.

Chairman Crosby asked the applicant the ages of the students and English said they generally range from 13 – 19 years old.

Commissioner Carlton asked for clarification on what is needed for the traffic study as the applicant only submitted a traffic analysis letter. Meharg said that would be a Public Works question as to what they require in the study. O’Neill said Commissioner Mobley could speak to this as he is the owner of Lancaster Engineering. Mobley first asked about the applicant’s operation. Mr. English said it’s a year-round operation and gave the Commission the general flow of the operation during the year. English said the students will mainly be on-site training during the summer months but will travel during the other months to New Zealand to follow the snow and will be traveling to Europe, Asia and North America to gather Olympic points. English also explained the number of

144 students was their “peak” number, but they currently have only 70 students. He mentioned they also have 30 employees, though not all those employees will live on campus as they have their own private residences. English explained a typical day for the students with three buses picking and dropping them off every day, but Sunday. Mobley said it would be a good idea to paint the picture of the seasonality of the snowboard camp in the traffic study.

Commissioner Lesowski asked staff if the application was approved tonight, would after four years (i.e. after the Olympics) it come back to the Planning Commission for another Conditional Use Permit approval. Lesowski said he doesn’t want the site “morphed” into something else over the years. City Attorney Spencer Parsons explained that the Commission can put limits and impose specific conditions on the application such as the number of vehicles on site.

English said their intended goal is to use the site long term and well beyond the next four years. He also stated that they want to restore the site and building “back to its original full glory” and breathe some life into it again.

Commissioner Carlton asked the applicant what the plan was for the students on their downtime as it sounds a bit like a prison to him. Mr. English explained that these students are a different breed and not a typical recreational athlete. Mr. Skowhede followed up to say that there will not be any skateboard ramps built as this was mentioned in one of the public comments.

**Proponent Testimony:**

None

**Opponent Testimony:**

None

**Staff Recap:**

Associate Planner Emily Meharg addressed the parking plan and the nine gravel spaces on site. She said staff would be open to the applicant’s proposal to wait and pave those nine spaces if the applicant can show they can accommodate enough spaces as is. Meharg stated that staff can re-word the conditions of approval to include a specific parking condition for those nine gravel spaces and require a parking plan for the entire site.

Meharg said staff has also requested a plan depicting where the buses will be parked on site and said the applicant could address this tonight.

Planning and Building Director Kelly O'Neill Jr. said he had a few additional items. First, he agrees with Meharg on the parking and re-wording the condition. His only concern and experience in land use planning is that if there are open parking spaces, undoubtedly they will end up being used regardless of being told not to park there. He is hesitant to allow this upfront as it would then become a code enforcement issue, which then creates an adversarial relationship between the City and the applicant.

Chairman Crosby suggested conditioning the parking so the applicant would need to move the concrete barriers in front of the gravel parking so it's not accessible to vehicles. O'Neill said he believes the better solution would be to first find out how many parking spaces the applicant needs. Once they have a final number, the applicant would then need to remove the remaining gravel parking spaces and replace them with landscaping. O'Neill said City Attorney Parsons suggested staff could also condition that the students are not allowed to drive to the site.

O'Neill then addressed the concerns from the public comments staff received. He stated that Mr. Tracy Brown sent in his comments, first requesting a traffic study that O'Neill said staff agrees with. Mr. Brown also requested a condition be placed on the applicant that the buses are not allowed to travel down Fir Street and must use Scenic or Meinig instead. O'Neill responded to Mr. Brown's request and explained to the Commission that staff cannot condition this as Fir Street is a public street and not illegal for someone from the site to use. Commissioner Carlton asked staff why they can't impose this condition and O'Neill again reiterated it is a public street and conditions can't be placed on it for use. Carlton said he doesn't understand why conditions can be placed that students can't drive to the site, but they can't condition where the buses travel. Commissioner MacLean-Wenzel explained that it's a public street whereas the site is private property. Commissioner Lesowski said he understands Mr. Brown's concerns but agrees that it's a public right-of-way and said this should be something for staff and the applicant to work out and find the best route for the buses.

MacLean-Wenzel said the fact is that the building has been underutilized for a long time. Lesowski said the bigger thing is that it's a Conditional Use in a Single Family Residential zone and said his job is to ensure that the neighbors living there are somewhat protected.

O'Neill then addressed Mr. Brown's other concern regarding the students building skate ramps on their off time at the facility. O'Neill said he believes that was well covered by the applicant but again staff can't condition the

students recreational time. O'Neill said the last thing he would do is condition anything that would encourage kids to stay inside and not be able to recreate outside. He said if there was a noise nuisance then that would be a code enforcement issue.

**Applicant Recap:**

Kevin English said he agrees with staff and thinks it's a great idea to just landscape the gravel parking spaces that are not needed.

English addressed the bus parking and explained that they will follow what the traffic/parking study shows and if it's possible to keep the buses on site. If the study shows otherwise, English said they have another off-site location where they can be parked when not in use.

**Discussion:**

The Commission discussed the buses entering and exiting the site. Chairman Crosby asked Commissioner Mobley if a traffic study will look at the bus entering and exiting and the best route for the buses. Mobley said it would especially if they were required to go back to Meinig Street. O'Neill suggested that since the buses will take the most direct route possible, make the east most driveway (closer to Fir Street) as the entrance and make the west end driveway as the exit. The buses would then exit closer to Revenue creating no reason to loop back around and go east.

Lesowski brought up concerns he has about the Conditional Use "morphing" into something else and wants to ensure the neighbors are protected. The Commission, staff and City Attorney Spencer Parsons discussed different options to ensure the use of the site does not "morph" into something different over time. O'Neill also reminded the Commission they are only approving the Conditional Use Permit for the request in front of them.

Commissioner MacLean-Wenzel expressed how exciting it is to have World Class Olympian athletes in our community and believes the application is a great use for the site. Chairman Crosby agreed that it is exciting to have these athletes in our community.

Staff Report - 0120

***Motion:*** To Close Public Hearing at 8:29 p.m.

*Moved by:* Commissioner Lesowski

*Seconded by:* Commissioner MacLean-Wenzel

*No votes:* None



*Abstentions: None  
The motion passed.*

**Motion:** *To approve File no.18-054 CUP (Scenic Street Camp Academy) with the conditions as modified by staff's recommendations and the Commission's discussion.*

*Moved by: Commissioner Lesowski*

*Seconded by: Commissioner MacLean-Wenzel*

*Yes votes: Commissioner Carlton, Lesowski, MacLean-Wenzel, Logan, Mobley and Chairman Crosby*

*No votes: None*

*Abstentions: None*

*The motion Carried.*

CARRIED.

5.3. 18-047 DR/VAR/ADJ Sandy Vault Self Storage

Staff Report - 0121

Chairman Crosby opened the public hearing on File No. 18-047 DR/VAR/ADJ (Sandy Vault Mini Storage) at 8:48 p.m. Crosby noted that this is a quasi-judicial public hearing. He called for any abstentions, conflicts of interest, ex-parte contact, challenges to the jurisdiction of the Planning Commission, or any challenges to any individual member of the Planning Commission. With no declarations noted, Crosby went over the public hearing procedures for a quasi-judicial public hearing and called for the staff report.

**Staff Report:**

Associate Planner Emily Meharg summarized the staff report and addressed the background, factual information, applicable criteria, and presented a brief slide show. Meharg finished her report covering the applicant's "biggest issues," gave staff's summary and conclusion, and finally staff's recommendations.

Planning and Building Director Kelly O'Neill Jr. went over the two public comments staff received. One was from Elie Kasab who was concerned about the applicant's buildings blocking his building. The other comment again came from Mr. Brown. On this application, Mr. Brown didn't think a pest control evaluation on the proposed site should be enforced and should be removed from staff's conditions as well as staff's recommendation to limit exterior lighting to 3,000 Kelvins.

**Applicant Presentation:**

**Tim Brenner, Axis Design Group, 52 NE 2nd St., Gresham, OR 97030**

Mr. Brenner explained that the applicant's property is a very challenging site to build and develop on. Due to this Mr. Brenner has had to be very creative on making it possible to develop, hence the reason for all the variances.

Mr. Brenner also addressed the two short access points on Champion Way and Industrial Way they must work with. He said they are bound by the new development (Tractor Supply Store) on the north side. Mr. Brenner shared diagrams with the Commission to show the relationship of the applicant's property to other new development.

**Jonathan Konkol, Axis Design Group, 52 NE 2nd St., Gresham, OR 97030**

Mr. Konkol also told the Commission that this is a very challenging site and they have interpreted the Sandy Style the best they could with the site and use that is proposed. He shared drawings of their design and explained they do agree with staff that it makes sense to have "actual" windows located in the office portion of the building.

Mr. Konkol told the Commission to take note of Building 2 as they are proposing to wrap the south façade with the Hardie Siding and split base CMU treatment. Building 2 also has significant vegetation that will remain due to being in the Wetland Mitigation Buffer Zone. Mr. Konkol explained that on the north side of Building 3 the applicant is proposing 100% metal siding for maintenance reasons.

Commissioner Mobley asked the applicant to expand upon the proposed metal siding. Mr. Brenner said it would be a pre-finished metal siding and they clarified the metal siding is only being proposed on the south side of Building 2 and north side of Building 3.

**Proponent Testimony:**

None

**Opponent Testimony:**

None

**Staff Recap:**

Associate Planner Emily Meharg did a brief recap and then staff and the Commission discussed the possible visibility of the buildings. They also

discussed the 50 percent frontage on Industrial Way, the streetscape and pedestrian access.

Planning and Building Director Kelly O'Neill Jr. stated that the applicant's presentation was one of the best visual presentations shown at a Planning Commission in Sandy. He did want to point out to the Commission to keep in mind that over time trees may fall or be removed in the Wetland Buffer Zone creating a possible visual exposure of the metal on Building 2. He also suggested the applicant "beef" up or do an extra treatment on the facades that will be highly visible.

O'Neill also explained to the Commission that they wouldn't be setting a precedent just for granting the Special Variances. He said there are special circumstances and unique sites that require variances. Staff understands the applicant's position and is trying to honor their requests with slight "tweaks" and modifications.

**Applicant Recap:**

None

**Discussion:**

Commissioner Lesowski wanted to say that he doesn't like to consider this to be a compromise and believes both parties should go into the approval with good faith. City Attorney Spencer Parsons explained the Code has allowances built into it for exactly that reason to accommodate flexibility when needed. Parsons also followed on what O'Neill said and stated the application doesn't carry precedential value just because the Planning Commission determines in this context the flexibility is warranted and doesn't necessarily carry that over to the next application.

The Commission went through staff's recommendations and denials and made adjustments during their discussion.

Staff Report - 0121

***Motion: To Close Public Hearing***

***Moved by: Commissioner Lesowski***

***Seconded by: Commissioner Logan***

***No votes: None***

***Abstentions: None***

***The motion passed.***

**Motion:** To approve File no.18-047 DR/VAR/ADJ (Sandy Vault Mini-Storage) with modifications discussed by the Commission and the direction to staff to make those adjustments.

Moved by: Commissioner Lesowski

Seconded by: Commissioner Carlton

Yes votes: Commissioner Carlton, Lesowski, MacLean-Wenzel, Logan, Mobley and Chairman Crosby

No votes: None

Abstentions: None

The motion Carried.

CARRIED.

## 6. Items from Commission and Staff

6.1.

Planning and Building Director Kelly O'Neill Jr. introduced Chris Mayton who will be appointed to the Planning Commission by the City Council on Monday April 1st, 2019. Mayton gave a brief introduction and explained how he has been looking to get involved in his community and is looking forward to serving on the Planning Commission.

6.2.

O'Neill also reminded the Commission of the next PC meeting, which is the continuance of the Jacoby Heights Subdivision. He also explained to the Commissioners who were absent that they could still participate in the continuance if they watch the first meeting and really get caught up to speed on what occurred and feel comfortable making a decision.

6.3.

O'Neill then reminded the Commission of the second meeting in April that will be held on April 22nd regarding the Dutch Brothers application. He also mentioned there may be two separate meetings in May as there are many big projects coming up. In the meantime, the Commission agreed they would have a quorum the day after Memorial Day (May 28th).

6.4.

O'Neill also provided the Commission an update on the Tree Code Committee. He said that Council provided the Tree Code Committee with clear direction and wants to see a balanced code. The first goal will be to adopt new code regulations in Chapter 17.92 (Landscaping), 17.60 (Flood Slope Hazard), and 17.102 (Urban Forestry). The plan is to have draft code language before the Planning Commission sometime in July or August so it's ready for City Council to hopefully adopt this September.

**7. Adjourn**

**Motion:** To adjourn

Moved By: Commissioner Carlton

Seconded By: Commissioner Mobley

Yes votes: All Ayes

No votes: None

Abstentions: None

The motion passed.

Chairman Crosby adjourned the meeting at 10:35 p.m.



Draft



**MINUTES**  
**Planning Commission Meeting**  
**Monday, April 8, 2019 City Hall- Council**  
**Chambers, 39250 Pioneer Blvd., Sandy,**  
**Oregon 97055 7:00 PM**

**COUNCIL PRESENT:** Don Carlton, Commissioner, Hollis MacLean-Wenzel, Commissioner, Jerry Crosby, Commissioner, John Logan, Commissioner, Todd Mobley, Commissioner, Chris Mayton, Commissioner, and Ron Lesowski, Commissioner

**COUNCIL ABSENT:**

**STAFF PRESENT:**

**MEDIA PRESENT:**

**1. Roll Call**

**2. Approval of February 25th 2019 Minutes**

**2.1. APPROVAL OF MINUTES – February 25, 2019**

**Motion:** Approval of minutes for February 25, 2019 was postponed until staff received clarification from the Planning Commission on the Motion of the Interpretation for File No. 18-025 SUB/VAR/FSH/TREE/INT (Jacoby Heights Subdivision)

**3. Requests From the Floor - Citizen Communication on Non- Agenda Items**

**3.1.**

Ms. Topliff addressed the Planning Commission over her concerns with a lack of affordable housing in Sandy. Ms. Topliff requested the Planning Commission consider allowing manufactured homes as an option for affordable housing. She handed out a packet of material stating State Law and other City code regulations on manufactured housing.

Planning and Building Director Kelly O'Neill Jr. said he believes the city's code section under SFR (Single Family Residential), R-1 (Low Density Residential) and R-2 (Medium Density Residential) allow manufactured homes on individual lots of record, but the manufactured homes must also follow the

design standards. He also mentioned there are certain restrictions such as requiring a foundation and removal of the trailer wheels/axel. O'Neill said he will follow up with Ms. Topliff.

**4. OLD BUSINESS**

- 4.1. Public Hearing
- 4.2. 18-025 continuance

Staff Report - 0128

Chairman Crosby re-opened the public hearing on File No. 18-025 SUB/VAR/FSH/TREE/INT (Jacoby Heights Subdivision) at 7:09 p.m. Crosby noted that this is a continuance from the February 25, 2019 public hearing. He asked if any members of the Commission have had any ex-parte contact since the last meeting on February 25, 2019 meeting. With no declarations noted, Crosby called for the staff report.

Since Commissioner Lesowski and Mayton were both absent from the February 25, 2019 meeting, Chairman Crosby asked both Commissioners what they have done to prepare for this meeting and if they plan to participate in the hearing and decision.

Commissioner Lesowski said he reviewed the recording online of the February meeting as well as looked over all the submitted meeting material. Lesowski stated that he feels "sufficiently immersed in the subject to carry on". Commissioner Mayton said he watched the February meeting video and reviewed the submitted meeting material. He feels comfortable enough and up to speed to carry on with this meeting.

Chairman Crosby asked the applicant and remaining Commissioners if they had any challenges to Commissioner Lesowski and Mayton participating in tonight's decision. There were no challenges stated.

**Staff Report:**

Associate Planner Emily Meharg started with a quick refresher on the requested subdivision and summarized the staff report and addressed the background, factual information, public comments staff received, applicable criteria, and went over a brief slide show. Meharg finished her report with the summary and conclusion and staff's recommendation.

**Applicant Presentation:**

**Tracy Brown, 17075 Fir Dr., Sandy, OR 97055**

Mr. Brown started his presentation by telling the Commission that he did not get a list of the recommendations from staff that he found sitting at the check-in table in the lobby tonight. Staff explained to Mr. Brown and the Commission that this was uploaded and sent to everyone a week before the meeting and can be found on page 555 online. Mr. Brown continued to tell the Commission that he never received this information from staff. Associate Planner Emily Meharg again explained how this list of recommendations was uploaded online the same time as all the uploaded documents, which was exactly a week before on Monday when the applicant requested it.

Mr. Brown then addressed the applicant's application. He made sure the Commission received his April 3rd memo re: Woodstock Ave, trees, Lot 19 as well as the additional updated letter from their arborist and his recommendations. But Mr. Brown said their biggest issue is staff's recommendation for an HOA (Home Owners Association). Brown said the applicant is concerned due to how HOA's work and end up being more of a hassle than it's worth. The applicant is instead proposing to plat lots 19-21 into the FSH (Flood Slope Hazard) Overlay and in the FSH Overlay provide a conservation easement that ensures its protection. The applicant also proposed a pedestrian easement over a portion of the tract at the 980 foot contour line. Brown explained how City property abuts the north side of the Jacoby Heights Subdivision.

Brown then addressed the fencing along Jacoby Road, the requested Geotechnical Assessment, and the Newton Street requirements. Brown also mentioned the six additional trees staff has asked the applicant to identify for preservation. He also discussed the proper tree protection zone and staff's request that the applicant hire a 3rd-party Arborist.

Mr. Brown spoke to the Commission about the 8-foot maintenance access easement. He said this is an "odd one" and wanted to point out that the area is also connected to city owned property and said he doesn't know what staff's "intent" is and stated it seems like a "sneaky way" to get a trail connection.

**Ray Moore, All County Surveyors and Planners, PO Box 955, Sandy, OR 97055**

Mr. Moore addressed the root protection zone the applicant's arborist recommended and said they plan on moving forward with those recommendations. He also discussed the FSH Overlay on the applicant's property and explained the City's code already protects the trees in the FSH Overlay and the applicant is not willing to give up an easement over the entire



FSH for pedestrians. Mr. Moore also covered what Mr. Brown discussed about the tree requirements and again stated they feel they are going above and beyond meeting the code requirements.

Mr. Moore finished by explaining to the Commission that they do not agree with the City's condition of approval from the City Engineer regarding the ADA ramp on Jacoby Rd. Moore said it's a bad idea and there is no reason to cross mid-block on Jacoby Road. He said he knows the City's concern is ADA lawsuits if there is not a ramp installed. Moore would rather be sued by these organizations than by a family that had their kid hit and killed at that intersection. Ultimately, he can engineer it and design it to satisfy the City Engineer and the applicant can live with this Condition of Approval if they must.

Commissioner Carlton asked for clarification regarding the applicant agreeing to a conservation easement. Moore said yes that is correct the applicant has agreed to this easement.

**Testimony:**

**Ben Sparkman, 19260 SE Jacoby Rd., Sandy, OR 97055**

Mr. Sparkman addressed his concern about Newton St. shifting south since it will affect his property. Mr. Sparkman's house was recently remodeled and for the sake of saving his house he wanted to get some clarification on the proposal. He said that he gave All County Surveyors and Planners access to his property so they could depict his house correctly in the site plan when discussing the shifting of Newton St. Sparkman explained shifting Newton St. south would allow him more setback on his property. He then mentioned he assumed that would then mean that Woodstock St. would shift south as well about 16 feet.

**Staff Recap:**

Associate Planner Emily Meharg stated that staff is still recommending the FSH Overlay area be contained within a tract and also be maintained by an HOA (Home Owners Association). She explained why conservation easements do not work as staff is currently working on two existing conservation easements on private property that involve code enforcement issues. Meharg said that homeowners build or do work in the conservation easement because it is their property and as property owners they feel they have the right to do "whatever they want". Staff believes the best way to protect the subject FSH Overlay area would be to either dedicate it to the City or be owned by an HOA as they originally recommended.

Meharg then addressed the pedestrian easement, the connector trail from the neighborhood and how the area could align in the future with the Tickle Creek Trail. She also went on to address the root protection zone, and the third-party arborist which she explained the City has hired before, most recently in Jewelberry Ridge and Zion Meadows. She also briefly clarified the parameters of a performance bond.

Meharg finished by speaking about Newton St. and said she doesn't believe that Newton St. is being proposed to shift entirely south. She referred to the City Engineer and Public Works Director regarding this proposal.

Planning & Building Director Kelly O'Neill Jr. first addressed Mr. Brown's comments regarding the lack of staff's justification to allow smaller than 7,500 sq. ft lots to be platted and O'Neill said he completely disagrees as the FSH Overlay location is justification enough. He explained that most homeowners don't know there is even a conservation easement on their property and over time the fences along the easement are torn down and replaced or structures are constructed in the easement as homeowners find their property pins and begin removing the natural habitat in the FSH Overlay.

O'Neill asked the Commission to please think about what is most important, the protection of the FSH Overlay area with three smaller lots or to build more homes and not ensure proper protection. Commissioner Carlton asked City Attorney David Doughman if the City has the authority to force the applicant to create a tract in the FSH Overlay and Doughman said yes, he thinks the City can and explained the rationale.

O'Neill finished covering the trees that are close to the property line and the cited obligation to protect the RPZ (root protection zone) and said the applicant can pick other trees to retain and it does not have to be an all or nothing request. He also reiterated what Meharg stated about hiring a third-party arborist as its been done just recently on similar subdivisions. He also reminded the Commission that the FSH Overlay does not necessarily protect trees because homeowners are allowed under the current code to cut down two trees legally every year with a FSH tree removal application. He knows the tree code isn't good and agrees with Mr. Moore which is why they are working to change this code section with the formation of the Tree Code Committee.

**Applicant Recap:**

During Mr. Brown's recap he again said the applicant still requests at least 7,500 sq. ft. lots as they are needed primarily for setbacks. Their preference is

to keep the lots 19-21 platted in the FSH Overlay area. He then covered the cities request for a third-party arborist and said its another unneeded expense to the applicant that serves no purpose.

Lesowski asked Brown if the applicant dedicated a maintenance access easement where it would be placed on the applicant's property. Brown said the applicant's property abuts city property and can be accessed from that point. Lesowski said he understands that but wants to know "hypothetically" where the maintenance easement would go. Since Mr. Brown could not answer this Mr. Moore said it was proposed on the east line of lot 19.

Mr. Moore quickly moved on to address Condition #79 in the list of staff's Conditions of Approval discussing the additional six trees staff is asking to save. Moore said he doesn't think they can save these additional six trees short of doing "funky stuff" to the development of the lots. Although, when he was finished, Mr. Moore stated they can probably meet it somehow. After Commissioner Lesowski asked about Newton street shifting south to the neighbors property, Mr. Moore addressed this as well and then the Commission took a brief recess before beginning their discussion.

**Discussion:**

The Commission clarified their motion on the Interpretation part of this application that was discussed and voted on during the February 25, 2019 public hearing. This clarification will be noted in the February 25, 2019 meeting minutes.

The Commission, staff, City Attorney David Doughman and the applicant's representative's Mr. Brown and Mr. Moore discussed the FSH Overlay and platting Lots 19-21. Staff recommended an HOA and to plat the lots or dedicate the property with a phase one environmental assessment complete at the applicant's expense. The applicant reiterated they do not want an HOA and do not want to spend any money on a phase one environmental assessment, but instead are okay with platting the individual lots as they have presented tonight with just a conservation easement. Commissioner Lesowski discussed the phase one environmental assessment in detail with the applicant taking a side bar to discuss. Mr. Brown stated the applicant prefers a condition that allows flexibility of either platting it with a conservation easement or dedicating it to the City without the cost of the phase one environmental assessment. He said they basically want a lot of flexibility in the condition. Lesowski said it seems like the applicant wants "the best of both worlds". After a lengthy discussion, City Attorney said the applicant can request either the City Manager or City Council to waive this fee if this

something they want to pursue. O'Neill and Doughman both stated the City has required the phase one study on land they have purchased or been donated to them. Carlton said he doesn't find it unreasonable to have the City pay for the phase one environmental assessment if they want the land.

O'Neill came up with a solution to draft something with two options and have it reviewed by the applicant and City Attorney David Doughman before the Final Order is issued. The Commission agreed.

Next they discussed the ADA Ramp on Jacoby Road and Commissioner Wenzel said they should go with the recommendation of City staff. The Commission agreed. They then removed conditions to hire a third-party arborist and remove the condition to save the six additional trees. Although there was some hesitation from Commissioner Wenzel, O'Neill suggested drafting something similar to the Marshall Ridge decision that allows the applicant to count two trees in good condition that are between 8-11 inches in DBH. They briefly discussed the root protection zone and the cul-de-sac dimensions. Carlton asked if the Public Works Director has a "random number generator" as he found different numbers discussing the same cul-de-sac and wanted to know if there was a problem. The applicant and staff said there is no problem with the cul-de-sac.

The Commission then went through all three variances and approved all three of them. The Commission also agreed on the maintenance bond.

Moved by Ron Lesowski, seconded by Hollis MacLean-Wenzel

Staff Report - 0128

**Motion:** To Close Public Hearing at 10:02 p.m.

*Moved by: Commissioner Carlton*

*Seconded by: Commissioner Lesowski*

*No votes: None*

*Abstentions:*

*The motion passed.*

**Motion:** To approve File no.18-025 SUB/VAR/FSH/TREE/INT (Jacoby Heights Subdivision) with three requested variances and to impose conditions of approval consistent with the discussion this evening.

*Moved by: Commissioner Lesowski*

*Seconded by: Commissioner Maclean-Wenzel*

*Yes votes: Commissioner Carlton, Lesowski, Maclean-Wenzel, Logan, Mayton,  
Chairman Crosby  
No votes: None  
Abstentions: None  
The motion Carried.*

CARRIED.

**5. Items from Commission and Staff**

5.1.

O'Neill went over the next few months of upcoming Planning Commission Meetings.

**6. Adjourn**

**Motion:** To adjourn

Moved By: Commissioner Lesowski

Seconded By: Commissioner Maclean-Wenzel

Yes votes: All Ayes

No votes: None

Abstentions: None

The motion passed.

Chairman Crosby adjourned the meeting at 10:11 p.m.

*Jerry Crosby*

*Thomas O'Neill*



## Staff Report

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**Meeting Date:** May 28, 2019  
**From** Emily Meharg, Associate Planner  
**SUBJECT:** 18-034 ANN Bird Annexation

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**Background:**

The subject property came into the Urban Growth Boundary (UGB) on June 2, 2017. No previous annexation requests occurred as the property was not eligible to be annexed. The applicant requests annexation and assignment of the Single Family Residential (SFR) zoning designation as identified on the conceptual zoning map.

**Recommendation:**

Staff recommends the Planning Commission hold a public hearing to take testimony on the proposed annexation and forward a recommendation to City Council. If the Planning Commission recommends approval of the annexation request, we suggest adding a condition of approval that the standards and criteria of the FSH overlay will apply to development of the property in accordance with the standards in effect at the time of development.

**Code Analysis:**

See attached

**Budgetary Impact:**

None

**REVISED STAFF REPORT MAY 23, 2019**

**SUBJECT:** File No. 18-034 ANN Bird Annexation

**AGENDA DATE:** May 28, 2019

**DEPARTMENT:** Planning and Building

**STAFF CONTACT:** Emily Meharg, Associate Planner

**Application Submitted:** July 25, 2018  
**Application Complete:** April 9, 2019  
**120-Day Deadline:** August 7, 2019

**EXHIBITS:**

**Applicant's Submittals**

- A. Land Use Application
- B. Supplemental Land Use Application
- C. Narrative
- D. Legal Description and Map
- E. Flood & Slope Hazard (FSH) Analysis Area Map
- F. Trip Generation & Transportation Planning Rule Analysis

**City Submittal Items**

- G. Vicinity Map
- H. Partition Plat 2008-036
- I. Park Facility Plan Map

**Agency Comments**

- J. ODOT (May 13, 2019)

**Public Comments**

None

**I. BACKGROUND**

**A. APPLICABLE CRITERIA & REVIEW STANDARDS**

**Sandy Development Code:** Chapter 17.12 Procedures for Decision Making; 17.18 Processing Applications; 17.22 Notices; 17.26 Zoning District Amendments; 17.34 Single Family Residential (SFR); 17.60 Flood & Slope Hazard (FSH) Overlay District; 17.78 Annexations; 17.86 Parkland and Open Space

**B. PROCEEDING**

In conformance with the standards of Chapter 17 of the Sandy Municipal Code (SMC) this application is processed as a Type IV, Quasi-Judicial Land Use Decision.

**C. FACTUAL INFORMATION**

- 1. APPLICANT/PROPERTY OWNER: Ian Bird

2. **LEGAL DESCRIPTION:** T2S R4E Section 24A, Tax Lot 801
3. **PROPOSAL:** Annex one parcel totaling approximately 6.22 acres into City limits per conceptual zoning designations.
4. **SITE LOCATION:** 19264 Jacoby Road, east of Jacoby Road, west of Langensand Road, south of the Timberline Trails subdivision
5. **SITE SIZE:** 6.22 acres
6. **SITE DESCRIPTION:** The site is located within the Sandy Urban Growth Boundary (UGB) and is contiguous to City limits at the south border of the property.
7. **COUNTY COMPREHENSIVE PLAN/ZONING:** Rural (R) Comprehensive Plan designation and Rural Residential Farm Forest 5-acre (RRFF-5) zoning designation.
8. **PROPOSED CITY COMPREHENSIVE PLAN DESIGNATION/ZONING:** Low Density Residential Comprehensive Plan designation and Single Family Residential (SFR) zoning designation.
9. **VICINITY DESCRIPTION:**  
 North: Residential property zoned RRFF-5 outside city limits but within the UGB  
 South: Residential property zoned SFR inside city limits  
 East: Residential property zoned RRFF-5 outside city limits but within the UGB  
 West: Residential property zoned RRFF-5 outside city limits but within the UGB
10. **SERVICE CONSIDERATIONS:** Future development of the property will require connection to city water and sanitary sewer service. Any future development will also require conformance with storm detention and water quality requirements.
11. **RESPONSE FROM GOVERNMENTAL AGENCIES, UTILITY PROVIDERS, AND CITY DEPARTMENTS:** ODOT submitted comments (Exhibit J) stating: "Development of this site may send trips to the Dubarko Rd/OR 211 intersection. We recommend that at the time of development, the city require the applicant to provide a traffic analysis to determine the impact on the intersection of Dubarko Rd/OR 211. If it is determined that trips go toward this intersection, we recommend that the city require them to contribute their proportionate share towards the Transportation System Plan project identified for this intersection."
12. **PUBLIC COMMENTS:** No comments received.

**D. PREVIOUS LAND USE DECISIONS:** The subject property came into the Urban Growth Boundary (UGB) on June 2, 2017. No previous annexation requests occurred as the property was not eligible to be annexed. The applicant requests annexation and assignment of the Single Family Residential (SFR) zoning designation as identified on the conceptual zoning map.

**E. SENATE BILL 1573:** Senate Bill 1573 was passed by the legislature and became effective on March 15, 2016 requiring cities whose charter requires annexation to be approved by voters to annex the property without submitting it to the voters if the proposal meets certain criteria:



(a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015; **RESPONSE:** *As shown on the Vicinity Map (Exhibit G), the subject property is located within the City's urban growth boundary.*

(b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city; **RESPONSE:** *The subject property is identified to have a Low Density Residential Comprehensive Plan designation as identified on the adopted Comprehensive Plan map.*

(c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; **RESPONSE:** *The subject property is contiguous to city limits at the south border of the property.*

(d) The proposal conforms to all other requirements of the city's ordinances. **RESPONSE:** *An evaluation of each of the city criteria follows.*

## **II. ANALYSIS OF CONFORMANCE - DEVELOPMENT CODE**

### **1. Chapter 17.26 Zoning District Amendments**

*In association with the annexation request, the applicant requests Single Family Residential (SFR) zoning to apply the underlying conceptual zoning designation determined in the 2017 Urban Growth Boundary Expansion Analysis. The applicant submitted a Trip Generation & Transportation Planning Rule (TPR) Analysis (Exhibit F), which analyzes a reasonable "worst-case" development scenario for the proposed zoning. The analysis determined the TPR is satisfied and no mitigation is necessary or recommended in conjunction with the proposed annexation.*

### **2. Zoning**

*The Zoning Map depicts a conceptual zoning designation for the property of Single Family Residential (SFR). Development requirements will be evaluated during land use review (i.e. development) of the subject property. The applicant submitted a Flood & Slope Hazard (FSH) overlay analysis area map (Exhibit E) with this application. Because this property was outside of the Urban Growth Boundary prior to the recent expansion of the UGB, the FSH area is not reflected on the City's zoning map. Thus, the zoning map will need to be updated with the newly defined FSH analysis area. Three other nearby tax lots recently annexed into the City (tax lots 900, 2000, and 2300), at least two of which have restricted development areas, including riparian areas and steep slopes. **The City shall submit a single application to update the zoning map to reflect the FSH overlay district on all four (4) tax lots (tax lots 900, 2000, 2300, and 801).** In addition, the Park Facility Plan (Exhibit I) in the adopted Parks Master Plan details a proposed off-road bike/walk trail (i.e. the future Tickle Creek Trail) on the northern half of the subject property. In the interest of clarity, the FSH overlay analysis prepared by the applicant simply identifies the area of the property that is subject to the FSH standards in Chapter 17.60. This application is not being analyzed for compliance with Chapter 17.60. That will occur at the time an application is submitted to develop the property. A future application for development will need to show compliance with the City's development code, including Chapter 17.60, based on the criteria in effect at the time development is proposed. If the annexation is approved,*

*staff recommends a condition of approval clarifying that the FSH standards and criteria in Chapter 17.60 will apply to development of the property in accordance with the standards in effect at the time of development.*

### **3. Chapter 17.78 Annexation**

**Section 17.78.15** requires the annexation is processed as a Type A, Type B, or Type C.

***RESPONSE:** The applicant requests a Type A annexation in conformance with conceptual zoning.*

**Section 17.78.20** requires that the following conditions must be met prior to beginning an annexation request:

- A. The requirement of Oregon Revised Statutes, Chapters 199 and 222 for initiation of the annexation process are met;
- B. The site must be within the City of Sandy Urban Growth Boundary (UGB);
- C. The site must be contiguous to the city or separated from it only by a public right-of-way or a stream, bay, lake or other body of water;
- D. The site has not violated Section 17.78.25.

***RESPONSE:** Oregon Revised Statute Section 199 pertains to Local Government Boundary Commissions and City-County Consolidation. Oregon Revised Statute Section 222 pertains to City Boundary Changes; Mergers; Consolidations and Withdrawals. The proposal complies with applicable requirements at this time and all notices were mailed as necessary.*

*The proposed annexation area is located within the Urban Growth Boundary (UGB) and is contiguous to city limits on the south side of the subject property.*

**Section 17.78.25** requires review of tree retention requirements per SMC 17.102 and SMC 17.60 at the time of annexation to discourage property owners from removing trees prior to annexing as a way of avoiding Urban Forestry Ordinance provisions.

- A. Properties shall not be considered for annexation for a minimum of five (5) years if any of the following apply:
  - 1. Where any trees six (6) inches or greater diameter at breast height (DBH) have been removed within 25 feet of the high water level along a perennial stream in the five years prior to the annexation application.
  - 2. Where more than two (2) trees (six (6) inches or greater DBH) per 500 linear feet have been removed in the area between 25 feet and 80 feet of the high water level of Tickle Creek in the five years prior to the annexation application.

3. Where more than two (2) trees (six (6) inches or greater DBH) per 500 linear feet have been removed in the area between 25 feet and 50 feet of the high water level along other perennial streams in the five years prior to the annexation application.
4. Where any trees six (6) inches or greater DBH have been removed on 25 percent or greater slopes in the five years prior to the annexation application.
5. Where more than ten (10) trees (11 inches or greater DBH) per gross acre have been removed in the five years prior to the annexation application, except as provided below:
  - a. Sites under one (1) acre in area shall not remove more than five (5) trees in the five years prior to the annexation application.
  - b. Sites where removal of ten (10) or fewer trees will result in fewer than three (3) trees per gross acre remaining on the site. Tree removal may not result in fewer than three (3) trees per gross acre remaining on the site. At least three (3) healthy, non-nuisance trees 11 inches DBH or greater must be retained for every one-acre of contiguous ownership.
  - c. For properties in or adjacent to the Bornstedt Village Overlay (BVO), tree removal must not result in fewer than six (6) healthy 11 inch DBH or greater trees per acre. For properties in or adjacent to the BVO and within 300 feet of the FSH Overlay District, tree removal must not result in fewer than nine (9) healthy 11 inch DBH or greater trees per acre.

Rounding: Site area shall be rounded to the nearest half acre and allowed tree removal shall be calculated accordingly. For example, a 1.5 acre site will not be allowed to remove more than fifteen (15) trees in the five years prior to the annexation application. A calculation of 1.2 acres is rounded down to one (1) acre and a calculation of 1.8 is rounded up to two (2) acres.

Cumulative Calculation: Total gross acreage includes riparian areas and other sensitive habitat. Trees removed under Sections 17.78.25(A) 2. and 3. shall count towards tree removal under Section 17.78.25(A) 5.

B. Exceptions. The City Council may grant exceptions to this section where:

1. The property owner can demonstrate that Douglas Fir, Western Red Cedar, or other appropriate native trees were planted at a ratio of at least two trees for every one tree removed no less than five years prior to the submission of the annexation application, and at least 50 percent of these trees have remained healthy; or
2. The Council finds that tree removal was necessary due to hazards, or utility easements or access; or
3. The trees were removed because they were dead, dying, or diseased and their condition as such resulted from an accident or non-human cause, as determined by a certified arborist or other qualified professional; or

4. The trees removed were nuisance trees; or
5. The trees were removed as part of a stream restoration and enhancement program approved by the Oregon Department of Fish and Wildlife as improving riparian function; or
6. The trees removed were orchard trees, Christmas trees, or commercial nursery trees grown for commercial purposes; or
7. The application of this section will create an island of unincorporated area.

**RESPONSE:** *The subject property is approximately 6.22 acres and requires retention of 19 trees 11-inches DBH or greater and in good condition. Per the submitted narrative (Exhibit C), the applicant has not removed any trees from the property within the last five years. A review of aerial photos from the five years prior to submittal of this application (2013 to the present) reveals that tree canopy has remained in a similar condition. Based solely on aerial photos staff finds that no significant tree removal has occurred on the subject property. **Prior to any future tree removal on the subject property the applicant shall apply and receive approval for a tree removal permit in compliance with Chapter 17.102. Removal of trees without a permit prior to annexation approval shall result in the property not being considered for annexation for at least five (5) years. Removal of trees without a permit after annexation shall be enforced in compliance with Chapter 17.06.***

**Section 17.78.50** contains required annexation criteria. Requests for annexation shall not have an adverse impact on the citizens of Sandy, either financially or in relation to the livability of the city or any neighborhoods within the annexation area. Generally, it is desirable for the city to annex an area if the annexation meets any of the following criteria:

- A. A necessary control for development form and standards of an area adjacent to the city; or
- B. A needed solution for existing problems, resulting from insufficient sanitation, water service, or other urban service related problems; or
- C. Land for development to meet urban needs and that meets a logical growth pattern of the city and encourages orderly growth; or
- D. Needed routes for utility and transportation networks.

**RESPONSE:** *The applicant's narrative (Exhibit C) indicates they believe annexation of the subject property meets Criterion C above. The subject property is currently surrounded by undeveloped land. While the property to the south recently annexed into the City, the properties to the north, east, and west remain outside City limits. If this property were to annex and develop at this time (i.e. prior to any of the surrounding properties), the result would be leapfrog development. The subject property does not have frontage on a public street and is accessed via an easement on a private road on the flag portions of tax lots 800 and 900; the 8.25 foot wide flag pole associated with tax*

*lot 800 is located outside City limits. The easement is for ingress, egress, and access, and does not include a utility easement. The subject property is currently land locked and has no legal access to public utilities. Developing the property in accordance with the City's standards for transportation and utility access to the property at this time would appear to be extremely difficult. Thus, at this time with existing conditions related to utilities staff is not sure that the property is a logical growth pattern of the city and encourages orderly growth in compliance with Criterion C.*

*According to the analysis done by the City Engineer during the 2017 Urban Growth Boundary Expansion Analysis the subject property was evaluated to have some of the least cost associated with sanitary sewer development. The subject property does not have access to any City utilities without acquiring an easement from one or more property owners.*

### **III.SUMMARY**

The broad purpose of the City is to provide for the health, safety, and welfare of Sandy's residents. As a means of working to accomplish this purpose, the City regulates development to ensure it occurs in appropriate locations with access to services and is consistent with the values of the community. In addition, the City must ensure that an adequate level of urban services, such as sanitary sewer, can be provided before permitting subsequent development. According to the analysis done by the City Engineer during the 2017 Urban Growth Boundary Expansion Analysis, the subject property was evaluated to have some of the least cost associated with sanitary sewer development.

Tickle Creek runs along the north portion of the property and the property contains both restricted development area (FSH overlay) and the future extension of the Tickle Creek Trail (Parks and Open Space). The FSH overlay district was mapped as part of this application; however, the zoning map still needs to be updated to reflect this change.

The proposed annexation area was brought into the Urban Growth Boundary (UGB) on June 2, 2017 with anticipation of being included in city limits. As noted above, the proposed annexation complies with the requirements found in Senate Bill 1573 passed by the Oregon Legislature in 2016 and may comply with the criteria in Chapter 17.78, depending on how the Planning Commission interprets Section 17.78.50(C) relative to the issues discussed in that portion of the staff report.

Following annexation, the subject property would be zoned Single Family Residential (SFR) as shown on the conceptual zoning map.

### **IV. RECOMMENDATION**

Staff recommends the Planning Commission hold a public hearing to take testimony on the proposed annexation and forward a recommendation to City Council. If the Planning Commission recommends approval of the annexation request, we suggest adding a condition of approval that the standards and criteria of the FSH overlay will apply to development of the property in accordance with the standards in effect at the time of development.



## Staff Report

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**Meeting Date:** May 28, 2019  
**From** James Cramer, Associate Planner  
**SUBJECT:** Fun Time RV (18-030 DR/CUP/VAR)

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### **Background:**

Jerry Fisk submitted an application seeking approval for a minor conditional use permit to increase the subject property's outdoor product display/storage of merchandise to 100 percent when Subsection 17.42.10(C)(8) limits the amount of outdoor product display/storage on a site to 10 percent as an accessory use. The application has been elevated to a Type III review and must obtain Planning Commission's approval. In addition, no building is proposed to be on the subject property and the applicant seeks a Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard. The site will be used to store and display recreational vehicles in association with the retail establishment Funtime RV on the adjacent property to the west.

### **Recommendation:**

Staff recommends the Planning Commission hold a public hearing to take public testimony regarding the proposal. Staff recommends the Planning Commission **deny** the requested conditional use, 100 percent outdoor product display or storage of merchandise. Additionally, staff recommends Planning Commission **deny** the requested Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard.

Contrary to the staff recommendation if the Planning Commission decides to approve the requested minor conditional use and/or special variance staff recommends it be conditioned on the applicant redesign the site's landscaping plan to include landscape strips to be a minimum of 7.5-feet wide or include a wheel stop to protect the landscaping. In addition, staff has concluded the proposed landscaping does not meet the intent of 17.92.50(A) therefore the applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover of at least 75 percent of the required landscaping area for staff review and approval.

### **Code Analysis:**

See attachment "Findings" for code analysis.

### **Budgetary Impact:**

None.

**PLANNING COMMISSION  
STAFF REPORT  
TYPE III LAND USE PROPOSAL**

**SUBJECT:** File No. 18-030 DR/VAR/CUP Funtime RV

**AGENDA DATE:** May 28, 2019

**DEPARTMENT:** Planning Division

**Application Submitted:** July 10, 2018  
**Additional Submittal Items:** February 7, 2019  
**Application Complete:** March 5, 2019  
**120-Day Deadline:** July 3, 2019

**STAFF CONTACT:** James A. Cramer, Associate Planner

**EXHIBITS:**

**Applicant's Submittals**

- A. Land Use Application
- B. Mailing Labels
- C. Project Narrative
- D. Civil Plans
  - Sheet C1: Cover Sheet
  - Sheet C2: Existing Conditions/Demo Plan
  - Sheet C3: Site, Grading Plan & Landscaping Plan
  - Sheet C4: Concept RV Display Layout
  - Sheet C5: Beers Avenue Plan & Landscaping Plan
  - Sheet C6: Utility Plan
  - Sheet C7: Details – City of Sandy
  - Sheet C8: Details – City of Sandy
  - Sheet C9: Details – ODOT
  - Sheet C10: Details – Detention Facility
- E. Preliminary Stormwater Report
- F. Photometric Analysis and Fixture Cut Sheet
- G. Pre-Application Notes and Staff Correspondence

**Agency Comments**

- H. City Engineer (March 22, 2019)
- I. Oregon Department of Transportation ODOT (March 22, 2019)
- J. Public Works Director (March 25, 2019)

**Supplemental Documents Provided by Staff**

- K. File No. 09-001 CUP Final Order

## **I. BACKGROUND**

### **A. PROCEEDING**

Type II Minor Conditional Use, Type II Design Review, and one Type III Special Variance.

The proposal includes the three applications/requests identified above, which vary in review types (Type II and Type III) therefore the Planning & Building Director has elevated all applications to the highest number procedure for review (Type III) per the allowance of Subsection 17.18.00.

### **B. FACTUAL INFORMATION**

1. **PROJECT NAME:** Funtime RV Design Review/Special Variance/Conditional Use Permit
2. **APPLICANT/REPRESENTATIVE:** Tracy Brown with Tracy Brown Planning Consultants, LLC
3. **OWNER:** CVP – Jerry Fisk with Red One Holdings, LLC
4. **LEGAL DESCRIPTION:** T2S R4E Section 13 BC, Tax Lot 3900
5. **SITUS ADDRESS:** 38477 Proctor Blvd.
6. **PROPERTY LOCATION:** Located on the northwest corner on the Proctor Blvd./US HWY 26 and Beers Ave. intersection.
7. **PROPERTY SIZE:** The overall site is approximately 13,985 square feet (0.32 acres).
8. **PROPOSAL:** Jerry Fisk submitted an application seeking approval for a minor conditional use permit to increase the subject property’s outdoor product display/storage of merchandise to 100 percent when Subsection 17.42.10(C)(8) limits the amount of outdoor product display/storage on a site to 10 percent as an accessory use. The application has been elevated to a Type III review and must obtain Planning Commission’s approval. In addition, no building is proposed to be on the subject property and the applicant seeks a Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard. The site will be used to store and display recreational vehicles in association with the retail establishment Funtime RV on the adjacent property to the west.
9. **COMPREHENSIVE PLAN DESIGNATION:** Retail/Commercial
10. **ZONING DISTRICT DESIGNATION:** C-1, Central Business District
11. **SERVICE CONSIDERATIONS:** The proposal does not include connecting to any public facilities except for stormwater system. The proposed stormwater system will connect to the public line located near the corner of Pleasant Street and Beers Avenue. Due to the nature of the development the applicant does not propose making improvements to or connecting to



water, sanitary sewer or fiber services. Staff finds this to be acceptable at this time and notes that any future development on this site will be required to meet the standards of Chapter 17.84.60.

**12. RESPONSE FROM GOVERNMENTAL AGENCIES, UTILITY PROVIDERS, CITY DEPARTMENTS AND THE GENERAL PUBLIC:**

- a. City Manager – No comments received
- b. Public Works Director – Exhibit J
- c. Sandy Police Department – No comments received
- d. Transit Director – No comments received
- e. City Engineer– Exhibit H
- f. PGE – No comments received
- g. Fire District No. 72 – No comments received
- h. Oregon Department of Transportation (ODOT) – Exhibit I

**C. APPLICABLE CRITERIA:**

Sandy Municipal Code (SMC): 17.12 Procedures for Decision Making; 17.18 Processing Applications; 17.20 Public Hearings; 17.22 Notices; 17.28 Appeals; 17.42 Central Business District, C-1; 17.66 Adjustments and Variances; 17.68 Conditional Uses; 17.84 Improvements with Development; 17.90 Design Standards; 17.92 Landscaping and Screening; 17.98 Parking, Loading, and Access Requirements; and Chapter 15.30 Dark Sky Ordinance

**D. BACKGROUND INFORMATION/HISTORY**

The subject property was issued a permit (Permit No. 1010) in September of 1999 for the demolition of a house in conjunction with a Fire Department controlled burning. Since the home's demolition the site has been vacant and is generally flat with an approximate 7-foot elevation between the southeast and northeast corners of the property. Currently the site has a maintained grass covering throughout the property and a split-rail fence extending the length of the south property line fronting Proctor Blvd./US HWY 26. Additionally, the site has incorporated a wire fencing material with wooden posts extending the length of the east property line fronting Beers Ave. which is currently unimproved.

The adjacent property to the west, 38415 Proctor Blvd./US HWY 26, received a Conditional Use Permit (File No. 09-001 CUP, Exhibit K) to operate an automobile, truck, marine and recreational vehicle repair facility which included retail sales of pre-owned automobiles, trucks, and parts and accessories. The business associated with this approval was known as Fred's RV. Funtime RV has since taken ownership of the site and continued the use. Per the submitted narrative, the project is "*proposed to expand the area of recreational vehicle parking and storage for the Funtime RV business located on the four lots directly west of the subject property.*" After consulting with the City's attorney, staff determined the property would have to complete one of the following options:

- A. Review the subject property as a separate site and request a special variance to Subsection 17.90.110(D)(1) eliminating the required building frontage for the site, or
- B. Review the property as a whole including the four (4) contiguous properties to the west under the same ownership (i.e. the existing Funtime RV site), and apply the existing development standards to the entire site.

When presented to the applicant and their representative, option A was the chosen path.

#### **E. PROCEDURAL CONSIDERATIONS**

This request includes a Type II Minor Conditional Use, Type II Design Review, and one Type III Special Variance. The proposal includes the three applications/requests identified above, which vary in review types (Type II and Type III) therefore the Planning Director has elevated all applications to the highest number procedure for review (Type III) per the allowance of Subsection 17.18.00.

Prior to the May 28, 2019 Planning Commission hearing the application completed the following steps to ensure the application met local and state requirements for a complete application:

- July 10, 2018 Application Received
- July 12, 2018 Incompleteness Letter Sent
- August 15, 2018 Pre-Application Meeting Held as required by the Director
- August 28, 2018 Incompleteness Letter Sent
- November 21, 2018 Meeting held with Jerry Fisk (owner)
- February 7, 2019 Resubmittal Received
- March 5, 2019 Completeness Letter Sent

## **II. ANALYSIS OF CODE COMPLIANCE**

### **CHAPTER 17.42 – CENTRAL BUSINESS DISTRICT (C-1)**

This district is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. This district is not intended for intensive automobile or industrial uses. This district is intended to provide the principal focus for civic and social functions within the community.

This commercial district is intended for civic uses and to provide all basic services and amenities required to keep the downtown the vital center of our community. While the district does not permit new low-density building types, it is not intended to preclude dwelling units in buildings containing commercial activities. All development and uses shall be consistent with the intent of the district, as well as compatible with the space, access and exposure constraints and opportunities of the central city.

***RESPONSE:*** *The proposal includes developing the subject property solely as outdoor product display or storage of merchandise for recreational vehicles. As noted within this subsection, the C-1 zone district is not intended for intensive automobile or industrial use. It can be interpreted that this section of the code refers to uses that reasonably produce an increase in the number of vehicular trips and/or increase in vehicular traffic. In addition, after review of the permitted uses within Subsection 17.42.10, it can be interpreted that "intensive automobile" use also refers to uses that are directly related to auto oriented uses such as auto dealerships. This analysis is supported in that all commercial uses allowed within the C-1 zone district require a building as detailed within Subsection 17.42.10 of this report. As detailed in this subsection, all development and uses shall be consistent with the intent of the district therefore staff finds that the proposed use of the site solely as outdoor display/storage is not consistent*

*with the intent of the district and therefore, should be denied. Additional analysis on compliance with development intent can be found within Chapters 17.66, 17.68 and 17.90 of this report.*

#### **17.42.10 PERMITTED USES**

**RESPONSE:** *Within the submitted narrative (Exhibit C) the applicant has identified the intended primary use of subject property is to be for “recreational vehicle parking and storage for the Funtime RV business located on the four lots directly west of the subject property” Subsection 17.42.10(B)(1)(a) permits retail sales of recreational vehicles in buildings with up to 30,000 square feet of gross floor area. After consultation with the City attorney, staff determined this standard finds that a building is required to be associated with the retail sales of recreational vehicles. In other words, the sale of recreational vehicles without an associated building is not a primary use permitted outright.*

*Additionally, Subsection 17.42.10(C)(8) identifies outdoor product display or storage of merchandise covering no more than 10 percent of the total retail sales area as an accessory use permitted outright. To increase the amount of permitted outdoor product display or storage of merchandise covering greater than 10 percent of the total retail sales area, the applicant is required to obtain approval of a Minor Conditional Use. The applicant has applied for a Minor Conditional Use for to increase the percentage of outdoor product display or storage of merchandise to 100 percent, further analysis of this request can be found within Chapters 17.42.20 and 17.68 of this report.*

#### **17.42.20 MINOR CONDITIONAL USES AND CONDITIONAL USES**

**RESPONSE:** *Outdoor product display or storage of merchandise covering greater than 10 percent of the total retail sales area is identified as a Minor Conditional Use within Subsection 17.42.20(A)(3). To be approved, an applicant is required to complete a Type II approval process and meet the regulations of Chapter 17.68 – Conditional Uses, which are represented within this staff report. Section 17.90.110 states that if “a conflict exists between the requirements of Chapter 17.90 and any other code provision, Chapter 17.90 shall prevail.*

*While Subsection 17.42.20(A)(3) provides the opportunity for a property owner to request an increase in outdoor display or storage of merchandise, Subsection 17.90.110(J) speaks to external storage and screening requirements associated with properties within the C-1 zone district. The intent of this section is to promote land use compatibility and aesthetics, particularly where development abuts public spaces. Subsection 17.90.110(J)(1) states that exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited.*

*As described above, the C-1 zone district permits as an accessory use “outdoor display or storage of merchandise covering no more than 10% of the total retail sales area.” Therefore, 17.90.110(J)(1) in isolation would allow a modest 10% of outdoor storage on the site as that amount is “specifically authorized as a permitted accessory use” pursuant to 17.42.10(C)(8). However, that is all that 17.90.110(J)(1) would permit. Any amount of storage beyond that modest 10% accessory threshold “is prohibited” under .110(J)(1). This is true despite the fact that the C-1 zone would allow storage exceeding 10% as a minor conditional use, as the applicant proposes here.*

*There are two reasons for this. First, the C-1 zone district allowance for more than 10% outdoor storage through a conditional use process is in conflict with Chapter 17.90.110(J)(1). Again,*

17.90.110(J)(1) prohibits outdoor storage “except as specifically authorized as a permitted accessory use.” It does not say “or as may be authorized through a conditional use permit.” As mentioned above, if there is a conflict between Chapter 17.90 and another section of the code (here, Chapter 17.42), the standard in Chapter 17.90 prevails.

Second, under any reading of 17.90.110(J)(1), the storage an applicant seeks must be “accessory” to the primary permitted use of the site. As it relates to this site-specific application, the applicant proposes the retail sales area on this site to consist of 100 percent outdoor storage. On this site, the storage is not an accessory use but rather the primary, exclusive use the applicant proposes.

For these reasons, the application for a minor conditional use should be denied.

**17.42.30 DEVELOPMENT STANDARDS**

<b>Commercial</b>	
Lot Area	No minimum
Lot Dimension	No minimum
Setbacks	No minimum; maximum 10 ft.
Lot Coverage	No maximum
Landscaping	10% minimum (includes required civic space in Section 17.90.110.)
Structure Height	45 ft. maximum
Off-Street Parking	See Chapter 17.98
Design Review Standards	See Section 17.90.110

**RESPONSE:** The proposal includes a Special Variance request to eliminate the required on-site building therefore no structures are proposed in association with the intended use, outdoor product display and storage of merchandise. The submitted landscape plan (Exhibit D, Sheet C3) indicated the site will incorporate 10 percent (1,398 square feet) of landscaping for the site.

**CHAPTER 17.66 – ADJUSTMENTS AND VARIANCES**

**17.66.60 VARIANCES**

Variations are a means of requesting a complete waiver or major adjustment to certain development standards. They may be requested for a specific lot or as part of a land division application. The Type II variance process is generally reserved for major adjustments on individual lots, while variations to development standards proposed as part of a land division are processed as a Type III application (requiring a public hearing).

**RESPONSE:** The applicant has requested a Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard.

**17.66.80 TYPE III SPECIAL VARIANCES**

The Planning Commission may grant a special variance waiving a specified provision under the Type III procedure if it finds that the provision is unreasonable and unwarranted due to the specific nature of the proposed development. In submitting an application for a Type III Special Variance, the proposed development explanation shall provide facts and evidence sufficient to enable the Planning Commission to make findings in compliance with the criteria set forth in this section while avoiding conflict with the Comprehensive Plan.

One of the following sets of criteria shall be applied as appropriate.

- A. The unique nature of the proposed development is such that:
  - 1. The intent and purpose of the regulations and of the provisions to be waived will not be violated; and
  - 2. Authorization of the special variance will not be materially detrimental to the public welfare and will not be injurious to other property in the area when compared with the effects of development otherwise permitted.
- B. The variance approved is the minimum variance needed to permit practical compliance with a requirement of another law or regulation.
- C. When restoration or replacement of a nonconforming development is necessary due to damage by fire, flood, or other casual or natural disaster, the restoration or replacement will decrease the degree of the previous noncompliance to the greatest extent possible.

**Special Variance Request:**

Subsection 17.90.110(D)(1) requires each building to be oriented to a public street or civic space. This standard is met when at least 50 percent of the subject site's street frontage is comprised of building(s) placed within 10 feet of a sidewalk or an approved civic space and not more than 20 percent of the off-street parking on a parcel as required by SDC 17.98, tract or area of land is located between a building's front façade and the adjacent street(s).

Request: There do not appear to be any unique characteristics of the subject property that differ from neighboring properties and the site planning is of the applicant's making so a Type II Variance request would have to be denied. Therefore, the applicant requests a Type III Special Variance to eliminate the building that 17.90.110(D)(1) requires in order to meet the frontage and orientation standards of this subsection.

- A. The unique nature of the proposed development is such that:
  - 1. The intent and purpose of the regulations and of the provisions to be waived will not be violated; and
  - 2. Authorization of the special variance will not be materially detrimental to the public welfare and will not be injurious to other property in the area when compared with the effects of development otherwise permitted.

***RESPONSE:*** *As identified by the applicant within the submitted narrative (Exhibit C) and within Subsection 17.90.110(D) the intent of the building orientation is to maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian*

*network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style.*

*Subsection 17.90.00 identifies objectives when evaluating Design reviews. Subsection 17.90.110(B) states an objective is to encourage aesthetically pleasing development. To support this objective 17.90.00(C) identifies five guiding principles to Sandy Style. Of the five items, four (Items No. 1, 3, 4 & 5) speak to building design, orientation, materials, landscaping, architectural style and/or building practices. Subsection 17.90.110(D) identifies elements incompatible with the Sandy Style and permits a reviewing body to deny, or require modifications to, a project when any of the items (1-11) identified within this subsection are found in a proposal.*

*As identified within 17.42.10 of this report, the C-1 zone district requires a building associated with the retail sales of the recreational vehicle sales. Within the submitted narrative (Exhibit C) the applicant has identified the intended primary use of subject property is to be for “recreational vehicle parking and storage” for recreational vehicles. To accomplish this the proposal includes paving 90 percent (12,586.5 square feet or .29 acres) of the site to use as a display area. Criteria 17.90.00(D)(3) identifies that excessive surface parking lot paving is incompatible with Sandy Style. Additionally, Subsection 17.90.00(D)(11) identifies outdoor storage as incompatible with the Sandy Style. The incompatibility of the applicant’s proposal for outdoor storage is further supported by 17.90.110(J)(1), as discussed above.*

*The proposal includes incorporating a 5-foot wide planter strip along the east and south property lines/frontages with a 25.5-foot by 25.5-foot planter area located in the subject property’s southwest corner. Within these landscaping areas the proposal includes a total of eight Red Twig Dogwood (5 gallon) plants with native grass mix at 1-pound per 1,000 square feet within the areas not occupied by the proposed plants. Additionally, the proposal includes installing a 3-foot tall chain link fence dividing the proposed pavement and landscaped areas parallel to the west property line. The intent of the landscaping and fencing is to define and enhance the visual appearance of the site; however, staff does not believe the proposed landscaping provides a combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of the proposed off-street activity from the public street which is required per the regulations of Chapter 17.92. Further analysis regarding landscaping and screening can be found within Chapter 17.92 of this report.*

*Staff believes eliminating the required building frontage and/or civic space required for the site would violate the intent and purpose of the requirement. In addition, the request to not have a building on the site does not emphasize the “Village” scale described in the guiding principles of Subsection 17.90.00(C). The removal of the required building eliminates the ability for the site to incorporate required Sandy Style elements and therefore does not support the guiding principles of Subsection 17.90.00(C). The result of eliminating the required building and/or civic space and permitting an increase in paved area to be used for outdoor storage is incompatible with Sandy Style per Subsections 17.90.00(D)(3) and 17.90.00(D)(11) and therefore is a basis for denial. Additionally, staff does not believe the proposed landscaping provides a combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of off-street parking areas/activity from the public street which is required per the regulations of Chapter 17.92 and addressed within the guiding principles of Subsection 17.90.00(C).*

- B. The variance approved is the minimum variance needed to permit practical compliance with a requirement of another law or regulation.**

**RESPONSE:** *The requested variance is not necessary to comply with another law or regulation.*

- C. When restoration or replacement of a nonconforming development is necessary due to damage by fire, flood, or other casual or natural disaster, the restoration or replacement will decrease the degree of the previous noncompliance to the greatest extent possible.

**RESPONSE:** *The proposal is not in association with the restoration or replacement of a nonconforming development due to damage by fire, flood, or other casual or natural disaster, the restoration.*

**RECOMENDATION:** *The intent of the building orientation standard is to maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style.*

*Staff believes the removal of the required building eliminates the ability for the site to incorporate required Sandy Style elements and therefore does not support the intent of the building orientation standard (Section 17.90.110(D)) or the guiding principles of Subsection 17.90.00(C). Specifically, removal of the required building does not emphasize a “village” scale as described in Subsection 17.90.00(C)(3) nor does it allow for the expression of Cascadian architectural elements, as described in 17.90.00(C)(4) and therefore violates the intent of the Sandy Style requirement. In addition, eliminating the required building frontage required for the site and introducing additional pavement for outdoor product display or storage of material violates Subsections 17.90.00(D)(3) and 17.90.00(11), both of which are defined as incompatible with the Sandy Style and are considered grounds for denial.*

*While the proposal includes landscaping to enhance and emphasize the pedestrian environment staff believes the landscaping does not meet the requirements of Chapter 17.92 therefore violating guiding principle 17.90.00(C)(1). Additionally, staff points out the request is not needed to comply with any other law or regulation and that granting the requested special variance effectively eliminates the property from having to incorporate many of the design elements identified within Chapter 17.90 further violating the intent of the requirement.*

**Staff recommends the Planning Commission deny the requested special variance to eliminate the required building frontage required by Subsection 17.90.100(D)(1).**

## **CHAPTER 17.68 – CONDITIONAL USES**

### **17.68.00 INTENT**

Certain uses listed in each zoning district require special review to determine what their effects may be to the surrounding properties, neighborhood, and community as a whole. The Minor Conditional Use Permit (Type II) and Conditional Use Permit (Type III) processes provide an opportunity to allow a use when potential adverse effects can be mitigated or deny a use if concerns cannot be resolved.

It is the intent of this chapter to permit minor conditional uses or conditional uses that are consistent with the Comprehensive Plan, subject to procedures and criteria intended to mitigate potentially negative impacts.

Procedures and review criteria for conditional development are established for the following purpose:

- A. Permit certain types of public and private development that provides a community service in locations related to their service areas.
- B. Permit commercial development in locations related to its service area.
- C. Ensure that a conditional use is compatible with its immediate area and the affected part of the community

### **17.68.10 PROCEDURES**

The applicant submitted a formal application on July 10, 2018 and received an incompleteness notice on July 12, 2018 due to no pre-application meeting being held prior to submission. After two meetings were held with the applicant, August 15, 2018 and November 21, 2018, the City received a resubmitted application packet on February 7, 2019. The submission ultimately received confirmation of completeness on March 5, 2019 thus confirming the proposal has met the requirements of Subsection 17.68.10.

The complete proposal included multiple applications with varying review types (Type II and Type III) and the Planning Director chose to elevate all applications to the highest number procedure for review (Type III) per the allowance of Subsection 17.18.00.

### **17.68.20 REVIEW CRITERIA**

The Planning Commission (Conditional Use Permit) through a Type III process may approve an application, approve with modifications, approve with conditions, or deny an application for a conditional use permit after a public hearing. The applicant must submit evidence substantiating that all requirements of this code relative to the proposed use are satisfied and consistent with the purposes of this chapter, policies of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council.

The following criteria and compatibility factors shall be considered:

- A. The use is listed as either a minor conditional use or conditional use in the underlying zoning district or has been interpreted to be similar in use to other listed conditional uses.

***RESPONSE:** The subject property is zoned Central Business District (C-1). "Outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area" is listed as a Minor Conditional Use within the C-1 zone district. However, the applicant must still demonstrate that "all the requirements of this code relative to the proposed use are satisfied." As discussed above and throughout this staff report, 17.90.110(J)(1) ultimately prohibits outdoor storage covering more than 10 percent of this site.*

- B. The characteristics of the site are suitable for the proposed use considering the size, shape, location, topography, and natural features.



**RESPONSE:** *The subject property is relatively flat with a minimum elevation change of approximately 7-feet between the southeast and northeast corners of the property lending itself suitable for the proposed use based on topography. The size and shape lend itself to accommodating the proposed use as the applicant has demonstrated the ability to plan the site accordingly to their needs. No natural features are observed on the subject property.*

*The subject property is located within the C-1 zone district which is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. A review of the permitted primary uses within Chapter 17.42.10 identifies that all commercial uses within the C-1 zone district are required to have a building associated with development while the permitted accessory use of outdoor display or storage of merchandise is limited to 10 percent of the retail sales area. In addition, the C-1 zone district is intended to provide the principal focus for civil and social functions within the community, which includes emphasizing a "village" scale development with Cascadian design elements to enhance the pedestrian experience.*

*The proposal includes a request for a Special Variance (Chapter 17.66 of this report) to eliminate the required building and use the site for "recreational vehicle parking and storage." Should the Minor Conditional Use be approved the applicant will pave 90 percent (12,586.5 square feet or .29 acres) of the site to use as a display area for recreational vehicles. Criteria 17.90.00(D)(3) identifies that excessive surface parking lot paving is incompatible with Sandy Style. Additionally, Subsection 17.90.00(D)(11) identifies outdoor storage as incompatible with the Sandy Style.*

*While Subsection 17.92.110 exempts recreational vehicle sales from screening outdoor storage, Subsection 17.42.10(C)(8) limits outdoor product display of goods/merchandise to 10 percent of the retail sales area within the C-1 zone district without obtaining a Minor Conditional Use. Comparing the two subsections it is interpreted that the proposed use of 100 percent outdoor storage is incompatible with the C-1 zone district based on allowed uses within the base zone. Furthermore, Subsection 17.90.110(J)(1) strictly prohibits external storage of merchandise unless specifically authorized as a permitted accessory use. The applicant's request is to have outdoor product display and storage as the sole (and therefore primary) use on the site and not as a permitted accessory use; therefore, the request must meet the requirements of Subsection 17.90.110(J)(1).*

*The proposed elimination of the required building and increased pavement on site within the C-1 zone district eliminates the ability for the site to incorporate required Sandy Style elements and therefore is not suitable for the site as it relates to neighboring properties. **Additionally, Subsection 17.90.00(D)(3) identifies excessive surface parking lot paving as incompatible with Sandy Style and therefore grounds for denial.***

- C. The proposed use is timely considering the adequacy of the transportation systems, public facilities and services existing or planned for the area affected by the use.

**RESPONSE:** *It is unlikely the proposed use, outdoor product display or storage of merchandise, will generate additional trips to the site and therefore analysis of traffic impact was not required of the applicant. The proposal does not include connecting to any public*

*facilities except for the stormwater system. The proposed stormwater system will connect to the public line located near the corner of Pleasant Street and Beers Avenue. Due to the nature of the development the applicant does not propose making improvements to or connecting to water, sanitary sewer or fiber services. Staff finds this to be acceptable at this time and notes that any future development on this site will be required to meet the standards of Chapter 17.84.60.*

- D. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, precludes, or impairs the use of surrounding properties for the primary uses listed in the underlying zoning district.

**RESPONSE:** *All abutting parcels to the subject site are within City limits and are zoned Central Business District (C-1), which permits the same uses and requires the same site and building design regulations. The site is located towards the west end of Sandy’s downtown center.*

*Adjacent properties are as follows:*

<i>North</i>	<i>Multi-Family Residential</i>
<i>East</i>	<i>Beers Avenue Right-of-Way</i>
	<i>Retail – Timberline Meat</i>
<i>South</i>	<i>Proctor Blvd./US HWY 26 Right-of-Way</i>
	<i>Eating/Drinking Establishment – Taco Time</i>
<i>West</i>	<i>Retail Sales – Funtime RV</i>

*The proposed use is outdoor product display or storage of merchandise to be associated with the retail business located on the neighboring four properties, Funtime RV. As mentioned within Item B above, staff does not believe the proposed use creates an additional mix of use for the central business district. In addition, the proposed increased amount of pavement on site violates approval criteria 17.90.00(D)(3) as well as eliminates the ability for the site to incorporate required Sandy Style elements. In addition, Subsection 17.90.00(D)(11) indicates that visible outdoor storage is incompatible with Sandy Style. **Therefore, staff concludes that the proposed use is not compatible with the intended surrounding uses and should be denied.***

- E. The proposed use will not result in the use of land for any purpose which may create or cause to be created any public nuisance including, but not limited to, air, land, or water degradation, noise, glare, heat, vibration, or other considerations which may be injurious to the public health, safety, and welfare.

**RESPONSE:** *While the adjacent property to the west has historically been used as a recreational vehicle retailer and repair services since issued a Conditional Use permit in 2009, the proposed use has the ability to add air, noise and glare pollutants on to neighboring properties due to the nature of the merchandise being sold. The west adjacent property is the existing Funtime RV location, therefore it is reasonable to conclude they will not be negatively affected by the proposed use as well as the properties to the east and south as they are separated by right-of-way which generate additional noise, glare and pollution due to traffic. Both the existing and proposed sites will be directly adjacent south and west*

*from a multi-family residential dwelling which has the ability to be most effected by vehicle discharge from the subject property.*

- F. The proposed use will be reasonably compatible with existing or planned neighboring uses based on review of the following:

1. Basic site design (organization of uses on the site)

**RESPONSE:** *The proposal includes a variance to eliminate the required building associated with retail as well as increase the outdoor product display or storage of merchandise above the allowed maximum. This use is not compatible with surrounding allowed uses in that it creates an excessive surface paving area which has been determined to be incompatible with the Sandy Style design per Subsection 17.90.00(D)(3) and is therefore grounds for denial. In addition, Subsection 17.90.00(D)(11) indicates that visible outdoor storage is incompatible with Sandy Style therefore it is concluded that the proposed use is not compatible with the intent of the code and should be denied or modified. In addition, 17.90.110(J)(1) prohibits outdoor storage exceeding 10 percent of the site.*

2. Visual elements (scale, structural design and form, materials, and so forth)

**RESPONSE:** *The proposal includes a request for a variance to eliminate the required building associated with retail as well as a request for a minor conditional use to increase the outdoor product display or storage of merchandise above the allowed maximum. By eliminating the required building, the proposal eliminates the ability to meet the building design elements of Chapter 17.90 and therefore the guiding principles of 17.90.00(C). As a result, the proposal creates an excessive surface paving area for the outdoor storage of recreational vehicles, which has been determined to be incompatible with the Sandy Style design per Subsections 17.90.00(D)(3) and 17.90.00(D)(11) and is therefore grounds for denial.*

*The proposal includes 5-foot wide landscaping strips on the east and south property lines as well as a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. Within these landscaping areas the proposal includes native grass mixture throughout with a total of eight Red Twig Dogwood plants. Additionally, the proposal includes installing a 3-foot tall chain link fence dividing the proposed pavement and landscaped areas parallel to the west property line. The intent of the landscaping and fencing is to define and enhance the visual appearance of the site; however, staff does not believe the proposed landscaping provides a combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of the proposed off-street activity from the public street, which is required per the regulations of Chapter 17.92. Further analysis regarding landscaping and screening can be found within Chapter 17.92 of this report.*

3. Noise

**RESPONSE:** *The proposal has minimal landscaping on the east and south property lines; however, due to the noise generated by Proctor Blvd./US HWY 26 and Beers Avenue it is unlikely that the proposed use will create any additional noise nuisance for these properties. Additionally, the adjacent property to the west is the existing site of Funtime RV therefore it is reasonable to conclude they will not be negatively affected by noise. The adjacent property to the north is a multi-family residential development therefore it is reasonable to conclude the proposed use will increase noise permeating onto the property. Potential noise concerns include engine ignitions and/or idling, reversing indicators, mechanical equipment*

associated with recreation vehicles being stored as well as patron and/or employee discussions. While the recreational vehicles proposed to be stored onsite have the potential of creating additional noise to the site it also can soften some of the traffic noise generated by US HWY 26.

#### 4. Noxious odors

**RESPONSE:** The adjacent property to the west is the existing site of Funtime RV therefore it is reasonable to conclude they will not be negatively affected by noxious odors. The properties to the east and south are separated from the subject property by right-of-way and are adjacent to US HWY 26 and Beers Avenue therefore it is reasonable to conclude that the proposed use will not have a substantial impact on them regarding noxious odors.

The adjacent property to the north is a multi-family residential development therefore it is reasonable to conclude the proposed use will increase the amount of noxious odors permeating onto the property due to engine exhaust.

#### 5. Lighting

**RESPONSE:** The proposal includes exterior lighting of the parking lot. Detailed analysis of the proposed lighting can be found within Section 17.90.100(H) and Chapter 15.30 of this report.

#### 6. Signage

**RESPONSE:** The applicant will be required to obtain a permit for any proposed signage.

#### 7. Landscaping for buffering and screening

**RESPONSE:** The intent of the landscaping and fencing is to define and enhance the visual appearance of the site. The proposal includes the minimum landscaping requirements for the C-1 zone district (10 percent). The proposal includes 5-foot wide landscaping strips on the east and south property lines as well as a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. Within these landscaping areas the proposal includes native grass mixture throughout with a total of eight Red Twig Dogwood plants. Additionally, the proposal includes installing a 3-foot tall chain link fence dividing the proposed pavement and landscaped areas parallel to the west property line. The chain-link fence includes a gate at the north end of the property for ingress/egress access.

Staff does not believe the proposed landscaping provides a combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of the proposed off-street activity from the public street which is required per the regulations of Chapter 17.92. Further analysis regarding landscape and screening can be found within Chapter 17.92 of this report.

Additionally, Subsection 17.90.110(J) speaks to external storage and screening requirements associated with properties within the C-1 zone district. The intent of this section is to promote land use compatibility and aesthetics, particularly where development abuts public spaces. Within this Chapter, Subsection 17.90.110(J)(1) states that exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited. The C-1 zone district permits "Outdoor display or storage of merchandise covering no more than 10% of the total retail sales area" as an accessory use; however, the

*proposed Minor Conditional Use is to have 100 percent outdoor display or storage of merchandise. While the property is being associated with the neighboring business it is being reviewed on its own merit resulting in the proposed use, outdoor product display or storage of merchandise, being the primary use of the property rather than accessory.*

***Due to the requested outdoor display or storage of merchandise percentage the proposed use can not be classified as a permitted accessory use and therefore should be denied based on Subsection 17.90.110(J)(1).***

8. Traffic

***RESPONSE:*** *It is unlikely the proposed use, outdoor product display or storage of merchandise, will generate additional trips to the site and therefore analysis of traffic impact was not required of the applicant.*

9. Effects on off-street parking

***RESPONSE:*** *The proposal should not adversely affect on-street or off-street parking capacity. The proposed use is outdoor product display or storage of merchandise to be associated with the retail business located on the neighboring four properties, Funtime RV, which has off-street parking to accommodate both patrons and employees of the business. Additional analysis of onsite parking has been detailed within Section 17.98 of this report.*

10. Effects on air quality and water quality

***RESPONSE:*** *The proposed improvements has the ability to generate air and water pollutants due to vehicle discharge. **The project shall comply with all applicable state and federal environmental standards.***

***RECOMENDATION:*** *The C-1 zone district is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. While intending on catering to the needs of stakeholders the C-1 zone district is also intended to provide the principal focus for civil and social functions within the community. To support this intent Subsection 17.90.00(C) has identified a set of principles to support the civil and social functions of the community through the implementation of the Sandy Style aesthetic while Subsection 17.90.00(D) identifies elements that are incompatible with the Sandy Style which are cause for denial or modification.*

*The proposed minor conditional use is to increase the percentage of outdoor product display or storage of merchandise to 100 percent to use the site in association with the adjacent property to the west, Funtime RV. Should the Minor Conditional Use be approved the applicant will pave 90 percent (12,586.5 square feet or .29 acres) of the site to use as a display area for recreational vehicles. Criteria 17.90.00(D)(3) identifies that excessive surface parking lot paving is incompatible with Sandy Style. Additionally, Subsection 17.90.00(D)(11) identifies outdoor storage as incompatible with the Sandy Style. Furthermore, Subsection 17.90.110(J)(1) states that exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited. While the property is associated with the neighboring business it is being reviewed on its own merit resulting in the proposed use, outdoor product display or storage of merchandise, being the primary use of the property rather than accessory.*

*Due to the approval criteria of Subsection 17.90.00(D)(3) and 17.90.00(D)(11), staff has determined the proposed use does not meet several of the conditional use criteria for approval. As detailed within this chapter, criterion B, D and F are not met due to the proposed use and associated development's incompatibility with the surrounding uses and character as it relates to site design, visual elements, and landscaping provisions. In addition, 17.90.110(J)(1) prohibits outdoor storage exceeding 10 percent of the site; therefore, staff recommends the PC deny the minor conditional use as presented.*

## **CHAPTER 17.84 – IMPROVEMENTS REQUIRED WITH DEVELOPMENT**

This chapter provides general information regarding improvements required in association with development, and it clarifies the timing, extent, and standards for public and private improvements.

### **17.84.20 TIMING OF IMPROVEMENTS**

- A. All improvements required by the standards in this chapter shall be installed concurrently with development, as follows:
  - 1. Where a land division is proposed, each proposed lot shall have required public and franchise utility improvements installed or financially guaranteed in accordance with the provisions of Chapter 17 prior to approval of the final plat.
  - 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:*** *The submission does not include a proposed land division therefore 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. Preliminary approval does not connote utility or public improvements plan approval which will be reviewed and approved separately upon submittal of public improvement construction plans.*

### **17.84.30 PEDESTRIAN AND BICYCLIST IMPROVEMENTS**

- 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.
  - 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.
  - 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 4 feet in width
    - c) Eliminate landscape strips

- d) Narrow on-street improvements by eliminating on-street parking
- e) Eliminate sidewalks
- 4. The timing of the installation of sidewalks shall be as follows:
  - a) Sidewalks and planted areas along arterial and collector streets shall be installed with street improvements, or with development of the site if street improvements are deferred.
  - b) Sidewalks along local streets shall be installed in conjunction with development of the site, generally with building permits, except as noted in (c) below.
  - c) Where sidewalks on local streets abut common areas, drainageways, or other publicly owned or semi-publicly owned areas, the sidewalks and planted areas shall be installed with street improvements.

**RESPONSE:** *This proposal indicates that Beers Avenue will include an eight-foot wide curb-tight sidewalk with street trees in 48" x 48" tree wells 30 feet on center. The applicant shall update the plans to include brick paver strips and scoring pattern matching the existing sidewalks in the Urban Renewal Area along Beers Avenue. The existing curb cut on Proctor is not in use and has been abandoned for some time therefore the curb cut shall be eliminated and replaced with standard Type C curb per 17.100.90(C) SMC.*

*Per ODOT requirements (Exhibit I) the applicant shall install metal tube supports and signs per ODOT Standard Drawing TM490, Crosswalk Closure Detail (Exhibit I) on both the north and south sides of the west leg of Proctor Blvd./US HWY 26 and Beers Avenue.*

*The applicant shall update and submit plans indicating all of Proctor Blvd. frontage includes a six-foot wide sidewalk adjacent to the property line with the remaining right-of-way developed as a planter strip with approved street trees 30 feet on center per 17.84.30(A)2 SMC.*

*Additionally, this proposal includes upgrading the existing ADA ramp located at the northwest corner of the Proctor/US HWY 26 and Beers Avenue intersection. The ADA ramp shall be replaced with ADA-compliant ramps and the new curb return transition to the improvements on Beers Avenue shall mirror the existing curb extension on the east side of Beers Avenue.*

*Street tree analysis has been completed and is documented within Section 17.92 of this report.*

- B. Safe and convenient pedestrian and bicyclist facilities that strive to minimize travel distance to the extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, public transit stops, school transit stops, and neighborhood activity centers such as schools and parks, as follows:
  - 1. For the purposes of this section, "safe and convenient" means pedestrian and bicyclist facilities that: are reasonably free from hazards which would interfere with or discourage travel for short trips; provide a direct route of travel between destinations; and meet the travel needs of pedestrians and bicyclists considering destination and length of trip.
  - 2. To meet the intent of "B" above, right-of-ways connecting cul-de-sacs or passing through unusually long or oddly shaped blocks shall be a minimum of 15 ft. wide with 8 feet of pavement.
  - 3. 12 feet wide pathways shall be provided in areas with high bicycle volumes or multiple use by bicyclists, pedestrians, and joggers.

4. Pathways and sidewalks shall be encouraged in new developments by clustering buildings or constructing convenient pedestrian ways. Pedestrian walkways shall be provided in accordance with the following standards:
  - a) The pedestrian circulation system shall be at least five feet in width and shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site to minimize out of direction pedestrian travel.
  - b) Walkways at least five feet in width shall be provided to connect the pedestrian circulation system with existing or planned pedestrian facilities which abut the site but are not adjacent to the streets abutting the site.
  - c) Walkways shall be as direct as possible and avoid unnecessary meandering.
  - d) Walkway/driveway crossings shall be minimized. Internal parking lot design shall maintain ease of access for pedestrians from abutting streets, pedestrian facilities, and transit stops.
  - e) With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or vehicle maneuvering areas by grade, different paving material, painted crosshatching or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City. (This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on site unless an unusual parking lot hazard exists).
  - f) Pedestrian amenities such as covered walk-ways, awnings, visual corridors and benches will be encouraged. For every two benches provided, the minimum parking requirements will be reduced by one, up to a maximum of four benches per site. Benches shall have direct access to the circulation system.

**RESPONSE:** *The proposal includes sidewalk infrastructure that meets the dimensional standards of the code. The site includes a gate located within the northeast portion the property. The ingress/egress of this access point has the potential to create conflict between pedestrians and vehicle access into the site at this location. The applicant shall complete one of the following options:*

- A. *A gate is proposed at the proposed Beers Ave. driveway approach to the sales lot. The proposed driveway throat shall be deep enough to allow an RV and tow vehicle to pull into the site without interfering with traffic on Beers Ave. or blocking the sidewalk, or*
- B. *A gate is proposed at the entrance to the sales lot. In order to prevent an RV and tow vehicle entering or exiting the site from interfering with traffic on Beers Ave. or blocking the sidewalk the gate shall be motorized and remotely operated to allow entrance and exit to and from the approach without stopping in the public right-of-way.*

*In order to provide safety for pedestrians the applicant shall demonstrate compliance with street frontage improvements including lighting and storm drainage per 17.84.80 (G) SMC upon submission of construction plans. Detailed analysis of the proposed pedestrian and bicyclist improvements shall be completed during the construction plans review process.*

#### **17.84.40 TRANSIT AND SCHOOL BUS TRANSIT REQUIREMENTS**

- A. Development sites located along existing or planned transit routes shall, where appropriate, incorporate bus pull-outs and/or shelters into the site design. These improvements shall be installed in accordance with the guidelines and standards of the transit agency. School bus pull-outs and/or



shelters may also be required, where appropriate, as a condition of approval for a residential development of greater than 50 dwelling units where a school bus pick-up point is anticipated to serve a large number of children.

- B. New developments at or near existing or planned transit or school bus transit stops shall design development sites to provide safe, convenient access to the transit system, as follows:
  - 1. Commercial and civic use developments shall provide a prominent entrance oriented towards arterial and collector streets, with front setbacks reduced as much as possible to provide access for pedestrians, bicycles, and transit.
  - 2. All developments shall provide safe, convenient pedestrian walkways between the buildings and the transit stop, in accordance with the provisions of 17.84.30 B.

**RESPONSE:** *The site is located within the Central Business District (C-1) of the City and is near the existing SAM Transit Station available to the public. With improved sidewalk and crossing infrastructure, staff does not believe the proposal warrants any additional amenities or additional improvements.*

#### **17.84.50 STREET REQUIREMENTS**

- A. Traffic evaluations may be required of all development proposals in accordance with the following:
  - 1. A proposal establishing the scope of the traffic evaluation shall be submitted for review to the City Engineer. The evaluation requirements shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. Large projects should assess all nearby key intersections. Once the scope of the traffic evaluation has been approved, the applicant shall present the results with and an overall site development proposal. If required by the City Engineer, such evaluations shall be signed by a Licensed Professional Civil Engineer or Licensed Professional Traffic Engineer licensed in the State of Oregon.
  - 2. If the traffic evaluation identifies level-of-service conditions less than the minimum standard established in the Transportation System Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with a development proposal.

**RESPONSE:** *It is unlikely the proposed use, outdoor product display or storage of merchandise, will generate additional trips to the site and therefore analysis of traffic impact was not required of the applicant.*

- D. Development sites shall be provided with access from a public street improved to City standards in accordance with the following:
  - 1. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrent with development.
  - 2. Half-street improvements are considered the minimum required improvement. Three-quarter-street or full-street improvements shall be required where traffic volumes generated by the development are such that a half-street improvement would cause safety and/or capacity problems. Such a determination shall be made by the City Engineer.
  - 3. To ensure improved access to a development site consistent with policies on orderly urbanization and extension of public facilities the Planning Commission or Director may require off-site improvements concurrent with development. Off-site improvement requirements upon the site developer shall be reasonably related to the anticipated impacts of the development.

4. Reimbursement agreements for  $\frac{3}{4}$  street improvements (i.e., curb face to curb face) may be requested by the developer per Chapter 12 of the SMC.
5. A  $\frac{1}{2}$  street improvement includes curb and pavement 2 feet beyond the center line of the right-of-way. A  $\frac{3}{4}$  street improvement includes curbs on both sides of the side and full pavement between curb faces.

**RESPONSE:** *The proposed street network adjacent to the subject property's east frontage is proposed to be improved and **detailed analysis of the existing right-of-way infrastructure shall be submitted and reviewed during the construction plans review process.** The proposal includes a gate located within the northeast portion the property. The ingress/egress of this access point has the potential to create conflict between pedestrians and vehicle access into the site at this location. **The applicant shall complete one of the following options:***

- A. *A gate is proposed at the proposed Beers Ave. driveway approach to the sales lot. The proposed driveway throat shall be deep enough to allow an RV and tow vehicle to pull into the site without interfering with traffic on Beers Ave. or blocking the sidewalk, or*
- B. *A gate is proposed at the entrance to the sales lot. In order to prevent an RV and tow vehicle entering or exiting the site from interfering with traffic on Beers Ave. or blocking the sidewalk the gate shall be motorized and remotely operated to allow entrance and exit to and from the approach without stopping in the public right-of-way.*

**Per ODOT review (Exhibit I) the applicant shall close the access (i.e. curb cut) to Proctor Blvd./US HWY 26 and replace with curb and sidewalk to ODOT and ADA Standards. In addition, the applicant shall record a cross access easement to the adjacent properties with state highway frontage with the County Assessor to facilitate shared access. Any work to be completed within the highway right-of-way (Proctor Blvd./US HWY 26) requires an ODOT Miscellaneous Permit to be completed, including tree planting.**

#### **17.84.60 PUBLIC UTILITY EXTENSIONS**

- A. All development sites shall be provided with public water, sanitary sewer, and storm drainage.
- B. Where necessary to serve property as specified in "A" above, required public utility installations shall be constructed concurrent with development.
- C. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrent with development.
- D. As necessary to provide for orderly development of adjacent properties, public utilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).
- E. All public utility installations required with development shall conform to the City's facilities master plans.
- F. Private on-site sanitary sewer and storm drainage facilities may be considered provided all the following conditions exist:
  1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
  2. The development site remains in one ownership and land division does not occur (with the exception of land divisions that may occur under the provisions of 17.84.50 F above);

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits and/or authorization to proceed with construction is issued prior to commencement of work.

**RESPONSE:** *The proposal does not include connecting to any public facilities with the exception of stormwater system to the public line located near the corner of Pleasant Street and Beers Avenue. Due to the nature of the development the applicant does not propose making improvements to or connecting to water, sanitary sewer or fiber services for the subject site. Staff finds this to be acceptable at this time and notes that any future development on this site will be required to meet the standards of Chapter 17.84.60.*

## **CHAPTER 17.90 – Design Standards**

### **17.90.00 INTENT**

**RESPONSE:** *This section of Chapter 17.90 details the objectives, guidelines, consideration and incompatible criteria associated with development within the City of Sandy as it pertains to the Design Reviews. The proposal includes a Type II Design review which has been elevated to a Type III by the Planning Director per the allowance of Subsection 17.18.00. Staff finds this chapter an integral part of the Design Review process as it details the specific requirements associated with individual zone districts to ensure the intent of the zone district implementation of the Sandy Style is achieved. Additional analysis with regards to the proposed use/development and its compatibility with the required design standards can be found within Chapters 17.66 and 17.68 of this report.*

### **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 site improvements with regards to landscaping and pavement for the outdoor display or storage of merchandise therefore the standards of Chapter 17.90 apply to the subject property. The submitted narrative (Exhibit C) explains that “because the proposal is limited in scope and does not include construction or renovation of a building, the majority of code standards in this Chapter are not applicable and have not been addressed in the narrative.”*

*While the proposal has requested a Special Variance to eliminate the required building, it is important for analysis of the code to be completed to ensure the intent of Chapter 17.90 is met.*

## 17.90.110 DOWNTOWN AND VILLAGE COMMERCIAL (C-1 AND C-3) DESIGN STANDARDS

Development in the C-1 and C-3 districts shall conform to all of the following standards, as applicable. Where a conflict exists between the requirements of this Chapter and any other code provision, this Chapter shall prevail.

**RESPONSE:** *The subject property is located within the C-1 zone district.*

### A. Site Layout and Vehicle Access

Intent: To provide for compact, walkable development, and to design and manage vehicle access and circulation in a manner that supports pedestrian safety, comfort and convenience. (Figures 17.90.110-C and 17.90.110-D)

1. All lots shall abut or have cross access to a dedicated public street. **RESPONSE:** *The subject property abuts Proctor Blvd./US HWY 26 and Beers Avenue.*
2. All lots that have access to a public alley shall provide for an additional vehicle access from that alley. **RESPONSE:** *N/A*
3. Off-street parking shall be located to the rear or side of buildings with no portion of the parking lot located within required setbacks or within 10-feet of the public right-of-way, as shown in Figure 17.90.110(C). When access must be provided directly from a public right-of-way, driveways for ingress or egress shall be limited to one per 150 ft. For lots with frontage of less than 150 ft. or less, shared access may be required. **RESPONSE:** *The proposal does not include additional parking and has requested a Special Variance to eliminate the required building. Further analysis regarding the requested variance can be found within Chapter 17.66 of this report.*
4. Adjacent parking lots shall be connected to one another when the City determines it is practicable to do so. Developments shall avoid creating barriers to inter-parcel circulation. **RESPONSE:** *The subject property and the adjacent property to the west, Funtime RV, will remain under the same ownership and function as one site. The proposal includes paving the subject property to the west property line where an approximate 27 feet wide access way, located in the southern portion of the site, will allow for cross access/circulation between the properties.*
5. Urban design details, such as raised or painted pedestrian crossings and similar devices incorporating changes in paving materials, textures or color, shall be used to calm traffic and protect pedestrians in parking areas. **RESPONSE:** *The proposal does not include interior pedestrian or civic space.*
6. Where openings occur between buildings facing Proctor Boulevard or Pioneer Boulevard, pedestrian ways shall connect the street sidewalk to any internal parking areas. Development shall avoid creating barriers to pedestrian circulation. **Response:** *The proposal includes a Special Variance request to eliminate the required on-site building.*
7. Parking lots may include public alley accessed garages at the rear property line, except where a setback is required for vision clearance or to conform to other city standards. **RESPONSE:** *N/A*
8. Raised walkways or painted crossings from the public street sidewalk to the building entrance(s) are required. Crosswalks through parking lots and drive aisles shall be constructed of a material contrasting with the road surface or be painted (e.g., colored concrete inlay in asphalt). **RESPONSE:** *The proposal includes a Special Variance request to eliminate the required on-site building.*

9. Joint use of access points and interconnections and cross-over easements between parcels shall be required, where the City determines it is practicable and necessary. A development approval may be conditioned to require a joint use access easement and interconnecting driveways or alleys to comply with access spacing and other applicable code requirements. **RESPONSE:** *As detailed in Item No. 4 above, the subject property and the adjacent property to the west, Funtime RV, will remain under the same ownership and function as one site. The proposal includes paving the subject property to the west property line where an approximate 27 feet wide access way, located in the southern portion of the site, will allow for cross access/circulation between the properties. The applicant has expressed the belief that a cross-over easement does not make sense for the site. Due to the fact that both properties are under the same ownership and the proposal is intended on being an extension of the Funtime RV business, staff does not believe a cross-over easement is necessary at this time.*
10. Connection to Adjacent Properties: The location of any real improvements to the property must provide for a future street and pedestrian connection to adjacent properties where the City determines this is practicable and necessary. **RESPONSE:** *No future street concept required for this proposal.*
11. Through lots and corner lots may be permitted with two access points, one onto each abutting street, where necessary to serve a centralized, shared parking facility. Such access points must conform to the above access spacing requirements and parking must be internalized to the property. **RESPONSE:** *The proposal includes one access point that will serve as a secondary access point with a gate to eliminate the ability for continuous traffic at this location.*
12. Free-standing buildings shall be connected to one another with a seamless pedestrian network that provides access to building entrances and civic spaces. **RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building. Further analysis regarding the requested variance can be found within Chapter 17.66 of this report.*

## **B. Building Facades, Materials, and Colors**

Intent: To provide building façades, materials and colors consistent with the Sandy Style. For purposes of interpreting the Sandy Style, representative illustrations and photos are provided. (Figures 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, 17.90.110-I, Color Palettes (Appendices C and D), and photos (Appendix E))

1. **Articulation.** The Sandy Style includes asymmetrical building forms, which by definition require buildings to be articulated, varied, and provide visual interest. This standard is met by dividing elevations of a structure visible from an abutting public street or pedestrian way into smaller areas or planes to minimize the appearance of bulk as viewed from the street as follows:
  - a. All elevations visible from an abutting public street or pedestrian way shall be divided into distinct planes no more than 30 lineal feet long to include the following:
    1. Wall planes meeting this standard shall include a feature or variation in the wall plane that projects or recedes at least six (6) inches from the adjacent plane, for a length of at least four (4) feet. Changes in plane may include but are not limited to recessed entries, bays, secondary roof forms (e.g., gables, lower roof sheds, dormers and towers), canopies, awnings, projections, recesses, alcoves, pergolas, porticos, roof overhangs, or other features consistent with the Sandy Style.

2. Wall planes shall incorporate at least one visually contrasting and complementary change in materials or changes in texture or patterns, including trim, moldings, or other ornamental devices.
3. The lower and upper floors of multi-story buildings shall be clearly delineated by using pedestrian shelters, change in siding materials, heavy timber or natural wood accents (e.g., brackets, paneling or other detailing).

**RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building. As a result the proposal will not incorporate articulate façade to create a varying visual interest for the pedestrian environment.*

**2. Pedestrian Shelters.** Buildings must incorporate pedestrian shelters, as follows:

**RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building therefore does not include pedestrian shelters.*

**3. Building Materials.** Exterior building materials shall convey an impression of strength and durability consistent with the Sandy Style, as follows:

- a. Buildings on the same site shall be architecturally unified. This provision shall apply to new construction, additions, and remodeling such that buildings are related in architectural style and share some common elements, such as color scheme, materials, roof forms, and/or detailing. Unity does not mean repetition or mirroring of building elevations.
- b. Strong base materials such as natural stone (e.g., basalt, granite, river stone), split- faced rusticated concrete block, or brick are required. Cultured stone may be allowed if it has a stone texture and is similar in appearance and durability to natural stone. A building’s base must extend at least 36 inches but not more than 60 inches above the adjacent finished grade and be included on those sides of the building visible from the abutting public street. If the site contains a grade differential making construction of a minimum 36-inch base impracticable, the reviewing body may allow portions of the base to be less than 36-inches.
- c. Foundations shall be designed to match the scale of the building being supported. Examples include sheathing the foundation structure with base materials and wall siding.
- d. Siding shall consist of wood, composite-wood (e.g., concrete fiberboard, panels or shingles), stone, brick, split-faced or rusticated concrete block, or a combination of these materials. Stucco, synthetic stucco, and metal are permitted only as specified below. Vinyl, plastic or similar siding is not permitted.
  - 1) Where wood siding is used, it shall consist of horizontal (e.g., lap, v-groove, or tongue-and-groove) siding, vertical (board and batten) siding, shingles, or combinations thereof. Vertical grooved (i.e., T1-11) sheet siding and similar materials are prohibited.
  - 2) Where board-and-batten siding is used, battens shall be a minimum of 2-inches wide x 1-inch deep and spaced 24 inches apart or closer; rough-sawn boards (specialty panel) are preferred over panels having a resin overlay.
  - 3) Where masonry siding is used, it shall consist of brick, stone, or rusticated concrete block, and must incorporate decorative patterns over not less than 15 percent of every elevation where it is used. Examples of decorative patterns include multi-toned masonry units, such as brick, stone, or cast stone, in layered or geometric patterns or split-faced concrete block to simulate rusticated stone-type construction. Changes in pattern should be used to

accentuate breaks in building stories, corners, windows, structural bays, and building tops (e.g., parapets where flat roofs are allowed).

- 4) Where metal siding is used, it shall be used as an accent only, comprising not more than 20 percent of the surface area of the building elevation (e.g., wainscoting or other accent paneling). Metal must be architectural grade and have a non-reflective (burnished or painted) finish conforming to the approved Color Palette. Metal may also be used for flashing, gutters, downspouts, brackets, lighting, and signage and similar functional elements.
  - 5) Where stucco or synthetic stucco is used, it shall be used as an accent only, comprising not more than 20 percent of the surface area of the building elevation.
- a. Building elevations facing a public right-of-way or civic space shall incorporate at least three (3) of the following features: Using these features may also address other code requirements, such as those related to building articulation, change in relief, pedestrian shelters, and storefront elements.
    1. Exposed, heavy timbers;
    2. Exposed natural wood color beams, posts, brackets and/or trim (e.g., eaves or trim around windows);
    3. Natural wood color shingles (e.g., used as siding or to accent gable ends);
    4. Metal canopies;
    5. Heavy metal brackets (e.g., cast iron or similar appearance), which may be structural brackets or applied as cosmetic detailing; *and*,
    6. Similar features, consistent with the Sandy Style.
  - b. Materials required on elevations visible from an abutting public street must turn the building corner and incorporate appropriate transitions onto elevations not requiring these materials for a distance of not less than two (2) feet.

***RESPONSE:*** *The proposal has requested a Special Variance to eliminate the required building. Guiding principles of Subsection 17.90.00(C) call for expression of Cascadian architectural elements into new buildings with the intention of celebrating Sandy as well as emphasizing a “village” scale and character in new development. Additionally, Subsection 17.90.00(D)(7) has identified that “building materials or colors that do not conform to this code (Chapter 17.90)” are incompatible with Sandy Style and may be denied or required to be modified. Staff has determined that eliminating the building, and therefore not incorporating the required building materials and colors, would violate the above-mentioned guiding principle as well as Subsection 17.90.00(D)(7) which is grounds for denial.*

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

- a) Permitted colors include warm earth tones (tans, browns, reds, grays and greens) conforming to the Color Palette provided in Appendix C.
- b) High-intensity primary colors, metallic colors and black, may be utilized as trim and detail colors only, not to exceed one (1) 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:** *The proposal has requested a Special Variance to eliminate the required building. Guiding principles of 17.90.00(C) call for the incorporation of Cascadian architecture into new buildings and exterior remodels. Additionally, Subsection 17.90.00(D)(7) has identified that “building materials or colors that do not conform to this code (Chapter 17.90)” are incompatible with Sandy Style and may be denied or required to be modified. Staff has determined that eliminating the building, and therefore not incorporating the required building materials and colors, would violate the above-mentioned guiding principle as well as be incompatible with Subsection 17.90.00(D)(7) which is grounds for denial.*

**C. Roof Pitch, Materials, and Parapets**

Intent: To provide roof forms and detailing consistent with the Sandy Style. For purposes of interpreting the Sandy Style, representative illustrations and photos are provided. (See Figures 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, 17.90.110-I and representative photos in Appendix E)

- 1) Except as provided in subsections 17.90.110(C)(8), below, pitched (gabled or hipped) roofs are required on all new buildings with a span of 50-feet or less. Gable and hipped roof forms must achieve a pitch not less than the following:

Zoning District	Primary Roof Forms (Minimum)	Secondary Roof Forms (minimum)
C-1, C-3	6:12	4:12

- 2) As provided above, “Primary Roof Forms” are those that individually comprise 20 percent or more of the total surface area of a roof elevation. Secondary roof forms (e.g., dormers, towers, cupolas, etc.) are those that comprise less than 20 percent of the roof elevation. See also, Section 17.74.20 Vertical Projections.
- 3) When practicable, buildings shall be oriented so the gable end of the roof faces the abutting street.
- 4) Pitched roof surfaces visible from an abutting public street shall provide a secondary roof form (e.g. dormer) in the quantity specified below. Secondary roof forms may be located anywhere on the roof, although grouping these features is preferred.

Roof Length	Number of Secondary Roof Forms
30 – 40 feet	1
41 – 80 feet	2
81 feet and greater	4



- 5) Visible roof materials must be wood shingle or architectural grade composition shingle, slate, or concrete tile. Metal with standing or batten seam may also be used conforming to the Color Palette in Appendix D.
- 6) All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, shall be screened from view from public rights-of-way and civic spaces by parapets, walls or by other approved means. Roof plans and elevations must show proposed equipment locations, approximate dimensions, and line of sight from public rights-of-way and civic spaces. The reviewing body may require additional equipment setbacks, screen walls, or other mitigation to ensure compliance.
- 7) A-frame buildings and Mansard-style roofs are not permitted.
- 8) Exception to Pitched Roof: When a building requires a roof span greater than 50-feet, or the internal function of the building or a portion of the building makes construction of a pitched roof impractical, the reviewing body may allow an alternative roof form. An alternative roof form includes an “applied pitched roof” or flat roof constructed over the building or portion of the building as specified below. An example when a pitched roof is considered impractical would be the need to have large rooftop stove vents over the kitchen portion of a restaurant. Roof forms constructed under this exception shall comply with the standards below.

b. Flat Roof: Flat roofs shall comply with the following standards:

- 1) Sandy Style stepped parapets and detailed coursing shall be provided on those elevations visible from an abutting public street. Parapets shall be varied so that the length of a parapet does not exceed 30 feet without a change in the parapet height of at least 2 feet or as necessary to hide rooftop equipment.
- 2) Average parapet height shall not exceed 15 percent of the supporting wall height, and the maximum parapet height shall not at any point exceed one-third (1/3) of the height of the supporting wall;
- 3) A cornice projecting at least six (6) inches from the building face shall be provided at the roofline of all elevations visible from abutting public rights-of- ways and pedestrian ways;
- 4) Parapet corners shall be stepped and the parapet be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.

***RESPONSE:*** *The proposal has requested a Special Variance to eliminate the required building. Guiding principles of 17.90.00(C) call for the incorporation of Cascadian architecture into new buildings with the intention of celebrating Sandy as well as emphasizing a “village” scale and character in new development. Additionally, Subsection 17.90.00(D)(9) has identified that “strongly thematic architectural styles, forms, colors, materials and/or detailing that do not conform to the Sandy Style” may be denied or required to be modified. Staff has determined that eliminating the building, and therefore not incorporating the required architectural style, would violate the above-mentioned guiding principle as well as Subsection 17.90.00(D)(9) which is grounds for denial.*

#### **D. Building Orientation and Entrances**

Intent: To maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style. (Figures 17.90.110-

A, 17.90.110-B, 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, 17.90.110-I and representative photos in Appendix E)

1. Buildings shall be oriented to a public street or civic space. This standard is met when at least 50 percent of the subject site's street frontage is comprised of building(s) placed within 10 feet of a sidewalk or an approved civic space and not more than 20 percent of the off- street parking on a parcel as required by SDC 17.98, tract or area of land is located between a building's front façade and the adjacent street(s).
2. Where parking is placed between a front façade and a street, a landscaped berm and/or architectural features, such as a knee wall, colonnade, arbor, trellis and/or similar device, shall be placed behind the sidewalk to partially screen the parking area from the sidewalk. The partial screen shall be designed to achieve at least 50 percent opacity at the time of installation, with openings for walkways connecting to the building's primary entrance.
3. Ground floor spaces shall face a public street and shall be connected to it by a direct pedestrian route (i.e., avoid out-of-direction travel). Where the reviewing authority determines that facing the building to a street is not practical, it may require the building to face a civic space.
4. Buildings located at the intersection of two streets shall use a corner building entrance; where a corner entrance is not practical due to the internal functioning of the building space or due to physical constraints of the site (e.g., topography, accessibility, or similar circumstances), a building entrance must be provided within 40 feet of the corner. The building corner must use detailing that emphasizes the corner location and is consistent with the Sandy Style. Examples of acceptable detailing include a rounded or chamfered (beveled) corner, weather protecting canopy, plaza, sculpture, and/or similar pedestrian-oriented features.
5. Upper story residential units shall have an entrance separate from the ground floor (commercial) space and conform to applicable building codes.
6. Buildings shall provide at least two elevations where the pedestrian environment is "activated". An elevation is "activated" when it meets the window transparency requirements in subsection 17.90.110(E), below, and contains a customer entrance with a pedestrian shelter extending at least five (5) feet over an adjacent sidewalk, walkway or civic space. Where providing a customer entrance on two (2) elevations is not practical, the reviewing body may allow a single entrance.
7. Primary entries shall face a public street or a civic space and shall be spaced not more than 30 feet apart on average. Ancillary shops shall provide entries every 30 feet, on average.
8. Primary entrances shall be architecturally emphasized and visible from the abutting public right-of-way or civic space and shall be sheltered with a canopy, overhang, or portico with a depth of at least five (5) feet. Architectural emphasis should be provided by a gabled shelter where practical, consistent with the Sandy Style. Detailing around the base of the building, such as stonework, benches or art, should also be used to emphasize an entrance.

**RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building. Should the variance be granted, the proposal will be considered in conformance with the above standard. While the proposal includes sidewalks along both Proctor Blvd./US HWY 26 and Beers Avenue the elimination of the required building also reduces the ability for the proposal to be consistent with the Sandy Style as there is not an opportunity to incorporate the design elements the guiding principles in Subsection 17.90.00(C) identify. The Special Variance request is discussed in detail in Chapter 17.66 of this document.*

#### **E. Windows**

Intent: To promote business vitality, public safety and aesthetics through effective window placement and design, consistent with the Sandy Style. (See Figures 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, and 17.90.110-I, and representative photos in Appendix E.

- 1) **Unified Design.** Building plans must provide for unity in window placement and design so that all sides of a building relate to one another and multiple buildings on a development site relate to one another.
- 2) **Ground Floor Windows.** The ground floor elevation of all new buildings shall contain display areas, windows, and doorways along street frontages and where the building abuts a civic space as follows: Lots with multiple street frontages are required to meet this standard on only two frontages.

Building Size	Percentage Windows Required
0 - 10,000 sq. ft.	40 percent of ground floor elevation
Greater than 10,000 sq. ft.	25 percent of ground floor elevation

- a. Windows shall contain clear glass to allow views to interior activity or display areas. The bottom edge of windows shall be no less than three (3) feet above the adjacent finished grade. Where the internal functions of a building preclude windows at this height, the reviewing body may approve locating windows above or below this height. Display boxes affixed to a building's exterior are not counted in meeting the above standard.
- b. Windows shall be square or vertically oriented and may consist of vertically stacked or horizontally banked window units. Windows located over a door or transom windows may be horizontally oriented.
- c. Windows with any dimension exceeding six (6) feet shall be divided into smaller panes (e.g., 2 foot by 2 foot grid) with real divided panes, vinyl inserts or applied dividers.
- d. Windows shall have trim or moldings at least three (3) inches in width around them, or have reveals of at least three (3) inches in depth. Casings shall consist of a drip cap, head casing, side casings, and/or sills.

- 4) **Prohibited Windows.** The following window types are prohibited:

Building Size	Percentage Windows Required
0 - 10,000 sq. ft.	40 percent of ground floor elevation
Greater than 10,000 sq. ft.	25 percent of ground floor elevation

1. Darkly tinted windows, mirrored windows, and similar windows are prohibited adjacent to street sidewalks, civic spaces and walkways.
2. Glass curtain windows are not permitted facing public right-of-ways, except where the reviewing body finds that such windows are consistent with the Sandy Style.

**RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building. Should the Minor Conditional Use be approved the property will incorporate pavement to display recreational vehicles for sale on 90 percent of the subject property. The display of recreational vehicles will promote a sense of business vitality within the C-1 zone district; however, it will not*

*incorporate, nor is it consistent with, Sandy Style as there is not an opportunity to incorporate the design elements identified in the guiding principles in Subsection 17.90.00(C).*

## **F. Landscaping and Streetscape Design**

Intent: To promote business vitality, public safety and aesthetics through effective landscaping and streetscape design, consistent with the Sandy Style; and to provide for a pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style. (Figures 17.90.110-A, 17.90.110-B, 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, 17.90.110-I, and Downtown Sandy Streetscape Design)

1. The provisions of Chapter 17.92, Landscaping and Screening General Standards shall apply except in the C-1 Zoning District where conformance with the Downtown Sandy Streetscape Design, as illustrated in Appendix F is required.
2. Where any conflict arises between provisions of the Sandy Streetscape Design and other city standards (e.g., sidewalk width, materials, or similar specifications), the Streetscape Design shall prevail. All applicable provisions of Chapter 17.92 Landscaping and Screening General Standards must be met, except as modified by the Downtown Sandy Streetscape Design.

**RESPONSE:** *The proposal includes incorporating a 5-foot wide planter strip along the east and south property lines/frontages with a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. Within these landscaping areas the proposal includes a total of eight Red Twig Dogwood (5 gallon) plants with native grass mix at 1-pound per 1,000 square feet within the areas not occupied by the proposed plants. Additionally, the proposal includes installing a 3-foot tall chain link fence dividing the proposed pavement and landscaped areas parallel to the west property line. The intent of the landscaping and fencing is to define and enhance the visual appearance of the site; however, staff does not believe the proposed landscaping provides a combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of the proposed off-street activity from the public street, which is required per the regulations of Chapter 17.92. Further analysis regarding landscaping and screening can be found within Chapter 17.92 of this report.*

## **G. Civic Space**

Intent: To connect buildings to the public realm and create comfortable and attractive gathering places and outdoor seating areas for the public, consistent with Sandy's Downtown Streetscape Design. (See Figures 17.90.110-H and 17.90.110-I).

1. Not less than three (3) percent of the ground floor area of every development shall be improved as civic space.
2. All civic spaces shall have dimensions of not less than eight (8) feet across and have a surface area of not less than 64 square feet. No civic space is required if the size of this space results in an area of less than 64 square feet.
3. Civic space improvements may include plazas, private extensions of sidewalks and walkways (i.e., to accommodate outdoor seating), public art, pedestrian-scale lighting, bus waiting areas, tourist amenities (e.g., way finding signs as approved by the city) or similar pedestrian amenities as approved through Design Review.

4. The highest priority locations for civic space are those areas with the highest pedestrian activity (e.g., street corners and mid-block pedestrian access ways) that have a western or southern exposure.
5. Unless impractical, civic spaces shall abut a public right-of-way or otherwise be connected to and visible from a public right-of-way by a sidewalk or pedestrian access way; access ways shall be identifiable with a change in paving materials (e.g., pavers inlaid in concrete or a change in pavement scoring patterns and/or texture) or painted. Where a right-of-way connection is not possible, the owner must provide a public access way easement to the civic space. Civic spaces shall not be gated or closed to public access, unless otherwise required by the city.
6. Exceptions: Building additions and remodels subject to Type I Design Review are not required to set aside or improve civic space, though they are encouraged to do so.

**RESPONSE:** *The proposal has requested a Special Variance to eliminate the required building. Guiding principles of 17.90.00(C) call for emphasis on a “village” scale and character in new development. Eliminating the building and civic space would violate the above-mentioned guiding principles.*

## **H. Lighting**

Intent: To promote business vitality, public safety and aesthetics through effective outdoor lighting, consistent with the Sandy Style.

1. Streetscape lighting shall conform to the Downtown Sandy Streetscape Design and the requirements of Chapter 15.30, Dark Sky Ordinance.
2. Exterior lighting must be an integral part of the architectural design and must complement any ornamental street lighting and remain in context with the overall architectural character of the district. On-site light fixtures conforming to the Sandy Style are encouraged.
3. Lighting must be adequate for safety purposes. Walkways, parking lots, and building entrances should be illuminated at 1.5 – 2.0 foot candles.

**RESPONSE:** *The proposal included on site lighting (Exhibit F) for the proposed outdoor display area. The measurements provided exceed the 1.5- 2.0 foot candle limitation. **The applicant shall provide staff with updated photometric plan limiting the foot candle illumination not to exceed City limitations.***

## **I. Safety and Security**

Intent: To promote natural surveillance of public spaces for safety and security.

1. Locate windows in a manner that enables tenants, employees and police to watch over pedestrian, parking and loading areas.
2. In commercial, public and semipublic development, including civic spaces, locate windows in a manner that enables surveillance of interior activity from the public right- of-way.
3. Provide street address numbers measuring a minimum of six (6) inches high, which clearly locates buildings and their entries for patrons and emergency services.
4. Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way and other public areas. (See also, subsection H Lighting.)

**RESPONSE:** *The proposed paved area is intended to display and store recreational vehicles for sale. Onsite lighting is proposed to be installed throughout the site to facilitate internal as well as external surveillance.*

## **J. External Storage and Screening**

Intent: To promote land use compatibility and aesthetics, particularly where development abuts public spaces.

1. Exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited.
2. Where such storage is allowed, it must be screened from view from public rights of way and civic spaces.
3. Mechanical, electrical, communications equipment including meters and transformers, and service and delivery entrances and garbage storage areas shall be screened from view from public rights-of-way and civic spaces.
4. Trash collection and recycling storage areas must be located within the structure or otherwise screened from view in an enclosed facility. Such facilities must be screened from view from public rights-of-way and civic spaces behind a screening wall constructed to match the materials used on the primary building(s) on the subject site.
5. Exceptions to the above provisions may be allowed through Design Review where no other practical alternative exists and such equipment is made to be visually subordinate to the proposed building and landscape, for example, through the use of common materials for screening walls or landscape berms. The reviewing body may require additional setbacks, screening walls or other mitigation, for aesthetic reasons and to minimize odors or noise impacts on adjoining properties, public rights-of-way or civic spaces.

**RESPONSE:** *The proposal includes a Minor Conditional Use request to increase the percentage of “outdoor product display or storage of merchandise” to 100 percent of the retail sales area of the site to be associated with the adjacent property to the west, Funtime RV. Should the Minor Conditional Use be approved the property will incorporate pavement to display recreational vehicles for sale on 90 percent of the subject property. Subsection 17.90.00(D)(3) identifies excessive surface parking lot paving as incompatible with Sandy Style while Subsection 17.90.00(D)(11) indicates that visible outdoor storage is incompatible with Sandy Style. **Therefore it is concluded that the proposed use is not compatible with the intent of the code and should be denied or modified. Furthermore, Subsection 17.90.110(J)(1) states that exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited. While the property is being associated with the neighboring business it is being reviewed on its own merit; therefore, the proposed use, “outdoor product display or storage of merchandise,” is considered the property’s primary use rather than accessory and therefore can not be permitted.***

## **CHAPTER 17.92 – LANDSCAPING AND SCREENING**

### **17.92.10 GENERAL PROVISIONS**

1. Where landscaping is required by this Code, detailed planting plans shall be submitted for review with development applications. No development may commence until the Director or Planning

Commission has determined the plans comply with the purposes clause and specific standards in this chapter. All required landscaping and related improvements shall be completed or financially guaranteed prior to the issuance of a Certificate of Occupancy.

2. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent public right-of-way is the right and responsibility of the property owner, unless City ordinances specify otherwise for general public and safety reasons. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind within 6 months.
3. Significant plant and tree specimens should be preserved to the greatest extent practicable and integrated into the design of a development. Trees of 25-inches or greater circumference measured at a height of 4-1/2 ft. above grade are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees may be considered preserved if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area 5-ft. outside the tree's drip line. Trees to be retained shall be protected from damage during construction by a construction fence located 5 ft. outside the dripline.
4. Planter and boundary areas used for required plantings shall have a minimum diameter of 5- ft. (2-1/2 ft. radius, inside dimensions). Where the curb or the edge of these areas are used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7-1/2 ft.
5. In no case shall shrubs, conifer trees, or other screening be permitted within vision clearance areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.
6. Landscaped planters and other landscaping features shall be used to define, soften or screen the appearance of off-street parking areas and other activity from the public street. Up to 35 percent of the total required landscaped area may be developed into pedestrian amenities, including, but not limited to sidewalk cafes, seating, water features, and plazas, as approved by the Director or Planning Commission.
7. Required landscaping/open space shall be designed and arranged to offer the maximum benefits to the occupants of the development as well as provide visual appeal and building separation.
8. Balconies required for entrances and exits shall not be considered as open space except where such exits and entrances are for the sole use of the unit.
9. Roofed structures shall not be included as open space except for open unenclosed public patios, balconies, gazebos, or other similar structures or spaces.
10. Driveways and parking areas shall not be included as open space.
11. All areas not occupied by paved roadways, walkways, patios, or buildings shall be landscaped.
12. All landscaping shall be continually maintained, including necessary watering, weeding, pruning and replacing.

**RESPONSE:** *The applicant has submitted landscaping plans (Exhibit D, Sheets C3 & C5) with associated key notes detailing the proposed landscaping. The proposal includes incorporating a 5-foot wide planter strip along the east and south property lines/frontages with a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. Item 4 above states that where a curb or the edge of a landscaped area is used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7.5-feet. **While the proposed paved area is not a parking lot by definition, but rather is considered an outdoor display area, the intention is to store recreational vehicles on site; therefore, it is recommended that the applicant redesign the landscape strips to be a minimum of 7.5-feet wide or include a wheel stop to protect the landscaping.***

#### **17.92.20 MINIMUM IMPROVEMENTS - LANDSCAPING AND SCREENING**

The minimum landscaping area of a site to be retained in landscaping shall be as follows:

ZONING DISTRICT OR USE	PERCENTAGE
R-3	25%
Manufactured Home Park	20%
C -1 Central Business District	10%
C - 2 General Commercial	20%
C - 3 Village Commercial	10%
I - 1 Industrial Park	20%
I - 2 Light Industrial	15%
I - 3 Heavy Industrial	10%

**RESPONSE:** The subject property is zoned Central Business District, C-1. Section 17.92.20 requires that a minimum of 10 percent of the site be landscaped in the C-1 zone district. The submitted Landscape Plan (Exhibit D, Sheet C3) identifies a total of 1,399 square feet of landscaped area, which equates to a total of 10 percent of the site (13,985/1,399).

**17.92.30 REQUIRED TREE PLANTINGS**

Planting of trees is required for all parking lots with 4 or more parking spaces, public street frontages, and along private drives more than 150 feet long. Trees shall be planted outside the street right-of-way except where there is a designated planting strip or City adopted street tree plan.

The City maintains a list of appropriate trees for street tree and parking lot planting situations. Selection of species should be made from the city-approved list. Alternate selections may be approved by the Director following written request. The type of tree used shall determine frequency of trees in planting areas. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Area/Type of Planting	Canopy	Spacing
Street Tree	Medium	30 ft. on center
Street Tree	Large	50 ft. on center

- Trees may not be planted:
  - Within 5 ft. of permanent hard surface paving or walkways, unless specific species, special planting techniques and specifications approved by the Director are used.
  - Unless approved otherwise by the City Engineer:
    - \* Within 10 ft. of fire hydrants and utility poles
    - \* Within 20 ft. of street light standards
    - \* Within 5 ft. from an existing curb face
    - \* Within 10 ft. of a public sanitary sewer, storm drainage or water line
- Where the Director determines the trees may be a hazard to the public interest or general welfare.



- Trees shall be pruned to provide a minimum clearance of 8 ft. above sidewalks and 12 ft. above street and roadway surfaces.

**RESPONSE:** Section 17.92.30 requires trees to be planted along public street frontages. The proposal indicates that Beers Avenue will include an eight-foot wide curb-tight sidewalk with street trees in 48" x 48" tree wells 30 feet on center. The proposed trees to be planted within the tree wells on this frontage are Red Barron Crabapple species at 7-feet tall and/or 1.5 caliper.

The existing curb cut on Proctor Blvd./US HWY 26 is not in use and has been abandoned for some time therefore **the curb cut shall be eliminated, and ground cover shall be installed.** The proposal includes the planting of a Chanticleer Pear Tree approximately 30-feet on center from the tree adjacent to the west. This results in an approximately 45-foot from center separation from the existing tree that will be adjacent to the east of the proposed pear tree. **To create visual symmetry, the applicant shall relocate the proposed tree centered between the existing trees located along the Proctor Blvd./US HWY 26 of the subject property.**

**All trees shall include tree ties with twine, loosely tied so as not to damage the trunk and shall be removed after one growing season (or a maximum of 1 year).**

#### **17.92.40 IRRIGATION**

Landscaping shall be irrigated, either with a manual or automatic system, to sustain viable plant life.

**RESPONSE:** All landscape areas will be irrigated using either manual or automatic system per the applicant's narrative (Exhibit C). **The applicant shall demonstrate compliance with this proposal at time of building permit.**

#### **17.92.50 TYPES AND SIZES OF PLANT MATERIALS**

- At least 75% of the required landscaping area shall be planted with a suitable combination of trees, shrubs, or evergreen ground cover except as otherwise authorized by Chapter 17.92.10 F.
- Plant Materials. Use of native plant materials or plants acclimatized to the Pacific Northwest is encouraged where possible.
- Trees shall be species having an average mature spread of crown greater than 15 feet and having trunks which can be maintained in a clear condition with over 5 feet of clear wood (without branches). Trees having a mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread.
- Deciduous trees shall be balled and burlapped, be a minimum of 7 feet in overall height or 1 1/2 inches in caliper measured 6 inches above the ground, immediately after planting. Bare root trees will be acceptable to plant during their dormant season.
- Coniferous trees shall be a minimum five feet in height above ground at time of planting.
- Shrubs shall be a minimum of 1 gallon in size or 2 feet in height when measured immediately after planting.
- Hedges, where required to screen and buffer off-street parking from adjoining properties shall be planted with an evergreen species maintained so as to form a continuous, solid visual screen within 2 years after planting.

- H. Vines for screening purposes shall be a minimum of 1 gallon in size or 30 inches in height immediate after planting and may be used in conjunction with fences, screens, or walls to meet physical barrier requirements as specified.
- I. Groundcovers shall be fully rooted and shall be well branched or leafed. If used in lieu of turf in whole or in part, ground covers shall be planted in such a manner as to provide complete coverage in one year.
- J. Turf areas shall be planted in species normally grown as permanent lawns in western Oregon. Either sod or seed are acceptable. Acceptable varieties include improved perennial ryegrass and fescues used within the local landscape industry.
- K. Landscaped areas may include architectural features or artificial ground covers such as sculptures, benches, masonry or stone walls, fences, rock groupings, bark dust, decorative hard paving and gravel areas, interspersed with planted areas. The exposed area developed with such features shall not exceed 25% of the required landscaped area. Artificial plants are prohibited in any required landscape area.

**RESPONSE:** *The submitted Landscape Plan (Exhibit D, Sheet C3) includes 5-foot wide landscaping strips on the east and south property lines as well as a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. Within these landscaping areas the proposal includes native grass mixture throughout with a total of eight Red Twig Dogwood plants. The Red Twig Dogwood plant is classified as a shrub and will be 5-gallons in size each. Subsection 17.92.50(A) requires at least 75% of the required landscaping area shall be planted with a suitable combination of trees, shrubs, or evergreen ground cover that softens or screens the appearance of the proposed off-street activity from the public street.*

**Staff has concluded the proposed landscaping does not meet the intent of 17.92.50(A) therefore the applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover of at least 75 percent of the required landscaping area for staff review and approval.**

#### **17.92.70 LANDSCAPING BETWEEN PUBLIC RIGHT-OF-WAY AND PROPERTY LINES**

Except for portions allowed for parking, loading, or traffic maneuvering, a required setback area abutting a public street and open area between the property line and the roadway in the public street shall be landscaped. That portion of the landscaping within the street right-of-way shall not count as part of the lot area percentage to be landscaped.

**RESPONSE:** *The proposal includes incorporating a 5-foot wide planter strip along the east and south property lines/frontages with a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner. This area is within the subject property's boundaries leaving no unlandscaped area between the property lines and public right-of-way.*

#### **17.92.80 BUFFER PLANTING - PARKING, LOADING AND MANUEVERING AREAS**

Buffer plantings are used to reduce building scale, provide transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect.

Buffering is required in conjunction with issuance of construction permits for parking areas containing 4 or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. A balance of low-lying ground cover and shrubs, and vertical shrubs and trees shall be used to buffer the view of these facilities. Decorative walls and fences may be used in conjunction with plantings but may not be used by themselves to comply with buffering requirements. Exception: truck parking lots are exempt from parking bay buffer planting requirements.

**RESPONSE:** *The C-1 zone district is intended to provide the principal focus for civil and social functions while Subsection 17.90.00(D)(11) indicates that visible outdoor storage is incompatible with Sandy Style. Therefore, it is concluded that the proposed use is not compatible with the intent of the code and should provide buffer planting if approved. The proposal includes a 5-foot wide planter strip along the east and south property lines/frontages with a 25.5-foot by 25.5-foot planter area located in the subject property's southwest corner; however, as required by Subsection 17.92.50 of this report, at least 75 percent the required landscaped area is not proposed to be planted with a combination of trees, shrubs, and evergreen cover nor is the proposed landscaping adequate to buffer the outdoor storage proposed which has been determined to be incompatible with the C-1 zone district per Subsection 17.90.00(D)(11). The applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover of for at least 75 percent of the required landscaping area for staff review and approval.*

#### **17.92.90 SCREENING (HEDGES, FENCES, WALLS, BERMS)**

Screening is uses where unsightly views or visual conflicts must be obscured or blocked and where privacy and security are desired. Fences and walls used for screening may be constructed of wood, concrete, stone, brick, and wrought iron, or other commonly used fencing/wall materials. Acoustically designed fences and walls are also used where noise pollution requires mitigation.

- A. **Height and Opacity.** Where landscaping is used for required screening, it shall be at least 6 ft. in height and at least 80 percent opaque, as seen from a perpendicular line of sight, within 2 years following establishment of the primary use of the site.
- B. **Chain Link Fencing.** A chain link fence with slats shall qualify for screening only if a landscape buffer is also provided in compliance with Section 17.92.00 above.
- C. **Height Measurement.** The height of hedges, fences, walls, and berm shall be measured from the lowest adjoining finished grade, except where used to comply with screening requirements for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within vision clearance areas.
- D. **Berms.** Earthen berms up to 6 ft. in height may be used to comply with screening requirements. Slope of berms may not exceed 2:1 and both faces of the slope shall be planted with ground cover, shrubs, and trees.

**RESPONSE:** *The proposal includes installing a 3-foot tall chain link fence dividing the proposed pavement and landscaped area parallel to the west property line. Per Item B above a chain-link fence is only permitted when a landscape buffer is provided in accordance with Chapter 17.92 which staff has concluded has not been met. The applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover for at least 75 percent of the required landscaping area for staff review and approval.*

## **CHAPTER 17.98 – PARKING, LOADING, AND ACCESS REQUIREMENTS**

### **17.98.20 OFF-STREET PARKING REQUIREMENTS**

**RESPONSE:** *Within the submitted narrative (Exhibit C) the applicant has identified the intended primary use of the subject property is to be for recreational vehicle parking and storage for the Funtime RV business located on the four lots directly west of the subject property. Using aerial photography, it can be observed that the existing Funtime RV site has approximately 18 standard parking spaces available for both patrons and employees of the site. The proposal includes a special variance to eliminate the required building and no additional employees have been identified therefore no increase in intensity associated with the parking demand will occur. The existing parking on the existing Funtime RV site is adequate to serve both the existing and proposed use of the site.*

### **17.98.40 SHARED USE OF PARKING FACILITIES**

- A. Except for residential uses, required parking facilities may be located on an adjacent parcel of land or separated only by an alley, provided the adjacent parcel is maintained in the same ownership as the use it is required to serve.

**RESPONSE:** *The proposal indicates the intention of utilizing existing parking located on the four lots directly west of the subject property known as Funtime RV. The property is separated only by a property line and maintained under the same ownership therefore the proposed parking arrangement is permitted. **Should ownership of either parcel be transferred each property will have to demonstrate it can independently conform to applicable parking standards at time of review.***

### **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:** *Per Exhibit D, Sheet C3 the proposal will incorporate new asphalt paving surface to be used for the outdoor product display or storage of merchandise which is proposed for the subject site.*

### **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:** *Section 17.98.140 contains requirements for drainage. **All stormwater runoff shall be treated, detained and discharged in conformance with Section 13.18 and 13.20 of the Sandy***

*Municipal Code (SMC) and the latest edition of the City of Portland Stormwater Management Manual (including section 1.10 of the Source Control Manual).*

### **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:** *The proposal included on site lighting (Exhibit F) for the proposed outdoor display area. The measurements provided exceed the 1.5- 2.0 foot candle limitation. **The applicant shall provide staff with updated plans limiting the foot candle illumination not to exceed City limitations.***

### **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.

#### **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.

#### **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.
- C. Signing. Where bicycle facilities are not directly visible and obvious from the public right-of-way, entry or directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility.
- E. Exemptions. Temporary street side sales and temporary uses such as fireworks stands, Christmas tree sales lots, single-family and two-family residences are exempt from the standards.

***RESPONSE:** The proposal includes a special variance to eliminate the required building and no additional employees have been identified therefore no increase in intensity associated with the parking demand will occur. The existing parking on the existing Funtime RV site is adequate to serve both the existing and proposed use of the site.*

#### **CHAPTER 15.30 – DARK SKY ORDINANCE**

All exterior lighting is required to conform to the requirements of this chapter.

***RESPONSE:** The proposal included on site lighting (Exhibit F) for the proposed outdoor display area. The measurements provided exceed the 1.5- 2.0 foot candle limitation. **The applicant shall provide staff with updated plans limiting the foot candle illumination not to exceed City limitations.** The dark sky ordinance requires that all new lighting be full-cutoff and downward facing. Based on recommendations from the Audubon Society of Portland and the International Dark-Sky Association, **all proposed lighting shall be full-cutoff and not exceed 3,000 Kelvins.***

### **III. SUMMARY AND CONCLUSION**

Jerry Fisk submitted an application seeking approval for a minor conditional use permit to increase the subject property’s outdoor product display/storage of merchandise to 100 percent when Subsection 17.42.10(C)(8) limits the amount of outdoor product display/storage on a site to 10 percent as an accessory use. The request has been made by the applicant as the proposed use is associated with the neighboring four properties, Funtime RV, and a building is not needed on this site. Most importantly, the applicant’s request is to have outdoor product display and storage as the sole (and therefore primary) use on the site and not as a permitted accessory use; therefore, the request must be denied as Subsection 17.90.110(J)(1) prohibits exterior storage of merchandise and/or materials except as an accessory use. While the C-1 zone district would allow storage exceeding 10% as a minor conditional use, as the applicant proposes here, Section 17.90.110 states that if “a conflict exists between the requirements of Chapter 17.90 and any other code provision, Chapter 17.90 shall prevail; therefore, the application should be denied based on the use limitation of 17.90.110(J)(1). In addition, based on the approval criteria of Subsection 17.90.00(D)(3) and 17.90.00(D)(11) as well as the use limitations of Subsection 17.90.110(J)(1), staff has determined the proposed use does not meet several of the conditional use

criteria for approval. As detailed within Chapter 17.68, criterion B, D and F have been determined not to have been met due to the proposed use and associated development's incompatibility with the surrounding uses and character as it relates to site design, visual elements, and landscaping provisions.

In addition, no building is proposed to be on the subject property and the applicant seeks a Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard. The site will be used to store and display recreational vehicles in association with the retail establishment Funtime RV on the adjacent property to the west. To accommodate the display/storage of merchandise the property will include 90 percent pavement with 10 percent landscaping. The intent of the building orientation standard is to maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style.

Staff believes the proposed omission of the required building eliminates the ability for the site to incorporate required Sandy Style elements and therefore does not support the intent of the building orientation standard (Section 17.90.110(D)) or the guiding principles of Subsection 17.90.00(C). Specifically, removal of the required building does not emphasize a "village" scale as described in Subsection 17.90.00(C)(3) nor does it allow for the expression of Cascadian architectural elements, as described in 17.90.00(C)(4) and therefore violates the intent of the Sandy Style requirement. In addition, eliminating the required building frontage required for the site and introducing additional pavement for outdoor product display or storage of materials (in this case RVs) violates Subsections 17.90.00(D)(3) and 17.90.00(11), both of which are defined as incompatible with the Sandy Style and are considered grounds for denial. In addition, by eliminating the required building the Sandy Style features associated with buildings found in Subsection 17.90.110 will not be applicable therefore the importance of an enhanced streetscape to achieve the guiding principles of Subsection 17.90.00(C) are important to review for compliance.

#### **IV. RECOMMENDATION**

Staff recommends the Planning Commission hold a public hearing to take public testimony regarding the proposal. Staff recommends the Planning Commission **deny** the requested conditional use, 100 percent outdoor product display or storage of merchandise. Additionally, staff recommends Planning Commission **deny** the requested Type III Special Variance from Subsection 17.90.110(D)(1) to eliminate the required 50 percent building frontage standard.

Contrary to the staff recommendation if the Planning Commission decides to approve the requested minor conditional use and/or special variance staff recommends it be conditioned on the applicant redesign the site's landscaping plan to include landscape strips to be a minimum of 7.5-feet wide or include a wheel stop to protect the landscaping. In addition, staff has concluded the proposed landscaping does not meet the intent of 17.92.50(A) therefore the applicant shall resubmit a landscape plan that provides a combination of trees, shrubs, or evergreen ground cover of at least 75 percent of the required landscaping area for staff review and approval.

In addition to the above conditions of approval, modifications as recommended in this report including but not limited to the following (required order of submission and completion of improvements/inspections will be detailed in the final order):

1. All public utility installations shall conform to the City's facilities master plans. The applicant shall pay plan review, inspection, and permit fees as determined by the Public Works Director.
2. The applicant shall update the plans to include brick paver strips and scoring pattern matching the existing sidewalks in the Urban Renewal Area along Beers Avenue.
3. The existing curb cut on Proctor shall be eliminated and replaced with standard Type C curb per 17.100.90(C) SMC. To create visual symmetry, the applicant shall relocate the proposed tree centered between the existing trees located along the Proctor Blvd./US HWY 26 of the subject property. *All trees shall include tree ties with twine, loosely tied so as not to damage the trunk and shall be removed after one growing season (or a maximum of 1 year).*
4. All landscape areas will be irrigated using either manual or automatic system per the applicant's narrative (Exhibit C). The applicant shall demonstrate compliance with this proposal at time of building permit. Irrigation requirements of Subsection 17.92.40 shall be met.
5. The applicant shall install metal tube supports and signs per ODOT Standard Drawing TM490, Crosswalk Closure Detail (Exhibit I) on both the north and south sides of the west leg of Proctor Blvd./US HWY 26 and Beers Avenue.
6. The applicant shall update and submit plans indicating all of Proctor Blvd. frontage includes a six-foot wide sidewalk adjacent to the property line with the remaining right-of-way developed as a planter strip.
7. The existing ADA ramp located at the northwest corner of the Proctor/US HWY 26 and Beers Avenue intersections shall be replaced with ADA-compliant ramps and the new curb return transition to the improvements on Beers Avenue shall mirror the existing curb extension on the east side of Beers Avenue.
8. The applicant shall complete one of the following options:
  - A gate is proposed at the proposed Beers Ave. driveway approach to the sales lot. The proposed driveway throat shall be deep enough to allow an RV and tow vehicle to pull into the site without interfering with traffic on Beers Ave. or blocking the sidewalk, or
  - A gate is proposed at the entrance to the sales lot. In order to prevent an RV and tow vehicle entering or exiting the site from interfering with traffic on Beers Ave. or blocking the sidewalk the gate shall be motorized and remotely operated to allow entrance and exit to and from the approach without stopping in the public right-of-way.
8. The applicant shall demonstrate compliance with street frontage improvements including lighting and storm drainage per 17.84.80 (G) SMC upon submission of construction plans. Detailed analysis of the proposed pedestrian and bicyclist improvements shall be completed during the construction plans review process.
9. The applicant shall record a cross access easement to the adjacent properties with state highway frontage with the County Assessor to facilitate shared access.



10. Any work to be completed within the highway right-of-way (Proctor Blvd./US HWY 26) requires an ODOT Miscellaneous Permit to be completed, including tree planting.
11. The applicant shall provide staff with updated photometric plan limiting the foot candle illumination not to exceed City limitations. All proposed lighting shall be full-cutoff and not exceed 3,000 Kelvins.
12. Should ownership of either parcel be transferred each property will have to demonstrate it can independently conform to applicable parking standards at time of review.
13. All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing.
14. All parking, driveway and maneuvering areas shall be constructed of asphalt, concrete, or other approved material.
15. All stormwater runoff shall be treated, detained and discharged in conformance with Section 13.18 and 13.20 of the Sandy Municipal Code (SMC) and the latest edition of the City of Portland Stormwater Management Manual (including section 1.10 of the Source Control Manual).
16. The applicant shall submit a grading and erosion control permit and request an inspection of installed devices prior to any additional grading onsite. The grading and erosion control plan shall include a re-vegetation plan for all areas disturbed during construction of the subdivision. All erosion control and grading shall comply with Section 15.44 of the Municipal Code and as detailed below.
17. The applicant shall submit a plan identifying the locations of street lights along with specifications of proposed lighting fixtures to be reviewed in detail with construction plans. Full cut-off lighting shall be required and proposed street lighting on Proctor Blvd./US HWY 26 shall conform to the Streetlight Detail identified within Appendix F of the development code.
18. All on-site earthwork activities including any retaining wall construction should follow the requirements of the current edition of the Oregon Structural Specialty Code (OSSC). If the proposal includes a retaining wall, the applicant shall submit additional details on the proposed retaining wall for staff review and approval.
19. Site grading should not in any way impede, impound or inundate the adjoining properties. All the work within the public right-of-way and within the paved area should comply with American Public Works Association (APWA) and City requirements as amended. The applicant shall submit a grading and erosion control permit and request an inspection of installed devices prior to any additional grading onsite. All erosion control and grading shall comply with Section 15.44 of the Municipal Code.
20. If the applicant chooses to postpone street tree and/or landscaping installation, the applicant shall post a performance bond equal to 120 percent of the cost of the landscaping, assuring installation within 6 months. The cost of street trees shall be based on the street tree plan and at least \$400 per tree. The cost of landscaping shall be based on the average of three estimates from three landscaping contractors; the estimates shall include as separate items all materials, labor, and other costs of the required action, including a two-year maintenance and warranty period.

21. The applicant will be required to pay for the cost of all street signs and the City will install the street signs. Signs to be determined during the construction review period.

# EXHIBIT A



CITY OF SANDY, OREGON

## LAND USE APPLICATION FORM

(Please print or type the information below)

Planning Department  
39250 Pioneer Blvd.  
Sandy OR 97055  
503-668-4886

Name of Project FUN TIME RV  
 Location or Address 38477/38415 PROCTOR BLVD, SANDY OR 97055  
 Map & Tax Lot Number T 25, R 4E, Section 138C; Tax Lot(s) 3900  
 Plan Designation Retail/Commercial Zoning Designation C-1 Acres 0.33

Request:

Type II Design Review to allow for installing asphalt surface to allow for additional storage and parking of recreational vehicles.

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 <u>Finwood Design Group</u>	Owner <u>Jenny Fisk</u>
Address <u>359 E. Historic Col. River Hwy</u>	Address <u>18605 SW Pacific Dr.</u>
City/State/Zip <u>TROUTDALE, OR 97060</u>	City/State/Zip <u>TUALATIN, OR 97062</u>
Phone <u>503-668-3737</u>	Phone <u>503-925-9620 503-807-1900</u>
Email <u>Kg@finwooddesign.com</u>	Email <u>JD@funtimervinc.com</u>
Signature	Signature 

If signed by Agent, owner's written authorization must be attached.

File No.	Date <u>7/10/18</u>	Rec. No.	Fee \$ <u>1500<sup>00</sup></u>
Type of Review (circle one): Type I <input type="radio"/> <u>Type II</u> <input checked="" type="radio"/> Type III <input type="radio"/> Type IV <input type="radio"/>			

24E13BC039KA



**SUPPLEMENTAL APPLICATION  
DESIGN REVIEW / CONDITIONAL USE PERMIT**

(Please print or type the information below)

Planning Department  
39250 Pioneer Blvd.  
Sandy OR 97055  
503-668-4886

Name of Project Fun Time RV

Location or Address 38477/38415 Proctor Blvd., Sandy OR 97055

Type of Business RV SALES

Products Manufactured None.

Hours of Operation Mon-Sat. 8:30 a.m. - 5 p.m. Sun. 10 a.m. - 5 p.m.

No. of Employees per Shift N/A.

Total Site Size 0.33 acres Total Bldg. Square Footage N/A

**Project Summary**

No building is proposed, only paving the currently vacant parcel to allow for additional parking and storage of recreational vehicles.

**USES WITHIN BUILDING (SQUARE FOOTAGE)**

Offices: \_\_\_\_\_ Shop: \_\_\_\_\_ Storage: 14,000 sq. ft. +/-  
OUTDOOR VEHICLE STORAGE

Kitchen: \_\_\_\_\_ Laundry: \_\_\_\_\_ Rest Rooms: \_\_\_\_\_

Other: \_\_\_\_\_

**OCCUPANCY & CONSTRUCTION TYPE**

(List all occupancies by square footage)

UBC Occupancy Rating: N/A

UBC Type of Construction: N/A

Will fire sprinklers be installed in the building?  Yes  No

SITE ANALYSIS DATA		
Type	Lot Coverage (Square Feet)	Lot Coverage (Percent of Site)
Buildings		
Parking Lots and Driveways		
Private Walks & Pedestrian Ways		
Landscaping – Improved Area		
Landscaping – Natural areas		
Storm Water Detention, Retention & Bioswale Areas		
Other (describe)		
Other (describe)		

**CONSTRUCTION MATERIAL DETAILS**

Color & Type of Siding Materials:

Color & Type of Trim Materials:

Color & Type of Roof Materials:

Color & Type of Exterior Doors:

Color & Type of Exterior Stairs, Balconies & Railings:

Trash & Recycling Enclosure (describe type, colors, height):

Type of Lighting Fixtures (describe):

Pole: \_\_\_\_\_

Wall-Mounted: \_\_\_\_\_

Fencing (height and type):

Mailboxes (location and type):

Private Pedestrian Walkways (type of surfacing):

Recreational Amenities (describe type and location):

Other Site Elements (describe):

RETAINING WALLS LESS THAN 4 FT IN HEIGHT.

STORM MANAGEMENT SYSTEM - TREATMENT AND

UNDERGROUND DETENTION

**TYPE OF IRRIGATION SYSTEM**

Describe type and brand of irrigation system to be installed. Formal irrigation plans must be submitted with construction plans.

N/A

**PROPOSED SOIL AMENDMENTS**

Describe soil conditions and proposed plans for soil treatment & amendments:

N/A

**ADDITIONAL LANDSCAPING INFORMATION**

Street Trees.

**LANDSCAPE MATERIALS**

Quantity	Type – Include botanical and common names. Plants must be keyed to landscape plan.	Size	Height	Spacing
1	CHANTICLEER PEAR TREE	2"		Per Plan.



## EXHIBIT B



*First American*

Date of Production: Tuesday, January 15, 2019

The ownership information enclosed is time sensitive and should be utilized as soon as possible.

This mailing list was produced with taxlot data from the Portland Metro regional government.

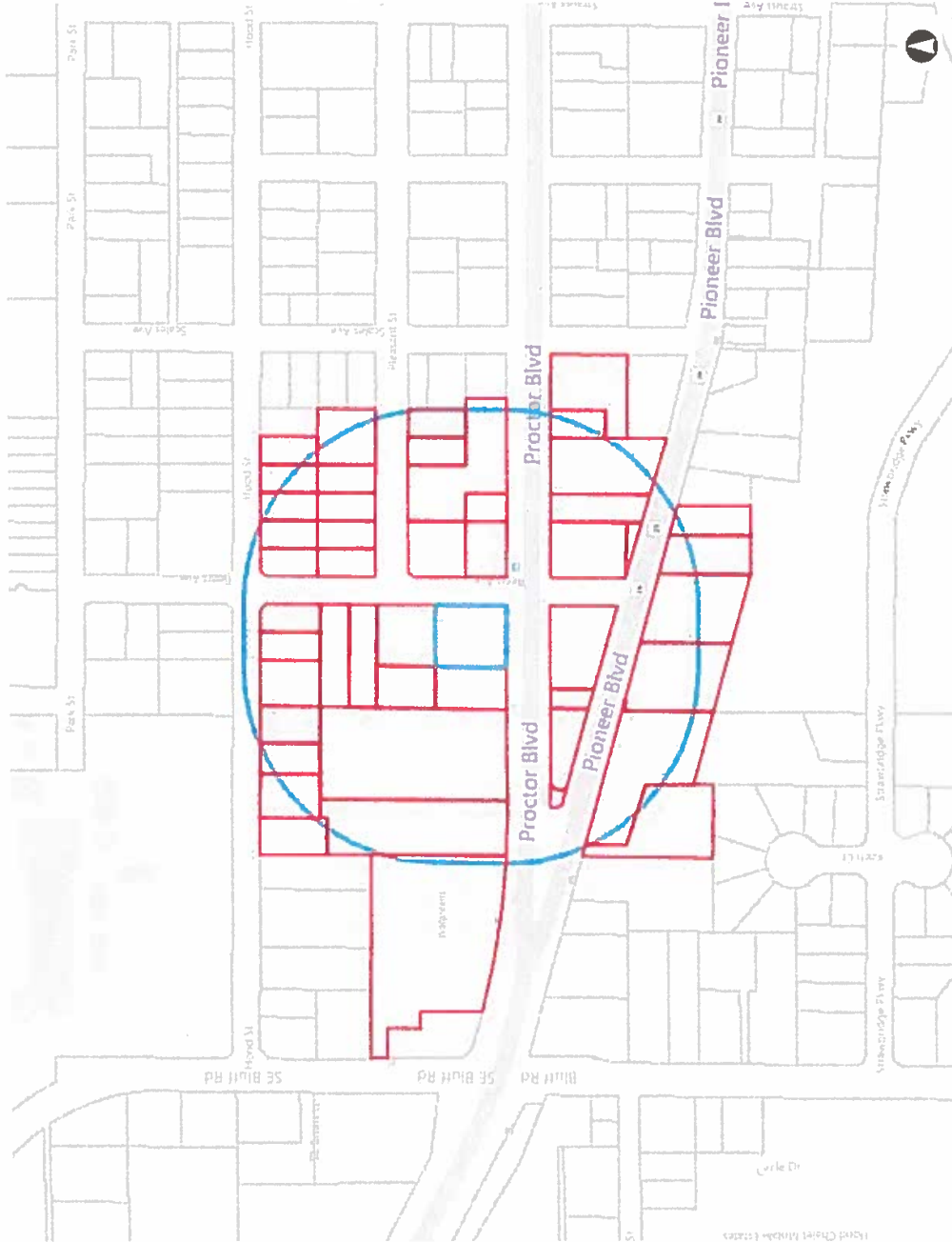
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**Thank you for your business and for using First American Title.**

# 350 ft buffer - 38477 Proctor Blvd



- Subject
- Radius
- Radius Properties



1/15/2019

Notes  
Sandy, OR

Maps are intended for informational purposes only. Some information has been procured from third party sources and has not been independently verified. Independent parts are owned by their respective copyright owners and not by First American. First American Title Company makes no express or implied warranty respecting the information presented and assumes no responsibility for errors or omissions.

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First American Title™

Customer Service Department  
Phone: 503.219.8746(TRIO)  
Email: cs.oregon@firstam.com  
Report Generated: 1/15/2019

### Ownership

Legal Owner(s): Red One Holdings Llc	Parcel #: 24E13BC03900
Site Address: 38477 Proctor Blvd Sandy, OR 97055	APN: 00657621
Mailing Address: 18605 SW Pacific Hwy Tualatin, OR 97062	County: Clackamas

### Property Characteristics

Bedrooms: 0	Year Built: 0	Lot SqFt: 14425
Total Bathrooms: 0	Building SqFt: 0	Lot Acres: 0.33
Full Bathrooms: 0	First Floor SqFt: 0	Roof Type:
Half Bathrooms:	Basement Sqft: 0	Roof Shape:
Units: 0	Basement Type:	Porch Type:
Stories:		Building Style:
Fire Place: N		Garage:
Air Conditioning:		Garage SqFt: 0
Heating Type:		Parking Spots: 0
Electric Type:		Pool:

### Property Information

Land Use: VACANT	Neighborhood:
Improvement Type: Commercial-	School District: Oregon Trail Sd 46
Legal Description: 182 SANDY PT BLK C	Zoning: C1

### Assessor & Tax

Market Land: \$243,904	Taxes: \$1,805.68
Market Total: \$243,904	% Improved:
Market Structure: \$0	Levy Code: 046048
Assessed Total: \$104,283	Millage Rate: 17.4034

### Sale History

Last Sale Date: 3/6/2017	Doc #: 2017-014977	Last Sale Price: \$1,400,000
Prior Sale Date:	Prior Doc #:	Prior Sale Price: \$0

### Mortgage

1st Mortgage Date: 3/6/2017	Doc #: 2017-014978	
1st Mortgage Type:	1st Mortgage Lender: Carlson Proctor Property Llc	1st Mortgage: \$0
2nd Mortgage Type:		2nd Mortgage: \$0

*The present data and maps are intended for informational purposes only. Some information has been procured from third-party sources and has not been independently verified. Individual parts are owned by their respective copyright owners and not by First American. First American Title Company makes no express or implied warranty respecting the information presented and assumes no responsibility for errors or omissions.*

24E13BC03200	Walgreen Co	Po Box 1159	Deerfield	IL	60015	38241 Proctor Blvd	Sandy	OR	97055
24E13BC04900	Lowell & April Weare	38630 Hood St	Sandy	OR	97055	38634 Hood St	Sandy	OR	97055
24E13BC04500	Oscar Williams	Po Box 66831	Portland	OR	97290	17225 Beers Ave	Sandy	OR	97055
24E13BC02600	Jennifer Wood	38356 Hood St	Sandy	OR	97055	38356 Hood St	Sandy	OR	97055
24E13BC04700	Jon & Erin Woodard	38540 Hood St	Sandy	OR	97055	38540 Hood St	Sandy	OR	97055
24E13BC05600	Margie Workinger & Urleta Nestoza F	38525 Pleasant St	Sandy	OR	97055	38525 Pleasant St	Sandy	OR	97055
24E13BC05700	Anna Zell	28490 SE Curtin Rd	Estacada	OR	97023	17326 Beers Ave	Sandy	OR	97055

TAXID	Owner Name	Mailing Address	Mail City	Mail State	Mail Zip	Site Address	Site City	Site State	Site Zip
24E13CB01700	Adventure Holdings Llc	426 SE Grand Ave	Portland	OR	97214	38454 Pioneer Blvd	Sandy	OR	97055
24E13CB00400	Andys Ice Cream Llc	26814 SE Stark St	Troutdale	OR	97060	17400 Beers Ave	Sandy	OR	97055
24E13CB00401	Andys Ice Cream Llc	26814 SE Stark St	Troutdale	OR	97060	No Site Address	Sandy	OR	97055
24E13CB00500	Andys Ice Cream Llc	26814 SE Stark St	Troutdale	OR	97060	38560 Proctor Blvd	Sandy	OR	97055
24E13CB06700	William Baker	7122 SE Short Rd	Gresham	OR	97080	38565 Proctor Blvd	Sandy	OR	97055
24E13BC04300	Oregoner Lic	16510 SE Bluff Rd	Sandy	OR	97055	38462 Hood St	Sandy	OR	97055
24E13BC03500	Carlson Chevrolet Co	Po Box 636	Sandy	OR	97055	38361 Proctor Blvd	Sandy	OR	97055
24E13CB02100	Carlson Pioneer Property Llc	Po Box 820	Sandy	OR	97055	38400 Pioneer Blvd	Sandy	OR	97055
24E13CB02000	City Of Sandy	39250 Pioneer Blvd	Sandy	OR	97055	38362 Pioneer Blvd	Sandy	OR	97055
24E13CB00300	Elaine Kitchen Family Llc	37071 SE Kelso Rd	Boring	OR	97009	17475 Beers Ave	Sandy	OR	97055
24E13BC02500	Aranca Ferrara	38376 Hood St	Sandy	OR	97055	38376 Hood St	Sandy	OR	97055
24E13BC04100	Alan & Therese Fleischman	38720 Proctor Blvd STE 101	Sandy	OR	97055	17235 Beers Ave APT A	Sandy	OR	97055
24E13BC04200	Quentin Karstetter	Po Box 994	Sandy	OR	97055	17235 Beers Ave	Sandy	OR	97055
24E13BC04701	Grant Fretz	38556 Hood St	Sandy	OR	97055	38556 Hood St	Sandy	OR	97055
24E13BC05400	Anthony & Myrna Gonzales	Po Box 21	Sandy	OR	97055	38635 Pleasant St	Sandy	OR	97055
24E13BC05601	John Gough	38535 Pleasant St	Sandy	OR	97055	38535 Pleasant St	Sandy	OR	97055
24E13BC04000	Granstrom William L Of	2617 Jolie Pointe Rd	West Linn	OR	97068	17321 Beers Ave	Sandy	OR	97055
24E13BC04800	Doris Johnson	33991 SE Lusted Rd	Gresham	OR	97080	38574 Hood St	Sandy	OR	97055
24E13BC02300	Christy & Jason Kinsey	415 NE 4th St	Gresham	OR	97030	38432 Hood St	Sandy	OR	97055
24E13CB00100	Kathryn Leathers	255 Depot St	Fairview	OR	97024	38422 Proctor Blvd	Sandy	OR	97055
24E13CB00700	Lila Leathers	255 Depot St	Fairview	OR	97024	38600 Proctor Blvd	Sandy	OR	97055
24E13CB00901	Leathers Limited Ptnrship	255 Depot St	Fairview	OR	97024	No Site Address	Sandy	OR	97055
24E13CB04500	Leathers Limited Ptnrship	255 Depot St	Fairview	OR	97024	No Site Address	Sandy	OR	97055
24E13CB00800	Yong & Young Lim	740 SE 25th St	Gresham	OR	97080	38636 Proctor Blvd	Sandy	OR	97055
24E13BC05501	Jane McCarrel	21575 E Lodge Ln	Rhododendron	OR	97049	38565 Pleasant St	Sandy	OR	97055
24E13BC05500	Debra Mills	Po Box 456	Boring	OR	97009	38565 Pleasant St	Sandy	OR	97055
24E13BC02400	Richard Minor	12255 SE Wise Rd	Damascus	OR	97089	38422 Hood St	Sandy	OR	97055
24E13BC06000	Greg & Linda Osburn	15633 SE 329th Ave	Boring	OR	97009	38620 Pleasant St	Sandy	OR	97055
24E13BC06001	Greg & Linda Osburn	15633 SE 329th Ave	Boring	OR	97009	38640 Pleasant St	Sandy	OR	97055
24E13BC03600	Red One Holdings Llc	18605 SW Pacific Hwy	Tualatin	OR	97062	38415 Proctor Blvd	Sandy	OR	97055
24E13BC03800	Red One Holdings Llc	18605 SW Pacific Hwy	Tualatin	OR	97062	No Site Address	Sandy	OR	97055
24E13BC03900	Red One Holdings Llc	18605 SW Pacific Hwy	Tualatin	OR	97062	38477 Proctor Blvd	Sandy	OR	97055
24E13BC04001	Red One Holdings Llc	18605 SW Pacific Hwy	Tualatin	OR	97062	No Site Address	Sandy	OR	97055
24E13BC04400	Ruth Clark	38472 Hood St	Sandy	OR	97055	38472 Hood St	Sandy	OR	97055
24E13BC04600	Donna Ryan	38526 Hood St	Sandy	OR	97055	38526 Hood St	Sandy	OR	97055
24E13CB00200	Sandy Post #4273 Vfw	Po Box 404	Sandy	OR	97055	38452 Proctor Blvd	Sandy	OR	97055
24E13CB01400	Susan Tolle	1551 SW Maplecrest Dr	Portland	OR	97219	No Site Address	Sandy	OR	97055
24E13CB01500	Susan Tolle	1551 SW Maplecrest Dr	Portland	OR	97219	No Site Address	Sandy	OR	97055
24E13CB01600	United Pentecostal Ch Sandy	Po Box 1270	Sandy	OR	97055	38530 Pioneer Blvd	Sandy	OR	97055
24E13BC06500	Us Bank Properties	2800 E Lake St	Minneapolis	MN	55406	38561 Proctor Blvd	Sandy	OR	97055
24E13BC06800	Usmw #3 Lic	36370 Industrial Way	Sandy	OR	97055	38525 Proctor Blvd	Sandy	OR	97055

24E13CB01700  
Adventure Holdings Llc  
426 SE Grand Ave  
Portland, OR 97214

24E13CB00500  
Andys Ice Cream Llc  
26814 SE Stark St  
Troutdale, OR 97060

24E13BC03500  
Carlson Chevrolet Co  
Po Box 636  
Sandy, OR 97055

24E13CB00300  
Elaine Kitchen Family Llc  
37071 SE Kelso Rd  
Boring, OR 97009

24E13BC04200  
Quentin Karstetter  
Po Box 994  
Sandy, OR 97055

24E13BC05601  
John Gough  
38535 Pleasant St  
Sandy, OR 97055

24E13BC02300  
Christy & Jason Kinsey  
415 NE 4th St  
Gresham, OR 97030

24E13CB00901  
Lila Leathers  
255 Depot St  
Fairview, OR 97024

24E13BC05501  
Jane Mccarrel  
21575 E Lodge Ln  
Rhododendron, OR 97049

24E13BC06000  
Greg & Linda Osburn  
15633 SE 329th Ave  
Boring, OR 97009

24E13CB00400  
Andys Ice Cream Llc  
26814 SE Stark St  
Troutdale, OR 97060

24E13BC06700  
William Baker  
7122 SE Short Rd  
Gresham, OR 97080

24E13CB02100  
Carlson Pioneer Property Llc  
Po Box 820  
Sandy, OR 97055

24E13BC02500  
Aranca Ferarita  
38376 Hood St  
Sandy, OR 97055

24E13BC04701  
Grant Fretz  
38556 Hood St  
Sandy, OR 97055

24E13BC04000  
Granstrom William L Of  
2617 Jolie Pointe Rd  
West Linn, OR 97068

24E13CB00100  
Kathryn Leathers  
255 Depot St  
Fairview, OR 97024

24E13CB04500  
Leathers Limited Prtnrship  
255 Depot St  
Fairview, OR 97024

24E13BC05500  
Debra Mills  
Po Box 456  
Boring, OR 97009

24E13BC06001  
Greg & Linda Osburn  
15633 SE 329th Ave  
Boring, OR 97009

24E13CB00401  
Andys Ice Cream Llc  
26814 SE Stark St  
Troutdale, OR 97060

24E13BC04300  
Oregoneer Llc  
16510 SE Bluff Rd  
Sandy, OR 97055

24E13CB02000  
City Of Sandy  
39250 Pioneer Blvd  
Sandy, OR 97055

24E13BC04100  
Alan & Therese Fleischman  
38720 Proctor Blvd STE 101  
Sandy, OR 97055

24E13BC05400  
Anthony & Myrna Gonzales  
Po Box 21  
Sandy, OR 97055

24E13BC04800  
Doris Johnson  
33991 SE Lusted Rd  
Gresham, OR 97080

24E13CB00700  
Lila Leathers  
255 Depot St  
Fairview, OR 97024

24E13CB00800  
Yong & Young Lim  
740 SE 25th St  
Gresham, OR 97080

24E13BC02400  
Richard Minor  
12255 SE Wiese Rd  
Damascus, OR 97089

24E13BC03600  
Red One Holdings Llc  
18605 SW Pacific Hwy  
Tualatin, OR 97062

24E13BC03800  
Red One Holdings Llc  
18605 SW Pacific Hwy  
Tualatin, OR 97062

24E13BC03900  
Red One Holdings Llc  
18605 SW Pacific Hwy  
Tualatin, OR 97062

24E13BC04001  
Red One Holdings Llc  
18605 SW Pacific Hwy  
Tualatin, OR 97062

24E13BC04400  
Ruth Clark  
38472 Hood St  
Sandy, OR 97055

24E13BC04600  
Donna Ryan  
38526 Hood St  
Sandy, OR 97055

24E13CB00200  
Sandy Post #4273 Vfw  
Po Box 404  
Sandy, OR 97055

24E13CB01400  
Susan Tolle  
1551 SW Maplecrest Dr  
Portland, OR 97219

24E13CB01500  
Susan Tolle  
1551 SW Maplecrest Dr  
Portland, OR 97219

24E13CB01600  
United Pentecostal Ch Sandy  
Po Box 1270  
Sandy, OR 97055

24E13BC06500  
Us Bank Properties  
2800 E Lake St  
Minneapolis, MN 55406

24E13BC06800  
Usmw #3 Lic  
36370 Industrial Way  
Sandy, OR 97055

24E13BC03200  
Walgreen Co  
Po Box 1159  
Deerfield, IL 60015

24E13BC04900  
Lowell & April Weare  
38630 Hood St  
Sandy, OR 97055

24E13BC04500  
Oscar Williams  
Po Box 66831  
Portland, OR 97290

24E13BC02600  
Jennifer Wood  
38356 Hood St  
Sandy, OR 97055

24E13BC04700  
Jon & Erin Woodard  
38540 Hood St  
Sandy, OR 97055

24E13BC05600  
Margie Workinger & Urieta Nestoza F  
38525 Pleasant St  
Sandy, OR 97055

24E13BC05700  
Anna Zell  
28490 SE Currin Rd  
Estacada, OR 97023

## EXHIBIT C

**Date:** February 7, 2019

**To:** James Cramer, City of Sandy

**From:** Tracy Brown, Tracy Brown Planning Consultants, LLC

**Re:** Fun Time RV (File No. 18-030) Response to Incompleteness Letter 8/28/18

Please find supplemental items needed to allow you to deem the above referenced file complete and process the application. As you requested, six copies of revised materials have been provided. The revised plan set and narrative are a result of email correspondence you and I had regarding the project over the last two months. As you are aware, this application was originally submitted on July 10, 2018, and it was not deemed incomplete until August 28, 2018, 49 days later. Based on your December 20, 2018, email, you indicated the 181 day application submission deadline was extended to February 25, 2019.

We are requesting the following approvals with the revised application:

- Type II minor conditional use permit;
- Type II design review; and
- Type III special variance to Section 17.90.110(D)(1).

Previously I thought we would need a Type I Adjustment to the required 10 percent onsite landscaping requirement but the proposal is now designed to comply with this standard. The following items have been included with this submittal:

- Updated Notification List and Mailing Labels within 350 feet
- Reduced size Plan Set
- Updated Project Narrative
- Revised Plan Set
- Revised Stormwater Report
- Pre-application Conference Notes and Correspondence between applicant's representative and James Cramer, City of Sandy

The only item I am still waiting on is the lighting plan. We have been pursuing obtaining a plan from a qualified lighting contractor for over a month now and we are committed to providing this information to your office as soon as it is available. If we are unsuccessful in receiving a plan soon, we ask that the City deem the application complete without this information and include a condition requiring submittal of this plan with the building permit.



**Revised  
Project Narrative  
for**

**File No. 18-030DR**

**Funtime RV  
Minor CUP, Design Review, and Special Variance**

**38477 Proctor Blvd., Sandy, Oregon**



**Prepared by  
Tracy Brown Planning Consultants, LLC**

**February 2019**

## I. General Project Description

This narrative is intended to replace the previously submitted narrative for this project submitted on July 10, 2018, (File No. 18-030 DR). A pre-application conference on the project was originally held with the former owner of the property to review the project on September 8, 2016. Based on the summary notes from this meeting, the current owner, FunTime RV submitted an application for the proposed project on July 10, 2018. Following a pre-application meeting with the current owner on August 8, 2018, the City deemed the application incomplete on August 28, 2018. The applicant then attended another pre-application conference with the City on November 26, 2018. Following this meeting additional correspondence was completed between the applicant's representative and the City in order to clarify items from the pre-application notes and determined required application submittals.

The project site is located at 38477 Proctor Blvd. (Township 2 South, Range 4 East, Section 13BC, tax lot 3900 of the Willamette Meridian). The project site contains approximately 13,985 square feet (0.32 acres) and has never been developed. The topography of the site is generally flat with about seven feet of elevation difference between the Southeast corner and the Northwest corner of the site. The entire lot is currently planted in grass and a split rail fence encloses the South and east boundaries of the property.

The site is zoned C-1, Central Business District and properties adjacent to the subject property on all sides are also zoned C-1. The project is proposed to expand the area of recreational vehicle parking and storage for the FunTime RV business located on the four lots directly west of the subject property (24E13BC tax lots 3500, 3600, 3800, and 4001). These properties are currently being used for the same purpose proposed with this application. Tax lot 3600 (38415 Proctor Blvd,) contains the office, repair shop, and parking for the business. The proposed application is an expansion of this use but these properties are not part of this application.

The primary FunTime RV business located at 38415 Proctor Blvd. to the west of the subject property received Conditional Use Permit approval (File No. 09-001 CUP) under the former business owner, Fred's RV. This approval allowed for the sales and service of automobiles, trucks, and recreational vehicles, etc., on all of the properties currently being occupied by Fun Time RV. No changes are proposed to these properties.

Site improvements include construction of a retaining wall in order to level the site. This wall extends for the majority of the common property between the existing business and the subject property (except for 27 feet). Other improvements include an underground stormwater detention facility, installation of a planter with curb, site paving, and landscaping. The applicant is also proposing to install a gated, limited-use access for the site onto Beers Avenue. This access is proposed only to facilitate periodic maneuvering of recreational vehicles on and off the site. The existing curb cut on Proctor Blvd. will be closed and landscape materials installed in this location and the Beers Ave. frontage will be improved with this proposal.

## **II. Application Approval Requests**

The applicant requests the following approvals with this application:

- Type II minor conditional use permit;
- Type II design review to pave the site to be used for recreational vehicle display and sales; and a
- Type III special variance to Section 17.90.110(D)(1).

## **III. Items Submitted With This Application**

- Land Use Application
- Notification List and Mailing Labels
- Exhibit A - Project Narrative
- Exhibit B - Civil Plans
  - Sheet 1 - Cover Sheet
  - Sheet 2 - Existing Conditions/Demo Plan
  - Sheet 3 - Site, Grading Plan & Landscaping Plan
  - Sheet 4 - Concept RV Display Layout
  - Sheet 5 - Beers Avenue Plan & Profile
  - Sheet 6 - Utility Plan
  - Sheet 7 - Details - City of Sandy
  - Sheet 8 - Details - City of Sandy
  - Sheet 9 - Details - ODOT
  - Sheet 10 - Details - Detention Facility
- Exhibit C - Preliminary Stormwater Report (previously submitted)
- Exhibit D - Pre-application Conference Notes and Correspondence between applicant's representative and James Cramer, City of Sandy

## **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*.

### **CHAPTER 17.42 - CENTRAL BUSINESS DISTRICT (C-1)**

#### **17.42.00 - INTENT**

This district is intended to provide the community with a mix of retail, personal services, offices and residential needs of the community and its trade area in the city's traditional commercial core. This district is not intended for intensive automobile or industrial uses. This district is intended to provide the principal focus for civic and social functions within the community.

This commercial district is intended for civic uses and to provide all basic services and amenities required to keep the downtown the vital center of our community. While the district does not permit new low density building types, it is not intended to preclude dwelling units in buildings containing commercial activities. All development and uses

shall be consistent with the intent of the district, as well as compatible with the space, access and exposure constraints and opportunities of the central city.

*Response: The applicant proposes a permitted outright use in the C-1 zone as listed in Section 17.42.10 (B)(1)(a) below. As specified in the intent language of this section, "The district is not intended for intensive automobile or industrial uses". The proposed use is not an "intensive automobile" or is it an "industrial use". "Intensive automobile" uses are those uses such as drive-through restaurants or coffee kiosks that generate high traffic volumes. The proposed use has a low trip generation rate in contrast to these uses. In addition, the proposed use is not an industrial use, but is commercial in nature.*

**17.42.10 - PERMITTED USES**

B. Primary Uses Permitted Outright - Commercial in buildings with up to 30,000 square feet of gross floor area and without drive-through facilities:

1. Retail uses, including but not limited to:

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

*Response: The proposed use is for the storage and display of recreational vehicles as permitted outright in this zone. The city determined at the pre-application that the proposed use is a permitted use in the C-1 zoning district.*

**17.42.30 - DEVELOPMENT STANDARDS**

A.

<b>Commercial</b>	
Lot Area	No minimum
Lot Dimension	No minimum
Setbacks	No minimum <sup>4</sup> ; maximum 10 ft.
Lot Coverage	No maximum
Landscaping	10% minimum (includes required civic space in Section 17.90.110.)
Structure Height	45 ft. maximum
Off-Street Parking	See Chapter 17.98
Design Review Standards	See Section 17.90.110

*Response: No structures are proposed with this application. On-site improvements include paving, landscaping, lighting, and construction of an underground stormwater treatment and detention facility only. Ten percent of the site will be landscaped including a minimum five foot perimeter landscape strip. As shown on submitted plans, the proposal complies with all development standards in this section.*

B. Special Setbacks - Side or Rear Yard Abutting a More Restrictive District.

*Response: The subject property is bordered on all sides by property that is also zoned C-1, Central Business District and does not require any special setbacks.*

**17.42.20 MINOR CONDITIONAL USES AND CONDITIONAL USES**

A. Minor Conditional Uses:

3. Outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area;

*Response: The applicant proposes using the site to display recreational vehicles over the majority of the site and will exceed the 10 percent outdoor display standard permitted outright. As such, the criteria for a Minor Conditional Use Permit are reviewed in Chapter 7.68 below.*

## **Chapter 17.68 - CONDITIONAL USES**

### **17.68.00 - INTENT**

Certain uses listed in each zoning district require special review to determine what their effects may be to the surrounding properties, neighborhood, and community as a whole. The Minor Conditional Use Permit (Type II) and Conditional Use Permit (Type III) processes provide an opportunity to allow a use when potential adverse effects can be mitigated or deny a use if concerns cannot be resolved.

*Response: The applicant requests a Minor Conditional Use Permit to exceed the 10 percent maximum outdoor display standard as provided in Section 17.42,20(A)(3).*

### **17.68.20 - REVIEW CRITERIA**

The Planning Director (Minor Conditional Use Permit) through a Type II process or the Planning Commission (Conditional Use Permit) through a Type III process may approve an application, approve with modifications, approve with conditions, or deny an application for a conditional use permit after a public hearing. The applicant must submit evidence substantiating that all requirements of this code relative to the proposed use are satisfied and consistent with the purposes of this chapter, policies of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The following criteria and compatibility factors shall be considered:

- A. The use is listed as either a minor conditional use or conditional use in the underlying zoning district or has been interpreted to be similar in use to other listed conditional uses.

*Response: The applicant's request to provide "Outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area" is identified as a Minor Conditional Use in Section 17.74.20(A)(3).*

- B. The characteristics of the site are suitable for the proposed use considering the size, shape, location, topography, and natural features.

*Response: The subject property is suitable for the proposed use because it is located adjacent to an existing RV sales business, is highly visible, generally flat, and does not contain any natural constraints. The proposal to site recreational vehicles on the subject property complies with this criteria.*

- C. The proposed use is timely considering the adequacy of the transportation systems, public facilities and services existing or planned for the area affected by the use.

*Response: The subject property is located within the downtown area and is adjacent to Proctor Blvd. and Beers Ave., both functioning roads. The applicant intends to close the existing curb cut on Proctor Blvd. in front of the site and to complete frontage improvements adjacent to the property on Beers Ave. The proposal does*

*not require any public utilities except necessary to received stormwater after it is detained and cleaned onsite. The proposal is timely given the adequacy of items in this criteria.*

- D. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, precludes, or impairs the use of surrounding properties for the primary uses listed in the underlying zoning district.

*Response: The proposed use is essentially an expansion of a use that has existed on adjacent properties for a number of years. Expansion of this use on the subject property will not alter the character of the surrounding alter from what already exists or impair the use of surrounding properties in any way.*

- E. The proposed use will not result in the use of land for any purpose which may create or cause to be created any public nuisance including, but not limited to, air, land, or water degradation, noise, glare, heat, vibration, or other considerations which may be injurious to the public health, safety, and welfare.

*Response: The proposed use is for the storage and display of recreational vehicles only. By its very nature, the proposed use will not create or cause any public nuisance.*

- F. The proposed use will be reasonably compatible with existing or planned neighboring uses based on review of the following:

1. Basic site design (organization of uses on the site)
2. Visual elements (scale, structural design and form, materials, and so forth)
3. Noise
4. Noxious odors
5. Lighting
6. Signage
7. Landscaping for buffering and screening
8. Traffic
9. Effects on off-street parking
10. Effects on air quality and water quality

*Response: The proposal will be compatible with existing and planned neighboring uses in all ways. Development of the site will include construction of a short wall along a portion of the western property line in order to level the site, paving, installing a curb, landscape planter, short fence, landscaping, and frontage improvements. Site lighting will be installed in compliance with Dark Sky standards. The proposal will not generate noise and noxious odors and will only marginally generate additional traffic to the business located next door. The proposal will have no effect on off-street parking, or air and water quality. The proposal complies with this criteria.*

## **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.

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

### **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: Beers Ave. is identified in the City's Transportation System Plan as a local street. Frontage improvements along this street will be constructed in accordance with city standards. The majority of the Proctor Blvd. frontage is already improved. The only improvement to this frontage will be closing the existing curb cut and constructing a new curb in this location and planting landscape materials in this location.*

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

*Response: Sidewalk improvements are proposed to be completed prior to occupancy.*

### **17.84.50 STREET REQUIREMENTS**

A. Traffic evaluations may be required of all development proposals in accordance with the following:

1. A proposal establishing the scope of the traffic evaluation shall be submitted for review to the City Engineer. The evaluation requirements shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. Large projects should assess all nearby key intersections. Once the scope of the traffic evaluation has been approved, the applicant shall present the results with and an overall site development proposal. If required by the City Engineer, such evaluations shall be signed by a Licensed Professional Civil Engineer or Licensed Professional Traffic Engineer licensed in the State of Oregon.
2. If the traffic evaluation identifies level-of-service conditions less than the minimum standard established in the Transportation System Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with a development proposal.

*Response: A traffic evaluation was not been requested by the City or has one been submitted with this application. The proposed use is for the display of recreational vehicles only. Parking for employees and customers associated with this use will continue to be accommodated at the primary Funtime RV property located west of the subject property.*

### **17.84.60 PUBLIC FACILITY EXTENSIONS**

A. All development sites shall be provided with public water, sanitary sewer, broadband (fiber), and storm drainage.

*Response: The proposed use will not require installation of any public facilities except for the connection of the proposed stormwater system to the public line located near the corner of Beers Ave. and Pleasant St. This facility is shown on submitted plans. No water, sanitary sewer, or fiber service is proposed or required.*

### **17.84.80 FRANCHISE UTILITY EXTENSIONS**

These standards are intended to supplement, not replace or supersede, requirements contained within individual franchise agreements the City has with providers of electrical power, telephone, cable television, and natural gas services (hereinafter referred to as “franchise utilities”).

*Response: No franchise utilities are required.*

#### **17.84.90 LAND FOR PUBLIC PURPOSES**

- A. Easements for public sanitary sewer, water, storm drain, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way in accordance with the following:

*Response: No easements for the purposes identified in this section are anticipated.*

### **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 paving the site in order to display and sell recreational vehicles. Because the proposal is limited in scope and does not include construction or renovation of a building, the majority of code standards in this Chapter are not applicable and have not been addressed in this narrative.*

#### **17.90.110 DOWNTOWN AND VILLAGE COMMERCIAL (C-1 AND C-3) DESIGN STANDARDS**

##### **A. Site Layout and Vehicle Access**

Intent: To provide for compact, walkable development, and to design and manage vehicle access and circulation in a manner that supports pedestrian safety, comfort and convenience. (Figures 17.90.110-C and 17.90.110-D)

1. All lots shall abut or have cross access to a dedicated public street.

*Response: The subject property abuts both Proctor Blvd. and Beers Ave.*

2. All lots that have access to a public alley shall provide for an additional vehicle access from that alley.
3. Off-street parking shall be located to the rear or side of buildings with no portion of the parking lot located within required setbacks or within 10-feet of the public right-of-way, as shown in Figure 17.90.110(C). When access must be provided directly from a public right-of-way, driveways for ingress or egress shall be limited to one per 150 ft. For lots with frontage of less than 150 ft. or less, shared access may be required.



4. Adjacent parking lots shall be connected to one another when the City determines it is practicable to do so. Developments shall avoid creating barriers to inter-parcel circulation.
5. Urban design details, such as raised or painted pedestrian crossings and similar devices incorporating changes in paving materials, textures or color, shall be used to calm traffic and protect pedestrians in parking areas.
6. Where openings occur between buildings facing Proctor Boulevard or Pioneer Boulevard, pedestrian ways shall connect the street sidewalk to any internal parking areas. Development shall avoid creating barriers to pedestrian circulation.
7. Parking lots may include public alley accessed garages at the rear property line, except where a setback is required for vision clearance or to conform to other city standards.
8. Raised walkways or painted crossings from the public street sidewalk to the building entrance(s) are required. Crosswalks through parking lots and drive aisles shall be constructed of a material contrasting with the road surface or be painted (e.g., colored concrete inlay in asphalt).

*Response: These sections are not applicable.*

9. Joint use of access points and interconnections and cross-over easements between parcels shall be required, where the City determines it is practicable and necessary. A development approval may be conditioned to require a joint use access easement and interconnecting driveways or alleys to comply with access spacing and other applicable code requirements.

*Response: The applicant owns both the subject property and the property abutting this property to the West. As such, a cross-over easement is not necessary to allow cross-over access between these properties. During the pre-application conference ODOT recommended (August 15, 2018, letter) the applicant record a cross-over access easement between the subject property and the adjacent property to facilitate share access between the two properties. As shown on the submitted plan set, due to the grade difference on the subject property a retaining wall will be constructed along the western line of the subject property leaving only 27 feet at the southern portion of this common line without a wall. The applicant does not believe a cross-over easement makes sense in this location.*

10. Connection to Adjacent Properties: The location of any real improvements to the property must provide for a future street and pedestrian connection to adjacent properties where the City determines this is practicable and necessary.
  11. Through lots and corner lots may be permitted with two access points, one onto each abutting street, where necessary to serve a centralized, shared parking facility. Such access points must conform to the above access spacing requirements and parking must be internalized to the property.
  12. Free-standing buildings shall be connected to one another with a seamless pedestrian network that provides access to building entrances and civic spaces.
- Response: The proposed project is intended to be used to display and sell recreational vehicles and does not require vehicle access except for limited-use access on Beers Avenue. The limited-use access is proposed only to facilitate the*

*maneuvering of large recreational vehicles on and off the site only as needed. The submitted plan set indicates that this access will be gated.*

#### **D. Building Orientation and Entrances**

**Intent:** To maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style. (Figures 17.90.110-A, 17.90.110-B, 17.90.110-C, 17.90.110-D, 17.90.110-E, 17.90.110-F, 17.90.110-G, 17.90.110-H, 17.90.110-I and representative photos in Appendix E)

1. Buildings shall be oriented to a public street or civic space. This standard is met when at least 50 percent of the subject site's street frontage is comprised of building(s) placed within 10 feet of a sidewalk or an approved civic space and not more than 20 percent of the off-street parking on a parcel as required by SDC 17.98, tract or area of land is located between a building's front façade and the adjacent street(s).

*Response: Although a building is not proposed with this application, the City has determined that a special variance to this section is required. The special variance criteria for this request are reviewed in Chapter 17.66 below.*

#### **H. Lighting**

**Intent:** To promote business vitality, public safety and aesthetics through effective outdoor lighting, consistent with the Sandy Style.

1. Streetscape lighting shall conform to the Downtown Sandy Streetscape Design and the requirements of Chapter 15.30, Dark Sky Ordinance.
2. Exterior lighting must be an integral part of the architectural design and must complement any ornamental street lighting and remain in context with the overall architectural character of the district. On-site light fixtures conforming to the Sandy Style are encouraged.
3. Lighting must be adequate for safety purposes. Walkways, parking lots, and building entrances should be illuminated at 1.5 - 2.0 foot candles.

*Response: The applicant proposes installing new lighting on the site for safety and security purposes.*

### **CHAPTER 17.92 LANDSCAPING AND SCREENING GENERAL STANDARDS - ALL ZONES**

*Response: As noted above, because of site constraints with the proposed stormwater detention facility and the nature of the proposed use, no onsite landscaping is proposed with this application. The proposal includes landscaping within the public right-of-way in the location of the removed approach on Proctor Blvd.*

#### **17.92.10 GENERAL PROVISIONS**

**D.** Planter and boundary areas used for required plantings shall have a minimum diameter of 5-ft. (2-1/2 ft. radius, inside dimensions). Where the curb or the edge of these areas

are used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7-1/2 ft.

*Response: All planter areas have a minimum depth of five feet. The proposed use is to display recreational vehicles for sale. These RV's will be located in the same place for several days rather and the project is not considered a parking lot to park automobiles on the short term basis. With this use the applicant is committed to taking extra care in placing the RV's to ensure landscaping will not be impacted. Given these circumstances, wheel stops are not needed to protect landscaping.*

#### **17.92.30 REQUIRED TREE PLANTINGS**

Planting of trees is required for all parking lots with 4 or more parking spaces, public street frontages, and along private drives more than 150 feet long. Trees shall be planted outside the street right-of-way except where there is a designated planting strip or City adopted street tree plan.

The City maintains a list of appropriate trees for street tree and parking lot planting situations. Selection of species should be made from the city-approved list. Alternate selections may be approved by the Director following written request. The type of tree used shall determine frequency of trees in planting areas. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

*Response: A Landscape Plan is included with the submitted plan set. This plan identifies both onsite landscaping and landscape materials along both the Proctor Blvd. and Beers Ave. frontages. As shown on these plans, 10 percent of the site as required is proposed to be landscaped.*

#### **17.92.40 IRRIGATION**

Landscaping shall be irrigated, either with a manual or automatic system, to sustain viable plant life.

*Response: All landscape areas will be irrigated using either a manual or automatic system. The details of this system will be determined with building plans.*

#### **17.92.50 TYPES AND SIZES OF PLANT MATERIALS**

A. At least 75% of the required landscaping area shall be planted with a suitable combination of trees, shrubs, or evergreen ground cover except as otherwise authorized by Chapter 17.92.10 F.

D. Deciduous trees shall be balled and burlapped, be a minimum of 7 feet in overall height or 1 1/2 inches in caliper measured 6 inches above the ground, immediately after planting. Bare root trees will be acceptable to plant during their dormant season.

F. Shrubs shall be a minimum of 1 gallon in size or 2 feet in height when measured immediately after planting.

G. Hedges, where required to screen and buffer off-street parking from adjoining properties shall be planted with an evergreen species maintained so as to form a continuous, solid visual screen within 2 years after planting.

H. Vines for screening purposes shall be a minimum of 1 gallon in size or 30 inches in height immediate after planting and may be used in conjunction with fences, screens, or walls to meet physical barrier requirements as specified.

I. Groundcovers shall be fully rooted and shall be well branched or leafed. If used in lieu of turf in whole or in part, ground covers shall be planted in such a manner as to provide complete coverage in one year.

J. Turf areas shall be planted in species normally grown as permanent lawns in western Oregon. Either sod or seed are acceptable. Acceptable varieties include improved perennial ryegrasses and fescues used within the local landscape industry.

K. Landscaped areas may include architectural features or artificial ground covers such as sculptures, benches, masonry or stone walls, fences, rock groupings, bark dust, decorative hard paving and gravel areas, interspersed with planted areas. The exposed area developed with such features shall not exceed 25% of the required landscaped area. Artificial plants are prohibited in any required landscape area.

*Response: The submitted Landscape Plan has been designed in accordance with the standards of this section.*

#### **17.92.70 LANDSCAPING BETWEEN PUBLIC RIGHT-OF-WAY AND PROPERTY LINES**

Except for portions allowed for parking, loading, or traffic maneuvering, a required setback area abutting a public street and open area between the property line and the roadway in the public street shall be landscaped. That portion of the landscaping within the street right-of-way shall not count as part of the lot area percentage to be landscaped.

*Response: A five foot landscaped planter is proposed around the perimeter of the majority of the site adjacent to both public rights-of-way.*

#### **17.92.80 BUFFER PLANTING - PARKING, LOADING AND MANEUVERING AREAS**

Buffer plantings are used to reduce building scale, provide transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. Buffering is required in conjunction with issuance of construction permits for parking areas containing 4 or more spaces, loading areas, and vehicle maneuvering areas.

Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. A balance of low-lying ground cover and shrubs, and vertical shrubs and trees shall be used to buffer the view of these facilities. Decorative walls and fences may be used in conjunction with plantings, but may not be used by themselves to comply with buffering requirements. Exception: truck parking lots are exempt from parking bay buffer planting requirements.

*Response: A five foot landscape planter is proposed onsite along the perimeter of the site. This planter has been widened at the corner of Proctor Blvd. and Beers Ave. to provide additional aesthetic benefit.*

### **CHAPTER 17.98 PARKING, LOADING, AND ACCESS REQUIREMENTS**

#### **17.98.20 OFF-STREET PARKING REQUIREMENTS**

*Response: All business parking is adequately provided on the adjacent property also under the control of the applicant. The proposal does not necessitate constructing any new parking.*

#### **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: The proposal is not considered a parking lot and the requirements of this section are not applicable.*

#### **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: No vehicle parking is proposed and the requirements of this section are not applicable.*

#### **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.
- B. When parking in a commercial or industrial district adjoins a residential zoning district, a sight-obscuring 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.
- 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.
- 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.
- E. Parking area setbacks shall be landscaped with major trees, shrubs, and ground cover as specified in 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: The requirements in these sections are not applicable because no new vehicle parking is proposed or required.*

#### **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 the entire site will be paved with asphalt. A proposed typical paving section is shown on the plan set.*

#### **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 preliminary stormwater management plan is provided as part of the application package. This plan has been designed in accordance with the City of Sandy Stormwater Management requirements. As shown on the submitted Utility Plan the proposed stormwater system includes a water quality catch basin and underground stormwater detention chambers. The system is designed to connect to the existing stormwater pipe located near the corner of Beers Avenue and Pleasant Street.*

#### **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, the applicant proposes installing new lighting to illuminate the site. All site lighting will be designed and installed in accordance with Chapter 15.30, Dark Sky Ordinance standards.*

### **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 currently being designed for the site by a qualified lighting contractor. This information is not ready to be included with the application package. This information will be submitted as soon as it is available. If this information is not obtained prior to issuance of the completeness*

*check letter, the applicant requests the application be deemed complete and the approval be conditioned to submit information in compliance with this Chapter as part of the building permit submittal process.*

## **CHAPTER 17.66 - ADJUSTMENTS & VARIANCES**

### **17.66.80 TYPE III SPECIAL VARIANCES**

The Planning Commission may grant a special variance waiving a specified provision for under the Type III procedure if it finds that the provision is unreasonable and unwarranted due to the specific nature of the proposed development. In submitting an application for a Type III Special Variance, the proposed development explanation shall provide facts and evidence sufficient to enable the Planning Commission to make findings in compliance with the criteria set forth in this section while avoiding conflict with the Comprehensive Plan.

**Response:** *As advised by the City, the applicant has submitted a request for a Special Variance to Section 17.90.110(D)(1). This section states,*

*“Buildings shall be oriented to a public street or civic space. This standard is met when at least 50 percent of the subject site’s street frontage is comprised of building(s) placed within 10 feet of a sidewalk or an approved civic space and not more than 20 percent of the off-street parking on a parcel as required by SDC 17.98, tract or area of land is located between a building’s front façade and the adjacent street(s).”*

*The applicant’s proposal is to develop the subject property for the display and sales of recreational vehicles. This use is an extension of the existing use currently operating on the four properties directly west of the subject property. Because a building already exists for the business, no building is needed or proposed with this application. The City has determined that a Special Variance is needed to this section.*

One of the following sets of criteria shall be applied as appropriate.

A. The unique nature of the proposed development is such that:

1. The intent and purpose of the regulations and of the provisions to be waived will not be violated; and

**Response:** *As noted above, use of the subject property is an extension of the business currently operating on the four tax lots located to the west of the subject property. As such, no building is proposed or needed in order to expand.*

*The intent of Section 17.90.110(D) - Building Orientation states, “To maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style.”*

*Because a building is not needed or proposed, compliance with Section 17.90.110(D)(1) is not possible. The applicant’s proposal to attractively landscape*

*the site and install perimeter fencing will define the streetscape and enhance the visual appearance of the site. In addition, the proposed use of the property for storage and display of recreational vehicles will provide additional variety, visual interest, and an appearance of economic vitality to this area. The proposal complies with criteria.*

2. Authorization of the special variance will not be materially detrimental to the public welfare and will not be injurious to other property in the area when compared with the effects of development otherwise permitted.

*Response: The proposed variance to this standard will have no effect on the public welfare or other properties in the area. The location of the site is such that it separated from other properties that are not under the owner's control. The proposal complies with this criteria.*

- B. The variance approved is the minimum variance needed to permit practical compliance with a requirement of another law or regulation.

*Response: Only a single variance is necessary to allow the proposal to comply with code standards. The requested special variance is the minimum variance needed to allow compliance with this standard. The proposal complies with this criteria.*

- C. When restoration or replacement of a nonconforming development is necessary due to damage by fire, flood, or other casual or natural disaster, the restoration or replacement will decrease the degree of the previous noncompliance to the greatest extent possible.

*Response: The proposal does not involve nonconforming development.*

## **V. Conclusion**

The applicant requests a minor conditional use permit and design review approval to improve the subject property for the display and sales of recreational vehicles. The subject property is an expansion of the Funtime RV business located on the four tax lots directly west of the subject property. The property is zoned C-1, Central Business District and the proposed is a permitted use in this zone. The applicant intends closing the existing curb cut on Proctor Blvd. and installing a planter strip in this location. The applicant will also complete frontage improvements on Beers Ave. and has requested approval for a limited-use access on this street. Onsite improvements include paving and the installation of stormwater detention and water quality facilities, landscaping, and lighting. The applicant has also applied for a Special Variance to Section 17.90.110(D)(1) regarding building orientation even though a building is not needed or proposed with this application. Based on the information provided in this submittal, the application complies with or exceeds relevant code standards and can be approved or conditions imposed to be bring the proposal into compliance with this code.



# EXHIBIT D

## FUNTIME RV, INC. SITE DEVELOPMENT NE BEERS AVE AND PROCTOR BLVD, SANDY, OREGON

### GENERAL NOTES:

- ALL WORK AND MATERIALS SHALL CONFORM TO THESE PLANS AND THE APPLICABLE PROVISIONS OF THE CITY OF SANDY PUBLIC WORKS STANDARDS.
- IN ORDER TO PROTECT UNDERGROUND FACILITIES, EXCAVATORS PERFORMING THE WORK SET FORTH ON THESE PLANS MUST COMPLY WITH THE PROVISIONS OF ORS 757.541 TO 757.571 (REQUIRES CONTRACTOR TO NOTIFY UTILITIES AT LEAST 48 HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, PRIOR TO ANY EXCAVATION).
- THE LOCATION OF EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED PRIOR TO COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
- VERTICAL DATUM: ELEVATION ESTABLISHED USING GPS, NAVD 88 DATUM AND HOLDING OPUS SOLUTION COMPUTED USING GEOD12B.
- TRENCHES WITHIN THE RIGHTS OF WAY SHALL BE BACKFILLED WITH AN APPROVED GRANULAR MATERIAL CONFORMING TO APWA CLASS B SPECIFICATIONS.
- TRENCHES OUTSIDE OF RIGHTS OF WAY MAY BE BACKFILLED IN ACCORDANCE WITH NATIVE MATERIAL AND COMPACTION SPECIFICATIONS FOR APWA CLASS A BACKFILL.
- VEGETATION AND TOPSOIL ARE TO BE STRIPPED TO MINERAL EARTH (AND INSPECTED BY THE PROJECT ENGINEER OR GEOTECHNICAL ENGINEER) PRIOR TO PLACEMENT OF FILL OR BASE MATERIALS.
- IN ADDITION TO ANY REQUIRED COMPACTION TESTING, THE CITY MAY REQUIRE A PROOF ROLL WITH A FULLY LOADED 10-YARD DUMP TRUCK TO CHECK SUBGRADE COMPACTION PRIOR TO PLACEMENT OF ROCK SUBBASE AND AGAIN AT THE COMPLETION OF THE PLACEMENT OF THE BASE ROCK PRIOR TO PAVING THE FIRST LIFT OF ASPHALT.
- ASPHALTIC CONCRETE MIX IS TO BE BATCHED FROM A MIX FORMULA APPROVED BY OSDH FOR MATERIAL USED. PAVING CONTRACTOR SHALL PROVIDE A CERTIFICATE OF COMPLIANCE FROM ASPHALT PAVEMENT PLANT.
- SUBSEQUENT SETTLEMENT OR CRACKING OF FINISHED SURFACE WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED TO BE A FAILURE OF THE SUBGRADE AND REPAIRED AT NO COST TO THE CITY AND IN A MANNER ACCEPTABLE TO THE CITY. A PERFORMANCE BOND IS REQUIRED TO GUARANTEE REPAIRS UNDER THE WARRANTY PERIOD.
- THE CONTRACTOR SHALL CONTROL TRAFFIC THROUGH THE PROJECT SITE IN CONFORMANCE WITH THE LATEST EDITION OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "OREGON SUPPLEMENTS". THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN LOCAL ACCESS FOR HOMEOWNERS ALONG THE PROJECT SITE.
- THE CONTRACTOR AND/OR SUB-CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) SET OF APPROVED CONSTRUCTION PLANS ON THE JOB SITE AT ALL TIMES DURING THE CONSTRUCTION PHASES.
- CONTRACTOR SHALL REMOVE AND DISPOSE OF TREES, STUMPS, BRUSH, ROOTS, TOPSOIL AND OTHER MATERIAL ENCOUNTERED DURING THE CONSTRUCTION OF THE ROADWAY AND WHERE INDICATED ON THE PLANS. MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, REGIONAL AND STATE REGULATIONS AT FACILITIES AUTHORIZED TO ACCEPT SUCH MATERIAL.
- CONTRACTOR SHALL CAREFULLY MAINTAIN BENCHMARKS, PROPERTY CORNERS, MONUMENTS AND OTHER REFERENCE POINTS. IF SUCH POINTS ARE DISTURBED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND PAY FOR THEIR REPLACEMENT BY EMPLOYING A PROFESSIONAL LAND SURVEYOR TO RESET PROPERTY CORNERS AND OTHER SUCH MONUMENTS.
- EXCESS EXCAVATED MATERIAL SHALL BE HAULED AND DISPOSED OF AT SITES PROVIDED BY THE OWNER AND APPROVED PURSUANT TO AN APPROPRIATE GRADING PERMIT. FILL SITES SHALL BE LEVELED AND GRADED TO DRAIN. THE CONTRACTOR SHALL CORRECT ANY FILL RELATED CONDITIONS.
- FINAL CLEANUP - PRIOR TO FINAL ACCEPTANCE AND PAYMENT, THE CONTRACTOR SHALL CLEAN THE WORK SITE AND ADJACENT AREAS OF ANY DEBRIS, DISCARDED ASPHALTIC CONCRETE MATERIAL OR OTHER ITEMS DEPOSITED BY THE CONTRACTORS PERSONNEL DURING THE PERFORMANCE OF THIS CONTRACT.
- A PERMIT IS REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY, CONTACT THE CITY OF SANDY PUBLIC WORKS DEPARTMENT OR VISIT [www.ci.sandy.or.us](http://www.ci.sandy.or.us) FOR PERMIT APPLICATION FORMS.
- ALL WORK MUST COMPLY WITH CITY OF SANDY GRADING AND EROSION CONTROL PERMIT #xxxx GR/EC ISSUED XX/XX/XX.
- ALL WORK MUST COMPLY WITH THE CITY OF SANDY'S EROSION CONTROL STANDARDS. CONTRACTOR TO SCHEDULE INSPECTIONS 48 NORMAL BUSINESS HOURS IN ADVANCE.
- IF, AT ANYTIME DURING THE ON-SITE CONSTRUCTION, THE CONTRACTOR OBSERVES AN ENVIRONMENTAL IMPACT ON-SITE SUCH AS OIL TANKS, CONTAMINATION RESIDUE OR HAZARDOUS MATERIALS, SPILLAGE, ETC... IT MUST BE REPORTED, INSPECTED, AND TREATED IN CONFORMANCE WITH THE APPROPRIATE AGENCY'S REQUIREMENTS.

### UTILITY NOTES:

- THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF SANDY AND OREGON DEPARTMENT OF TRANSPORTATION PRIOR TO BEGINNING CONSTRUCTION.

### NOTIFICATION:

GENERAL - THE CONTRACTOR SHALL, AS A MINIMUM, COORDINATE THE PROPOSED CONSTRUCTION ACTIVITIES WITH THE OWNER AND LOCAL PUBLIC AGENCIES, UTILITIES AND COMPANIES DURING CONSTRUCTION TO AVOID DAMAGE AND TO PREVENT THE INTERRUPTION OF SERVICES AND UTILITIES TO RESIDENTS AND BUSINESSES:

OREGON UTILITY NOTIFICATION CENTER  
1-503-246-6899

CLACKAMAS COUNTY  
(503) 353-4400

CITY OF SANDY ENGINEERING DEPT. (503) 668-5533  
BUILDING DIVISION INSPECTIONS (503) 668-6941

PORTLAND GENERAL ELECTRIC  
(503) 226-8111

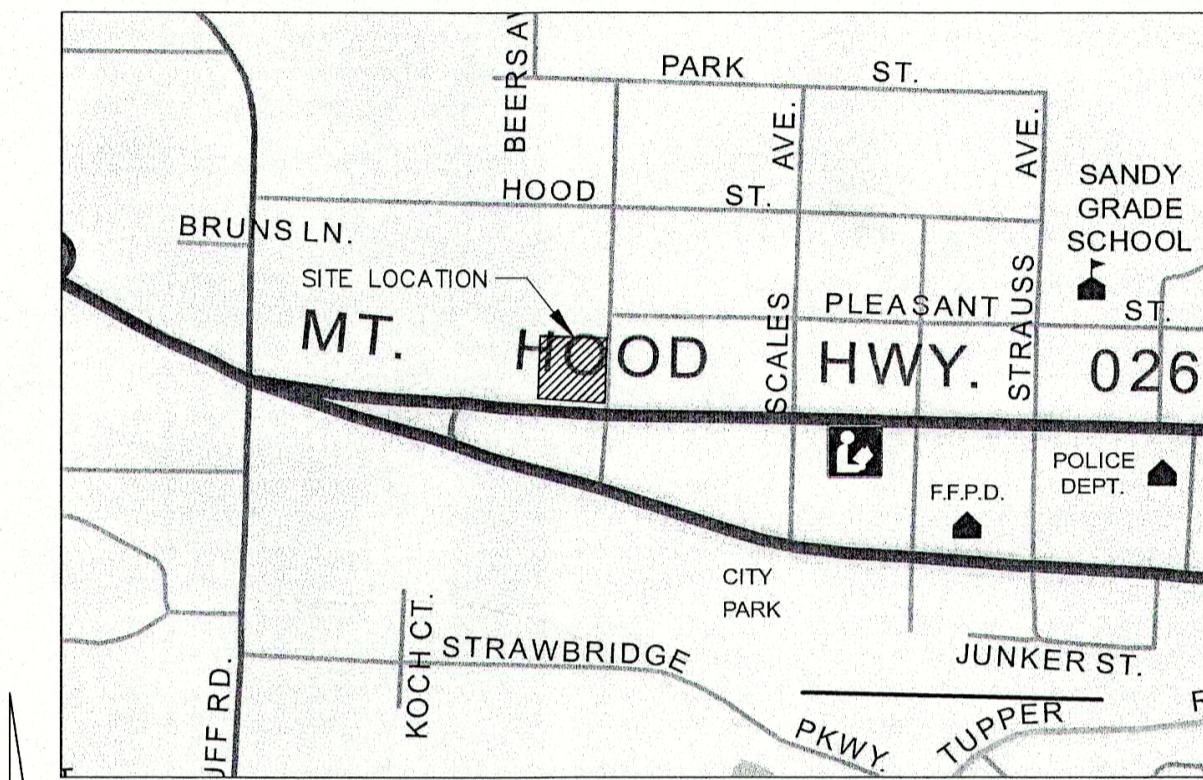
VERIZON NORTHWEST (TELEPHONE)  
1-800-483-4100

NORTHWEST NATURAL GAS  
(503) 226-4211

CHARTER COMMUNICATIONS (CABLE TV)  
1-866-731-5420

### GRADING NOTES:

- FILLS SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DENSITY IN THE BUILDING ENVELOPE AND 92 PERCENT OF MAXIMUM DENSITY ON THE REMAINDER OF THE LOT AS DETERMINED BY ASTM TEST SD 1557-91, METHOD A, OR AN EQUIVALENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE NECESSARY ARRANGEMENTS FOR SUCH TESTING AND FOR SUPPLYING THE RESULTS TO THE CITY OF SANDY.
- ALL CUTS SHALL BE MADE CONSISTENT WITH THE DETAILS NOTED IN THE PLANS. NO CUT SHALL EXCEED A GRADE OF 2 HORIZONTAL TO 1 VERTICAL UNLESS APPROVED BEFOREHAND BY THE ENGINEER AND THE CITY OF SANDY.
- APPROPRIATE BENCHING OF FILLS IS REQUIRED FOR FILLS OVER 5 FEET IN HEIGHT ON SLOPES IN EXCESS OF 5 HORIZONTAL TO 1 VERTICAL. BENCHING MUST BE DONE AS PER THE APPROVED PLANS. THE CITY OF SANDY SHALL INSPECT BENCHES PRIOR TO FILL PLACEMENT.
- CUT AND FILL SLOPES SHALL BE PROTECTED FROM EROSION. SUCH CONTROL MAY CONSIST OF APPROPRIATE REVEGETATION OR OTHER ACCEPTABLE MEANS AND METHODS. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO EARTHWORK OR SITE STRIPPING.
- THE CONTRACTOR SHALL COORDINATE WITH CITY PERSONNEL BY CALLING (503) 668-6941 OR (503) 668-5533 ANYTIME FOR REQUIRED INSPECTIONS AT THE FOLLOWING STAGES OF CONSTRUCTION:
- THE CONTRACTOR SHALL NOT COMPACT SOIL/SUB-GRADE UNDER STORMTECH CHAMBERS TO PRESERVE INFILTRATION CAPACITY.



VICINITY MAP  
SCALE: 1"=600'

### STREET AND STORM DRAINAGE NOTES:

- STREET AND STORM DRAIN IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF SANDY STANDARDS AND REQUIREMENTS.
- ALL TRENCH EXCAVATION SHALL CONFORM TO STANDARD STORM SEWER SPECIFICATIONS AND SHALL BE UNCLASSIFIED.
- PIPE BEDDING AND PIPE ZONE SHALL CONFORM TO THE EXCAVATION AND BACKFILL DETAILS, AND SHALL BE 3/4"-0" CRUSHED ROCK.
- THE CITY REQUIRES COMPACTION WITHIN THE RIGHT-OF-WAY TO BE 95 % OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180. CONTRACTOR TO DETERMINE TYPE OF EQUIPMENT AND METHOD USED TO ACHIEVE REQUIRED COMPACTION.
- TRENCH BACKFILL OUTSIDE OF RIGHTS OF WAY OR PAVED AREAS MAY BE EXCAVATED TRENCH MATERIAL. TRENCH BACKFILL IN PAVED AREAS SHALL BE AN APPROVED GRANULAR MATERIAL.
- MATERIAL IN SOFT SPOTS WITHIN THE ROADWAY SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE REPLACED WITH 1-1/2"-0" CRUSHED ROCK. THE ENTIRE SUBGRADE SHALL BE THOROUGHLY COMPACTED TO 95 % AASHTO T-180.
- CONTRACTOR SHALL NOTIFY THE ENGINEER AND CITY OF SANDY WHEN SUBGRADE IS COMPLETE AND 24 HOURS PRIOR TO PLACEMENT OF ROCK BASE MATERIAL AND 24 HOURS PRIOR TO FINAL PAVING FOR AN INSPECTION OF THE WORK. FAILURE TO DO SO WILL MAKE ANY SUBGRADE FAILURE PROBLEMS THE RESPONSIBILITY OF THE CONTRACTOR. A PROOF ROLL WITH A FULLY LOADED 10-YARD DUMP TRUCK MAY BE REQUIRED TO CHECK SUBGRADE COMPACTION PRIOR TO PLACEMENT OF ROCK SUBBASE AND AGAIN AT THE COMPLETION OF THE PLACEMENT OF THE BASE ROCK PRIOR TO PAVING THE FIRST LIFT OF ASPHALT.
- ALL SAWCUT JOINTS SHALL BE STRAIGHT, TACKED AND SAND SEALED UPON PAVING.
- THE CITY REQUIRES A SUCCESSFUL MANDREL PULL ON ONE SECTION OF EACH DIAMETER OF STORM PIPE USED.
- ASPHALT COMPACTION SHALL BE PERFORMED USING NUCLEAR GAUGE. THE RICE DENSITY TESTS SHALL BE 91% FOR THE BASE LIFT AND 92% FOR THE TOP LIFT IN ACCORDANCE WITH ODOT TM305 OR AASHTO T-209. SUBMIT TESTING REPORTS TO THE CITY.

### SHEET INDEX:

- C1 - COVER SHEET
- C2 - EXISTING CONDITIONS & DEMO PLAN
- C3 - SITE, GRADING, & LANDSCAPING PLAN
- C4 - CONCEPT RV DISPLAY LAYOUT
- C5 - BEERS AVENUE PLAN & PROFILE
- C6 - UTILITY PLAN
- C7 - DETAILS SHEET - CITY OF SANDY
- C8 - DETAILS SHEET - CITY OF SANDY
- C9 - DETAILS SHEET - ODOT
- C10 - DETAILS SHEET - DETENTION FACILITY



EXPIRES: 06/30/19  
SIGNATURE DATE: \_\_\_\_\_  
PRELIMINARY

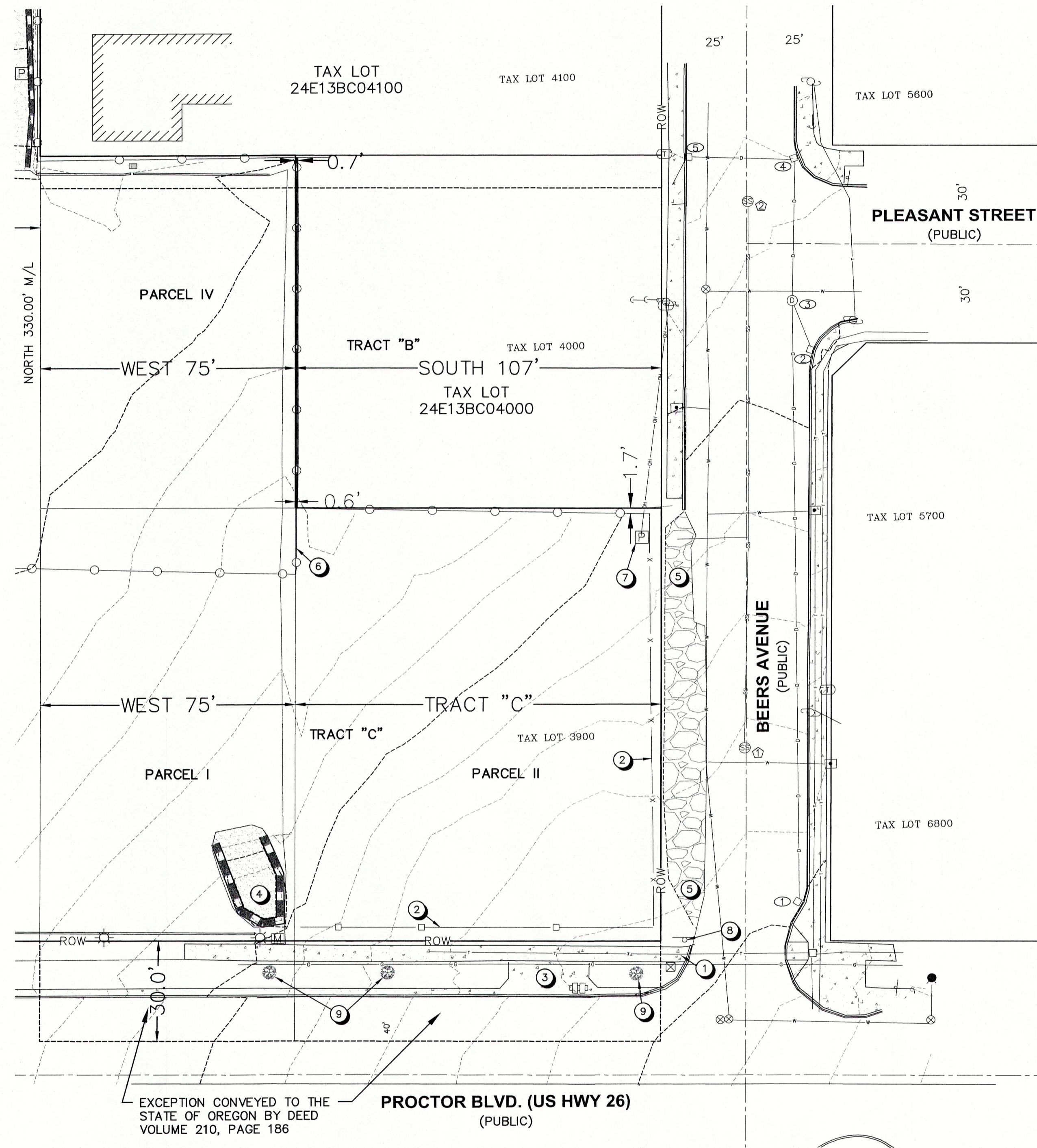
DATE:	NO.	REVISION

**FDG**  
Firwood Design Group, LLC  
SURVEYING • ENGINEERING • PLANNING  
359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
BUS: (503) 668-3737 • FAX: (503) 668-3788

FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

COVER SHEET  
SITE DEVELOPMENT  
SANDY, OREGON 97055

C1  
10



EXCEPTION CONVEYED TO THE STATE OF OREGON BY DEED VOLUME 210, PAGE 186

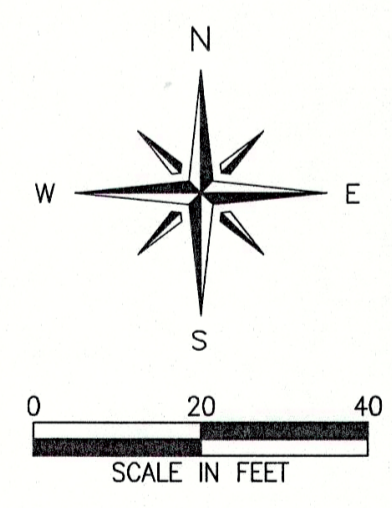
- ⊕ SANITARY MANHOLE
- ⊙ STORM MANHOLE
- ⊕ CLEANOUT
- CATCH BASIN
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- ⊕ COMMUNICATION RISER
- ⊕ UTILITY POLE
- ▲ SIGN
- MAILBOX
- ✓ GUY ANCHOR
- ⊕ POWER POLE
- ⊕ DECIDUOUS TREE

- LEGEND**
- S— SEWER LINE
  - S— STORM LINE
  - W— WATERLINE
  - G— GAS LINE
  - U— UNDERGROUND COMMUNICATION
  - X— WOOD FENCE
  - X— WIRE FENCE
  - 935' --- MAJOR CONTOUR LINE
  - --- MINOR CONTOUR LINE
  - ○ CHAINLINK FENCE
  - — PROPERTY LINE
  - — EDGE OF PAVEMENT
  - — ROW RIGHT OF WAY
  - ▨ GRAVEL SURFACE
  - ▨ CONCRETE SURFACE
  - ▨ BUILDING

**KEY NOTES**

- 1 EXISTING RAMP AND CURB TO BE REMOVED AS NECESSARY FOR ADA RAMP CONSTRUCTION AND INTERSECTION IMPROVEMENTS
- 2 EXISTING FENCE TO BE REMOVED
- 3 EXISTING DRIVE ACCESS TO BE REMOVED FOR LANDSCAPING, ODOT MISC. PERMIT REQUIRED
- 4 EXISTING CONCRETE VEHICLE RAMP TO BE REMOVED FOR VEHICLE ACCESS
- 5 EXISTING PAVEMENT AND GRAVEL TO BE REMOVED FOR FRONTAGE IMPROVEMENTS
- 6 EXIST CHAINLINK FENCE TO BE RELOCATED/REMOVED
- 7 EXIST POWER POLE TO BE REMOVED
- 8 RELOCATE STOP SIGN AS DIRECTED BY CITY
- 9 PROTECT EXISTING TREES

- ① RIM = 939.60'  
IE 12" OUT NW. = 936.31'
- ② RIM = 934.37'  
IE 3" IN N. = 933.79'  
IE 6" IN SE. = 941.09'  
IE 3" IN SE. = 933.85'  
IE 10" OUT W. = 931.91'
- ③ RIM = 934.45'  
IE 10" IN SE. = 931.35'  
IE 6" IN E. = 931.31'  
IE 12" IN S. = 931.90'  
IE 12" OUT N. = 930.80'
- ④ RIM = 933.00'  
IE 12" IN S. = 930.32'  
IE 12" OUT W. = 930.12'
- ⑤ RIM = 932.35'  
IE 6" IN W. = 930.51'  
IE 12" IN E. = 929.97'  
IE 12" OUT N. = 929.52'
- ⑥ RIM = 938.22'  
IE 8" OUT N. = 932.88'
- ⑦ RIM = 933.61'  
IE 8" IN E. = 928.41'  
IE 8" IN N. = 928.37'  
IE 8" IN S. = 928.41'  
IE 8" OUT W. = 928.29'



EXPIRES: 06/30/19  
SIGNATURE DATE: \_\_\_\_\_  
**PRELIMINARY**

DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN	DATE: FEB 5, 2019	
DATE:	NO.	REVISION

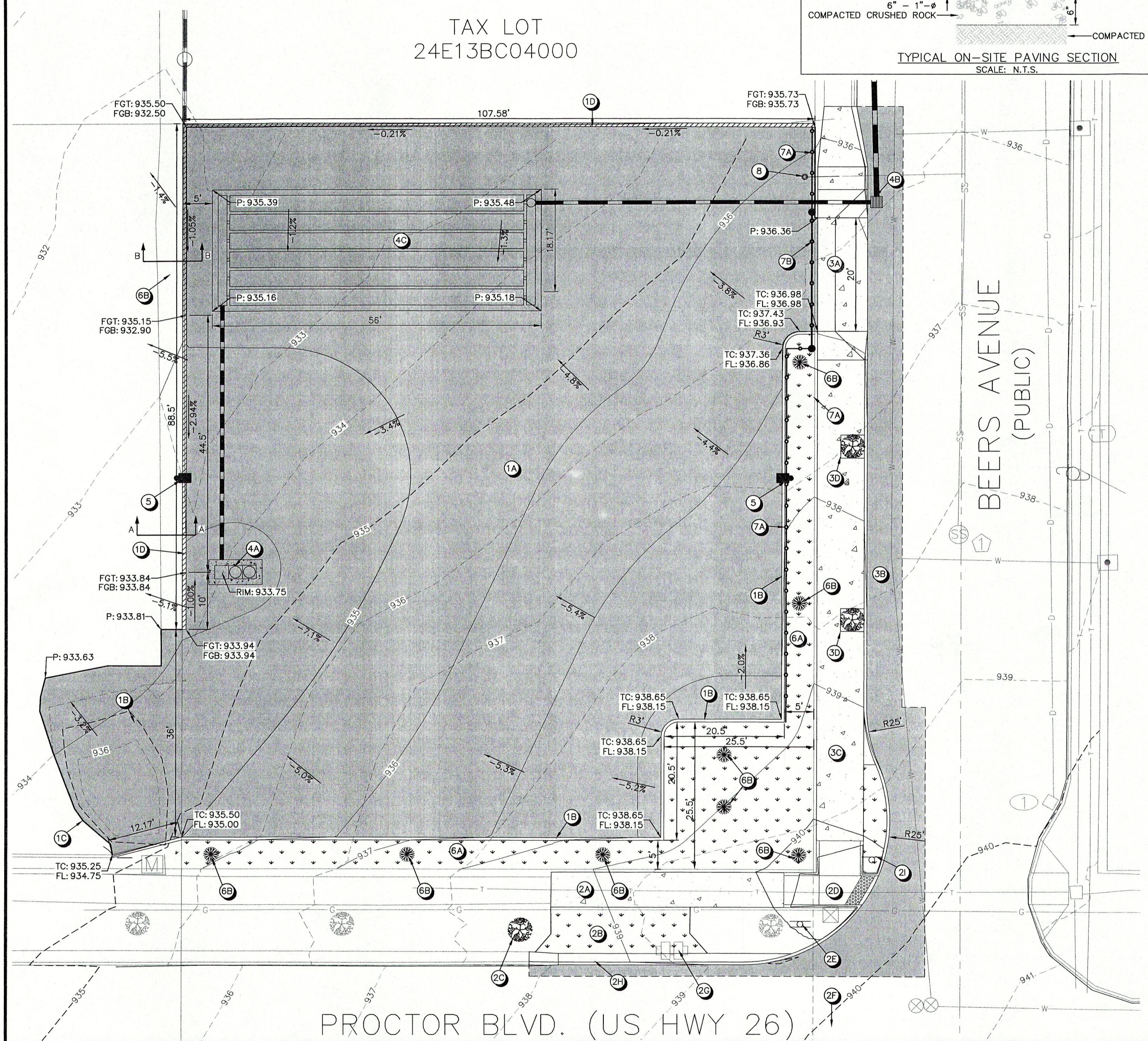
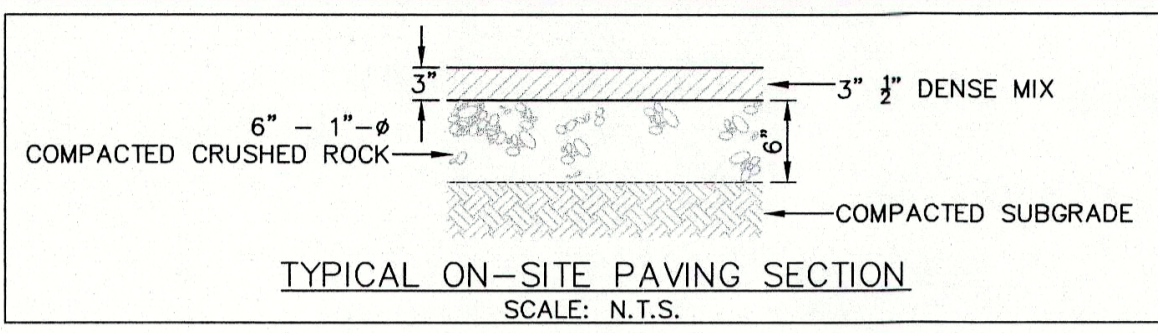
**FDG**  
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359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
BUS: (503) 668-3737 • FAX: (503) 668-3788

FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

EXISTING CONDITIONS & DEMO PLAN  
SITE DEVELOPMENT  
SANDY, OREGON 97055

C2  
10

TAX LOT  
24E13BC04000



KEY NOTES

- 1A CONSTRUCT NEW ASPHALT PAVING SURFACE PER SECTION THIS SHEET
- 1B CONSTRUCT STANDARD TYPE "C" CURB, SEE SHEET C7 FOR DETAIL
- 1C MATCH LIMITS OF EXIST AC ON ADJACENT PROPERTY FOR REMOVAL OF CONCRETE VEHICLE RAMP
- 1D CONSTRUCT 196 L.F. RETAINING WALL FROM EXISTING GROUND ELEVATION TO FINISHED GRADE ELEVATION
- 2A CONSTRUCT NEW 6" CONCRETE SIDEWALK. MATCH EXIST CONCRETE SIDEWALK AT LIMITS OF REMOVAL OF EXISTING DRIVECUT. SEE DETAIL ON SHEET C9
- 2B INSTALL PLANTER IN-LINE WITH EXISTING PLANTER, ADJACENT TO SIDEWALK
- 2C PLANT ONE CHANTICLEER PEAR TREE, 7 FEET TALL AND/OR 1 1/2" CALIPER
- 2D CONSTRUCT SINGLE ADA ACCESS FROM SIDEWALKS ON NORTH SIDE OF PROCTOR BLVD AND WEST SIDE OF BEERS AVE TO CROSSWALK ACROSS BEERS AVENUE. SEE DETAIL VIEW ON THIS SHEET
- 2E INSTALL ODOT NO CROSSWALK SIGN, SEE SHEET C9 FOR DETAIL
- 2F INSTALL ODOT NO CROSSWALK SIGN ON SOUTH SIDE OF PROCTOR BLVD., SEE SHEET C9 FOR DETAIL
- 2G ADJUST EXISTING MAILBOX TO PROPOSED FINISH GRADE IN SAME LOCATION AFTER CONSTRUCTION OF NEW CURB
- 2H INSTALL STANDARD CURB WITH CONCRETE APRON TO MATCH EXISTING, SEE SHEET C9 FOR DETAIL
- 2I RE-INSTALL EXISTING STOP SIGN
- 3A CONSTRUCT COMMERCIAL DRIVEWAY APPROACH. SEE DETAIL SHEET C7
- 3B WIDEN EXISTING AC SURFACE OF BEERS AVE. TO MEET EDGE OF CURB. SEE TYPICAL SECTION SHEET C5
- 3C CONSTRUCT NEW 8" CONCRETE SIDEWALK AND STANDARD 6" CURB. MATCH EXIST CONCRETE SIDEWALK AND CURB PAST PROPERTY LINE ON WEST SIDE OF BEERS AVE. SEE TYPICAL SECTION ON SHEET C5
- 3D INSTALL 48" X 48" TREE WELL WITH RED BARRON CRABAPPLE TREE, 7 FEET TALL AND/OR 1 1/2" CALIPER
- 4A INSTALL CONCRETE CATCHBASIN STORMFILTER. FOR DESIGN INFORMATION SEE UTILITIES PLAN ON SHEET C6 AND CATCHBASIN DETAIL ON SHEET C10
- 4B INSTALL NEW STORMWATER CATCHBASIN WITH CONNECTIONS FROM PROPOSED STORMWATER DETENTION CHAMBERS AND TO DOWNSTREAM MANHOLE. SEE UTILITY PLAN ON SHEET C6
- 4C INSTALL 42 STORMTECH SC-310 CHAMBERS (300 L.F.) IN A SERIES OF 50-FT LENGTHS. SEE TECHNICAL SPECIFICATIONS AND INSTALLATION DETAILS ON SHEET C10
- 5 INSTALL AREA LIGHT ON POST
- 6A 5' LANDSCAPING BUFFER - PLANT NATIVE GRASS MIX AT 1 LB PER 1000 SQ. FT.
- 6B PLANT RED TWIG DOGWOOD, 5 GAL
- 7A INSTALL 3' TALL BLACK CHAIN LINK FENCE
- 7B INSTALL 3' TALL BLACK CHAIN LINK SLIDING GATE TO REMAIN CLOSED AND LOCKED EXCEPT FOR INGRESS & EGRESS OF PRODUCT TO BE DISPLAYED IN THE PROPOSED DISPLAY AREA
- 8 RELOCATE SANITARY CLEANOUT TO PROPERTY LINE

LEGEND

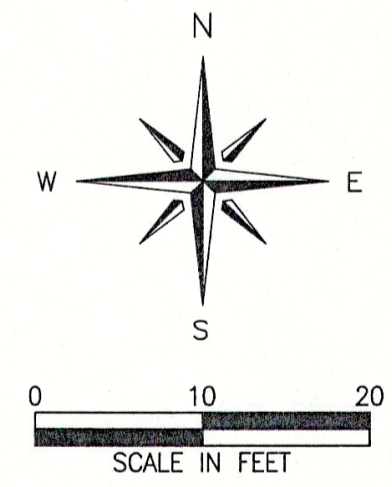
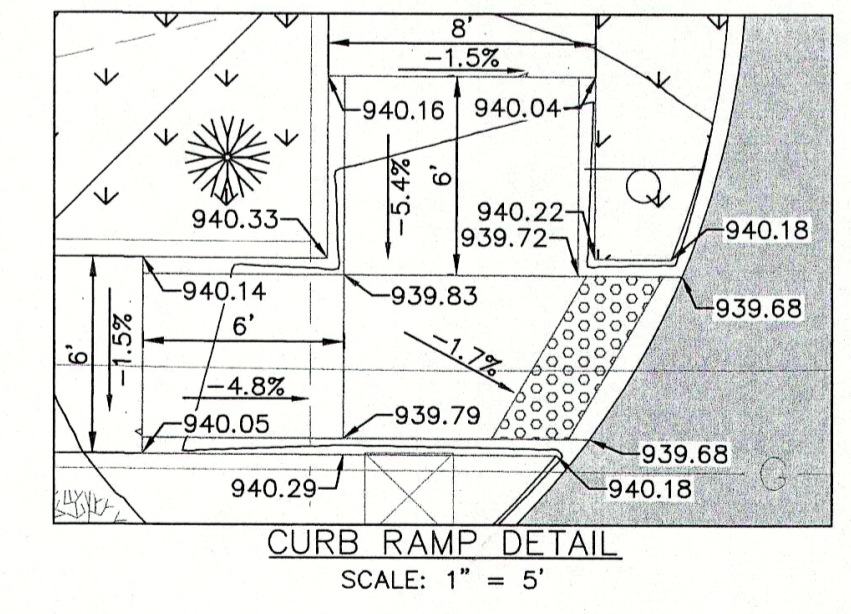
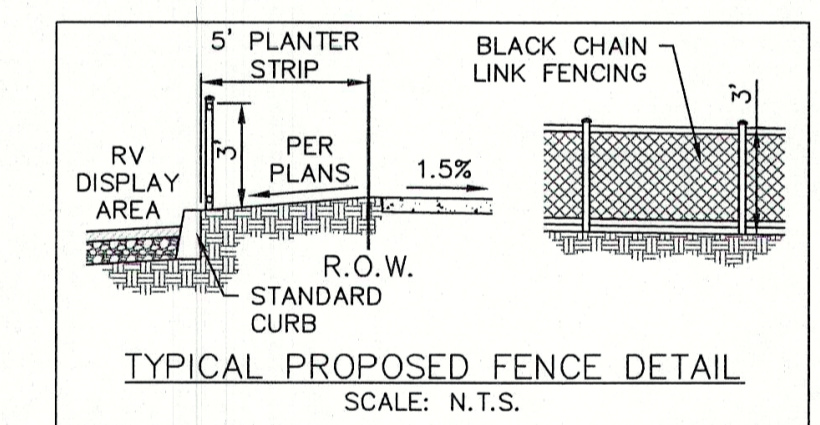
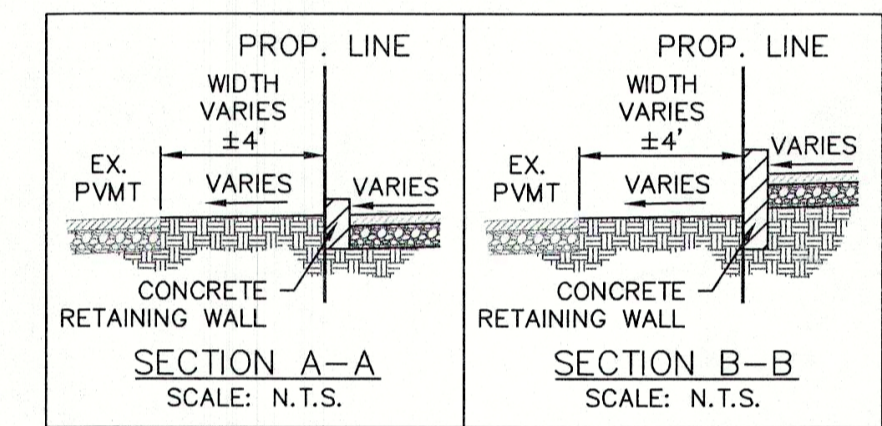
- PLANTER
- PROPOSED CONCRETE SIDEWALK
- PROPOSED AC
- SAW CUT LINE (TYP)

GRADING QUANTITIES (ESTIMATED):

CUT = 140 CY  
 FILL = 400 CY  
 PAVEMENT SECTION VOLUME = 445 CY  
 DETENTION SECTION VOLUME = 105 CY  
 NET = 290 CY EXPORT

LANDSCAPING AREAS:

SITE AREA: 13,985 SF  
 REQUIRED LANDSCAPED AREA  
 (10% OF SITE AREA): 1,399 SF  
 6A PROPOSED LANDSCAPED AREA: 1,399 SF



REGISTERED PROFESSIONAL  
 ENGINEER  
**FOR REVIEW**  
 OREGON  
 APR 14 2009  
 KELLY A. GROVER  
 EXPIRES: 06/30/19  
 SIGNATURE DATE: \_\_\_\_\_  
**PRELIMINARY**

DATE:	NO.	REVISION

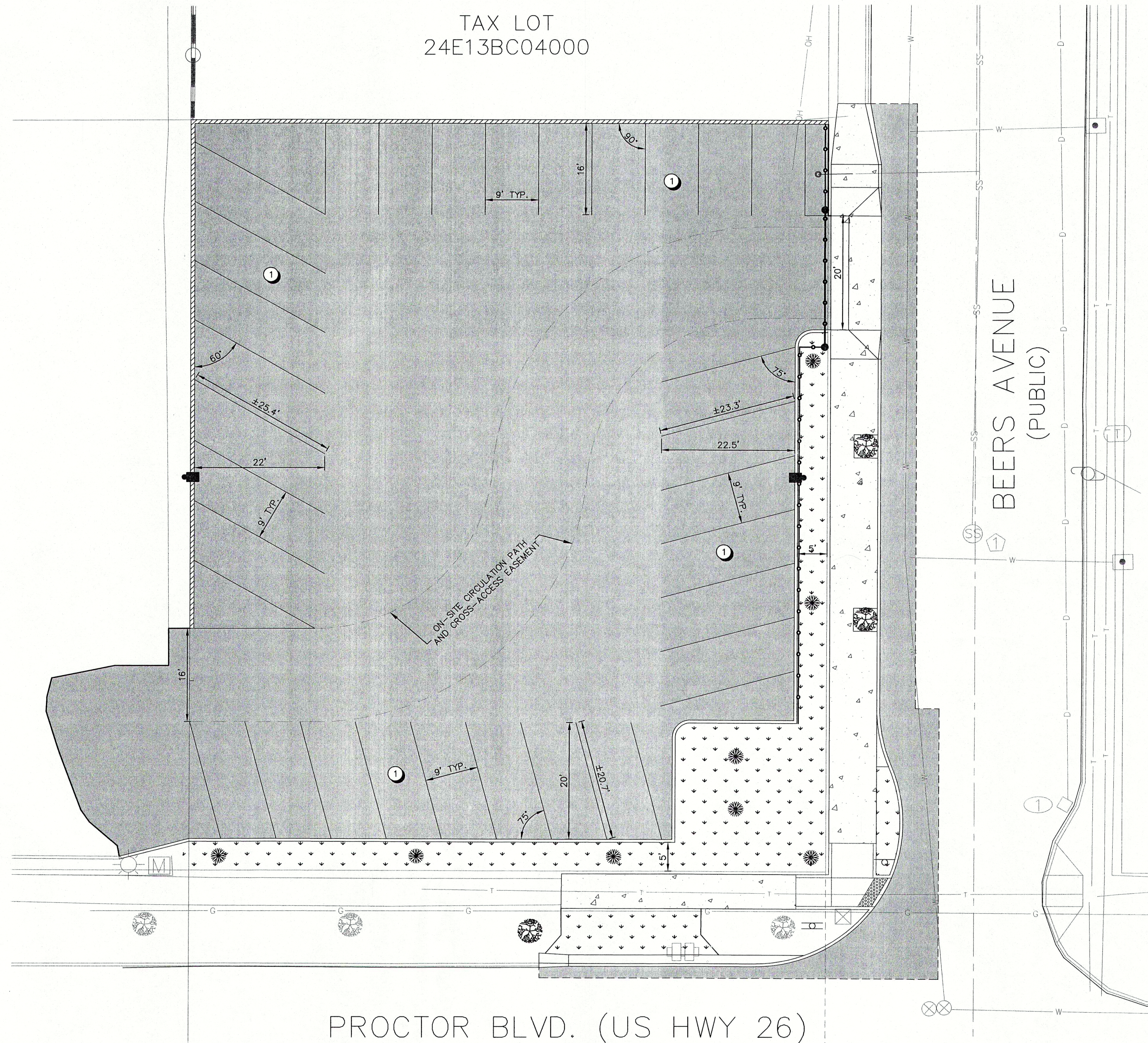
**FDG**  
 Firwood Design Group, LLC  
 SURVEYING + ENGINEERING + PLANNING  
 359 E. HISTORIC COLUMBIA RIVER HWY  
 TROUTDALE, OREGON 97060  
 BUS: (503) 668-3737 • FAX: (503) 668-3788

FUNTIME RV, INC  
 NE BEERS AVE & PROCTOR BLVD  
 SANDY, OREGON 97055

SITE, GRADING, & LANDSCAPING PLAN  
 SITE DEVELOPMENT  
 SANDY, OREGON 97055

C3  
 10

TAX LOT  
24E13BC04000

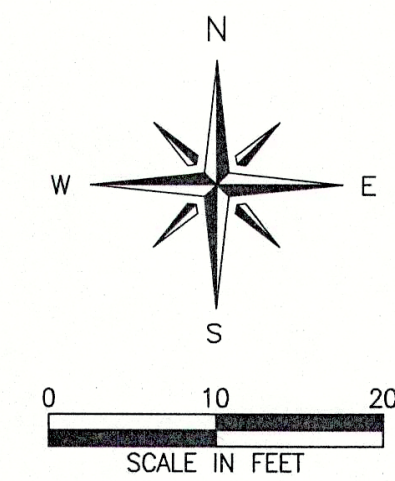


KEY NOTES

- ① CONCEPT RV DISPLAY SPACE (TYPICAL)  
DISPLAY SPACES WILL NOT BE STRIPED

RV DISPLAY NOTES

1. THE LAYOUT SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND NOT INTENDED TO LIMIT THE SITE OWNER'S DISCRETION IN RECREATIONAL VEHICLE DISPLAY CONFIGURATION.
2. RECREATIONAL VEHICLES ON DISPLAY SHALL BE PLACED IN SUCH A MANNER AS TO NOT ENCROACH ON OR DAMAGE SITE LANDSCAPING OR LIGHTING FIXTURES.



EXPIRES: 06/30/19  
SIGNATURE DATE: \_\_\_\_\_  
PRELIMINARY

PROCTOR BLVD. (US HWY 26)

FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

CONCEPT RV DISPLAY LAYOUT  
SITE DEVELOPMENT  
SANDY, OREGON 97055

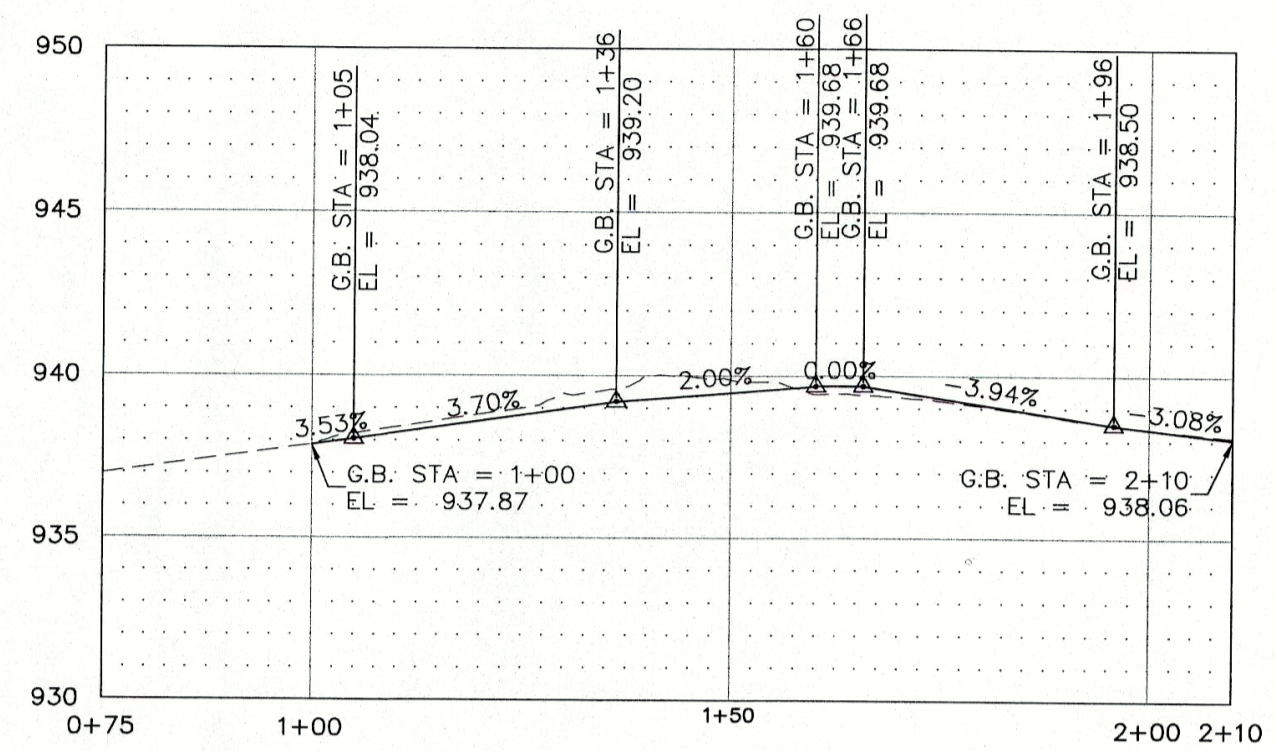
C4  
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DATE:	NO.	REVISION

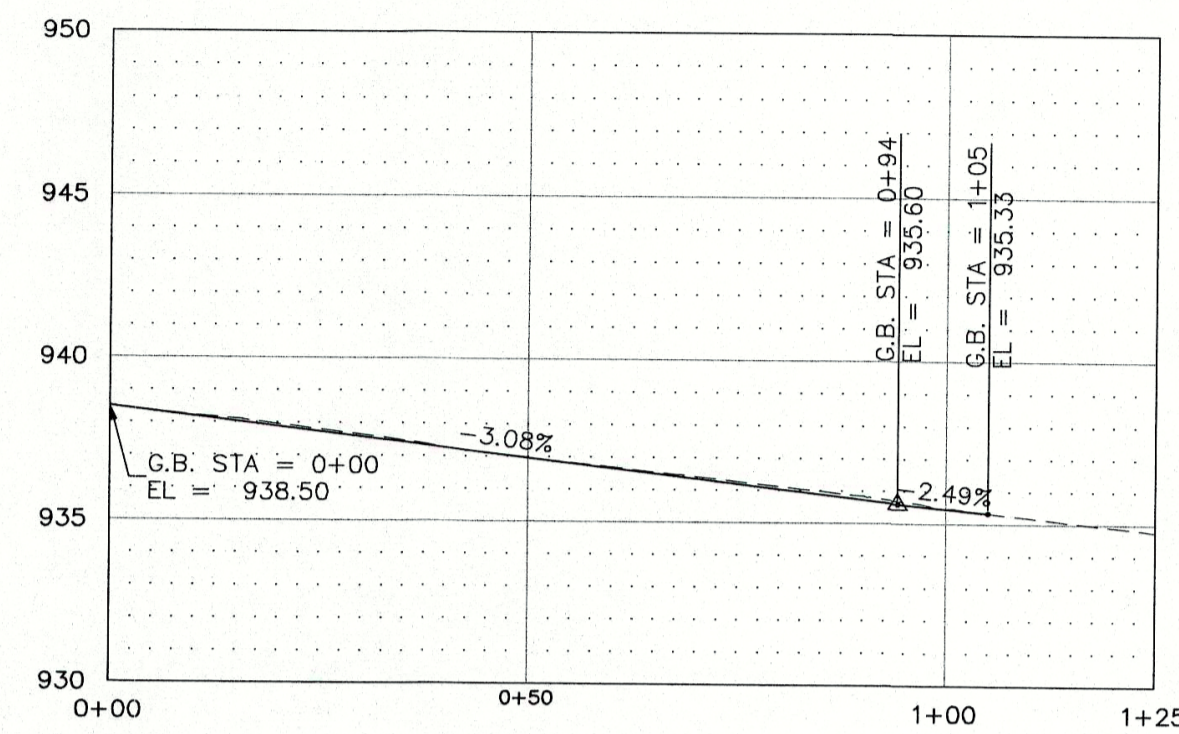
DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN	DATE: FEB 5, 2019	
PROJECT NO. E17-060		

**FDG**  
Finwood Design Group, LLC  
SURVEYING • ENGINEERING • PLANNING

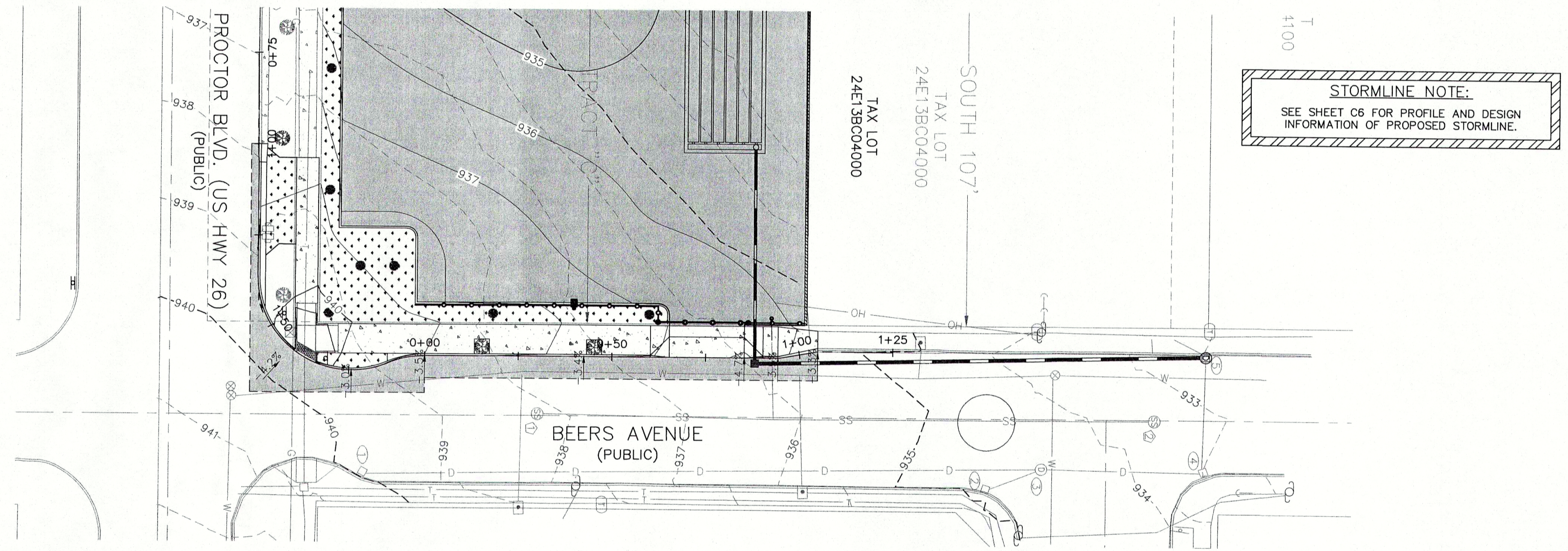
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TROUTDALE, OREGON 97060  
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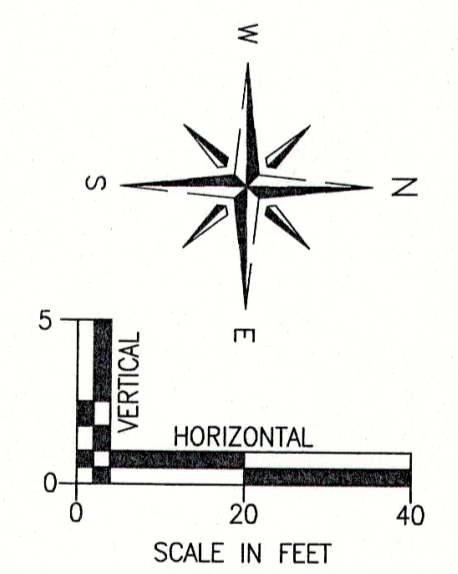
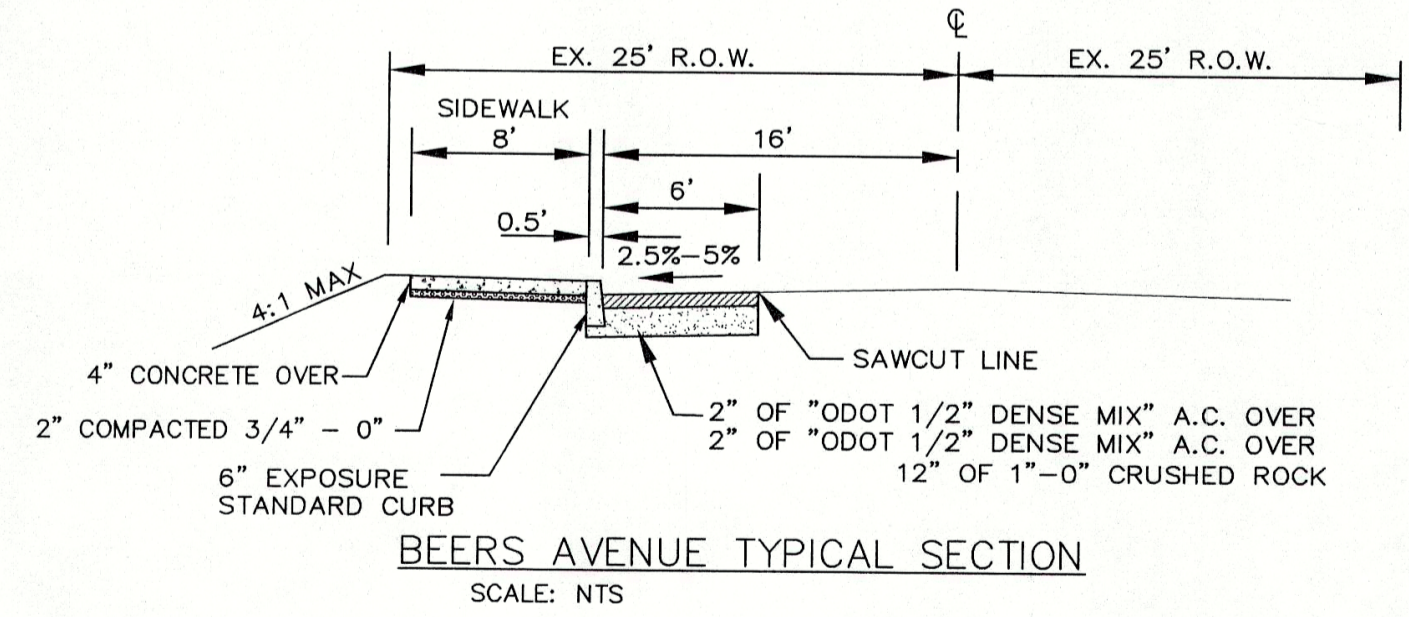
**CURB RETURN PROFILE**  
SCALE: SEE SCALE BAR



**BEERS AVENUE FLOWLINE PROFILE**  
SCALE: SEE SCALE BAR



**STORMLINE NOTE:**  
SEE SHEET C6 FOR PROFILE AND DESIGN INFORMATION OF PROPOSED STORMLINE.



EXPIRES: 06/30/19  
SIGNATURE DATE: \_\_\_\_\_  
**PRELIMINARY**

DATE:	NO.	REVISION

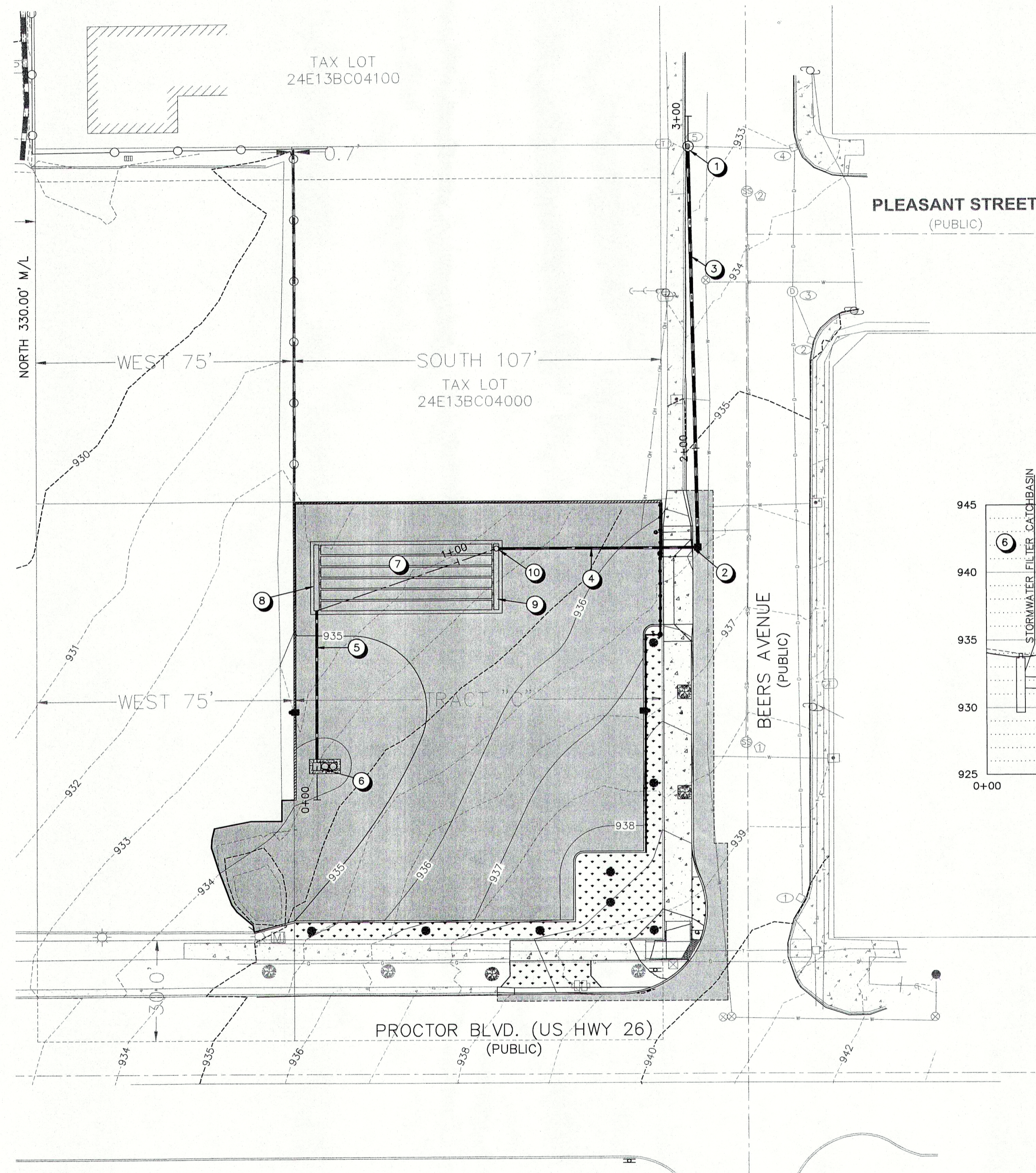
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SCALE: AS SHOWN	DATE: FEB 5, 2019	
PROJECT NO. E17-060		

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**FUNTIME RV, INC**  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

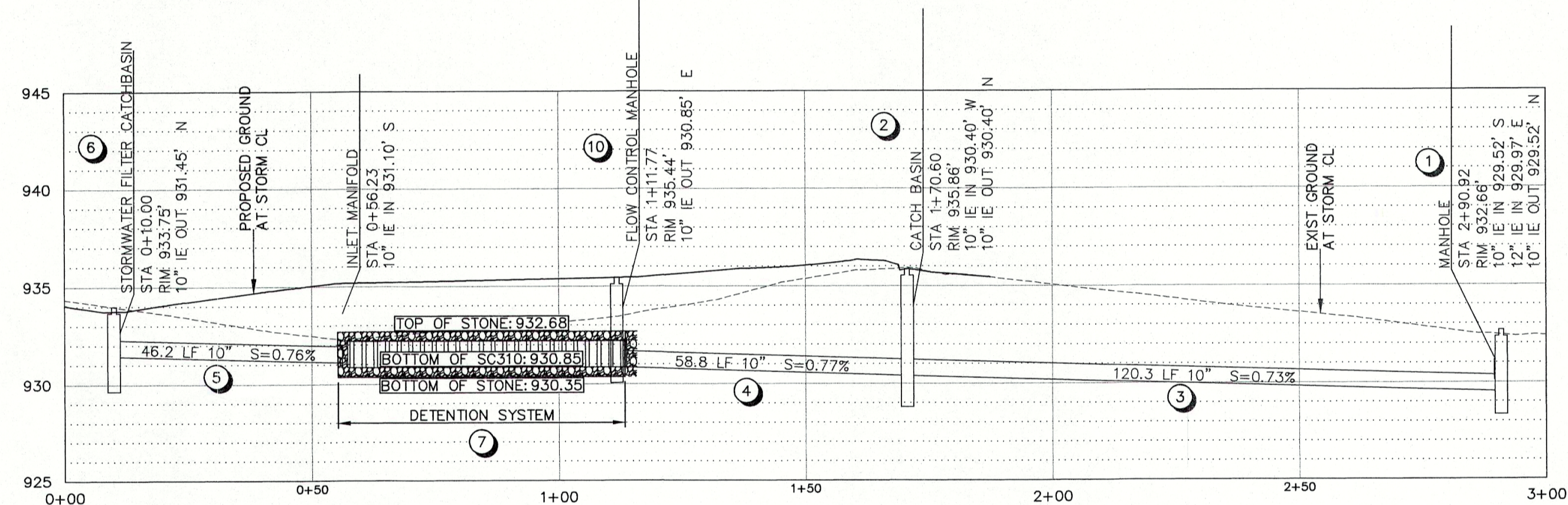
**BEERS AVENUE PLAN & PROFILE**  
SITE DEVELOPMENT  
SANDY, OREGON 97055

**C5**  
**10**

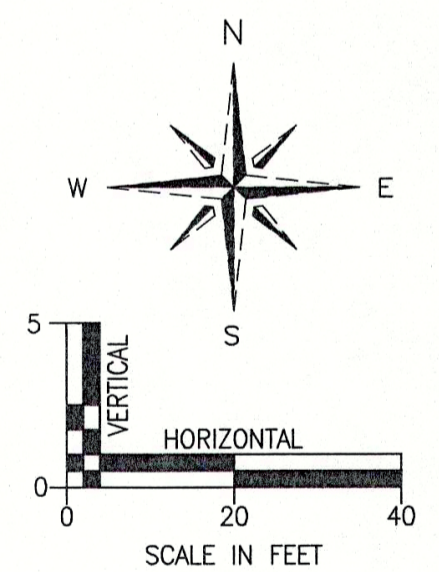


**KEY NOTES**

- 1 REMOVE EXISTING CATCH BASIN AND INSTALL MANHOLE SEE DETAIL SHEET C8  
RIM = 932.35  
IE 6" IN W. (EXIST) = 930.51  
IE 12" IN E. (EXIST) = 929.97  
IE 12" OUT N. (EXIST) = 929.52  
IE 10" IN S. = 929.52
- 2 CATCH BASIN SEE DETAIL SHEET C8  
RIM = 935.86  
IE 10" IN W. = 930.95  
IE 10" OUT N. = 930.95
- 3 10" HDPE STORM LINE  
120.3 L.F., S = 0.0073
- 4 10" HDPE STORM LINE  
58.8 L.F., S = 0.0077
- 5 10" HDPE STORM LINE  
46.2 L.F., S = 0.0076
- 6 STORMWATER FILTER CATCHBASIN SEE DETAIL SHEET C10  
RIM ELE. = 933.75  
IE 10" OUT N. = 932.03
- 7 STORMWATER DETENTION, 300 LF STORMTECH CHAMBERS SEE DETAIL SHEET C10
- 8 18" ECCENTRIC HEADER 16.2 LF.  
IE 10" IN = 931.10  
CONNECT STORMTECH CHAMBERS TO HEADER PER MANUFACTURER REQUIREMENTS
- 9 18" ECCENTRIC HEADER 16.2 LF.  
IE 10" OUT = 930.85  
CONNECT STORMTECH CHAMBERS TO HEADER PER MANUFACTURER REQUIREMENTS
- 10 INSTALL FLOW CONTROL MANHOLE SEE DETAIL SHEET C8  
RIM ELE = 935.44  
IE 10" OUT = 931.54



STORMLINE PROFILE  
SCALE: SEE SCALE BAR



EXPIRES: 06/30/19  
SIGNATURE DATE:  
**PRELIMINARY**

DATE:	NO.	REVISION

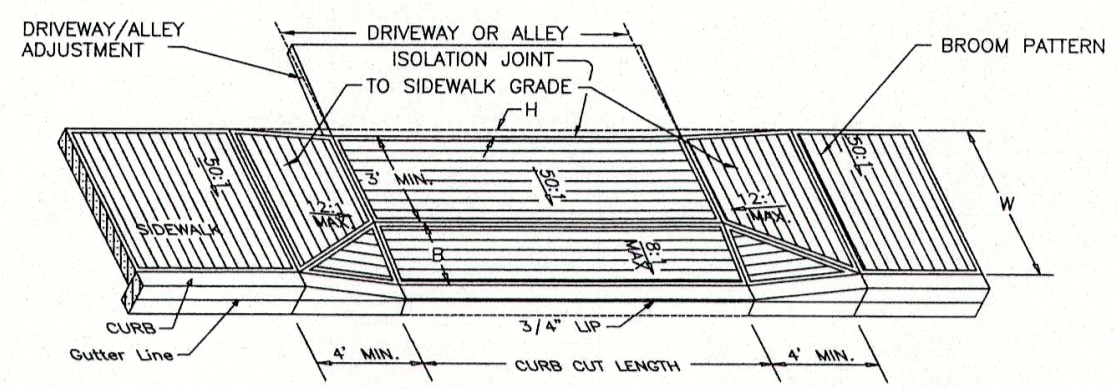
DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN	DATE: FEB 5, 2019	
PROJECT NO. E17-060		

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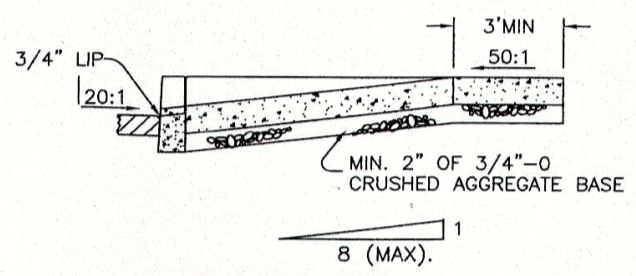
FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

UTILITY PLAN  
SITE DEVELOPMENT  
SANDY, OREGON 97055

C6  
10



W	B	H
5'	2'	0.08' (1")
6'	2'	0.08' (1")
8'	4'	0.08' (1")



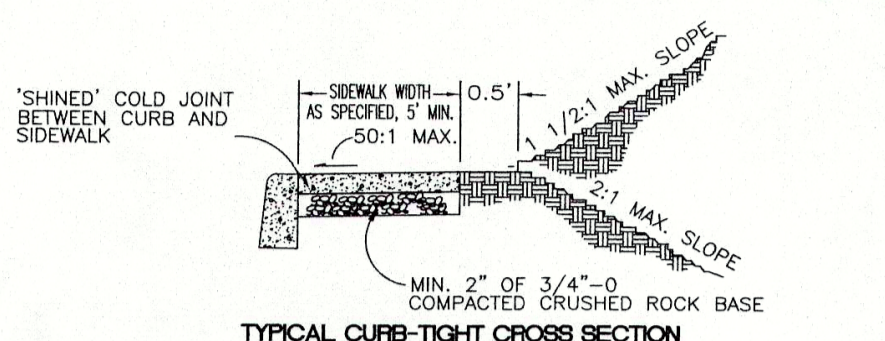
TYPICAL SECTION THROUGH DRIVEWAY/ALLEY RAMP

- NOTES:
- RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A MINIMUM NOMINAL THICKNESS OF 4". CONCRETE STRENGTH SHALL BE 3300 PSI.
  - CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A MINIMUM NOMINAL THICKNESS OF 6". CONCRETE STRENGTH SHALL BE 3300 PSI.
  - CURB TRANSITIONS FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL BE 5 FEET.
  - CONSTRUCT CONTRACTION JOINT IN CENTER OF DRIVEWAY WHEN DRIVEWAY WIDTH EXCEEDS 15'.
  - NO LIP AT GUTTER LINE IF USED AS SIDEWALK ACCESS RAMP.
  - SEE SIDEWALK DETAILS FOR RESTRICTIONS AND SPECIFICATIONS NOT SHOWN.
  - THE 50:1 CROSS-SLOPE OF SIDEWALK IS MEASURED FROM HORIZONTAL. THE 12:1 SLOPE OF SIDEWALK TRANSITION TO DRIVEWAY/ALLEY IS RELATIVE TO THE RUNNING SLOPE OF THE SIDEWALK. THE SLOPE OF THE APRON IS MEASURED RELATIVE TO HORIZONTAL.

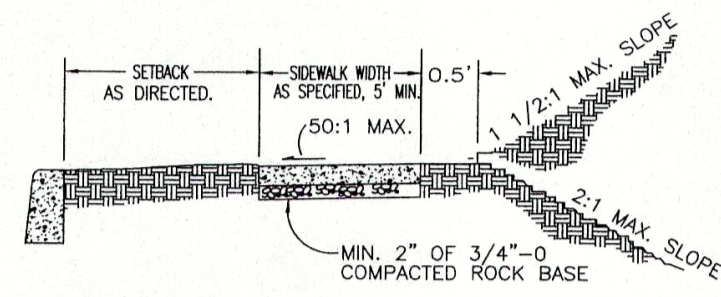
**CITY OF SANDY**

**DRIVEWAY AND ALLEY APPROACHES WITH DEPRESSED CURBLINE SIDEWALK**

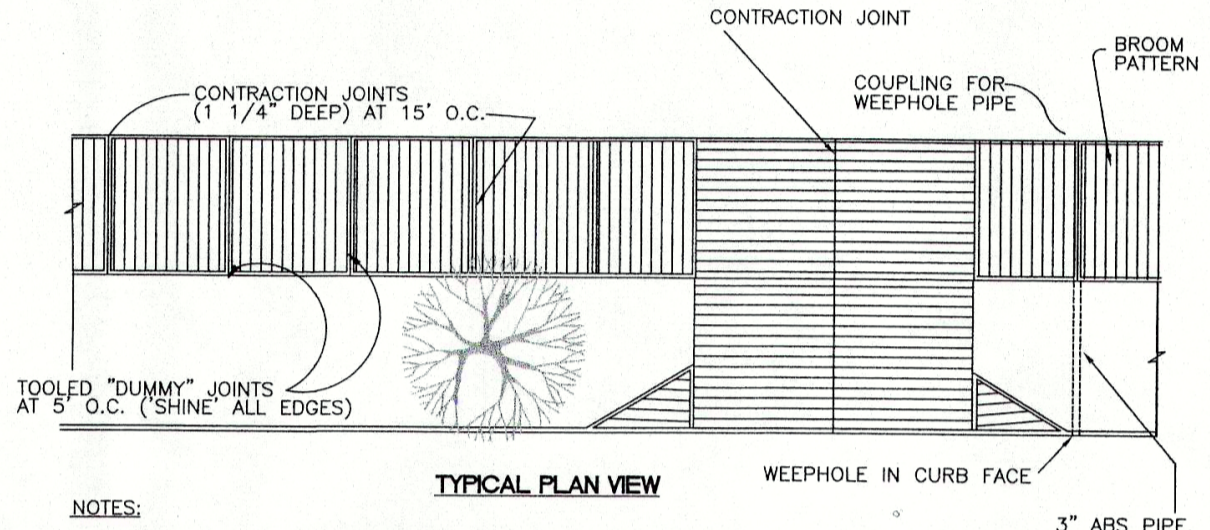
DATE: SEPT 1997 DRAWING NO. 208



TYPICAL CURB-TIGHT CROSS SECTION



TYPICAL SETBACK TYPE CROSS SECTION



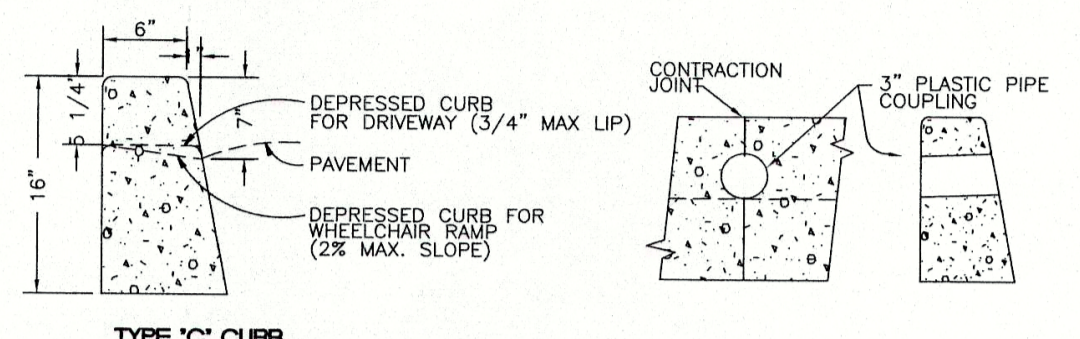
TYPICAL PLAN VIEW

- NOTES:
- SIDEWALK WIDTH DIMENSION DOES NOT INCLUDE CURB FOR CURB-TIGHT SIDEWALKS.
  - SIDEWALKS 8 FEET AND WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT AT THE MIDPOINT.
  - CONCRETE THICKNESS FOR STANDARD SIDEWALKS SHALL BE NOMINAL 4" MIN.; THICKNESS IN DRIVEWAY SHALL BE 5"
  - INSTALL 3" ABS WEEPHOLE PIPES IN SIDEWALKS IN LOCATIONS DIRECTED BY THE ENGINEER. PLACE CONTRACTION JOINT OVER THE TOP OF THE PIPE.

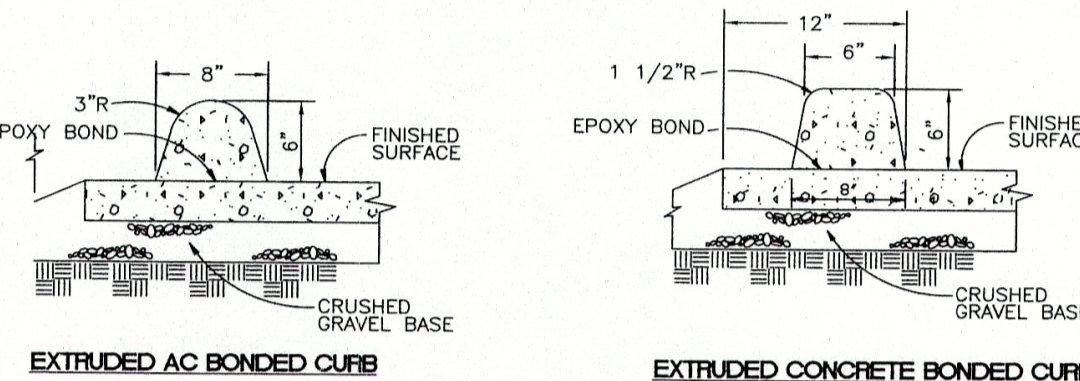
**CITY OF SANDY**

**SIDEWALK**

DATE: SEPT 2004 DRAWING NO. 205



TYPE 'C' CURB



EXTRUDED AC BONDED CURB

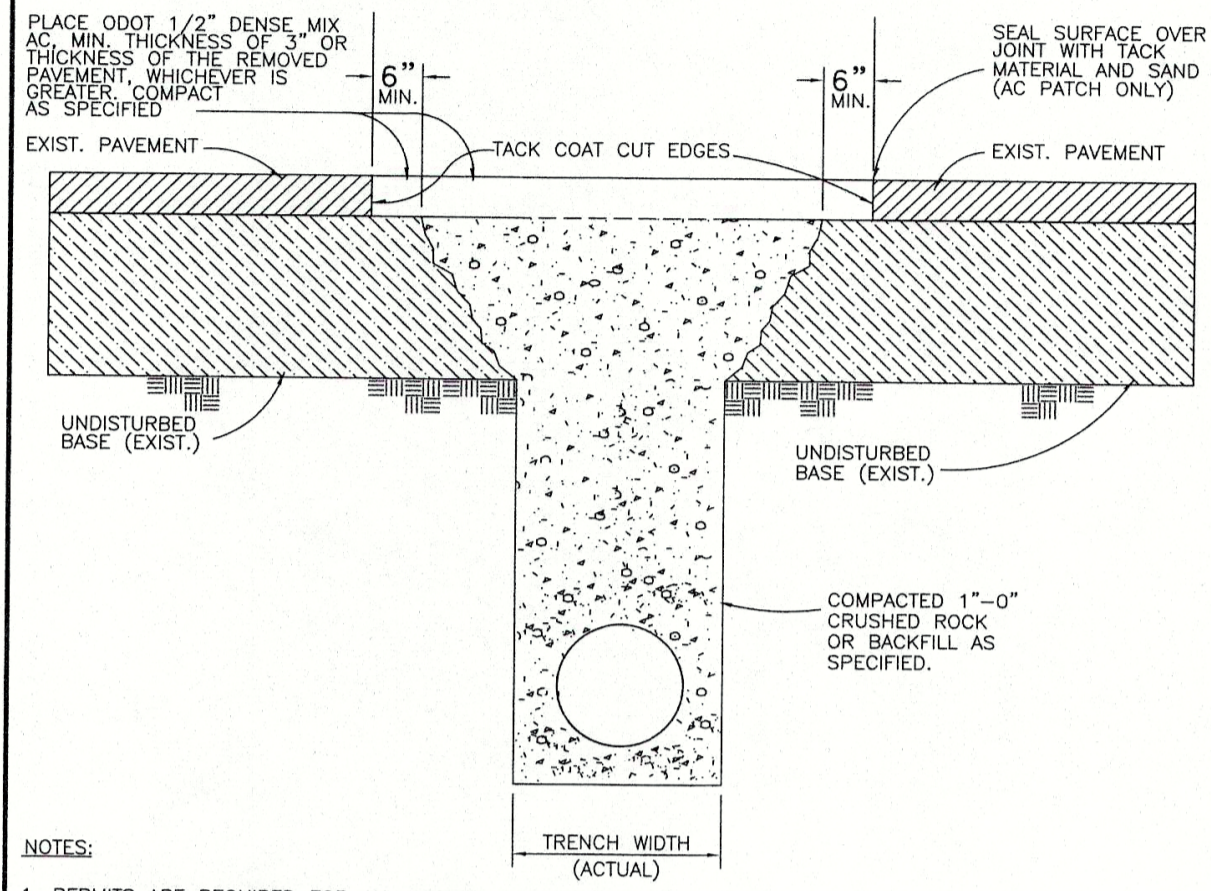
EXTRUDED CONCRETE BONDED CURB

- NOTES:
- ISOLATION JOINTS SHALL BE PLACED ONLY AS SPECIFIED.
  - CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB.
  - A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE CURB AND THROUGH THE SIDEWALK.
  - WHEN SIDEWALKS ARE CONSTRUCTED, EXTEND 3" PIPE TO BACK OF SIDEWALK AND INSTALL COUPLING.

**CITY OF SANDY**

**CURB AND WEEPHOLE**

DATE: SEPT 1997 DRAWING NO. 203



- NOTES:
- PERMITS ARE REQUIRED FOR ANY STREET CUT. CALL 503-668-5533 OR VISIT WWW.CI.SANDY.ORG FOR AN APPLICATION.
  - ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT PRIOR TO SURFACE RESTORATION.
  - PCC PAVEMENT SHALL BE REPLACED WITH CONCRETE TO A MINIMUM THICKNESS OF 8" OR TO THE THICKNESS OF THE REMOVED PAVEMENT, WHICHEVER IS GREATER.
  - TRENCH BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM RELATIVE DENSITY (ASHTO T-99). THE CITY MAY REQUIRE TESTING TO VERIFY COMPACTION.
  - IF EXISTING BASE MATERIAL IS CTB OR ATB, THEN REPLACEMENT MATERIAL SHALL MATCH EXISTING. CDF MAY BE SUBSTITUTED WITH APPROVAL OF CITY ENGINEER.
  - STREETS WITH RECENT OVERLAYS (≤ 3 YEARS) MAY HAVE MORE EXTENSIVE SURFACE RESTORATION REQUIREMENTS.

**CITY OF SANDY**

**STREET OPENING**

DATE: AUG 2004 DRAWING NO. 213

DATE	NO.	REVISION

DRAWN: DESIGNED: CHECKED:

SCALE: AS SHOWN DATE: FEB 5, 2019

PROJECT NO. E17-060

**FDG**

Firwood Design Group, LLC  
SURVEYING + ENGINEERING + PLANNING

359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
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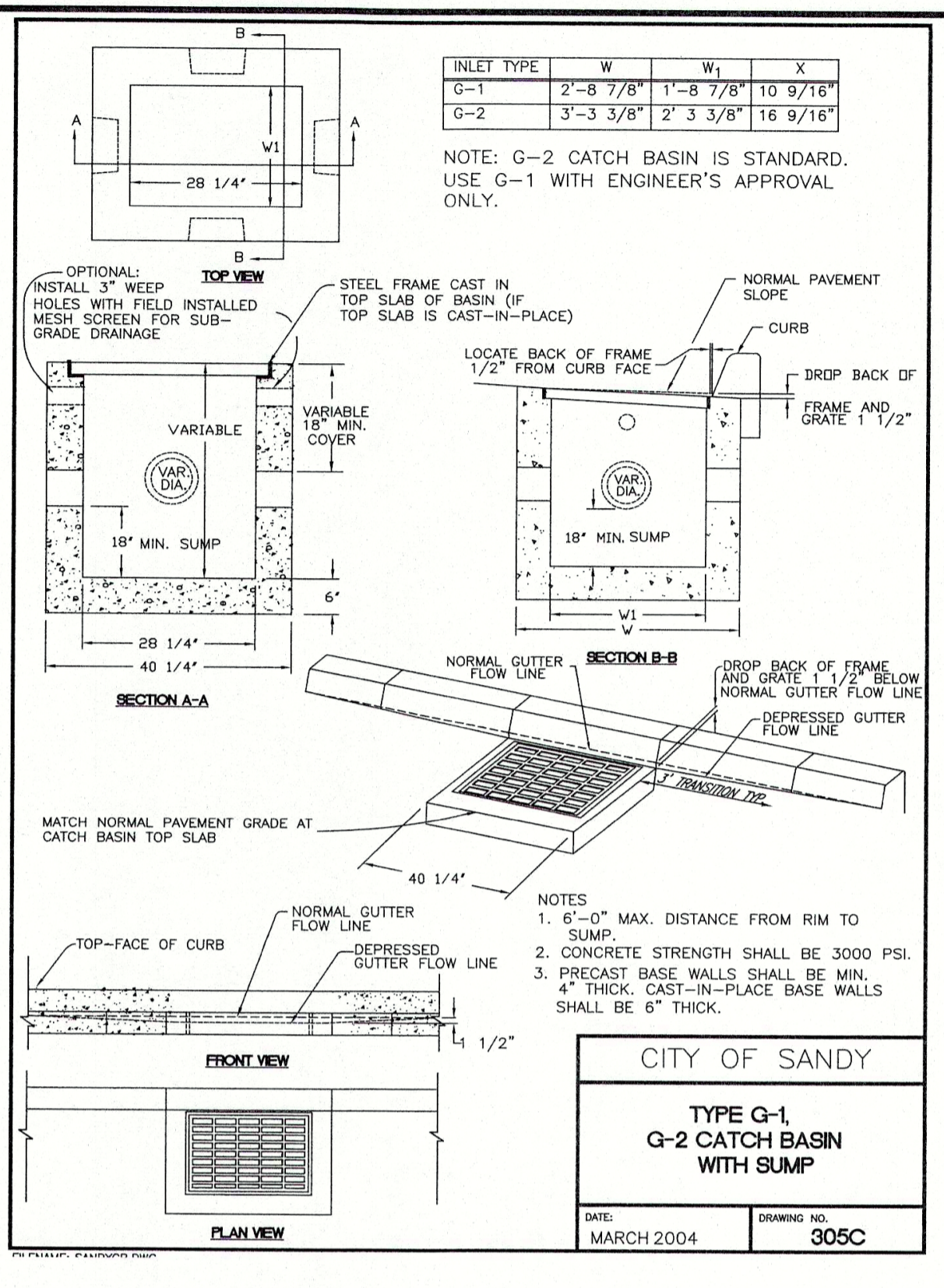
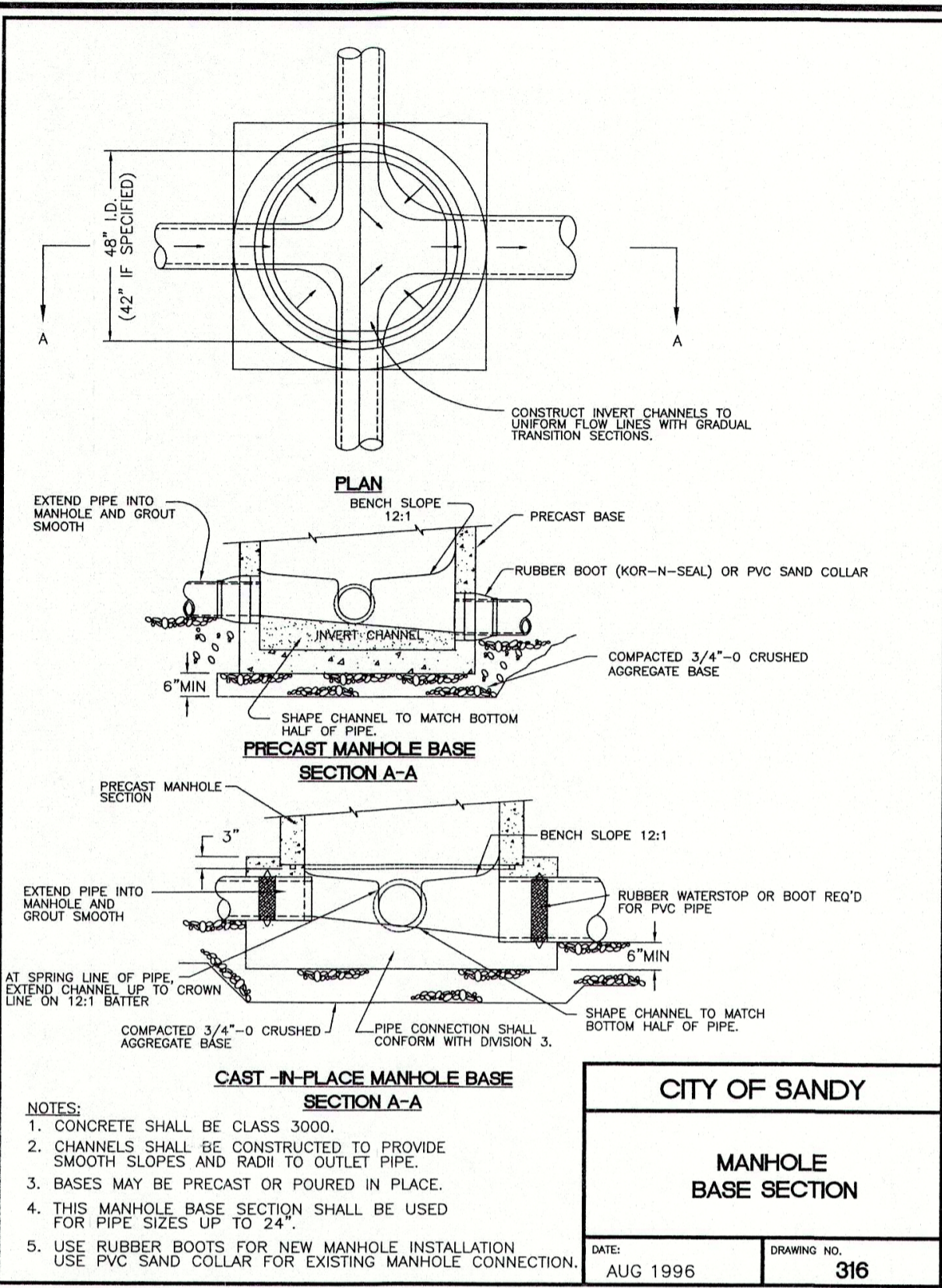
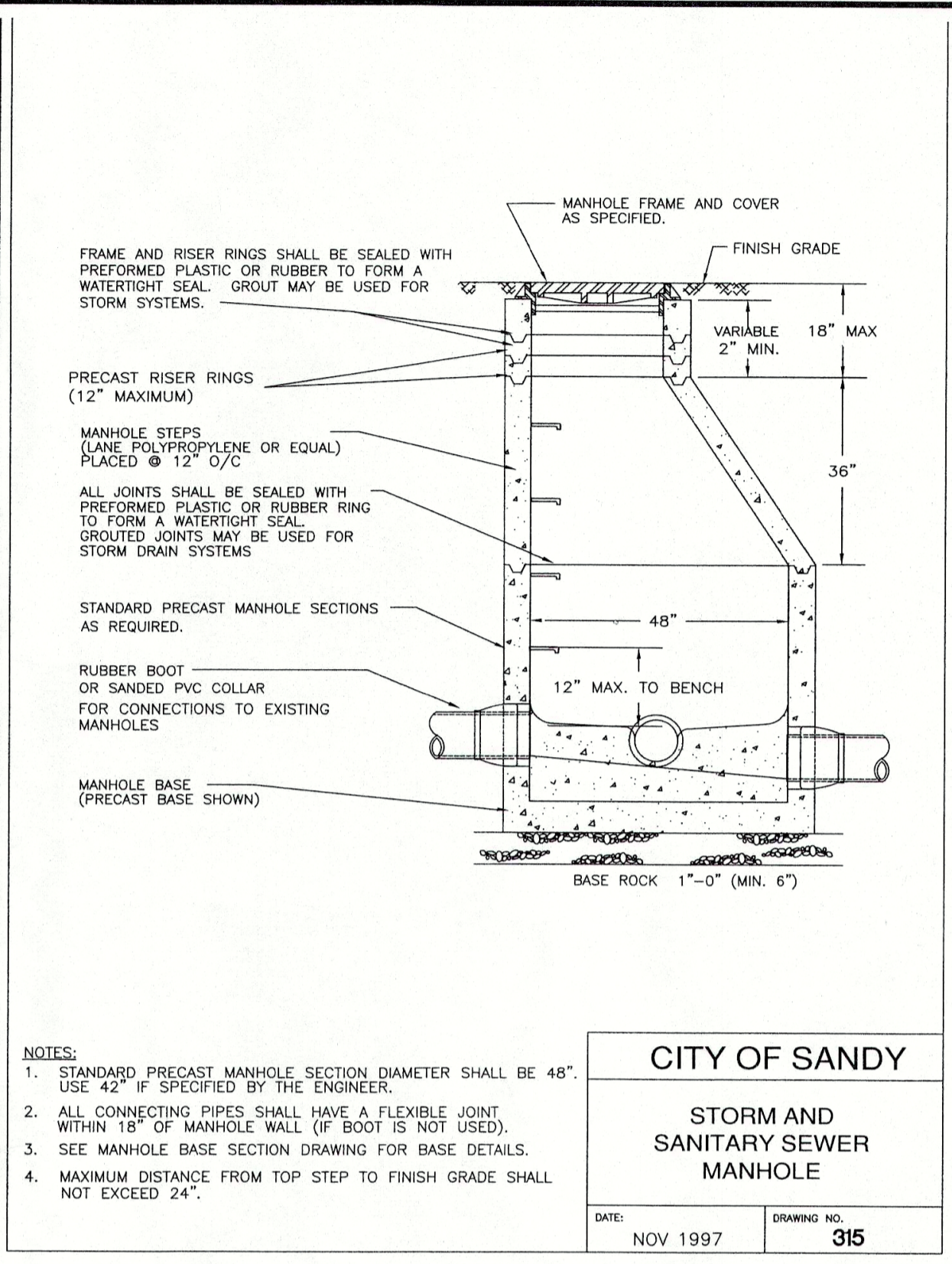
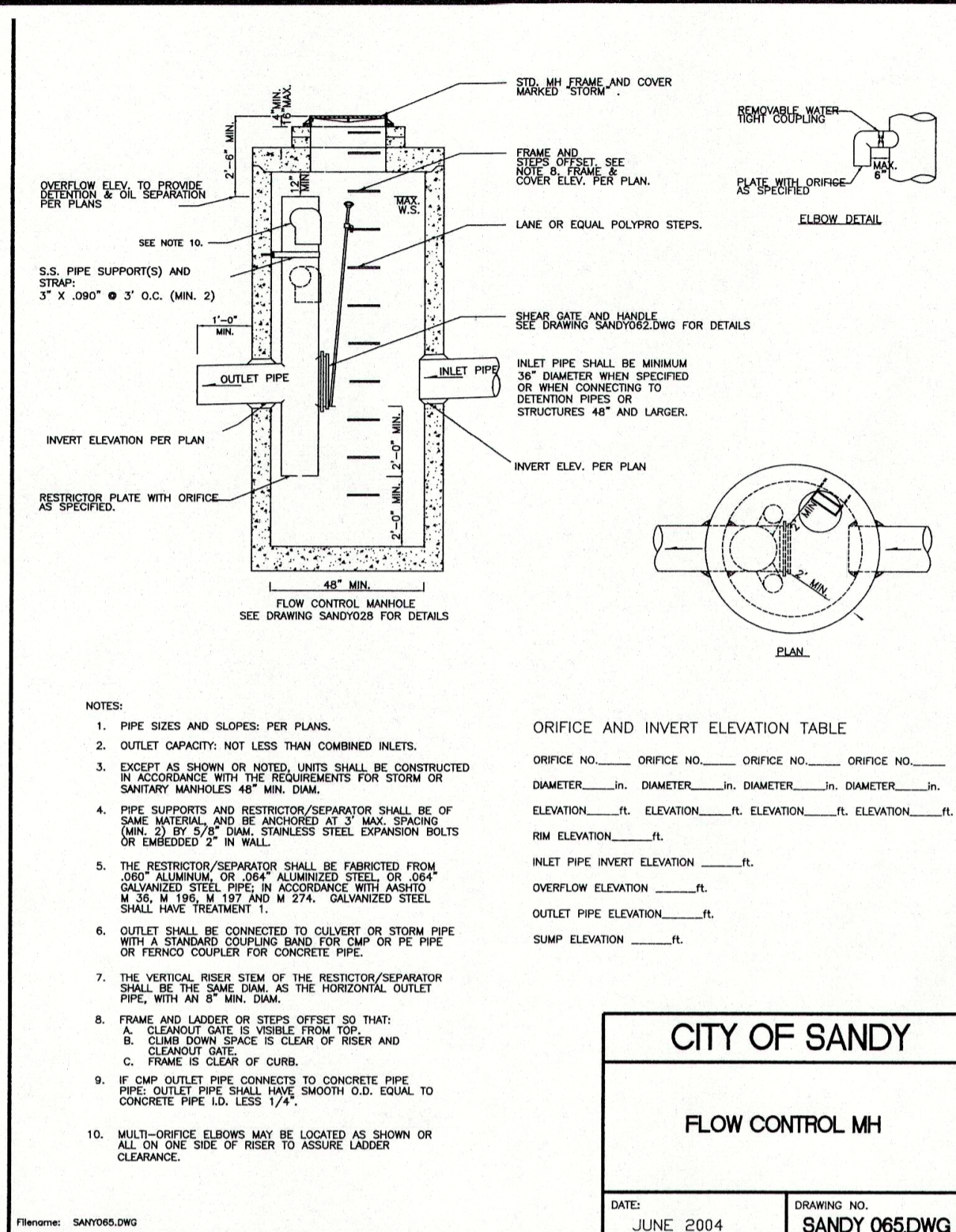
FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

DETAILS SHEET - CITY OF SANDY  
SITE DEVELOPMENT  
SANDY, OREGON 97055

C7  
10

REGISTERED PROFESSIONAL ENGINEER  
67149PE  
FOR REVIEW  
OREGON  
JUN 14, 2008  
KELLI A. GROVER

EXPIRES: 06/30/19  
SIGNATURE DATE: \_\_\_\_\_  
PRELIMINARY



DATE:	NO.	REVISION

**FDG**  
 Firwood Design Group, LLC  
 SURVEYING + ENGINEERING + PLANNING  
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**FUNTIME RV, INC**  
 NE BEERS AVE & PROCTOR BLVD  
 SANDY, OREGON 97055

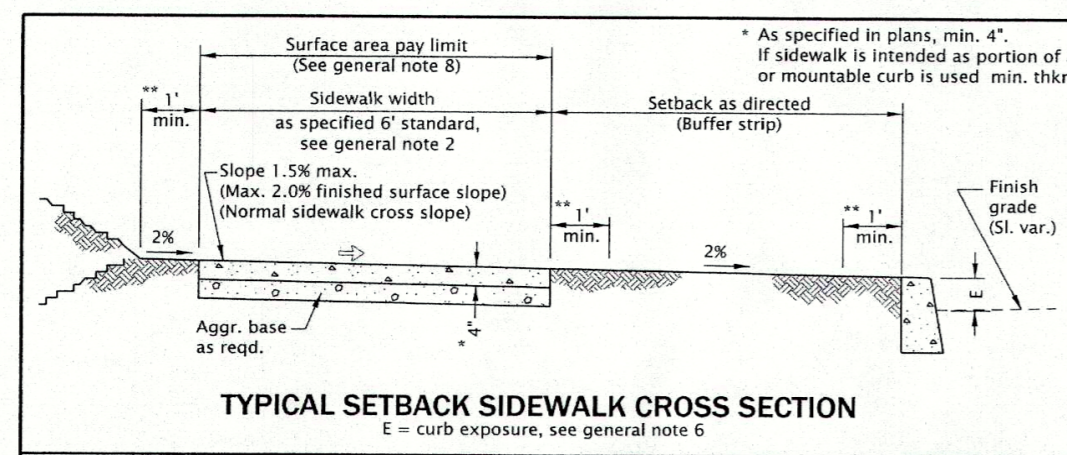
**DETAILS SHEET - CITY OF SANDY**  
 SITE DEVELOPMENT  
 SANDY, OREGON 97055

**C8**  
**10**

REGISTERED PROFESSIONAL  
 ENGINEER  
 67149PE  
**FOR REVIEW**  
 OREGON  
 JUN 14, 2005  
 KELLY A. GROVER

EXPIRES: 06/30/19  
 SIGNATURE DATE:  
**PRELIMINARY**

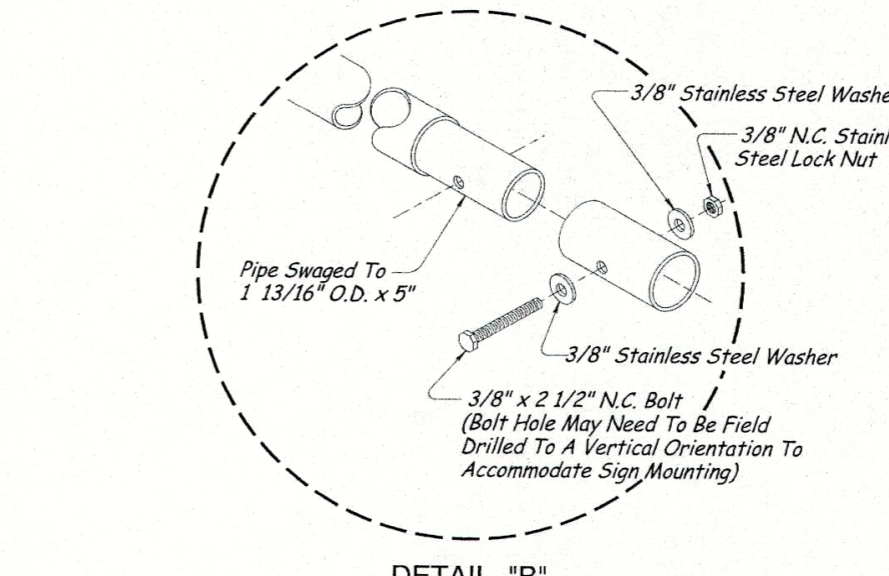
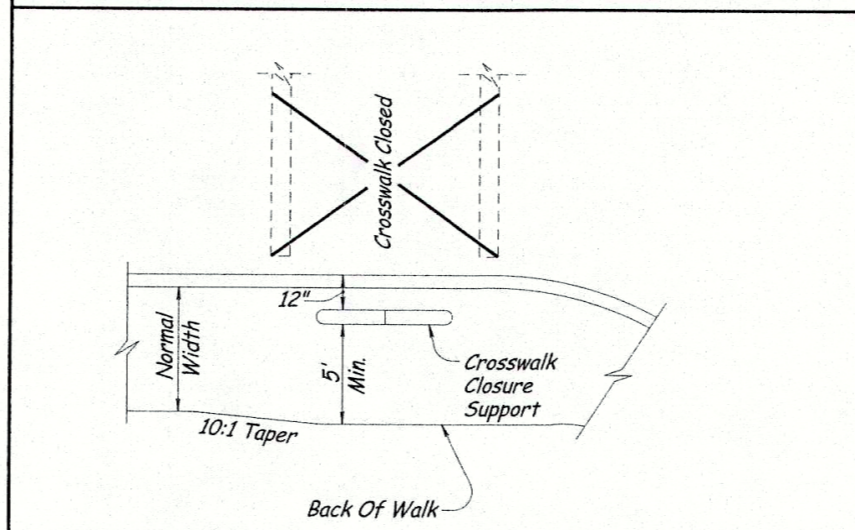
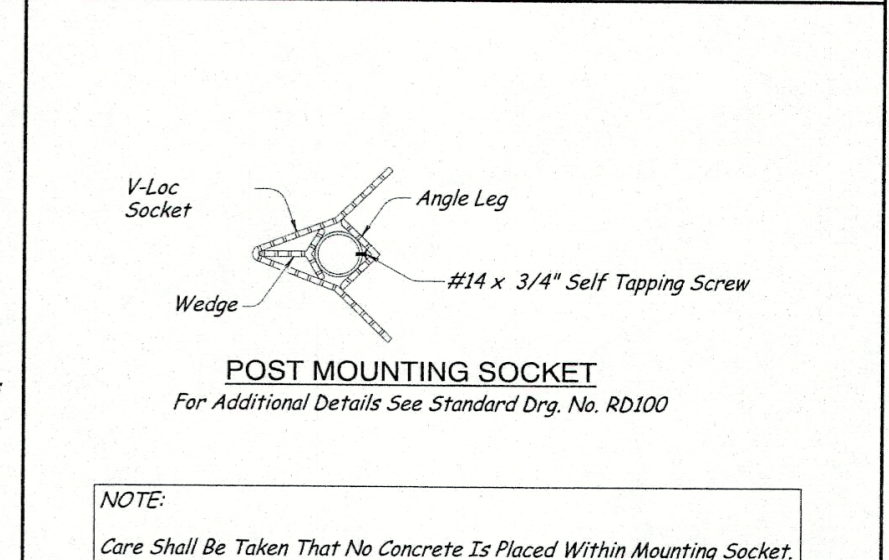
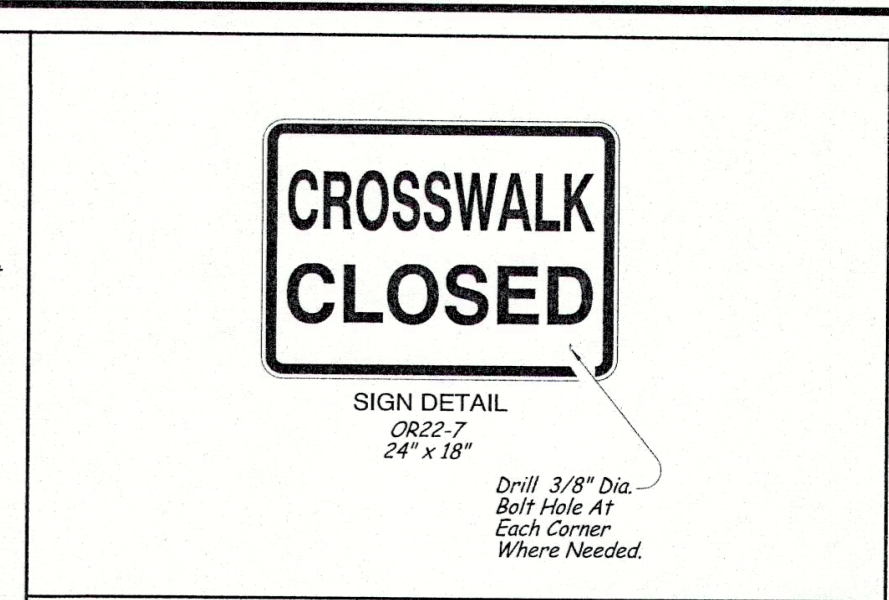
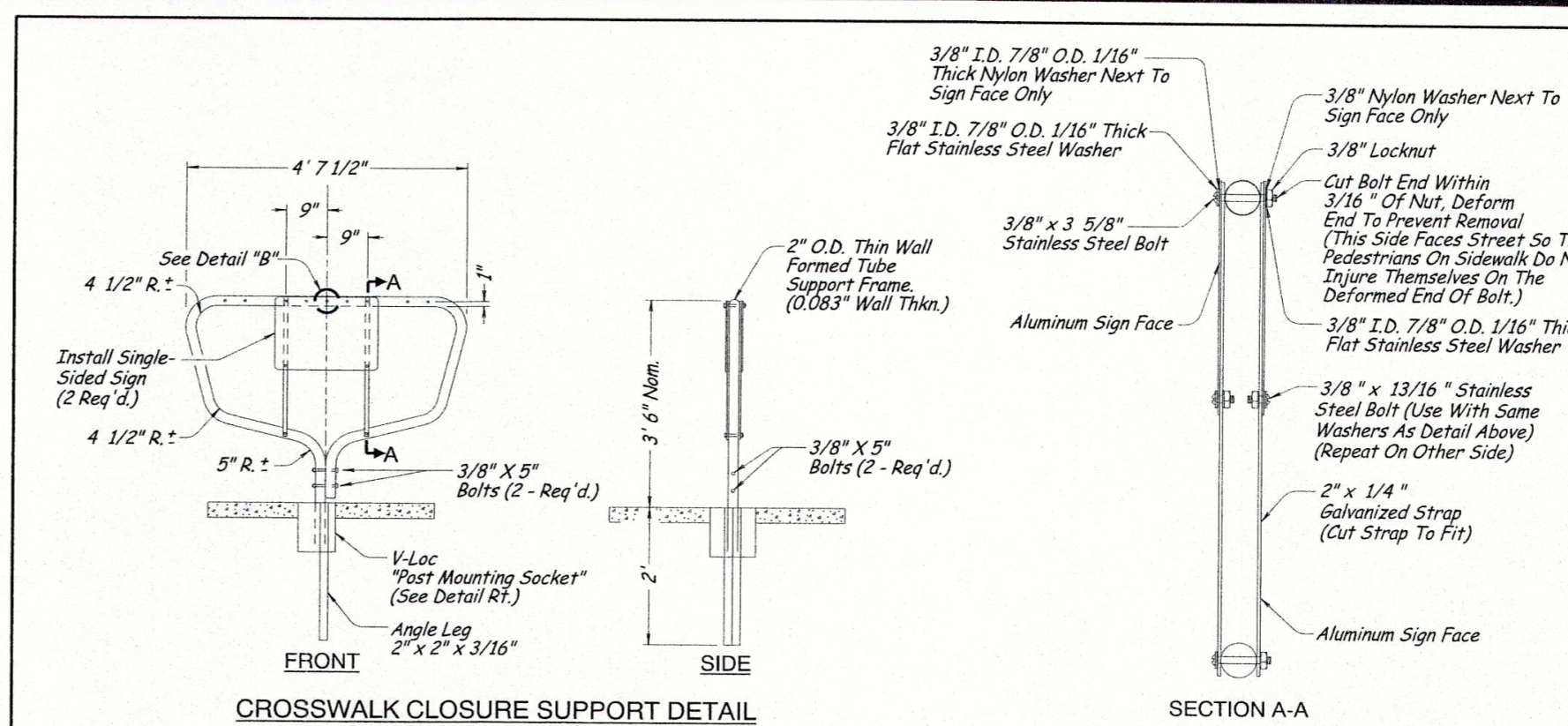




- GENERAL NOTES FOR ALL DETAILS:**
1. Include additional paved or unpaved 2' clearance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
  2. Curb type and sidewalk width as shown on plans or as directed.
  3. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
  4. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole detail.
  5. Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway.
  6. For monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing.
  7. Const. contraction joints at 15' maximum spacing, and at ends of each driveway and curb ramp.
  8. For curb details, see Std. Dwg. RD700 & RD701.
  9. Sidewalk details are based on ODOT applicable standards.
  10. For driveway details not shown, see Std. Dwg. RD725, RD730, RD735, RD740, RD745 & RD750.
  11. See project plans for details not shown.

CALC. BOOK NO.	N/A	BASLINE REPORT DATE	16-JUL-2018
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
<b>OREGON STANDARD DRAWINGS</b>			
<b>SIDEWALKS</b>			
2018			
DATE	REVISION	DESCRIPTION	
01-2018	REVISED	NOTE	
07-2018	REVISED	DETAILS & NOTES	

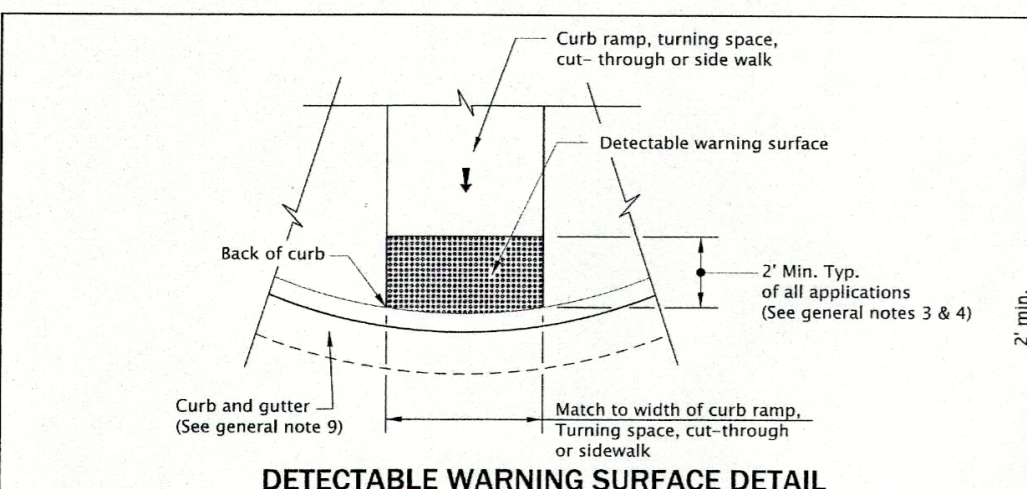
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



- GENERAL NOTE:**
1. All Holes In The Tube Support Frame To Be Pre-drilled By The Manufacturer. (1/32" Larger Than Mounting Bolt)
  2. Pipe Swaged To 1 13/16" O.D. x 5"

CALC. BOOK NO.	N/A	BASLINE REPORT DATE	07-01-16
ACCOMPANIED BY BASELINE REPORT			
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
<b>OREGON STANDARD DRAWINGS</b>			
<b>CROSSWALK CLOSURE DETAIL</b>			
2015			
DATE	REVISION	DESCRIPTION	
07-01-16	CHANGED	PROVISIONAL CHANGE FROM #10.9	

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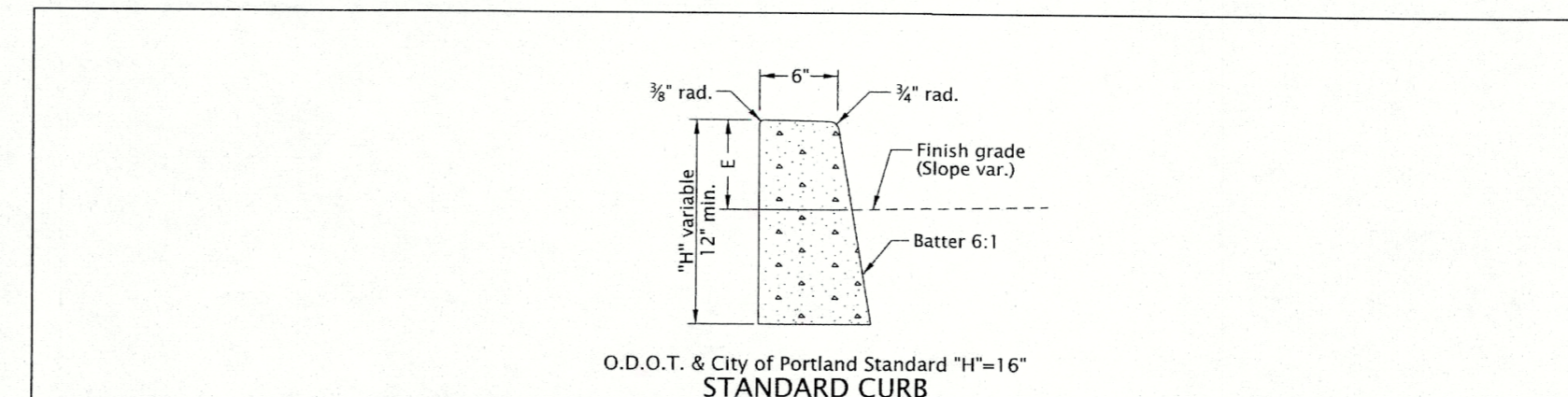


	A	B	C	D	E
MIN.	1.60'	0.65'	0.45'	0.90'	0.20'
MAX.	2.40'	—	0.91'	1.40'	0.20'

- GENERAL NOTES FOR ALL DETAILS:**
1. Detectable warning surface details & locations are based on ODOT applicable Standards.
  2. See project plans for details not shown.
  3. See Std. Dwg. RD700 & RD701 for curbs.
  4. See Std. Dwg. RD720 for sidewalks.
  5. See Std. Dwg. TR505 & TR530 for crosswalk markings, widths, etc.
  6. See Std. Dwg. RD705 & RD710 for islands.
  7. The detectable warning surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted.
  8. Detectable warning surface shall typically be placed at the back of curb across the roadway entrance. Detectable warning surface placement for perpendicular ramps vary as shown. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note.
  9. Detectable warning surface shall be used where the pedestrian access route meets the street, in the following locations:
    - a) Curb ramps (See Std. Dwg. RD755, RD756, & RD757).
    - b) Crossing Islands (Accessible Route Islands), (See Std. Dwg. RD710).
    - c) Rail crossings (See detail).
  10. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards.
  11. Detectable warning surface shall not be used on the following locations:
    - a) End of sidewalk transitions that are not at the crosswalk (See Std. Dwg. RD745).
    - b) Uncontrolled standard concrete driveways (See Std. Dwg. RD725, RD730, RD735, RD740, RD745, & RD750).
    - c) Parking lots.
  12. Only use details allowed by jurisdiction.
  13. On or along state highways, curb and gutter is required at curb ramps.
  14. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

	Detectable warning surface		Slope 1.5% max. (Max. 2.0% finished surface slope)
	Slope 7.5% max. (Max. 8.3% finished surface slope)		
CALC. BOOK NO.	N/A	BASLINE REPORT DATE	16-JUL-2018
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
<b>OREGON STANDARD DRAWINGS</b>			
<b>DETECTABLE WARNING SURFACE DETAILS &amp; PLACEMENT LOCATIONS</b>			
2018			
DATE	REVISION	DESCRIPTION	

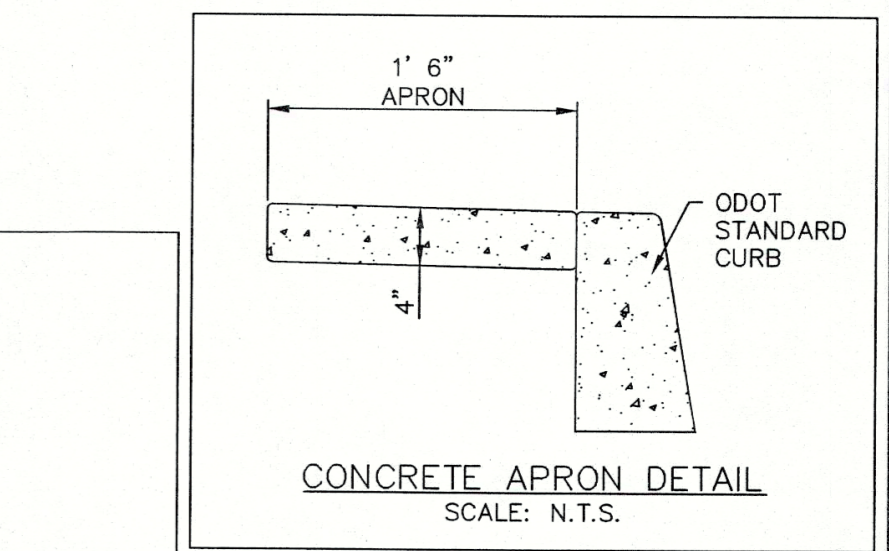
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



- GENERAL NOTES FOR ALL DETAILS:**
1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T. standard "E"-7".
  2. Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway.
  3. Const. contraction joints at 15' maximum spacing, and at ends of each inlet and ramp.
  4. Transitions shall be used to connect curbs of different exposures "E".
  5. "E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper. Minimum desirable transition length shall be 20' for each 1" difference in "E".
  6. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
  7. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
  8. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
  9. For sidewalk details, and monolithic curb & sidewalk, see Std. Drg. RD720.
  10. For drainage curbs, see Std. Drg. RD701.
  11. For sidewalk ramp details, see Std. Drg. RD755.

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
<b>OREGON STANDARD DRAWINGS</b>			
<b>CURBS</b>			
2015			
DATE	REVISION	DESCRIPTION	
01-2015	ADDED	NOTE	
07-2015	REVISED	NOTE	
01-2016	REVISED	NOTE	
07-2016	REVISED	DETAILS & ADDED	
01-2017	ADDED	REVISED	

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



EXPIRES: 06/30/19  
SIGNATURE DATE:  
**PRELIMINARY**

DATE:	NO.	REVISION
DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN	DATE: FEB 5, 2019	
PROJECT NO. E17-060		

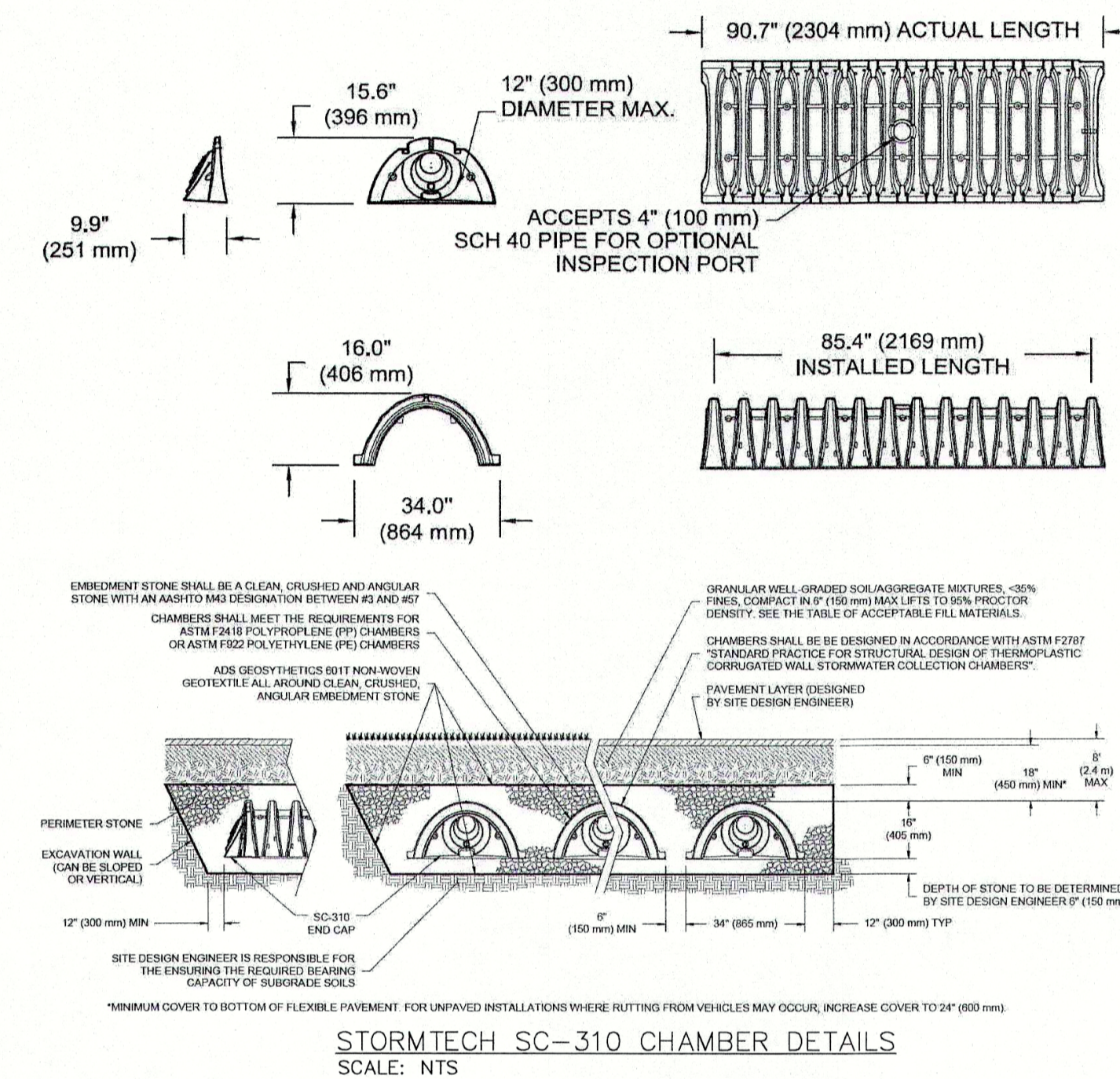
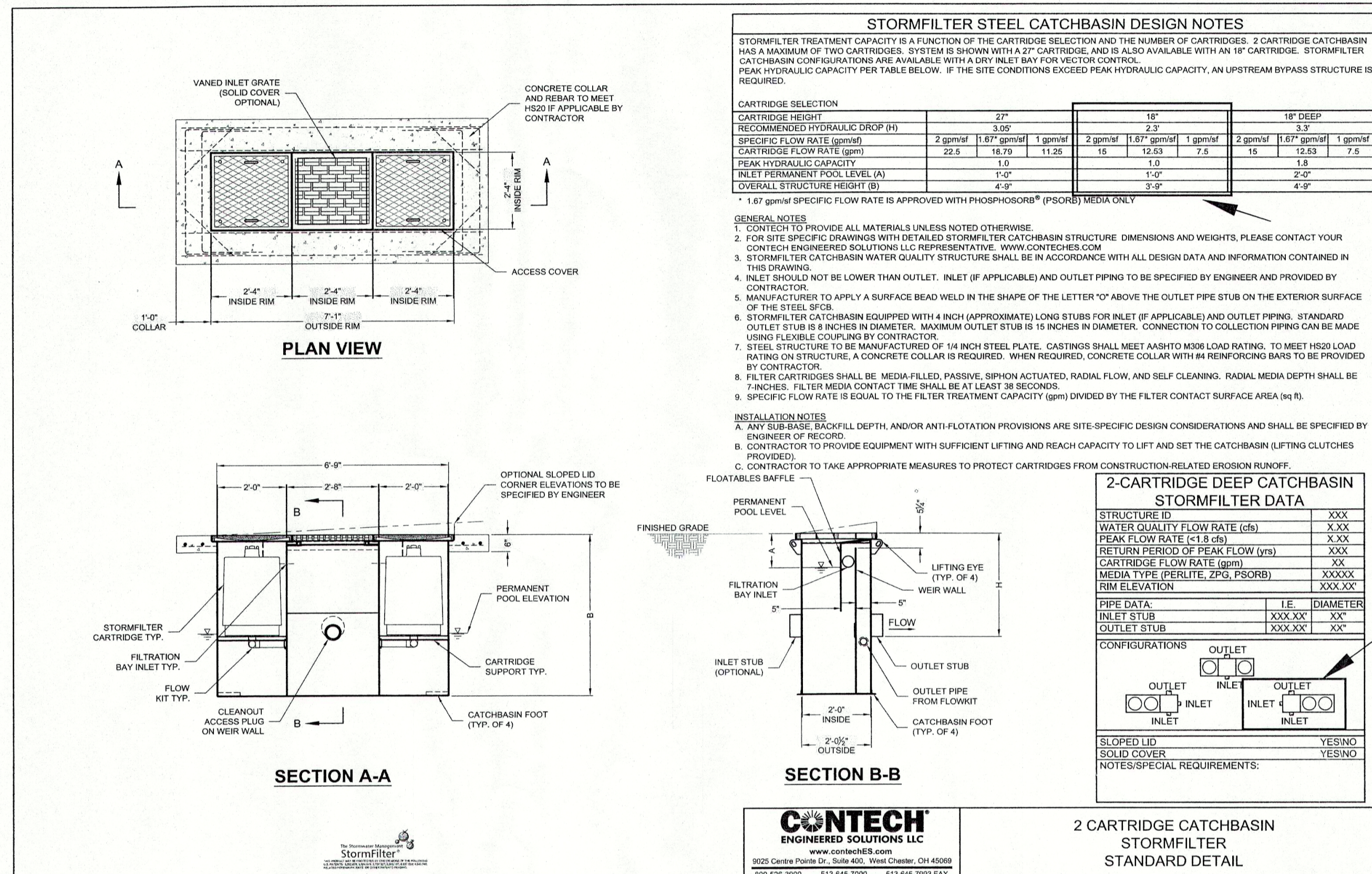
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Firwood Design Group, LLC  
SURVEYING • ENGINEERING • PLANNING

359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
BUS: (503) 668-3737 • FAX: (503) 668-3788

**FUNTIME RV, INC**  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

**DETAILS SHEET - ODOT**  
SITE DEVELOPMENT  
SANDY, OREGON 97055

**C9**  
**10**



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2 CARTRIDGE CATCHBASIN  
STORMFILTER  
STANDARD DETAIL



EXPIRES: 06/30/19  
SIGNATURE DATE:  
PRELIMINARY

DATE	NO.	REVISION

DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN	DATE: FEB 5, 2019	
PROJECT NO. E17-060		

**FDG**  
Firwood Design Group, LLC  
SURVEYING • ENGINEERING • PLANNING

359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
BUS: (503) 668-3737 FAX: (503) 668-3788

FUNTIME RV, INC  
NE BEERS AVE & PROCTOR BLVD  
SANDY, OREGON 97055

DETAILS SHEET - DETENTION FACILITY  
SITE DEVELOPMENT  
SANDY, OREGON 97055

C10  
10

# EXHIBIT E

## PRELIMINARY STORMWATER REPORT

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**Fun Time RV Site Improvements  
38415 Proctor Blvd  
Sandy, OR 97055**

Prepared By:

**FDG**   
Firwood Design Group, LLC  
SURVEYING • ENGINEERING • PLANNING

---

359 E. Historic Columbia River Highway  
Troutdale, OR 97060  
503.668.3737- fax 503.668.3788

Preliminary Stormwater Report

**FIRWOOD DESIGN GROUP, LLC**

## STORMWATER CALCULATIONS

**Proposed Site Improvements  
City of Sandy, Oregon**

**For**

**Fun Time RV**

**June 8, 2018**

**Revised February 6, 2019**

Prepared by:

Firwood Design Group, LLC  
359 E. Historic Columbia River Highway  
Troutdale, OR 97060  
(503) 668-3737

FDG # E17-060



Preliminary Stormwater Report

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- II. METHODOLOGY
- III. REFERENCES
- IV. SITE DESCRIPTION
- V. STORMWATER MANAGEMENT

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Soil Maps

Preliminary Stormwater Report

**STORM DRAINAGE CALCULATIONS**

**I. OBJECTIVE**

The objective is to provide stormwater treatment and detention for the new impervious parking area associated with the proposed site improvements.

Stormwater discharge from the proposed new impervious parking area will be collected, treated in a Contech Stormwater Filter catch basin. The water will be detained in a StormTech chamber system with a flow control manhole. The proposed detention and treatment will conform to the City of Sandy storm water requirements.

**II. METHODOLOGY**

As per the City of Sandy code, the City of Portland stormwater manual was applied in developing the proposed stormwater management for the impervious surface areas. HydroCAD is used to apply the Santa Barbara unit hydrograph for the respect storm intensities with a 24 hr duration.

For water quality a flow rate evaluation is applied for pollution reduction per Table1-2 in the City of Portland stormwater manual, with storm intensity of 0.2 inches/hr for a 24hr duration.

For detention the proposed underground detention system is designed to have a released rate not to exceed the following:

1. The post construction 24 hour 2 year recurrence interval storm event runoff will not exceed the 2 year pre development 2 year 24 hour runoff
2. The post construction 24 hour 5 year recurrence interval storm event runoff will not exceed the 5 year pre development 5 year 24 hour runoff
3. The post construction 24 hour 10 year recurrence interval storm event runoff will not exceed the 10 year pre development 10 year 24 hour runoff
4. The post construction 24 hour 25 year recurrence interval storm event runoff will not exceed the pre development 25 year runoff.

**III. REFERENCES:**

USGS Soil Maps for Multnomah County, Oregon  
City of Portland, Stormwater Management Manual  
City of Sandy Development Code

## Preliminary Stormwater Report

### IV. SITE DESCRIPTION:

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The site is a corner lot situated at parcel located at the northwest intersection of Beers Ave and Proctor Blvd, more specifically located in T2 R4E Sect. 13BC, Lot 3900. The lot is approximately 13,985 sq. ft. in size, with existing topography gently sloping to a low point in the northwesterly corner. Currently, the site is a vacant parcel with grass vegetation. The Soils per the USDA Soils maps are predominately classified as Cazadero Silt Clay loam (15B) with 0 to 7 percent slopes, Hydrologic Group C. Group C soils are generally slow infiltrating when thoroughly wetted, with a slow rate of water transmission.

### V. STORMWATER MANAGEMENT:

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#### Water Quality Analysis

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The impervious area relating to the new paved area is approximately 12,600 sq. ft. (0.289 acres) in total. The water quality storm event intensity, as required by the City of Sandy, is 0.20 inches / hour. Using the Rational Method  $Q = CIA$ :

Q = Peak discharge, cfs

C = Rational method runoff coefficient

I = Rainfall intensity, inch/hour

A = Drainage area, acre

$$Q_{\text{water quality}} = (0.98) (0.20) (.289) = 0.057 \text{ cfs, or } 25.6 \text{ gpm}$$

The new paved area will be graded to slope to a low point with a Contech stormfilter catchbasin. The basin will contain two cartridges, with each cartridge capable of treating 15gpm (30 gpm total), sufficient to provide water quality for the design storm event.

#### Quantity Control Analysis

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The Santa Barbara Urban Hydrograph (HydroCAD) was used to create the basin hydrographs (see appendix for data and calculations) and to estimate the peak flows for the design storms. A curve number (CN) value of 98 was assigned to the impervious surfaces and a CN value of 79 (Pasture/Grassy type C soil) was used for pervious areas in both existing and proposed conditions. The time of concentration is 6 minutes, the minimum value.

## Preliminary Stormwater Report

The design storms, as required by the City of Sandy design and construction standards, are as follows:

Recurrence Interval (years)	Total Precipitation Depth (In)
2	3.50
5	4.50
10	4.80
25	5.50

Each storm event was modeled for both pre-construction conditions and post-construction conditions. The model includes a StormTech 310 chamber detention system with 300 linear feet of detention chambers installed on top of 6-inches of drain rock. The detention system is unlined, allowing for partial infiltration of detained runoff. The modelled infiltration rate of 0.83 inches/hr is based on the USDA Soil Map published saturated conductivity for Cazedaro Silt Loam. The primary outlet of the detention system is a flow control manhole, designed to regulate flows to pre-development flow rates. This will be accomplished using two orifices, a 2.5" orifice at the pipe invert elevation and a 2.0" orifice at an elevation 0.40' above the pipe invert. For storms larger than the 25-year event the tee riser pipe will act as an overflow. The following table summarizes the calculated flow rates in all conditions:

### Pre-Construction and Post Construction Stormwater flows:

Design Storm Event	Pre-Development (Existing) Peak Flow (cfs)	Post-Construction Peak Flow (cfs)	Allowed Post-Construction Runoff	Design Post-Construction Runoff
2 year	0.09	0.25	0.09	0.09
5 year	0.16	0.32	0.16	0.15
10 year	0.17	0.34	0.17	0.16
25 year	0.22	0.39	0.22	0.20

### Conclusion

The proposed improvements consisting of paving the existing vacant lot will require stormwater treatment and detention to conform to the City of Sandy development code. The proposed treatment is via a Contech Stormfilter cartridge catch basin that will direct flow to the Stormtech chamber detention system. The unlined detention system will allow some infiltration (limited by site soils) but the majority of the water will be detained and released via a flow control manhole and conveyed to the public stormwater infrastructure on Beers Ave. The facilities have been sized in accordance with the City of Sandy design standards and the methods employed represent industry standard practices.



**prelim storm runoff 310chamber**

Type IA 24-hr 2yr Rainfall=3.50"

Prepared by HydroCAD SAMPLER 1-800-927-7246 www.hydrocad.net

Printed 2/6/2019

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**Summary for Subcatchment 5S: Fun Time RV-Pre**

Runoff = 0.09 cfs @ 8.03 hrs, Volume= 0.042 af, Depth> 1.55"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 2yr Rainfall=3.50"

Area (sf)	CN	Description
13,985	79	Pasture/grassland/range, Fair, HSG C
13,985		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.6	160	0.0400	0.17		Sheet Flow, Grass: Dense n= 0.240 P2= 3.25"

**prelim storm runoff 310chamber**

Type IA 24-hr 2yr Rainfall=3.50"

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**Summary for Subcatchment 7S: Fun Time RV-Post**

Runoff = 0.25 cfs @ 7.92 hrs, Volume= 0.083 af, Depth> 3.09"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 2yr Rainfall=3.50"

Area (sf)	CN	Description
12,586	98	Paved parking & roofs
1,399	79	50-75% Grass cover, Fair, HSG C
13,985	96	Weighted Average
1,399		10.00% Pervious Area
12,586		90.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

**prelim storm runoff 310chamber**

Type IA 24-hr 2yr Rainfall=3.50"

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**Summary for Pond 9P: storm tech**

Inflow Area = 0.321 ac, 90.00% Impervious, Inflow Depth > 3.09" for 2yr event  
 Inflow = 0.25 cfs @ 7.92 hrs, Volume= 0.083 af  
 Outflow = 0.12 cfs @ 8.35 hrs, Volume= 0.082 af, Atten= 51%, Lag= 26.0 min  
 Discarded = 0.03 cfs @ 4.55 hrs, Volume= 0.055 af  
 Primary = 0.09 cfs @ 8.35 hrs, Volume= 0.028 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Peak Elev= 0.40' @ 8.35 hrs Surf.Area= 1,611 sf Storage= 437 cf

Plug-Flow detention time= 33.6 min calculated for 0.082 af (99% of inflow)  
Center-of-Mass det. time= 29.8 min ( 701.1 - 671.2 )

Volume	Invert	Avail. Storage	Storage Description
#1	0.00'	621 cf	ADS_StormTech SC-310 @ 300.00' L Effective Size= 28.9"W x 16.0"H => 2.07 sf x 300.00'L = 621.2 cf Overall Size= 34.0"W x 16.0"H x 7.56'L with 0.44' Overlap
#2	0.00'	195 cf	50.00"W x 19.50'L x 0.50'H Prismaoid 488 cf Overall x 40.0% Voids
#3	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0050 'f
#4	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0500 'f
		885 cf	Total Available Storage

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	2.5" Vert. Orifice/Grate C= 0.600
#2	Primary	0.40'	2.0" Vert. Orifice/Grate C= 0.600
#3	Discarded	0.00'	0.830 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 4.55 hrs HW=0.02' (Free Discharge)  
↳3=Exfiltration (Exfiltration Controls 0.03 cfs)

Primary OutFlow Max=0.09 cfs @ 8.35 hrs HW=0.40' (Free Discharge)  
↳1=Orifice/Grate (Orifice Controls 0.09 cfs @ 2.61 fps)  
↳2=Orifice/Grate ( Controls 0.00 cfs)

**prelim storm runoff 310chamber**

Type IA 24-hr 5yr Rainfall=4.50"

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**Summary for Subcatchment 5S: Fun Time RV-Pre**

Runoff = 0.16 cfs @ 8.02 hrs, Volume= 0.063 af, Depth> 2.36"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 5yr Rainfall=4.50"

Area (sf)	CN	Description
13,985	79	Pasture/grassland/range, Fair, HSG C
13,985		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.6	160	0.0400	0.17		Sheet Flow, Grass: Dense n= 0.240 P2= 3.25"

**prelim storm runoff 310chamber**

Type IA 24-hr 5yr Rainfall=4.50"

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**Summary for Subcatchment 7S: Fun Time RV-Post**

Runoff = 0.32 cfs @ 7.92 hrs, Volume= 0.109 af, Depth> 4.07"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 5yr Rainfall=4.50"

Area (sf)	CN	Description
12,586	98	Paved parking & roofs
1,399	79	50-75% Grass cover, Fair, HSG C
13,985	96	Weighted Average
1,399		10.00% Pervious Area
12,586		90.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

**prelim storm runoff 310chamber**

Type IA 24-hr 5yr Rainfall=4.50"

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**Summary for Pond 9P: storm tech**

Inflow Area = 0.321 ac, 90.00% Impervious, Inflow Depth > 4.07" for 5yr event  
 Inflow = 0.32 cfs @ 7.92 hrs, Volume= 0.109 af  
 Outflow = 0.18 cfs @ 8.28 hrs, Volume= 0.108 af, Atten= 45%, Lag= 21.9 min  
 Discarded = 0.03 cfs @ 2.95 hrs, Volume= 0.059 af  
 Primary = 0.15 cfs @ 8.28 hrs, Volume= 0.049 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Peak Elev= 0.58' @ 8.28 hrs Surf.Area= 1,545 sf Storage= 593 cf

Plug-Flow detention time= 40.5 min calculated for 0.108 af (99% of inflow)  
Center-of-Mass det. time= 36.8 min ( 702.2 - 665.4 )

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	621 cf	ADS_StormTech SC-310 @ 300.00' L Effective Size= 28.9"W x 16.0"H => 2.07 sf x 300.00'L = 621.2 cf Overall Size= 34.0"W x 16.0"H x 7.56'L with 0.44' Overlap
#2	0.00'	195 cf	50.00"W x 19.50"L x 0.50'H Prismatic 488 cf Overall x 40.0% Voids
#3	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0050 'f
#4	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0500 'f
		885 cf	Total Available Storage

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	2.5" Vert. Orifice/Grate C= 0.600
#2	Primary	0.40'	2.0" Vert. Orifice/Grate C= 0.600
#3	Discarded	0.00'	0.830 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 2.95 hrs HW=0.02' (Free Discharge)  
↳3=Exfiltration (Exfiltration Controls 0.03 cfs)

Primary OutFlow Max=0.15 cfs @ 8.28 hrs HW=0.58' (Free Discharge)  
↳1=Orifice/Grate (Orifice Controls 0.11 cfs @ 3.32 fps)  
↳2=Orifice/Grate (Orifice Controls 0.03 cfs @ 1.50 fps)

**prelim storm runoff 310chamber**

Type IA 24-hr 10yr Rainfall=4.80"

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**Summary for Subcatchment 5S: Fun Time RV-Pre**

Runoff = 0.17 cfs @ 8.02 hrs, Volume= 0.070 af, Depth> 2.61"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 10yr Rainfall=4.80"

Area (sf)	CN	Description
13,985	79	Pasture/grassland/range, Fair, HSG C
13,985		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.6	160	0.0400	0.17		Sheet Flow, Grass: Dense n= 0.240 P2= 3.25"

**prelim storm runoff 310chamber**

Type IA 24-hr 10yr Rainfall=4.80"

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**Summary for Subcatchment 7S: Fun Time RV-Post**

Runoff = 0.34 cfs @ 7.92 hrs, Volume= 0.117 af, Depth> 4.36"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 10yr Rainfall=4.80"

Area (sf)	CN	Description
12,586	98	Paved parking & roofs
1,399	79	50-75% Grass cover, Fair, HSG C
13,985	96	Weighted Average
1,399		10.00% Pervious Area
12,586		90.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,



**prelim storm runoff 310chamber**

Type IA 24-hr 10yr Rainfall=4.80"

Prepared by HydroCAD SAMPLER 1-800-927-7246 www.hydrocad.net

Printed 2/6/2019

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**Summary for Pond 9P: storm tech**

Inflow Area = 0.321 ac, 90.00% Impervious, Inflow Depth > 4.36" for 10yr event  
 Inflow = 0.34 cfs @ 7.92 hrs, Volume= 0.117 af  
 Outflow = 0.19 cfs @ 8.27 hrs, Volume= 0.116 af, Atten= 44%, Lag= 21.0 min  
 Discarded = 0.03 cfs @ 23.80 hrs, Volume= 0.060 af  
 Primary = 0.16 cfs @ 8.27 hrs, Volume= 0.056 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
 Peak Elev= 0.65' @ 8.27 hrs Surf.Area= 1,517 sf Storage= 634 cf

Plug-Flow detention time= 41.8 min calculated for 0.116 af (100% of inflow)  
 Center-of-Mass det. time= 38.0 min ( 702.0 - 664.0 )

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	621 cf	ADS_StormTech SC-310 @ 300.00' L Effective Size= 28.9"W x 16.0"H => 2.07 sf x 300.00'L = 621.2 cf Overall Size= 34.0"W x 16.0"H x 7.56'L with 0.44' Overlap
#2	0.00'	195 cf	50.00"W x 19.50'L x 0.50'H Prismatic 488 cf Overall x 40.0% Voids
#3	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0050 'f
#4	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0500 'f
		885 cf	Total Available Storage

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	2.5" Vert. Orifice/Grate C= 0.600
#2	Primary	0.40'	2.0" Vert. Orifice/Grate C= 0.600
#3	Discarded	0.00'	0.830 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 23.80 hrs HW=0.02' (Free Discharge)  
 ↑3=Exfiltration (Exfiltration Controls 0.03 cfs)

Primary OutFlow Max=0.16 cfs @ 8.27 hrs HW=0.65' (Free Discharge)  
 ↑1=Orifice/Grate (Orifice Controls 0.12 cfs @ 3.55 fps)  
 ↓2=Orifice/Grate (Orifice Controls 0.04 cfs @ 1.96 fps)

**prelim storm runoff 310chamber**

Type IA 24-hr 25yr Rainfall=5.50"

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**Summary for Subcatchment 5S: Fun Time RV-Pre**

Runoff = 0.22 cfs @ 8.02 hrs, Volume= 0.086 af, Depth> 3.21"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
13,985	79	Pasture/grassland/range, Fair, HSG C
13,985		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.6	160	0.0400	0.17		Sheet Flow, Grass: Dense n= 0.240 P2= 3.25"

**prelim storm runoff 310chamber**

Type IA 24-hr 25yr Rainfall=5.50"

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**Summary for Subcatchment 7S: Fun Time RV-Post**

Runoff = 0.40 cfs @ 7.92 hrs, Volume= 0.135 af, Depth> 5.05"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
12,586	98	Paved parking & roofs
1,399	79	50-75% Grass cover, Fair, HSG C
13,985	96	Weighted Average
1,399		10.00% Pervious Area
12,586		90.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

**prelim storm runoff 310chamber**

Type IA 24-hr 25yr Rainfall=5.50"

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**Summary for Pond 9P: storm tech**

Inflow Area = 0.321 ac, 90.00% Impervious, Inflow Depth > 5.05" for 25yr event  
 Inflow = 0.40 cfs @ 7.92 hrs, Volume= 0.135 af  
 Outflow = 0.23 cfs @ 8.25 hrs, Volume= 0.134 af, Atten= 42%, Lag= 20.0 min  
 Discarded = 0.03 cfs @ 2.05 hrs, Volume= 0.060 af  
 Primary = 0.20 cfs @ 8.25 hrs, Volume= 0.074 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Peak Elev= 0.83' @ 8.25 hrs Surf.Area= 1,417 sf Storage= 735 cf

Plug-Flow detention time= 44.5 min calculated for 0.134 af (99% of inflow)  
Center-of-Mass det. time= 37.5 min ( 698.7 - 661.2 )

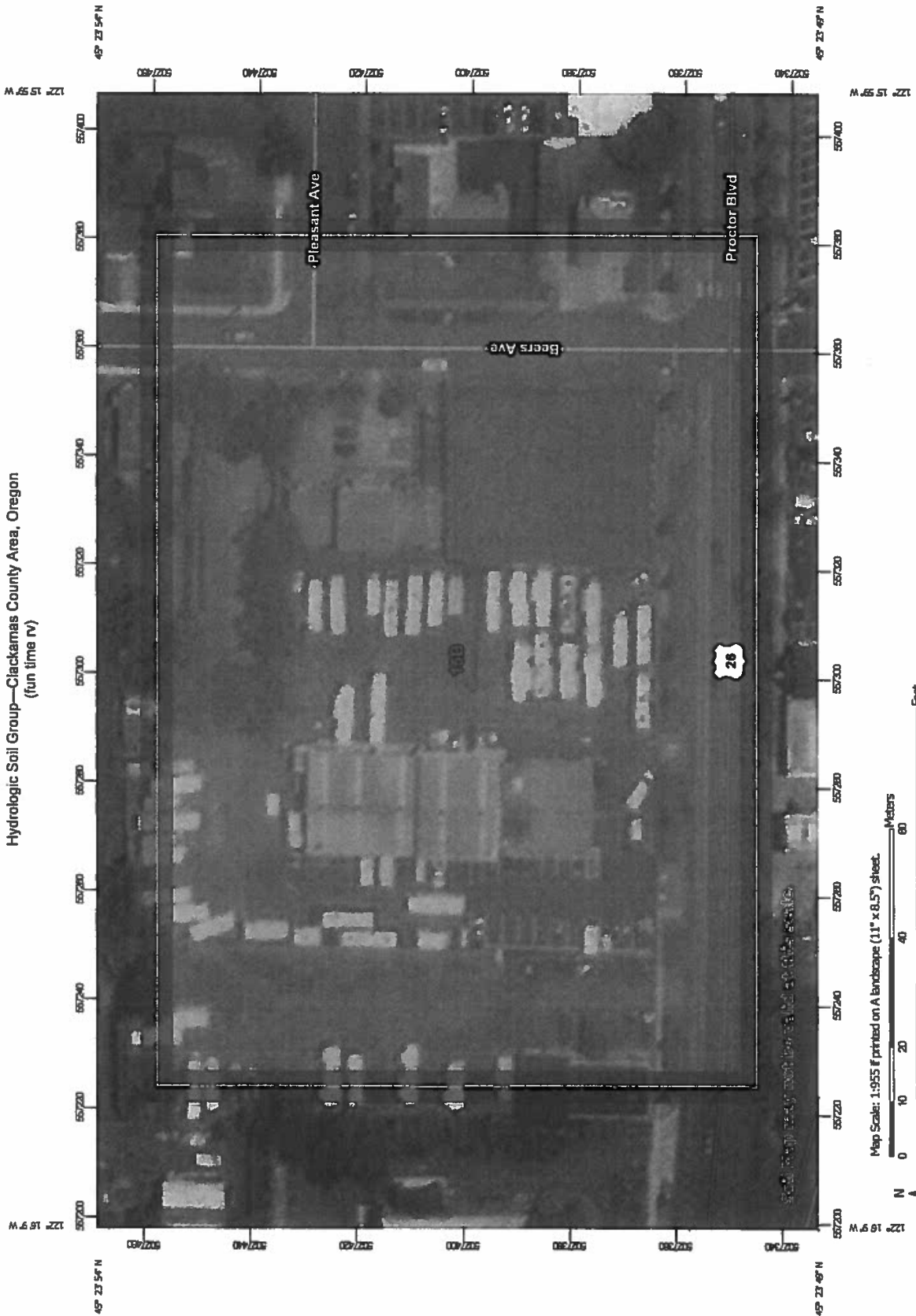
Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	621 cf	ADS_StormTech SC-310 @ 300.00' L Effective Size= 28.9"W x 16.0"H => 2.07 sf x 300.00'L = 621.2 cf Overall Size= 34.0"W x 16.0"H x 7.56'L with 0.44' Overlap
#2	0.00'	195 cf	50.00"W x 19.50'L x 0.50'H Prismaoid 488 cf Overall x 40.0% Voids
#3	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0050 'f
#4	0.00'	34 cf	18.0" Round Pipe Storage -Impervious L= 19.5' S= 0.0500 'f
885 cf			Total Available Storage

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	2.5" Vert. Orifice/Grate C= 0.600
#2	Primary	0.40'	2.0" Vert. Orifice/Grate C= 0.600
#3	Discarded	0.00'	0.830 in/hr Exfiltration over Surface area

Discarded OutFlow Max=0.03 cfs @ 2.05 hrs HW=0.03' (Free Discharge)  
↳3=Exfiltration (Exfiltration Controls 0.03 cfs)

Primary OutFlow Max=0.20 cfs @ 8.25 hrs HW=0.83' (Free Discharge)  
↳1=Orifice/Grate (Orifice Controls 0.14 cfs @ 4.12 fps)  
↳2=Orifice/Grate (Orifice Controls 0.06 cfs @ 2.85 fps)

Hydrologic Soil Group—Clackamas County Area, Oregon  
(run time rv)



Map Scale: 1:955 if printed on A landscape (11" x 8.5") sheet.





























Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

USDA  
Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

4/24/2018  
Page 1 of 4

### MAP LEGEND

- Area of Interest (AOI)
  - Area of Interest (AOI) 
- Soils
  - Soil Rating Polygons
    - A 
    - A/D 
    - B 
    - B/D 
    - C 
    - C/D 
    - D 
    - Not rated or not available 
  - Water Features
    - Streams and Canals 
  - Transportation
    - Rails 
    - Interstate Highways 
    - US Routes 
    - Major Roads 
    - Local Roads 
  - Background
    - Aerial Photography 
- Soil Rating Lines
  - A 
  - A/D 
  - B 
  - B/D 
  - C 
  - C/D 
  - D 
  - Not rated or not available 
- Soil Rating Points
  - A 
  - A/D 
  - B 
  - B/D 

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL:  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distances or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon  
 Survey Area Data: Version 12, Sep 19, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 2, 2015—Sep 21, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
15B	Cazadero silty clay loam, 0 to 7 percent slopes	C	4.4	100.0%
Totals for Area of Interest			4.4	100.0%

### Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

**Group A.** Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

**Group B.** Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

**Group C.** Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

**Group D.** Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

### Rating Options

*Aggregation Method:* Dominant Condition

*Component Percent Cutoff: None Specified*

*Tie-break Rule: Higher*



# EXHIBIT F

Rev. 062718

## KH45Q DuraLED Large Hampton Kitty Hawk Area, Wall and Flood Light



Project Information	
Project Name:	Fixture Type:
Complete Catalog #:	Date:
Comments:	

The DuraGuard KH45Q luminaire is available in two wattages with a wide choice of mounting configurations and optical distributions designed to replace HID lighting systems from 250w to 1000w MH or HPS. Typical applications include general area, parking, flood, security, and accent lighting for retail centers, industrial parks, schools and universities, public transit and airports, office buildings and medical facilities. Mounting heights of 16 to 35 feet can be used based on light level and uniformity requirements.

### SPECIFICATIONS AND FEATURES:

#### HOUSING:

Die Cast Aluminum Housing and Front Frame. Integral Heat Sinking and Driver Compartment. Photocell Adaptable. Nickel-Plated Stainless Steel Hardware.

#### LISTING & RATINGS:

CSA. Listed for Wet Locations, ANSI/UL 1598, 8750 IP66 Sealed LED Compartment.

#### FINISH:

Textured Architectural Bronze Powdercoat Finish Over a Chromate Conversion Coating. Custom Colors Available Upon Request.

#### LENS:

Tempered Clear Flat, SoftLED Flat Glass Lens, or Tempered Clear Flat Prismatic Glass Lens.

#### MOUNTING OPTIONS:

Mounts with Kitty Hawk Arm, Adjustable Slipfitter, 2 1/2" Diameter Mounting Arm Adapter, Yoke, Two-Piece Bracket or Wall Mount Bracket. (Factory Installed)

#### DURALED LED:

Aluminum Boards

#### WATTAGE:

167w: Array: 167.3w, System: 177w (250-400w HID Equivalent)  
256w: Array: 255.7w, System: 281w (400-1000w HID Equivalent)

#### DRIVER:

Electronic Driver, 120-277V, 50/60Hz or 347-480V, 50/60Hz; Less Than 20% THD and PF>0.90. Standard Internal Surge Protection 6KV, 0-10V Dimming Standard for a Dimming Range of 100% to 10%; Dimming Source Current is 150 Microamps.

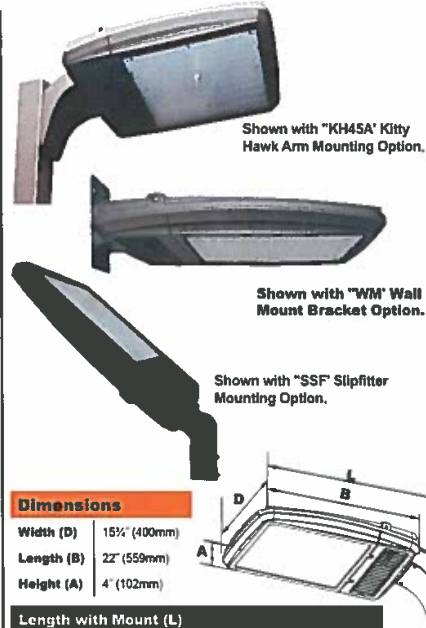
#### CONTROLS:

Fixtures Ordered with Factory-installed Photocell or Motion Sensor Controls are Internally Wired for Switching and/or 1-10V Dimming Within the Housing. Remote Direct Wired Interface of 1-10V Dimming is Not Implied and May Not Be Available. Please Consult Factory. Fixtures are Tested with DuraGuard Controls and May Not Function Properly With Controls Supplied by Others. Fixtures are NOT Designed for Use with Line Voltage Dimmers.

#### WARRANTY:

5-Year Warranty for -40°C to +50°C Environment.

See Page 4 for Projected Lumen Maintenance Table.



#### Dimensions

Width (D) 15 1/2" (400mm)  
Length (B) 22" (559mm)  
Height (A) 4" (102mm)

#### Length with Mount (L)

Kitty Hawk Arm (KH45A): 27 1/2" (699mm)  
Slipfitter (SSF): 29 1/2" (743mm)  
Mounting Arm Adapter (ALMAAA): 26 1/2" (664mm)  
Yoke (KH45Y): 26 1/2" (667mm)  
Bracket (SSB): 25 1/2" (654mm)

#### DuraLED TECHNOLOGY

Complete Units  
Ordering Information  
Example: KH45QF1X256U5KCZSSFSF

## KH45Q DuraLED Large Hampton Kitty Hawk Area, Wall and Flood Light

Model	Optics/Beams	Wattage	Driver	CCT	Lens	Color	Mounting	Options
<b>KH45Q</b>								
<b>KH45Q=Large Hampton Kitty Hawk Area, Wall and Flood Light</b>		<b>1X167=167w</b> <b>1X256=256w</b>	<b>U=120-277V</b> <b>H=347-480V</b>	<b>3K=3000K*</b> <b>4K=4000K</b> <b>5K=5000K</b>		<b>Z=Bronze</b> <b>C=Custom</b> (Consult Factory)		
	<b>A=Type I/NEMA 7H x 5V</b> <b>B=Type II/NEMA 7H x 7V</b> <b>C=Type III/NEMA 7H x 7V</b> <b>D=Type IV/NEMA 7H x 6V</b> <b>F=Type V/NEMA 7H x 7V</b> <b>I=Narrow Beam/NEMA 4H x 4V*</b> *Use with 5K Model Only.			*Only for C & F Optics.	<b>C=Standard Clear Flat Glass Lens</b> <b>S=SoftLED Flat Glass Lens</b> <b>P=Clear Flat Prismatic Glass Lens*</b> *Use with Type V Optic Only.	<b>KH45A=Kitty Hawk Arm</b> <b>SSF= Slipfitter</b> <b>ALMAA= Mounting Arm Adapter</b> <b>KH45Y=Yoke</b> <b>SSB=Two-Piece Swivel Bracket</b> <b>WM=Wall Mount Bracket</b> <b>NM=No Mount</b>		
	See Page 3 & 4 for Distribution Information.					<b>SF=Single Fuse</b> <b>DF=Double Fuse</b> <b>SP=Surge Protection</b> <b>M1=Motion Sensor, IR for mounting heights of 20ft to 35ft</b> <b>M2=Motion Sensor, IR for mounting heights of 18ft or less</b> <b>R3=3-Pin Twist Lock Photocell Receptacle</b> <b>R7=7-Pin ANSI C136.41—2013 Twist Lock Photocell Receptacle</b> <b>SZ3=Internal Microwave Sensor with Dimming for mounting heights of 35' or less</b>		



DesignLights Consortium™  
Qualified Luminaires:  
KH45QA1X[167 256][U H]5KC\*\*\*  
KH45QB1X[167 256][U H]5KC\*\*\*  
KH45QC1X[167 256][U H]5KC\*\*\*  
KH45QD1X[167 256][U H]5KC\*\*\*  
KH45QE1X[167 256][U H]5KC\*\*\*



Specifications subject to change without notice.

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# KH45Q DuraLED Large Hampton Kitty Hawk Area, Wall and Flood Light



## MOUNTING OPTIONS:



**KH45Q Shown with "KH45A" Kitty Hawk Arm,** Kitty Hawk Die-Cast Mounting Arm, Bronze Powdercoat Finish, Includes Hardware. Mounts Directly to Square Poles.



**KH45Q Shown with "ALMAA" Pole Mounting Arm Adaptor,** Die-Cast Adaptor for 2 1/2" Horizontal Mounting Arms, Bronze Powdercoat Finish, Includes Hardware



**KH45Q Shown with "KH45Y" Yoke,** Stamped Heavy-Duty Steel Yoke, Bronze Powdercoat Finish, Includes Hardware.



**KH45Q Shown with "SSF" External Mount Slipfitter,** External Mount Die-Cast Adjustable Slipfitter for 2 1/2" Tenons, Bronze Powdercoat Finish, Includes Hardware.



**KH45Q Shown with "SSB" Two-Piece Swivel Bracket,** Two-Piece Stamped Steel Adjustable Bracket, Bronze Powdercoat Finish, Includes Hardware.



**KH45Q Shown with "WM" Wall Mount Bracket,** Wall Bracket, Heavy-Duty Stamped Steel, Bronze Powdercoat Finish, Includes Hardware.

## EPA (EFFECTIVE PROJECTED AREA) SHOWN WITH LARGE KITTY HAWK ARM MOUNTING

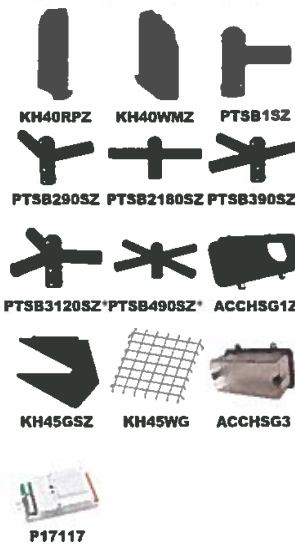
Configuration	EPA (Sq. Ft.)	Weight (Lbs.)
1	1.00	33 Lbs

Configuration	EPA (Sq. Ft.)	Weight (Lbs.)
2Q180' Mount	2.00	66 Lbs
2Q90' Mount	1.36	66 Lbs

Configuration	EPA (Sq. Ft.)	Weight (Lbs.)
3Q90' Mount	2.20	99 Lbs
3Q120' Mount	2.00	99 Lbs

Configuration	EPA (Sq. Ft.)	Weight (Lbs.)
4Q90' Mount	2.20	132 Lbs

## ACCESSORIES & REPLACEMENT PARTS:



Mounting Accessories (Order Separately, Field Installed)	
KH40RPZ	Die-Cast Adaptor for 4" to 6" Round Poles, Bronze Powdercoat Finish. Use with KH45A Kitty Hawk Mounting Arm only.
KH40WMZ	Die-Cast Wall Mount Adaptor, Bronze Powdercoat Finish. Use with KH45A Kitty Hawk Mounting Arm only.
PTS81SZ	Single Pole Tenon Spoke Bracket, 2 1/2" Horizontal Mounting Arm, Bronze Powdercoat Finish, Includes Hardware.
PTS8290SZ	Twin Pole Tenon Spoke Bracket, 2 1/2" Horizontal 90° Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.
PTS82180SZ	Twin Pole Tenon Spoke Bracket, 2 1/2" Horizontal 180° Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.
PTS8390SZ*	Triple Pole Tenon Spoke Bracket, 2 1/2" Horizontal 90° Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.
PTS83120SZ*	Triple Pole Tenon Spoke Bracket, 2 1/2" Horizontal 120° Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.
PTS8490SZ*	Quad Pole Tenon Spoke Bracket, 2 1/2" Horizontal 90° Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.

Accessories (Order Separately, Field Installed)	
P18131	Twist Lock Non-Shorting (Open) Cap Disconnects Service to Fixture for Temporary or Permanent Disabling (Fixture Always Off), IP65, 480V Maximum.
P18132	Twist Lock Shorting Cap Provides Fixed Service to Fixture (Fixture Always on), IP65, Rated Load 7200w Tungsten.
P18140	110-120VAC Instant Twist Lock Photocell
P18142	105-287VAC Instant Twist Lock Photocell
P18150	120VAC Time Delay Twist Lock Photocell
P18152	277VAC Time Delay Twist Lock Photocell
P18156	120-277VAC Universal Twist Lock Photocell
P18157	480VAC Time Delay Twist Lock Photocell, For 480V use only.
ACCMSG1Z	Die Cast Accessory Housing for Installing Sensors or Other Lighting Controls, Bronze Powdercoat Finish
KH45GSZ	Aluminum Glass/House Side Shield, Bronze Powdercoat Finish, Includes Hardware.
KH45WG	Wire Guard, Stainless Steel Construction
ACCMSG3	Bronze Polycarbonate Housing for Installing Sensors, Includes Sensor Bracket and Gasket.

Replacement Parts (Order Separately, Field Installed)	
KH45GL	Tempered Clear Flat Glass Lens.
KH45GLSS	SoftLED Flat Glass Lens
KH45GLP	Tempered Prismatic Flat Glass Lens.
KH45AZ	Kitty Hawk Die-Cast Mounting Arm, Bronze Powdercoat Finish, Includes Hardware. Mounts Directly to Square Poles.
SSFZ	External Mount Die-Cast Adjustable Slipfitter for 2 1/2" Tenons, Bronze Powdercoat Finish, Includes Hardware.
ALMAAZ	Die-Cast Adaptor for 2 1/2" Horizontal Mounting Arms, Bronze Powdercoat Finish, Includes Hardware.
KH45YZ	Stamped Heavy-Duty Steel Yoke, Bronze Powdercoat Finish, Includes Hardware.
SS8Z	Two-Piece Stamped Steel Adjustable Bracket, Bronze Powdercoat Finish, Includes Hardware.
WBR2Z	Wall Bracket, Heavy-Duty Stamped Steel, Bronze Powdercoat Finish, Includes Hardware.
P17117	Internal Microwave Sensor with Dimming, 120-277VAC, 50/60Hz. See P17117 Specification Page for Details.

\*Non-stock item. Consult factory for lead time.

Specifications subject to change without notice.

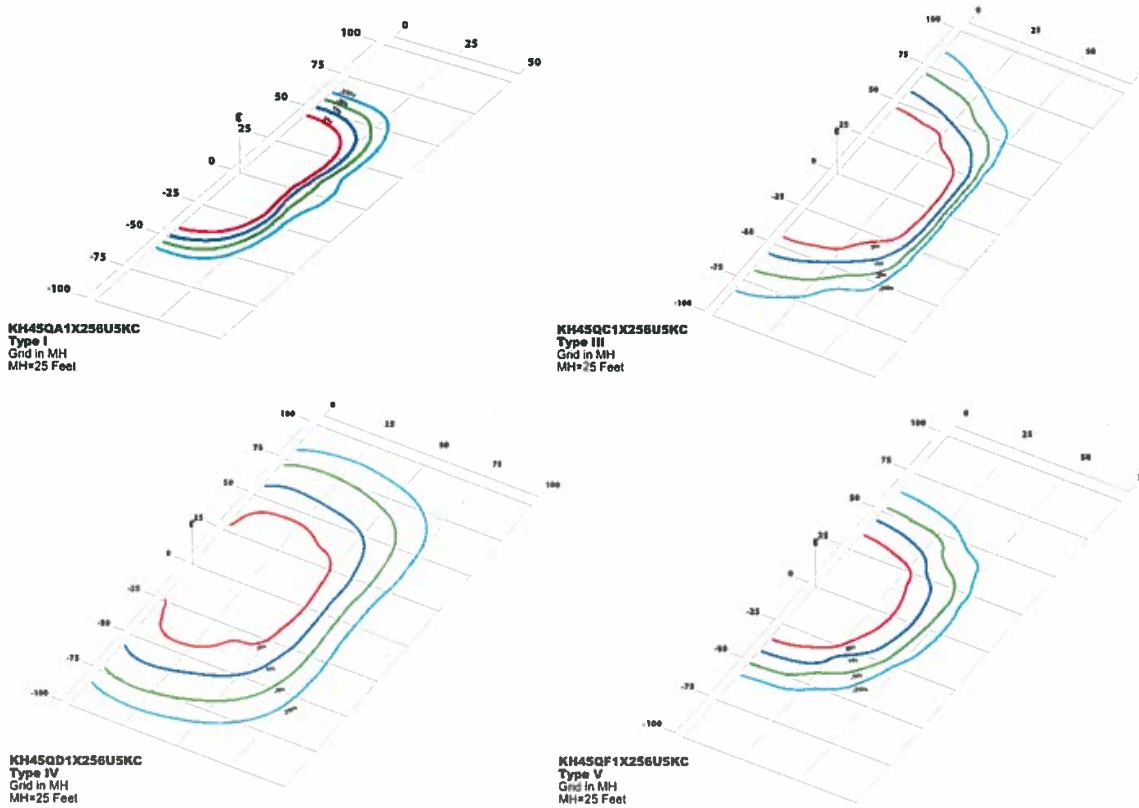
# KH45Q DuraLED Large Hampton Kitty Hawk Area, Wall and Flood Light



## PHOTOMETRIC PERFORMANCE

LED Board Watts	Drive Current (mA)	Input Watts	Optics	5000 CCT 80 CRI					4000 CCT 80 CRI				
				Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
DuraLED 167w	525	177	A Type I	20,821	118	4	0	3	19,416	109	4	0	2
			B Type II	19,863	111	3	0	3	18,522	104	3	0	2
			C Type III	21,820	122	3	0	3	20,347	114	3	0	3
			D Type IV	22,118	124	3	1	4	20,625	115	3	1	4
			F Type V	20,814	116	4	0	1	19,409	109	4	0	1
DuraLED 256w	525	281	A Type I	31,918	116	5	0	3	29,763	108	5	0	3
			B Type II	30,449	111	3	0	3	28,393	103	3	0	3
			C Type III	33,449	122	4	0	4	31,191	114	4	0	4
			D Type IV	27,600	100	3	0	4	25,737	94	3	0	4
			F Type V	31,907	116	5	0	2	29,753	108	5	0	2

## PHOTOMETRIC DATA



Specifications subject to change without notice.

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# KH45Q DuraLED Large Hampton Kitty Hawk Area, Wall and Flood Light



## PHOTOMETRIC PERFORMANCE

LED Board Watts	Drive Current (mA)	Input Watts	Beam	5000 CCT 80 CRI		4000 CCT 80 CRI	
				Lumens	LPW	Lumens	LPW
DuraLED 167w	525	177	A 130°H x 70°V, NEMA 7H x 5V	20,807	116	19,403	109
			B 110°H x 30°V, NEMA 7H x 6V	19,889	111	18,547	104
			C 120°H x 70°V, NEMA 7H x 7V	21,664	121	20,201	113
			D 110°H x 30°V, NEMA 6H x 5V	21,875	122	20,399	114
			F 115°H x 110°V, NEMA 7H x 7V	20,867	117	19,459	109
			I 30°H x 30°V, NEMA 4H x 4V	20,409	115	-	-
DuraLED 256w	525	281	A 130°H x 70°V, NEMA 7H x 5V	31,896	116	29,743	108
			B 110°H x 30°V, NEMA 7H x 6V	30,489	111	28,431	104
			C 120°H x 70°V, NEMA 7H x 7V	33,209	121	30,968	113
			D 110°H x 50°V, NEMA 7H x 6V	27,299	99	25,456	93
			F 115°H x 110°V, NEMA 7H x 7V	31,988	116	29,829	109
			I 30°H x 30°V, NEMA 4H x 4V	31,286	111	-	-

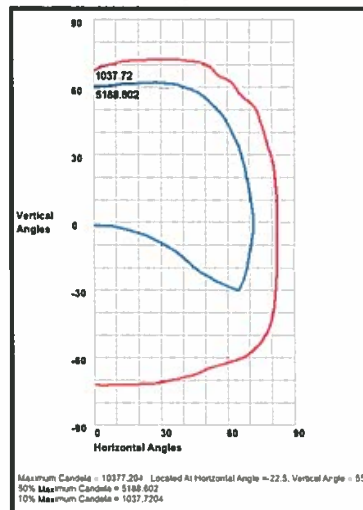
## PROJECTED LUMEN MAINTENANCE

Data shown for 5000 CCT		Compare to MH				
TM-21-11	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L70 @ 25°C
L70 Lumen Maintenance @ 25°C / 77°F	177	1.00	0.98	0.96	0.92	393,000
L70 Lumen Maintenance @ 25°C / 77°F	281	1.00	0.97	0.95	0.90	290,000
TM-21-11	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L70 @ 50°C
L70 Lumen Maintenance @ 50°C / 122°F	177	1.00	0.96	0.91	0.82	114,000
L70 Lumen Maintenance @ 50°C / 122°F	281	1.00	0.94	0.88	0.76	84,000
TM-21-11	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L80 @ 40°C
L80 Lumen Maintenance @ 40°C / 104°F	177	1.00	0.97	0.94	0.89	180,000
L80 Lumen Maintenance @ 40°C / 104°F	281	1.00	0.95	0.91	0.81	108,000

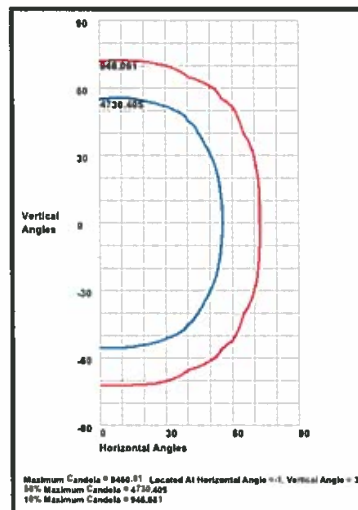
### NOTES:

1. Projected per IESNA TM-21-11. Data references the extrapolated performance projections for the 525mA base model in a 25°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.
2. Compare to MH box indicates suggested Light Loss Factor (LLF) to be used when comparing to Metal Halide (MH) systems.

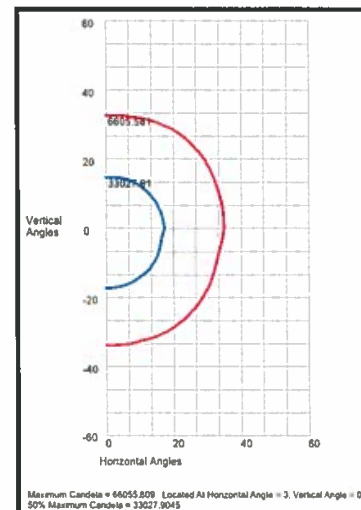
## PHOTOMETRIC DATA



**KH45QC1X256U5KC**  
 120°H x 70°V, NEMA 7H x 7V



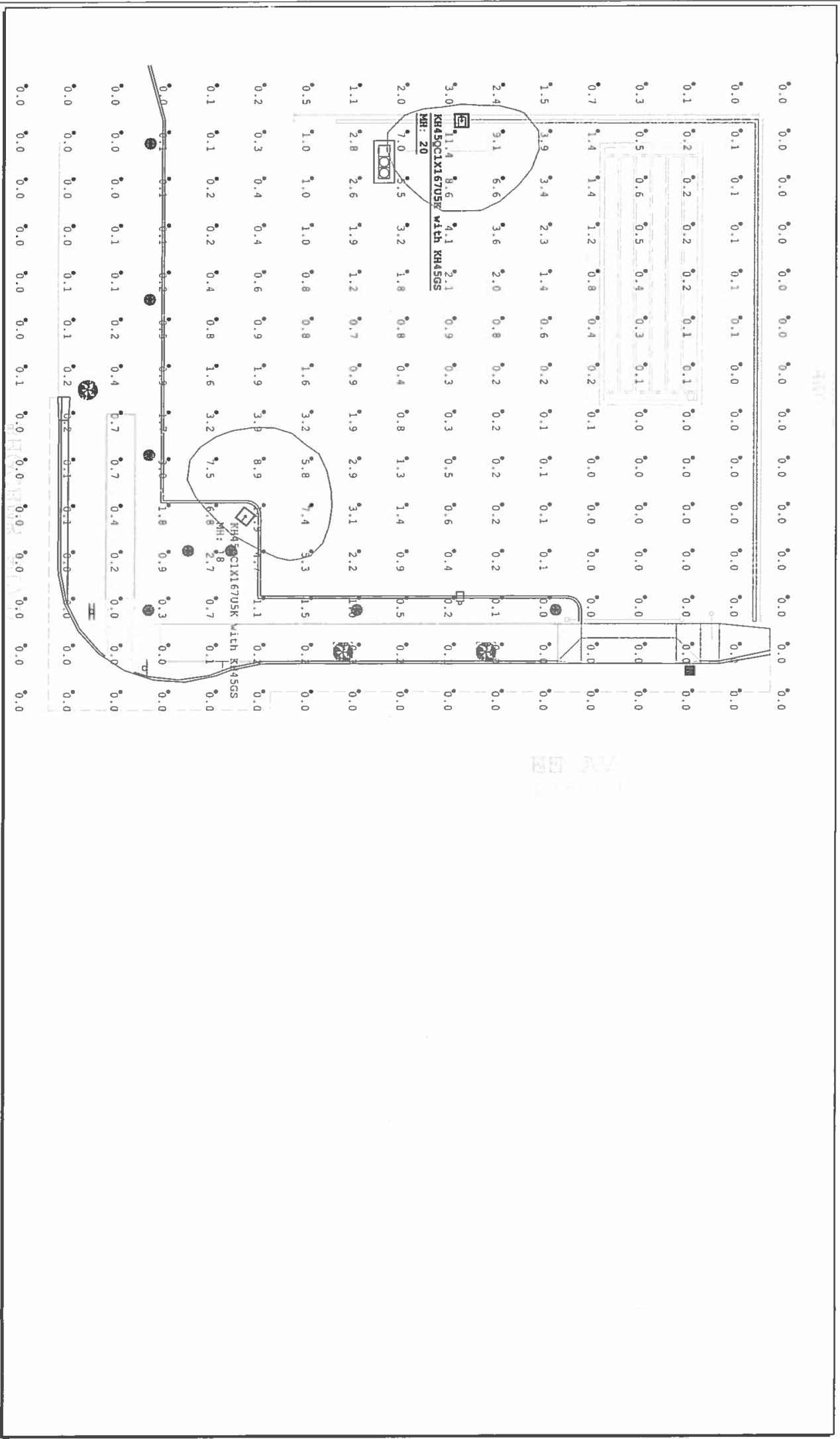
**KH45QF1X256U5KC**  
 115°H x 110°V, NEMA 7H x 7V



**KH45QI1X256U5KC**  
 30°H x 30°V, NEMA 4H x 4V

Specifications subject to change without notice.

12802 Commodity Place • Tampa, FL 33626 • www.duraguard.com • Toll Free: (800) 736-7991 • Fax: (800) 287-4175



Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
PARKING AND PROPERTY	Illuminance	Fc	1.00	14.9	0.0
					N.A.
					N.A.

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Description	Att. Watts	Lum. Watts
☐	2	KH45QC1X167U5K with KH45GS	SINGLE	0.900	KH45QC1X167U5K with KH45GS	181.4	181.4

Fun Time RV  L-1 OUTDOOR LIGHTING	Drawn By:	
	Checked By: JT	
	Date: 2/26/2019	
	Scale:	

#	Date	Comments



# EXHIBIT G



**James Cramer**

Thu, Jan 3, 9:14 AM (9 days ago)

to Jerry, me

Tracy,

Thank you for your patience as this project presents some unique elements when determining use and design regulations. Based on our initial review, our follow-up meeting with the property owner on November 21, 2018 and discussion with our City attorney the following explanations are in response to the letter received December 10, 2018:

1. Staff acknowledges the applicant's intent to apply for a minor conditional use for outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area. Staff would like to point out the intent of the C-1 Zone "district is not intended for intensive automobile or industrial uses" (Section 17.42.00).
2. Staff agrees with the applicant's interpretation and deviations will not be required to Section 17.90.00. Staff would like to point out that a reviewing body may deny, or require modifications to, a project with any of the items 1-11 identified in Subsection 17.90.00(D) of which the items identified (items 3, 10 & 11) are located. The C-1 zone district is intended to provide the principal focus for civil and social functions within the community. Based on the intent of the C-1 zone, the proposed use, and guidelines established by the code it becomes difficult for staff to support the proposal unless measurements are taken to support the pedestrian environment.
3. This project is unique as the intent of obtaining the required minor conditional use is to display RVs for sale which logically requires them to be parked off-street on a paved surface. However, after further review staff agrees with the applicant's interpretation that the proposed minor conditional use is for outdoor display of merchandise and a special variance is not required for off-street parking.

4. Subsection 17.42.10(B) states commercial recreational vehicle sale is an outright use associated “in buildings with up to 30,000 square feet”. Based on the language as written, a structure shall be associated with each commercial use identified in Subsection 17.42.10(B). The proposed minor conditional use of an “outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area” requires a building with retail sales area to determine the percentage of outdoor product display and storage, further supporting staff’s interpretation. This project is unique in that the applicant seeks a minor conditional use to display RVs, however the applicant does not propose a building with retail space on the subject vacant lot of record. After speaking with the City attorney staff is comfortable moving forward with this property’s conditional use being associated with the neighboring property to the west (i.e. the existing Fun Time RV site) as it is under the same ownership; however, this will lead to an increase in non-conformity as no structure is present on the subject lot of record. If the applicant requests the special variance to Subsection 17.90.110(D)(1) for the subject lot of record then staff is comfortable reviewing the subject property on its own (i.e. not including the existing Fun Time RV site) for code compliance.

Should the applicant not wish to apply for a variance from Subsection 17.90.110(D)(1), staff would have to look at the property as a whole (i.e. contiguous) with connection to the property to the west (the existing Fun Time RV site), and apply the existing development standards to the entire site.

5. Due to the interpretation identified in No. 3 above the previously mentioned special variance to Subsection 17.98.120(A) will not be required. Staff would like to point out that Subsection 17.90.100(J)(2) states that outdoor storage must be screened from view from public rights of way and civic spaces at least eight (8) feet. The screening requirements of Subsection 17.92.90 will apply to the property.
6. Due to the interpretation identified in No. 3 above the previously mentioned special variance to Subsection 17.98.120(C) will not be required. Staff would like to point out that by incorporating the 10% landscaping requirements of Subsection 17.98.120(C) it would bring the property more in compliance with the guidelines of Subsection 17.90.00(D) mentioned in No. 2 above.
7. Due to the interpretation identified in No. 3 above the previously mentioned special variance to Subsection 17.98.120(F) will not be required. Incorporating the standard of Subsection 17.98.120(F) will help ensure the

landscaping is not negatively affected by the outdoor display of merchandise (RVs) and the expectations of Chapter 17.92 are met.

Please take some time to review staff's response and let me know if you have any questions.



**Tracy Brown** <tbrownplan@gmail.com>

Jan 3, 2019, 12:52 PM (9 days ago)  
to James, Jerry

Hi, I appreciate your response and clarification. In an effort to make sure that we know exactly what is expected so there will be no surprises later, I have highlighted a few items and have questions for clarification noted in blue below. As you know time is of the essence so I hope to receive your response to my questions as soon as possible so we can prepare the application package. Thanks, Tracy

1. Staff acknowledges the applicant's intent to apply for a minor conditional use for outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area. Staff would like to point out the intent of the C-1 Zone "district is not intended for intensive automobile or industrial uses" (Section 17.42.00).
2. Staff agrees with the applicant's interpretation and deviations will not be required to Section 17.90.00. Staff would like to point out that a reviewing body may deny, or require modifications to, a project with any of the items 1-11 identified in Subsection 17.90.00(D) of which the items identified (items 3, 10 & 11) are located. The C-1 zone district is intended to provide the principal focus for civil and social functions within the community. Based on the intent of the C-1 zone, the proposed use, and guidelines established by the code it becomes difficult for staff to support the proposal unless measurements are taken to support the pedestrian environment. I am confused by this last sentence. We intend to build required sidewalk public improvements along the site. What other "measurements" "to support the pedestrian environment" are you referring to?
3. This project is unique as the intent of obtaining the required minor conditional use is to display RVs for sale which logically requires them to be parked off-street on a paved surface. However, after further review staff agrees with the applicant's interpretation that the proposed minor conditional use is for outdoor display of merchandise and a special variance is not required for off-street parking.
4. Subsection 17.42.10(B) states commercial recreational vehicle sale is an outright use associated "in buildings with up to 30,000 square feet". Based on the language as written, a structure shall be associated with each

commercial use identified in Subsection 17.42.10(B). The proposed minor conditional use of an “outdoor product display or storage of merchandise covering greater than 10% of the total retail sales area” requires a building with retail sales area to determine the percentage of outdoor product display and storage, further supporting staff’s interpretation. This project is unique in that the applicant seeks a minor conditional use to display RVs, however the applicant does not propose a building with retail space on the subject vacant lot of record. After speaking with the City attorney staff is comfortable moving forward with this property’s conditional use being associated with the neighboring property to the west (i.e. the existing Fun Time RV site) as it is under the same ownership; however, this will lead to an **increase in non-conformity** as no structure is present on the subject lot of record. If the applicant requests the special variance to Subsection 17.90.110(D)(1) for the subject lot of record then staff is comfortable reviewing the subject property on its own (i.e. not including the existing Fun Time RV site) for code compliance.

Should the applicant not wish to apply for a variance from Subsection 17.90.110(D)(1), staff would have to look at the property as a whole (i.e. contiguous) with connection to the property to the west (the existing Fun Time RV site), and **apply the existing development standards to the entire site.**

We are evaluating the best course of action and whether to request a special variance to this section or not. I want to clarify that with a special variance request there would be no need to analyze any code for the other properties? In the alternative, if we chose not to request a special variance to this section, what additional requirements/sections would be applicable? We were hoping to submit the application as a Type II so we need to determine what would be required with this approach.

5. Due to the interpretation identified in No. 3 above the previously mentioned special variance to Subsection 17.98.120(A) will not be required. Staff would like to point out that Subsection 17.90.100(J)(2) states that outdoor storage must be screened from view from public rights of way and civic spaces at least eight (8) feet. The screening requirements of Subsection 17.92.90 will apply to the property. Section 17.90.100(J)(2) refers to submittal requirements. I believe the reference should have been 17.90.110(J)(2)? In reviewing this section I am not finding the reference to eight feet. We intend surrounding the site with a five foot planter and increase the size of this planter at the corner.

*J. External Storage and Screening*

*Intent: To promote land use compatibility and aesthetics, particularly where development abuts public spaces.*

- 1. Exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited.*
- 2. Where such storage is allowed, it must be screened from view from public rights of way and civic spaces.*

**James Cramer**

Jan 9, 2019, 11:16 AM (3 days ago)

to Jerry, Kelly, me

Tracey,

Please see my responses to the requested clarification below:

2. The C-1 zone district is intended to provide the principal focus for civil and social functions within the community (17.42.00). Subsection 17.90.00(C) states Sandy Style is based on a set of principles (1-5) and No. 3 states "*Emphasize a "village" scale and character in new development. Village scale means development is compact and walkable, building entrances are oriented to the street sidewalk or a plaza, and large building masses are broken down through a combination of design elements such as articulation, combinations of complementary building materials and detailing.*" Additionally as you mentioned, items 1-11 identified in Subsection 17.90.00(D) are guidelines for incompatibility to the Sandy Style which we have identified items 3, 10 & 11 are present within the proposal. Our last response (No. 4) established that a structure shall be associated with each commercial use identified in Subsection 17.42.10(B) and Subsection 17.90.110(D) states "*Intent: To maintain and enhance downtown and village commercial streetscapes as public spaces, emphasizing a pedestrian-scale and character in new development, consistent with the Sandy Style; and to provide for a continuous pedestrian network that promotes pedestrian safety, comfort and convenience, and provides materials and detailing consistent with the Sandy Style.*" Subsection 17.90.110 goes on to discuss additional design regulations such as Site Layout, Building Facades, Materials, Colors, Building Orientation and Entrances, Landscaping and Streetscape Design and more all with the intent of enhancing the pedestrian environment. When we review this proposal we have to determine if the intent of all the above guidelines have been met therefore it becomes difficult to support a proposal if these elements are not incorporated. At the meeting we had with the property owner I suggested incorporating additional pedestrian elements such as enhanced landscaping and/ or a knee wall at the property lines in the efforts to better meet the intent of the design guidelines and zone district.

4. By requesting a special variance to Subsection 17.90.110(D)(1) for the subject lot of record we will not be reviewing the site in combination with the existing Fun Time RV. In the alternative we would apply all applicable codes to the entire site

which would include compliance with 17.42 development standards, 17.90 Design Standards, 17.92 Landscape & Screening standards and 17.98 parking standards. In this alternative the property would still need a variance from 17.90.110(D)(1) and potentially additional variances/deviations regarding screening, landscaping and/or parking. Additionally, the existing conditional use would be subject to review for the entire site as the intent of the proposal is to increase the conditional use in conjunction with the existing parcel. Staff is comfortable reviewing the site on its own and associating it with the neighboring property, as it is under the same ownership. Our interpretation of the code and review of the property on its own is aimed at minimizing the needed requests. If you choose the alternative I would recommend an additional Pre-Application meeting so staff would have the opportunity to access all applicable codes as that has not been assessed at this time.

5. You are correct I was referencing 17.90.110(J)(2) and upon further review the 8 feet is associated with Subsection 17.90.120(J)(2) or the C-2 zone district therefore is not applicable to the proposed site. Please disregard.



## EXHIBIT H

James Cramer <jcramer@ci.sandy.or.us>

### Fun Time RV File 18-030 DR

1 message

Hassan Ibrahim <hai@curran-mcleod.com>  
To: James Cramer <jcramer@ci.sandy.or.us>  
Cc: Mike Walker <mwalker@ci.sandy.or.us>

Fri, Mar 22, 2019 at 6:13 AM

Hi James,

I have the following comments on the above noted project:

1. The access to Proctor Blvd (US 26) will be subject ODOT concurrence, however, we recommend its closure due to its the proximity to the intersection (Beers Avenue).
2. The curb return at Beers Avenue/Proctor Blvd intersection shall mimic the one on the east side to include dual ADA ramps with Crosswalk Closed sign placed in the SW corner (south direction).
3. Half Street improvements will be required on Beers Avenue to include extending the existing curb and sidewalks along the entire site frontage. The improvements shall include street lighting, landscaping and storm drainage. The existing right of way is adequate and meets the City local street standards. The pavement may need to extend to the centerline of the right of way if the existing structural section is determined to be deficient and doesn't meet the City structural section standards.
4. The stormwater calculation appear to meet the City water quality and quantity requirements, a final drainage report shall be submitted with the final plans for review and approval.

Should you have any questions, please let me know.

Regards,

-----  
Hassan Ibrahim, P.E.  
CURRAN-McLEOD, INC.  
6655 SW Hampton St, Ste. 210  
Portland, OR 97223  
Tel: 503-684-3478  
Fax: 503-624-8247  
Cell: 503-807-2737  
email: [hai@curran-mcleod.com](mailto:hai@curran-mcleod.com)



**Oregon**  
Kate Brown, Governor

**EXHIBIT I**

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8259

March 22<sup>nd</sup>, 2019

ODOT #8507

**ODOT Response**

<b>Project Name:</b> Fun Time RV Storage Expansion	<b>Applicant:</b> Jerry Fisk
<b>Jurisdiction:</b> City of Sandy	<b>State Highway:</b> US 26
<b>Site Address:</b> 38415-38477 Proctor Blvd., Sandy, OR	

The site of this proposed land use action is adjacent to Proctor Blvd (US 26). ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

**COMMENTS/FINDINGS**

Access

As identified in the submittal, the applicant is closing the existing curb cut to Proctor Boulevard. ODOT supports and recommends the closure of this access and replaced with curb and sidewalk to ODOT and ADA standards. To facilitate closure, the applicant will need a Miscellaneous Permit from ODOT to Occupy or Perform Operations on a State Highway.

Additionally, ODOT recommends that the applicant record cross-over access easements to the adjacent properties (TL03600, 03800, 04001) to facilitate shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT Access Management Program goals.

ADA Improvements

There is an existing marked crosswalk across US 26 on the east side of US 26 (Proctor Boulevard)/Beers Avenue intersection. ORS 801.220 says, in part “whenever marked crosswalks have been indicated, such crosswalks and no other shall be deemed lawful across such roadway at that intersection.” There are no ADA ramps on the west side of the intersection (crossing US 26), but there is not a record of formal crosswalk closure. ODOT is willing to process the crosswalk closure internally, versus requiring the developer to apply, if the developer/applicant installs the metal tube supports and signs per ODOT Standard Drawing TM490, Crosswalk Closure Detail (attached) on both the north and south sides of the west leg of the US 26 (Proctor Boulevard)/Beers Avenue intersection.

Otherwise, since the corner does not meet ODOT or ADA standards, the applicant will be required though ODOT’s Miscellaneous Permit process to apply for the Crosswalk Closure and install the metal tube support and sign per ODOT Standard Drawing TM490, Crosswalk Closure Detail (attached), on the north side of the west leg of the US 26 (Proctor Boulevard)/Beers Avenue intersection.

### General

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception. *Note: Design Exception Requests may take up to 3 months to process.*

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

### **ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL**

#### Frontage Improvements and Right of Way

- Curb, sidewalk, cross walk ramp(s) bikeways and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- The developer/applicant shall install metal tube supports and signs per ODOT Standard Drawing TM490, Crosswalk Closure Detail (attached) on both the north and south sides of the west leg of the US 26 (Proctor Boulevard)/Beers Avenue intersection.

#### Access to the State Highway

- The applicant shall close the access (i.e. curb cut) to US 26 (Proctor Boulevard) and replace with curb and sidewalk to ODOT and ADA standards.
- The applicant shall record cross-over access easements to the adjacent properties with state highway frontage with the County Assessor to facilitate shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT Access Management Program goals.

#### Permits and Agreements to Work in State Right of Way

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements. *Note: If a CIA is required, it may take up to 6 months to process.*
- The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with the ODOT Highway Design Manual section 4.2.6 ([http://www.oregon.gov/ODOT/Engineering/Documents\\_RoadwayEng/HDM\\_04-Cross-Sections.pdf](http://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_04-Cross-Sections.pdf)).



If proposed tree placement deviate from ODOT standards (such as placement in a planter strip), a Design Exception Request for clear zone must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. *Note: It may take up to 3 months to process a Design Exception.*

**ADVISORY INFORMATION**

Use of State Highway Right of Way:

- Stopping and/or parking vehicles upon State highway right of way for the maintenance of adjoining property or in furtherance of any business transaction or commercial establishment is strictly prohibited. Loading and unloading of vehicles within the state highway right of way is not permitted. The applicant must provide adequate on-site circulation for the parking and maneuvering of all vehicles anticipated to be displayed or parked on the lot (ORS 811.346, 811.550, and 811.580).

Signs:

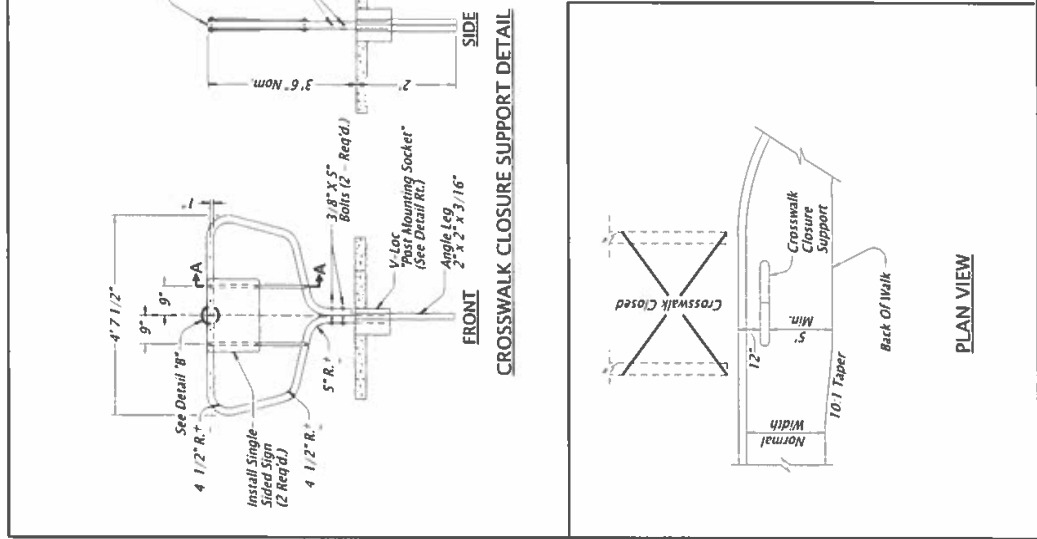
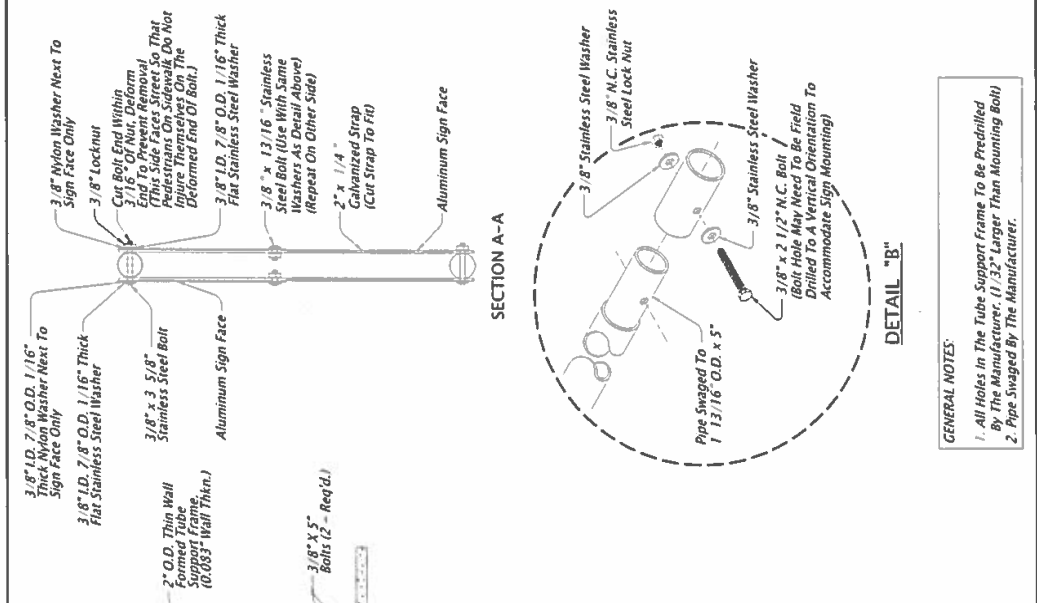
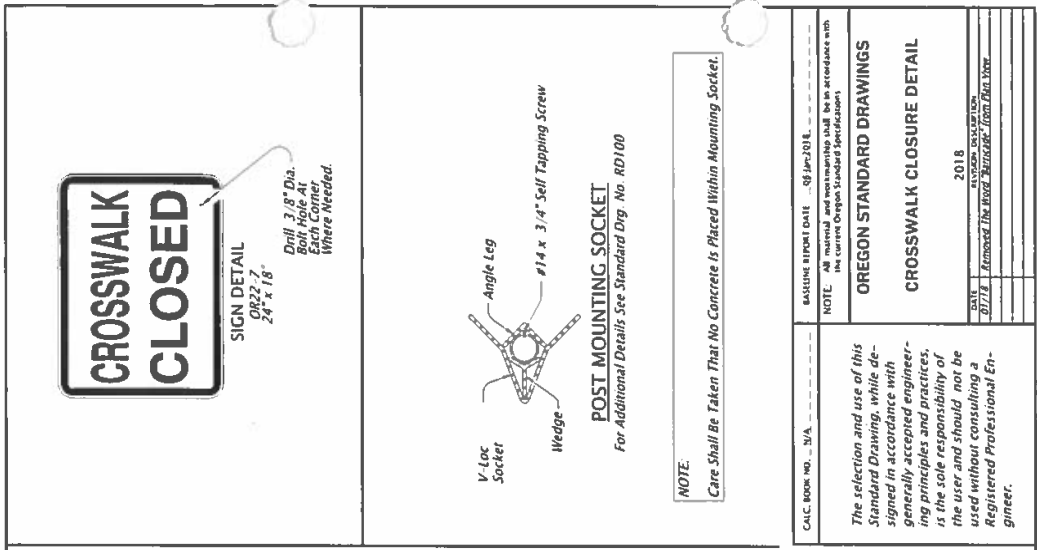
- Private signs are not permitted in the state highway right of way (ORS 377.700-377.840).

**Please send a copy of the Notice of Decision including conditions of approval to:**

ODOT Region 1 Planning  
Development Review  
123 NW Flanders St  
Portland, OR 97209

[Region1\\_DEVREV\\_Applications@odot.state.or.us](mailto:Region1_DEVREV_Applications@odot.state.or.us)

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221
District Contact: Loretta Kieffer	503.667.7441



FILENAME: dgn	DD MON-YYY
TM490	
<p>BASELINE REPORT DATE: 09 JAN 2018.</p> <p>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</p>	
<p>OREGON STANDARD DRAWINGS</p> <p>CROSSWALK CLOSURE DETAIL</p>	
YEAR	2018
DATE	REVISION
07/18	REMOVED THE BOLT MOUNTING SOCKET FROM THE SIGN

Effective Date: June 1, 2018 - November 30, 2018

TM490

# EXHIBIT J

## MEMORANDUM

TO: JAMES CRAMER, ASSOCIATE PLANNER  
FROM: MIKE WALKER, PUBLIC WORKS DIRECTOR  
RE: FUNTIME RV FILE No. 18-030DR  
DATE: MARCH 22, 2019

The following are Public Works' comments on the above-referenced application:

### **Transportation**

The Beers Ave. frontage of the site is unimproved. Street frontage improvements conforming to the requirements of 17.84.30 and 17.84.50 Sandy Municipal Code (SMC) shall be constructed along the Beers Ave. frontage of the site. The existing improved street section north of the site is 34 ft. wide. An additional 3 ft. of right-of-way must be dedicated along the Beers Ave. frontage in order to provide the required minimum street section per 17.84.30(A)1 SMC. The applicant shall provide a legal description and sketch of the dedication area and pay all recording costs for the Dedication Deed.

Street frontage improvements include lighting and storm drainage per 17.84.80 (G) SMC.

As an alternative to dedicating right-of-way on Beers Ave. the City would accept an eight-foot wide curb-tight sidewalk with the brick paver strips and scoring pattern matching the existing sidewalks in the Urban Renewal Area with street trees in 48" x 48" tree wells 30 ft. on center.

The existing curb cut on Proctor is not in use and has been abandoned for some time. The curb cut shall be eliminated and replaced with standard Type C curb per 17.100.90(C) SMC.

*Based on the applicant's submission the existing sidewalk on the Proctor Blvd. frontage of the development site is only five feet wide. The Proctor Blvd. frontage of the site shall be improved with a six-foot wide sidewalk adjacent to the property line with the remaining right-of-way developed as a planter strip with approved street trees 30 feet on center per 17.84.30(A)2 SMC.*

**OR**

*The Proctor Blvd. frontage shall be improved with a curb-tight sidewalk between the property line and the curb. This sidewalk shall be constructed with the same scoring pattern, decorative brick paver strip and street trees in tree wells on 30 ft. centers. Tree wells shall include conduit and vertical risers for future tree illumination.*

Street frontage improvements include lighting and storm drainage per 17.84.80 (G) SMC.

The existing ADA ramp at the SE corner of the site shall be replaced with ADA-compliant ramps and the new curb return transition to the improvements on Beers St. shall mirror the existing curb extension on the east side of Beers.

*A gate is proposed at the proposed Beers Ave. driveway approach to the sales lot. The proposed driveway throat shall be deep enough to allow an RV and tow vehicle to pull into the site without interfering with traffic on Beers Ave. or blocking the sidewalk.*

**OR**

*A gate is proposed at the entrance to the sales lot. In order to prevent an RV and tow vehicle entering or exiting the site from interfering with traffic on Beers Ave. or blocking the sidewalk the gate shall be motorized and remotely operated to allow entrance and exit to and from the approach without stopping in the public right-of-way .*



**CITY OF  
SANDY**

39250 Pioneer Boulevard • Sandy, OR 97055

**EXHIBIT K**

Phone 503-668-5533  
Fax 503-668-8714  
[www.cityofsandy.com](http://www.cityofsandy.com)

*Gateway to Mt. Hood*

**FINDINGS OF FACT and FINAL ORDER  
TYPE III DECISION**

**DATE:** March 30, 2009

**FILE NO.:** 09-001 CUP

**PROJECT NAME:** Fred's RV Conditional Use Permit

**APPLICANT:** Dolores McNally

**OWNER:** Jerry Carlson (property owner)

**LEGAL DESCRIPTION:** T2S R4E Section 13BC Tax Lot 3600

**DECISION:** The use of automobile, truck, marine, and recreational vehicle repair and retail sales of pre-owned automobiles, trucks, and parts and accessories is approved under the exception in Section 17.08.50(A)4 of the Development Code. Site improvements including painting, lighting and sign and landscaping upgrades, and screening at 38415 SE Proctor are in conformance with applicable conditional use permit criteria as approved with conditions outline in this Final Order and Findings of Fact.

**Applicant's Submittals**

- A. Land Use Application
- B. Project Narrative
- C. Site Improvement Plans

**Agency Comment:**

- D. Email from Mike Walker, Public Works Director (2/18/2009)
- E. Letter from ODOT (2/20/2009)

**Public Comments:**

- F. Mr. and Mrs. Sliger
- G. Mr. William Granstrom

The above-referenced proposal was reviewed through a Type III Conditional Use Permit review. The following Findings of Fact are adopted supporting approval of the conditional use permit in accordance with Chapter 17 of the Sandy Municipal Code.

1. These findings supplement and are in addition to the Staff Report dated March 17, 2009, which are incorporated herein by reference. Where there is a conflict between these findings and the staff report, these findings shall control.
2. The applicant submitted the application for conditional use permit approval on January 30, 2009 (Exhibit A). Staff reviewed the application to determine compliance with submittal requirements and deemed the application complete on February 4, 2009 in accordance with ORS 227.178 (2.b).
3. The staff report, memorandums and this final order are based upon the Exhibits listed above, as well as the testimony and discussion at the Planning Commission hearing on March 23, 2009.
4. The site is located at 38415 SE Proctor, on the north side of Proctor between Bluff Road and Beers Avenue.
5. The parcel has a Comprehensive Plan Map designation of Commercial and a Zoning Map designation of C-1, Central Business District.
6. Notification of the proposed application was mailed to property owners within 300 feet of the subject property and affected agencies on February 5, 2009. In addition, a legal notice was placed in the local paper on March 5, 2009.
7. Written testimony was received from the following individuals:
  - Mr. and Mrs. Sliger, 38432 Hood Street, Sliger Apartments
  - Mr. William Granstrom, 17321 Beers Avenue, Suburban Apartments
8. The following individuals spoke at the March 23, 2009 public hearing:
  - Cory Stone, applicant
  - Jerry Carlson, property owner
9. The site was originally constructed for a retail auto dealership and associated repairs in the mid-1960's. The existing building on the site is approximately 10,043 total square feet total including a 2,601 square foot showroom and 7,442 square foot shop area. Historically, the site has been the location of various retail auto and other vehicle related businesses. At some point after the establishment of the original retail auto dealership, zoning changes took place which rendered the use non-conforming. Originally the building was constructed for Richardson Chevrolet and then later became Carlson Chevrolet. According to available business license records, the location became Suburban Suzuki in 2000. Use of the site changed to include some autos, horse and utility type trailers, and motorcycles. An interpretation of the Sandy Municipal Code, 01-007 INT Carlson Trailer Sale, stated that the trailer sales were a permitted accessory use subordinate to the primary use of retail auto sales on the site. In 2007, the business became Certified Auto Truck and conducted retail auto and truck sales as well as repair. The site has been vacant since approximately June of 2008 after Certified Auto Truck moved outside of Sandy.

10. In 1999, Pete Carlson filed an application (File No. 99-036 DCA) to amend the Development Code to allow automobile sales as a Conditional Use in the C-1 zoning district. The applicant then modified the application to request that Section 17.08.50 be amended to allow automobile sales to be classified as an exception rather than a non-conforming use in the zone. The Planning Commission reviewed the application and adopted Findings denying the request. The City Council then considered the request and approved it noting the following factors: 1) the exception would be limited to the Applicant's existing auto retail business; 2) the exception would allow expansion of the business only on the adjoining .32 acre lot; 3) the City would retain control over the expansion through the Conditional Use Permit process; 4) the expansion would result in a better use of the .32 acre lot than currently exists; 5) there was no opposition to the amendment; 6) the applicant's existing business has been a model business in the city; 7) the exception would further the City's goal of keeping auto retail business in consolidated locations; and 8) the exception would be consistent with previous exceptions adopted in 1997 related to auto fueling stations and car washes. As specified in the Findings for Ordinance 2000-02, the Planning Commission finds the exception in Section 17.08.50(A)4 applies only to the subject property and approves the proposed use under this exception.

#### 17.42 – C-1 Zoning District

11. According to Section 17.42.00, Intent, the C-1 zone is not intended for intensive automobile or industrial uses. Section 17.08.50(A)4 of the Code allows a retail auto dealership on this site without being subject to non-conforming status. The proposed use was reviewed according to the exception in Section 17.08.50(A)4. The Planning Commission finds the proposed use can be approved under this exception. In addition, the Planning Commission finds the proposal cannot be approved as either a permitted or conditional use in the C-1 Zone.
12. The site was developed in the mid 1960's, and does not meet current standards. There is no change in use proposed. The request for a Conditional Use Permit does not require the site to be brought into compliance with current standards of the C-1 zoning district.

#### 17.68 – Conditional Uses

13. The Planning Commission reviewed the proposed site improvements to allow automobile, truck, marine, and recreational vehicle repair and retail sales of pre-owned automobiles, trucks, and parts and accessories under the Conditional Use Permit criteria in Section 17.68.20 below.
14. Section 17.68.20(A) requires that: *"The use is listed as a conditional use in the underlying zoning district or has been interpreted to be similar in use to other listed conditional uses."* Vehicle repair is not identified as a conditional use in the C-1 zone; however, the site is governed by the exception in Section 17.08.50(A)4 of the Code. The proposed use of automobile, truck, marine, and recreational vehicles repair and retail sales of pre-owned automobiles, trucks and accessories has been determined by the Planning Commission to be similar to the use permitted by the exception.
15. Section 17.68.20(B) requires that: *"The characteristics of the site are suitable for the proposed use considering the size, shape, location, topography, and natural features."* The site was constructed to accommodate retail auto sales and associated vehicle repairs, and is designed in such

a way that would accommodate the proposed use. A large portion (approximately 7,442 square feet) of the existing building is a shop area with overhead doors designed to accommodate vehicle repair. Additionally, the applicant proposes site improvements that will enhance the overall appearance and function of the site. As such, the Planning Commission determines the characteristics of the site are suitable for the proposed use.

16. Section 17.68.20(C) requires that: *"The proposed use is timely considering the adequacy of the transportation systems, public facilities and services existing or planned for the area affected by the use."* The site is served by water, sewer and stormwater facilities. Due to the similarities between the previous uses of the site and the proposed use, traffic generated by the proposed use is not anticipated to change. As such, the Planning Commission determines the proposed use is timely considering the adequacy of transportation systems and public facilities.
17. Section 17.68.20(D) requires that: *"The proposed use will not alter the character of the surrounding area in a manner which substantially limits, precludes, or impairs the use of surrounding properties for the primary uses listed in the underlying zoning district."* Past uses on the site have included both retail auto sales and repair. The applicant proposes site upgrades including lighting, screening, and landscaping to improve the overall condition of the property. For these reasons, the Planning Commission determines the use will not alter the character of the surrounding area.
18. Section 17.68.20(E) requires that: *"The proposed use will not result in the use of land for any purpose which may create or cause to be created any public nuisance including, but not limited to, air, land, or water degradation, noise, glare, heat, vibration, or other considerations which may be injurious to the public health, safety, and welfare."* The potential impacts of the proposed use are similar to the impacts of the previous uses of the site. Automobile repair has been conducted on the site previously by past businesses. The proposed use would create similar noise and outdoor storage conditions as those uses in the past. Proposed site improvements will mitigate potential disturbances to adjacent properties identified through public comments regarding noise and glare. For these reasons, the Planning Commission determines that the use will not create a public nuisance.
19. Section 17.68.20(F) requires that: *"The proposed use will be reasonably compatible with existing or planned neighboring uses based on review of the following: Basic site design (organization of uses on the site); visual elements (scale, structural design and form, materials, and so forth); noise; noxious odors; lighting; signage; landscaping for buffering and screening; traffic; effects on off-street parking; effects on air quality and water quality."* The site was developed before current standards were established. The applicant is proposing improvements to the site including landscaping, lighting and signage upgrades, screening, and painting that will enhance the overall appearance and function of the site. Landscaping improvements include removing existing shrubs and trees and planting new shrubs and five Red Spire Pear trees along the Proctor Blvd. frontage. Lighting improvements proposed include the removal of all building and pole mounted flood lights. Signage modifications include removal of one of the pole mounted signs. In addition, the applicant proposes installing a rock base on the existing freestanding sign. To screen the outdoor storage areas, the applicant proposes to install a 6-foot high chain link fence with slats on either



side of the building and along the west property line. The applicant proposes repainting existing building trim from blue to green.

20. Regarding visual elements, the existing building is painted white with a primary blue trim. The applicant proposes repainting the building trim green. The paint color must comply with the approved Color Palette in Section 17.90.110. For this reason, The Planning Commission requires the applicant to submit a paint color to be approved.
21. Regarding noise, the repairs will take place inside the building and the business hours of operation will be during the day. Accordingly, noise levels associated with the repairs will not conflict with proposed uses on the subject property or existing or planned uses on surrounding adjacent properties.
22. Regarding lighting, the existing building and pole mounted flood lights will be removed. This will prevent light from shining onto the adjacent properties.
23. Regarding signage, there are two existing signs on the property, a freestanding sign and a pole mounted sign. The pole mounted sign will be removed. A rock base will be installed on the freestanding. Section 15.32.020(D)8 of the Code requires the base to extend 36 inches above the adjacent grade and wrap around all sides of the sign base. For these reasons, the Planning Commission requires the proposed rock base to conform to the requirements of Section 15.32.020(D)8.
24. Regarding landscaping, existing low-quality trees and shrubs on the site will be removed and replaced with new landscaping. The applicant proposes planting five Red Spire Pear trees as part of the landscape improvements. The Planning Commission requires the tree species be Chanticleer Pear (*Pyrus Calleryana* 'Chanticleer') to match other trees planted in the downtown. Additionally, the applicant proposes installing a 6-foot high chain link fence with slats along the west and east portions of the site to screen the outdoor storage areas. Written testimony received by the Planning Commission requested the installation of a sound proofing wall to be installed along the north property line of the site. The Planning Commission determines because the proposed use of the site is similar to previous uses and the zoning of the adjoining property is the same as the subject property, installation of an eight-foot tall chain link fence with slats will be adequate to screen the site. The Planning Commission requires the applicant to submit a revised site plat featuring a fence in this location. In addition, the Planning Commission requires the applicant to submit a color sample of the proposed fence slats in compliance the approved Color Palette in Section 17.90.110 for approval prior to installation.
25. Regarding traffic, there should not be a significant difference in the trip generation of the proposed use and previous uses of the site. There are three existing access points on the site. To improve access management, the Planning Commission requires the easternmost access point to be closed. The applicant must submit a Public Works Department Driveway Demolition permit to close the easternmost access point according to the standard city detail.
26. The Planning Commission finds the proposed use including site improvements as modified in this Order is reasonably compatible with existing or planned neighboring uses.

17.98 – Parking, Loading and Access Requirements

27. Parking has already been constructed with development of the existing building. As such, review of the application was limited to ensuring an adequate number of parking spaces are available to serve the proposed use.
28. Section 17.98.20 contains off-street parking requirements. The applicant proposes providing nine parking spaces as shown on the Site Plan submitted with the application. Five parking spaces are proposed to be head-in 90 degrees and four angled. The existing building contains 10,043 square feet and 10 employees are proposed on any one shift. Section 17.98.20 (H) requires one parking space per 800 square feet for bulk merchandise operations including motor vehicles. In addition, Section 17.98.20 (C) requires one space per every two employees. As such, the calculation for determining required parking is  $10,043/800 = 12.5$  (rounded to 13),  $10/2 = 5$ ,  $13+5 = 18$  required parking spaces, including one ADA parking space. As discussed at the public hearing, the Planning Commission requires all parking spaces to be head-in 90 degrees to facilitate proper on-site traffic circulation. Section 17.98.60 (B) requires parking spaces to be 9 feet wide by 18 feet deep, and section 17.98.60 (C) requires an aisle width of 25 feet for 90 degree parking spaces. As such, the Planning Commission requires the applicant to submit a revised site plan featuring 18 parking spaces including one ADA accessible space. In addition, the Commission requires all parking spaces to be head-in 90 degrees with aisle widths meeting Code requirements.

**DECISION**

For these reasons described above, the request by Fred’s RV to use the property located at 38415 Proctor Blvd. for the specified purposes is approved as modified by the conditions of approval below.

**CONDITIONS OF APPROVAL**

The following conditions of approval are adopted:

**A. Prior to the issuance of a temporary Certificate of Occupancy or use of the site for the proposed purpose, the applicant shall submit additional information and complete required items as specified below:**

1. Submit a revised site plan drawn to scale to include the following changes:
  - Provide 18 parking spaces including one ADA accessible parking space.
    - Parking spaces shall be at least nine (9) feet wide by 18 feet deep;
    - All spaces shall be head-in 90 degrees to facilitate onsite traffic circulation
    - A 25-foot aisle width between rows of spaces shall be provided.
  - Provide an eight foot tall chain link fence with slats along the north property line.
2. Submit a revised landscape plan to include the following:
  - Change the tree species proposed along Proctor Boulevard to Chanticleer Pear (Pyrus Calleryana ‘Chanticleer’) to match other trees planted in the downtown.

- Specify landscape materials within the new planter area created by the closing of the eastern access drive.
3. Submit a paint color sample for the building trim in compliance with the Approved Color Palette in Section 17.90.110 for approval.
  4. Submit a fence slat color sample in compliance with the Approved Color Palette in Section 17.90.110 for approval.
  5. Install a rock base on the existing freestanding sign. The base shall be at least 18-inches wide and extend at least 36-inches above the adjacent finished grade as required in the Code.
  6. Install all fencing as specified on the approved plan including along the west, north, and eastern portions of the site.
  7. Install bumper guards spaced a maximum of six feet apart and set back eight feet from the north edge of the planter strip between the western and center access points.
  8. Remove the existing pole mounted sign.
  9. Remove all existing building and pole mounted flood lights. Downward facing pole lights are allowed to be retained.
  10. Stripe parking spaces and directional arrows within the parking lot.

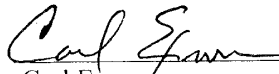
**B. Within 60 days from the date the business opens and prior to the issuance of a final Certificate of Occupancy, the following items shall be completed unless a bond is submitted guaranteeing their completion is submitted and approved:**

1. Complete improvements to close the eastern access drive by constructing a new curb, planter, and sidewalk in this location. Prior to construction, submit a Public Works Department Driveway Demolition Permit in accordance with the City's standard detail.
2. Install landscape materials as identified on the revised and approved Landscape Plan.

**C. General Conditions**

1. All site signage will require submittal of a sign permit in compliance with Chapter 15.32, Signs and clear vision area standards of Section 17.74.30.
2. Approval of this conditional use may be revoked in accordance with the Sandy Municipal Code if conditions of approval are not met. Conditional Use Permit approval does not grant authority for the unrestricted use of the structure or site. Any use of this site may be prohibited until such time as all required improvements are completed.

3. Comply with all other conditions or regulations imposed by Clackamas County, Fire District No. 72, or state and federal agencies. Compliance is made a part of this approval and any violations of these conditions and/or regulations may result in the review of this approval and/or revocation of approval.

 3-30-09  
Carl Exner Date  
Vice Chair, Planning Commission

### **RIGHT OF APPEAL**

A decision on a land use proposal or permit may be appealed to the City Council by an affected party by filing an appeal with the Director within 10 calendar days of notice of the decision. Any person interested in filing an appeal should contact the city to obtain the form, "*Notice of Appeal*", and Chapter 17.28 of the Sandy Development Code regulating appeals. All applications for an appeal shall indicate the nature of the interpretation that is being appealed and the matter at issue will be a determination of the appropriateness of the interpretation of the requirements of the Code.

An application for an appeal shall contain:

1. An identification of the decision sought to be reviewed, including the date of the decision;
2. A statement of the interest of the person seeking review and that he/she was a party to the initial proceedings;
3. The specific grounds relied upon for review;
4. If de novo review or review by additional testimony and other evidence is requested, a statement relating the request to the factors listed in Chapter 17.28.50; and Payment of required filing fees.