

The Sherwood Planning Commission held a public hearing on January 13, 2015 for the Lam Research Site Plan Major Modification. The Commission opened the public record and took public testimony on the subject application. At the hearing, staff presented comments received from Washington County Land Use and Transportation Department marked as Exhibit G. Washington County recommended the Commission adopt mitigation measures to address the PM peak hour delays on SW Wildrose Place by restriping to add a left turn lane on SW Wildrose. The City Engineer did not recommend this mitigation measure on SW Wildrose because restriping would not leave enough room for trucks turning from the east. Additionally, it would not reduce the wait time for vehicles turning onto SW Tualatin Sherwood Rd. by a large enough proportion to alleviate the delay and meet the mobility target at the intersection. The Commission noted the ongoing traffic congestion especially the stacking on the turn lane onto SW Oregon Street and on SW Tualatin Sherwood Road, but concurred with the City Engineer's analysis and did not require adding a condition to restripe SW Wildrose Place.

After consideration of the application, testimony and the agency comments, the Planning Commission voted unanimously to approve the application. The Planning Commission decision is based on the findings of fact and conditions contained in this notice, the applicant's materials and testimony, and the staff report including exhibits.



Jean Simson, Chair, Sherwood Planning Commission

Proposal: The applicant proposes adding 54 parking spaces and parking area landscaping to an industrial site that contains a 100,400 square foot building to accommodate the new tenant, Lam Research. The applicant proposes to add striping to the paved area around the building to gain the needed parking.

Lam Research plans on three shifts of 25 employees each, associated deliveries and shipments that will add 377 average daily trips to the site. The increase of over 100 Average Daily Trips (ADT)s requires a major modification of an existing site plan.

I. BACKGROUND

A. Applicant/Owner: Brad Picking
P.O Box 632
Sandy, OR 97055

Applicant's
Representative

Ray Moore/Lance Forney
All-County Surveyors and Planners, Inc.
P.O. Box 955
Sandy, OR 97055

- B. **Location:** 2S128A001400
- C. **Address:** 20551 SW Wildrose Place
- D. **Parcel Size:** The site is approximately 4.98 acres in size.
- E. **Existing Development and Site Characteristics:** The site is flat with perimeter landscaping to the west and east. The exterior of the site is developed with twenty-one existing paved parking spaces, three loading bays driveways, landscaping, and a storm water quality treatment facility.
- F. **Site History:** This parcel is located within a three-lot partition developed in 1998, known as the Edy Road Industrial Park. Construction on the other parcels in the industrial park began in 1998 and continued with the development of Wildrose Storage (SP 08-01) on the corner of SW Tualatin Sherwood Road and SW Wildrose Place. The subject property and the property to the south were used for Pacific Foods distribution facilities from 2008 until recently when it relocated. Lam Research signed a lease on the building and began interior tenant improvements last fall.

SW Tualatin-Sherwood Road is a heavily traveled three-lane road in front of the site, with sections of five lanes at a variety of locations from Sherwood to Tualatin. A left-turn lane on SW Tualatin-Sherwood Road provides access to SW Wildrose Place for vehicles driving from the west and turning into the development. The existing right of way is 49-foot standard distance from centerline as dedicated by the industrial subdivision. There is a lighted intersection to the west on the southwestern corner of SW Oregon Street and SW Tualatin Sherwood Road. Further east on SW Tualatin-Sherwood Road, the street intersects with SW Cipole and another traffic light. The existing right of way is 25 feet from centerline on SW Wildrose Place.

- G. **Zoning Classification and Comprehensive Plan Designation:** The zone is General Industrial. (GI) Per § 16.31, the GI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products from previously prepared or raw materials, providing such activities can meet and maintain minimum environmental quality standards and are situated so as not to create significant adverse effects to residential and commercial areas of the City. The minimum contiguous area of any GI zoning district shall be fifty (50) acres.
- H. **Adjacent Zoning and Land Use:** Surrounding uses include other industrial developments zoned GI.
- I. **Review Type:** Site Plan Modifications and Revocation requires the modification application be subject to the same review procedure as the original land use decision. In this case, the Planning Commission made the original decision after consideration of public comment and will make the decision in this modification. An appeal would be heard by the City Council. The scope of review is limited to the modification request and does not open the entire site up for additional review unless impacted by the proposed modification. For example, a request to modify a parking lot shall require site design review only for the proposed parking lot and any changes to associated access, circulation, pathways, lighting, trees, and landscaping.

- J. **Public Notice and Hearing:** Notice of the application was mailed to property owners within 1,000 feet, posted on the property and distributed in five locations throughout the City on December 23, 2014 in accordance with § 16.72.020 of the Sherwood Zoning and Development Code (SZDC). The notice was published in the Times on January 1 and 8, 2015 (a newspaper of general circulation) in accordance with § 16.72.020 of the SZCDC.
- K. **Review Criteria:** SZDC §16.31 (Industrial Use District); § 16.90 Site Planning, § 16.92 Landscaping, § 16.94 Off-Street Parking and Loading, § 16.96 On-Site Circulation, Division VI. Public Infrastructure, § 16.110 Sanitary Sewer, § 16.112 (Water), § 16.114 (Storm Water) § 16.116 (Fire Protection), § 16.118 (Public and Private Utilities), § 16.142 Parks, Trees, and Open Space, § 16.154 Heat and Glare,

II. PUBLIC COMMENTS

Public notice was mailed, posted on the property, and posted in five locations throughout the City on December 23, 2014. Staff has received no comments as of the date of this report; however, comments are welcome up to the close of the public hearing.

III. AGENCY COMMENTS

Staff sent e-notice to affected agencies on December 23, 2014. The following is a summary of the comments received. Copies of full comments are included in the record unless otherwise noted.

Sherwood Engineering Department: Craig Christensen, P.E. Engineering Department, submitted comments that will be discussed further within this report. His comments are attached as **Exhibit C**.

Tualatin Valley Fire and Rescue: John Wolff, Deputy Fire Marshall submitted comments on December 23, 2014 and indicated a preliminary endorsement of the proposal. He was concerned about the clearance of the trees at the entrance of the development. His comments are attached as **Exhibit D**.

Clean Water Services provided confirmation that no other review will be necessary for this project.

Washington County, Kinder Morgan Energy, ODOT, METRO, NW Natural Gas and Portland General Electric did not respond or provided no comments to the request for agency comments by the date of this report.

IV. SITE PLAN REVIEW REQUIRED FINDINGS

16.90.030 - Site Plan Modifications and Revocation

A. Modifications to Approved Site Plans

1. Major Modifications to Approved Site Plans

a. **Defined.** The review authority shall determine that a major modification(s) review is required if one or more of the changes listed below are proposed:

(1) A change in land use (i.e. residential to commercial, commercial to industrial, etc.);

- (2) An increase in density by more than ten (10) percent, provided the resulting density does not exceed that allowed by the land use district;**
- (3) A change in setbacks or lot coverage by more than 10 percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district;**
- (4) A change in the type and/or location of access-ways, drives or parking areas negatively affecting off-site traffic or increasing Average Daily Trips (ADT) by more than 100;**
- (5) An increase in the floor area or height proposed for non-residential use by more than 10 percent;**
- (6) A reduction of more than 10 percent of the area reserved for common open space; or**
- (7) Change to a condition of approval that was specifically applied to this approval (i.e. not a "standard condition"), or a change similar to items (1)-(2) as determined by the Review Authority.**

STAFF ANALYSIS: The traffic impact analysis (TIA) prepared by Mackenzie (Applicant's materials Exhibit A, Item J), indicate that the new tenant, Lam Research will increase the ADT by more than 100. The information shows that the change to the site falls under category (4), "a change in the type and/or location of access-ways, drives or parking areas negatively affecting off-site traffic or increasing Average Daily Trips (ADT) by more than 100." The results of the TIA show that there will be 377 ADTs to the site.

FINDING: Based on the above discussion and the information provided by the applicant, the proposal is considered a major modification to a site plan.

D. Required Findings

No site plan approval shall be granted unless each of the following is found:

- 1. The proposed development meets applicable zoning district standards and design standards in Division II, and all provisions of Divisions V, VI, VIII and IX.**

FINDING: As discussed earlier in this report, the scope of this review is limited to the changes to the site that are being proposed. In this case, the changes are to the parking lot area and not the building. Only the applicable standards that would apply to the proposed changes are addressed in detail throughout this report. The provisions of 16.31 Industrial Land Uses Districts, 16.58 Clear Vision, 16.90 Site Planning, 16.92 Landscaping, 16.94 Parking, 16.96 Onsite Circulation, Division VI. Public Infrastructure, 16.142 Parks, Trees and Open Space, and 16.154 Heat and Glare.

- 2. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications.**

FINDING: Water, sanitary and streets are all available. These services were provided with the initial development in 2000. The nearest park is Murdock Park, off of SW Murdock Road in a residential neighborhood. Solid waste services, communication and public safety are all available to this development as it is located in Sherwood, with easy access to SW Tualatin Sherwood Road.

3. Covenants, agreements, and other specific documents are adequate, in the City's determination, to assure an acceptable method of ownership, management, and maintenance of structures, landscaping, and other on-site features.

STAFF ANALYSIS: This site plan is subject to the conditions of the approved Wildrose Industrial Park Site Plan (00-04). Any required covenants or restrictions imposed by the City will be required to be satisfied as an ongoing condition of the original land use decision. The City does not monitor or enforce private covenants and restrictions. The Engineering Department reviewed the plans and indicated that a Private Storm Water Facility Access and maintenance Covenant for each facility would be needed.

FINDING: Based on the above discussion, the applicant does not meet this criterion. A recommended condition of approval is discussed further within this report under the applicable Storm Water Chapter 16.110.

4. The proposed development preserves significant natural features to the maximum extent feasible, including but not limited to natural drainage ways, wetlands, trees, vegetation (including but not limited to environmentally sensitive lands), scenic views, and topographical features, and conforms to the applicable provisions of Division VIII of this Code and Chapter 5 of the Community Development Code.

FINDING: With this modification, the applicant proposes not to remove of any vegetation, but is required to maintain the existing landscaped site areas. The applicant meets this criterion.

5. For a proposed site plan in the Neighborhood Commercial (NC), Office Commercial (OC), Office Retail (OR), Retail Commercial (RC), General Commercial (GC), Light Industrial (LI), and General Industrial (GI) zones, except in the Old Town Overlay Zone, the proposed use shall satisfy the requirements of Section 16.108.070 Highway 99W Capacity Allocation Program, unless excluded herein.

FINDING: The Highway 99W Capacity Allocation Program has been removed from the SZDC during the Code changes implemented with Transportation System Plan Update of 2014. This criterion is no longer applicable.

6. Pursuant to § 16.106.080, or at the discretion of the City Engineer, the applicant shall provide adequate information, such as a traffic impact analysis (TIA) or traffic counts, to demonstrate the level of impact to the surrounding transportation system. The developer shall be required to mitigate for impacts attributable to the project, pursuant to TIA requirements in § 16.106.080 and rough proportionality requirements in § 16.106.090. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

STAFF ANALYSIS: The applicant provided a TIA with this modification application. DKS Engineering, the City's transportation consultant reviewed the information and provided comments that are attached as Exhibit E. DKS commented that most study intersections would have a minimal impacts with the addition of the Lam Research traffic and would continue to meet intersection mobility targets in 2015 with the added traffic.

The one exception would be the intersection of Tualatin-Sherwood Road / Wildrose Place, which would have higher delay for southbound traffic on Wildrose Place waiting for gaps to enter traffic on Tualatin-Sherwood

Road. The intersection would have a volume/capacity ratio of 1.01 during the p.m. peak hour, which would exceed Washington County's mobility target of 0.99. The analysis indicates that the approach would operate at level of service (LOS) F and average delay for this movement would be approximately 165 seconds. The intersection operations would also exceed the City of Sherwood mobility targets that were revised in the recent TSP update.

The applicant proposed restriping the southbound Wildrose Place approach to include a separate right turn and left turn lane within the existing curb width, stated as 75 feet long and approximately 12 feet wide for each lane. This change would reduce vehicle delay for southbound vehicles on Wildrose Place (to approximately 70 seconds per vehicle), but would result in narrow lanes that would affect truck use and inhibit turning movements. This change would allow the intersection to meet Washington County mobility targets but the delay (70 seconds, LOS F) would still exceed City of Sherwood mobility targets of a two-way-stop-controlled (TWSC) intersection of LOS E. The intersection does not have sufficient volume to trigger a traffic signal warrant.

The delay for southbound vehicles on Wildrose Place would increase to approximately 165 seconds and the approach would exceed Washington County and City mobility targets during the p.m. peak hour without additional improvements. Restriping the current lane configuration to include a separate left turn and right turn lane would impact trucks coming to and from the industrial area. The City may consider conditioning that the applicant widen the approach to include a second southbound lane to reduce delay since striping for a second lane does not fit in the existing curb width. However, while this improvement would reduce the delay for the approach, it would still not meet City mobility target of LOS E. Other movements and intersections would not be significantly impacted by the proposed use.

The City Engineer weighed these options and determined creation of a southbound lane would minimally improve the situation and have a negative impact on the turning movements of the trucks. This would not be proportional to the impact the Lam Research has on the transportation network. The City Engineer therefore would not recommend requiring the applicant to make this improvement.

FINDING: Based on the above discussion, the applicant meets this criterion.

7. The proposed commercial, multi-family, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards shall include the following:

a. Primary, front entrances shall be located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.

b. Buildings shall be located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.

c. The architecture of buildings shall be oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding shall be prohibited. Street facing elevations shall have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain shall be installed unless other architectural elements are provided for similar protection, such as an arcade.

d. As an alternative to the above standards 7a—7c, the following Commercial Design Review Matrix may be applied to any commercial, multi-family, institutional or mixed use development (this matrix may not be utilized for developments within the Old Town Overlay). A development must propose a minimum of 60 percent of the total possible points to be eligible for exemption from standards 7a—7c above. In addition, a development proposing between 15,001 and 40,000 square feet of floor area, parking or seating capacity and proposing a minimum of 80 percent of the total possible points from the matrix below may be reviewed as a Type II administrative review, per the standards of Section 16.72.010.A.2.

FINDING: The applicant is not proposing changes to the existing building and therefore this criterion is not applicable.

V. APPLICABLE CODE PROVISIONS

A. Division II– Land Use and Development

Chapter 16.31 INDUSTRIAL LAND USE DISTRICTS

16.31.020 Uses

A. The table below identifies the land uses that are permitted outright (P), permitted conditionally (C) and not permitted (N) in the industrial zoning districts. The specific land use categories are described and defined in Chapter 16.88

B. Uses listed in other sections of this code, but not within this specific table are prohibited.

C. Any use not otherwise listed that can be shown to be consistent or associated with the uses permitted outright or conditionally in the commercial zones or contribute to the achievement of the objectives of the commercial zones may be permitted outright or conditionally, utilizing the provisions of Chapter 16.88.

INDUSTRIAL	LI	GI	EI
• Limited manufacturing entirely within an enclosed building that is generally secondary to a permitted or conditional commercial use	P	P	P
• Medical or dental laboratories	P	P	P
• Laboratories (not medical or dental).	P	P	P
• mini-warehousing or self-storage	N	P	N
• Distribution, warehousing and storage associated with a permitted use	P	P	P
• Research and development and associated manufacturing	P	P	P

FINDING: The applicant indicates that the uses will be for general industrial-type operations for their computer wafer manufacturing business operations, storage of materials and warehousing. The applicant meets this criterion.

16.31.030 Dimensional Standards

No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, or other site dimension or requirement, existing on, or after, the effective date of this Code shall be reduced below the minimum required by this Code. Nor shall the conveyance of any portion of a lot, for other than a public use or right-of-way, leave a lot or structure on the remainder of said lot with less than minimum Code dimensions, area, setbacks or other requirements, except as permitted by Chapter 16.84.

Development Standards by Zone	GI
Lot area- Industrial Uses:	20,000 SF
Lot width at front property line:	100 feet
Lot width at building line:	100 feet
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Corner lot street side	None
Height	50 feet

STAFF ANALYSIS: The building has already been constructed, and the applicant does not plan to change the dimensions or height of the building.

FINDING: Based on the above discussion, this criterion is not applicable.

16.58.010 Clear Vision Areas

A. A clear vision area shall be maintained on the corners of all property at the intersection of two (2) streets, intersection of a street with a railroad, or intersection of a street with an alley or private driveway.

B. A clear vision area shall consist of a triangular area, two (2) sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation; or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection, and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two (2) sides.

C. A clear vision area shall contain no planting, sight obscuring fence, wall, structure, or temporary or permanent obstruction exceeding two and one-half (2½) feet in height, measured from the top of the curb, or where no curb exists, from the established street center line grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to the height of seven (7) feet above the ground on the sidewalk side and ten (10) feet on the street side.

The following requirements shall govern clear vision areas:

- 1. In all zones, the minimum distance shall be twenty (20) feet.**
- 2. In all zones, the minimum distance from corner curb to any driveway shall be twenty-five (25) feet.**
- 3. Where no setbacks are required, buildings may be constructed within the clear vision area.**

STAFF ANALYSIS: The site is located in the general industrial zone that requires a minimum clear vision distance of 20 feet. The site has access onto SW Wildrose Place with two driveway aprons. There are existing street trees that are an appropriate distance away to not impede the clear vision area. John Wolff, TVF&R reviewed the preliminary plans and noted that the proposed Cedar tree may impede clear vision area because the limbs may fall lower than 13' 6".

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, show that there are not any site obstructing objects within the clear vision area.

B. Division V. Community Design

16.92-LANDSCAPING

16.92.010-Landscaping Plan Required

All proposed developments for which a site plan is required pursuant to Section 16.90.020 shall submit a landscaping plan that meets the standards of this Chapter. All areas not occupied by structures, paved roadways, walkways, or patios shall be landscaped or maintained according to an approved site plan.

The applicant submitted a landscape plan that shows landscaping surrounding the site as well as adjacent to the buildings and parking areas. Compliance with the landscaping standards will be discussed below.

16.92.020 Landscaping Materials

A. Type of Landscaping

Required landscaped areas shall include an appropriate combination of native evergreen or deciduous trees and shrubs, evergreen ground cover, and perennial plantings. Trees to be planted in or adjacent to public rights-of-way shall meet the requirements of this Chapter. Plants may be selected from the City's "Suggested Plant Lists for Required Landscaping Manual" or suitable for the Pacific Northwest climate and verified by a landscape architect or certified landscape professional.

FINDING: The applicant provided a landscape plan that shows a combination of evergreen or deciduous trees and shrubs, evergreen ground cover, and perennial plants. The applicant did not identify the groundcover or the exact number of trees to be planted. The applicant has not met this criterion, but conditions to meet this standard have been identified later within this report.

16.92.030 Site Area Landscaping and Perimeter Screening Standards

A. Perimeter Screening and Buffering

1. Perimeter Screening Separating Residential Zones:

A minimum six-foot high sight-obscuring wooden fence, decorative masonry wall, or evergreen screen, shall be required along property lines separating single and two-family uses from multi-family uses, and along property lines separating residential zones from commercial, institutional/public or industrial zones subject to the provisions of Chapter 16.48.020 (Fences, Walls and Hedges).

FINDING: The site is not located adjacent to residential property and thus this criterion is not applicable.

2. Perimeter Landscaping Buffer

a. A minimum ten (10) foot wide landscaped strip comprised of trees, shrubs and ground cover shall be provided between off-street parking, loading, or vehicular use areas on separate, abutting, or adjacent properties.

STAFF ANALYSIS: The site plan shows a landscape strip around the perimeter of the site that is over ten feet wide on the west and northern boundary. There is no perimeter landscaping around the eastern or southern boundary. At the southern property line, there is a shared 60' access easement providing access to the building to the south as well as the subject property. This would make adding perimeter landscaping impractical, as it serves both properties and is necessary for the operations of both of the facilities. There is an existing driveway along the eastern boundary of the site as well. A storm water quality facility approximately 44,613 square feet is on the other side of this driveway, between the building and the eastern boundary. It is not practical to require perimeter landscaping along this boundary as there is sufficient mature landscaping screening the building. Additionally, the property to the east has perimeter landscaping along that property line. Since the applicant is developing an existing site, this situation would be considered a pre-existing nonconformity. The applicant is not making the site more non-conforming by adding parking, but using existing site constraints to make the adjustment in the parking area to serve the new tenant's needs.

FINDING: Based on the above discussion, the applicant meets this criterion with respect to the landscaping along the perimeter of the western and northern boundary. With respect to the eastern and southern boundary, the applicant does not meet this criterion, but it is considered a pre-existing nonconformity that is not exacerbated by this proposal.

B. Parking Area Landscaping

1. Purpose

The standard is a landscape treatment that uses a combination of trees, shrubs, and ground cover to provide shade, storm water management, aesthetic benefits, and screening to soften the impacts of large expanses of pavement and vehicle movement. It is applied to landscaped areas within and around the parking lot and loading areas.

2. Definitions

a. Parking Area Landscaping: Any landscaped area on the site that is not required as perimeter landscaping § 16.92.030 (Site Landscaping and Screening).

b. Canopy Factor

(1) Landscape trees are assigned a canopy factor to determine the specific number of required trees to be planted. The canopy factor is calculated based on the following formula:

Canopy Factor = Mature Height (in feet) × Canopy Spread (in feet) × Growth Rate Factor × .01

(2) **Growth Rate Factor:** The growth rate factor is three (3) for fast-growing trees, two (2) for medium growing trees, and one (1) for slow growing trees. The growth rate of a tree is identified in the "Suggested Plant Lists for Required Landscaping Manual."

3. Required Landscaping

There shall be at least forty-five (45) square feet parking area landscaping for each parking space located on the site. The amount of required plant materials are based on the number of spaces as identified below.

4. Amount and Type of Required Parking Area Landscaping

a. Number of Trees required based on Canopy Factor

Small trees have a canopy factor of less than forty (40), medium trees have a canopy factor from forty (40) to ninety (90), and large trees have a canopy factor greater than ninety (90);

(1) Any combination of the following is required:

(i) One (1) large tree is required per four (4) parking spaces;

(ii) One (1) medium tree is required per three (3) parking spaces; or

(iii) One (1) small tree is required per two (2) parking spaces.

(iv) At least five (5) percent of the required trees must be evergreen.

(2) Street trees may be included in the calculation for the number of required trees in the parking area.

b. Shrubs:

(1) Two (2) shrubs are required per each space.

(2) For spaces where the front two (2) feet of parking spaces have been landscaped instead of paved, the standard requires one (1) shrub per space. Shrubs may be evergreen or deciduous.

c. Ground cover plants:

(1) Any remainder in the parking area must be planted with ground cover plants.

(2) The plants selected must be spaced to cover the area within three (3) years. Mulch does not count as ground cover.

STAFF ANALYSIS: The applicant provided a list of the plants, location of the plants and size of the containers of the plants to be planted. The applicant did not identify the specific number of each species of tree that will be planted but identified that they are all "large trees." One of the trees is a Blaze Maple, which may be considered a medium tree. The applicant proposes adding 14 trees using the formula of one large tree per four parking spaces to account for the 55 additional parking spaces proposed. The applicant proposes to add 117 shrubs, which is over the required 110 shrubs, two shrubs per space. The applicant did not identify any type of ground cover. Since the specific number of trees is not listed, staff cannot ascertain whether this condition is met or more trees would need to be placed on site.

The applicant indicates that there is 44,613 square feet of existing landscaping in the parking area. The applicant proposes to add 886 square feet of landscaping. The required amount of landscaping is 3,375 sq. ft. (45 sq. ft. x 75). The applicant clearly exceeds this standard. The applicant has not provided ground cover plants to cover the entire area within three years.

FINDING: The applicant has not provided enough detail about the quantity of specific trees in order to be compliant with this criterion, and thus this criterion is not met. It is possible to meet this criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, submit a revised landscape plan that shows the total square footage of the amount of landscaping per each parking space, the quantity of trees based on canopy factor and the amount of shrubs and grass to be placed on the site.

5. Individual Landscape Islands Requirements

a. Individual landscaped areas (islands) shall be at least ninety (90) square feet in area and a minimum width of five (5) feet and shall be curbed to protect the landscaping.

b. Each landscape island shall be planted with at least one (1) tree.

c. Landscape islands shall be evenly spaced throughout the parking area.

d. Landscape islands shall be distributed according to the following:

(1) Residential uses in a residential zone: one (1) island for every eight (8) contiguous parking spaces.

(2) Multi or mixed-uses, institutional and commercial uses: one (1) island for every ten (10) contiguous parking spaces.

(3) Industrial uses: one (1) island for every twelve (12) contiguous parking spaces.

e. Storm water bio-swales may be used in lieu of the parking landscape areas and may be included in the calculation of the required landscaping amount.

STAFF ANALYSIS: The applicant has provided landscape islands that are spaced to provide at least one island for every twelve contiguous parking spaces. Each landscape island contains one tree. The landscape islands are distributed evenly throughout the development. Some of the islands are irregularly shaped and staff is unable to determine the exact size. The applicant has not provided the dimensions for each landscape island to ensure that it is at least 90 square feet and 5 feet wide.

FINDING: Based on the above discussion, this criterion is not met. It is feasible to meet this criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, provide the dimensions for each new landscape island that shows they are at least 90 square feet and 5 feet wide.

C. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas

All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and any adjacent residential zones. If unfeasible to fully screen due to policies and standards, the applicant shall make efforts to minimize the visual impact of the mechanical equipment.

FINDING: The site is not adjacent to a residential zone. The building's eastern side faces SW Wildrose Place. The applicant does not propose any changes to the delivery area or mechanical equipment. Therefore, this criterion is not applicable.

D. Visual Corridors

Except as allowed by subsection 6. above, new developments shall be required to establish landscaped visual corridors along Highway 99W and other arterial and collector streets,

consistent with the Natural Resources and Recreation Plan Map, Appendix C of the Community Development Plan, Part II, and the provisions of Chapter 16.142(Parks, Trees, and Open Space). Properties within the Old Town Overlay are exempt from this standard.

FINDING The site is not adjacent to any street where a visual corridor is required and therefore this criterion is not applicable.

16.92.040 Installation and Maintenance Standards
A. Installation

All required landscaping must be in-ground, except when in raised planters that are used to meet minimum Clean Water Services storm water management requirements. Plant materials must be installed to current nursery industry standards. Plant materials must be properly supported to ensure survival. Support devices such as guy wires or stakes must not interfere with vehicular or pedestrian movement.

STAFF ANALYSIS: The applicant has not shown how the landscaping will be installed.

FINDING: Based on the above discussion, the applicant has not met this criterion. The applicant may be able to meet this criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, submit landscape plans that offer details on how the landscaping will be planted including area calculations, and specific methods that will be employed to ensure that the landscaping achieves maturity in a timely manner (i.e. soil amendments, recommended soil volumes, etc.).

B. Maintenance and Mitigation of Landscaped Areas

- 1. Maintenance of existing non-invasive native vegetation is encouraged within a development and required for portions of the property not being developed.**
- 2. All landscaping shall be maintained in a manner consistent with the intent of the approved landscaping plan.**
- 3. Any required landscaping trees removed must be replanted consistent with the approved landscaping plan and comply with § 16.142, (Parks, Trees and Open Space).**

C. Irrigation

The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering. All landscaped areas must provide an irrigation system, as stated in Option 1, 2, or 3.

- 1. Option 1: A permanent built-in irrigation system with an automatic controller installed.**
- 2. Option 2: An irrigation system designed and certified by a licensed landscape architect or other qualified professional as part of the landscape plan, which provides sufficient water to ensure that the plants become established. The system does not have to be permanent if the plants chosen can survive independently once established.**

3. Option 3: Irrigation by hand. If the applicant chooses this option, an inspection will be required one (1) year after final inspection to ensure that the landscaping has become established.

FINDING: The applicant has not indicated on the landscaping plans how the landscape areas will be irrigated or maintained. This criterion is not met, but can be met with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, submit landscape plans that show how the landscaping will be maintained over time.

16.94 Off Street Parking and Loading

16.94.010 - General Requirements

E. Location

3. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations and types of spaces (car pool, compact, etc.) for parking shall be indicated on submitted plans and located to the side or rear of buildings where feasible.

The applicant proposes to add parking around the building on existing pavement by restriping these areas to gain parking. It is located on the side and rear of the building. The applicant identifies one Americans with Disabilities Act (ADA) parking space. The Building Official indicates that the parking plans will be reviewed for compliance with ADA requirements at the time of building permit submittal.

FINDING: Based on the above discussion the applicant does not fully meet this criterion, but can do so with the following condition.

RECOMMENDED CONDITION: Prior to approval of the final site plan, submit site plans that illustrate that the proposed modifications are compliant with ADA parking standards.

a. All new development with forty (40) employees or more shall include preferential spaces for carpool/vanpool designation. Carpool and vanpool parking spaces shall be located closer to the main employee entrance than all other parking spaces with the exception of ADA parking spaces. Carpool/vanpool spaces shall be clearly marked as reserved for carpool/vanpool only.

The applicant indicates that they will employ 75 people over three different shifts, thus triggering the requirement for a marked carpool spot. The applicant has not shown where the carpool parking space will be located.

FINDING: Based on the above discussion, the applicant has not met this criterion. The applicant may meet the criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, provide site plans that show the location of the carpool parking space in close proximity to the entrance.

b. Existing development may redevelop portions of designated parking areas for multi-modal facilities (transit shelters, park and ride, and bicycle parking), subject to meeting all other applicable standards, including minimum space standards.

FINDING: The applicant does not propose redeveloping the site for multi-modal facilities. This criterion is not applicable.

F. Marking

All parking, loading or maneuvering areas shall be clearly marked and painted. All interior drives and access aisles shall be clearly marked and signed to show the direction of flow and maintain vehicular and pedestrian safety.

STAFF ANALYSIS: The applicant provided a restriping plan for the additional parking spaces. The applicant showed a one-way drive aisle with angled parking along the western and northern sides of the building. The applicant did not show the location of any signage that would indicate to drivers that they were entering a one way drive where the one way drive begins. The applicant has not shown the loading areas on the plans.

FINDING: Based on the above discussion, the applicant does not meet this criterion, but can satisfy the requirement with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, submit plans that show all interior drives and access aisles clearly marked and signed to show the direction of flow and maintain vehicular and pedestrian safety.

RECOMMENDED CONDITION: Prior to final occupancy, install striping and signage that show all internal access aisles clearly marked indicating direction of flow to maintain vehicular and pedestrian safety.

G. Surface and Drainage

1. All parking and loading areas shall be improved with a permanent hard surface such as asphalt, concrete or a durable pervious surface. Use of pervious paving material is encouraged and preferred where appropriate considering soils, location, anticipated vehicle usage and other pertinent factors.

FINDING: The applicant proposes to use existing pavement already constructed on site. This criterion is met.

2. Parking and loading areas shall include storm water drainage facilities approved by the City Engineer or Building Official.

STAFF ANALYSIS: There is an existing storm water quality facility on the property. No onsite storm facilities are proposed. No changes are proposed to the impervious areas with the added parking spaces. The existing storm sewer on the east, west and north sides of the building provide service to the site.

FINDING: Based on the above discussion, this criterion is met.

H. Repairs

Parking and loading areas shall be kept clean and in good repair. Breaks in paved surfaces shall be repaired. Broken or splintered wheel stops shall be replaced. Painted parking space boundaries and directional symbols shall be maintained in a readable condition.

FINDING: The site has been operational for over fifteen years. The applicant proposes to repaint the parking area. The site will be inspected before the Certificate of Final Occupancy is granted and will need to be in good condition and repair. After that, any necessary repairs would become a Code Compliance issue. Based on the discussion, the applicant has not met this criterion, but can do so with the following condition.

RECOMMENDED CONDITION: Prior to Final Occupancy, ensure that the parking and loading areas are kept in good repair, wheel stops in good condition and the painted parking space boundaries and directional symbols are maintained in a readable condition.

I. Parking and Loading Plan

An off-street parking and loading plan, drawn to scale, shall accompany requests for building permits or site plan approvals, except for single and two-family dwellings, and manufactured homes on residential lots. The plan shall show but not be limited to:

- 1. Delineation of individual parking and loading spaces and dimensions.**
- 2. Circulation areas necessary to serve parking and loading spaces.**
- 3. Location of accesses to streets, alleys and properties to be served, and any curb cuts.**
- 4. Landscaping as required by Chapter 16.92.**
- 5. Grading and drainage facilities.**
- 6. Signing and bumper guard specifications.**
- 7. Bicycle parking facilities as specified in Section 16.94.020.C.**
- 8. Parking lots more than one (1) acre in size shall provide street-like features including curbs, sidewalks, and street trees or planting strips.**

FINDING: The applicant prepared a parking plan that included the restriping plan and dimensions. Several of these items are missing from that plan that will be discussed within the applicable Code sections.

16.94.020 - Off-Street Parking Standards

A. Generally

Where square feet are specified, the area measured shall be the gross building floor area primary to the functioning of the proposed use. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space. The Review Authority may determine alternate off - street parking and loading requirements for a use not specifically listed in this Section based upon the requirements of comparable uses.

STAFF ANALYSIS: The site originally contained twenty-one (21) parking spaces. The applicant proposes to add 54 parking spaces for 75 parking spaces to be distributed evenly along the perimeter of the building. The number of employees scheduled for Pacific Foods, the original tenant, largest shift was twenty (20) and twenty (20) parking spaces were required.

The applicant's TIA shows that there will be three (3) labor shifts equally distributed with twenty five (25) workers for each shift. Including some overlap of time, 75 parking spaces will be adequate to meet the needs of the employees under this standard.

FINDING: Based on the above discussion, the applicant meets this standard.

B. Dimensional and General Configuration Standards

1. Dimensions For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.

STAFF ANALYSIS: The applicant showed a combination of angled, parallel and standard parking spaces. The applicant shows that there will be nineteen (19) compact parking spaces and 56 standard, meeting the 25% maximum allowed.

FINDING: Based on the above discussion, the applicant meets this criterion.

2. Layout

Parking space configuration, stall and access aisle size shall be of sufficient width for all vehicle turning and maneuvering. Groups of more than four (4) parking spaces shall be served by a driveway so as to minimize backing movements or other maneuvering within a street, other than an alley. All parking areas shall meet the minimum standards shown in the following table and diagram.

**Table 2: Minimum Parking Dimension Requirements
One-Way Driving Aisle (Dimensions in Feet)**

A	B	C	D	E	F	G	H	J
45	8.0	16.5	13.0	11.3	46.0	3.0	2.5	51.0
	9.0	18.5	12.0	12.7	49.0	3.0	2.5	54.0
60°	8.0	17.0	18.0	9.2	52.0	3.0	2.5	57.0
	9.0	19.5	16.0	10.4	55.0	3.0	2.5	60.0

FINDING: The applicant provided site plans showing the individual parking spaces dimensions that meet the standards identified above for the 45 and 60 degree compact and standard angled parking spaces listed in the table above.

3. Wheel Stops

a. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four (4) inches high, located three (3) feet back from the front of the parking stall as shown in the above diagram.

b. Wheel stops adjacent to landscaping, bio-swales or water quality facilities shall be designed to allow storm water runoff.

FINDING: The applicant has not shown wheel stops where they abut a sidewalk. Therefore, the applicant does not meet this criterion. It is possible to meet this criterion with the following conditions.

RECOMMENDED CONDITION: Prior to final site plan approval, provide plans that show wheel stops of at least four inches high located three feet back from the front of the parking stall where they abut interior landscaping or sidewalks.

RECOMMENDED CONDITION: Prior to receiving the Certificate of Final Occupancy, install wheel stops where they abut sidewalks or interior landscaping.

C. Bicycle Parking Facilities

1. General Provisions

- a. **Applicability.** Bicycle parking spaces shall be provided for new development, changes of use, and major renovations, defined as construction valued at twenty-five (25) percent or more of the assessed value of the existing structure.
- b. **Types of Spaces.** Bicycle parking facilities shall be provided in terms of short-term bicycle parking and long-term bicycle parking. Short-term bicycle parking is intended to encourage customers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for at least several hours a weather-protected place to park bicycles.
- c. **Minimum Number of Spaces.** The required total minimum number of bicycle parking spaces for each use category is shown in Table 4, Minimum Required Bicycle Parking Spaces.
- d. **Minimum Number of Long-term Spaces.** If a development is required to provide eight (8) or more required bicycle parking spaces in Table 4, at least twenty-five (25) percent shall be provided as long-term bicycle with a minimum of one (1) long-term bicycle parking space.
- e. **Multiple Uses.** When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

STAFF ANALYSIS: The applicant has not indicated the location of the bicycle parking on the plan set for this modification. Due to the number of required parking spaces, the applicant would be required to have at least two bicycle parking spaces. Since there are less than eight bike spaces required, long-term bike parking is not required.

FINDING: Based on this discussion, this criterion is not met. It is possible to meet this criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, submit plans that show at least two bicycle parking spaces located in close proximity to the primary entrance.

2. Location and Design.

a. General Provisions

- (1) Each space must be at least two (2) feet by six (6) feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
- (2) There must be an aisle at least five (5) feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
- (3) **Lighting.** Bicycle parking shall be at least as well lit as vehicle parking for security.
- (4) **Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- (5) Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right-of-way. A standard inverted "U shaped" or staple design is appropriate. Alternative, creative designs are strongly encouraged.
- (6) **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.

b. Short-term Bicycle Parking

- (1) Provide lockers or racks that meet the standards of this section.
- (2) Locate inside or outside the building within thirty (30) feet of the main entrance to the building or at least as close as the nearest vehicle parking space, whichever is closer.

c. Long-term Bicycle Parking

- (1) Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or customers or monitored by security guards).

Minimum standards for private, on-site circulation improvements in non-residential developments:

Industrial: Improved hard surfaced driveways are required as follows:

Required Parking Spaces	# Driveways	Minimum Width	
		One-Way Pair	Two-Way
1 - 249	1	15 feet	24 feet
250 & above	2	15 feet	24 feet

STAFF ANALYSIS: The applicant proposes a total of seventy-five parking spaces that will surround three sides of the building. The proposed one way drive around the building is 20 feet.

FINDING: Based on the above discussion, the applicant meets this criterion.

3. Surface materials are encouraged to be pervious when appropriate considering soils, anticipated vehicle usage and other pertinent factors.

B. Sidewalks and Curbs

1. A private pathway/sidewalk system extending throughout the development site shall be required to connect to existing development, to public rights-of-way with or without improvements, to parking and storage areas, and to connect all building entrances to one another. The system shall also connect to transit facilities within five hundred (500) feet of the site, future phases of development, and whenever possible to parks and open spaces.

STAFF ANALYSIS: There is a sidewalk surrounding the southern and western sides of the building with access to the front entrance of the building.

FINDING: Based on the above discussion, the applicant meets this criterion.

**C. Division VI - Public Improvements
Chapter 16.106 TRANSPORTATION FACILITIES
16.106.020 Required Improvements**

A. Generally

Except as otherwise provided, all developments containing or abutting an existing or proposed street, that is either unimproved or substandard in right-of-way width or improvement, shall dedicate the necessary right-of-way prior to the issuance of building permits and/or complete acceptable improvements prior to issuance of occupancy permits. The following figure provides the depiction of the functional classification of the street network as found in the Transportation System Plan, Figure 8-1.

STAFF ANALYSIS: As discussed earlier in this report, the City Engineer has not required any additional improvements or right-of-way dedication. At the time of this report, Washington County did not have any comment or required improvements.

FINDING: Based on the above discussion, this criterion is met.

16.110 - Sanitary Sewers

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains. Sanitary Sewers shall be constructed, located, sized and installed at standards consistent 16.110.

STAFF ANALYSIS: According to the Engineering Department, a public sanitary sewer main is located on the west (10" dia.) and north (8" dia.) sides of the subject property within public easements. The existing building is connected to public sanitary sewer. No new fixtures are proposed as part of this development. No new improvements are required.

FINDING: Based on the above discussion, the applicant meets this criterion.

16.112- Water Supply

16.112.010 Required Improvements

Water lines and fire hydrants conforming to City and Fire District standards shall be installed to serve all building sites in a proposed development. All waterlines shall be connected to existing water mains or shall construct new mains appropriately sized and located in accordance with the Water System Master Plan.

STAFF ANALYSIS: According to the Engineering comments, a 10" diameter public water main exists on the east side of the subject property within a public easement. The existing building is connected to public water via a 2" domestic meter and 8" fire water meter. No new water fixtures are proposed to be installed as part of this development. The existing main on the east side provides service to the property and therefore no improvements will be required.

FINDING: Based on the above discussion, the applicant has met this criterion.

16.114 - Storm Water

Storm water facilities, including appropriate source control and conveyance facilities, shall be installed in new developments and shall connect to the existing downstream drainage systems consistent with the Comprehensive Plan and the requirements of the Clean Water Services water quality regulations contained in their Design and Construction Standards R&O 04-9, or its replacement.

STAFF ANALYSIS: The Engineering Department has reviewed the proposal and provided the following comments concerning the storm water detention and treatment. An 18" diameter public sewer main is located on the north and western sides of the property within public easements. There is 30" storm sewer main, just east of the subject property for future development along SW Wildrose Place and SW Tualatin Sherwood Road. There is onsite water quality treatment that is connected to the public sewer. No new facilities are proposed and the existing facilities are adequate. No public storm sewer improvements are required.

However, in order for the City to inspect the existing facilities and ensure that they continue to function properly, a Private Storm Water Facility Access and Maintenance Covenant for each storm treatment facility should be recorded Washington County with a copy provided to the City.

FINDING: Based on the above discussion the applicant does not fully meet the criterion, but can do so with the following condition.

RECOMMENDED CONDITION: Prior to final occupancy, record a Private Storm Water Facility Access and Maintenance Covenant for each storm water treatment facility with Washington County and provide copies to the City.

16.116 FIRE PROTECTION

16.116.010 Required Improvements

When land is developed so that any commercial or industrial structure is further than two hundred and fifty (250) feet or any residential structure is further than five hundred (500) feet from an adequate water supply for fire protection, as determined by the Fire District, the developer shall provide fire protection facilities necessary to provide adequate water supply and fire safety.

John Wolff, Deputy Fire Marshall from Tualatin Valley Fire and Rescue (TVF&R) reviewed the plans after receiving notice and indicated that they preliminarily approved the project. He noted that the curbs will need to be painted red and marked "No Parking Fire Lane" at approved intervals. If the fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection need to be provided. A three-foot clear space must be provided around the circumference of the fire hydrants. His comments are attached as Exhibit C.

FINDING: All Tualatin Valley Fire and Rescue (TVF&R) requirements apply to this development. Compliance with the standard TVF&R requirements is required throughout the development of this project. This standard has not been met, but the applicant may meet this standard from with the following condition.

RECOMMENDED CONDITON: Prior to final occupancy, ensure that the site meets all TVF&R requirements.

16.118 PUBLIC AND PRIVATE UTILITIES*

16.118.010 Purpose

Public telecommunication conduits as well as conduits for franchise utilities including, but not limited to, electric power, telephone, natural gas, lighting, and cable television shall be installed to serve all newly created lots and developments in Sherwood.

16.118.020 Standard

A. Installation of utilities shall be provided in public utility easements and shall be sized, constructed, located and installed consistent with this Code, Chapter 7 of the Community Development Code, and applicable utility company and City standards.

B. Public utility easements shall be a minimum of eight (8) feet in width unless a reduced width is specifically exempted by the City Engineer. An eight-foot wide public utility easement (PUE) shall be provided on private property along all public street frontages. This standard does not apply to developments within the Old Town Overlay.

FINDING: No new utilities are necessary to be added to the site and there is an existing public utility easement throughout the site. This criterion is met.

D. Division VIII. Environmental Resources

16.142.070 Trees on Property Subject to Certain Land Use Applications

B. Applicability

All applications including a Type II - IV land use review, shall be required to preserve trees or woodlands, as defined by this Section to the maximum extent feasible within the context of the proposed land use plan and relative to other codes, policies, and standards of the City Comprehensive Plan.

C. Inventory

1. To assist the City in making its determinations on the retention of trees and woodlands, land use applications including Type II - IV development shall include a tree and woodland inventory and report. The report shall be prepared by a qualified professional and must contain the following information:

FINDING: The applicant has not proposed to remove any trees on site and thus this criterion is not applicable.

3. Required Tree Canopy - Non-Residential and Multi-family Developments

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 30 percent. The canopy percentage is based on the expected mature canopy of each tree by using the equation πr^2 to calculate the expected square footage of each tree. The expected mature canopy is counted for each tree even if there is an overlap of multiple tree canopies.

The canopy requirement can be achieved by retaining existing trees or planting new trees. Required landscaping trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the required canopy cover. A certified arborist or other qualified professional shall provide an estimated tree canopy for all proposed trees to the planning department for review as a part of the land use review process.

	Commercial, Industrial, Institutional Public and Multi-family
Canopy Requirement	30%
Counted Toward the Canopy Requirement	
Street trees included in canopy requirement	No
Landscaping requirements included in canopy requirement	Yes
Existing trees onsite	Yes x2
Planting new trees onsite	Yes

FINDING: The applicant has not discussed compliance with this criterion, but the landscape plans indicate that there are many trees on site. The applicant could meet this criterion with the following condition.

RECOMMENDED CONDITION: Prior to final site plan approval, provide the tree canopy calculation that shows the minimum 30% tree canopy cover for the site.

Chapter 16.154 HEAT AND GLARE

16.154.010 Generally

Except for exterior lighting, all otherwise permitted commercial, industrial, and institutional uses shall conduct any operations producing excessive heat or glare entirely within

enclosed buildings. Exterior lighting shall be directed away from adjoining properties, and the use shall not cause such glare or lights to shine off site in excess of one-half (0.5) foot candle when adjoining properties are zoned for residential uses.

FINDING: Based on the above discussion, the applicant meets this criterion.

Based upon review of the applicant's submittal information, review of the code, agency comments and consideration of the applicant's revised submittal, staff finds that the proposed site plan does not fully comply with the standards but can be conditioned to comply. Therefore, staff recommends Approval of **Lam Research Site Plan Modification (SP 14-03)** with the following conditions of approval:

VI. CONDITIONS OF APPROVAL

A. General Conditions

1. Compliance with the Conditions of Approval is the responsibility of the developer or its successor in interest.
2. This land use approval shall substantially comply with the submitted preliminary site plans and narrative dated October 24, 2014 and prepared by All County Surveyors and Planners, except as indicated in the conditions of the Notice of Decision. Additional development or change of use may require a new development application and approval.
3. The developer/owner/applicant is responsible for all costs associated with private/public facility improvements.
4. This approval is valid for a period of two (2) years from the date of the decision notice. Extensions may be granted by the City as afforded by the SZCDC § 16.90.030.F.
5. The continual operation of the property shall comply with the applicable requirements of the Sherwood Zoning and Community Development Code and Municipal Code.
6. This approval does not negate the need to obtain permits, as appropriate from other local, state or federal agencies even if not specifically required by this decision.
7. Retaining walls are not allowed within public easements or the public right of way.

B. Prior to Final Site Plan Approval:

1. Submit plans that show that there are no site obstructing objects within the clear vision area.
2. Submit a revised landscape plan that shows the total square footage of the amount of landscaping per each parking space, the quantity of trees based on canopy factor and the number of shrubs and grass to be placed on the site.
3. Submit plans that identify the dimensions for each new landscape island. The islands are required to be at least 90 square feet and five feet wide.

4. Submit plans that show wheel stops of at least four inches high located three feet back from the front of the parking stall where they abut interior landscaping or sidewalks.
5. Submit landscape plans that offer details on how the landscaping will be planted including area calculations, and specific methods that will be employed to ensure that the landscaping achieves maturity in a timely manner (i.e. soil amendments, recommended soil volumes, etc.).
6. Submit landscape plans that show how the landscaping will be maintained over time.
7. Submit site plans that show the location of the carpool parking space in close proximity to the entrance.
8. Submit site plans that illustrate that the proposed modifications are compliant with ADA parking standards.
9. Submit plans that show all interior drives and access aisles clearly marked and signed to show the direction of flow and maintain vehicular and pedestrian safety.
10. Submit plans that show at least two bicycle parking spaces located in close proximity to the primary entrance.
11. Provide the tree canopy calculation that shows the minimum 30% tree canopy cover for the site.

C. Prior to Issuance of the Certificate of Final Occupancy:

1. Install striping and signage that show all internal access aisles clearly marked indicating direction of flow to maintain vehicular and pedestrian safety.
2. Designate preferential spaces for carpool or vanpool parking with signage.
3. Install wheel stops where they abut sidewalks or interior landscaping.
4. Record a Private Storm Water Facility Access and Maintenance Covenant for each storm water treatment facility with Washington County and provide copies to the City.
5. Ensure that the parking and loading areas are kept in good repair, wheel stops in good condition and the painted parking space boundaries and directional symbols are maintained in a readable condition.
6. Ensure that the site meets all TVF&R requirements.

VII. Exhibits

- A. Applicant's submittal with narrative and supporting documents dated October 24, 2014 and amended December 1, 2014
- B. Amended Traffic Study response prepared by Mackenzie and dated December 18, 2014

- C. Engineering comments submitted by Craig Christensen P.E., Civil Engineer on December 23, 2014
- D. Tualatin Valley Fire and Rescue Department comments submitted by John Wolff on December 29, 2014
- E. Transportation Response prepared by Garth Appanaitis, DKS Engineering on January 5, 2015
- F. Wildrose Industrial Park Site Plan, SP 00-04
- G. Washington County Land Use and Transportation comments submitted by Naomi Vogel, on January 13, 2015

END OF REPORT