

Project Narrative for a Type II Commercial building application.

Project Name: Hooker Art Studio
Project Address: 38756 Pioneer Blvd
Sandy, OR 97055

Applicant: Maryn and Lewis Hooker
Address: 41350 SE Bacon Creek Lane
Sandy, Oregon 97055

Phone No: Maryn: (541) 420-6119
Lewis: (317) 695-9858

Email: Maryn: marynleighw@gmail.com
Lewis: lewis.hooker@gmail.com

Narrative prepared by: SAJ Architecture
Contact: Seth Anderson
Address: 721 SW Industrial Way, Suite 130
Bend, OR 97702

Phone No: Office: (541) 330-6506
Cell: (541) 420-5186

Email: setha@saj-arch.com

APPLICABLE CRITERIA

BASIC FINDINGS:

- A: Location: The subject Property has an assigned address of 38756 Pioneer Blvd, Sandy, OR 97055. And is also identified as Tax Lot Number: 24E13CA04700, and Parcel Number: 00659120.
- B: Zoning: The subject property has a zoning classification of Central Business District (C-1), and has a comprehensive plan designation of Commercial/Retail (C). All adjacent properties are zoned Central Business District (C-1)
- C: Proposal: The property was purchased by the applicant in 2024 and contained a derelict boarding house, which has since been demolished. The Applicant proposes to construct a two-story commercial building with a lower-level basement. The building will contain leasable art studio and classroom areas, display art for sale, and have a small scale ground level coffee shop. The property is located in one of the two downtown areas (Area B) that allow exceptions to the typical "Sandy Style" design. The applicant proposes to utilize the "Farmhouse Style" design exception described in 17.90.10.F.

The following narrative includes references to the applicable development code sections with responses to each criterion identifying how the proposal meets the requirements therein. Responses are in **Bold** text.

17.42 – Central Business District (C-1)

17.42.10 – Permitted uses:

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

- **The use of the building will be a commercial art studio providing leasable space and classrooms that also display and sell art in an onsite gallery, as well as a small scale coffee and pastry establishment. This is an outright permitted use for the C-1 (Central Business District) zone.**

17.42.30 – Development Standards:

Lot area: No minimum

- **There is no minimum lot area, therefore this criterion is met.**

Lot Dimension: No minimum

- **There is no minimum lot dimension, therefore this criterion is met.**

Setbacks: No minimum (unless abutting a more restrictive zoning district or as required to maintain the vision clearance area.); maximum 10 ft.

- **The front porch, which is part of the required civic space, is within 10' of front setback, therefore this criterion is met.**

Lot Coverage: No maximum

- **There is no maximum lot coverage, therefore this criterion is met.**

Landscaping: 10% minimum (includes required civic space in Section 17.90.110)

- **The proposal provides greater than the minimum 10% landscape area, therefore this criterion is met. See landscape drawings for landscape percentages and architectural drawings for civic space.**

Structure Height: 45 ft maximum

- **The proposed building is less than the maximum height, as measured according to the method prescribed by the code, therefore this criterion is met. See architectural drawings for measurement of building height.**

17.80 – Additional Setbacks on Collector and Arterial Streets:

17.80.10 – Applicability:

These regulations apply to all collector and arterial streets as identified in the 2023 City of Sandy Transportation System Plan (TSP). The Central Business District (C-1) is exempt from Chapter 17.80 regulations.

- **Project is located within the Central Business District (C-1) and is therefore exempt from Chapter 17.80 regulations.**

17.84 – Improvements required with Development:

17.84.20 - Timing of improvements.

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

- 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.*

B. Where specific approval for a phasing plan has been granted for a subdivision, improvements may similarly be phased in accordance with that plan.

- **Any required improvements will be installed concurrently with development; therefore, this criterion is met.**

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 six feet wide on local streets. The sidewalks shall be separated from curbs by a tree planting area that provides separation between sidewalk and curb, and that meets the dimensional standards of Subsection 17.92.10.D and of the 2023 City of Sandy Transportation System Plan Typical Street Cross Section Standards (TSP Figures 18-24 and TSP Table 4), unless modified in accordance with Subsection 3., below.*
- 2. Sidewalks along arterial and collector streets shall be separated from curbs with a planting area, unless modified in accordance with Subsection 3. below. The planting*

area shall be landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of six feet wide.

3. Sidewalk improvements shall be made according to City standards. However, if the improvements are made as part of a discretionary review, the City standards may be modified if the Director 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 tree with a trunk 11 inches DBH or greater, requiring undue grading, or requiring modification to an existing building. Any exceptions to the standards shall generally be in the following order.

a. Reduce width of landscape strips to no less than four feet in width measured from the interior edge of the curb to the sidewalk.

b. Reduce width of sidewalk or portion of sidewalk to no less than four feet in width.

c. Eliminate landscape strips.

d. Reduce width of 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, tracts, drainageways, or other publicly owned or semi-publicly owned areas, the sidewalks and planted areas shall be installed with street improvements.

5. Sidewalks shall be designed in conformance with Title 12 of the Sandy Municipal Code and with the City of Sandy Sidewalks Utility Standard Details.

- **There is currently an existing sidewalk that is approximately 6' in width, with no planting strip. This configuration is the same as the adjacent properties. The Applicant considers these existing conditions a "severe adverse impact" and therefore, the Applicant requests elimination of the landscape strip between the street and sidewalk, and will instead install a landscape strip behind the sidewalk.**



View of the street frontage of the subject property.

B. Safe and convenient pedestrian and bicyclist facilities that minimize travel distance to the extent practicable shall be provided as follows:

1. New non-residential development shall provide safe and convenient bicycle and pedestrian facilities connecting to adjacent commercial developments, industrial areas, residential areas, public transit stops, and neighborhood activity centers such as schools and parks, as follows:

a. For the purposes of this section, "safe and convenient" means pedestrian and bicyclist facilities that: are free from hazards that 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, and considering that the optimum trip length of pedestrians is $\frac{1}{4}$ to $\frac{1}{2}$ mile.

b. To meet the intent of B., above, pedestrian rights-of-way connecting cul-de-sacs or passing through blocks shall be a minimum of 15 feet wide with eight feet of pavement and seven feet of landscaping.

c. Twelve foot wide pathways shall be provided where multiuse paths are planned in the 2023 TSP.

d. Pedestrian connectivity shall be encouraged in new developments by clustering buildings or constructing convenient pedestrian ways. Pedestrian pathways shall be provided in accordance with the following standards:

i. The pedestrian circulation system shall be at least five feet in width and shall connect the sidewalk on each abutting street to the primary entrance of the primary structure on the site to minimize out of direction pedestrian travel.

ii. Pathways at least five feet in width shall be provided to connect the pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site.

iii. Pathways shall be direct. A pathway is direct when it follows a route for which the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less.

iv. Pathway/driveway crossings shall be minimized. Internal parking lot design shall comply with the standards in Section 17.98.60 to maintain safe and comfortable access for pedestrians from abutting streets, pedestrian facilities, and transit stops.

v. With the exception of pathway/driveway crossings, pathways 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 construction standards in the Utility Standard Details adopted by the City in 2004. (This provision does not require a separated pathway system to collect drivers and passengers from cars that have parked on site unless an unusual parking lot hazard exists).

vi. Pedestrian amenities such as covered pathways, awnings, visual corridors and benches are encouraged. For every two benches provided, the minimum parking requirements shall be reduced by one, up to a maximum reduction of two parking spaces per site. Benches shall have direct access to the pedestrian circulation system.

- **The proposal includes a 5'-0" wide sidewalk for pedestrian access, including a covered porch which is part of the civic space. Convenient bike parking is also located along the front of the building with a direct connection to the public right of way, therefore this criterion is met. See architectural plans for further detail of the Applicant's proposal.**

4. Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping, or other physical barrier approved as part of a discretionary review. If a raised path is used it shall be at least four inches high and the ends of the raised portions shall be equipped with curb ramps. Bollard spacing shall be no farther apart than five feet on center.

- **A sidewalk that is raised (greater than 4") above the adjacent auto travel lane currently exists, and is intended to remain, therefore this criterion is met.**

D. Pedestrian facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).

- **No new pedestrian facilities are proposed, therefore this criterion is not required.**

17.84.40. - Transit requirements:

A. Development sites located along existing or planned public transit routes, as indicated in the 2020 Sandy Transit Master Plan, shall incorporate bus pull-outs and/or shelters into the

site design, unless waived by the Transit Director because it is not needed to meet transit service standards. These improvements shall be installed in accordance with the guidelines and standards of the 2020 Sandy Transit Master Plan, pages 70-74.

- **An existing transit stop is located approximately 140' to the west of the subject property, so the need for an additional transit stop in front of the subject property is not anticipated, and this criterion is met.**

B. New developments at or near existing or planned transit stops shall design development sites to provide safe, convenient access to the transit system by meeting the following standards:

- 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 within 300 feet of a transit stop (as measured in walking distance from the nearest property line) shall provide pedestrian walkways between the buildings and the transit stop, in accordance with the provisions of Subsection 17.84.30.B.*

- **The proposed development provides a prominent entrance oriented toward the street and connects to an existing pedestrian walkway which is connected to transit stops located within 300', therefore this criterion is met. See architectural drawings for additional information on the proposed entrance.**

17.84.50. - Street requirements:

A. Transportation Impact Study (No Dwellings). For development applications that do not propose any dwelling units, the City may require a transportation impact study that evaluates the impact of the proposed development on the transportation system. Unless the City does not require a transportation impact study, the applicant shall prepare the study in accordance with the following:

- 1. A proposal establishing the scope of the study shall be submitted for review to the City Traffic Engineer. The scope shall reflect the magnitude of the project in accordance with accepted transportation planning and engineering practices. Large projects shall assess intersections and street segments where the development causes increases of more than 20 vehicles in either the AM or PM peak hours. Once the City Traffic Engineer has approved the scope of the study, the applicant shall submit the results of the study as part of its development application. Failure to submit a required study will result in an incomplete application. A traffic impact study shall bear the seal of a Professional Engineer licensed in the State of Oregon and qualified in traffic or civil engineering.*
- 2. If the study identifies vehicle operating conditions less than the minimum mobility targets established in the development code or the 2023 City of Sandy Transportation System Plan, or fails to demonstrate that average daily traffic on existing or proposed streets will meet the ADT standards established in the*

development code, the applicant shall propose improvements and funding strategies for mitigating identified problems or deficiencies that will be implemented concurrent with the proposed development.

- **The Applicant is providing a Transportation Impact Study complying with the above requirements, therefore this criterion is met.**

E. Street Requirements (Discretionary). For development applications that do not propose dwelling units, or for applications that include dwellings and that elect to use the discretionary track, the following standards shall be met.

3. Development sites shall be provided with access from a public street improved to City standards in accordance with the following:

a. 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.

b. 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.

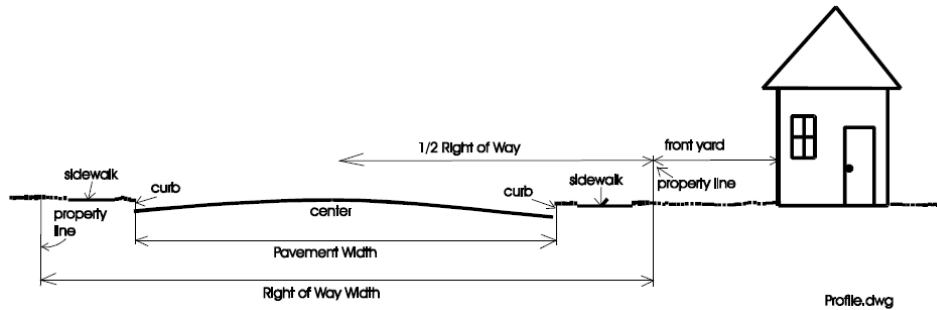
c. To ensure improved access to a development site consistent with policies on orderly urbanization and extension of public facilities the Planning Commission or Director may require off-site improvements concurrent with development. Off-site improvement requirements upon the site developer shall be reasonably related to the anticipated impacts of the development.

i. When necessary to meet transportation operations and safety standards, the City of Sandy, and ODOT where access to a state roadway is proposed, will identify conditions of approval consistent with the planned transportation system. The City may deny, approve, or approve the proposal with appropriate conditions based on the transportation standards in Section 17.100.110 and consistent with the City's adopted mobility targets, which requires a minimum level of service (LOS) D for signalized and unsignalized intersections and maximum volume to capacity ratio of 0.90 for roundabout intersections.

ii. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings supporting development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

d. Reimbursement agreements for three-quarter-street improvements (i.e., curb face to curb face) may be requested by the developer per Chapter 12 of the SMC.

e. A half-street improvement includes curb and pavement two feet beyond the center line of the right-of-way. A three-quarter-street improvement includes curbs on both sides of the side and full pavement between curb faces.



- **No public street improvements are proposed for this project, therefore this criterion is not applicable.**

17.84.60. - Public facility extensions:

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

1. The required improvements shall be installed at the expense of the developer.
2. Public water facilities shall meet the requirements of Title 13 of the Sandy Municipal Code and the 2022 City of Sandy Water System Master Plan and shall be designed in conformance with the City of Sandy Water Service Utility Standard Details.
3. Sanitary sewer facilities shall meet the requirements of Title 13 of the Sandy Municipal Code and shall be designed in conformance with the City of Sandy Sewer Service Utility Standard Details.
4. Storm drainage facilities meet the requirements of Title 13 of the Sandy Municipal Code and the City of Portland Stormwater Management Manual, as adopted by the City of Sandy, and shall be designed in conformance with the City of Sandy Stormwater Utility Standard Details.

B. Where necessary to serve property as specified in A. above, required public facility installations shall be constructed concurrent with development, and shall be completed prior to issuance of a Certificate of Occupancy.

C. Off-site public facility extensions necessary to fully serve a development site and abutting properties, as shown in the utility plan, shall be constructed concurrent with development.

1. If requested by the applicant, the City Engineer or designee may approve an alternative to the off-site public facility extensions required under Subsection C., based upon information submitted by the applicant showing that the extensions which would otherwise be required by this code would not be reasonably related or roughly proportional to the impact of the proposed development, as determined by the City.

D. Public facilities installed concurrent with development of a site shall be extended through the site and extended or stubbed out to adjacent undeveloped land or to a point in the street that allows for connection with adjacent property(ies). If abutting land has an approved tentative plat, public facilities shall align with public facilities in the approved tentative plat.

- **The sanitary sewer needs of this development do not exceed the use previously occupying this site, thus complying with the moratorium on increased sanitary sewer connections and additional flows (Resolution 2024-11). The sewer connection for the new building is proposed at the same location of the existing sanitary cleanout. No new connections are proposed.**
- **The stormwater management facilities are designed based on the Sandy Municipal Code and the City of Portland Water Management Manual (SWMM). Runoff from the post treatment and detention facilities, will be conveyed to the City's public storm system on the south parking lot.**
- **See civil drawings for further information on the connection to public facilities and disposal of stormwater.**

17.84.80. - Franchise utility installations:

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").

A. Where a land division is proposed, the developer shall provide franchise utilities to the development site. Each lot created within a subdivision shall have an individual service available or financially guaranteed prior to approval of the final plat.

B. Franchise utilities shall be extended through the site to the edge of adjacent property(ies), whether or not the development involves a land division.

C. The developer shall have the option of choosing whether or not to provide natural gas or cable television service to the development site, providing all of the following conditions exist:

- 1. Extension of franchise utilities through the site is not necessary for the future orderly development of adjacent property(ies);*
- 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); and,*
- 3. The development is non-residential.*

D. Where a land division is not proposed, the site shall have franchise utilities required by this section provided prior to occupancy of structures.

E. All franchise utility distribution facilities installed to serve new development shall be placed underground except as provided below. The following facilities may be installed above-ground:

- 1. Poles for street lights and traffic signals, pedestals for police and fire system communications and alarms, pad mounted transformers, pedestals, pedestal mounted terminal boxes and meter cabinets, concealed ducts, substations, or facilities used to carry voltage higher than 35,000 volts;*

F. The developer shall be responsible for making necessary arrangements with franchise utility providers for provision of plans, timing of installation, and payment for services installed. Plans for franchise utility installations shall be submitted concurrent with plan submittal for public improvements to facilitate review by the City Engineer.

G. The developer shall be responsible for installation of underground conduit for street lighting along all public streets improved in conjunction with the development in accordance with the following:

1. The developer shall coordinate with the City Engineer to determine the location of future street light poles. The street light plan shall be designed to provide illumination meeting standards in Chapter 15.30 of the Sandy Municipal Code.

2. The developer shall make arrangements with the serving electric utility for trenching prior to installation of underground conduit for street lighting.

- **No land division is proposed, and any extension of franchise utilities through the site, as well as additional street lighting is not anticipated for this project.**

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:

1. When located between adjacent lots, easements shall be provided on one side of a lot line.

2. The minimum easement width for a single utility is 15 feet. The minimum easement width for two adjacent utilities is 20 feet. The minimum easement width for utilities set at a depth below 12 feet is 25 feet. The easement width shall be centered on the utility.

B. Public utility easements with a minimum width of eight feet shall be provided adjacent to all street rights-of-way for franchise utility installations.

C. Where a development site is traversed by an open channel drainageway or water course, a drainage way dedication shall be provided to the City equivalent to the width of flow for a 25-year return interval rainfall event, plus ten feet on each side.

D. Where a development is traversed by, or adjacent to, a future trail linkage identified within the 2023 City of Sandy Transportation System Plan, Figure 12, dedications of land to accommodate the full width of the trail linkage right-of-way shall be provided. This width shall be determined by the City Engineer, considering the type of trail facility involved.

E. Where existing rights-of-way and/or easements within or adjacent to development sites are nonexistent or of insufficient width to meet the standards identified in this chapter, dedications shall be required. The need for and widths of those required dedications shall be communicated to the applicant by the Director or City Engineer.

F. Where easement or dedications are required in conjunction with land divisions, they shall be recorded on the plat. Where a development does not include a land division, easements and/or dedications shall be recorded by the developer on standard document forms provided by the City Engineer.

G. Prior to acceptance of lands to be dedicated to the public or City, the City shall require the applicant to submit a Phase I Environmental Site Assessment of the land completed by a qualified professional according to American Society of Testing and Materials (ASTM) standards (ASTM E 1527). The results of this study shall indicate a clean environmental record prior to dedication.

1. In the event that the Phase 1 Environmental Site Assessment detects the potential for contaminated soil, the applicant shall perform further assessment, testing and sampling as needed to determine the type and extent of contamination present, and potential remediation steps needed.

2. If contaminated conditions are present the applicant shall either remediate the condition and submit a report to the City documenting the procedures and final soil conditions or, select another area for dedication.

- **There is an existing 8' wide pedestrian easement on the east side of the property for stairs leading from the public ROW along Pioneer Blvd. to the parking area at the south side of the property. The parking area is also a part of an easement (Pioneer Parking Lot). The parking lot, stairs, and easements are proposed to remain. No new easements are proposed.**

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., F., and G. below:

F. Downtown Area Exceptions: Two areas within downtown Sandy contain several existing buildings or groupings of buildings that contribute to the unique character of Sandy's downtown (Appendix B). As such, new building construction within these areas may either comply with the Sandy Style design standards of this chapter, or with the details specified below. Examples of building elements that meet these standards are illustrated in Figures 17.90.110-A and 17.90.110-B. All other provisions of this chapter related to site design, landscaping, lighting, and external storage and screening still apply.

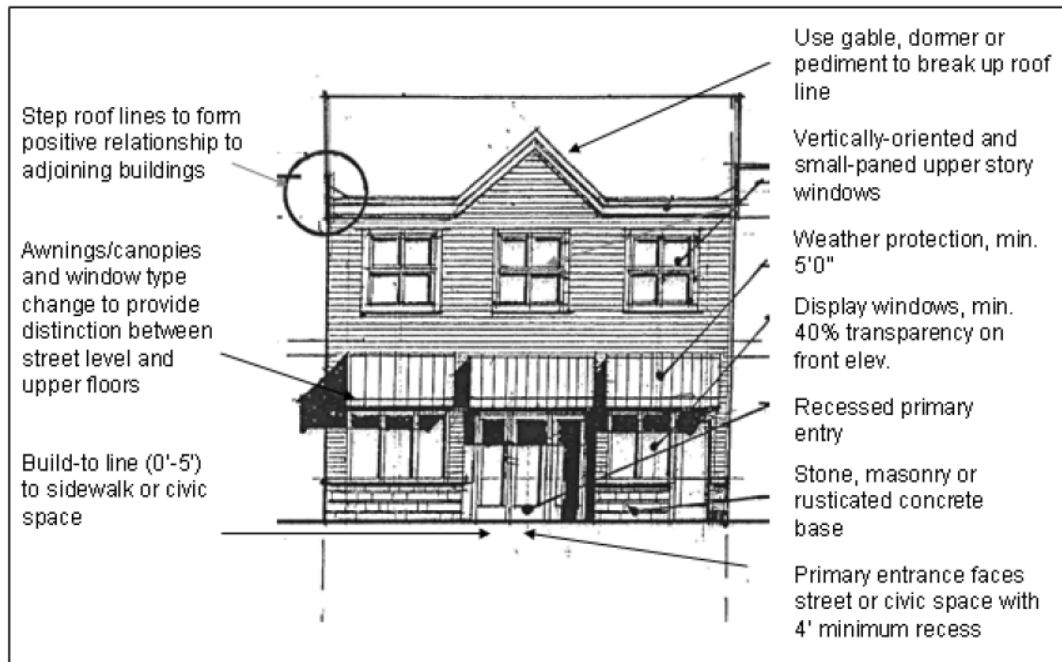
2. Area B—South side of Pioneer Boulevard between Scales Avenue and Bruns Avenue, and for the Odd Fellows Hall on the north side of Pioneer Boulevard:

a. The preferred siding material for building remodels is wood lap siding, consistent with the farm-style structures in that area.

b. Building forms and detailing should express a farmhouse vernacular; buildings should incorporate front-facing gables, covered porches, and divided or double hung sash windows.

c. Paint color should not contrast with the white-washed buildings on this block.

Figure 17.90.110-B: Typical Building Elements in Historic Roadside Commercial (Farmhouse-Style)



- The subject property is within the Downtown Area Exception – Area B, therefore this criterion is applicable to the project. The Applicant has elected to comply with the “Farmhouse Style”. See architectural drawings for demonstrated compliance with the design criteria.**

17.90.40 - Type of review.

A. Type I—Administrative. Type I review applies to single family dwellings, duplex dwellings, manufactured homes on individual lots, manufactured homes within manufactured dwelling parks, and permitted residential accessory dwellings and structures.

Type I review also applies to exterior building alterations or additions on existing commercial or industrial buildings, multi-family dwellings, and non-residential uses on residentially zoned lots where the proposed alteration or addition meets the following criteria:

- 1. Exterior alterations other than general maintenance as defined in Section 17.90.10.B.*
- 2. Modifications to the number of parking spaces by not more than ten percent.*
- 3. Modifications to the area devoted to landscaping or civic space by not more than ten percent.*
- 4. Building additions in the C-1 and C-3 zones containing less than 1,000 square feet.*
- 5. Building additions in the C-2, I-1, and I-2 zones containing less than 3,000 square feet.*

B. Type II—Director's Review. Type II review includes floor area expansions greater than the thresholds for a Type I review and all other multi-family, commercial, industrial development, and non-residential development on residentially zoned land that is in

compliance with code standards, except where a Type III procedure is requested or required.

C. *Type III—Quasi-Judicial Public Hearing.* Type III review includes development where the applicant has requested one or more Design Deviations from the standards in this chapter or otherwise has requested a Type III Design Review. Design Deviations involve discretion in applying this chapter's standards to the application. For a Design Deviation to be approved, the applicant must demonstrate that the proposal meets or exceeds the intent of the standard(s) for which a deviation is requested. The more a request seeks to deviate from a standard, the greater the burden on the applicant to demonstrate the request complies with the standard's intent.

- **This development will be a type II review based on the above criteria.**

17.90.110 - *Downtown and Village Commercial (C-1 and C-3) design standards.*

Development in the C-1 and C-3 zoning 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.

- **The proposed development is exempt from some of the design requirements of this section, as the proposed development is using the Downtown Area Exception for the “Farmhouse Style”.**

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. (Examples of site designs that meet these standards are illustrated in Figures 17.90.110-C and 17.90.110-D).

1. *All lots shall abut or have cross access to a dedicated public street.*
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 ten feet of the public right-of-way, as shown in Figure 17.90.11-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 feet. For lots with frontage of 150 feet or less, shared access shall be required if an individual access would not meet the 150-foot spacing requirement.*
4. *Adjacent parking lots shall be connected to one another unless such connections are impracticable due to physical constraints such as natural resource areas or steep topography.*
5. *Raised or painted pedestrian crossings shall be used to calm traffic and protect pedestrians in parking areas. Similar devices for pedestrian safety that incorporate changes in paving materials, textures or color may be approved through Design Deviation.*

6. Where openings occur between buildings facing Proctor Boulevard or Pioneer Boulevard, pedestrian ways shall connect the street sidewalk to any internal parking areas.
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).
9. Joint use of access points and interconnections and cross-over easements between parcels shall be required, where necessary to comply with access spacing and other applicable code requirements. 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.
10. Connection to Adjacent Properties: The location of any real improvements to the property must provide for a future street if identified in the City of Sandy 2023 Transportation System Plan and pedestrian connections to adjacent properties.
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 pedestrian network that provides access to building entrances and civic spaces.

Figure 17.90.110-C: Downtown Block Elements (Example)

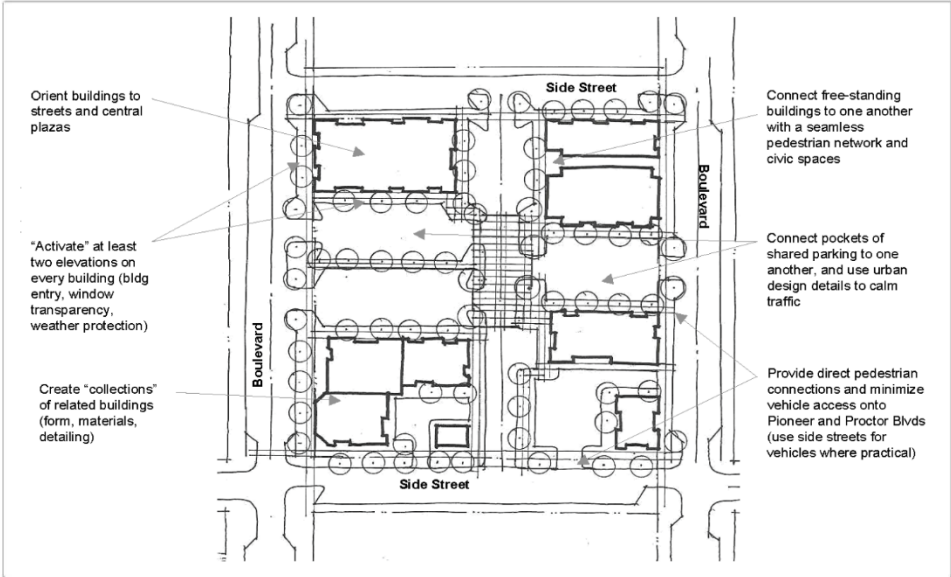
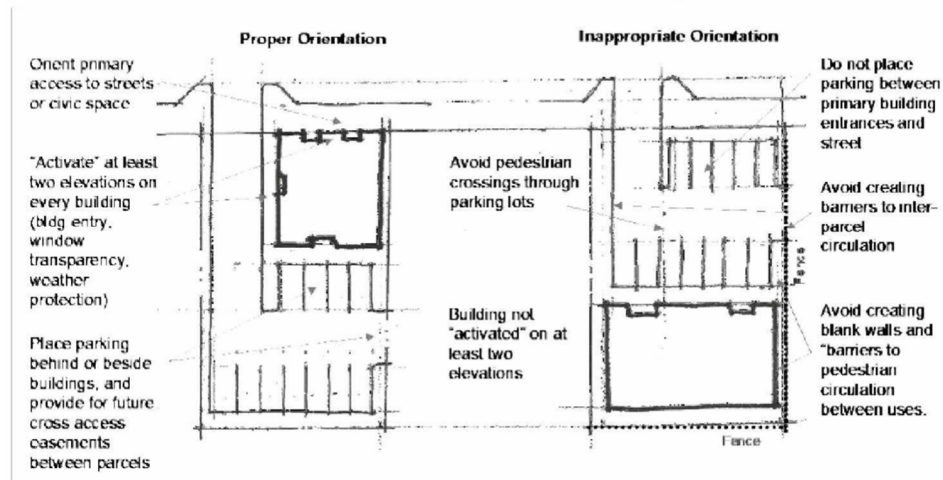


Figure 17.90.110-D: Downtown Building Orientation (Example)



- **The parking area and pedestrian pathway leading from Pioneer Blvd. to the parking lot are existing and part of an easement to remain. The main entry to the building is from the sidewalk along Pioneer Blvd., contains a civic space, and therefore meet the intent of the above criteria.**

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 ten 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 if approved through Design Deviation, 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 pedestrian route whose length is no more than 120 percent of the straight line distance (i.e., avoid out-of-direction travel). Where the reviewing authority*

determines as part of a Design Deviation that facing the building to a street is not practical, it may require the building to face a civic space.

4. The following standard applies to non-residential building entrances. 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 feet over an adjacent sidewalk, walkway or civic space. Where providing a customer entrance on two elevations is not practical, the reviewing body may allow a single entrance.

7. Primary entries entrance 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 non-residential 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 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.

- **See architectural drawings for compliance with the building orientation and entrances, including the civic space.**

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.

- **See landscape drawings for compliance with Landscape design.**

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 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 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.*

Figure 17.90.110-H: Civic Space Example 1

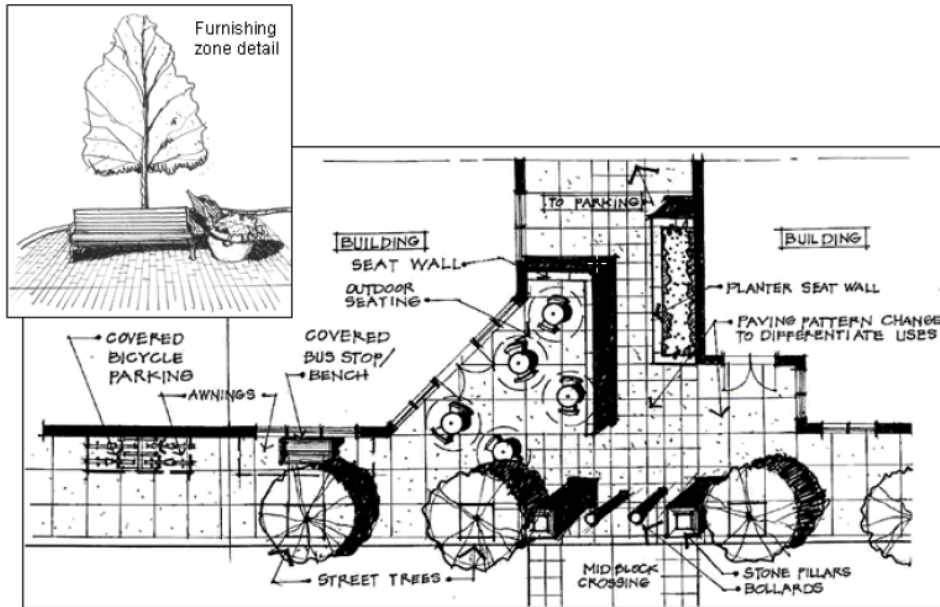
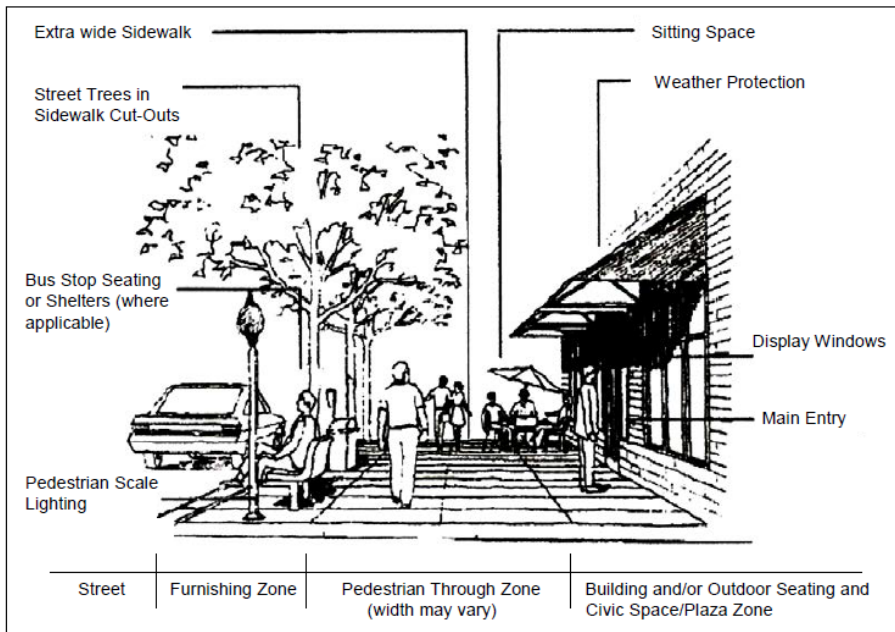


Figure 17.90.110-I: Civic Space Example 2



- **A covered civic space will be located between the public ROW and the main entry of the building. See architectural drawings for compliance with the above criterion.**

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. The following standard does not apply to residential components of development, except those requesting a Design Deviation. 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.

3. Lighting must be adequate for safety purposes. Walkways, parking lots, and building entrances shall be illuminated at a minimum of 1.5 foot candles.

- **No new streetscape lighting is proposed or anticipated for this development**

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.

- **A screen for the exterior heat pump is proposed along the west side of the building. A brick trash enclosure is proposed on the south end of the building, facing the parking lot, which is not visible from the public ROW or civic spaces. See architectural drawings for further details on the screening.**

17.92 - LANDSCAPING AND SCREENING GENERAL STANDARDS—ALL ZONES

17.92.00 - Intent.

The City of Sandy recognizes the aesthetic and economic value of landscaping and encourages its use to establish a pleasant community character, unify developments, and buffer or screen

unsightly features; to soften and buffer large scale structures and parking lots; and to aid in energy conservation by providing shade from the sun and shelter from the wind. The community desires and intends all properties to be landscaped and maintained.

This chapter prescribes standards for landscaping, buffering, and screening. While this chapter provides standards for frequently encountered development situations, detailed planting plans and irrigation system designs, when required, shall be reviewed by the City with this intent clause as the guiding principle.

17.92.10 - General provisions.

A. Where landscaping is required by this Code, detailed planting plans shall be submitted for review with development applications and shall comply with the 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.

B. 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 six months.

C. Significant trees shall be preserved and integrated into the design of a development. Trees of 11 inches DBH or greater (6 inches or greater in the FSH Overlay District) are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees shall be considered preserved if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area five feet outside the tree's drip line. Trees to be retained shall be protected from damage during construction by a construction fence located five feet outside the dripline.

D. Planter and boundary areas used for required plantings shall have a minimum diameter of five feet (two and one-half foot 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 seven and one-half feet.

E. In no case shall shrubs, conifer trees, or other screening be permitted within vision clearance areas of street, alley, or driveway intersections.

F. Up to 35 percent of a site's total required landscaped area may be developed into pedestrian amenities, including sidewalk cafes, seating, water features, and plazas. Other pedestrian amenities may be approved as part of a discretionary review.

G. An applicant may choose to count one or more pre-existing vegetated areas toward a site's total required landscaped area, provided that the pre-existing vegetated area is located within the dripline of an existing tree and does not include any nuisance plants.

H. For nonresidential development, or for residential development processed through discretionary review, required landscaping 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.

I. All areas not occupied by paved roadways, walkways, patios, or buildings shall be landscaped.

J. All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing.

- **See landscape drawings for compliance with the above criteria.**

17.92.20 - Minimum improvements—Landscaping and screening.

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

<i>Zoning District or Use</i>	<i>Percentage</i>
<i>C-1 Central Business District</i>	<i>10%</i>

- **The proposed development has a minimum of 10% landscape area, therefore this criterion is met. See landscape drawings.**

17.92.30 - Required tree plantings.

Planting of trees is required for all parking lots with four or more parking spaces, public street frontages, and along private drives more than 150 feet long.

The City maintains a list of appropriate trees for street tree planting. Selection of species for street trees and trees within parking areas shall be made from the City-approved list. Alternate selections may be approved by the Director following written request as part of a discretionary review. The type of tree used shall determine frequency of trees in planting areas; tree spacing along streets and within parking areas shall meet the spacing standards in the table below. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief. "Medium" canopy trees are those whose canopy reaches 30 to 50 feet in width at maturity. "Large" canopy trees are those whose canopy reaches over 50 feet in width at maturity.

<i>Area/Type of Planting</i>	<i>Canopy</i>	<i>Spacing</i>
<i>Street Tree</i>	<i>Medium</i>	<i>Maximum 30 ft. on center</i>
<i>Street Tree</i>	<i>Large</i>	<i>Maximum 50 ft. on center</i>
<i>Parking Lot Tree</i>	<i>Medium</i>	<i>Minimum 1 per 8 cars</i>
<i>Parking Lot Tree</i>	<i>Large</i>	<i>Minimum 1 per 12 cars</i>

Trees may not be planted:

- *Within five feet of permanent hard surface paving or walkways, unless specific species, special planting techniques and specifications approved by the Director as part of a discretionary review are used.*
- *Unless approved otherwise by the City Engineer as part of a discretionary review:*
 - *Within ten feet of fire hydrants and utility poles*
 - *Within 20 feet of street light standards*
 - *Within five feet from an existing curb face*
 - *Within ten feet of a public sanitary sewer, storm drainage or water line*
- *Where the Director determines as part of a discretionary review that the trees may be a hazard to the public interest or general welfare.*
- *Trees shall be pruned to provide a minimum clearance of eight feet above sidewalks and 12 feet above street and roadway surfaces.*

- **See landscape drawings for demonstrated compliance with the above criteria.**

17.92.40 - Irrigation.

Landscaping shall be irrigated, either with a manual or automatic system, to ensure long-term maintenance of the plantings.

- **An irrigation system is proposed, therefore this criterion is met. See landscape drawings.**

17.92.50 - Types and sizes of plant materials.

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

B. Plant Materials. Use of native plant materials or water-efficient plants for the Willamette Valley is required in compliance with the 2016 Water Management and Conservation Plan. Use of nuisance species listed in the City of Portland Plant List is not permitted.

C. 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 five 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.

D. Deciduous trees shall be balled and burlapped, be a minimum of seven feet in overall height or one and one-half inches in caliper measured six inches above the ground at the time of planting. Bare root trees will be acceptable to plant during their dormant season.

E. Coniferous trees shall be a minimum five feet in height above ground at time of planting.

F. Shrubs shall be a minimum of one gallon in size or two feet in height when measured at the time of 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 two years after planting.

H. Vines for screening purposes shall be a minimum of one gallon in size or 30 inches in height at the time of 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. 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 after planting.

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.

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

- **See landscape drawings demonstrated compliance with the above criteria.**

17.92.60 - Revegetation in non-landscaped or natural landscaped areas.

A. Areas where pre-existing vegetation has been removed or damaged through grading or construction activity in areas not affected by the landscaping requirements and that are not to be occupied by structures or other improvements shall be replanted.

B. Plant material shall be watered at intervals sufficient to assure survival and growth.

C. The use of native plant materials or water-efficient plants for the Willamette Valley is required to reduce water use in compliance with the 2016 Water Management and Conservation Plan.

- **See landscape drawings demonstrated compliance with the above criteria.**

17.92.70 - Landscaping in the public right-of-way.

The planter strip in the public right-of-way shall include street trees spaced in accordance with Section 17.92.30, in accordance with the adopted street tree list, and at sizes in accordance with Section 17.92.50. In addition to street trees, the planter strip shall also include other landscaping, such as groundcover, turf, or wood chips to fully cover all exposed soils. Landscaping within the street right-of-way shall not count as part of the site area percentage to be landscaped in accordance with Section 17.92.20.

- **No landscaping is proposed within the public ROW, therefore this criterion is not applicable.**

17.92.80 - Buffer planting—Parking, loading and maneuvering areas.

Intent: 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.

A. Where required, a mix of plant materials shall be used to achieve the desired buffering effect.

B. Buffering is required in conjunction with issuance of construction permits for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas serving parking areas with four or more spaces. 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.

Buffers shall have a minimum width of five feet, in accordance with Subsection 17.82.10.D. A balance of low-lying ground cover and shrubs, and vertical shrubs and trees shall be used to buffer the view of these facilities. At a minimum, one tree shall be planted for every 30 linear feet of buffer area. Masonry walls (except plain concrete block) and fences may be used in conjunction with plantings but may not be used by themselves to comply with buffering requirements. Exception: parking lots reserved for large trucks in industrial and commercial zones are exempt from parking bay buffer planting requirements.

- **See landscape drawings demonstrated compliance with the above criteria.**

17.92.90 - Screening (hedges, fences, walls, berms).

Intent: Screening is used where unsightly views or visual conflicts must be obscured or blocked and where privacy and security are desired.

A. Materials. Fences and walls used for screening may be constructed of wood, concrete, stone, brick, and wrought iron. Other commonly used fencing/wall materials may be used if approved as part of a discretionary review.

B. Height and Opacity. Where landscaping is used for required screening, it shall be at least six feet in height and at least 80 percent opaque, as seen from a perpendicular line of sight, within two years after planting.

C. Chain Link Fencing. A painted chain link fence (not galvanized finish) with slats shall qualify for screening only if a landscape buffer is also provided in compliance with Section 17.92.80 above.

D. 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.

E. Berms. Earthen berms up to six feet 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.

Expanses of fences and walls that are longer than 50 feet shall include offsets, changes of materials and textures, or landscaping in order to prevent visual monotony.

- **See architectural drawings for wall screening of mechanical equipment and trash demonstrating compliance with the above criteria. No landscape screening is proposed.**

Appendix C Building Color Palette

Per Chapter 17.90, the City of Sandy requires the exterior of commercial and industrial buildings to be painted warm earth tone colors (tans, browns, reds, grays, and greens) conforming to the approved color palette. The City has adopted Miller Paint Company's Historic Colour Collection as the approved Building Color Palette, except for those colors listed below. The palette can be viewed at <https://www.millerpaint.com/color-palettes>.

The following colors listed on the Miller Historic Colour Collection are not permitted:

*Clementine
Lady Banksia
Goldenrod
York Bisque
Lyman Camellia
Emily
Robin's Egg
Glacier Bay
Biloxi Blue
Bowen Blue
Coral Springs
Veranda Blue
Blue Winged Teal
Phillips Green
Brattle Spruce
Winter Balsam
Sayward Pine*

Proposed paint colors are required to match colors on the approved palette but do not need to be Miller brand. The Director will review all proposed exterior paint colors to ensure compliance with the approved palette.

Appendix D Metal Roof Color Palette

Per Chapter 17.90, the City of Sandy requires only specific colors of metal roofing to be used on commercial and industrial buildings. The City has adopted Metallion Industries metal roof colors as the approved Metal Roof Color Palette, except for those colors listed below. The palette can be viewed at <http://metallionroofingandsiding.com>.

The following colors listed on the Metallion Industries palette are not permitted for 29 and 26 gauge:

*White
Ivory
Black
Copper Penny
Galvalume*

The following colors listed on the Metallion Industries palette are not permitted for 24 gauge:

*Regal White
Matte Black*

Proposed metal roof colors are required to match colors on the palette but do not need to be Metallion Industries brand. The Director will review all proposed roof colors to ensure compliance with the approved palette.

- **See architectural drawings for color palette demonstrating compliance with the above criteria. No prohibited colors are being proposed.**

Conclusion

Having demonstrated compliance with the applicable development code criteria, the applicant requests approval of the Type II application for the subject project.