

Project Narrative

Sandy Operations Center Operations and Maintenance Building

16610 Champion Way, Sandy,
Oregon (24E 15A 00206)



Prepared by
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Director
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I. General Project Description

City of Sandy requests land use approval to construct a new operations and maintenance building within the existing City Operations Campus. As part of the original development approval (2006) there were seven buildings constructed at the campus: an administration building, five vehicle and equipment buildings, a covered wash bay, parking area and equipment storage areas. This project does not increase traffic to the Campus.

The operations and maintenance building was identified as a need in the original Sandy Operations Center Master Plan to be phased in as the City obtained funding. The designated site area is currently asphaltic pavement. The new building design plans for a 5,228 square foot footprint. The gross building square footage is 7,423 square feet with 5,228 on the main floor and a 2,193 square foot mezzanine. The operation and maintenance building is expected to employ the same number of employees following construction and would allow use of training, maintenance, break and office space by transit drivers and staff.

The building is set back from Champion Way by 300 feet and east of the existing Sandy Operations Center administration building, which serves as the public-facing building on the campus and blocks views into the campus to the operations and maintenance building. The campus (lot 00206) is comprised of 8 acres and 5 of the acres have been previously developed. The new building is situated on the previously developed 5 acres. The 8-acre property is zoned as Light Industrial (I-2) and abuts other I-2 designated properties on all sides. A public facility is a conditional use on this site however review is not required because the campus is part of an overall master plan put in place in 2006 and updated in 2019 that addresses the conditional use.

The applicant attended a pre-application conference with the City on September 9, 2024.

II. Application Approval Requests

The applicant is requesting the following approvals with this application:

- Type II Design Review.

III. Items Submitted With This Application

- General Land Use Application
- Notification List and Mailing Labels
- Exhibit A - Project Narrative
- Exhibit B - Sandy Ops Expansion Maintenance Building Permit Set
 - Sheet G - General
 - Sheet CD - Civil Demolition
 - Sheet C - Civil
 - Sheet L - Landscape/Irrigation
 - Sheet A - Architectural
 - Sheet S - Structural
 - Sheet M - Mechanical

- Sheet P - Plumbing
- Sheet E - Electrical
- Exhibit C - Sandy Ops Expansion Geotech Report V2
- Exhibit D - Specifications Divisions 01 -33

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 requested for response in the September 9, 2024 ‘Pre-Application Conference Notes’. Pertinent code provisions are cited below in plain text followed by a response identifying how the proposal complies with this standard in *italics*.

<u>Chapter</u>	<u>Title</u>
17.50	Light Industrial (I-2)
17.80	Additional Setbacks on Collector and Arterial Streets
17.82	Special Setbacks on Transit Streets
17.84	Improvements Required with Development
17.90	Design Standards
17.92	Landscaping and Screening
17.98	Parking, Loading, and Access Requirements
15.30	Dark Sky Ordinance

CHAPTER 17.50 - Light Industrial (I-2)

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

17.50.20 - Minor conditional uses and conditional uses.

C.5. Conditional Uses: Major Public Facility

Response: *A public facility is a conditional use however review is not required because the campus is part of an overall master plan put in place in 2006 and updated in 2019 that addressed the conditional use.*

17.50.30 - Development Standards

Standard	Requirement	Proposed
Lot Area	No Minimum	The total site area is 8.00 acres
Lot Dimension	No Minimum	<i>Complies</i>
Setbacks Front	30 ft. minimum; 70 ft. maximum	Champion Way is the front lot line. Setbacks approved per 2019 updated Master Plan <i>Complies</i>
Side or Rear.....	None, unless abutting a more restrictive zone	Setbacks approved per 2019 updated Master Plan <i>Complies</i>
Corner	15 ft.	Setbacks approved per 2019 updated Master Plan <i>Complies</i>
Outside Display/Sale Lot Area	40%	Outside display is existing; 2020 bus barn project installed public amenities and benches. Approved per 2019 updated Master Plan <i>Complies</i>
Lot Coverage - Impervious	80%	Approved per 2019 updated Master Plan <i>Complies</i>
Landscaping	15%	Approved per 2019 updated Master Plan <i>Complies</i>
Structure Height	45 ft.	The proposed building to the eave is 33 ft. <i>Complies</i>
Transit Street Setback	See Chapter 17.82	N/A
Off-street Parking	See Section 17.98	See Chapter 17.98

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

- A. Special Setbacks—Side or Rear Yard Abutting a More Restrictive District.
 1. An additional ten feet shall be added for each 10-foot increment in building height over 35 feet;

2. Measurement of the height transition area shall be made between the foundation of the proposed building and the property line of the abutting district;
3. When the proposed structure has different sections that have different heights, the height transition area shall be measured for each vertical surface as if it were to be freestanding. The building then must be located on the site so that no section is closer to the abutting property line than it would be if the section was free-standing;
4. The required buffering and screening and utilities may be located within the height transition area. Off-street parking, accessory structures and incidental development may be located within the height transition area but not any areas designated as buffering and screening area.

Response: *The proposed development is part of an approved Master Plan and this section is not applicable.*

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

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

CHAPTER 17.90 - 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 is new construction. As such, the requirements of this chapter are applicable.*

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

A. Access

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

service access for vehicles from that alley.

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

Response: *Complies. The subject property (tax lot 206) is currently accessed from Champion Way with two access points which are part of the approved Master Plan. This will not change.*

B. Pedestrian Accessibility

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

Response: *Complies. The proposed building is internal to the campus, not public (secure) and the location was approved as part of accepted Master Plan.*

C. Building Materials and Colors For All Structures

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

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

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

Response: *No masonry is proposed. This section does not apply.*

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

Response: *The proposed building is located inside a gated (secure, not public), developed campus and not visible from perimeter streets. The proposed building features a pitched roof awning over all access doors. Because of the location of the building and existing features, the section does not apply.*

4. **Colors.** Building exteriors shall comply with the following standards:
 - a. Permitted colors include warm earth tones (tans, browns, reds, grays, and greens).
 - b. High-intensity primary colors, metallic colors and black, may be utilized as trim and detail colors only, not to exceed one percent of the surface area of any elevation. Such color shall not be used as primary wall

colors.

- c. Day-glow colors, highly reflective colors, and similar colors are not permitted.

Response: *Complies. The new structure will contain an integrated color similar to the existing buildings as noted in Elevations: General Notes paint to match Miller Paint #8665D “Gristmill”. The proposal complies with this standard.*

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

Response: *The proposed building is not visible from the perimeter streets and does not contain any of these features. This section does not apply.*

D. Roof Pitch, Materials, and Parapets

- 1.

Zoning District	Pitch
I-2	1:12

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

Response: *Complies. The 2:12 pitched roof is in compliance with this standard as proposed.*

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

Response: *Complies. All roofing will be standing seam metal and shall conform to color palette in Appendix D.*

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

Response: *Complies. No roof top equipment is proposed aside from a solar ready roof area for future photovoltaic panels, as required by Oregon Energy Efficiency Code. All mechanical equipment will be ground mounted and not visible from a public right-of-way. This standard is met.*

E. Building Orientation and Entrance Standards

- 1. Primary entries shall face a public street or designated pedestrian way that connects to a parking lot.
- 2. Secondary entries may face parking lots or loading areas.

3. Pedestrian entries but not garage door entries shall be sheltered with an overhang or portico with a depth of at least five feet.

Response: *Complies. The proposed building is not visible from any public right-of-way, per approved Master Plan. It will be used as an operations and maintenance building for City of Sandy transit, facilities and public works groups. It is not intended for public access. The proposed building contains access doors on the west and south building elevations. As shown on the submitted building elevations, awnings are proposed over all access doors.*

F. Windows

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

Response: *Complies. The proposed building has windows with transparent glass that enable operations personnel to watch over pedestrian, parking and loading areas for safety purposes. The planned second floor office space is designed to have the ability to watch the movement of transit vehicles in the bus yard. The proposal complies with this section.*

G. Landscaping/Streetscape

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

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

Response: *The proposed building will not be visible from any public right-of-way and the requirements of these sections do not apply.*

H. Lighting

1. Streetscape lighting shall conform to Chapter 15.30 Dark Sky Ordinance.

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

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

I. Safety and Security

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

Response: *Complies. The proposed building lighting is in compliance with applicable regulations will be installed.*

J. External Storage

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

Response: *Complies. No external storage is proposed.*

K. Trash Collection/Recycling Areas

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

Response: *Complies. Garbage facilities are centralized as part of the approved Master Plan and are available for the building on the tax lot. These facilities are existing and sized for inclusion of this building per the Master Plan. The proposal complies with this standard.*

CHAPTER 17.92 - Landscaping and Screen General Standards - All Zones

Response: *There is currently no landscaping in the existing area. The area is paved and or gravel. The proposal complies with current standards.*

CHAPTER 17.98 - Parking, Loading, and Access Requirements

17.98.10 - General Provisions

- A. Provision and Maintenance. The provision of required off-street parking for motor vehicles and bicycles, and loading facilities for motor vehicles is a continuing obligation of the property owners. Building permits or other permits will only be issued after review and approval of site plans showing location of permanent access, parking and loading facilities.
- B. Unspecified Requirements. Vehicle and bicycle parking requirements for uses not specified in this chapter shall be determined by the Director based upon the requirements of similar specified uses.
- C. New Structure or Use. When a structure is constructed or a new use of land is

commenced, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with Section 17.98.20 below or as otherwise modified through a planned development or specific area plan.

Response: *Complies. Sections A, B and C have been reviewed, and the proposal addresses these requirements.*

- D. Alteration of Existing Structures. When an existing structure is altered to the extent that the existing use is intensified, on-site vehicle and bicycle parking shall be provided in the amount required for such intensification.

Response: *Not applicable.*

- E. Increased Intensity. When increased intensity requires no more than 2 vehicle spaces, no additional parking facilities shall be required. However, the effects of changes, additions, or enlargements shall be cumulative. When the net effect of one or more changes generates a need for more than two spaces, the additional required spaces shall be provided. Additional spaces shall be required for the intensification but not for the original use.

Response: *Complies. The proposed building constitutes a continuation of the existing use per the approved Master Plan. All existing parking spaces are to remain. This project does not bring additional vehicles or personnel to this site.*

- F. Change in Use. When an existing structure or use of land is changed in use from one use to another use as listed in Section 17.98.20 below and the vehicle and bicycle parking requirements for each use type are the same; no additional parking shall be required. However, where a change in use results in an intensification of use in terms of number of vehicle and bicycle parking spaces required, additional parking space shall be provided in an amount equal to the difference between the number of spaces required for the existing use and number of spaces required for the more intensive use.

Response: *Complies. The proposed building constitutes a continuation of the existing use per the approved Master Plan. All existing parking spaces are to remain. This project does not bring additional vehicles or personnel to this site.*

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

Response: *All required parking is existing and approved per the Master Plan. This project does not bring additional vehicles or personnel to this site.*

- H. Inoperative Motor Vehicles. In any residential district, all motor vehicles incapable of movement under their own power or lacking legal registration shall be completely screened from public view.

- I. Truck Parking. In residential zoning districts, no overnight parking of trucks or other equipment on wheels or tracks exceeding a 1-ton capacity used in the conduct of a business activity shall be permitted except vehicles and equipment necessary for farming and truck gardening on the premises where such use is

conducted.

- J. Mixed Uses. In the case of mixed uses, the total required vehicle and bicycle parking shall be the sum of requirements of individual uses computed separately.
- K. Conflicting Parking Requirements. When a building or use is planned or constructed in such a manner that more than one standard is applicable, the use that requires the greater number of parking spaces shall govern.

Response: Sections H, I, J and K are not applicable.

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

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

N. Location of Required Parking.

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

Response: Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.

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

Response: Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.

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

Response: Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.

17.98.20 - Off-Street Parking Requirements

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

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

Response: *Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.*

17.98.50 - Setbacks

- A. Parking areas, which abut a residential zoning district, shall meet the setback of the most restrictive adjoining residential zoning district.
- B. Required parking shall not be located in a required front or side yard setback area abutting a public street except in industrial districts. For single family and two-family dwellings, required off-street parking may be located in a driveway.
- C. Parking areas shall be setback from a lot line adjoining a street the same distance as the required building setbacks. Regardless of other provisions, a minimum setback of 5 feet shall be provided along the property fronting on a public street. The setback area shall be landscaped as provided in this code.

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

17.98.60 - Design, Size, and Access

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

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

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

B. Size of Space.

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

Response: *Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.*

C. Aisle Width.

Response: *Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.*

17.98.70 - On-site Circulation

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

Response: *Complies. All vehicle and bicycle parking are existing and part of the approved Master Plan. This project does not bring additional vehicles or personnel to this site.*

17.98.80 - Access to Arterial and Collector Streets

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

Response: *Complies. The subject property (tax lot 206) is currently accessed from Champion Way with two access points which are part of the approved Master Plan. This will not change.*

17.98.100 - Driveways

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

Response: Complies (for applicable paragraphs A, D, E and F). The subject property (tax lot 206) is currently accessed from Champion Way with two access points which are part of the approved Master Plan. This will not change.

17.98.110 Vision Clearance

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

Response: None of these items are located within a vision clearance area for this proposed development.

17.98.120 - Landscaping and Screening

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

Response: Complies. The proposed building is not visible from any public right-of-way, per approved Master Plan. It will be used as an operations and maintenance building for City of Sandy transit, facilities and public works groups. It is not intended

for public access. Landscaping that meets requirements of this section is existing and mature at site perimeter and compliant with approved Master Plan.

- 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.

Response: Complies. The proposed building is not visible from any public right-of-way, per approved Master Plan. It will be used as an operations and maintenance building for City of Sandy transit, facilities and public works groups. It is not intended for public access. Landscaping that meets requirements of this section is existing and mature at site perimeter and compliant with approved Master Plan.

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

Response: Complies. The proposed building is not visible from any public right-of-way, per approved Master Plan. Parking is existing and no additional loading for vehicles or personnel is planned as part of this project. There is no public access. Landscaping that meets requirements of this section is existing and mature at site perimeter and compliant with approved Master Plan.

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

Response: Complies. Parking is existing and no additional loading for vehicles or personnel is planned as part of this project. There is no public access. Landscaping that meets requirements of this section is existing and mature at site perimeter and compliant with approved Master Plan.

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

Response: Complies. Parking is existing and no additional loading for vehicles or personnel is planned as part of this project. There is no public access. Landscaping and setbacks meet requirements of this section and are compliant with approved Master Plan.

- 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: Complies. Parking is existing and no additional loading for vehicles or personnel is planned as part of this project. There is no public access. Parking is compliant with approved Master Plan.

17.98.130 - Paving

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

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

17.98.140 - Drainage

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

Response: Complies. This proposal complies with all City of Sandy Stormwater Management requirements.

17.98.150 - Lighting

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

Response: Complies. All site lighting is designed in accordance with Chapter 15.30, Dark Sky Ordinance standards.

17.98.160 - Bicycle Parking Facilities

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

A. Location.

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

5. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

Response: *Complies. Bicycle racks are provided to meet the requirements of the approved Master Plan.*

B. Bicycle Parking Space Dimensions.

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

Response: *Complies. Bicycle racks are provided to meet the requirements of the approved Master Plan.*

C. Security.

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

Response: *Complies. Bicycle racks are provided to meet the requirements of the approved Master Plan.*

17.98.190 - Off-Street Loading Facilities

- A. The minimum area required for commercial and industrial loading spaces is as follows:
 1. 250 square feet for buildings of 5,000 to 19,999 square feet of gross floor area.
 2. 500 square feet for buildings of 20,000 to 49,999 square feet of gross floor area
 3. 750 square feet for buildings in excess of 50,000 square feet of gross floor area.
- B. The required loading berth shall be not less than 10 feet in width by 35 feet in length and shall have an unobstructed height clearance of 14 feet.
- C. Loading areas shall be screened from public view from public streets and adjacent properties except in industrial districts and shall require the same screening as parking lots.
- D. Sufficient space for turning and maneuvering of vehicles shall be provided on the site in accordance with the standard specifications established by the City Engineer.
- E. Entrances and exits shall be provided at locations approved in accordance with applicable ordinances and statutes.
- F. No off-street loading facilities shall be required where buildings abut a public

alley in such a manner that loading operations can be conducted from said alley in accordance with applicable traffic and parking ordinances.

Response: *Complies. All loading areas are existing and comply with section 17.98.190 standards and approved Master Plan.*

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: *Complies. All site lighting is designed in accordance with Chapter 15.30, Dark Sky Ordinance standards.*

V. Conclusion

City of Sandy Operations Center Expansion Project of a new operations and maintenance building requests Type II Design Review approval to construct a new building at 16610 Champion Way as part of executing the approved campus Master Plan, updated in 2019. The new building will be used by the existing on-site transit operations group. The building will provide new space for the existing, impacted on-site office, training and maintenance space for transit operations activities of the Sandy Transit Department.

The proposed building is located internal to the Center as part of an 8-acre property owned and operated by the City of Sandy on tax lot 00206 and zoned Light Industrial (I-2). The property abuts other I-2 designated properties on all sides.

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