

**Harper
Houf Peterson
Righellis Inc.**

Sherwood Cannery Square PUD

ANK-112

Land Use Application Narrative

September 2009

Prepared For:

Capstone Partners LLC
1015 NW 11th Avenue, Suite 243
Portland, OR 97209

Prepared By:

Harper Houf Peterson Righellis Inc.
205 SE Spokane St., Suite 200
Portland, OR 97202
P: 503-221-1131 F: 503-221-1171

Contact: Keith B. Jones, AICP

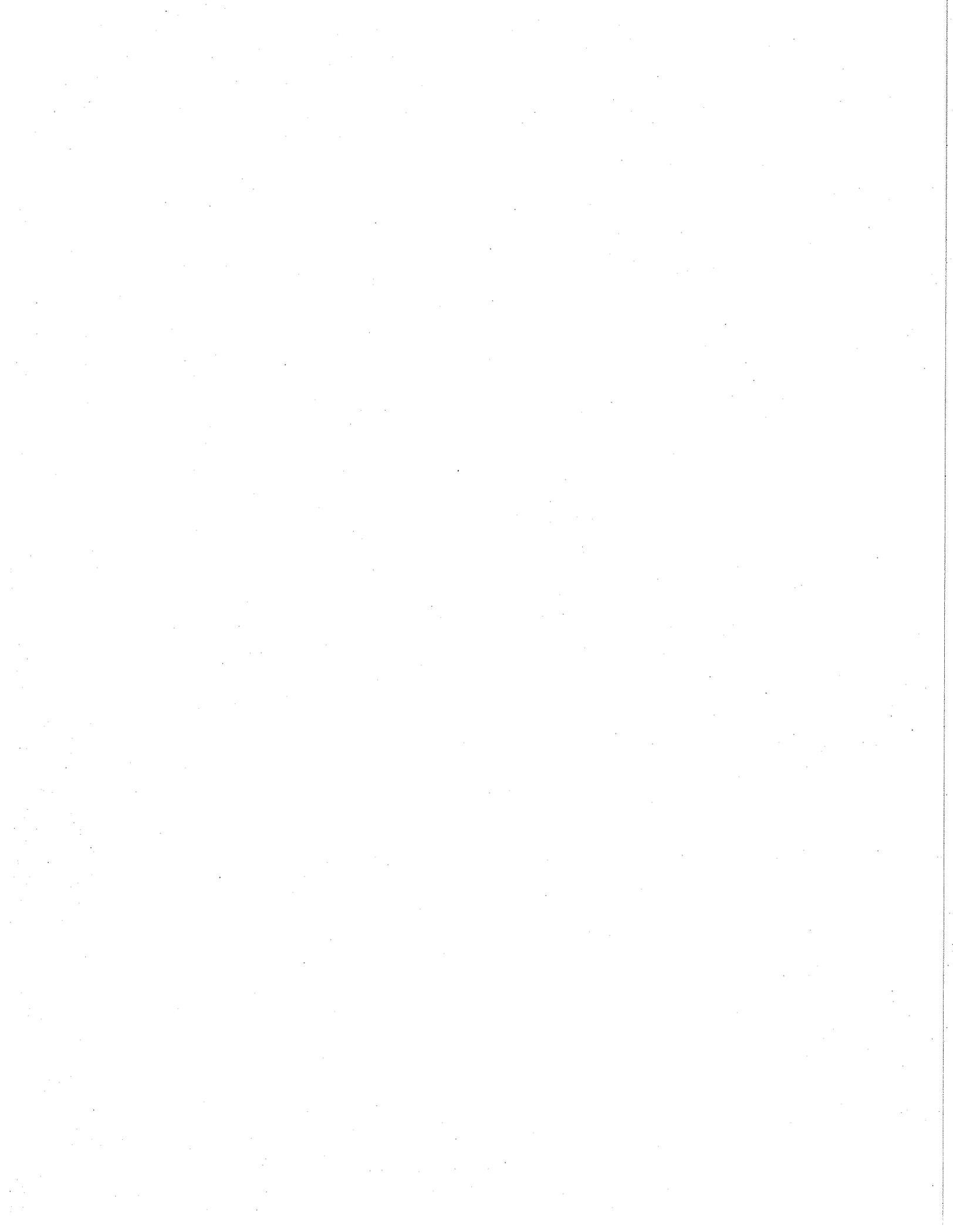
Submitted To :

City of Sherwood
Planning Department
22560 SW Pine Street
Sherwood, OR 97140



ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

Exhibit A



Site Location: Old Town Sherwood - Old Cannery Area Parcels
Tax Lot(s): Tax Map 2S132BD Tax Lot 150, 151, 200, 800 & 900
Site Size 6.4 acres, approximate
Zoning: Retail Commercial (RC)
High Density Residential (HDR)

Summary of Request: Approval of a Type V Planned Unit Development (PUD) Preliminary Development Plan, Preliminary Subdivision Plat with Partial Replat and Transportation System Plan - Plan Amendment. Proposal includes a mixed-use development with up to 10 construction phases and includes construction of new streets, public plaza, retail, office and residential. Public streets will be constructed prior to construction of development phases.

Report Date: September 2009 (Second Submittal)



TABLE OF CONTENTS

I. DESCRIPTION OF PROPOSAL.....4

II. RESPONSE TO APPLICABLE APPROVAL CRITERIA AND CODE.....8

III. CONCLUSION.....66

ATTACHMENTS

- 1. Pre-application Notes**
- 2. Title Information**
- 3. Tax Map**
- 4. Tree Report Letter**
- 5. Soils Memorandum**
- 6. Stormwater Memorandum**
- 7. Service Provider Letter**
- 8. Memorandum from DKS Associates regarding street classification for Columbia Street dated July 9, 2009**
- 9. Multi-family Building Sections**

11X17 Plan Set

Following submitted separately

- 1. Traffic Study dated January 2009**
- 2. Architectural Pattern Book dated September 8, 2009**
- 3. Full-Size 22X34 and 8 1/2X11 submitted separately)**
- 4. Illustrative Site Plan**



I. DESCRIPTION OF PROPOSAL

Background

A brick manufacturing plant operated from the site between 1890 and 1893 and supplied bricks for buildings both within Sherwood as well as the City of Portland. After fires damaged much of the City at the turn of the 20th Century, the Graves Cannery was built on the site in 1918. The cannery processed a variety of fruit until it closed in 1971. The buildings were mostly underutilized over the next 30 years for a variety of warehousing and light manufacturing until the buildings were demolished in 2007.

The City established an urban renewal district for Old Town in 2000, developed a downtown streets master plan in 2003 and completed the first phase of the downtown streets project in 2005. This included 'curbless' reverse crown streets and a new rail crossing at Pine Street providing a vehicular and pedestrian connection from the Old Cannery Area to the Old Town core.

The City of Sherwood, recognizing the unique opportunity to redevelop the cannery area as a mixed-use development that would complement Old Town, implemented special "Old Cannery" design standards and regulations within the Zoning Code beginning in 2002. With the intent of using urban renewal funds and to work in partnership with a private developer, the City purchased the property in 2004. In 2008, the City reached agreement with Capstone Partners LLC to enter into a public-private partnership to develop the property.

Proposal

The 6.4-acre site is mostly flat and cleared. It is currently separated by Pine Street with the majority of the property (5.4 acres) located east of Pine Street. A small wetland exists off-site to the south of the property. The mixed-use project is proposed to be built in up to 10 phases beyond construction of the public infrastructure. The streets and plaza will be constructed first and subsequent phases sequenced based on private market demand conditions. The applicant proposes the following phases of construction as shown on the Phasing Plan Sheet C2.3 of the plan set. Timing of and number of individual phases will be proposed and approved as part of a Final Development Plan.

- ❖ Construction of Streets – New streets are proposed including Columbia Street east of Pine Street and Highland Drive south of Columbia Street. A portion of Pine Street would be redeveloped as well as Columbia Street west of Pine Street. Willamette and Washington Streets would have site frontage improvements made. The construction of the streets would also include completion of the stormwater facility proposed west of the Machine Works Phase.

This will be constructed first and would likely start in 2010.

- ❖ Public Plaza – This includes completion of the public plaza. This would likely be constructed concurrently with the streets.



- 1) West Phase – This would include a one-story retail building of approximately 3,750 square feet and 31-space off-street parking lot to be shared with the Machine Works Phase.
- 2) East Phase – This includes construction of a two-story, approximately 13,800 square foot building with ground floor service, office or retail and second floor office space. A 36-space parking lot would be constructed east of this building with this phase.
- 3) South Phase – This includes construction of a one-story, approximate 4,000 square foot service, retail or office building and 8-space parking lot.
- 4) West Residential Phase – This includes construction of a three-story multi-family building with 52 units and a 53-space parking lot.
- 5) East Residential Phase – This includes construction of a three-story multi-family building with 49 units and a 48-space parking lot.
- 6) Machine Works Phase – This would include renovation of the existing 13,050 square foot Machine Works building which is owned by the City of Sherwood. The building would be converted by the City, for a use that is not yet determined but may include retail, service or public nonprofit uses.
- 7) NE Phase – Four conceptual alternatives have been identified and will include commercial uses and associated off-street parking. At this time the applicant proposes to divide the NE Phase into four lots as shown on the subdivision plat (Sheet C2.2). These lot configurations would be adjusted or consolidated to suit the future build-out of the NE Phase which will include 1 to 4 lots depending on alternative or configuration and future market conditions. Each lot in the NE Phase could be a separate phase of development. Therefore the NE phase would have between 1 and 4 internal phases, one phase per lot with the overall PUD having up to 10 phases excluding street and plaza construction (see Sheets C2.4 and C2.5 for further details).

Parking

Parking will be provided both on-street and off-street. For the two multi-family buildings, required parking will be provided off-street for each building. Eight on-street spaces are provided on Highland Drive for additional parking. For the commercial uses, parking will be supported by each phase with off-street parking lots and use of on-street parking spaces.

Grading

The site is mostly flat and will allow balanced cut and fill without having to export or import fill material.

Stormwater

Stormwater treatment is required, however detention is not needed per Clean Water Services standards. The applicant intends to treat stormwater runoff through 'green



street' treatments that use low impact development (LID) techniques. This will include several planter boxes next to the road, next to buildings and within the parking lots that will naturally filter water before it is discharged into the piped public stormwater system that flows to Cedar Creek and ultimately the Tualatin River. Also proposed is a stormwater garden feature west of the Machine Works Building. The intent of this feature is to provide an urban-style water treatment/water feature amenity that people will find creative and innovative as opposed to a standard stormwater swale that is often considered to be an eyesore. A portion of this area could be used as a potential outdoor seating area or courtyard for the Machine Works Building.

Sanitary Sewer

Public gravity sanitary sewer will be installed in Highland Drive and Columbia Street. All buildings will be connected to the system that will connect into the existing sewer west of the project.

Water

A public waterline loop will be placed within Columbia Street and Highland Drive and each building will be connected to a public waterline.

Site and Architectural Design

Central to the design is the creation of a new public plaza. The plaza will be paved with brick and will incorporate such amenities as an interactive water feature, public art, covered trellises, lawn area and landscape planters. The plaza is intended to become a central meeting area for Old Town as it will be located adjacent to the City Hall/Library, an already active area of Old Town. It is intended to also provide additional space for Sherwood festivals and events and may be used as a small amphitheater.

Street design will incorporate green street treatments as well as some angled on-street parking. Curbless streets will be used near the proposed plaza to allow streets to be closed for events and act as a larger plaza area. This will also provide a transition from surrounding curb streets to curbless downtown streets and create a gateway to the downtown area.

The applicant is proposing to use sustainable development and construction standards and materials.

PUD Modification Request

The applicant is requesting the project be approved as a Planned Unit Development (PUD). The applicant requests that the following standards be modified or allowed through the PUD process:

- 1) HDR 20-foot front setback – Multi-family buildings will be placed at the property/right-of-way line on Columbia Street.
- 2) HDR 30-foot street-side setback – Multi-family buildings will be placed at the property/right-of-way line of Highland Drive.
- 3) Allow HDR multi-family use in portion of RC zone.
- 4) Modify downtown street standards – An alternative road design that will include a varying street section with green street treatments, angled parking, curb and curbless



- street section is proposed. A street modification is likewise being requested to allow this alternative street section.
- 5) Allow a larger percentage of compact spaces up to 50% vs. the standard of 25%. These compact spaces would be larger than standard 8-foot by 18-foot and would be 9-foot by 18 foot.
 - 6) Old Cannery Design Standards

The following modifications are proposed (see Pattern Book for details):

1. Reinforce the Corner:
 - a. Machine Works Building: The plaza corner is proposed to be reinforced as opposed to the corner identified by code.
2. Main Entrance:
 - a. East Building: The east building will comply with the intent of the code, but not the letter of the code. The main entries will front on the public plaza not a public street. A plaza was not contemplated in the original code.
 - b. Machine Works Building: Entry will not be located on a public street as required by code (see Pattern Book for Details).
3. Exterior Finish Materials:
 - a. South, West, East, and NE Phase buildings: Request to use either exposed concrete, or pre-cast concrete, to reinforce the base of the buildings. Exposed concrete is proposed to give a base for the brick to be placed upon and provide a solid prominent corner feature. Since brick is already being used, few, if any, substantial-looking materials are available that can adequately provide a sturdy-looking base and contrast to the brick
 - b. Machine Works Building: Exterior materials will not comply with code (see recommended conditions and material outlined in the pattern book).
4. Ground Floor Windows:
 - a. Machine Works Building: The existing grades are such that some of the ground floor windows will be higher than 4-feet above grade.
5. Roof:
 - a. Machine Works: The existing roof is a bow-string truss and does not comply with the code. The roof form is to remain as currently built.
6. Base of Buildings
 - a. Machine Works: The Machine Works Building does not currently have, or will have, a base compliant with this requirement.

The flexibility afforded by the PUD process will allow an innovative street design and integrate public and private spaces. This will give the area an identity and sense of place within the Sherwood Old Town core.

Authority and Approval Request

The applicant requests approval of a Type V PUD Preliminary Development Plan, Preliminary Subdivision & Partial Replat and TSP Plan Amendment. This will require at least one public hearing before the Sherwood Planning Commission and one public hearing before the Sherwood City Council. The Planning Commission will make recommendation to the City Council. After approval of the PUD Preliminary Development Plan, the applicant will submit for approval of a Final Development Plan



with phasing plan and Site Plan Approval that will similarly require a hearing before the Planning Commission.

II. RESPONSE TO APPLICABLE APPROVAL CRITERIA AND CODE

Response: Responses to all applicable sections of the City of Sherwood Zoning and Community Development Code, Part 3 of the City Comprehensive Plan are included below. Sections that are not applicable may be omitted, and sections not requiring a response will be marked as Noted.

SHERWOOD ZONING AND COMMUNITY DEVELOPMENT CODE

Division II – Land Use and Development

16.20 – High Density Residential (HDR)

16.20.020 – HDR Permitted Uses

Response: HDR uses are permitted in both the Retail Commercial (RC) and HDR zoning districts within a Planned Unit Development. The proposed multi-family buildings will straddle the RC/HDR zoning line and therefore occupy both zones as a permitted use.

16.20.040 – HDR Dimensional Standards

A. *Lot Dimensions*

Response: The density for the HDR district is prescribed by the lot area that requires 8,000 square feet for two units plus 1,500 for each additional unit. Since the proposal is a PUD, the net buildable area of the site was used to calculate maximum density. After road right-of-way and wetland buffer tracts are removed, the total net area of the site is 213,862 square feet, allowing a maximum of 139 units. The two multi-family buildings will have no more than 101 units and will not exceed this standard.

The two multi-family lots will be wider than 25 feet at the front property line and deeper than 80 feet.

B. *Setbacks*

1. *Front yard: (20) feet.*

Response: Both of the multi-family lots, Lots 9 and 10 shown on preliminary plat (Sheet C2.2), will be through lots and therefore will have front setbacks on both Columbia Street and Highland Drive frontages. Both buildings will be constructed at the property line on Columbia Street. Zero lot line development is typical of urban development within Old Town Sherwood and is compatible with the intent of the Old Cannery area standards. The applicant requests that this standard be modified from 20-feet to zero for the Columbia Street frontage as part of the

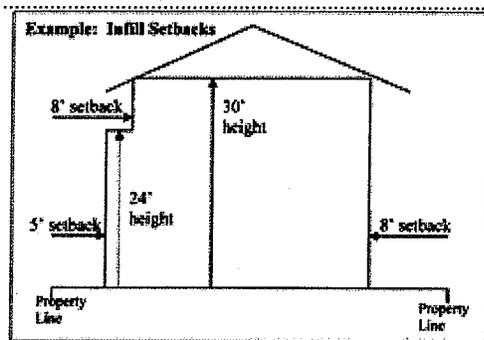


Preliminary PUD approval. Both residential buildings will be setback approximately 50 feet from the Willamette Street frontage, exceeding the 20-foot minimum setback.

2. Side yard, Greater than 24 feet in height: (See setback requirements in Section 16.68.030B)

16.68.030(B). Interior Side Setback and Side Yard Plane. When a structure exceed twenty four (24) feet in height:

1. The minimum interior side setback is five (5) feet, provided that elevations or portions of elevations exceeding twenty four (24) feet in height shall be setback from interior property line(s) an additional one-half (1/2) foot for every one (1) foot in height over twenty four (24) feet (see example below); and
2. All interior side elevations exceeding twenty four (24) feet in height shall be divided into smaller areas or planes to minimize the appearance of bulk to properties abutting the side elevation: When the side elevation of such a structure is more than 750 square feet in area, the elevation shall be divided into distinct planes of 750 square feet or less. For the purposes of this standard, a distinct plane is an elevation or a portion of an elevation that is separated from other wall planes, resulting in a recessed or projecting section of the structure that projects or recedes at least two (2) feet from the adjacent plane, for a length of at least six (6) feet. The maximum side yard plane may be increased by ten percent (10%) for every additional five (5) feet of side yard setback provided beyond the five (5) foot minimum.



Response: The side yard setback is proposed to be 5 feet. The side setback is determined to be the interior lot line for both multi-family buildings. This will be the west lot line for the West Building and the east lot line for the East Building. This was determined to be the side lot line because both lots are through lots with front setbacks on both Columbia and Willamette Streets. The HDR zone requires a corner street setback and therefore the interior lot line was determined as the line opposite the 30-foot corner street setback of Highland Drive.

The applicant intends to break up the plane of the building through recessed outdoor deck areas and material choices. The details of these elevations will be provided at time of Final Development Plan and Site Plan Review.



3. *Corner Street Side Yard: 30 feet*

Response: The multi-family buildings are proposed to be constructed at the property line on Highland Drive. The 30-foot setback standard is proposed to be modified to zero through the PUD process to provide an urban-type structure similar and in character with Old Town Sherwood and Cannery Design Standards.

4. *Rear yard: (20) feet.*

Response: Does not apply. The proposed lots are through lots and therefore there is no rear setback, instead there are two front setbacks, a corner street setback and an interior side setback.

C. *Height*

Except as otherwise provided for accessory structures, or for townhomes under Chapter 16.44, or for infill development under Chapter 16.68, the maximum height of structures shall be three (3) stories or forty (40) feet, whichever is less. Chimneys, solar and wind energy devices, radio and TV aerials, and similar structures attached to residential dwellings and accessory buildings, may exceed this height limitation by up to twenty (20) feet.

Response: Since the site is within the Old Cannery Area of the Sherwood Old Town Overlay, the Old Cannery Standards apply. The standard is 50 feet or four stories in the Old Cannery Area per Section 16.162.060(C). The height of the multi-family buildings is proposed at three stories and 40 feet. This will be confirmed at time of Final Development Plan and Site Plan Review.

16.28 – Retail Commercial (RC)

16.28.020 – RC Permitted Uses

Response: Both multi-family buildings will straddle the HDR/RC zoning boundary with part of the building residing within the RC zone. Multi-family uses are allowed in the RC zone within a Planned Unit Development as proposed. Three commercial buildings are proposed with one building having a second story office space. The area termed the NE Phase (see Sheet C2.3 to C2.5) proposes four development alternatives as examples of the range of potential buildouts with a maximum building area not exceeding the total building area specified in the Traffic Impact Study prepared by DKS Associates dated January 2009. The commercial buildings are intended to be flexible space and used as permitted commercial uses within the RC district.

16.28.050 – RC Dimensional Standards

A. *Lot Dimensions*

1. *Lot Area: 5,000 square feet*



Response: All RC lots are in excess of 5,000 square feet.

2. *Lot width at front property line: 40 feet*

Response: All RC lots are in excess of 40 feet at the front property line.

3. *Lot width at front building line: 40 feet*

Response: All RC lots are in excess of 40 feet at the building line.

B. *Setbacks*

1. *Front Yard: None, except when the lot abuts a residential zone, the front yard shall be that required in the residential zone.*

Response: None of the RC buildings have a front yard that abuts residential.

2. *Side Yard: None, except ten (10) feet where adjoining a residential zone or public park.*

Response: None of the RC buildings have a side yard that abuts residential. The front yard of the East Building will not have a setback from the public plaza area as the building will face the plaza and be an integral component of the public space.

3. *Rear Yard: None, except ten (10) feet where adjoining a residential zone or public park.*

Response: The South Building (commercial building) has residential HDR property at the rear (south end) of the building. The building is 50 feet from the rear (south) property line exceeding this standard.

C. *Height*

Except as otherwise provided, the maximum height of structures shall be fifty (50) feet, except that structures within one-hundred (100) feet of a residential zone shall be limited to the height requirements of that residential area. Structures over fifty (50) feet in height may be permitted as conditional uses, subject to Chapter 16.82.

Response: At this conceptual level, the East Building constructed near the plaza will have ground floor retail, services and office space and upper story office space. This two-story building will be approximately 34 feet tall. The other proposed retail, service and office buildings will be approximately 20 feet tall and have one story.

Building height will be established at time of Final Development Plan and Site Plan Review for these buildings.



16.40 – Planned Unit Development

16.40.010 Purpose

- A. *PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.*

Response: The site parcels are collectively known as the Old Cannery parcels since the site was used as a fruit cannery for many years. The intent of the PUD is to design the site as one cohesive development with orderly and appropriately designed buildings and streets to address surroundings. The public plaza location was selected since this is near the Library/City Hall building that is a central area for Sherwood. The plaza will provide a space to congregate and act as the City's living room. The two-story East Building will backdrop the plaza and have storefronts that encourage people to congregate and enjoy the outdoor space. All commercial buildings will incorporate an open storefront built to the street and will be constructed of materials that are both distinctive and complementary to the existing development style of the Old Town Sherwood core. The history of the site as a brick manufacturing plant that existed prior to the site's use as a cannery will encourage the use of brick as a theme of major finish materials for the plaza and commercial buildings. The multi-family buildings are placed in the southeast corner of the site to provide a transition in massing and scale from the smaller commercial buildings. Providing downtown living will provide customers and active pedestrians within downtown, vital to a healthy economy in Old Town.

- B. *The PUD district is intended to achieve the following objectives:*

1. *Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.*
2. *Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.*
3. *Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.*
4. *Achieve maximum energy efficiency in land uses.*
5. *Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.*

Response: The Old Cannery area is unique as it provides over 6 acres of land for redevelopment adjacent to the existing Old Town Sherwood core. The PUD allows creativity in the street layout and placement and clustering of buildings. Getting more people to live and shop downtown adds to the City's vitality, economy, and sense of place. Building greater density downtown limits the need to expand the urban growth boundary and preserves farm, forest lands and open spaces. The proposed design will have open storefronts and canopies, wide sidewalks and curbsless street areas to encourage walking and drivers to slow down. The proposed commercial buildings will be of human scale and be a classic "main street" design with open storefronts and canopies that will complement Old Town yet be distinctive to the project site.



Building walls act as an edge and provide a distinct sense of enclosure along the street. The Old Cannery area, once populated by several large buildings with no direct relationship between façade and street, must now establish a pedestrian scale as an extension of the existing downtown, bridging the gap between downtown and the adjacent neighborhoods. Sidewalks alone cannot achieve this, but continual facades on blocks, with varied horizontal and vertical divisions add interest and detail to the physical and experiential aspect of moving through an urban area. Improvements to the Old Cannery area, including new streets, sidewalks and building facades, will be carefully placed to expand and reinforce the best qualities of historic Sherwood. The multi-family structures will have a residential look with balconies and use of a mixture of materials and windows. Perimeter landscaping planters and changes in elevation and details will break the plane of the building and make the structure inviting for people to walk by.

16.40.020 Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriate by Council through concept planning due to the conceptual layout or nature of the concept plan required by Metro UGB expansion.

Response: The applicant finds that the proposal is eligible for a PUD under “b.)” since the area is in the urban renewal district. The second component of “b.)” is that a PUD involve parcels where flexibility and creativity in design will result in greater public benefit than strict adherence to the code.

The site is zoned both Retail Commercial (RC) and High Density Residential (HDR) and is within the Old Cannery Area of the Old Town Overlay. The RC zoning permits a wide range of commercial uses and the Old Cannery Area allows apartments on upper floors within the RC zone. For apartments contained within upper floors in the RC zone there is no density limit and therefore no maximum number of units. The HDR zoning limits density by allowing multi-family at a maximum density of 2 units for first 8,000 square feet of lot area and 1 unit per 1,500 square feet after the first two units.

Therefore there is a wide range of uses and configurations that could be constructed on the site. This makes an “apples to apples” comparison of the PUD proposal to what could be constructed under the standard code difficult. The most straight forward way to determine if the proposal has a greater public benefit is to compare the proposal to how it would need to be amended to meet the standard code.

PUD Request Background

Sherwood Cannery Square PUD
Land Use Application Narrative

Page 13 of 66
September 2009 (Second Submittal)



First, it is important to understand the reasons for the applicant's PUD request. The PUD is requested for four reasons:

- 1) Allow flexible street standards to both improve on existing standards and to build street sections that area appropriate for proposed land uses.
- 2) Allow ground floor multi-family housing within a small portion of the RC zone (Multi-family is only allowed on upper floors in RC in a non-PUD)
- 3) Allow additional units on the HDR zoned property. (This will not allow an increase in density for the project since 139 units are allowed within the entire PUD and 101 units are proposed).
- 4) Build a plaza as a means to satisfy the PUD minimum open space requirement.

Comparison PUD vs. Standard Code

Outside of the modified street design and a few design standards, the modifications being requested through the PUD are limited to the southeastern area of the site and the plaza design. The southeast area includes proposed Lots 9 and 10 that will contain a multi-family building on each lot. These lots will be split zoned so approximately the north 1/3 of each lot will be zoned RC and the southern 2/3 zoned HDR, so the buildings will straddle the RC/HDR zoning boundary.

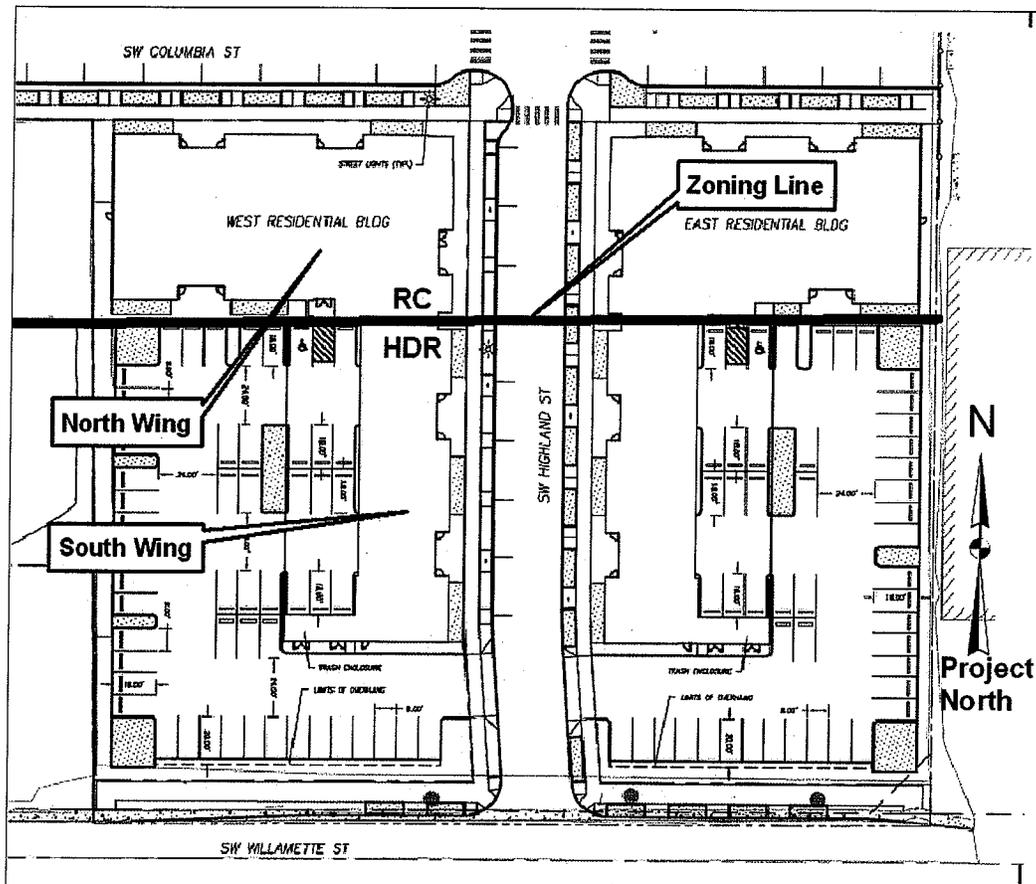
Since RC limits multi-family to upper floors, the applicant must apply for a PUD which allows multi-family-only buildings when constructed to HDR standards. Since HDR standards have density provisions, the PUD triggers a maximum density that applies to the entire PUD. The PUD does allow density to be calculated based on the entire buildable acreage of the PUD and clustered in one area of the PUD. Therefore PUD density clustering can allow additional units in HDR zoned areas above the base density through the clustering provisions.

For comparison of the PUD proposal to what could be done under the base zone standards the following questions must be answered:

How many additional units of multi-family are proposed in the HDR portion of each lot that would not be allowed by the underlying zoning?

The HDR zone is in the southeastern area of the site and occupies approximately 1.4 acres and 2/3 of both proposed multi-family lots. Assuming that Highland Drive would need to be extended regardless if the site were developed as a PUD or under the standard code provisions, approximately 9,800 square feet would need to be dedicated for Highland Drive and 975 square feet for a wetland buffer tract leaving 40,209 square feet of HDR land to be developed. The units allowed in the HDR zoned area would be approximately 30 units. The RC/HDR zoning line divides each building so the narrow southern wing of each building is the only portion of the building within the HDR zone (see graphic below).





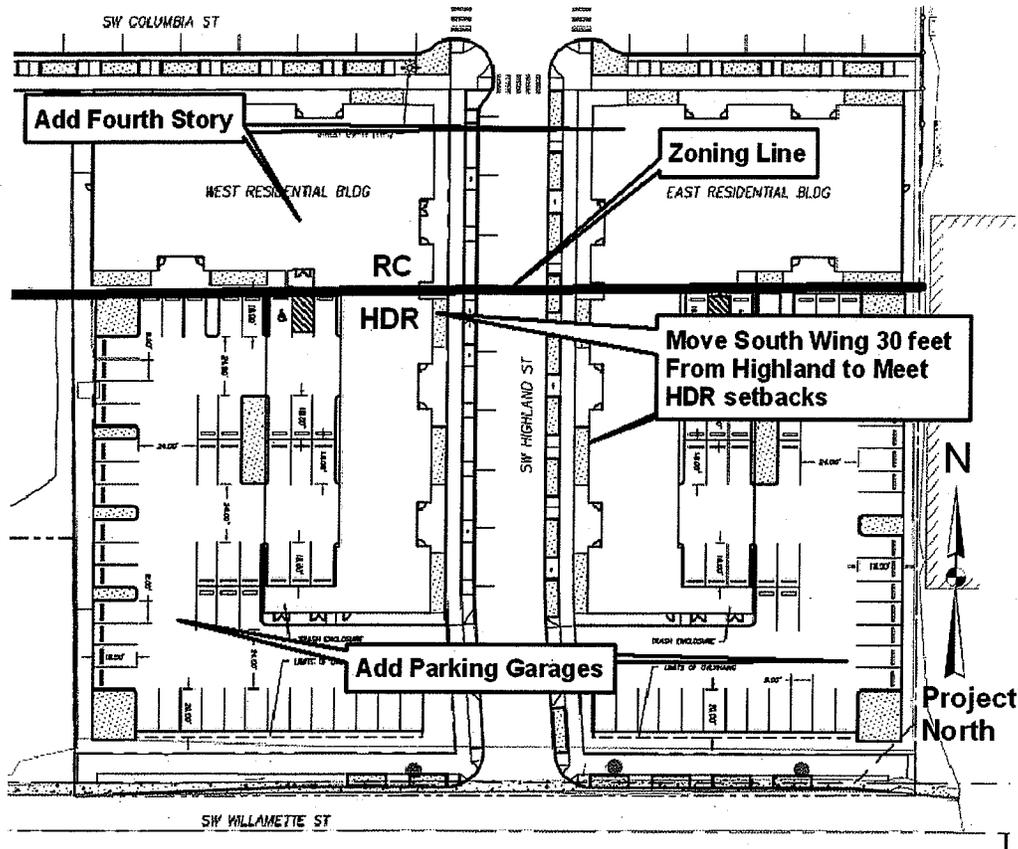
The total units proposed within the HDR zone under this proposal is 25 units per building or 50 units. So the applicant is proposing 20 additional units within HDR than the 30 units allowed by the base HDR density provisions.

What modifications to the proposal could be done to meet the underlying code?

If the applicant chose not to pursue a PUD, the ground floor could be replaced with a commercial use and a fourth story of apartments added to the northern RC-zoned area of the property. This fourth story could make up for the lost units on the ground floor and maximize development potential. This additional floor could be added since the Old Cannery Standards allow four stories or a 50 foot maximum height. Parking could be accommodated within the HDR area of the site in a parking garage as no provision of the code prohibits parking in the HDR for uses on the same parcel of land.

The PUD does allow the HDR setbacks to be varied so without the PUD, the HDR portion would need to meet the HDR setbacks. To meet setbacks the southern wing would need to be moved so it meets the 30-foot setback from Highland Drive. The RC portion of the property does not require setback in the Old Town Overlay so the building could maintain a zero setback in this zone. The graphic below shows areas where the proposal could be modified to meet the underlying code.





Conclusion - Public Benefits Test

The above analysis shows that the site could be modified to meet the underlying zoning. The applicant finds that the proposal is more within the public interest by providing a design that limits massing and density along the southern and western property lines nearest to lower density residential development. It will also provide a livelier neighborhood with a more compact streetscape and more “eyes on the street” providing an attractive place to live within easy walking distance to Old Town enhancing the viability of the Cannery area. Further allowing residential only in the southern area of the site where ground floor commercial is required is more compatible as it provides a better transition in uses. This transition goes from low density residential to high density residential to commercial and ultimately the Old Town core. In addition, the applicant could provide units by placing them on upper floors in other commercial areas where they are not currently proposed which is allowed outright in the RC zone without density limitation. However, the applicant finds that these units would be too close to the railroad tracks and would not be a desirable residential location.

In addition to the public benefits allowed through modification of uses and development standards, there are direct public benefits that are not required under the standard zoning that could be eliminated from the proposal if it were not a PUD. This includes the required public plaza and flexible street standards.

The plaza will act as the new “Living Room” for Sherwood’s Old Town with amenities such as a water feature that will provide outdoor summer activity for families next to the Library (see



architectural pattern book for more details). Streets will provide green street treatments with a varied "curbless" and standard curbs to tie into Old Town and allow for street closures for events and expansion of the plaza area. Parallel parking will be provided to make sidewalks safer and enhance viability of retail areas. The green street stormwater planters will provide superior water quality and environmental benefits not allowed by the typical street sections and design requirements.

For these reasons greater public benefit will be achieved through the proposed PUD that would not otherwise be allowed or required by the standard zoning.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. *Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.*

Response: This is provided on the existing conditions plan contained in the plan set, Sheet C2.0.

2. *Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.*

Response: Mailing labels within 100 feet of the site have been provided.

3. *Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.*

Response: Plans that address these standards are contained within the plan set.

4. *Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.*



Response: The architectural controls will involve the pattern book, the preliminary PUD and final development plan approvals. The public plaza will be owned and maintained by the City of Sherwood along with the public streets. All spaces on private property will be maintained by the applicant its successors and/or assignees. Any plaza areas created near private buildings will be owned and maintained by the applicant its successors and/or assignees. Details regarding any proposed plazas are not defined at this point but details will be provided at the time of final development plan and site plan approval that will need to be approved by the Planning Commission.

5. *If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.*

Response: This PUD includes a subdivision of land and all of the requirements for a preliminary plat have been provided. The preliminary plat and road construction details are provided within the Plan Set. This narrative addresses applicable code standards and criterion.

6. *Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:*
- a. Illustrative areas within the development application covered by the pattern book.
 - b. An explanation of how the pattern book is organized, and how it is to be used.
 - c. Define specific standards for architecture, color, texture, materials, and other design elements.
 - d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.
 - e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:
 - i. Massing, facades, elevations, roof forms, proportions, materials, and color palette.
 - ii. Architectural relevance or vernacular to the Pacific Northwest.
 - iii. Doors, windows, siding, and entrances, including sash and trim details.
 - iv. Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.
 - v. A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.030.



Response: An architectural pattern book containing these elements has been submitted with this application. The Old Cannery Standards were used as a reference in developing the pattern book.

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

- 1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.*

Response: As stated above, the proposed development is a unique mixed-use urban project meeting the intent of Section 16.40.020A.

The proposal complies with the Comprehensive Plan as follows:

Chapter 3 – Growth Management

Policy Objective 2.a - Focus growth into areas contiguous to existing development rather than "leap frogging" over developable property.

Policy Objective 2.b - Encourage development within the present city limits, especially on large passed-over parcels that are available.

Response: Clearly this redevelopment site within Old Town Sherwood will focus development next to the oldest area of town within the central core and prevents leap frog development by redeveloping an area that has been vacant and run down for many years.

Chapter 4 – Land Use

Residential Policy 1 - The City will encourage the use of the Planned Unit Development (PUD) on parcels of five acres or more in all residential land use categories in order to allow flexibility and innovation in site development and land use compatibility.

Strategy:

**Higher density residential development will be located so as to take advantage of arterial and major collector streets; nearby shopping, parks, mass transit and other major public facilities and services.*

**All residential development will be located so as to minimize the impact of nonresidential uses and traffic.*

**New housing will be located so as to be compatible with existing housing. Infill and redevelopment projects will not adversely affect established neighborhoods, and additional public notice will be required for infill projects, as depicted on the "Infill Notification Area" map, Map IV-1.*

**Buffering techniques shall be used to prevent the adverse effects of one use upon another. These techniques may include varying densities and types of residential use, design features and special construction standards.*



**The City will encourage the use of the Planned Unit Development (PUD) on parcels of five acres or more in all residential land use categories in order to allow flexibility and innovation in site development and land use compatibility.*

Response: The multi-family housing will be placed so it is in close proximity to Old Town Sherwood allowing residents to walk to services such as the Sherwood Library and shopping. Tri-Met Bus #94 stops in Old Town Sherwood and is within walking distance. The proposed multi-family buildings will be designed so the massing of the building is at least 50 feet away from property lines of adjoining single-family residential property. A 50-foot setback is provided along the south property line so that the massing of the building is not out of scale with the lower density development along Willamette Street. An existing wetland and buffer as well as landscaping and separation by Willamette Street will provide a more than adequate transition buffer to lower density housing.

Residential Policy 2 - *The City will insure that an adequate distribution of housing styles and tenures are available.*

Strategy:

**New developments will be encouraged to provide an adequate distribution of owner occupied and renter occupied units of all types and densities.*

Response: The City currently has a high amount of low density residential housing. The multi-family buildings will provide higher density units in close proximity to services limiting the need for residents to drive to services.

Residential Policy #3 - *The City will insure the availability of affordable housing and locational choice for all income groups.*

Strategy:

**The City will reduce housing costs by allocating land for smaller lot single family and manufactured housing uses, providing multi-family housing opportunities, expediting the development review process, and assuring that an adequate supply of buildable land is available for all residential categories of use.*

**Housing shall be of a design and quality compatible with the neighborhood in which it is located.*

Response: The multi-family buildings will add to the housing choices within the City. The City has a high amount of single-family residential and a limited amount of housing in downtown. The proposed multi-family housing will diversify the housing stock and place the proposed urban style housing in its most appropriate place adjacent to the Old Town core.

Economic Policy 5 *The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.*

Strategy:

**The City will encourage the revitalization of the Old Town Commercial area by implementation of 1983's "Old Town Revitalization Plan" and the Old Town Overlay Zone.*



Response: The City expanded the Old Town Overlay District to include the Old Cannery area in the early 2000s. The proposal to redevelop the Old Cannery to mixed use planned development will meet the requirements of the Old Cannery District standards and therefore is consistent with planning efforts for Old Town Sherwood.

Commercial Development Policy #1 – *Commercial activities will be located so as to most conveniently service customers.*

Strategy:

**Community wide and neighborhood scale commercial centers will be established*

**Commercial centers will be located so that they are easily accessible on major roadways by pedestrians, auto and mass transit.*

**Neighborhood commercial centers will be designated in or near residential areas upon application when need and compatibility to the neighborhood can be shown.*

Response: The proposed commercial spaces will expand the Old Town Area providing walkable development within Old Town to a neighborhood scale. Surrounding residential neighborhoods including the proposed 101 multi-family units will be within easy walking distances of the proposed retail services of this development and existing services provided in Old Town Sherwood.

Commercial Policy #2 - *Commercial uses will be developed so as to complement rather than detract from adjoining uses.*

**The older downtown commercial area will be preserved as a business district and unique shopping area.*

Response: The design of streets and plaza space coupled with the brick-themed design of the buildings and plaza will complement the scale and look of the existing Old Town Area.

Community Design Policy 1 - *The City will seek to enhance community identity, foster civic pride, encourage community spirit, and stimulate social interaction through regulation of the physical design and visual appearance of new development.*

Strategy:

**Develop a civic/cultural center and plaza park as a community focus.*

Response: A civic plaza space is proposed consistent with this policy.

Community Design Policy 4 - *Promote creativity, innovation and flexibility in structural and site design.*

Strategy:

**Encourage the use of the Planned Unit Development technique for larger residential commercial and industrial sites.*

Response: The Old Cannery area is unique in that it is the largest undeveloped area in Old Town Sherwood and presents a tremendous opportunity to build near the downtown core. The



proposed mixed-use development is designed to both blend with the existing Old Town core but also provide a distinctive district that will be perceived as both part of Old Town yet unique. The public plaza will provide a central meeting area for downtown that will become part of Old Town and will be located next to the City Hall and Library which is considered a major center of Sherwood.

Old Town Sherwood provides a step-back-in-time experience that is all too often removed from small towns, but with a modern twist. By preserving existing buildings, and then adding new complementary structures such as the Library/City Hall, downtown Sherwood remains a relevant part of the community. City government operating in downtown sends a strong message that downtown is not a forgotten zone and in fact remains as the center. As a distinctive destination, the downtown invites locales and visitors alike to park their car and explore it on foot.

Events like the farmers' market, festivals, car shows and concerts bring a larger audience, reinforcing the downtown as the heart of the community. The proposed plaza of the Old Cannery area offers a new venue for existing events and opens new doors for bringing the community together. Buildings for commercial use are planned that provide more options for recreation, business and residential life in the core. It sets the stage for a reasonable growth pattern for downtown without compromising its current strengths.

The Old Cannery site is adjacent to a wetlands area with dense natural vegetation and landscaping. Planners see this as a visual amenity, and will add a positive natural component to the unique qualities of this part of town. For example, some portions of the pedestrian routes will provide viewing of the wetlands, and residential units will benefit from its park-like setting. Sherwood is an award-winning community, springing from a rich history but advancing with progressive decision-making. Investing in downtown, commercial development and numerous parks has set it apart from other small towns. The improvements to the Old Cannery site are inspired by this very spirit, providing public and commercial spaces as stepping stones to continued success.

2. *The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within the close proximity to existing public spaces such as parks, libraries or plazas, the development plan may propose not less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.*

Response: The Sherwood Cannery Square project is designed around a number of unique open spaces that include a large central gathering space, pedestrian ways that allow for public gatherings, and for respite and relaxation. These open spaces are located within close proximity to Sherwood's Main Library and City Hall, Festival Streets, Pedestrian Promenade and 5-blocks from the City's Veterans' Park. The close proximity to these City amenities with the strategy to maximize the use of the proposed open space will result in an open space system that is less than 15% of the buildable area, but greater than 5 percent that will equally or better meet community needs. Under section 16.40.20(C)(2) a preliminary development can propose a



minimum of 5% open space. The net buildable area of the PUD is 213,862 square feet which requires a minimum of 10,689 square feet of open space (5%).

At the center of the new development, the Cannery Square public plaza is a vibrant space destined to become Sherwood's outdoor living room. By offering a mix of elements different from Sherwood's current park inventory, it expands the City's ability to stage events from the weekly farmers' market, to the annual Robin Hood Days. The Cannery Square also maintains its engaging atmosphere on a daily basis with elements like an interactive water feature, public art, and covered trellises. The majority of the Cannery Square is paved with brick which provides a beautiful and durable surface that recalls the history of the site as a major brick manufacturer for the Portland region. A small lawn offers a softer area for informal activities, kids play area and smaller events. The Cannery Square was designed with input from the City of Sherwood Parks Committee, headed by Kristen Switzer, Community Services Manager for the City of Sherwood. Ideas from the Committee were molded into form by the design team and the resulting design was enthusiastically endorsed by the Committee. The Cannery Square is 12,004 square feet, which works out to 5.6% of the buildable area. For a more detailed description of the Cannery Square and its elements, please review the narrative *Cannery Square* in the Architectural Pattern Book.

As part of the plaza design, the streetscape and a portion of Columbia Street will utilize the same brick paving materials as the Cannery Square. This announces the Cannery Square's prominence as the center of the development and maximizes useable space by letting the plaza overspill its edges during large events. plaza area alongside the South Building. Shaded by mature willow trees on the neighboring property, the plaza offers a relaxed seating area.

Between the existing Machine Works Building and the West Building is another potential plaza and pedestrian walk. The walk connects the public deck in the Stormwater Garden on Washington Street to the Cannery Square across Pine Street, providing a pedestrian walkway between the key open spaces. Smaller and less formal, these spaces offer a more subdued character than the bustling Cannery Square. Stormwater is the theme of these open spaces. Stormwater from across the development is shown off in different ways, running under boardwalk runnels in the plaza, visible in stepped stormwater planters along the pedestrian walkway and celebrated in the Stormwater Garden, where a large deck overlooks the facility at work, providing a public gathering space against a lush backdrop.

- 3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.*

Response: The applicant requests a modification to the underlying zone by allowing the multi-family buildings to be built to the right-of-way line of Columbia Street and Highland Drive (20 and 30-foot setbacks are required); allow the downtown streets design to be modified to fit the proposed development; allow a larger percentage of compact spaces 50% vs. standard of 25%. These compact spaces would be larger than the standard 8-foot by 18-foot and would be 9-foot by 18 foot; allow the Machine Works building to have flexibility to locate the front entrance to the north instead of facing Pine Street. This is requested due to the structural design of the existing building and to face the main entrance toward the parking and pedestrian amenities.



The flexibility will allow the multi-family buildings to be built to the street in keeping with the urban environment and will allow the streets to be tailored to fit with the overall development proposal and transition between existing curbless streets to existing curbed streets.

4. *That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).*

Response: The proposed architecture in the development is founded on the design standards for the Old Cannery area which are also included in the Architectural Pattern Book. Exterior facades, entrances, materials, windows and roofs complement and reinforce the character of Old Town Sherwood. Historic Sherwood has a story to tell. It's compact grid of streets up against the rail line is a physical recall of a community that matured as rail service connected it to Portland and the region. The structures that we see today speak to the introduction of masonry, breaking the cycle of constructing the city in wood, only to have it taken by fire. Buildings from earlier eras that are still in use are the foundation of historic Sherwood's charm. New buildings infill with a variety of styles and looks, but not without reference to history. Bringing this character across the tracks to the Old Cannery site is both a challenge and a privilege. The proposed design takes this charge seriously: to unify the existing and new portions of downtown into a deliberate whole. The intent is to use the features of new plaza, streets and buildings to knit two portions of Sherwood together that did not relate previously. The rail line then becomes not an edge or barrier, but a strong recall of the city's past and a potential bonus in the future. A substantial contributor to this coordinated effort is the architectural character of new buildings. The Sherwood Old Town Design Guidelines are relevant in this case, for they outline many desirable components to guide new projects downtown. The Old Cannery Standards reinforce these Design Guidelines, such as corner entries and ground floor windows, items that are incorporated into the proposed Old Cannery architecture.

5. *That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.*

Response: The proposed plaza area will be placed within a tract in the subdivision plat to be retained by the City of Sherwood. The hardscape plaza will be low maintenance design comprised mostly of brick paving. Any plaza areas near buildings will be maintained by the applicant. Details of plaza design will be presented at time of final development plan and site plan review.

6. *That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.*

Response: As discussed above in Section 16.40.020.A, the applicant could build a more intensive use within the southeastern area of the site that would meet the underlying code that would not have a beneficial effect on the area. Further the applicant is proposing to develop a public plaza and flexible street design that has direct public benefits that would not be required under the standard code. The design itself was tailored to fit within the fabric of the community and site to provide an overall project that



is a public amenity and benefit to the area. The massing and proportions of the new buildings respond to the existing Old Town Sherwood core. The one and two story brick-themed buildings with open inviting storefronts are echoed in the scale and proportions of existing historic Old Town Sherwood buildings. The proposed two-story retail and office building is in scale with the plaza area and encloses the space in conjunction with the two-story Library/City Hall to the north, making it inviting as a place for people to congregate. All elements of the buildings work together to make a cohesive whole: the orientation of entries and other doors, the rhythm of windows, columns, pilasters, architectural details, patterns and lighting, parapet profiles, roofs, colors and materials. The result is a composition in 3D, scaled with the pedestrian in mind, and detailed to add richness to the experience of being next to these buildings. Since the ground floor emphasis is retail/commercial, clear glass (non-tinted and non-reflective) windows are predominant and offer transparency so critical to product display. Between and above the windows is an opportunity to make references to Sherwood's historic past without literal duplication of facades or details. Sherwood is not a city of tall buildings, so one to three stories provides the appropriate scale to expand downtown. Variation in scale is important in the proposed development. One and two-story buildings surround the plaza, acting as edges without deviating from the current scale of downtown buildings. The two multi-family buildings are placed in the southeast corner of the site. This placement allows for a transition of building heights. Ground floor planters as well as balconies and a mixture of building materials, offer an inviting look to the buildings and provide an inviting area in which to walk. Three stories boost the density of housing units which will enhance the vitality of the onsite retail uses as well as the rest of Old Town. Two structures are proposed to reduce the scale of the overall complex and give the street in-between an urban neighborhood feel. The buildings are oriented to the new internal street of the Old Cannery site in an "L" configuration, placing the narrow leg towards the neighborhood across Willamette Street. Parking and landscaping act as a buffer towards the street. The goal is to reduce the impact of the multi-story housing structures, while recognizing their relationship to the single-family neighborhood across Willamette Street.

7. *That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.*

Response: The applicant intends to substantially complete the streets and plaza within the one year timeframe and will propose phasing of the Machine Works Building and private development as part of a Final Development Plan and Site Plan Review application. At this time the applicant is not sure which phase of the PUD would be constructed first but requests that the approval allow any phase or combination of phases be able to start at any time following Preliminary PUD approval subject to approval of a Final Development Plan/Site Plan Review and building and construction permits.

The streets and stormwater facility will be constructed first.

8. *That adequate public facilities and services are available or are made available by the construction of the project.*

Response: New streets and improvements will be completed to serve the site. Stormwater, sewer and water will be extended and buildings will connect to these facilities. No deficiencies have been identified.



9. *That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.*

Response: The general objectives and standards to approve the PUD have been met as demonstrated in this report.

10. *The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3)*

Response: The property is approximately 6 acres, meeting the minimum size needed for a PUD.

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant to Chapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

Response: Noted by the applicant.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

Response: Noted by the applicant.

16.40.030 Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter and Section 16.78.010, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and



approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

Response: Noted by the applicant.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant to Chapter 16.124.

Response: Noted by the Applicant.

16.40.040 General Provisions

A. 1. Phasing

- a. *The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.*
- b. *Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.*

Response: The applicant proposes to construct the project in up to 10 phases. A final phasing plan will be submitted for approval with the Final Development Plan submittal. The streets, public plaza and public stormwater facilities will be constructed prior to the development phases indicated on the current proposed Phasing Plan Sheet C2.3.

B. Changes to Approved Plans

Response: These requirements are noted by the applicant.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

Response: The applicant proposes to have all residential density developed within the southeast portion of the site. The net developable square footage of the site after public right-of-way and wetland areas are removed is 213,862 square feet. The site is zoned both High Density Residential (HDR) and Retail Commercial (RC). HDR uses are allowed in the RC within a PUD. The HDR density is calculated as 8,000 square feet for the first two units and 1,500 square feet for each additional unit. Based on the net buildable area, the maximum density is 139 units. Two multi-family buildings are proposed with 52 and 49 units for a total of 101 units within the required density for the site. A density calculation exhibit is attached to this report demonstrating how density was calculated.



The two multi-family buildings and all 101 units of residential density are placed in the southeastern area of the site. The buildings are oriented to the new internal street of the Old Cannery site in an "L" configuration with the massing of the building pushed to the north along Columbia Street and Highland Drive where an Old Town Sherwood-urban scale of development is appropriate. Along these street frontages ground floor planters, as well as balconies and a mixture of building materials, offer an inviting look to the buildings and provide a nice area in which to walk.

To the south is existing single-family residential development. The concept of the L-shaped structure moves the massing of the building away from these structures. This leaves only a narrow portion of the south end of the building facing the low density residential areas. This narrow southern end of the building will be approximately 50 feet from the rear lot line and therefore will be separated from Willamette Street and the low density areas. The closest part of the West Residential Building will be approximately 70 feet from its west lot line that abuts a residential zone and existing single family development, the line separating the building from a neighboring single-family house to the west. In addition, landscaping buffers and planter islands are proposed around the parking area to break up the parking field and further buffer the larger building from the lower density residential area.

The end result of the L-shaped building design is to place the massing of the building so it faces Old Town and the active area of Sherwood while transitioning to the lower density areas of the community that surround Old Town to the south by providing separation and landscape buffering.

To visualize the transition and generous spacing provided between the buildings and existing development cross sections were developed. This sections are provided in Attachment 9.

16.40.050 Residential PUD

A. *Permitted Uses*

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. *Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.*
2. *Related NC uses which are designed and located so as to serve the PUD district and neighborhood.*
3. *All other uses permitted within the underlying zoning district in which the PUD is located.*

Response: Multi-family is proposed as allowed by this section. RC uses are proposed only in the RC zoned property.

B. *Conditional Uses*



A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82.

Response: No conditional uses are proposed at this time.

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2) or C (4), below or 16.40.040.C above.

Response: Density was clustered as allowed by 16.40.040.C.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

Response: Not proposed.

3. Minimum Lot Size

The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size.

Response: Not applicable. Single-family residential is not proposed.

16.40.060 Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

Response: Only RC uses are proposed in the RC zone. Part of the multi-family residential will be in the RC zone, however, HDR uses are allowed in the RC zone in conjunction with a PUD as proposed.



B. *Conditional Uses*

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

Response: Conditional uses are not proposed at this time. Since the commercial areas will be flexible space to be divided for individual businesses, there is a possibility that a conditional use in the RC zone may be required in the future.

C. *Development Standards*

1. *Floor Area*

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

Response: The gross ground floor area of the PUD, including the existing Machine Works building and the maximum build-out of the NE Phase that is proposed with four square footage alternatives is approximately 74,000 square feet. The net buildable area of the PUD is 213,862 square feet. The gross ground floor area accounts for 35% of the buildable portion of the site, meeting this standard.

2. *Site and Structural Standards*

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

Response: The applicant proposes to have a zero front and side street setback in the HDR zone.

3. *Perimeter Requirements*

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

- a. *Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:*
- b. *Screened so as to obscure the view of structures in the PUD from other uses.*

Response: The setbacks of the underlying zone will be met at the perimeter of the PUD.



4. *Height*

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

Response: The proposed buildings will meet the height of the underlying zoning district.

5. *Community Design Standards*

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

Response: The project meets the Community Design Standards as stated under the applicable sections in this report.

6. *Density Transfer*

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

Response: Does not apply.

7. *Minimum Site Area*

a. *Commercial PUD*

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. *Industrial PUD*

The minimum site area for an Industrial PUD shall be twenty (20) acres.

Response: Does not apply. A mixed residential and commercial PUD is proposed. The site is approximately 6 acres and PUDs are allowed on sites 5 acres or larger.

Division III – Administrative Procedures

16.72 – Procedures for Processing Development Permits

Response: The proposed PUD and TSP Plan Amendment is a TYPE V process. The Planning Commission will make recommendation to the City Council for a final decision.



Division IV – Planning Procedures

16.78 – Application Information Requirements.

Response: The submittal requirements contained within the PUD requirements Section 16.40 and the “Application Materials Required for Subdivision Plat” checklist were used in complying with the required application information for this land use application.

16.80 – Plan Amendments

16.80.010 – Initiation of Amendments

An amendment to the City Zoning Map or text of the Comprehensive Plan may be initiated by the Council, Commission, or an owner of property within the City.

Response: The Transportation System Plan (TSP) is part of the City’s Comprehensive Plan. This includes Figure 1 of Chapter 6 Goal 8 of the Comprehensive Plan. This figure designates the functional classification for roads within the City of Sherwood. The applicant proposes to amend the TSP to remove Columbia Street from collector street status and designate this street as a local street. The primary justification for this is that the railroad crossing at Oregon Street is no longer required to be removed. The collector street status of Columbia Street was intended to provide a primary traffic route to and through Old Town Sherwood when the Oregon Street crossing was to be closed. Since this crossing will not be closed, Columbia Street will no longer need to be a collector street and can function as a local street. A traffic memorandum was prepared by DKS Associates, dated July 9, 2009, that confirms the Columbia Street no longer needs to be a collector street based on new traffic volumes resulting from keeping the Oregon Street railroad crossing open.

16.80.020 – Amendment Procedures

Zoning Map or Text Amendment

- A. *Application - An application for a Zoning Map or text amendment shall be on forms provided by the City and shall be accompanied by a fee pursuant to Section 16.74.010.*
- B. *Public Notice - Public notice shall be given pursuant to Chapter 16.72.*
- C. *Commission Review - The Commission shall conduct a public hearing on the proposed amendment and provide a report and recommendation to the Council. The decision of the Commission shall include findings as required in Section 16.80.030.*
- D. *Council Review - Upon receipt of a report and recommendation from the Commission, the Council shall conduct a public hearing. The Council’s decision shall include findings as required in Section 16.80.030. Approval of the request shall be in the form of an ordinance.*

Response: This narrative and attachments represent the applicant’s request to amend the comprehensive plan and transportation system plan.

16.80.030 – Review Criteria



1. Text Amendment

An amendment to the text of the Comprehensive Plan shall be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment shall be consistent with the intent of the adopted Sherwood Comprehensive Plan, and with all other provisions of the Plan, the Transportation System Plan and this Code, and with any applicable State or City statutes and regulations, including this Section.

Response: As stated above, the applicant requests to amend the TSP map and remove Columbia Street from collector street status.

2. Map

Amendment

Response: No amendments to the City zoning map area proposed. However the TSP streets classifications map will be amended.

3. Transportation Planning Rule Consistency

- A. *Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.*
- B. *"Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.*
- C. *Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:*
 - 1. *Limiting allowed uses to be consistent with the planned function of the transportation facility.*
 - 2. *Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.*
 - 3. *Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.*



Response: A traffic memorandum, dated July 9, 2009 was prepared by DKS Associates that confirms Columbia Street no longer needs to be a collector street based on new traffic volumes resulting from keeping the Oregon Street railroad crossing. The Oregon Street railroad crossing was originally proposed to be closed, funneling traffic through the Old Cannery area via proposed Columbia Street Extension from Pine Street to Oregon Street. This would have been a primary route through Old Town Sherwood. With this crossing left open, vehicles will continue to cross the tracks and use Oregon Street to 1st Street as the current route.

Division V – Community Design

16.92 – Landscaping Standards

16.92.030(1) – Perimeter Screening and Buffering

A minimum six (6) 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 or industrial uses. In addition, plants and other landscaping features may be required by the Commission in locations and sizes necessary to protect the privacy of residences and buffer any adverse effects of adjoining uses.

Response: The Old Cannery Standards require a 6-foot deep planting area providing a permanent screen along property lines abutting or across the street from lower density residential zones, as per Section 16.162.080(C1b) and Section 16.92.030(2B). Along the property lines which are adjacent to existing residential zones and along the right-of-way of Willamette Street, a minimum 6 foot wide planting area is provided. This planting will include a 6 foot tall evergreen hedge and a mix of shrubs and groundcover. Detailed landscaping plans will be provided at the time of Final Development Plan and Site Plan Review.

16.92.030(2) – Parking and Loading Area Landscaping

A. Total Landscaped Area

All areas not covered by buildings, required parking, and/or circulation drives shall be landscaped with plants native to the Pacific Northwest in accordance with Section

Response: Planting proposed to the interior and edge of the parking lots will use predominately native plants. Since stormwater 'green street' style water treatment planters are proposed, special care has been taken to select plants that are native, attractive, can treat stormwater and thrive within these site conditions.

B. Adjacent to Public Rights-of-Way

A landscaped strip at least ten (10) feet in width shall be provided between rights-of-way and any abutting off-street parking, loading, or vehicle use areas. Landscaping shall include any combination of evergreen hedges, dense vegetation, earth berm, grade,



change in grade, wall or fence, forming a permanent year-round screen, except in clear vision areas as per Section 16.58.030.

Response: The Old Cannery Standards require a 6-foot deep planting area providing a permanent screen along the street lot line when the development is across the street from a residential zone, as per Section 16.162.080(E1) and Section 16.92.030(2B). Along the right-of-way of Willamette Street, Pine Street and Oak Street where there is an adjacent parking lot and/or parking entrance, a minimum 6 foot wide planting area is proposed. The planting along Willamette will include an evergreen hedge and row of trees. At Pine and Oak Street there are parking lot entrances so the buffer will be planted with low growing shrubs that will have a 2.5-foot maximum height for vision clearance.

C. *Perimeter Landscaping*

A ten (10) foot wide landscaped strip shall be provided between off-street parking, loading, or vehicular use areas on separate abutting properties or developments. A minimum six (6) foot high sight-obscuring fence or plantings shall also be provided, except where equivalent screening is provided by intervening buildings or structures.

Response: Does not apply. Parking is located to the back of the buildings so there are no abutting off-street parking areas on neighboring property. In the NE Phase of the development, (See Sheet C.2 Phasing Plan and C2.4 & 2.5 NE Phase Alternatives) the northeast parking lot will abut parking and storage area at the back of the Sherwood Field House. The Old Town Overlay requires a 5-foot minimum landscape strip as per Standard 16.162.070B. Therefore, in the NE Phase, a 5-foot landscape buffer will be maintained with a 6-foot evergreen hedge. Further details will be provided at the time of Final Development Plan and Final Site Plan for each phase of development.

D. *Interior Landscaping*

A minimum of fifty percent (50%) of required parking area landscaping shall be placed in the interior of the parking area. Landscaped areas shall be distributed so as to divide large expanses of pavement, improve site appearance, improve safety, and delineate pedestrian walkways and traffic lanes. Individual landscaped areas shall be no less than sixty-four (64) square feet in area and shall be provided after every fifteen (15) parking stalls in a row. Storm water bio-swales may be used in lieu of the interior landscaping standard.

Response: The Old Town Overlay does not require interior landscaping, as per Section 16.162.070B. However, interior landscaping has been provided to help breakup the parking field and reduce summer temperatures within the parking lot. A tree is required every 15 spaces for off street parking. Further details will be provided at the time of final development plan and final site plan approval for each phase of development.

E. *Landscaping at Points of Access*



When a private access-way intersects a public right-of-way or when a property abuts the intersection of two (2) or more public rights-of-way, landscaping shall be planted and maintained so that minimum sight distances shall be preserved pursuant to Section 16.58.010.

Response: Within vision clearance areas, a mix of low shrubs and evergreen groundcover will be planted to not exceed a maximum of 2.5 feet tall.

F. Exceptions

For properties with an environmentally sensitive area and/or trees or woodlands that merit protection per Chapters 16.142 and 16.144, the landscaping standards may be reduced, modified or "shifted" on-site where necessary in order to retain existing vegetation that would otherwise be removed to meet the above referenced landscaping requirements. The maximum reduction in required landscaping permitted through this exception process shall be no more than 50%. The resulting landscaping after reduction may not be less than five feet in width unless otherwise permitted by the underlying zone. Exceptions to required landscaping may only be permitted when reviewed as part of a land use action application. (Ord. 2006-021)

Response: This option is not being implemented. Based on the wetland delineation, a small wetland exists on a neighboring property, overlapping a small portion of the site. The design provides both buffer and mitigation for the wetland. Please refer to the Services Provider Letter from Clean Water Services for more information. In the interest of environmental protection, the applicant has proposed 'green street' style planters throughout the site to treat and clean stormwater runoff.

16.94 – Off-Street Parking Standards

16.94.010 Generally

1. Off-Street Parking Required

No building permit shall be issued until plans are approved providing for off-street parking and loading space as required by this Code. Any change in uses or structures that reduces the current off-street parking and loading spaces provided on site, or that increases off-street parking or loading requirements shall be unlawful and a violation of this Code, unless additional off-street parking or loading areas are provided in accordance with Section 16.94.020, or unless a variance from the minimum or maximum parking standards is approved in accordance with Chapter 16.84 Variances.

Response: This requirement is noted by the applicant.

2. Deferral of Improvements

Off-street parking and loading spaces shall be completed prior to the issuance of occupancy permits, unless the City determines that weather conditions, lack of available



surfacing materials, or other circumstances beyond the control of the applicant make completion impossible. In such circumstances, security equal to one hundred and twenty five percent (125%) of the cost of the parking and loading area is provided the City. "Security" may consist of a performance bond payable to the City, cash, certified check, or other assurance of completion approved by the City. If the installation of the parking or loading area is not completed within six (6) months, the security may be used by the City to complete the installation.

Response: This requirement is noted by the applicant.

3. *Joint Use*

Two (2) or more uses or, structures on multiple parcels of land may utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap, provided that satisfactory evidence is presented to the City, in the form of deeds, leases, or contracts, clearly establishing the joint use.

Response: For the purpose of minimum parking requirements, the applicant is not proposing joint use where required parking will be shared with another use at off hours. Although the parking will effectively be shared with all phases, each phase will have enough parking to support its use on its own.

4. *Multiple/Mixed Uses*

When several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately, with a reduction of up to 25% to account for cross-patronage of adjacent businesses or services. If the applicant can demonstrate that the peak parking demands for the combined uses are less than 25% (i.e., the uses operate on different days or at different times of the day), the total requirements may be reduced accordingly.

Response: Not proposed by the applicant at this time as the specific uses are not known for the commercial buildings.

5. *Prohibited Uses*

Required parking, loading and maneuvering areas shall not be used for long-term storage or sale of vehicles or other materials, and shall not be rented, leased or assigned to any person or organization not using or occupying the building or use served.

Response: This requirement is noted by the applicant.

6. *Location*

- a. *Residential off-street parking spaces shall be located on the same lot as the residential use.*



- b. *For other uses, required off-street parking spaces may include adjacent on-street parking spaces, nearby public parking and shared parking located within 500 feet of the use. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written notarized letter or instrument. 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 side or rear of buildings where feasible. All new development shall include preferential spaces for car pool and van pools, if business employs 20 employees or more. 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.*

Response: Parking for the multi-family structures is located on the same lot as the building. For required parking for the commercial uses, the applicant proposes to calculate the parking demand for each phase of development.

7. *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.

Response: All parking will be striped.

8. *Surface and Drainage*

- a. *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.*
- b. *Parking and loading areas shall include storm water drainage facilities approved by the City Engineer or Building Official.*

Response: All parking will be paved with asphalt and will be treated with "green street" style planter areas.

9. *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 and painted parking space boundaries and directional symbols shall be maintained in a readable condition.



Response: The applicant intends to keep the parking lot in good repair.

10. *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:

- A. Delineation of individual parking and loading spaces and dimensions.*
- B. Circulation areas necessary to serve parking and loading spaces.*
- C. Location of accesses to streets, alleys and properties to be served, and any curb cuts.*
- D. Landscaping as required by Chapter 16.92.*
- E. Grading and drainage facilities.*
- F. Signing and bumper guard specifications.*
- G. Bicycle parking facilities as specified in Section 16.94.020E.*
- H. Parking lots more than three (3) acres in size shall provide street-like features along major driveways including curbs, sidewalks, and street trees or planting strips.*

Response: These items have been provided on the plan set submitted with this application.

11. *Parking Districts*

The City may establish a parking district (i.e., permits or signage) in residential areas in order to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed-use areas, or other uses that generate a high demand for parking. The district request shall be made to the City Manager, who will forward a recommendation to the City Council for a decision.

Response: Not proposed by the applicant.

16.94.020 - Minimum and Maximum Spaces

Response: Three uses are proposed within the development, multi-family, retail and office use. The proposed development will be constructed in phases. Below is parking counts broken down by phase. Section 16.162.070 requires only 65% of parking within the Old Cannery area.

The proposal meets the required parking as follows:

1) Multi-family Residential

The multi-family buildings will meet required parking as follows:



East Residential Phase				West Residential Phase			
Unit Type	Units	Factor /unit	Parking Req'd	Unit Type	Units	Factor /unit	Parking Required
studio	8	1.25	9	studio	8	1.25	10
1br/1ba	15	1.25	19	1br/1ba	18	1.25	23
1br/1ba + den	10	1.25	13	1br/1ba + den	10	1.25	13
2br/2ba	16	2	32	2br/2ba	16	2	32
Total			73	Total			77
65% reduction			47	65% reduction			50
Total provided			48	Total provided			54

2) West Phase

The West Phase will include the West Building and a 31-space, off-street parking lot. Parking requirements for this phase are satisfied as follows:

West Building					
Use	Square Footage	Minimum / Spaces per 1,000 GSF	Maximum / Spaces per 1,000 GSF	Parking Required Minimum	Parking Required Maximum
Retail	3,750	4.1	5.1	15	19
65% reduction				10	12
Off-Street Spaces Provided					31

Additional parking over required maximum will be used by the Machine Works Phase.

3) East Phase

The East Phase will include the East Building and a 36-space, off-street parking lot. Parking requirements for this phase are satisfied as follows:

East Phase					
Use	Square Footage	Minimum / Spaces per 1,000 GSF	Maximum / Spaces per 1,000 GSF	Parking Required Minimum	Parking Required Maximum
Office	6,900	2.7	3.4	19	23
Retail	6,900	4.1	5.1	28	35
Total				47	59
65% reduction				18	38
Off-Street Spaces Provided					36

The East Phase with 36 off-street spaces will be self-supporting meeting the minimum and maximum parking standards.

4) South Phase



The South Phase will include the South Building and an 8-space, off-street parking lot. Parking requirements for this phase are satisfied as follows:

South Phase					
Use	Square Footage	Minimum / Spaces per 1,000 GSF	Maximum / Spaces per 1,000 GSF	Parking Required Minimum	Parking Required Maximum
Retail	4,000	4.1	5.1	16	20
	65% reduction			11	13
	Off-Street Spaces Provided				8

The South Phase will not have enough off-street parking to meet the minimum standard, however there will be 7 on-street spaces adjacent to the South Building that will provide 15 spaces exceeding standard

5) Machine Works Phase

The reuse of the 13,050 Machine Works Building is as yet undetermined and therefore parking requirements will need to be determined when a specific proposal is available. However, there are 17 on-street angled spaces south of the building on the to-be-improved section of SW Columbia Street and 21 off-street spaces not needed by the West Building. Further, the City of Sherwood leases property from the railroad that is adjacent and south of the railroad tracks between Washington and Main Streets. This lot has capacity for approximately 49 cars. All of these spaces and potentially some of the parallel on-street spaces proposed on Pine and Columbia Streets could be used as required parking for redevelopment of the Machine Works Building.

6) NE Phase

Four sample Alternatives for development of the NE Phase are proposed as indicated on Sheet C.2.4. Off-street parking would be provided for each of these phases. As these phases are conceptual, precise counts would be provide for a future Final Development Plan and Site Plan Review as needed for the NE Phase. In addition to off-street parking, there is on-street parallel parking on Columbia Street that could be used to support the NE Phase.

The above analysis generally shows how the proposed Preliminary PUD can meet the required parking. Each phase will need to be verified in more detail at the time of Final Development Plan and Site Plan approval for each phase.

16.94.020 – Parking Spaces Dimensions and Standards

A. *Dimensions*

For the purpose of this Chapter, a “parking space” generally means a minimum stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five percent (25%) 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.



Response: The applicant requests that a higher percent of parking spaces be allowed as compact spaces under the PUD approval. The applicant requesting a maximum of 50% of the off-street parking spaces in the commercial area be allowed to be compact. Although these spaces will not meet the full-size 9-foot by 20-foot standard, they will be larger than the 8-foot by 18-foot standard compact space size at 9 feet by 18 feet. The applicant, through extensive experience with retail management, strongly believes that the size will function appropriately. Further, this is needed due to the limited space between the existing Machine Works Building and the rail road right-of-way that limits available space to meet full dimensioned parking spaces. Further, the 8-space parking lot south of the South Building is limited in space due to the existence of the wetland area and buffer. Full-size, 9-foot by 20-foot spaces are proposed east of the East Building where these constraints are not present. These full-size spaces will be 9 feet by 17 feet with a 3 foot overhang, meeting the full size space standard. A 3-foot overhang is proposed instead of wheel stops for these spots.

For the off-street parking lot for the multi-family buildings the applicant requests that the spaces be 9 feet by 18 feet. The applicant believes these spaces will be adequate size.

B. 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 that no backing movements or other maneuvering within a street, other than an alley, will be required. All parking areas shall meet the minimum standards shown in Appendix

G.

Response: Lots will be designed with a 24-foot drive aisle and will not require backing onto public streets.

C. Wheel Stops

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

Response: Wheel stops are only proposed on smaller 9-foot by 18-foot spaces, where needed to avoid blocking the sidewalk or extending into required landscape buffer and disable accessible parking stalls where the asphalt will be flush with the curb as required by ADA. Other spaces will have a 3-foot over hang as opposed to a wheel stop. Where not needed for the purposes stated above, the applicant proposes to not install them.

D. Service Drives

Service drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers, and shall have minimum vision clearance



area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection. (Ord. 86-851 § 3)

Response: Parking lot entrances will be clearly marked.

E. Credit for On-Street Parking

1. **On-Street Parking Credit.** The amount of off-street parking required shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City standards. The following constitutes an on-street parking space:
 - a. Parallel parking, each 24 feet of uninterrupted curb;
 - b. 45/60 degree diagonal, each with 10 feet of curb;
 - c. 90 degree (perpendicular) parking, each with 8 feet of curb;
 - d. Curb space must be connected to the lot which contains the use;
 - e. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and;
 - f. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted. (Ord. 2006-021)

Response: The applicant proposes to include the on-street parking but in most cases it will not be needed to meet minimum parking requirements. The exact amount will depend on the specific use of the Machine Works and the development of the NE Phase. This will be verified at the time of Final Development Plan and Site Plan Review.

F. Reduction in Required Parking Spaces

Developments utilizing engineered storm water bio-swales or those adjacent to environmentally constrained or environmentally sensitive areas may reduce the amount of required parking by 10% when 25-49 parking spaces are required, 15% when 50-74 parking spaces are required and 20% when more than 75 parking spaces are required, provided the area that would have been used for parking is maintained as a habitat area or is generally adjacent to an environmentally sensitive or constrained area.

1. **Parking Location and Shared Parking**

Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. (Ord. 2006-021; 2005-009 § 8)

Response: Not proposed.



16.94.020 – Bike Parking

1. *Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). Bike parking may be located inside the main building or protected or otherwise covered near the main entrance. If the first two options are unavailable, a separate shelter provided on-site is appropriate as long as it is coordinated with other street furniture. Street furniture includes benches, street lights, planters and other pedestrian amenities. Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right-of-way. A standard inverted "U shaped" design is appropriate. Alternative, creative designs are strongly encouraged.*

Response: Bike parking is proposed within the right-of-way as allowed in Old Town Overlay. Racks are located within the furnishings zone of the sidewalk. The rack will be a decorative bollard designed to match the design scheme and will have two side loops. This design will match with the existing parking provided in the existing curbside street areas of downtown.

2. *Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.*

Response: Bike parking is located in the right-of-way near building entrances where it will be clearly visible.

3. *Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.*

Response: Bike parking is a bollard with two side loops to match the existing bike parking downtown. Two bicycles can be locked to each bollard.

4. *Lighting. Bicycle parking shall be least as well lit as vehicle parking for security.*

Response: Lighting proposed to light the sidewalk will provide necessary lighting and security for bike parking.

5. *Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.*

Response: Bike parking will be clearly identified and reserved.

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.*

Response: Bike parking has been carefully placed in the right-of-way in locations where it will not impede pedestrian access. Bike racks are oriented so bikes will parallel the road and keep



bikes from protruding across the sidewalk. Racks are located in the furnishing zone on Pine and Columbia Street and in the Green-Street zone on Highland Drive.

Minimum Bike Parking Spaces

Response: Specific bike parking amounts will be verified for each phase at the time of final development plan and site plan review.

16.94.030 – Off-Street Loading Standards

Response: Loading space will be provided for each phase. These areas will be verified at the time of final development plan and site plan review.

1. *Minimum Standards*

- A. *A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school, or other public meeting place, which is designed to accommodate more than twenty five (25) persons at one time. (Ord. 86-851 § 3)*

- B. *The minimum loading area for non-residential uses shall not be less than ten (10) feet in width by twenty-five (25) feet in length and shall have an unobstructed height of fourteen (14) feet. The following additional minimum loading space is required for buildings in excess of twenty thousand (20,000) square feet of gross floor area:*
 - 1. *20,000 to 50,000 sq. ft. - 500 sq. ft.*
 - 2. *50,000 sq. ft. or more - 750 sq. ft.*

2. Separation of Areas

Any area to be used for the maneuvering of delivery vehicles and the unloading or loading of materials shall be separated from designated off-street parking areas and designed to prevent the encroachment of delivery vehicles onto off-street parking areas or public streets. Off-street parking areas used to fulfill the requirements of this Chapter shall not be used for loading and unloading operations. (Ord. 86-851 § 3)

Response: Loading spaces will be a minimum 10-foot by 25 foot. These areas are shown on the site plan for the West Phase, East Phase and South Phase. These areas will be verified at the time of final development plan and site plan review.

16.120 – Signs

Response: Sign design concepts are contained within the architectural pattern book.

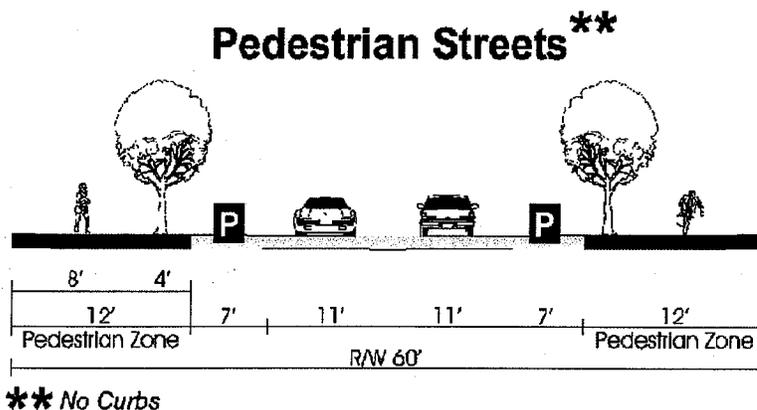


Division VI – Public Improvements

16.108.030(5) – Street Modifications

Response: The applicant requests Design Modification to be processed with this preliminary PUD request as allowed under Section 16.108(5)(C)(2). The applicant is requesting approval under criteria #4 of Section 16.108(5)(D) which states, “An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.” All streets including Columbia, Pine and Highland are considered local streets. Currently, Columbia is classified as a collector street but is proposed to be reclassified to a local street through a TSP Amendment as referenced in this preliminary PUD application.

All of the streets within the project area are identified in the Engineering Construction and Design Manual as curbless “Pedestrian Woonerf Streets” with 60-feet of right-of-way as shown in the cross section below:



The applicant proposes the following variations on the street standards as follows (see Sheet C6.0 and C6.1 for typical street sections proposed):

Pine Street

Pine Street will meet the required woonerf section between the railroad tracts and the south line of the South Building. At that point it will transition into the existing curbed section of Pine Street.

Columbia Street (between Pine and the east line of the East Building)

The section will use woonerf design but will use a unique brick paving pattern. The idea of this section is that it can be closed off for events and expand the size of the plaza. This area will generally have a 60-foot right-of-way but will vary along the southern right-of-way to follow the South Building face. Therefore, really two changes are proposed; the unique paving material and varied right-of-way width. Generally, wider sidewalk areas are provided in this section to expand the plaza and walking area and to give uniqueness and interest to the streetscape at this



location and act as a gateway to the Old Town area and the new Sherwood living room provided by the plaza and paving pattern of Columbia Street.

Columbia (East of the east line of the East Building)

This area of Columbia Street is proposed to be a curbed section and will have 68 feet of right-of-way. Within this right-of-way will be two 10-foot travel lanes, two 8-foot parallel parking areas, a 3-foot paved area, and a 6-foot stormwater planter area. Sidewalk width will be 8 feet on the north side and 6 feet on the south side.

This street section is proposed as a curbed section to provide a transition and gateway to the plaza area and Old Town Sherwood woonerf streets. The 68-foot right-of-way which adds 8 feet to the section is used to accommodate green street stormwater planters and a walking area between the curb and planters for passengers exiting vehicles.

Columbia Street (West of Pine Street)

Due to limited right-of-way that exists between the Machine Works Building and property to the south and because the street is not needed for through traffic, a limited road section is proposed. This includes a one-way travel lane of 18 feet and angled parking of 17 to 22 feet. A 10-foot sidewalk with tree wells is proposed adjacent to the Machine Works Building.

Highland Drive

Highland Drive will have 52 feet of right-of-way. This will include two 10-foot travel lanes and 8 feet of parking on the west side of the street. The pavement will be a shed section so stormwater will flow to stormwater planters on the west side of the street. 6-foot sidewalks will be provided on both sides of the street as well as a 5-foot landscape strip on the east side of the street.

Willamette Street

Frontage improvements are provided along Willamette Street to local street standards. Willamette is not included in the woonerf area and will meet the typical curbed section along the frontage with the exception of additional 5-foot stormwater planters proposed within the parking strip.

Conclusion

The applicant believes the modifications to street standards provide an improved design over the standard section for the following reasons:

- 1) Green street treatments will provide environmental and aesthetic benefits over standard stormwater ponds that take additional space and are not aesthetically pleasing.
- 2) The modified section south of the plaza will provide for interesting paving materials and a varying section that will blend with the plaza design and surrounding commercial buildings creating a gateway feature for the Old Town Area.
- 3) The streets have been planned with the development to tailor the street design to the proposed buildings and overall design of the PUD.



16.110 - Sanitary Sewers

16.110.010 – Required Improvements

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains. Provided, however, that when impractical to immediately connect to a trunk sewer system, the use of septic tanks may be approved, if sealed sewer laterals are installed for future connection and the temporary system meets all other applicable City, Unified Sewerage Agency and State sewage disposal standards.

Response: Gravity sewer will be installed in public streets and will flow and connect to existing facilities to the west as shown on the grading and utility plans submitted with this application.

16.112 – Water Supply

16.112.010 – Required Improvements

Water lines providing potable water supply shall be sized, constructed, located and installed at standards consistent with this Code, the Water Service Plan Map, attached as Appendix D, Chapter 7 of the Community Development Plan, and with other applicable City standards and specifications, in order to adequately serve the proposed development and allow for future extensions.

Response: All buildings will connect to the public domestic water system. A public waterline loop will be provided to connect Pine and Willamette Streets through the development.

16.112.020(2) – Fire Protection

All new development shall comply with the fire protection requirements of Section 6.700, the applicable portions of Chapter 7 of the Community Development Plan, and the Fire District.

Response: Hydrants and fire access to all buildings.

16.114 - Stormwater

16.114.010 – Required Improvements

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 Unified Sewerage Agency's water quality regulations contained in their Design and Construction Standards R&O 00-7, or its replacement.

Response: Green street treatment planters are proposed throughout the site to treat stormwater runoff. A rain garden feature is proposed at the west end of the shop building to further treat runoff.



16.116 – Fire Protection

16.116.010 – Required Improvements

Response: Hydrants and fire access is provided to TVF&R standards.

Division VII – Subdivisions and Partitions

16.122 – Preliminary Plats Approval Criteria

- A. *Streets and roads conform to plats approved for adjoining properties as to widths, alignments, grades, and other standards, unless the City determines that the public interest is served by modifying streets or road patterns.*

Response: All streets are proposed to align with surrounding streets. Columbia Street will be stubbed to the east so it can be extended north of the Sherwood Field House as indicated on the City's Transportation System Plan. Undeveloped area south of Columbia Street is wetland and buffers this property currently has access to Willamette Street.

- B. *Streets and roads held for private use are clearly indicated on the plat and all reservations or restrictions relating to such private roads and streets are set forth thereon.*

Response: No private streets are proposed. All streets will be within public right-of-way.

- C. *The plat complies with Comprehensive Plan and applicable zoning district regulations.*

Response: The plat complies and demonstrated by this report and attachments.

- D. *Adequate water, sanitary sewer, and other public facilities exist to support the use of land proposed in the plat.*

Response: Adequate public services can be provided as demonstrated by this report and attachments.

- E. *Development of additional, contiguous property under the same ownership can be accomplished in accordance with this Code.*

Response: All property owned is owned by the "City of Sherwood" as identified on the deed and title report (see Attachment 2). The Sherwood Field House is owned by the City of Sherwood and is contiguous property. The north end of the Field House property is used as outdoor storage for the Sherwood Public Works Department. This area of the site is redevelopable and Columbia Street is shown as extended through this lot in the future on the Transportation System Plan. Columbia Street is proposed to be stubbed to the Sherwood Field



House lot where the outdoor storage is located so that a road and rear access to this property can be provided in the future if the Field House property redevelops.

- F. *Adjoining land can either be developed independently or is provided access that will allow development in accordance with this Code.*

Response: As stated previously a road cannot be extended to the property to the south due to the existence of a wetland area and buffer. Further these properties have access from Willamette Street. A road stub is proposed to the east to the Public Works outdoor storage area to allow redevelopment of this area in the future. Road stubs cannot be provided to the north due to the railroad tracts.

- G. *Tree and woodland inventories have been submitted and approved as per Section 16.142.060.*

Response: The site contains only a few trees. Most of the trees must be removed and will be mitigated for as explained under the response to Section 16.142.060.

16.126 – Subdivision Design Standards

16.126.010 Blocks

CONNECTIVITY

- A. *Block Size. The length, width, and shape of blocks shall be designed to provide adequate building sites for the uses proposed, and for convenient access, circulation, traffic control and safety.*

Response: The block size is adequate to support building types envisioned by the Old Cannery area as shown on the plan set submitted with this application.

- B. *Block Length. Block length standards shall be in accordance with Section 16.108.050. Generally, blocks shall not exceed five-hundred thirty (530) feet in length, except blocks adjacent to principal arterial, which shall not exceed one thousand eight hundred (1,800) feet. The extension of streets and the formation of blocks shall conform to the Local Street Network map contained in the Transportation System Plan.*

Response: Connection of Highland Drive as proposed will provide a block spacing between Pine Street and Highland Drive of 480 feet meeting this spacing standard. Due to the railroad tracks to the north of the site street connections to the north are not feasible.

- C. *Pedestrian and Bicycle Connectivity. Paved bike and pedestrian accessways shall be provided on public easements or right-of-way consistent with Figure 7.401.*

Response: No public accessways are proposed as streets will provide pedestrian and bicycle connections.



16.126.020 Easements

1. *Utilities*

Easements for sewers, drainage, water mains, electric lines, or other utilities shall be dedicated or provided for by deed. Easements shall be a minimum of ten (10) feet in width and centered on rear or side lot lines; except for tie-back easements, which shall be six (6) feet wide by twenty (20) feet long on side lot lines at the change of direction.

Response: All utilities will be placed within the public street right-of-way.

2. *Drainages*

Where a subdivision is traversed by a watercourse, drainage way, channel or street, drainage easements or rights-of-way shall be provided conforming substantially to the alignment and size of the drainage.

Response: Does not apply.

16.126.030 Pedestrian and Bicycleways

Pedestrian or bicycle ways may be required to connect cul-de-sacs, divide through an unusually long or oddly shaped block, or to otherwise provide adequate circulation. (Ord. 86-851 § 3)

Response: Public streets will connect to all surrounding property except to the north where the railroad prohibits a connection. Sidewalks are provided on all streets.

16.126.040 Lots

1. *Size and Shape*

Lot size, width, shape, and orientation shall be appropriate for the location and topography of the subdivision, and shall comply with applicable zoning district requirements, with the following exceptions:

- a. *Lots in areas not served by public sewer or water supply, shall conform to any special Washington County Health Department standards.*

Response: All lots and development will be served by public gravity sewer.

2. *Access*

All lots in a subdivision shall abut a public street, except as allowed for infill development under Chapter 16.68.

Response: All lots will abut a public street.



3. *Double Frontage*

Double frontage and reversed frontage lots are prohibited except where essential to provide separation of residential development from railroads, traffic arteries, adjacent nonresidential uses, or to overcome specific topographical or orientation problems. A five (5) foot wide or greater easement for planting and screening may be required.

Response: The applicant believes that this standard is intended for single-family residential lots. In this case, some of the lots will be double frontage. However, these large lots are needed for the commercial and multi-family development proposed and created due to a need to create Columbia Street as a new street and existence of Washington and Pine Streets.

4. *Side Lot Lines*

Side lot lines shall, as far as practicable, run at right angles to the street upon which the lots face, except that on curved streets side lot lines shall be radial to the curve of the street.

Response: Lot lines are proposed to run at near to right angles.

5. *Grading*

Grading of building sites shall conform to the following standards, except when topography of physical conditions warrant special exceptions:

- A. *Cut slopes shall not exceed one and one-half (1 1/2) feet horizontally to one (1) foot vertically.*
- B. *Fill slopes shall not exceed two (2) feet horizontally to one (1) foot vertically.*

Response: Site grading can meet these standards as the site is mostly flat.

Division VIII – Environmental Resources

16.142.060 – Trees on Property Subject to Certain Land Use Applications

Response: All trees greater than five inches diameter at breast height (DBH) that are within the project area have been inventoried by size and species and shown on the tree protection plan (Sheet L1.00). The 6-acre site only contains 13 trees. A tree report was prepared by Kurt Lango, ASLA and a tree protection plan provided within the plan set. With the exception of two trees located west of the existing Machine Works building, all trees will need to be removed for construction of buildings, parking and street improvements.

Trees 6, 7 and 8 located along Willamette Street were inspected in the field to determine the feasibility of retaining these trees. Due to the location of overhead powerlines these trees have



been topped. Topping of trees makes them more susceptible to storm damage and disease. In addition, evergreen trees are on the City's prohibitive street tree list (16.142.050). This is often the case for most municipalities due to the visibility issues and pine cone dropping onto sidewalks.

Also, the trunks of trees no. 7 and 8 are showing signs of stress and illness. Excessive sapping is visible on no. 7 and boring indicative of beetle infestation is visible on no. 8.

As part of the proposed development, this portion of Willamette Street will be widened. The construction of the road and new sidewalk would cause additional stress to the trees. Tree no. 6 is located 6-feet from the new curb. Even with a small, curb-tight sidewalk, construction would be well under the tree's canopy and require cutting the roots. The result would be weak, unhealthy specimens.

Therefore the applicant is proposing to remove these trees and replant trees from the City's street tree list.

16.144 – Wetland, Habitat and Natural Areas

Response: A small wetland exists off-site on a neighboring property. A Service Provider Letter has been issued by Clean Water Services and is attached to this report. Some buffer impacts will result but the applicant proposes to do buffer enhancement and mitigation off-site for impacts.

16.146 - Noise

Response: High levels of noise beyond what is expected in an urban area is not anticipated. Therefore, the proposed use will be within required standards and there will be no adverse impacts.

16.148 – Vibrations

Response: High levels of vibration beyond what is expected in an urban area is not anticipated. Therefore, the proposed use will be within required standards and there will be no adverse impacts.

16.150 – Air Quality

Response: High levels of pollution beyond what is expected in an urban area is not anticipated. Therefore, the proposed use will be within required standards and there will be no adverse impacts.

16.152 – Odors

Response: High levels or unusual odors are not anticipated.

16.154 – Heat and Glare



Response: A site lighting and photometric plan will be developed for review and approval at the time of final development plan and preliminary site plan review.

Division IX – Historic Resources

16.162.010 Purpose

The Old Town (OT) Overlay District is intended to establish objectives and define a set of development standards to guide physical development in the historic downtown of the City consistent with the Community Development Plan and this Code.

The OT zoning district is an overlay district generally applied to property identified on the Old Town Overlay District Map, and applied to the Sherwood Plan and Zone Map in the Smockville Subdivision and surrounding residential and commercial properties, generally known as Old Town. The OT overlay zone recognizes the unique and significant characteristics of Old Town, and is intended to provide development flexibility with respect to uses, site size, setbacks, heights, and site design elements, in order to preserve and enhance the area's commercial viability and historic character. The OT overlay zone is designated a historic district as per Chapters 16.166 and 16.168. Furthermore, the OT District is divided into two distinct areas, the "Smockville" and the "Old Cannery Area," which have specific criteria or standards related to architectural design, height, and off-street parking.

Response: All of the proposed development is within the Old Cannery area.

16.162.020 Objectives

Land use applications within the Old Town Overlay District must demonstrate substantial conformance with the standards and criteria below:

- A. *Encourage development that is compatible with the existing natural and man-made environment, existing community activity patterns, and community identity.*
- B. *Minimize or eliminate adverse visual, aesthetic or environmental effects caused by the design and location of new development, including but not limited to effects from:*
 - 1. *The scale, mass, height, areas, appearances and architectural design of buildings and other development structures and features.*
 - 2. *Vehicular and pedestrian ways and parking areas.*
 - 3. *Existing or proposed alteration of natural topographic features, vegetation and waterways.*

Response: The scale and massing of the site were developed to both blend with the existing Old Town Sherwood core and to minimize adverse impacts to neighboring low density residential development. The proposed design was done to be distinctive but also have similarities in terms of scale and materials to the existing Old Town area. New infill projects in



Sherwood – both civic and residential – have introduced complementary buildings in different ways. This is appropriate and adds interest to the core as it develops. The Old Cannery Design Standards address the importance of these issues, specifically related to giving detail and variety to the ground floor experience while avoiding expanses of blank facades. The proposed Old Cannery buildings work in concert with streets and sidewalks to “expand the grid” across the rail line, while embracing existing site conditions. The rail line, for example, is not ignored, but addressed in a trellis on the plaza design, clearly marked as a unique edge. The wetlands, while not in the development proper, provide a green space and natural buffer between commercial activities at the plaza and the residential neighborhoods beyond. A large part of avoiding adverse effects of visual improvements is integrating the design standards into the early thinking of site improvements and architectural design. Pedestrian-oriented detail, such as trees, benches and drinking fountains is as important as a ground floor window or a cornice. At a slightly higher scale, clerestory windows above an awning or cornice lines that cast multiple shadows are consistent with Old Town architecture. The proposed buildings in the Old Cannery site are fully engaged with these principles.

16.162.030 Permitted Uses

The following uses are permitted outright, provided such uses meet the applicable environmental performance standards contained in Division VIII:

- A. *Uses permitted outright in the RC zone, Section 16.28.020; the HDR zone, Section 16.20.020; and the MDRL zone, Section 16.16.020; provided that uses permitted outright on any given property are limited to those permitted in the underlying zoning district, unless otherwise specified by this Section and Section 16.162.040. (Ord. 2006-009 § 2)*
- B. *In addition to the home occupations permitted under Section 16.42.020, antique and curio shops, cabinet making, arts and crafts galleries, artists cooperatives, and bookshops, are permitted subject to the standards of Chapter 16.42 and this Chapter, in either the underlying RC or MDRL zones.*
- C. *Boarding and rooming houses, bed and breakfast inns, and similar accommodations, containing not more than five (5) guest rooms, in the underlying RC, HDR and MDRL zones.*
- D. *Motels and hotels, in the underlying RC zone only.*
- E. *Residential apartments when located on upper or basement floors, to the rear of, or otherwise clearly secondary to commercial buildings, in the underlying RC zone only.*
- F. *Other similar commercial uses or similar home occupations, subject to Chapter 16.88.*
- G. *Offices or architects, artists, attorneys, dentists, engineers, physicians, accountants, consultants and similar professional services.*
- H. *Uses permitted outright in the RC zone are allowed within the HDR zone when limited to the first floor, adjacent to and within 100 feet of, Columbia Street within the Old Town Overlay District.*

Response: Uses permitted outright in the RC zoning district are proposed including high density residential which is a permitted use in the RC zone as part of a PUD.



16.162.040 Conditional Uses

The following uses are permitted as conditional uses, provided such uses meet the applicable environmental performance standards contained in Division VIII, and are approved in accordance with Chapter 16.82:

- A. Uses permitted as conditional uses in the RC zone, Section 16.28.020, HDR zone, Section 16.20.020, and the MDRL zone, Section 16.16.020, provided that uses permitted as conditional uses on any given property are limited to those permitted in the underlying zoning district, unless otherwise specified by Section 16.162.030 and this Section.
- B. Townhouses (shared wall single-family attached) subject to Chapter 16.44. In addition, any garages shall use alley access. RC zone setback standards may be used in lieu of other applicable standards.

Response: No conditional uses are proposed at this time.

16.162.050 Prohibited Uses

The following uses are expressly prohibited in the OT overlay zone, notwithstanding whether such uses are permitted outright or conditionally in the underlying RC, HDR or MDRL zones:

- A. Adult entertainment businesses.
- B. Manufactured homes on individual lots.
- C. Manufactured home parks.
- D. Restaurants with drive-through.
- E. Stand alone cellular or wireless communication towers and facilities. Co-location of existing legally permitted facilities is acceptable.

Response: No prohibited uses are proposed.

16.162.060 Dimensional Standards

In the OT overlay zone, the dimensional standards of the underlying RC, HDR and MDRL zones shall apply, with the following exceptions:

- A. Lot Dimensions - Minimum lot area (RC zoned property only): Twenty-five hundred (2,500) square feet.

Response: Proposed lots exceed this minimum standard.

- B. Setbacks - Minimum yards (RC zoned property only): None, including structures adjoining a residential zone, provided that Uniform Building Code, Fire District regulations, and the site design standards of this Code, not otherwise varied by this Chapter, are met.

Response: Buildings will be placed to the right-of-way line to create a pedestrian friendly development.



- C. *Height - The purpose of this standard is to encourage 2 to 4 story mixed-use buildings in the Old Town area consistent with a traditional building type of ground floor active uses with housing or office uses above.*

Except as provided in Section 16.162.080, subsection C below, the maximum height of structures in RC zoned property shall be forty (40) feet (3 stories) in the "Smockville Area" and fifty (50) feet (4 stories) in the "Old Cannery Area". Limitations in the RC zone to the height of commercial structures adjoining residential zones, and allowances for additional building height as a conditional use, shall not apply in the OT overlay zone. However, five foot height bonuses are allowed under strict conditions. Chimneys, solar and wind energy devices, radio and TV antennas, and similar devices may exceed height limitations in the OT overlay zone by ten (10) feet.

Minimum height: A principal building in the RC and HDR zones must be at least sixteen (16) feet in height.

Response: Commercial buildings will be one to two stories and the multi-family buildings will be three stories in height and will not exceed the 50-foot maximum height standard.

- D. *Coverage - Home occupations permitted as per Chapter 16.42 and Section 16.162.030 may occupy up to fifty percent (50%) of the entire floor area of all buildings on a lot.*

Response: No home occupations are proposed at this time.

16.162.070 Community Design

Standards relating to off-street parking and loading, environmental resources, landscaping, historic resources, access and egress, signs, parks and open space, on-site storage, and site design as per Divisions V, VIII and this Division shall apply, in addition to the Old Town design standards below:

A. *Generally*

In reviewing site plans, as required by Chapter 16.90, the City shall utilize the design standards of Section 16.162.080 for the "Old Cannery Area" and the "Smockville Design Standards" for all proposals in that portion of the Old Town District.

Response: The Old Cannery Standards apply. The proposal complies with these standards as stated below.

B. *Landscaping for Residential Structures*

1. *Perimeter screening and buffering, as per Section 16.92.030, is not required for approved home occupations.*



2. *Minimum landscaped areas are not required for off-street parking for approved home occupations.*
3. *Landscaped strips, as per Sections 16.92.030 and 16.142.030A, may be a minimum of five (5) feet in width, except when adjoining alleys, where landscaped strips are not required.*
4. *Fencing and interior landscaping, as per Section 16.92.030, are not required.*

Response: The parking lots incorporate interior landscaping because it reduces the visual impact of a parking lot which is especially important to the apartments where many of the units will have views out to the lot. Having internal landscaping allows trees and vegetation to be planted, breaking up the parking field and creating a greener view. Fencing was not incorporated because parking lots are already blocked from view to each other by building placement.

C. Off-Street Parking

For all property and uses within the "Smockville Area" of the Old Town Overlay District off-street parking is not required. For all property and uses within the "Old Cannery Area" of the Old Town Overlay District, requirements for off-street automobile parking shall be no more than sixty-five percent (65%) of that normally required by Section 16.94.020. Shared or joint use parking agreements may be approved, subject to the standards of Section 16.94.010. (Ord. 2006-009 § 2)

Response: Parking has been provided in compliance with 65% of the minimum required as explained earlier in this narrative.

D. Off-Street Loading

1. *Off-street loading spaces for commercial uses in the "Old Cannery Area" may be shared and aggregated in one or several locations in a single block, provided that the minimum area of all loading spaces in a block, when taken together, shall not be less than sixty-five percent (65%) of the minimum standard that is otherwise required by Section 16.94.030B. (Ord. 2006-009 § 2)*
2. *For all property and uses within the "Smockville Area" of the Old Town Overlay District, off-street loading is not required.*

Response: Loading areas 10 feet by 25 feet have been provided for each building. This will be verified at the time of final development plan and site plan approval for each building.

- E. Signs -** *In addition to signs otherwise permitted for home occupations, as per Section 16.42.010, one (1) non-illuminated, attached, exterior sign, up to a maximum of nine (9) square feet in surface area, may be permitted for each approved home occupation.)*

Response: No home occupations are proposed at this time.



- F. Non-conforming Uses - When a nonconforming lot, use, or structure within the OT overlay zone has been designated a landmark as per Chapter 16.166, or when a nonconforming lot within the OT overlay zone is vacant, and the proposed change will, in the City's determination, be fully consistent with the goals and standards of the OT overlay zone and other City guidelines to preserve, restore, and enhance historic resources, nonconforming use restrictions contained in Chapter 16.48 may be waived by the Commission.

Response: No historic structures are located on the site.

- G. *Downtown Street Standards - All streets shall conform to the Downtown Street Standards in the City of Sherwood Transportation System Plan and Downtown Streetscape Master Plan, and as hereafter amended. Streetscape improvements shall conform to the Construction Standards and Specifications, and as hereafter amended.*

Response: The applicant proposes to provide some curbless street sections and some curbed street sections. Locations and design of the streets is proposed to address the development proposal of the PUD and be custom suited to the development layout proposed. The curbless street areas would allow the public plaza to be used when streets are closed and creates a connection to the north end of the railroad tracks where these streets currently exist. Curbed streets will connect to existing curbed streets outside Old Town Sherwood.

- H. *Color - The color of all exterior materials shall be earth tone. A color palette shall be submitted and reviewed as part of the land use application review process and approved by the hearing authority.*

Response: The proposed building colors will be earth tones. Brick is proposed as a major building material and may be in a variety of colors. The Old Cannery has a history of brick production prior to its era of fruit processing. Given that history, and a large number of brick buildings in the existing Old Town, brick and earth tones related to masonry is appropriate. This color palette would also be applied to other proposed building materials such as other masonry materials, concrete, stucco, metal or composite wood trim.

16.162.080 Standards for All Commercial, Institutional and Mixed-Use Structures in the Old Cannery Area

The standards in this section apply to development of all new principal commercial, institutional and mixed-use structures in the "Old Cannery Area" of the Old Town Overlay District. These standards also apply to exterior alterations in this zone, when the exterior alteration requires full compliance with the requirements of applicable building codes.

- A. *Building Placement and the Street. The purpose of this standard is to create an attractive area when commercial or mixed-use structures are set back from the property line. Landscaping, an arcade, or a hard-surfaced expansion of the pedestrian path must be provided between a structure and the street.*



Structures built to the street lot line are exempt from the requirements of this subsection. Where there is more than one street lot line, only those frontages where the structure is built to the street lot line are exempt from the requirements of this paragraph. All street-facing elevations must comply with one of the following options:

1. **Option 1: Foundation landscaping.** All street-facing elevations must have landscaping along their foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrian or vehicles to the building. The foundation landscaping must meet the following standards:
 - a. The landscaped area must be at least thirty (30%) of the linear street frontage.
 - b. There must be at least one (1) three-gallon shrub for every 3 lineal feet of foundation in the landscaped area; and,
 - c. Ground cover plants must fully cover the remainder of the landscaped area.

2. **Option 2: Arcade.** All street-facing elevations must have an arcade as a part of the primary structure, meeting the following requirements:
 - a. The arcade must be at least four (4) feet deep between the front elevation and the parallel building wall. (Ord. 2006-009 § 2)
 - b. The arcade must consist of one or a series of arched openings that are at least six (6) feet wide. The arcade, or combination of them, should cover a minimum of sixty (60%) of the street facing elevation;
 - c. The arcade elevation facing a street must be at least fourteen (14) feet in height and at least twenty-five percent (25%) solid, but no more than fifty percent (50%) solid; and,
 - d. The arcade must be open to the air on 3 sides; none of the arcade's street facing or end openings may be blocked with walls, glass, lattice, glass block or any other material; and,
 - e. Each dwelling that occupies space adjacent to the arcade must have its main entrance opening into the arcade.

3. **Option 3: Hard-surface sidewalk extension.** The area between the building and the street lot line must be hard-surfaced for use by pedestrians as an extension of the sidewalk:
 - a. The building walls may be set back no more than six (6) feet from the street lot line.
 - b. For each one-hundred (100) square feet of hard-surface area between the building and the street lot line at least one of the following amenities must be provided.
 - (1) A bench or other seating.
 - (2) A tree.
 - (3) A landscape planter.
 - (4) A drinking fountain.
 - (5) A kiosk.

Response: (In regard to all three options): The commercial buildings all use option 3, a sidewalk extension where not built to the street lot line. This gives an urban feel to the area and



allows people to easily access the buildings. The residential buildings, in contrast, have option 1, foundation planting, alternating between stormwater planters and standard planting beds. This gives a softer, more residential feel to the streetscape.

B. Reinforce the Corner. *The purpose of this standard is to emphasize the corners of buildings at public street intersections as special places with high levels of pedestrian activity and visual interest. On structures with at least two frontages on the corner where two city walkways meet, the building must comply with at least two of these options.*

Option 1: *The primary structures on corner lots at the property lines must be at or within 6 feet of both street lot lines. Where a site has more than one corner, this requirement must be met on only one corner.*

Response: Only the South Building is on a corner and is placed at or within 6 feet of the corner.

Option 2: *The highest point of the building's street-facing elevations at a location must be within 25 feet of the corner.*

Response: The highest point will be within 25 feet of the corner for the South Building.

Option 3: *The location of a main building entrance must be on a street-facing wall and either at the corner, or within 25 feet of the corner.*

Response: The commercial buildings will not have a main entrance as there will likely be more than one entrance as the buildings will have flexible tenant spaces. The corner tenant will have the main door located within 25 feet of the corner meeting this standard.

Option 4: *There is no on-site parking or access drives within 40 feet of the corner.*

Response: Only the South Building is at the intersection of two public streets. The distance from the northwestern building corner to the access drive is approximately 65 feet.

Option 5: *Buildings shall incorporate a recessed entrance(s) or open foyer(s), a minimum of 3 feet in depth to provide architectural variation to the facade. Such entrance(s) shall be a minimum of ten percent (10%) of the ground-floor linear street frontage.*

Response: This option is not proposed at this time.

C Residential Buffer. *The purpose of this standard is to provide a transition in scale where the Old Cannery Area is adjacent to a lower density residential zone, outside the District. Where a site in the Old Cannery Area abuts or is across a street from a residential zone, the following is required:*

1. *On sites that directly abut a residential zone the following must be met:*
 - a. *In the portion of the site within 25 feet of the residential zone, the building height limits are those of the adjacent residential zone; and,*



- b. *A 6-foot deep area landscaped with, at a minimum, the materials listed in Section 16.92.030B is required along the property line abutting or across the street from the lower density residential zone. Pedestrian and bicycle access is allowed, but may not be more than 6 feet wide. (Ord. 2006-009 § 2)*

Response: The Cannery Standards require a 6-foot deep planting area providing a permanent screen along property lines abutting or across the street from lower density residential zones, as per Section 16.162.080(C1b) and Section 16.92.030(2B). Along the property lines which are adjacent to existing residential zones and along the right-of-way of Willamette Street, a minimum 6-foot wide planting area is proposed. This planting will include a 6-foot tall evergreen hedge, a mix of shrubs and groundcover, and a row of trees to protect the privacy of neighboring properties.

- D. *Main Entrance. The purpose of this standard is to locate and design building entrances that are safe, accessible from the street, and have weather protection.*
1. *Location of main entrance. The main entrance of the principal structure must face a public street (or, where there is more than one street lot line, may face the corner). For residential developments these are the following exceptions:*
- a. *For buildings that have more than one main entrance, only one entrance must meet this requirement.*
- b. *Entrances that face a shared landscaped courtyard are exempt from this requirement.*

Response: See Architectural Pattern Book. All commercial buildings face the street or public open space. Residential development includes: a) Each residential building has a main entrance that faces the street, and b) No residential main entrance faces a landscaped courtyard.

2. *Front porch design requirement. There must be a front porch at the main entrance to residential portions of a mixed-use development, if the main entrance faces a street. If the porch projects out from the building it must have a roof. If the roof of a required porch is developed as a deck or balcony it may be flat, otherwise it must be articulated and pitched. If the main entrance is to a single dwelling unit, the covered area provided by the porch must be at least six (6) feet wide and six (6) feet deep. If the main entrance is to a porch that provides the entrance to two or more dwelling units, the covered area provided by the porch must be at least 9 feet wide and 8 feet deep. No part of any porch may project into the public right-of-way or public utility easements, but may project into a side yard consistent with Section 16.60.040. (Ord. 2006-009 § 2)*

Response: Does not apply as residential buildings will be stand-alone buildings.

- E. *Off-Street Parking and Loading Areas. The purpose of this standard is to emphasize the traditional development pattern in Old Town where buildings connect to the street, and where off-street vehicular parking and loading areas are of secondary importance.*
1. *Access to off-street parking areas and adjacent residential zones - Access to off-street parking and loading areas must be located at least twenty (20) feet from any adjacent residential zone.*



2. *Parking lot coverage - No more than fifty percent (50%) of the site may be used for off-street parking and loading areas.*
3. *Vehicle screening - Where off-street parking and loading areas are across a local street from a residential zone, there must be a 6-foot wide landscaped area along the street lot line that meets the material requirements in Section 16.92.020B. (Ord. 2006-009 § 2)*

Response: The Cannery Standards require a 6-foot deep planting area providing a permanent screen along the street lot line when the development is across the street from a residential zone, as per Section 16.162.080(E1) and Section 16.92.030(2B). Along the right-of-way of Willamette Street and Highland Drive where there is an adjacent parking lot and/or parking entrance, a minimum 6-foot wide planting area is proposed. The planting along Willamette will include an evergreen hedge and row of trees.

- F. *Exterior Finish Materials.*** *The purpose of this standard is to encourage high quality materials that are complementary to the traditional materials used in Old Town.*
1. *Plain or painted concrete block, plain concrete, corrugated metal, full-sheet plywood, fiberboard or sheet pressboard (i.e. T-111), vinyl and aluminum siding, and synthetic stucco (i.e. DryVit and stucco board), are not allowed as exterior finish material, except as secondary finishes if they cover no more than ten percent (10%) of a surface area of each facade and are not visible from the public right-of-way. Natural building materials are preferred, such as clapboard, cedar shake, brick, and stone. Composite boards manufactured from wood in combination with other products, such as hardboard or fiber cement board (i.e. HardiPlank) may be used when the board product is less than six (6) inches wide. Foundation materials may be plain concrete or block when the foundation material does not extend for more than an average of three (3) feet above the finished grade level adjacent to the foundation wall. (Ord. 2006-009 § 2)*

Response: See Architectural Pattern Book. All commercial and residential buildings will be clad in brick, other masonry, painted concrete, or stucco with metal or composite wood trim.

2. *Where there is an exterior alteration to an existing building, the exterior finish materials on the portion of the building being altered or added must visually match the appearance of those on the existing building. However, if the exterior finishes and materials on the existing building do not meet the standards of subsection F.1 above, any material that meets the standards of subsection F.1 may be used.*

Response: The existing Machine Works building is not proposed to be altered at this time, but will be subject to a Final Development Plan and Site Plan Review when exterior changes are proposed. No other buildings currently exist on the site.

- G. *Roof-Mounted Equipment.*** *The purpose of this standard is to minimize the visual impact of roof-mounted equipment. All roof-mounted equipment, including satellite dishes and other communications equipment, must be screened using one of the methods listed below. Solar heating panels are exempt from this standard.*
- 1 *A parapet as tall as the tallest part of the equipment.*



2. *A screen around the equipment that is as tall as the tallest part of the equipment.*
3. *The equipment is set back from the street-facing perimeters of the building 3 feet for each foot of height of the equipment. On corner lots with two street facing areas, all equipment shall be centered.*

Response: See Architectural Pattern Book. All commercial and residential buildings will have small-scale roof-mounted equipment, sized for individual tenants or units, compliant with a setback of three (3) foot for each foot of equipment height, or appropriately screened.

H. Ground Floor Windows. The purpose of this standard is to encourage interesting and active ground floor uses where activities within buildings have a positive connection to pedestrians in Old Town. All exterior walls on the ground level which face a street lot line, sidewalk, plaza or other public open space or right-of-way must meet the following standards:

1. *Windows must be at least fifty percent (50%) of the length and twenty-five percent (25%) of the total ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine (9) feet above the finished grade. This requirement does not apply to the walls of residential units or to parking structures when set back at least five (5) feet and landscaped to at least the Section 16.92.030C standard.*

Response: See Architectural Pattern Book. All commercial buildings will provide a positive visual connection to pedestrians. Windows will be at least 50% of the length and 25% of the total ground area that face a street or plaza. Glazing will be clear un-tinted and non-reflective for all ground floor windows and glazed doors.

2. *Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. The bottom of the windows must be no more than four (4) feet above the adjacent exterior grade.*

Response: See Pattern Book. All commercial/retail buildings will have windows that allow views into lobbies, pedestrian entrances or display. The bottom of the windows will be no more than four (4) feet above the adjacent exterior grade.

I. Distinct Ground Floor. The purpose of this standard is to emphasize the traditional development pattern in Old Town where the ground floor of buildings is clearly defined. This standard applies to buildings that have any floor area in non-residential uses. The ground level of the primary structure must be visually distinct from upper stories. This separation may be provided by one or more of the following:

1. *A cornice above the ground level.*
2. *An arcade.*
3. *Changes in material or texture; or*
4. *A row of clerestory windows on the building's street-facing elevation.*



Response: See Architectural Pattern Book. All multi-story commercial buildings will mark the first floor as visually distinct from upper stories via a variety of architectural treatments such as a row of clerestory windows or horizontal trim and ground floor entrances on the building's street-facing elevation that will provide pedestrian protection via canopies.

- J. Roof. The purpose of this standard is to encourage traditional roof forms consistent with existing development patterns in Old Town. Roofs should have significant pitch, or if flat, be designed with a cornice or parapet. Buildings must have either:
1. A sloped roof with a pitch no flatter than 6/12; or
 2. A roof with a pitch of less than 6/12 and a cornice or parapet that meets the following:
 - a. There must be two parts to the cornice or parapet. The top part must project at least six (6) inches from the face of the building and be at least two (2) inches further from the face of the building than the bottom part of the cornice or parapet.
 - b. The height of the cornice or parapet is based on the height of the building as follows:
 - (1) Buildings sixteen (16) to twenty (20) feet in height must have a cornice or parapet at least twelve (12) inches high.
 - (2) Buildings greater than twenty (20) feet and less than thirty (30) feet in height must have a cornice or parapet at least eighteen (18) inches high.
 - (3) Buildings thirty (30) feet or greater in height must have a cornice or parapet at least twenty-four (24) inches high.

Response: See Architectural Pattern Book. All commercial buildings will have a roof pitch of less than 6/12 and have cornices with the following features: a) Each cornice will have a two-part cornice, and b) Each cornice will be at least 18 inches or 12 inches high relating to the corresponding building heights.

- K. Base of Buildings. Buildings must have a base on all street-facing elevations. The base must be at least two (2) feet above grade and be distinguished from the rest of the building by a different color and material. (Ord. 2002-1128 § 3)

Response: See Architectural Pattern Book. All commercial buildings will have a base at least two (2) feet above the finished grade that will be distinguished from the rest of the building with either pre-cast concrete, stone, contrasting color texture brick or concrete masonry units.

- L. Height Bonus: A five foot height bonus shall be granted if at least two of the following amenities are included in the overall design:
1. Awnings or Marquees subject to Section 16.162.090 -- Commercial Standard.
 2. Public art installation subject to Cultural Arts Commission and City Council approval.
 3. Additional public bike parking: 1 additional space per residential unit.
 4. A courtyard or plaza facing the street open to the public subject to Commission approval.

Response: Not proposed.



IV. CONCLUSION

This summary of request and attachments demonstrate compliance with applicable approval criteria and code. The applicant respectfully requests that the City approve this application.



Attachment I



Pre-Application Conference Notes

PAC 08-13

Meeting Date: 9-23-08

Meeting Time: 2:30

Old Cannery Site PUD

PLEASE NOTE: The conference and notes cannot cover all Code requirements and aspects related to site planning that should apply to the development of your site plan. Failure of the staff to provide information required by the Code shall not constitute a waiver of the applicable standards or requirements. It is recommended that a prospective applicant either obtain and read the Community Development Code or ask any questions of City staff relative to Code requirements prior to submitting an application.

PROPOSED PROJECT DESCRIPTION: Old Cannery PUD

PROPOSAL DESCRIPTION: mixed use, multi-family, commercial development of the Old Cannery site

APPLICANT: Capstone Partners LLC

OWNER: City of Sherwood, Urban Renewal Agency

PROPERTY LOCATION: 15601 SW Willamette Street

ADDRESS/GENERAL LOCATION: Cannery site in Downtown Sherwood south of the Railroad Tracks off of Pine

TAX MAP(S)/LOT #(S): 2S132BD00150 and surrounding

Identified potential constraints/issues (wetlands, steep slopes, easements, etc?) Potential wetland buffer delineation, existing right of way for Columbia Street, TSP designation of Columbia Street

Based on the information provided, NECESSARY APPLICATIONS: PUD, Subdivision, TSP amendment and site plan (see end for recommended timing and sequencing)

Process, timing and fees:

- Proposed Subdivision, Preliminary PUD and TSP amendment – this will require a public hearing with the Planning Commission with recommendation to the City Council for final decision.
 - This process will take a minimum of 2 months (6 weeks to PC hearing and at least 2 additional weeks to CC hearing) Because of the TSP amendment there is also a 45 day DLCD notice that will be required but can be provided as soon as the application is deemed complete.
 - The fees for this phase include:
 - Planned Unit Development - \$2,100
 - TSP Amendment - \$5,300
 - Subdivision - \$5,926 plus \$20 per lot
 - Publication/Distribution of Notice Type 3 and 4 - \$265
- Once approved, you can submit for the Final Development Plan and site plan approval. This will involve a public hearing with the Planning Commission only.
 - This process generally takes an additional 6-8 weeks from the date the application is deemed complete.
 - The fees for this phase include:
 - Site Plan - \$5,926 + 100 for every 10,000 sq. ft over the first 15,000 sq. ft of parking area and building square footage.
 - There is no fee for final development plan in the fee schedule.
 - Publication/Distribution of Notice Type 3 and 4 - \$265

- Final subdivision plat is processed separately and does not require public hearing or notice.
 - This can be processed concurrent with the final development plan. Conditions of approval must be met and then we would release the plat to the County for review. The County has their own review timeframe that has ranged from 1 month to 6 months (depending on their backlog). Once the County provides review comments, a mylar can be submitted to the City for signature and recording.
 - The fee for this is: \$1,050 (in addition, the County has their own fees for review and recording of the plat)
- Final site plan review is done at the time of building permit submittal and generally demonstrates compliance with all the conditions of approval.
 - The fee for final site plan review is \$630

Criteria for Planned Unit Development/Subdivision/TSP amendment

See Section 16.40.020.C for the Preliminary PUD Development Plan criteria. Refer to PUD standards as potentially amended for general provisions (16.40.040), Residential PUD (16.40.050) and Non-Residential PUD (16.40.060) standards.

See Section 16.80.030 for the TSP amendment criteria. Be sure to address TPR requirements.

See Section 16.122.010.3 for the Preliminary Subdivision Plat criteria, in addition, see 16.126 for additional subdivision design standards.

APPLICABLE CODE CRITERIA – for the Preliminary PUD/Subdivision/TSP Amendment
(These sections *must* be addressed in the narrative submitted with the land use application)

<input type="checkbox"/> Division II (Zoning Districts)	<input checked="" type="checkbox"/> 16.92 (Landscaping)	<input type="checkbox"/> 16.128 (Land Partitions)
<input checked="" type="checkbox"/> 16.40 (Planned Unit Development)	<input checked="" type="checkbox"/> 16.94 (Off-Street Parking and Loading)	<input type="checkbox"/> 16.130 (Property Line Adjustments)
<input type="checkbox"/> 16.44 (Townhomes)	<input checked="" type="checkbox"/> 16.96 (On-Site Circulation)	<input type="checkbox"/> 16.134.020 (Flood Plain Overlay)
<input type="checkbox"/> 16.46 (Manufactured Homes)	<input checked="" type="checkbox"/> 16.98 (On-Site Storage)	<input checked="" type="checkbox"/> 16.142 (Parks and Open Space)
<input type="checkbox"/> 16.48 (Non-Conforming Uses)	<input type="checkbox"/> 16.102 (Signs)	<input type="checkbox"/> 16.146 (Noise)
<input type="checkbox"/> 16.50 (Accessory Uses)	<input checked="" type="checkbox"/> 16.108 (Streets)	<input type="checkbox"/> 16.148 (Vibrations)
<input checked="" type="checkbox"/> 16.58.010 (Clear Vision Areas)	<input checked="" type="checkbox"/> 16.110 (Sanitary Sewers)	<input type="checkbox"/> 16.150 (Air Quality)
<input type="checkbox"/> 16.58.020 (Additional Setbacks)	<input checked="" type="checkbox"/> 16.112 (Water Supply)	<input type="checkbox"/> 16.152 (Odors)
<input checked="" type="checkbox"/> 16.80 (Plan Amendments)	<input checked="" type="checkbox"/> 16.114 (Storm Water)	<input type="checkbox"/> 16.154 (Heat and Glare)
<input type="checkbox"/> 16.82 (Conditional Uses)	<input checked="" type="checkbox"/> 16.116 (Fire Protection)	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 16.162 (Old Town Overlay District)
<input type="checkbox"/> 16.86 (Variances)	<input checked="" type="checkbox"/> 16.118 (Private Improvements)	<input type="checkbox"/> 16.166 (Landmark Designation)
<input type="checkbox"/> 16.86 (Temporary Uses)	<input checked="" type="checkbox"/> 16.122 (Preliminary Plats)	
<input type="checkbox"/> 16.88 (Interpretation of Similar Uses)	<input type="checkbox"/> 16.124 (Final Plats)	
<input checked="" type="checkbox"/> * 16.90 (Site Planning)	<input checked="" type="checkbox"/> 16.126 (Design Standards)	<input checked="" type="checkbox"/> * = conceptual level detail needed

Criteria for Final Development Plan/Site Plan submittal

NOTE: if exceptions/flexibility are needed or desired, be sure to include this request in the preliminary PUD submittal.

ZONING DISTRICT DIMENSIONAL REQUIREMENTS (Refer to Code Section 16.20 High Density and 16.30 Retail Commercial with Old Cannery Overlay)

Residential High Density Multifamily:

MINIMUM LOT SIZE: multifamily: 8,000sq ft for first two units, each add 1,500 sq. ft.

LOT WIDTH AT FRONT PROPERTY LINE: 25 ft. MINIMUM HEIGHT: 16 feet for principle build.

LOT WIDTH AT BUILDING LINE: 60 ft. MAXIMUM HEIGHT 50 (Cannery) ft.

Setbacks: Front 20 ft. Side 7(if over 18 feet) ft. Rear 20 ft. Corner 30 ft. from street.

Retail Commercial:

MINIMUM LOT SIZE: 5000

LOT WIDTH AT FRONT PROPERTY LINE: 40 FT

LOT WIDTH AT BUILDING LINE: 40 FT

Setbacks: None, except when the lot abuts a residential zone.

Height: Max 50 feet except with the structures within one-hundred feet of a residential zone.

NARRATIVE (See Section 16.78.010 for a complete list of required application submittal materials)

The applicant shall submit a narrative which provides findings based on the applicable approval standards. Failure to provide a narrative or adequately address criteria would be reason to consider an application incomplete and delay review of the proposal. The applicant should review the code for applicable criteria.

CLEAN WATER SERVICES SERVICE PROVIDER LETTER

The applicant shall submit a CWS Service Provider Letter at time of application submittal. An application will not be deemed complete without a CWS Service Provider Letter or a CWS prescreening noting that a Service Provider Letter is not required.

SITE PLANNING (16.90) use § 16.162.070 ~~to be completed after preliminary development plan submittal~~

Except for single and two family uses, and manufactured homes located on individual residential lots, but including manufactured home parks, no building permit shall be issued for a new building or structure, or for the substantial alteration of an existing structure or use, and no sign permit shall be issued for the erection or construction of a sign relating to such building or structure until the proposed development has been reviewed.

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

- A. The proposed development meets applicable zoning district standards and all provisions of Divisions V, VI, VIII and IX.
- B. 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.
- C. 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.
- D. The proposed development preserves significant natural features to the maximum feasible extent, including but not limited to natural drainage ways, wetlands, trees, vegetation, 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.
- E. 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.

F. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant shall provide adequate information, such as a traffic impact analysis or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate for impacts attributable to the project. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

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

1. 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.
2. Buildings shall be located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.
3. 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, metal roofs, and artificial stucco material 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.
4. As an alternative to the above standards G.1-3, the Old Town Design Standards (Section 16.162) may be applied to achieve this performance measure.

LANDSCAPING (16.92)

10-foot landscaped strip required between off-street parking, loading and vehicular use areas and right-of-way or abutting properties. All areas not covered by buildings, required parking and/or circulation drives shall be landscaped with plants native to the Pacific Northwest. A minimum of 50% of required parking area landscaping must be in the interior of the parking lot. A landscaping plan must be submitted with every development proposal application.

PARKING AND CIRCULATION (16.94 and 16.96)

No building permits shall be issued until plans are approved providing for off-street parking and loading space as required by this Code. An off-street parking and loading plan shall accompany requests for building permits or site plan approvals.

16.162.070 Off-Street Parking: All property and uses within the Old Cannery Area of the OT Overlay District, requirements for off-street auto parking shall be no more than 65% of that normally required by section 16.94.020. Shared or joint use parking agreements may be approved, subject to the standards of § 16.94.

Based on the information provided: 28,900 sq. ft of retail/office (not including existing warehouse) = 118 spaces at 4.1 spaces/1000 sq ft. and 101 unit of multi-family (assumed 50 1 bedroom units and 51 2 bedroom units) = 139 spaces. 257 spaces total at 65% for Cannery overlay = **167 required spaces. It appears the portion of parking in the RR right of way is not required.**

Two (2) or more uses, structures, or parcels of land may utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap, provided that satisfactory evidence is presented to the City, in the form of deeds, leases, or contracts, clearly establishing the joint use.

Improved hard surface driveways are required in all commercial, industrial and multi-family developments. Section 16.96.020 states that each apartment complex must have 2 driveways because they have over 49 units each. Section 16.96.030 requires 1 driveway for each commercial parking lot up to 49 spaces and 2 driveways for each parking lot over 50.

Ingress and egress shall be shown from existing or planned local or collector streets, consistent with the Transportation System Plan and Section VI of the Community Development Plan. Joint ingress/egress is strongly encouraged.

Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance. Bike parking for residential is 1 for every 10 auto spots, and retail 1 for every 20 auto spaces.

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, to all building entrances in the development, to transit facilities within 500 feet of the site, to future phases of development and to parks and open spaces.

ON-SITE STORAGE (16.98)

Garbage and recycling facilities are required to meet the standards of Pride Disposal.

SIGNS (16.102)

A separate permit is required for all permanent signs. Sign permits may be applied for through the Sherwood Building Department. Temporary sign permits are issued through the Sherwood Planning Department.

PUBLIC IMPROVEMENTS (16.106)

STREETS (16.108)

The specifications for existing and/or planned street(s) adjacent to and/or located within this proposal are located below.

Street: Pine

Street: Williamette

TSP Designation: Collector

TSP Designation: Neighborhood

Width of right-of-way: 60'

Width of right-of-way: 64'

Paved width: _____ Sidewalk width: _____

Paved width: 36 Sidewalk width: 8'

Tree lawn width: _____ Design Speed: _____

Tree lawn width: _____ Design Speed: _____

A design that complements the existing Old Town streets on SW Pine will be incorporated across the railroad to the intersection of proposed SW Columbia Street.

Assuming a TSP amendment is approved, Columbia street must be built to local street standards. If exceptions are requested, address criteria in 16.108.030.5.

HIGHWAY 99W CAPACITY ALLOCATION PROGRAM (CAP) (16.108.070)

All developments within the City of Sherwood are subject to the CAP with the exception of churches, elementary, middle and high schools, changes in use that do not increase the number of trips generated by the current use, and developments on residentially-zoned parcels. All regulated activities must acquire a Trip Allocation Certificate prior to approval of the base application. The trip limit for a regulated activity is 43 net trips per acre in the PM Peak Hour. Mitigation may be required for all developments subject to the CAP, with the exception of activities occurring on land zoned industrially when the activity produces less than 8 net trips per acre in the PM Peak Hour.

Projects in Old Town overlay are excluded from this requirement

SANITARY SEWER (16.110)

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains.

WATER (16.112)

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. The City contracts with Tualatin Valley Water District to oversee the water system. The water system must meet TVWD standards.

STORM WATER (16.114)

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. The storm water facilities must meet CWS standards, including detention and treatment.

FIRE (16.116)

All developments are required to comply with the regulations of Tualatin Valley Fire & Rescue. TVF&R regulations can be found on their website at: www.tvfr.com/Dept/fm/const/index.html.

General comments are attached

OVERHEAD UTILITIES (16.118)

All existing and proposed utilities must be placed underground, unless specifically authorized for above ground installation, because the points of connection to existing utilities make underground installation impractical, or for other reasons deemed acceptable by the Commission.

ENVIRONMENTAL RESOURCES (16.132)

LANDSCAPED VISUAL CORRIDOR (16.142.030) - Exempt in Old Town

A landscaped visual corridor is required along all collectors and arterials (as designated by the Transportation System Plan) as well as Highway 99W. The required width of the corridor for collectors is ten (10) feet, arterials is fifteen (15) feet and Highway 99W is twenty-five (25) feet. This development is required to provide a _____ foot landscaped visual corridor along _____, designated as a _____ on the TSP.

STREET TREES (16.142.050)

Street trees are required to be planted along public streets abutting or within any new development. Street trees must have a minimum trunk diameter of two (2) inches DBH and a minimum height of six (6) feet. A minimum of one (1) tree for every twenty-five (25) feet of public street frontage, or two (2) trees for every buildable lot, whichever yields the greater number of trees, is required. See Appendix J of the Sherwood Zoning and Community Development Code for a list of approved street trees.

TREES ON PRIVATE PROPERTY (16.142.060)

Trees on private property subject to land use approval must inventory all trees on-site in accordance with Section 16.142.060.A. In general, the City will permit only the removal of trees, woodlands, and associated vegetation, regardless of size and/or density, minimally necessary to undertake the development activities contemplated by the land use application under consideration. Mitigation on a 1:1 DBH ratio will be required for trees removed pursuant to Section 8.307.07D.

HEAT AND GLARE (16.154)

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 use.

HISTORIC RESOURCES

OLD TOWN OVERLAY (16.162) Standards for Cannery noted sections

Specific areas to focus on include (but are not limited to):

16.162.080 Building Placement and the Street - If a building is set back from the property line, landscaping, an arcade, or hard surfaced expansion must be provided between the structure and street.

Residential Buffer: if the site abuts or is across a street from a residential zone, then in the portion of the site within 25 feet of the residential zone, the building height limits are those of the adjacent residential zone; and, a 6 foot deep area landscaped with, at a minimum with landscaped materials is required along the property line abutting or across the street from the lower density residential zone.

No more than **fifty percent** of the site may be used for off street parking and loading areas.

Vehicle screening: Where parking areas are across the street from a residential zone, there must be a 6 foot wide landscaped area along the street lot line.

Must meet other Architectural design standards of the Old Cannery Area within Old Town Overlay.

APPLICABLE CODE CRITERIA – for the Final Development Plan/Site Plan
 (These sections *must* be addressed in the narrative submitted with the land use application)

<input type="checkbox"/> Division II (Zoning Districts)	<input checked="" type="checkbox"/> 16.92 (Landscaping)	<input type="checkbox"/> 16.128 (Land Partitions)
<input checked="" type="checkbox"/> 16.40 (Planned Unit Development)	<input checked="" type="checkbox"/> 16.94 (Off-Street Parking and Loading)	<input type="checkbox"/> 16.130 (Property Line Adjustments)
<input type="checkbox"/> 16.44 (Townhomes)	<input checked="" type="checkbox"/> 16.96 (On-Site Circulation)	<input type="checkbox"/> 16.134.020 (Flood Plain Overlay)
<input type="checkbox"/> 16.46 (Manufactured Homes)	<input checked="" type="checkbox"/> 16.98 (On-Site Storage)	<input checked="" type="checkbox"/> 16.142 (Parks and Open Space)
<input type="checkbox"/> 16.48 (Non-Conforming Uses)	<input type="checkbox"/> 16.102 (Signs)	<input type="checkbox"/> 16.146 (Noise)
<input type="checkbox"/> 16.50 (Accessory Uses)	<input checked="" type="checkbox"/> 16.108 (Streets)	<input type="checkbox"/> 16.148 (Vibrations)
<input checked="" type="checkbox"/> 16.58.010 (Clear Vision Areas)	<input checked="" type="checkbox"/> 16.110 (Sanitary Sewers)	<input type="checkbox"/> 16.150 (Air Quality)
<input type="checkbox"/> 16.58.020 (Additional Setbacks)	<input checked="" type="checkbox"/> 16.112 (Water Supply)	<input type="checkbox"/> 16.152 (Odors)
<input type="checkbox"/> 16.80 (Plan Amendments)	<input checked="" type="checkbox"/> 16.114 (Storm Water)	<input type="checkbox"/> 16.154 (Heat and Glare)
<input type="checkbox"/> 16.82 (Conditional Uses)	<input checked="" type="checkbox"/> 16.116 (Fire Protection)	<input checked="" type="checkbox"/> 16.162 (Old Town Overlay District)
<input type="checkbox"/> 16.86 (Variances)	<input checked="" type="checkbox"/> 16.118 (Private Improvements)	<input type="checkbox"/> 16.166 (Landmark Designation)
<input type="checkbox"/> 16.86 (Temporary Uses)	<input type="checkbox"/> 16.122 (Preliminary Plats)	
<input type="checkbox"/> 16.88 (Interpretation of Similar Uses)	<input type="checkbox"/> 16.124 (Final Plats)	
<input checked="" type="checkbox"/> 16.90 (Site Planning)	<input type="checkbox"/> 16.126 (Design Standards)	

ADDITIONAL CONCERNS OR COMMENTS:

- reen streets are encouraged by Planning but you will need to work with engineer to develop best method for the streets. G
- ater treatment: still an issue that is not resolved. Please coordinate with Bob Galati 503-925-2303 W
- etland buffer - will need to get a service provider letter from CWS to establish buffer. Service Provider Letter pre-screen form is enclosed. W
- levations in some form will need to be submitted at the Preliminary Development Phase. E
- or questions about widening sidewalks across the RR, contact ODOT rail: Swede Hayes 503-986-4322 F
- or the Future Phase of the PUD you can either include it in the conceptual plan as a Phase II or come back with a detailed development plan/site plan when you are ready or you can leave it and come back in for a Major Modification of the PUD at a future date. The latter would be recommended if you think there is the possibility for drastic changes (in size, use, etc) because you may have to go through that process anyway if the conceptual approval varies significantly from what you ultimately want to do there. The first option would be the simplest if you have a pretty good idea of what will happen there. F
- or submittal at the preliminary stage, refer to Section 16.40.020.B F
- ecause the code, Section 16.108.030, requires improvement to public street standards when a development contains an existing right of way or street, the exceptions process must be used to modify the portion of Columbia Street west of Pine. Refer to 16.108.030.5 B

PROCEDURE

- Type II- Administrative Staff Review, Planning Commission for any appeals.
- Type III- Public hearing before the Hearings Officer, Planning Commission for any appeals.
- Type IV- Public hearing before the Planning Commission, City Council for any appeals.
- Type V- Public hearing before the Planning Commission with the Commission making a recommendation on the proposal to the City Council. An additional public hearing shall be held by the City Council. Any appeals shall be heard by the Land Use Board of Appeals (LUBA).

APPLICATION SUBMITTAL PROCESS

The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review.

- 3 * copies of Application Form** completely filled out and signed by the property owner (or person with authority to make decisions on the property).
- Copy of Deed** to verify ownership, easements, etc.
- At least 3 * folded** sets of plans
- At least 3 * sets** of narrative addressing application criteria
- Fee** (along with calculations utilized to determine fee if applicable)
- Signed checklist** verifying submittal includes specific materials necessary for the application process

*** Note** that 15 copies are required for completeness; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, 15 copies and one full electronic copy will be required to be submitted.

The Planning Department will perform a preliminary review of the application and will determine whether an application is complete within 30 days of the counter submittal. Staff will notify the applicant if additional information or additional copies of the submitted materials are required.

The administrative decision or public hearing will typically occur approximately 45 to 60 days after an application is deemed complete by the Planning Department. Applications involving difficult or protracted issues or requiring review by other jurisdictions may take additional time to review. Written recommendations from the Planning staff are issued seven (7) days prior to the public hearing. A 14-day public appeal period follows all land use decisions.

Information/Handouts provided at Pre-app:

- Application form
- CWS pre-screen form
- Copy of CAP worksheet
- Copy of fee schedule
- Other _____
 1. Comments from ODOT Rail
 2. Letter from Karen Mohling at TVF&R
 3. Site Plan review checklist
 4. Subdivision submittal checklist
 5. Old Town Overlay District standards

Attachment 2



First American Title Insurance Company
National Commercial Services
200 SW Market Street, Suite 250
Portland, Oregon 97201

Escrow Officer: **Mavis Kimball**
Phone: **(503)795-7603**
Fax: **(503)795-7614**
E-mail **mkimball@firstam.com**

File No: **NCS-346311-OR1**

Title Officer: **Jennifer L. Watson**
Phone: **(503)790-7866**
Fax: **(503)795-7614**
E-mail **jewatson@firstam.com**

File No: **NCS-346311-OR1**

SUPPLEMENTAL PRELIMINARY TITLE REPORT

ALTA Owners Standard Coverage	Liability	\$	TBD	Premium	\$	TBD
ALTA Owners Extended Coverage	Liability	\$		Premium	\$	
ALTA Lenders Standard Coverage	Liability	\$		Premium	\$	
ALTA Lenders Extended Coverage	Liability	\$		Premium	\$	
ALTA Leasehold Standard Coverage	Liability	\$		Premium	\$	
ALTA Leasehold Extended Coverage	Liability	\$		Premium	\$	
Endorsements	Liability	\$		Premium	\$	
Govt. Service Charge				Cost	\$	
Other					\$	

We are prepared to issue Title Insurance Policy or Policies in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit "A" attached hereto.

and as of **09/22/2008** at **8:00 a.m.**, title vested in:

City of Sherwood, an Oregon municipal corporation

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. General and special taxes and assessments for the fiscal year 2007-2008 are exempt. If the exempt status is terminated an additional tax may be levied. Account No's. R555599, R555615, and R556017
2. City liens, if any, for the city of Sherwood.

Note: An inquiry has NOT been made concerning the actual status of such liens. A fee of \$25.00 will be charged per tax account each time an inquiry request is made.
3. These premises are within the boundaries of the Clean Water Services District and are subject to the levies and assessments thereof.
4. An easement for underground storm drain sewer line and incidental purposes, recorded October 27, 1997 as Fee No. 97100724
In Favor of: 100 Oregon Inc., its successors and assigns
Affects: Parcel VII
5. Unrecorded leases or periodic tenancies, if any.
6. The following matters pertain to Lenders Extended coverage only:
 - a) Parties in possession, or claiming to be in possession, other than the vestees shown herein
 - b) Statutory liens for labor and/or materials, including liens for contributions due to the State of Oregon for employment compensation and for workman's compensation, or any rights thereto, where no notice of such liens or rights appears of record.
7. General and special taxes and assessments for the fiscal year 2008-2009, a lien not yet due or payable.
8. The effect of a deed executed by City of Sherwood, an Oregon municipal corporation to City of Sherwood Urban Renewal Agency, the duly designated Urban Renewal Agency for the City of Sherwood, recorded May 16, 2008 as Fee No. 2008-044746 of Official Records.

Said deed does not contain a valid legal description.
9. The following matters disclosed by an ALTA/ACSM survey made by Caswell/Hertel Surveyors, Inc. on July 24, 2008 and last revised August 20, 2008, designated Job No. 7612:
 - a) Encroachments of guy anchors, power poles, sidewalk and no parking sign over the Southerly portion of Parcel VII

-END OF EXCEPTIONS-

INFORMATIONAL NOTES

NOTE: Evidence of the authority of the individual(s) to execute the forthcoming document for Capstone Partners, LLC, an Oregon limited liability company, copies of the current operating agreement should be submitted prior to closing.

NOTE: This report does not include a search for Financing Statements filed in the office of the Secretary of State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a Financing Statement is filed in the office of the County Clerk (Recorder) covering fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system or by recorded lot and book.

NOTE: Washington County Ordinance No. 267, filed August 5, 1982 in Washington County, Oregon, imposes a tax of \$1.00 per thousand or fraction thereof on the transfer of real property located within Washington County.

**THANK YOU FOR CHOOSING FIRST AMERICAN TITLE
WE KNOW YOU HAVE A CHOICE!**

Cc: GVA Kidder Mathews
Attn: Tony Reser

Cc: Capstone Partners, LLC
Attn: Jeff Sackett & Eric Lindahl

Cc:
Attn:



First American Title Insurance Company of Oregon

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (10/17/92)

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy;
- (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims, or other matters:
 - (a) created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy (except to the extent that this policy insures the priority of the lien of the insured mortgage over any statutory lien for services, labor or material or the extent insurance is afforded herein as to assessments for street improvements under construction or completed at date of policy); or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable "doing business" laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any statutory lien for services, labor or materials (or the claim of priority of any statutory lien for services, labor or materials over the lien of the insured mortgage) arising from an improvement or work related to the land which is contracted for and commenced subsequent to Date of Policy and is not financed in whole or in part by proceeds of the indebtedness secured by the insured mortgage which at Date of Policy the insured has advanced or is obligated to advance.
7. Any claim, which arises out of the transaction creating the interest of the mortgagee insured by this policy, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that is based on:
 - (i) the transaction creating the interest of the insured mortgagee being deemed a fraudulent conveyance or fraudulent transfer; or
 - (ii) the subordination of the interest of the insured mortgagee as a result of the application of the doctrine of equitable subordination; or
 - (iii) the transaction creating the interest of the insured mortgagee being deemed a preferential transfer except where the preferential transfer results from the failure:
 - (a) to timely record the instrument of transfer; or
 - (b) of such recordation to impart notice to a purchaser for value or a judgment or lien creditor.

ALTA OWNER'S POLICY (10/17/92)

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
- (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims, or other matters:
 - (a) created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the estate or interest insured by this policy.
4. Any claim, which arises out of the transaction vesting in the insured the estate or interest insured by this policy, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that is based on:
 - (i) the transaction creating the estate or interest insured by this policy being deemed a fraudulent conveyance or fraudulent transfer; or
 - (ii) the transaction creating the estate or interest insured by this policy being deemed a preferential transfer except where the preferential transfer results from the failure:
 - (a) to timely record the instrument of transfer; or
 - (b) of such recordation to impart notice to a purchaser for value or a judgment or lien creditor.

SCHEDULE OF STANDARD EXCEPTIONS

The ALTA standard policy form will contain in Schedule B the following standard exceptions to coverage:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceeding by a public agency which may result in taxes or assessments, or notice of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of said land or by making inquiry of persons in possession thereof.
3. Easements or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law or not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

TI 149 Rev. 6-06

Exhibit "A"

Real property in the County of Washington , State of Oregon, described as follows:

PARCEL I:

BEGINNING AT A POINT ON THE SOUTHERLY BOUNDARY OF THE SOUTHERN PACIFIC RIGHT OF WAY, FROM WHICH THE CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON, BEARS SOUTH 47°17' WEST, 230.0 FEET AND SOUTH 43°24' EAST, 1443.0 FEET, BEING ALSO THE MOST NORTHERLY CORNER OF THE WAREHOUSE LOT; FROM THE SAID BEGINNING POINT;
RUNNING THENCE SOUTH 43°33' EAST, 200.00 FEET TO THE NORTHERLY LINE OF THAT CERTAIN TRACT OF LAND, DEED FOR WHICH IS RECORDED IN DEED BOOK 102, PAGE 0497;
THENCE WITH THE NORTHERLY LINE OF SAID TRACT, NORTH 47°50' EAST, 90 FEET;
THENCE NORTH 43°33' WEST, 200.26 FEET TO THE ABOVE DESCRIBED RIGHT OF WAY LINE;
THENCE SOUTH 47°18' WEST 90 FEET TO THE PLACE OF BEGINNING.

PARCEL II:

BEGINNING AT THE CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON;
RUNNING THENCE NORTH 43°24' WEST, 21.87 CHAINS TO THE SOUTH BOUNDARY LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY;
THENCE NORTH 47°15' EAST, 130 FEET TO THE PLACE OF BEGINNING;
THENCE NORTH 47°18' EAST, 100 FEET;
THENCE SOUTH 46°36' EAST, 200 FEET;
THENCE SOUTH 42°45' WEST, 100 FEET;
THENCE NORTH 43°24' WEST, 200 FEET TO THE PLACE OF BEGINNING.

PARCEL III:

BEGINNING AT THE CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON AND
RUNNING THENCE NORTH 43°24' WEST, 21.87 CHAINS TO THE SOUTH BOUNDARY LINE OF THE RIGHT OF WAY OF THE PORTLAND AND WILLAMETTE VALLEY RAILROAD COMPANY (NOW HELD AND USED BY SOUTHERN PACIFIC COMPANY);
THENCE NORTH 47°15' EAST, 30 FEET TO A POINT WHICH IS THE TRUE PLACE OF BEGINNING OF THE LAND HEREBY DESCRIBED;
THENCE RUNNING NORTH 47°15' EAST 100 FEET;
THENCE SOUTH 46°36' EAST, 50 FEET;
THENCE SOUTH 42°45' WEST, 100 FEET;
THENCE NORTH 43°24' WEST, 50 FEET TO THE PLACE OF BEGINNING.

PARCEL IV:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC COMPANY, WHICH IS NORTH 43°24' WEST, 1443.0 FEET OF THE CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON, SAID POINT BEING ALSO THE NORTHERLY CORNER OF EPLER'S ADDITION TO SHERWOOD;
THENCE NORTH 47° 14' EAST ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE, 30.0 FEET TO THE MOST WESTERLY CORNER OF TRACT CONVEYED TO WILLIAM FRANKLIN SMITH BY DEED RECORDED IN DEED BOOK 106, PAGE 0359;
THENCE SOUTH 43°24' EAST, 50.0 FEET TO THE MOST SOUTHERLY CORNER OF SAID SMITH TRACT;

THENCE NORTH 47° 15' EAST, 100.0 FEET TO THE MOST EASTERLY CORNER OF SAID SMITH TRACT;
THENCE SOUTH 43°24' EAST ALONG THE SOUTHWESTERLY LINE OF TRACT CONVEYED TO CRAVES
CANNING CO., A CORPORATION, BY DEED RECORDED IN DEED BOOK 121, PAGE 0076, 40.0 FEET;
THENCE SOUTH 47°26' WEST, 130.0 FEET TO THE NORTHEASTERLY LINE OF SAID EPLER'S ADDITION;
AND
THENCE NORTH 43°24' WEST TO THE TRUE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DEDICATED FOR RIGHT-OF-WAY PURPOSES BY RESOLUTION
2007-080 RECORDED NOVEMBER 2, 2007 AS FEE NO. 2007-115729.

PARCEL V:

ALL OF LOT 5, BLOCK 1, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN THE
COUNTY OF WASHINGTON AND STATE OF OREGON.

EXCEPT A STRIP FROM THE SOUTHERLY END OF SAID LOT WHICH HAS BEEN PREVIOUSLY DEEDED TO
THE TOWN OF SHERWOOD FOR STREET PURPOSES BY DEED BOOK 147, PAGE 0079.

ALSO EXCEPTING THEREFROM THAT PORTION DEDICATED FOR RIGHT-OF-WAY PURPOSES BY
RESOLUTION 2007-080 RECORDED NOVEMBER 2, 2007 AS FEE NO. 2007-115729.

PARCEL VI:

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 5, BLOCK 1, EPLER'S ADDITION TO
SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN WASHINGTON COUNTY, OREGON;
THENCE WITH THE NORTHEASTERLY LINE OF SAID LOT EXTENDED, NORTH 43°24' WEST, 18.0 FEET
TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY;
THENCE RUNNING ALONG SAID RIGHT OF WAY LINE, SOUTH 47°33' WEST 50.0 FEET;
THENCE SOUTH 43°24' EAST, 18.0 FEET TO THE MOST WESTERLY CORNER OF SAID LOT 5; AND
THENCE NORTH 47°33' EAST, 50.0 FEET TO THE PLACE OF BEGINNING.

PARCEL VII:

BEGINNING AT A POINT ON THE SOUTHEASTERLY BOUNDARY LINE OF THE SOUTHERN PACIFIC RIGHT
OF WAY, IN SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN
WASHINGTON COUNTY, OREGON; FROM SAID BEGINNING POINT THE CENTER OF SAID SECTION 32
BEARS SOUTH 47°17' WEST, 320 FEET AND SOUTH 43°24' EAST, 1443 FEET; FROM SAID BEGINNING
POINT;
RUNNING THENCE WITH THE SAID RIGHT OF WAY LINE, NORTH 47°17' EAST, 350.8 FEET;
THENCE SOUTH 42°44' EAST, 511 FEET;
THENCE SOUTH 47°24' WEST, 328 FEET;
THENCE NORTH 43°24' WEST, 310 FEET TO AN IRON PIPE AT THE MOST NORTHERLY CORNER OF
TRACT, DEED FROM WHICH IS RECORDED IN DEED BOOK 102, PAGE 0497;
THENCE WITH THE NORTHWESTERLY LINE OF SAID TRACT SOUTH 47°50' WEST, 17 FEET;
THENCE NORTH 43°33' WEST, 200.26 FEET TO THE PLACE OF BEGINNING.

PARCEL VIII:

BEGINNING AT AN IRON PIPE WHICH BEARS NORTH 43°24' WEST 1243.4 FEET AND NORTH 47°15'
EAST 337.85 FEET FROM A STONE SET FOR THE CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE
1 WEST OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF WASHINGTON AND STATE OF OREGON;
SAID POINT OF BEGINNING BEING THE MOST NORTHERLY CORNER OF A TRACT OF LAND CONVEYED
TO THE CITIZENS BANK OF SHERWOOD BY DEED RECORDED IN DEED BOOK 154, PAGE 0449;
THENCE SOUTH 43°24' EAST ALONG THE NORTHEASTERLY LINE OF SAID TRACT, 280 FEET TO A
CORNER OF SAME;

THENCE SOUTH 47°15' WEST 17 FEET TO A POINT;
THENCE NORTH 43°24' WEST 280 FEET TO A POINT;
THENCE NORTH 47°15' EAST TO THE PLACE OF BEGINNING.

PARCEL IX:

ALL OF LOTS 7 AND 8, BLOCK 1 EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN WASHINGTON COUNTY, OREGON;

EXCEPTING A TRACT DEEDED BY ELLA WECKERT TO THE PUBLIC FOR STREET PURPOSES, BY INSTRUMENT RECORDED IN DEED BOOK 147, PAGE 0079.

PARCEL X:

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 7, BLOCK 1, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN WASHINGTON COUNTY, OREGON;
THENCE SOUTHERLY ALONG THE NORTHWESTERLY LINE OF SAID BLOCK 1, 105 FEET TO THE MOST WESTERLY CORNER OF LOT 8 IN SAID BLOCK;
THENCE NORTH 43°24' WEST FOLLOWING THE MOST SOUTHERLY LINE OF SAID LOT 8 IF EXTENDED, 18 FEET TO THE SOUTHEASTERLY LINE OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILROAD;
THENCE NORTHERLY FOLLOWING THE SOUTHEASTERLY LINE OF SAID RIGHT OF WAY 105 FEET;
THENCE SOUTH 43°24' EAST, 18 FEET TO THE PLACE OF BEGINNING.

PARCEL XI:

THE NORTHEASTERLY 15 FEET OF LOT 6, BLOCK 1, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN THE COUNTY OF WASHINGTON AND STATE OF OREGON.

PARCEL XII:

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 6, BLOCK 1, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN THE COUNTY OF WASHINGTON AND STATE OF OREGON;
THENCE WITH THE NORTHEASTERLY LINE OF SAID LOT EXTENDED, NORTH 43°24' WEST 18 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY;
THENCE RUNNING WITH SAID RIGHT OF WAY LINE, SOUTH 47°33' WEST 15 FEET;
THENCE SOUTH 43°24' EAST 18 FEET TO THE WESTERLY LINE OF SAID LOT 6, BLOCK 1, EPLER'S ADDITION TO SHERWOOD;
THENCE WITH THE SAID WESTERLY LINE OF LOT 6, NORTH 47°33' EAST 15 FEET TO THE PLACE OF BEGINNING.

PARCEL XIII:

BEGINNING AT THE SOUTHWEST CORNER OF THAT CERTAIN TRACT DEEDED TO JOHN BRIGHOUSE AND IVY M. BRIGHOUSE IN DEED BOOK 254, PAGE 0025, SAID BEGINNING POINT BEING NORTH 43°24' WEST 1353.42 FEET FROM A STONE MARKED WITH X, SET FOR CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON;
RUNNING THENCE NORTH 47°15' EAST AND PARALLEL WITH THE PORTLAND AND WILLAMETTE VALLEY RAILROAD RIGHT OF WAY 130 FEET;
THENCE SOUTH 43°24' EAST 110 FEET;
THENCE NORTH 47°15' EAST AND PARALLEL WITH SAID PORTLAND AND WILLAMETTE VALLEY RAILROAD RIGHT OF WAY 6 FEET;
THENCE SOUTH 43°24' EAST 105 FEET;

THENCE SOUTH 47°15' WEST AND PARALLEL WITH SAID RAILROAD RIGHT OF WAY 48 FEET;
THENCE NORTH 43°24' WEST 75 FEET;
THENCE SOUTH 47°15' WEST 13 FEET;
THENCE NORTH 43°24' WEST 128 FEET;
THENCE SOUTH 47°15' WEST 75 FEET TO THE SOUTH LINE OF BRIGHOUSE TRACT;
THENCE NORTH 43°24' WEST 12 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DEDICATED FOR RIGHT-OF-WAY PURPOSES BY RESOLUTION 2007-080 RECORDED NOVEMBER 2, 2007 AS FEE NO. 2007-115729.

PARCEL XIV:

BEGINNING AT THE SOUTHWEST CORNER OF THAT CERTAIN TRACT DEEDED TO JOHN BRIGHOUSE AND IVY M. BRIGHOUSE IN DEED BOOK 254, PAGE 0025, SAID BEGINNING POINT BEING NORTH 43°24' WEST 1353.42 FEET FROM A STONE MARKED WITH X, SET FOR CENTER OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, IN WASHINGTON COUNTY, OREGON;
RUNNING THENCE SOUTH 43°24' EAST 12 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED;
THENCE NORTH 47°15' EAST 75 FEET TO A POINT;
THENCE SOUTH 43°24' EAST 128 FEET;
THENCE NORTH 47°15' EAST 13 FEET;
THENCE SOUTH 43°24' EAST 75 FEET TO A POINT;
THENCE SOUTH 47°15' WEST 88 FEET, MORE OR LESS, TO A POINT WHICH IS SOUTH 43°24' EAST OF THE TRUE POINT OF BEGINNING;
THENCE NORTH 43°24' WEST TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DEDICATED FOR RIGHT-OF-WAY PURPOSES BY RESOLUTION 2007-080 RECORDED NOVEMBER 2, 2007 AS FEE NO. 2007-115729.

PARCEL XV:

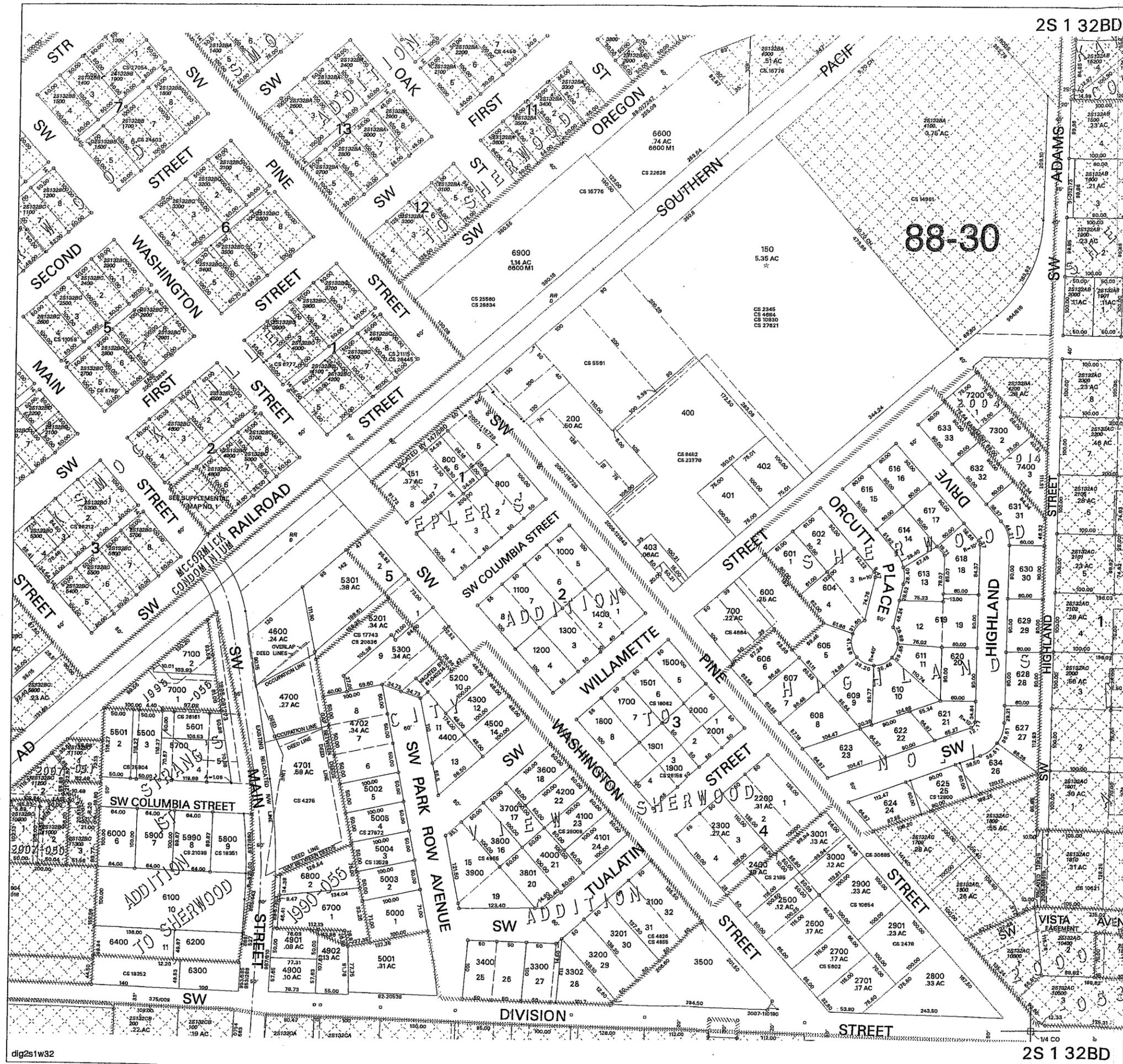
LOT 6, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), IN THE CITY OF SHERWOOD, COUNTY OF WASHINGTON AND STATE OF OREGON.

TOGETHER WITH THAT PORTION OF THE VACATED STREET LYING ADJACENT TO AND NORTHWESTERLY OF SAID LOT 6 WHICH INURED THERETO BY ORDINANCE NO. 112, RECORDED MAY 14, 1931 IN BOOK 147, PAGE 0080.

EXCEPTING THEREFROM THE NORTHERLY MOST 15 FEET OF SAID LOT 6, LYING WITHIN 15 FEET OF THE BOUNDARY LINE BETWEEN AND COMMON TO LOTS 5 AND 6, EPLER'S ADDITION TO SHERWOOD (PLAT VOLUME 3, PAGE 0004), AS CONVEYED TO PORTLAND CANNING COMPANY, INC., AN OREGON CORPORATION, BY DEED RECORDED JUNE 11, 1953 IN BOOK 345, PAGE 0621.

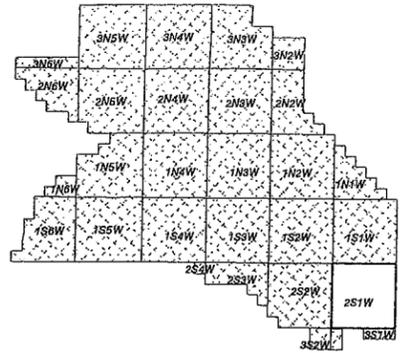
THE LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

Attachment 3



2S 1 32BD

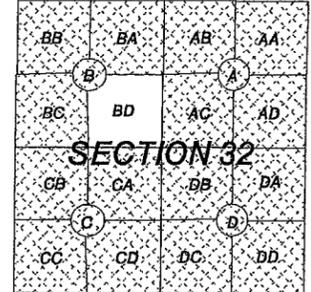
2S 1 32BD



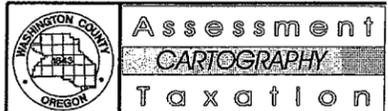
WASHINGTON COUNTY OREGON
SE 1/4 NW 1/4 SECTION 32 T2S R1W W.M.
SCALE 1" = 100'

36	37	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us



Cancelled Taxlots For: 2S132BD
626,1600,3301,5100,6500-A1,300,4801,4802,4800,4803,
2100,190-A1,603,6201,5600,5400,500,612



PLOT DATE: February 06, 2008
FOR ASSESSMENT PURPOSES
ONLY - DO NOT RELY ON
FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

SHERWOOD
2S 1 32BD

Attachment 4



July 31, 2009

Julia Hajduk
City of Sherwood
20 NW Washington
Sherwood, OR 97140

RE: Tree Inventory for the Cannery Square Project

Dear Julia:

This submittal addresses the requirements of Section 16.142.060 of the City's Community Development Code as it pertains to the proposed Cannery Square Project in downtown Sherwood.

Summary/Tree Count

Although the Cannery Square project is being submitted as a single PUD, there are three distinct areas that relate to tree inventory, preservation, removal and mitigation. These areas are outlined below and shown on Sheet L100:

Private Property – Cannery Square Development

Within the private property, there are a number of trees that will be removed as part of the project. These trees are within future building envelopes or parking areas. It is not possible to save these trees without significant economic impacts to the project. The trees are:

1.	12"	Pine	Removed
2.	16"	Birch	Removed
3.	14"	Birch	Removed
4.	14"	Birch	Removed

Public Right-of-Way

Within the new street section, there are several trees that will need to be removed due to the right-of-way improvements. Mitigation for these trees should not be assessed to the Cannery Square project as this is a public improvement. These trees are:

5.	12"	Maple	Removed
6.	15"	Pine	Removed
7.	15"	Pine	Removed
8.	13"	Fir	Removed
9.	40"	Maple	To be retained and protected
10.	14"	Maple	To be retained and protected

Auto-Body Shop Redevelopment

As part of this City-Owned site, there will be impacts to existing trees located on the west side of the property. This area is identified as a stormwater collection area for the public street improvements that include Pine Street and part of Columbia Street. Several of the trees are in very close proximity to the existing building and may be detrimental to the foundation if they are not removed.

11.	14"	Pine	To be retained and protected
12.	14"	Pine	Removed
13.	8"	Maple	Removed
14.	13"	Tree of Heaven	Removed
15.	9"	Birch	Removed

Tree Inventory for the Cannery Square Project
July, 31, 2009
p. 2

Mitigation

Mitigation is separated into the private development areas and the Auto Body Shop redevelopment. The mitigation as outlined in the City Code requires a inch-for-inch replacement value. For the Cannery Square development, a minimum of 56-inches of tree caliper will be planted within the site, outside of the right-of-way. A total of 43 trees will be planted in the private development for a total of 136 caliper inches which exceeds the mitigation requirement. Please refer to Landscape Sheets L201 to L203.

For the Auto Body Shop, a total of 44-inches of tree caliper or payment into a tree fund will be required. We propose that the City pay into the tree fund which would total \$3300 for this mitigation.

Discussion

For trees that will be protected, a temporary tree protection fence will be erected during construction to prevent damage to trees. The location of the fencing is indicated on the plan. In addition a tree protection specification will be incorporated into the Construction Contract.

Please let me know if you have any questions or need additional information.

Sincerely,
Lango Hansen Landscape Architects PC



Kurt Lango
Principal

Attachment 5



December 3, 2008

Capstone Partners, LLC
1015 NW 11th Avenue, Suite 243
Portland, OR 97029

Attention: Mr. Eric Lindahl

Preliminary Geotechnical Engineering Information
Sherwood Old Cannery Redevelopment Site
SW Railroad Street and SW Pine Street
Sherwood, Oregon
GeoDesign Project: Capstone-7-01

INTRODUCTION

GeoDesign, Inc. is pleased to submit this letter providing preliminary geotechnical engineering information for the proposed Sherwood Old Cannery Redevelopment project. The project is located on the site formerly occupied by the Sherwood Cannery. The site is approximately 6.4 acres in size and is just south of old town Sherwood, Oregon, at 15601 SW Willamette Street. The site includes Tax Lots 150 151, 200, 800, and 900 of Washington County Tax Map 2S132BD.

The site is currently vacant land, with the exception of a machine shop building at the western end of the site, a paved material storage area located on the northeastern portion of the site, and a gravel-covered parking area on the western-most portion of the site. We understand that all buildings formerly associated with the cannery have been removed. The site is bound by a railroad right-of-way to the north, SW Washington Street and residential development to the west, SW Willamette Street and residential development to the south, and an industrial/warehouse development to the east.

The site was formerly occupied by the Sherwood Cannery, also known as the Graves Cannery, from 1918 through 1971. A brake parts business operated on the site during the late 1980s to early 1990s. A Tualatin Electric Company pump house and substation was present on the site in the 1920s and 1930s.

PRELIMINARY RESULTS

Based on the available background information, we anticipate that former utilities, foundation elements, and remedial excavations may exist at the site. We anticipate that documentation on the placement and compaction procedures for the backfilling of the remedial excavations will not be available. Accordingly, an overlay showing the locations of the remedial excavation (from prior reports) and the proposed structures will be completed to evaluate for the presence of undocumented fill under foundation elements.

Based on the available information, the proposed development can be constructed at the site. The foundation loads for the proposed structures are anticipated to be relatively light, and our experience with similar project in the area indicate that the native soils should provide adequate support using conventional spread foundations. Our geotechnical proposal includes completing 1 day of test pits to evaluate the condition of surface fills, the shallow native soils, and subgrade support for pavements, and five borings to evaluate foundation considerations. The native sand can be slightly susceptible to liquefaction, so our geotechnical proposal includes completing two seismic cone penetration test probes and laboratory testing of soil samples from the borings to evaluate this risk.

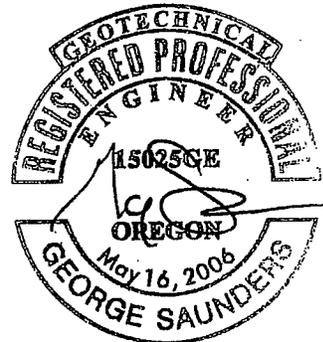
◆ ◆ ◆

We appreciate the opportunity to work with you on this project. If you have questions concerning the information provided, please call.

Sincerely,

GeoDesign, Inc.


George Saunders, P.E., G.E.
Principal Engineer



EXPIRES: 6/2010

cc: Mr. Murray Jenkins, Ankrom Moisan Associated Architects
Mr. Keith B. Jones, Harper Houf Peterson Righellis Inc.

GPS:kt

Two copies submitted

Document ID: Capstone-7-01-120308-geol.doc

© 2008 GeoDesign, Inc. All rights reserved.

Attachment 6

Preliminary Stormwater Management Report For:

**Sherwood Cannery PUD
Sherwood, Oregon**

**Prepared For:
Capstone Partners LLC
and
City of Sherwood**

Prepared By:



**Harper
Houf Peterson
Righellis Inc.**

205 SE SPOKANE STREET, SUITE 200
PORTLAND, OR 97202
PHONE (503) 221-1131
FAX (503) 221-1171

**Ben Austin, P.E.
Civil Engineer**

**Jennifer VanCamp, E.I.T.
Civil Designer**

April 2009

Project Summary

The site is a mixed use development including retail buildings, apartments, a public plaza and street improvements on approximately 7.1 acres. The site is located in the center of the City of Sherwood.

Existing Conditions

The existing site consists of a decommissioned cannery, and existing gravel parking lot and an existing industrial building (machine shop). The existing site drains southwest where there is an existing storm sewer that conveys runoff to Cedar Creek. An existing basin map is attached.

The Natural Resource Conservation Service Soil Survey of Washington County, Oregon describes the soils within the site as Hydrologic Soil Type C and D. A soils map and additional information is attached.

Proposed Conditions

The proposed improvements will have three points of connection to the existing storm sewer system in SW Willamette Avenue, SW Pine Street and SW Washington Street. All three of these discharge points are to the same storm drainage system which flows to the southwest. A map showing the proposed drainage basins is attached.

Water Quality

The proposed buildings, parking lots, and streets of the east side of the site (Basins 1 thru 15, 23 and 24) will flow into stormwater planters for water quality treatment. The proposed stormwater planters are sized per CWS using a planter area of no less than 6% of the impervious area. In larger storm events the stormwater will pond and overflow into the area drains that connect into the conveyance system in the street. See attached treatment summary and planter details.

The stormwater from the machine shop and streets on the west side of the site will be piped and discharged into a proposed water quality swale west of the machine shop. The swale is proposed to connect into the existing storm system in SW Washington Street.

Proposed Swale Characteristics

Proposed Impervious Area	72,413 sf
Treatment Flow Rate	0.15 cfs
Swale Length	100 LF
Bottom Width	2 ft
Side Slope	4:1
Water Quality Depth	0.30 ft
Velocity	0.16 fps
Residence Time	10.4 min

Table 1.1

The water quality facility is sized to treat runoff from Basins 16 thru 20. This facility was designed to meet CWS standards. Treatment facility characteristics are listed in Table 1.1.

Water Quantity and Downstream Analysis

The proposed storm systems will connect into existing systems in SW Pine Street and SW Washington Street. This system which is made up of pipes ranging in size from 30" to 42" conveys stormwater runoff to a tributary of Cedar Creek approximately one quarter mile west of the project site. From our preliminary analysis this system appears to have sufficient capacity to convey runoff from this basin. Just beyond the project's downstream study area there is an existing 21" culvert which crosses under the railroad tracks and Wildlife Haven Court. This culvert appears to be undersized for the approximately 103 acres which drain to it. The proposed basin has a 25-year peak flow of 84 cfs and our proposed development has a 25-year peak flow of 6.5 cfs. The site contributes approximately 8% of the basin flow. A previous storm report completed in 1999, when Wildlife Haven Court was constructed, proposed to replace the 21" culvert with a 54" culvert. It appears this work was never completed. From conversations with city staff there are no known surcharge issues with this culvert and the culvert was not identified in the stormwater master plan as needing replacement.

Conveyance

The conveyance will be sized to convey the 10-year Rational Method storm event.

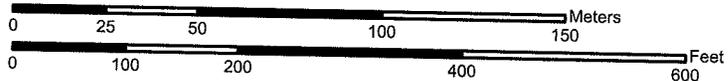
Exhibits

- Soil Survey Data
- Existing Basin Map
- Site Overview
- Proposed Basin Map
- Water Quality Calculations
- Water Quality Swale Calculations
- Stormwater Facility Details
- Regional Basin Map
- Sherwood Cannery Hydrograph

Hydrologic Soil Group—Washington County, Oregon
(Sherwood Community PUD)



Map Scale: 1:2,020 if printed on A size (8.5" x 11") sheet.



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Units

Soil Ratings

 A

 A/D

 B

 B/D

 C

 C/D

 D

Not rated or not available

Political Features

 Cities

Water Features

 Oceans

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

MAP INFORMATION

Map Scale: 1:2,020 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: UTM Zone 10N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Washington County, Oregon
Survey Area Data: Version 6, Jul 30, 2008

Date(s) aerial images were photographed: 8/4/2005

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Washington County, Oregon				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
1	Aloha silt loam	C	4.1	58.9%
22	Huberly silt loam	D	2.9	41.1%
Totals for Area of Interest			7.0	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

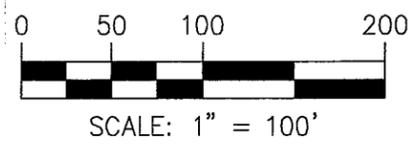
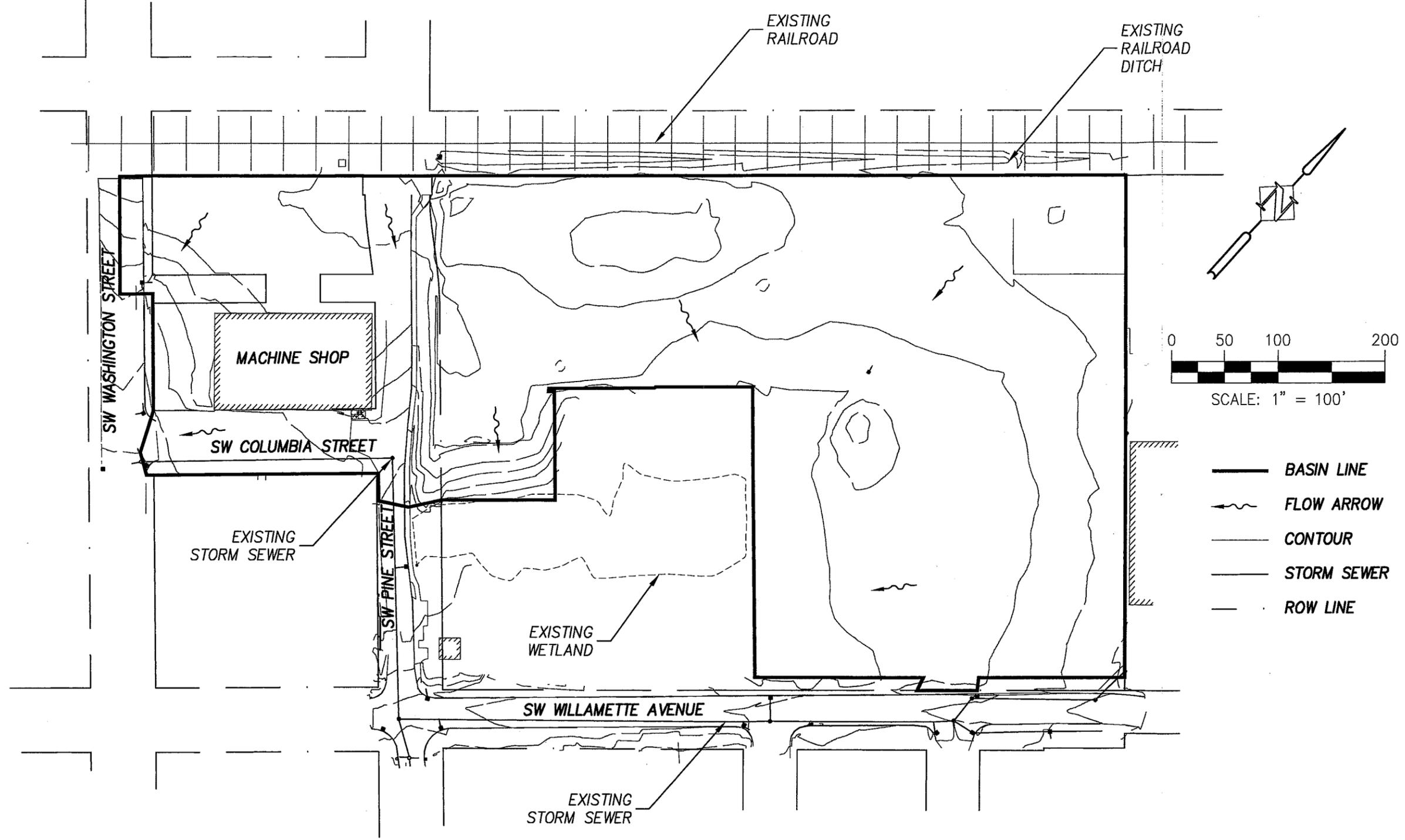
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

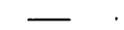
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Lower



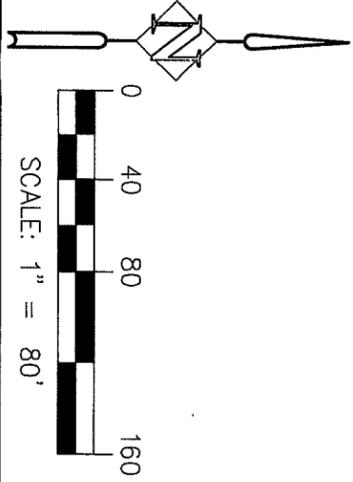
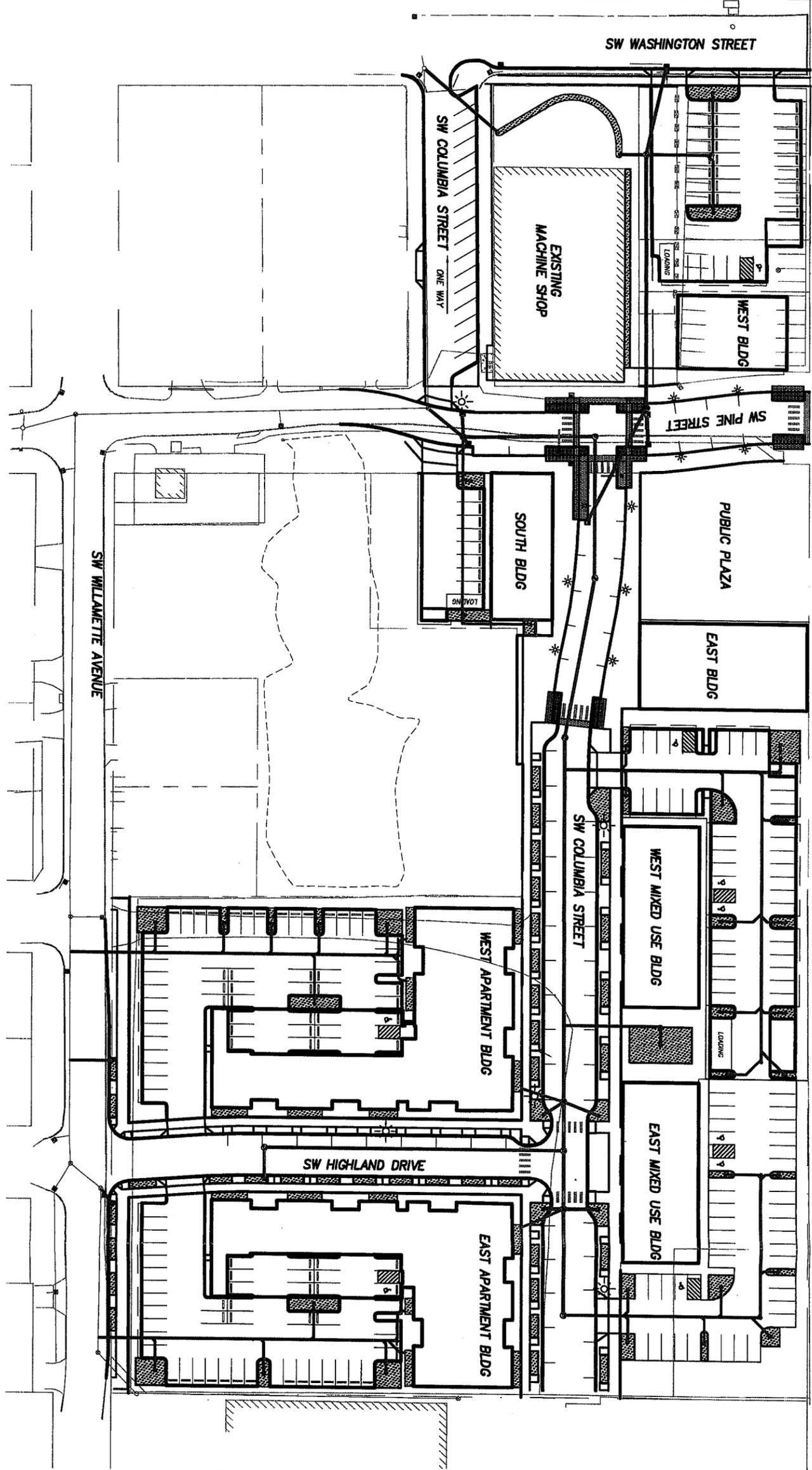
-  **BASIN LINE**
-  **FLOW ARROW**
-  **CONTOUR**
-  **STORM SEWER**
-  **ROW LINE**

EXISTING BASIN MAP
SHERWOOD CANNERY PUD
SHERWOOD, OREGON

Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
5200 SW Macadam Avenue, Suite 500, Portland, OR 97239
Phone: 503.221.1131 www.hhpri.com Lic. 903.221.1171

DESIGNED:	HHPR	HHPR	BRA	DATE:	APRIL 2009
DRAWN:	HHPR	HHPR	HHPR		
CHECKED:					
R E V I S I O N S					
DATE	NO.	DESCRIPTION			

SHEET NO.
1.0
JOB NO. ANK-112



JOB NO.
ANK-112

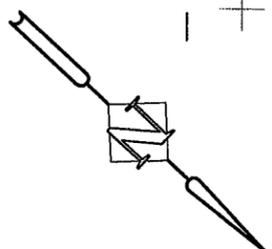
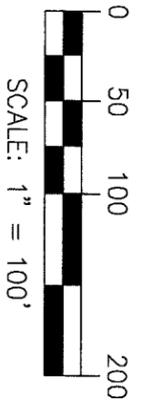
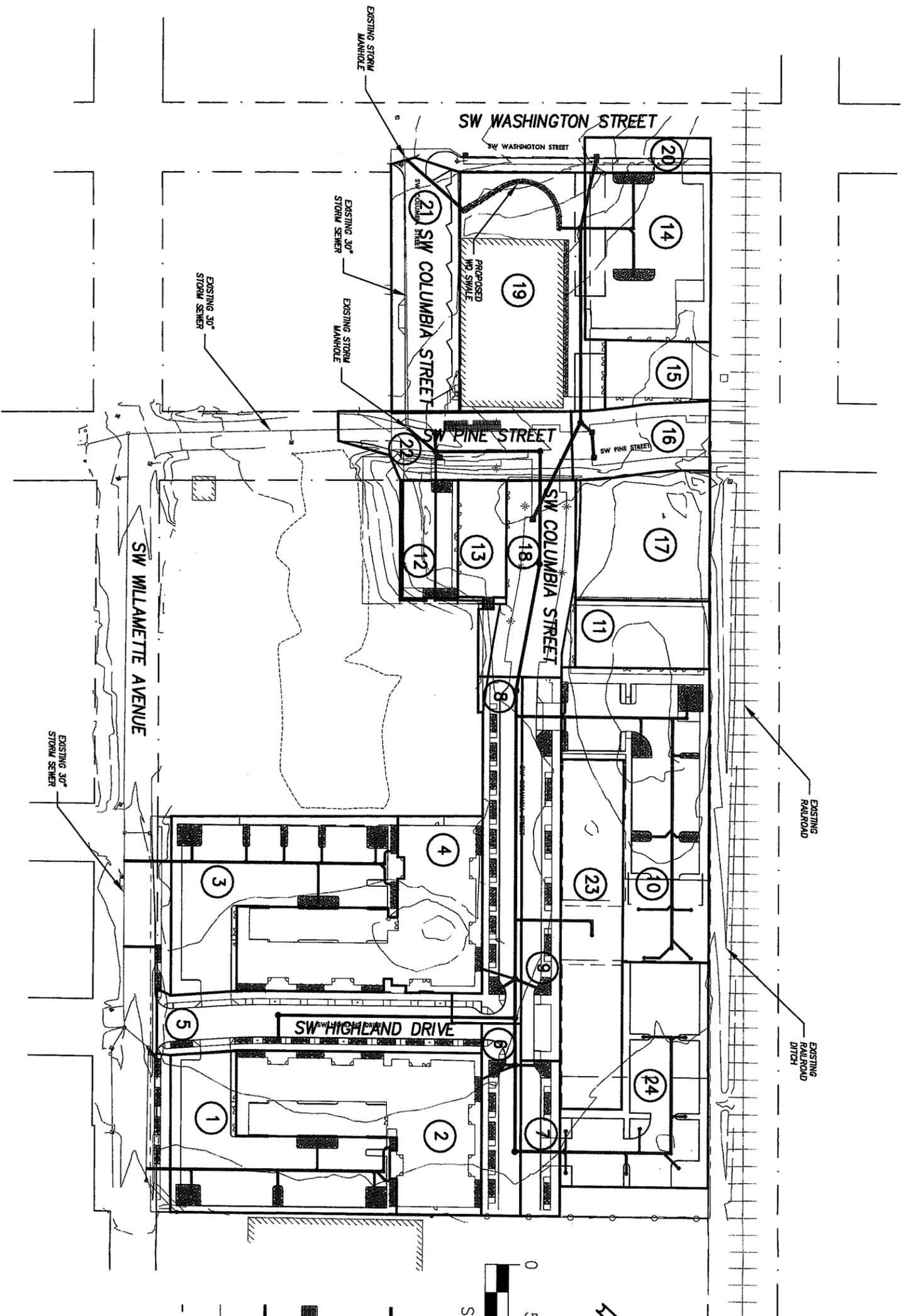
SHEET NO.
2.0

DATE	NO.	DESCRIPTION
R E V I S I O N S		

DESIGNED: HHPR
 DRAWN: HHPR
 CHECKED: BRA
 DATE: DECEMBER 2008

HHPR Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 5200 SW Macadam Avenue, Suite 580, Portland, OR 97239
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

SITE OVERVIEW
 SHERWOOD CANNERY PUD
 SHERWOOD, OREGON



- (X) — BASIN LINE
- BASIN NUMBER
- STORMWATER PLANTER
- PROPOSED STORM LINE
- - - EXISTING CONTOUR
- - - ROW LINE

PROPOSED BASIN MAP
SHERWOOD CANNERY PUD
 SHERWOOD, OREGON

Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 5200 SW Macadam Avenue, Suite 580, Portland, OR 97239
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

DESIGNED: HHPR
 DRAWN: HHPR
 CHECKED: BRA
 DATE: APRIL 2009

R E V I S I O N S		
DATE	NO.	DESCRIPTION

SHEET NO. **3.0**
 JOB NO. ANK-112

Sherwood Cannery PUD

Water Quality Calculations

Prepared by Harper Houf Peterson Righellis Inc.

Job No. ANK-112

April 2008

Green Street Planter

Basin	Area (sf)	Total Impervious Area (sf)	6% Required Impervious (sf)	Proposed Planter Area (sf)	Meets Planter %
1	17215	13365	802	807	YES
2	20921	19205	1152	1251	YES
3	20046	15234	914	928	YES
4	21389	19670	1180	1462	YES
5	14236	12440	746	765	YES
6	5676	5070	304	456	YES
7	4595	4259	256	336	YES
8	10975	9723	583	831	YES
9	11360	9765	586	760	YES
10	23184	19784	1187	1624	YES
11	6943	6943	417	460	YES
12	5152	3410	205	205	YES
13	4200	4200	252	258	YES
14	15580	14118	847	1044	YES
15	4988	4988	299	415	YES
23	16260	15252	915.12	1008	YES
24	18300	15459	927.54	983	YES

Water Quality Swale

Basin	Area (sf)	Total Impervious Area (sf)	Volume (cu ft)	Flow (cfs)
16	7170	7170	215.1	0.01
17	12490	9963	298.9	0.02
18	11576	11576	347.3	0.02
19	23406	19194	575.8	0.04
20	3284	3284	98.5	0.01
21*	12701	10796	323.9	0.02
22*	10861	9232	277.0	0.02
		71215	2136.5	0.15

* Proposed swale is providing overtreatment for these basins until the Columbia Street subregional water quality facility is built.

ANK-112 Sherwood Cannery PUD

Water Quality Swale

Man-Made Channels

CIVIL ENGINEERING OLS PRO

English Units

12-04-2008 07:37:42

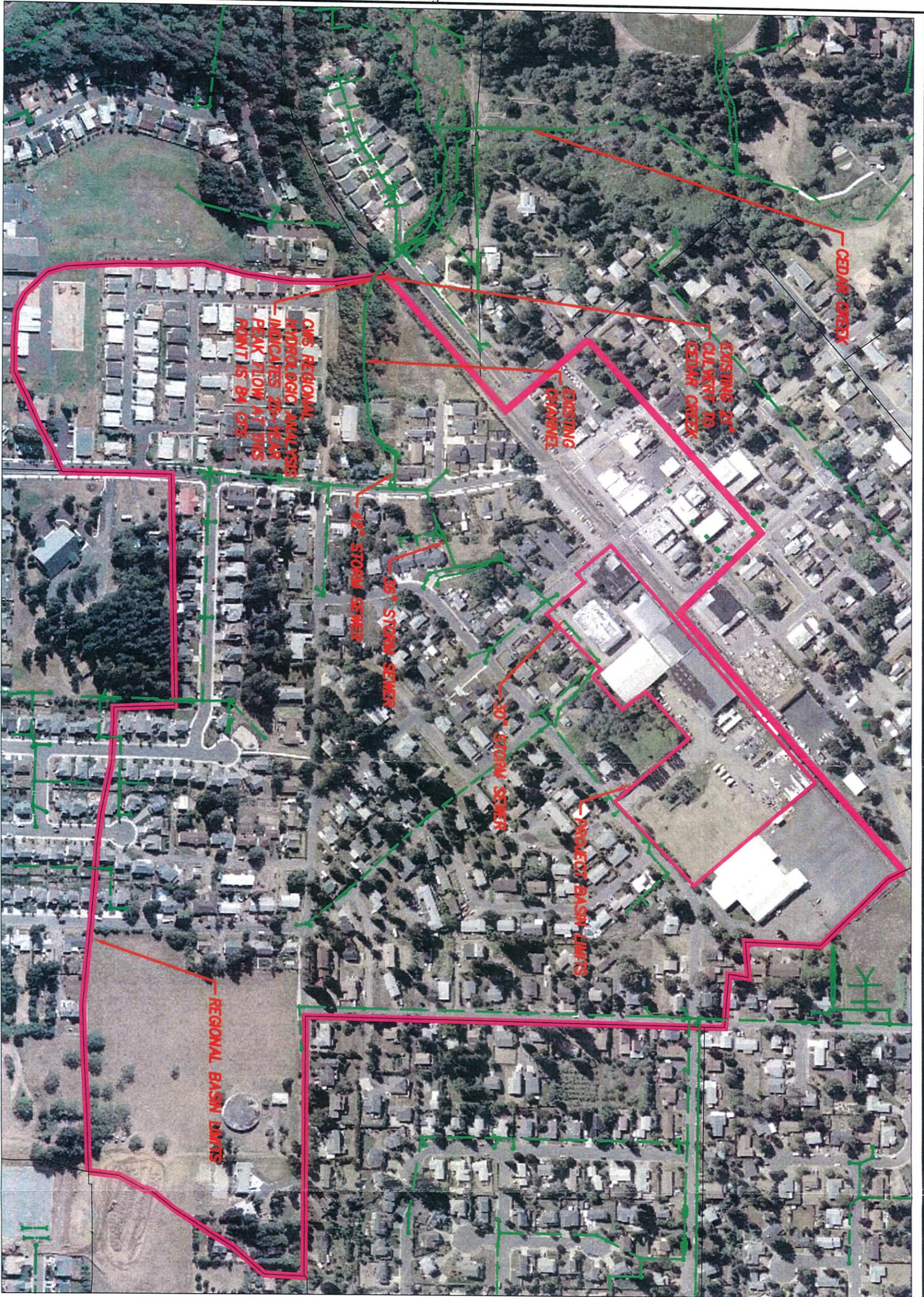
Results

Flow Depth	=	0.30 ft
Flowrate	=	0.15 cfs
Bottom Width	=	2.00 ft
Side Slope (H:V)	=	4.0000 H:V
Channel Slope (V:H)	=	0.0050 V:H
Manning's N	=	0.240
Wetted Area	=	0.95 sq ft
Wetted Perimeter	=	4.45 ft
Velocity	=	0.16 fps
Froude No.	=	0.06
Flow Regime	=	Sub-Critical

Residence Time:

$$\frac{100 \text{ ft}}{0.16 \text{ fps}} = 625 \text{ sec} = 10.4 \text{ min}$$

10.4 minutes > 9 minutes ok



JOB NO.
ANK-112

SHEET NO.
1.0

DATE	NO.	DESCRIPTION
R E V I S I O N S		

DESIGNED: HHPR
 DRAWN: HHPR
 CHECKED: BRA
 DATE: DECEMBER 2008

HHPR Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 5200 SW Macadam Avenue, Suite 580, Portland, OR 97239
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

REGIONAL BASIN MAP
 SHERWOOD CANNERY PUD
 SHERWOOD, OREGON

Hydrograph Plot

Hydraflow Hydrographs by Intelisolve

Thursday, Dec 4 2008, 9:11 AM

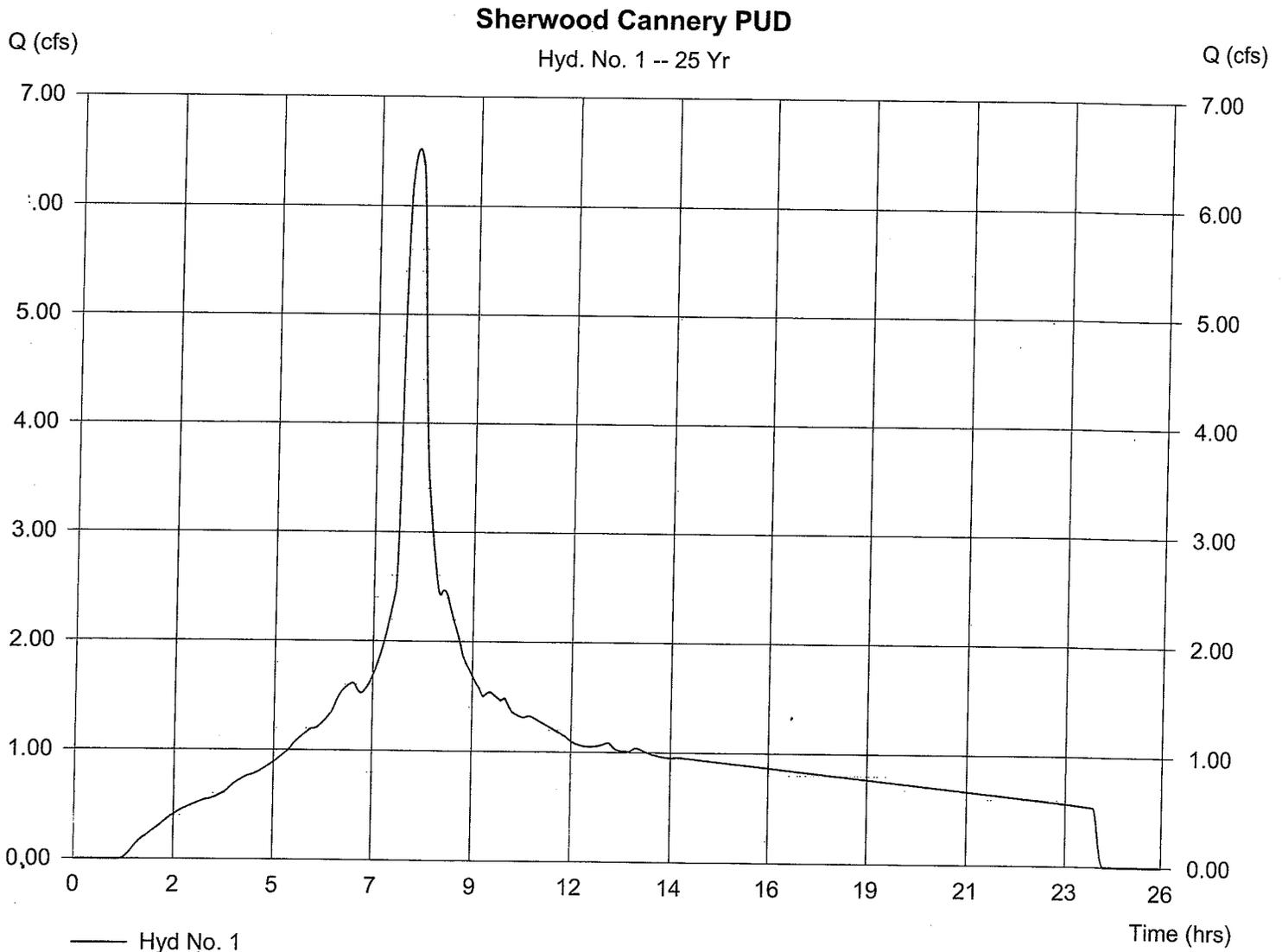
Hyd. No. 1

Sherwood Cannery PUD

Hydrograph type = SCS Runoff
Storm frequency = 25 yrs
Drainage area = 7.11 ac
Basin Slope = 0.0 %
Tc method = TR55
Total precip. = 4.00 in
Storm duration = 24 hrs

Peak discharge = 6.52 cfs
Time interval = 1 min
Curve number = 96
Hydraulic length = 0 ft
Time of conc. (Tc) = 10 min
Distribution = Type IA
Shape factor = 484

Hydrograph Volume = 91,366 cuft



Attachment 7



Service Provider Letter

CWS File Number
09-000783

This form and the attached conditions will serve as your Service Provider Letter in accordance with Clean Water Services Design and Construction Standards (R&O 07-20).

Jurisdiction:	<u>Sherwood</u>	Review Type:	<u>Tier 2 Alternative Analysis</u>
Site Address / Location:	<u>15601 SW Willamette ST</u> <u>Sherwood, OR 97140</u>	SPL Issue Date:	<u>June 08, 2009</u>
		SPL Expiration Date:	<u>June 08, 2011</u>

Applicant Information:		Owner Information:	
Name	<u>SHERWOOD, CITY OF</u>	Name	<u>SHERWOOD, CITY OF</u>
Company		Company	
Address	<u>22560 SW PINE ST</u> <u>SHERWOOD OR 97140</u>	Address	<u>22560 SW PINE ST</u> <u>SHERWOOD OR 97140</u>
Phone/Fax	<u>503-925-2303</u>	Phone/Fax	<u>503-925-2303</u>
E-mail:		E-mail:	

Tax lot ID	Development Activity
<u>2S132BD00160, 00161, 00200, 00800, and 00900</u>	<u>Mixed-Use Development</u>

Pre-Development Site Conditions:	Post-Development Site Conditions:
Sensitive Area Present: <input checked="" type="checkbox"/> On-Site <input checked="" type="checkbox"/> Off-Site	Sensitive Area Present: <input checked="" type="checkbox"/> On-Site <input checked="" type="checkbox"/> Off-Site
Vegetated Corridor Width: <u>Variable; 15-50 feet</u>	Vegetated Corridor Width: <u>Variable; 10-35 feet</u>
Vegetated Corridor Condition: <u>Marginal/Degraded</u>	

Enhancement of Remaining Vegetated Corridor Required: <input checked="" type="checkbox"/>	Square Footage to be enhanced: <u>6,009</u>
---	---

Encroachments Into Pre-Development Vegetated Corridor:

Type and location of Encroachment:	Square Footage:
<u>ROW</u>	<u>704</u>
<u>South Building Parking</u>	<u>1,767</u>
<u>West Apartment Building and Parking</u>	<u>1,220</u>
Total	3,691

Mitigation Requirements:

Type/Location	Sq. Ft./Ratio/Cost
<u>Off-site Mitigation (Tax lot 2S131DB01900)</u>	<u>4,614/ 1.25:1</u>

Conditions Attached Development Figures Attached (8) Planting Plan Attached Geotech Report Required

This Service Provider Letter does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered on your property.

In order to comply with Clean Water Services water quality protection requirements the project must comply with the following conditions:

1. No structures, development, construction activities, gardens, lawns, application of chemicals, uncontained areas of hazardous materials as defined by Oregon Department of Environmental Quality, pet wastes, dumping of materials of any kind, or other activities shall be permitted within the sensitive area or Vegetated Corridor which may negatively impact water quality, except those allowed in R&O 07-20, Chapter 3.
2. Prior to any site clearing, grading or construction the Vegetated Corridor and water quality sensitive areas shall be surveyed, staked, and temporarily fenced per approved plan. During construction the Vegetated Corridor shall remain fenced and undisturbed except as allowed by R&O 07-20, Section 3.06.1 and per approved plans.
3. Prior to any activity within the sensitive area, the applicant shall gain authorization for the project from the Oregon Department of State Lands (DSL) and US Army Corps of Engineers (USACE). The applicant shall provide Clean Water Services or its designee (appropriate city) with copies of all DSL and USACE project authorization permits. **No Activity Authorized.**
4. An approved Oregon Department of Forestry Notification is required for one or more trees harvested for sale, trade, or barter, on any non-federal lands within the State of Oregon.
5. Prior to ground disturbance an Erosion Control Permit through the City or Clean Water Services is required. Appropriate Best Management Practices (BMP's) for Erosion Control, in accordance with Clean Water Services' Erosion Prevention and Sediment Control Planning and Design Manual, shall be used prior to, during, and following earth disturbing activities.
6. Prior to construction, a Stormwater Connection Permit from Clean Water Services or its designee is required pursuant to Ordinance 27, Section 4.B.
7. Activities located within the 100-year floodplain shall comply with R&O 07-20, Section 5.10.
8. Removal of native, woody vegetation shall be limited to the greatest extent practicable.
9. The stormwater planters shall be planted with Clean Water Services approved plant species, and designed to blend into the natural surroundings.
10. **Should final development plans differ significantly from those submitted for review by Clean Water Services, the applicant shall provide updated drawings, and if necessary, obtain a revised Service Provider Letter.**

SPECIAL CONDITIONS

11. For Vegetated Corridors up to 50 feet wide, the applicant shall enhance the entire Vegetated Corridor to meet or exceed good corridor condition as defined in R&O 07-20, Section 3.14.2, Table 3-3.
12. Prior to any site clearing, grading or construction, the applicant shall provide Clean Water Services with a Vegetated Corridor enhancement/restoration plan. Enhancement/restoration of the Vegetated Corridor shall be provided in accordance with R&O 07-20, Appendix A, and shall include planting specifications for all Vegetated Corridor, including any cleared areas larger than 25 square feet in Vegetated Corridor rated "good." **A general enhancement/restoration plan has been provided for the on-site Vegetated Corridor and off-site Mitigation area. Please see SPL attachments 5 and 7, respectively for the locations of enhancement.**
13. Prior to installation of plant materials, all invasive vegetation within the Vegetated Corridor shall be removed per methods described in Clean Water Services' Integrated Vegetation and Animal Management Guidance, 2003. During removal of invasive vegetation care shall be taken to minimize impacts to existing native tree and shrub species.
14. Clean Water Services shall be notified 72 hours prior to the start and completion of enhancement/restoration activities. Enhancement/restoration activities shall comply with the guidelines provided in Landscape Requirements (R&O 07-20, Appendix A).
15. Maintenance and monitoring requirements for both the on-site Vegetated Corridor and off-site Vegetated Corridor Mitigation area shall comply with R&O 07-20, Section 2.11.2. If at any time

during the warranty period the landscaping falls below the 80% survival level, the owner shall reinstall all deficient planting at the next appropriate planting opportunity and the two year maintenance period shall begin again from the date of replanting.

16. Performance assurances for the Vegetated Corridor shall comply with R&O 07-20, Section 2.06.2, Table 2-1 and Section 2.10, Table 2-2.
17. **Clean Water Services shall require an easement over the on-site Vegetated Corridor and off-site Mitigation area** conveying storm and surface water management to Clean Water Services that would prevent the owner of the Vegetated Corridor from activities and uses inconsistent with the purpose of the corridor and any easements therein.

FINAL PLANS

18. **Final construction plans shall include landscape plans.** In the details section of the plans, a description of the methods for removal and control of exotic species, location, distribution, condition and size of plantings, existing plants and trees to be preserved, and installation methods for plant materials is required. Plantings shall be tagged for dormant season identification and shall remain on plant material after planting for monitoring purposes.
19. **A Maintenance Plan shall be included on final plans including methods, responsible party contact information, and dates** (minimum two times per year, by June 1 and September 30).
20. **Final construction plans shall clearly depict the location and dimensions of the sensitive area and the Vegetated Corridor** (indicating good, marginal, or degraded condition). Sensitive area boundaries shall be marked in the field.
21. **Protection of the Vegetated Corridors and associated sensitive areas shall be provided by the installation of permanent fencing and signage between the development and the outer limits of the Vegetated Corridors.** Fencing and signage details to be included on final construction plans.

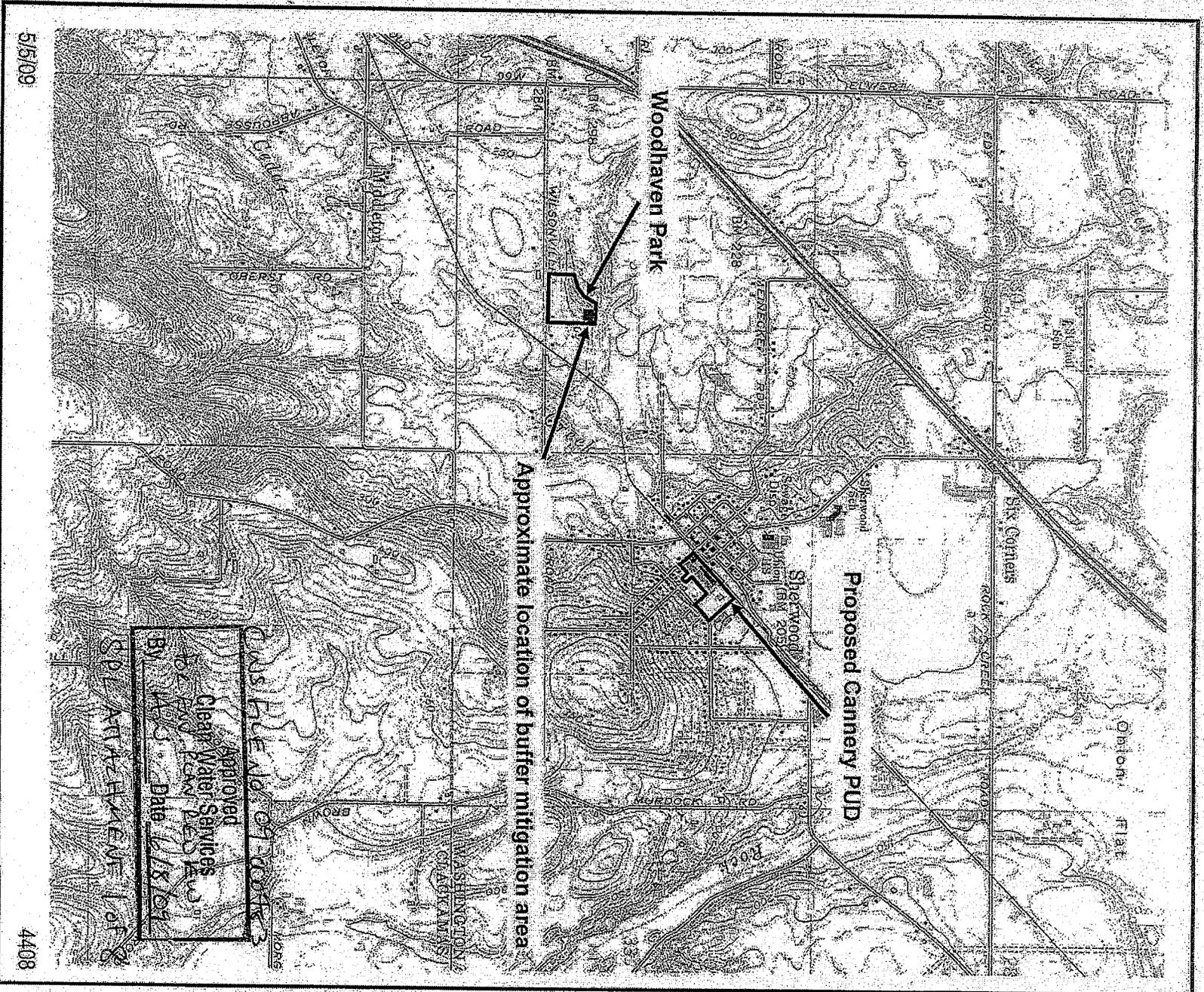
This Service Provider Letter is not valid unless CWS-approved site plan is attached.

Please call (503) 681-3653 with any questions.



**Amber Wierck
Environmental Plan Review**

Attachments (8)



5/5/09

4408

Location and topographic map for the proposed Cannery Site PUD and the proposed off-site buffer mitigation in Woodhaven Park for the proposed Cannery Site PUD in Sherman, Washington County, Oregon (USGS, Sherman, Oregon quadrangle, 1961, photorevised 1985).

FIGURE
1



Pacific Habitat Services, Inc.

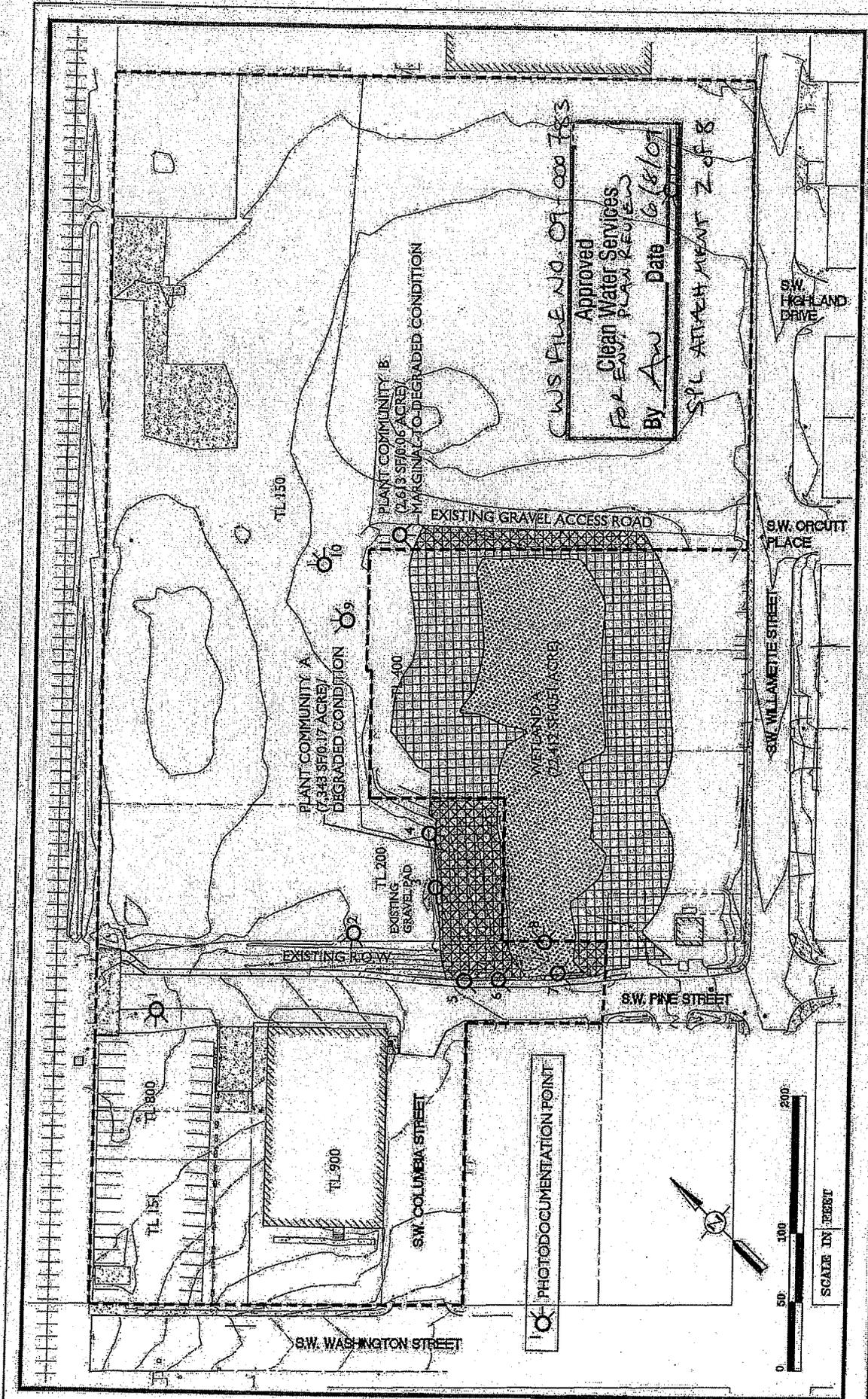
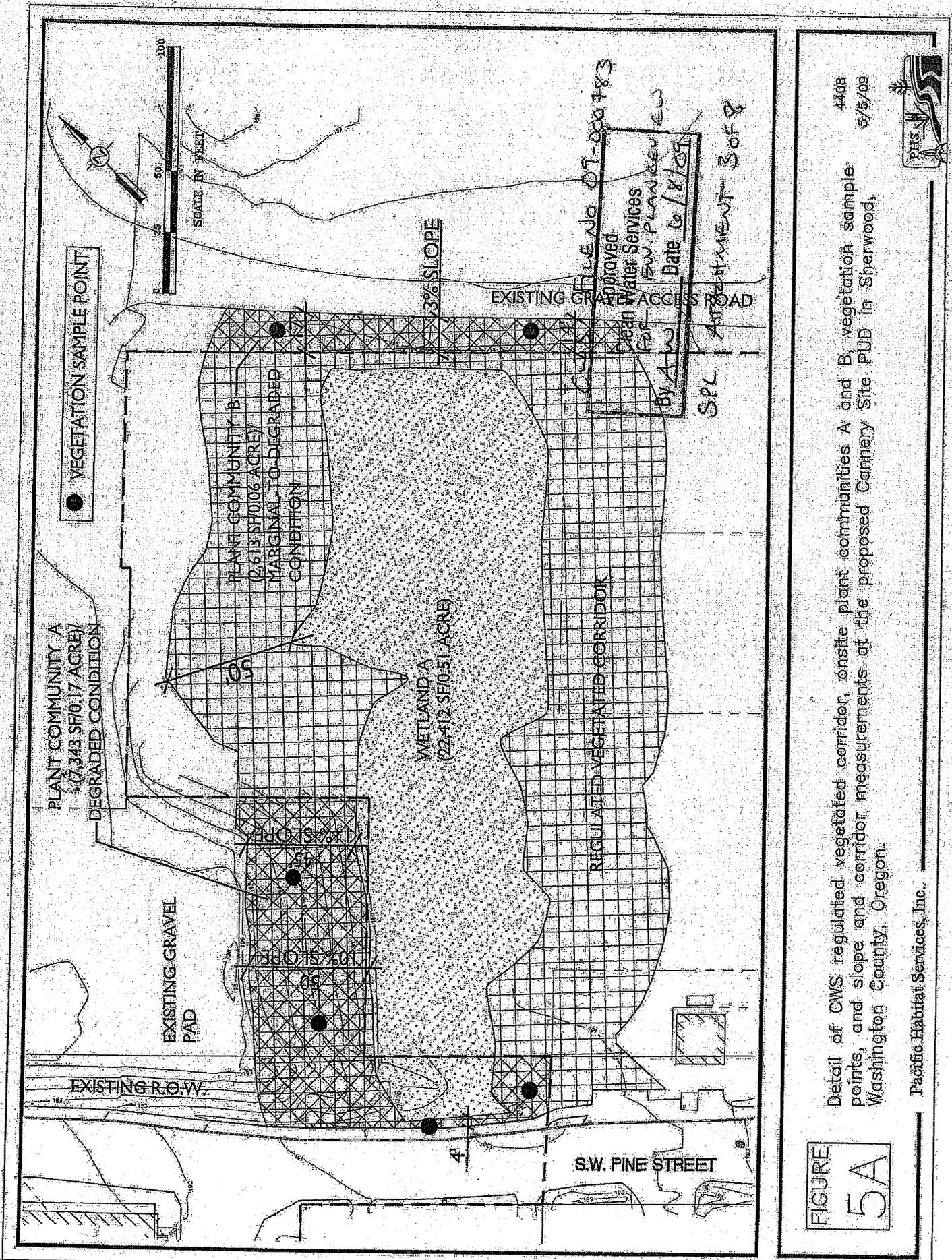


FIGURE 5

CWS regulated vegetated corridor, onsite plant communities A and B, and photodocumentation points at the proposed Cannery Site PUD in Sherwood, Washington County, Oregon. See detail of buffer on Figure 5A.



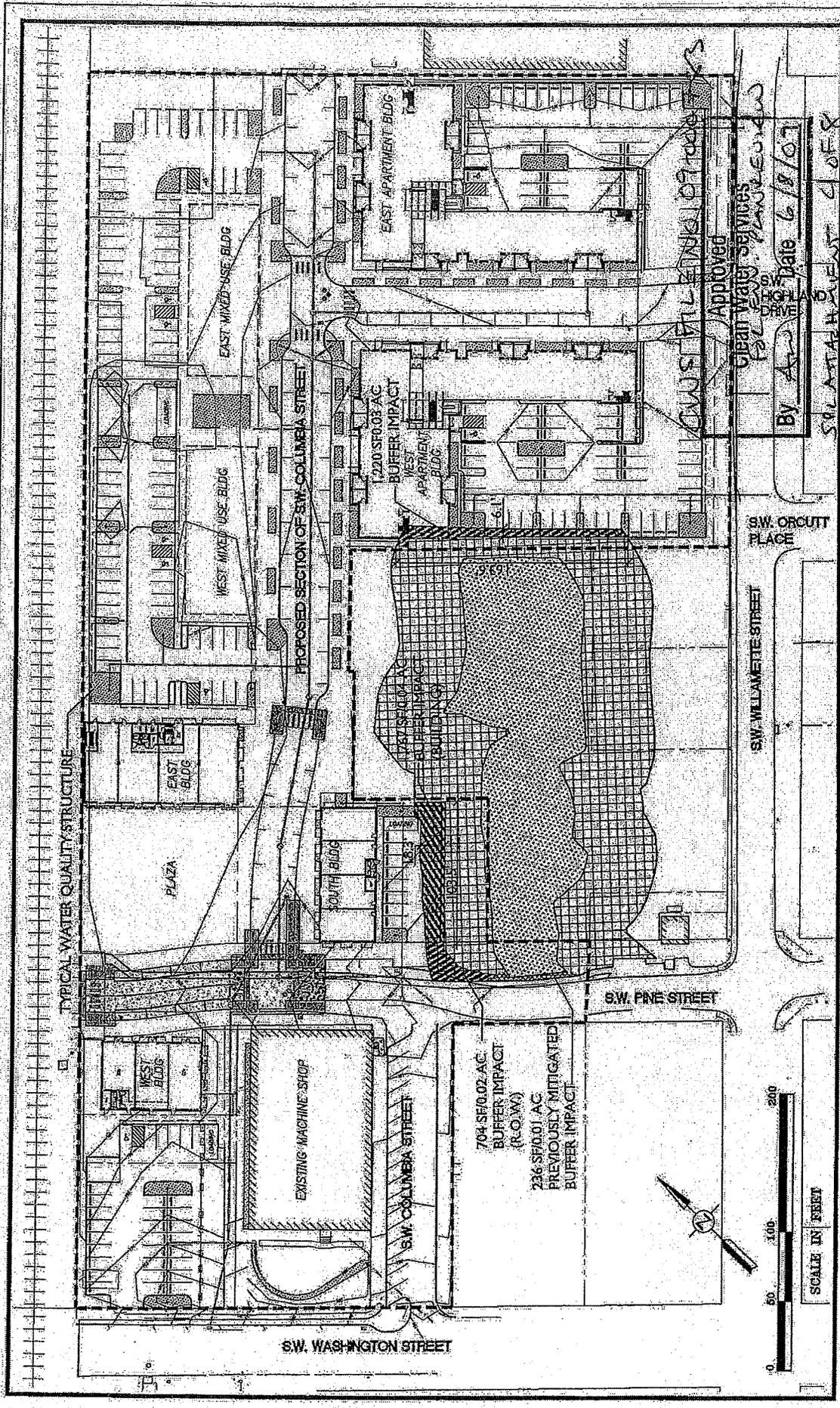


4408
5/5/09

Detail of CWS regulated vegetated corridor, onsite plant communities A and B, vegetation sample points, and slope and corridor measurements at the proposed Cannery Site PUD in Sherwood, Washington County, Oregon.

FIGURE
 5A





Approved
 Clean Water Services
 1200 SW 10th Ave
 Portland, OR 97204
 By *AS* Date 6/8/07
 SW 11th Avenue 4 OF 8

4408
 Site plan and proposed buffer impacts at the Dannerly Site PUD in Sherwood, Washington County, Oregon, 5/5/09

FIGURE
 7



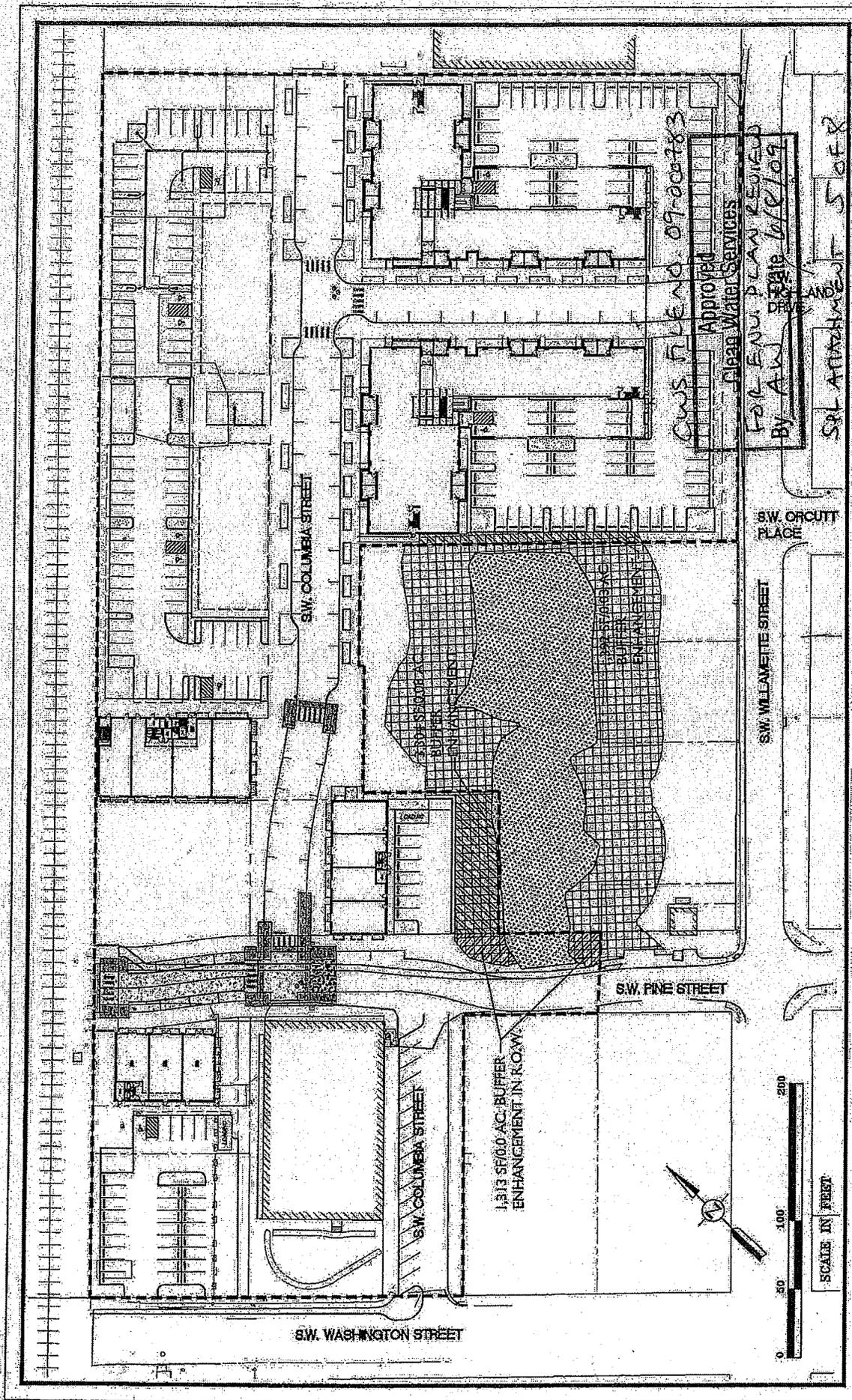


FIGURE
9

4408
5/5/09
Proposed onsite buffer enhancement at the proposed Cannery Site PUD in Sherwood, Washington County, Oregon.



Pacific Habitat Services, Inc.

CWS FILE NO. 09-000783
 Approved
 Clean Water Services
 FOR ENV. PLAN REVIEW
 By AW Date 6/8/09

Native Plant Communities and Species Diversity

Function: Support of Characteristic Vegetation

The native plant community and species diversity rates low for the wetland and buffer. The SPL Att. ^{Att. 10/10/08} wetland and buffer are dominated by non native and noxious plants. Support of characteristic vegetation functions will be improved by planting native trees and shrubs and removing the ^{6 of 8} invasive Himalayan blackberry and non-native grasses in the buffer.

5.5 On Site Vegetated Corridor Enhancement

The area of regulated on site VC to be enhanced is 6,009 square feet/0.14 acre (Figure 9). The on-site VCs will be enhanced by removing noxious/invasive species and planting native trees, shrubs, herbaceous cover, and an herbaceous seed mix. The existing vegetation will need to be taken into consideration when preparing a landscape plan.

Table 5 lists native plants recommended for installation throughout the vegetated corridor. The plant species were chosen for their suitability to the soils and hydrology of the site, and their natural occurrence in the area.

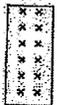
Table 5. Suggested On Site VC Enhancement Plantings

Botanical Name	Common Name	Minimum rooting size
TREES		
60 Total TREES Req'd.		
<i>Acer circinatum</i>	Vine maple	2 gallon
<i>Acer macrophyllum</i>	Big leaf maple	2 gallon
<i>Crataegus douglasii</i>	Douglas hawthorn	2 gallon
SHRUBS		
300 Total Shrubs Req'd.		
<i>Amelanchier alnifolia</i>	Western serviceberry	1 gallon
<i>Berberis aquifolium</i>	Tall Oregon grape	1 gallon
<i>Lonicera involucrata</i>	Black twinberry	1 gallon
<i>Oenothera cerasiformis</i>	Indian plum	1 gallon
<i>Polystichum munitum</i>	Sword fern	1 gallon
<i>Ribes sanguineum</i>	Red flowering current	1 gallon
<i>Rosa nutkana</i>	Nootka rose	1 gallon
<i>Symphoricarpos albus</i>	Snowberry	1 gallon
HERBACEOUS SEED MIX		
Application rate		
<i>Agrostis exarata</i>	Spike bentgrass	8 lbs per acre
<i>Bromus carinatus</i>	California brome	10 lbs per acre
<i>Elymus glaucus</i>	Blue wildrye	10 lbs per acre

Enhancement will be consistent with Clean Water Services' standards (R&O 07-20). The overall goal of the enhancement is to restore the corridor to 'Good' condition, as required.

5.6 Off Site Vegetated Corridor Mitigation

Mitigation for impacts to the VC are proposed at Woodhaven Park located approximately 1.2 miles southeast of the proposed project (Figure 1). The 7-acre park is owned and operated by the City of Sherwood located at 17375 Sunset Boulevard (Township 2 South, Range 1 West, Section 31 Tax lots 1800, 1900, 2000). The proposed mitigation site will be located on tax lot 1900 (Figures 10A and B). The mitigation site was selected because it is within park property

- 
 PLANT COMMUNITY A
 (GOOD TO MARGINAL CONDITION/0.38 AC)
- 
 PLANT COMMUNITY B
 (DEGRADED CONDITION/0.26 AC)
- 
 PLANT COMMUNITY C
 (DEGRADED CONDITION/0.31 AC)
- 
 PROPOSED OFFSITE BUFFER MITIGATION AREA
 (4,614 SP/0.17 AC)
- 
 PHOTO DOCUMENTATION POINT
- 
 REGULATED 50' VEGETATED CORRIDOR

CWS File No. 09-000783
 Approved
 Clean Water Services
 For ESW. PLAN REVIEW
 BY AW Date 6/8/09
 SPL ATTACHMENT 7 of 8

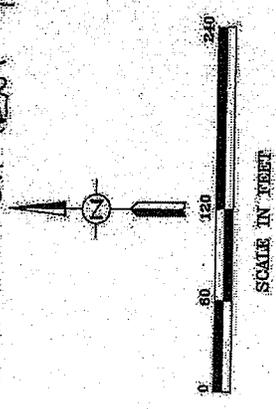


FIGURE
10A

Location of proposed offsite buffer mitigation area at Woodhaven Park in Sherwood, Oregon.
 Base map provided by Westlake Consultants, 2001.

4408
 5/5/09



Pacific Habitat Services, Inc.

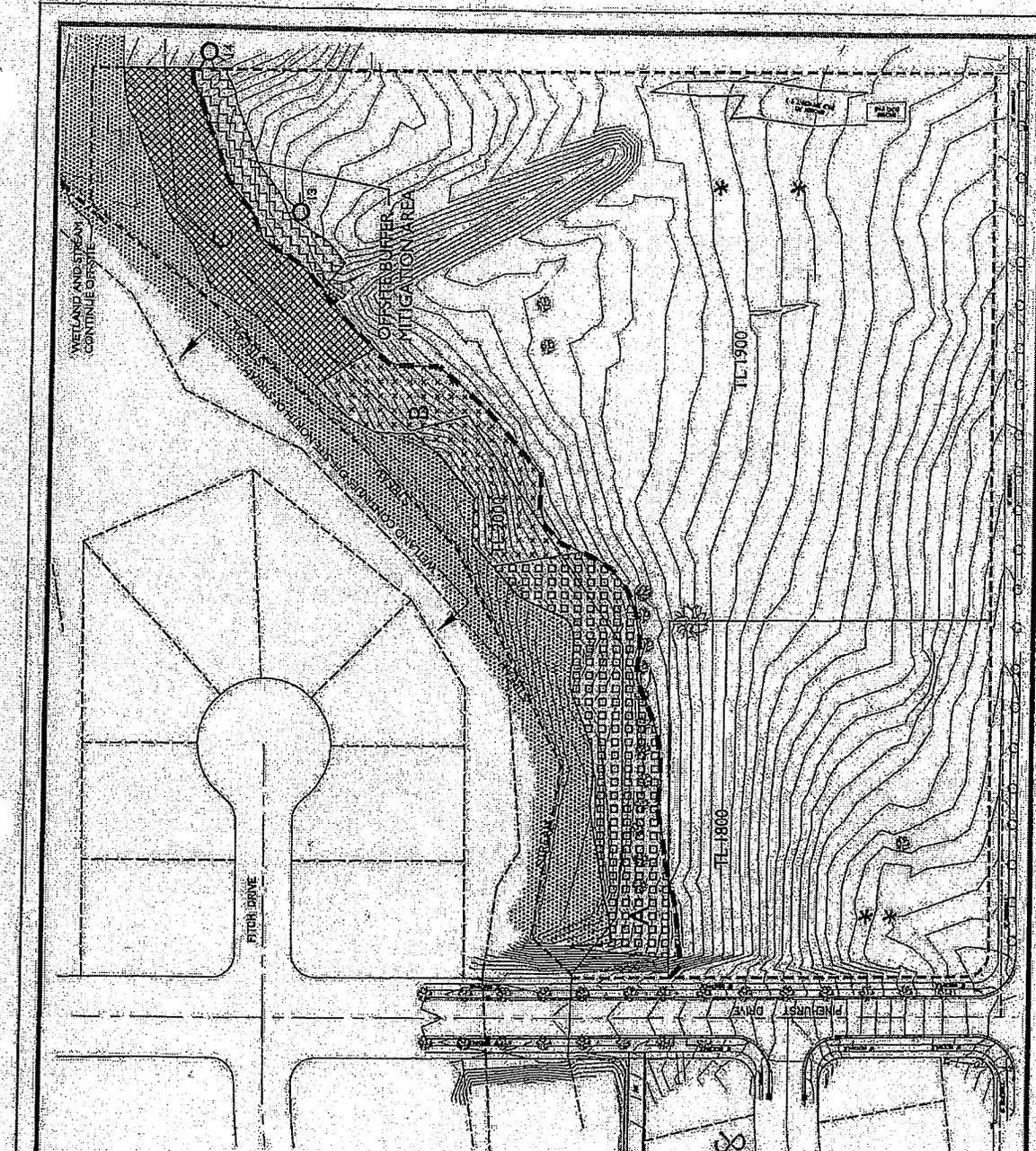


FIGURE
10B

Pacific Habitat Services, Inc.

Proposed offsite buffer mitigation planting plan at Woodhaven Park in Sherwood, Oregon.
Base map provided by Westlake Consultants, 2001.

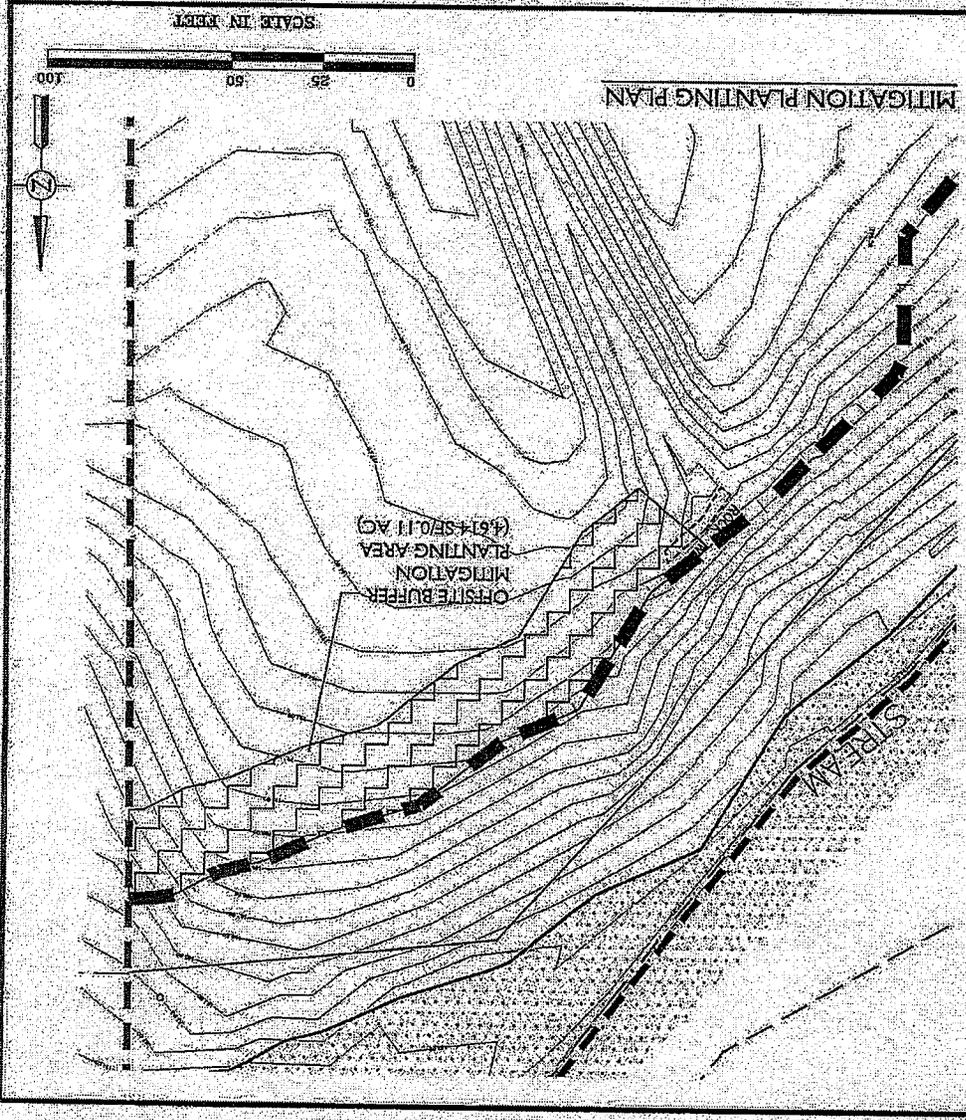
4408
5/5/09



CMS FILE NO. 09-000383
Approved
Clean Water Services
FOR ENV. PLAN REVIEW
By ADW Date 7/8/09
SPL ATTACHMENT 8 of 8

PLANT LIST

Botanical Name	Common Name	Size	Quantity
TREES			
<i>Acer circinnatum</i>	Vine maple	2 gallon	12
<i>Acer macrophyllum</i>	Big leaf maple	2 gallon	10
<i>Crataegus douglasii</i>	Douglas hawthorn	2 gallon	10
<i>Pseudotsuga mertensii</i>	Douglas fir	2 gallon	14
SHRUBS			
<i>Anemone fr. umbellata</i>	Western scuryleberry	1 gallon	26
<i>Berberis aquifolium</i>	Tall Oregon grape	1 gallon	30
<i>Lonicera involucrata</i>	Black twinberry	1 gallon	30
<i>Opuntia cerasiformis</i>	Indian plume	1 gallon	25
<i>Polyschium minimum</i>	Sword fern	1 gallon	30
<i>Ribes sanguineum</i>	Red flowering currant	1 gallon	30
<i>Koeleria villosa</i>	Koeleria	1 gallon	30
<i>Symphoricarpos albus</i>	Snowberry	1 gallon	30
SEED MIX			
<i>Agrostis exarata</i>	Spike bentgrass	3 lbs per acre	0.14 lbs
<i>Briza media</i>	California brome	10 lbs per acre	0.11 lbs
<i>Elymus glaucus</i>	Blue wildrye	10 lbs per acre	0.11 lbs



MITIGATION PLANTING PLAN

SCALE IN FEET

Attachment 8

MEMORANDUM

DATE: July 9, 2009

TO: Bob Galati, City of Sherwood

FROM: Chris Maciejewski, P.E.
Garth Appanaitis
Robert Acevedo

SUBJECT: Columbia Street Functional Classification Review - Sherwood
Transportation System Plan Amendment Analysis



P#08251-000-000

This memorandum summarizes the impacts of an amendment to the City of Sherwood Transportation System Plan (TSP)¹ modifying the functional class of the future extension of Columbia Street east of Pine Street as a local street. The current TSP functional class designation of collector and future alignment of the Columbia Street extension was based, in part, to the assumed closure of the existing Oregon Street rail crossing. However, since the completion of the TSP, it has been determined that the Oregon Street rail crossing will remain, allowing a direct collector connection to Old Town Sherwood via 1st Street from Oregon Street. The following sections review the functional class of roadways in Old Town Sherwood and identify the limited system impacts and system improvements needed to support modifying the facility classification of Columbia Street to a local street.

Functional Classification

The functional classification designation defines the balance of mobility and access provided by a facility. Many design standards for a facility (such as roadway width and access spacing) are generally related to the functional class. However, the amount of traffic demand that ultimately uses a street is not dictated by the actual functional class of a facility, but rather the connectivity provided by other adjacent roads and the surrounding land uses. Figure 8-1 of the City of Sherwood TSP documents the functional classification of existing and planned roadways within the City.

Columbia Street is currently a local street located in the Old Town Overlay area of Sherwood that connects SW Pine Street to SW Washington Street northwest of Willamette Street. The City of Sherwood TSP functional class map identifies a future collector extension of Columbia Street from Pine Street to Oregon Street, which would intersect Oregon Street between Lincoln Street and the railroad. This

¹ *City of Sherwood Transportation System Plan*, prepared by DKS Associates, adopted March 15, 2005.

extension was identified in the TSP as mitigation to closing the Oregon Street railroad crossing in order to continue providing a collector-level connection of Oregon Street to downtown Sherwood.

Since the adoption of the City's TSP, actions have been taken in coordination with ODOT Rail to maintain the Oregon Street railroad crossing. Based on this change in the connection of Oregon Street to downtown Sherwood, the City has initiated this study to determine if the Columbia Street extension from Pine Street to Oregon Street should still be designated as a collector roadway.

Assumptions and Methodology

The following sections describe the assumptions and methodology used to evaluate the transportation system impacts of modifying the functional class of Columbia Street to a local street.

Scenarios

The following three scenarios were selected for analysis to evaluate the transportation system impacts from the potential Columbia Street functional classification change:

- Scenario 1) Base TSP Network
- Scenario 2) Oregon Street rail crossing maintained with Columbia Street as a collector street
- Scenario 3) Oregon Street rail crossing maintained with Columbia Street as a local street

The Base TSP Network (Scenario 1) includes the closure of the Oregon Street rail crossing, and is consistent with the local transportation network assumed in the City of Sherwood TSP. This scenario also includes the southern extension of Adams Avenue that connects Tualatin Sherwood Road to Pine Street, providing a direct connection to Old Town Sherwood north of the rail. To the south of the rail, Oregon Street connects to the Columbia Street extension. Scenario 2 is similar to the Scenario 1, with the lone exception being that the Oregon Street rail crossing remains in place. Scenario 3 includes the same base roadway network as Scenario 2, but Columbia Street is treated as a local street with lower speeds. Each of these scenarios was modeled to determine transportation system impacts.

Motor Vehicle Volume Forecasts

Traffic operations were analyzed in the Sherwood TSP for the year 2020 PM peak hour. Since the completion of the TSP, additional model tools for forecasting traffic growth in the area have been developed. As part of the I-5 to 99W Connector Project, Metro's 2030 financially constrained VISUM model was refined to add network detail and reflect the growth restrictions of some nearby bottlenecks (e.g. Highway 99W/Tualatin-Sherwood Road). This model provides an enhanced tool that was not available at the time of the TSP preparation. This analysis utilized the 2030 VISUM model to develop traffic volumes for the 2030 PM peak hour for each scenario by adding an increment of the travel demand model growth (2005 to 2030) to existing turn movement counts.

Study Area

A study area was selected to identify analysis locations that would capture local impacts to the circulation impacts among the three scenarios analyzed. The study area was composed of study intersections (Figure 1) that would most likely be affected by the circulation modifications of each scenario. Several adjacent roadway sections were also included to determine potential changes in average daily traffic (ADT) along each road.

Table 1 summarizes the existing characteristics of the study area streets including functional class, average daily traffic (ADT), cross section, posted speed, parking, sidewalks and bike lanes.

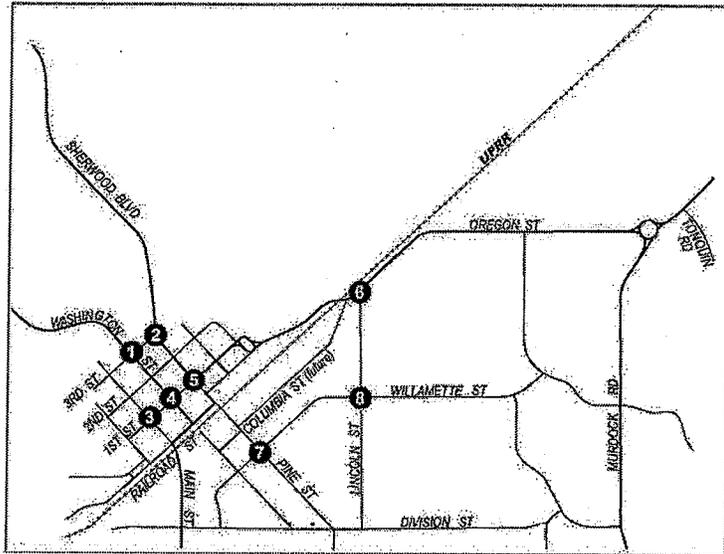


Figure 1: Study Area Intersections

Table 1: Existing Roadway Network Adjacent to Columbia Street

Roadway	Functional Classification	Average Daily Traffic (ADT)	Cross Section	Posted Speed	On-Street Parking	Sidewalks	Bike Lanes
Oregon Street	Collector	3,800	2 Lanes	25 mph	No	No	No
Lincoln Street	Neighborhood	600	2 Lanes	25 mph	Yes	Partial	No
Willamette Street	Neighborhood	1,200	2 Lanes	25 mph	Yes	Partial	No
Pine Street	Collector	3,400	2 Lanes	25 mph	Yes	Yes	No
1 st Street	Collector	5,100	2 Lanes	25 mph	Yes	Yes	No

Transportation System Impacts

The following sections summarize the transportation impacts to roadway traffic volumes and intersection operations for each of the three analysis scenarios.

2030 Roadway Traffic Volumes

Table 2 lists the forecasted traffic volumes on study area roadways for each of the study scenarios. As listed, while some roadway volumes will increase or decrease due to the Oregon Street rail crossing remaining open, circulation impacts due to the functional class modification of Columbia Street would be relatively minor (less than 1,000 vehicle per day difference between Scenario 2 and Scenario 3). These volume changes on adjacent facilities were further examined by considering the types of trips that would

use Columbia Street for each scenario (utilizing flow-bundle analysis with the VISUM forecast model). Highlights of the travel pattern analysis include:

- In Scenario 1, Columbia Street would serve local trips (e.g., the Cannery PUD) as well as provide an important east-west link for longer-distance trips traveling between Oregon Street and locations to the southwest (Sherwood Boulevard, Meinecke Road, Main Street).
- With the addition of the Oregon Street rail crossing in Scenario 2, local trips would still use Columbia Street. However, longer-distance trips between Oregon Street and Sherwood Boulevard or Meinecke Road would likely use the existing Oregon Street connection to 1st Street. Some trips between Oregon Street and Main Street would continue to use Columbia Street if it is a collector.
- Under Scenario 3, trips between Oregon Street and Main Street would likely shift to parallel facilities (Oregon Street/1st Street and Lincoln Street/Willamette Street) if Columbia Street was designed as a local street.

Based on this traffic circulation analysis, the importance of the Columbia Street extension as a collector roadway appears to be removed by maintaining the Oregon Street rail crossing. Therefore, downgrading Columbia Street to a local street could be an appropriate action.

Table 2: 2030 Roadway Average Daily Traffic (ADT) Comparison

Street	Segment	2008 (ADT)	2030 ADT		
		Current Network	Scenario 1: TSP Base	Scenario 2: Columbia as Collector	Scenario 3: Columbia as Local
Oregon St	Lincoln to Ash	3,800	6,200	11,400	10,900
Columbia St	Lincoln to Pine	-	5,500	2,500	1,800
Willamette St	Hall to Lincoln	1,000	1,700	2,900	3,000
	Lincoln to Pine	1,300	2,200	1,000	1,500
Lincoln St	Oregon to Willamette	600	800	2,700	3,100
Pine St	1st to Columbia	3,800	10,400	7,200	7,300
	Columbia to Willamette	2,900	8,600	5,900	5,300

2030 PM Intersection Operations

While analysis of traffic flows is useful in attempting to reach an understanding of the general nature of traffic in an area, traffic volumes alone indicate neither the ability of the street network to carry additional traffic nor the quality of service provided by the street facilities. For this reason, traffic operations analysis was conducted at key intersections in the study area to quantify the operational impacts of the study alternatives. The forecasted 2030 PM peak hour intersection volumes were used to determine the study intersection operating conditions based on the 2000 Highway Capacity Manual methodology for unsignalized intersections². Intersection performance for study area intersections compared to City of Sherwood standards are listed in Table 3.

² 2000 Highway Capacity Manual, Transportation Research Board, 2000.

Generally, impacts to the study intersections would be minor, and operations would be very similar, for each of the three scenarios analyzed. However, two locations would be impacted due to the Oregon Street rail crossing remaining open, including:

- 1st Street/Pine Street would benefit from the improved network connectivity available with the Oregon Street rail crossing. This connection would allow vehicles to travel between the Adams Avenue extension to residential areas southeast of Old Town without having to pass through the intersection of 1st Street/Pine Street. While the intersection operations would improve due to the additional connectivity, the intersection would still not meet City of Sherwood performance standards. Conversely, if Columbia Street is downgraded to a local street, fewer vehicles headed to Old Town from Oregon Street will divert to the Columbia Street route, which would worsen conditions at 1st Street/Pine Street; however, either scenario would have better operations at the intersection of 1st Street/Pine Street than the Base TSP Network.
- Oregon Street/Lincoln Street would be impacted by retaining the Oregon Street rail crossing by allowing more vehicle trips to pass through the intersection from Adams Avenue, causing the intersection to degrade to LOS D in Scenario 2, and LOS E in Scenario 3. Adding an eastbound right turn lane on Oregon Street would allow the intersection to meet City of Sherwood performance standards and offset the impacts of Columbia Street being a local street.

As listed in Table 3, the intersection operations at 1st Street/Pine Street would fail to meet City operations standards under any scenario considering the year 2030 peak hour traffic volumes. While the Oregon Street rail crossing improves these conditions (even with the downgraded functional classification of Columbia Street), this deficiency was not identified and addressed in the City's 2020 TSP. Recent traffic analysis in Old Town for the proposed Cannery Site PUD has found that circulation modifications (including the diversion of south-westbound 1st Street traffic to 2nd Street) would improve intersections operations; however, these improvements would not improve the operations of 1st Street/Pine Street enough to meet City performance standards in the 2030 horizon. Additional analysis will be needed to adequately address this issue.

Table 3: 2030 PM Peak Hour Intersection Performance Comparisons

Intersection	Performance Standard		2030 PM Peak Hour Performance								
			Scenario 1: Base TSP Network			Scenario 2: Columbia as Collector			Scenario 3: Columbia as Local		
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
1st St/SW Pine St	D	0.99	207.7	F	1.76	115	F	1.42	152.9	F	1.58
1 st St/Washington St	D	0.99	14.1	B	0.66	11.0	B	0.51	11.2	B	0.52
1 st St/Main Street	D	0.99	15.5	C	0.72	13.9	B	0.66	13.9	B	0.66
3 rd St/Pine St	D	0.99	33.5	D	0.95	30.6	D	0.92	30.3	D	0.92
3 rd St/Washington St	D	0.99	9.8	A	0.43	9.7	A	0.42	9.5	A	0.40
Willamette St/Pine St	D	0.99	16.0	C	0.76	10.2	B	0.50	9.9	A	0.45
Willamette St/Lincoln St	D	0.99	7.6	A	0.14	8.3	A	0.22	8.5	A	0.28
Oregon St/Lincoln St*	D	0.99	11.6	B	-	31.8	D	-	39.2	E	-

SOURCE: DKS Associates

NOTE:

*T intersection with only one leg stop controlled, Delay/LOS reported for worst leg.
Shaded values indicate intersection performance standard would not be met

Conclusions

The City's 2020 TSP identified the Columbia Street extension as a collector street to replace the function of Oregon Street headed to Old Town. However, the City's actions to maintain the Oregon Street rail crossing and connection to 1st Street were found to improve study area operations and keep longer-distance trips off of Columbia Street. Therefore, changing the functional classification of Columbia Street to a local roadway is appropriate based on traffic circulation and function. In order to implement this action and mitigate impacts on the surrounding transportation system, the following mitigation measure is recommended:

- Construct an eastbound right turn lane on Oregon Street at Lincoln Street

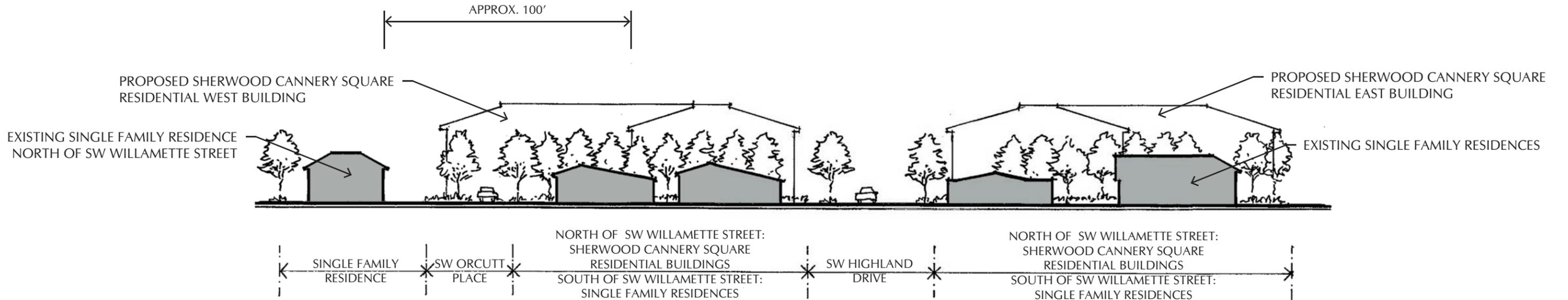
Attachments:

- Traffic Counts
- Level of Service Calculations

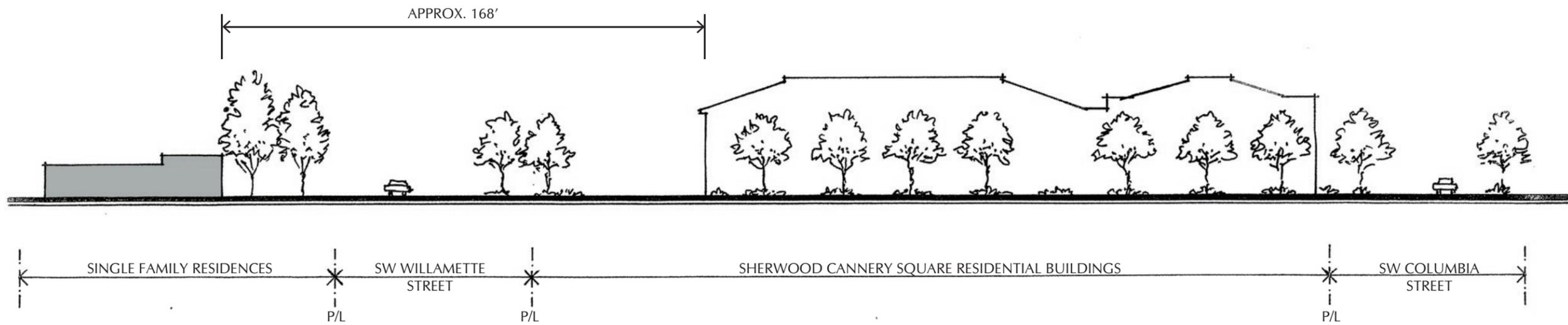
Attachment 9



MULTI-FAMILY BUILDING SECTIONS



EAST - WEST SITE SECTION LOOKING NORTH

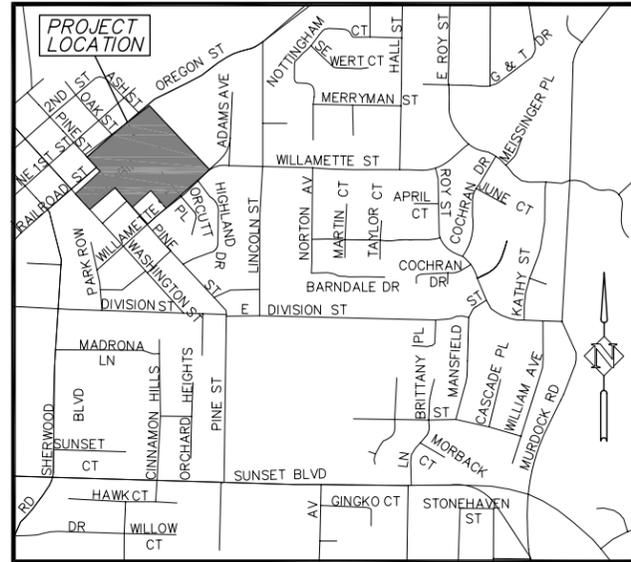


NORTH - SOUTH SITE SECTION LOOKING WEST



SHERWOOD CANNERY SQUARE PUD

SHERWOOD, OREGON



VICINITY MAP

N.T.S.

PROJECT LOCATION:

OLD TOWN SHERWOOD— OLD CANNERY SITE
 SW 1/4 SECTION 32, T.2S.R.1W., W.M.
 SHERWOOD, OREGON
 TAXMAP # 2S1W32BD
 TAXLOT # 150
 TAXLOT # 151
 TAXLOT # 200
 TAXLOT # 800
 TAXLOT # 900

ENGINEER:

HARPER HOUF PETERSON RIGHELLIS INC.
 205 SE SPOKANE ST., SUITE 200
 PORTLAND, OREGON 97202
 CONTACT: BEN AUSTIN, P.E.
 PH. 503-221-1131

PLANNER:

HARPER HOUF PETERSON RIGHELLIS INC.
 205 SE SPOKANE ST., SUITE 200
 PORTLAND, OREGON 97202
 CONTACT: KEITH JONES, AICP
 PH. 503-221-1131

APPLICANT:

CAPSTONE PARTNERS LLC.
 1015 NW 11TH AVE., SUITE 243
 PORTLAND, OREGON 97209
 CONTACT: JEFF SACKETT, PRINCIPAL
 PH. 503-226-1972

OWNER:

CITY OF SHERWOOD
 22560 SW PINE ST.
 SHERWOOD, OR 97140
 CONTACT: TOM NELSON, ECONOMIC
 DEVELOPMENT DIRECTOR
 PH. 503-625-5522

ARCHITECT:

ANKROM MOISAN ARCHITECTS
 6720 SW MACADAM AVE.
 PORTLAND, OREGON 97219
 CONTACT: MURRAY JENKINS, AIA, NCARB
 PH. 503-245-7100

LANDSCAPE ARCHITECT:

LANGO HANSEN LANDSCAPE ARCHITECTS
 1100 SW GLISAN #3B
 PORTLAND, OR 97202
 CONTACT: KURT LANGO, ASLA
 PH. 503-295-2437

CITY OF SHERWOOD STANDARD NOTES

1. CONTRACTOR SHALL NOTIFY CITY OF SHERWOOD PUBLIC WORKS DEPARTMENT AT 503-925-2306 TWO (2) BUSINESS DAYS PRIOR TO COMMENCEMENT OF WORK ON GRADING, PUBLIC IMPROVEMENTS, OR STORM WATER TREATMENT FACILITIES.
2. ALL CONSTRUCTION SHALL CONFORM TO CITY OF SHERWOOD STANDARD CONSTRUCTION SPECIFICATIONS. CONTRACTOR AND SUBCONTRACTOR(S) SHALL HAVE A MINIMUM OF ONE SET OF APPROVED PLANS AND CITY OF SHERWOOD STANDARD CONSTRUCTION SPECIFICATIONS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION.
3. VERTICAL CONTROL BASED ON WASHINGTON COUNTY BENCHMARK # 119, HAVING AN ELEVATION OF 222.32 FEET, AS PER "COPPER MEADOWS" AS-BUILT PLANS, AN ON-SITE TEMPORARY BENCHMARK, BEING A FOUND "2" BRASS DISK FOR SECTION CORNER ON THE CENTERLINE OF ELWERT ROAD, IN A MONUMENT BOX, HAVING A HELD ELEVATION OF 284.75 FEET.
4. APPLICANT(S) IS RESPONSIBLE FOR ALL COSTS OF CONSTRUCTION.
5. CITY OF SHERWOOD MAINTAINS THE ENDS OF HOUSE LATERALS AT THE CURB LINE IN RIGHT-OF-WAY AND AT THE END OF THE TEE IN EASEMENTS.
6. CITY OF SHERWOOD BUILDING DEPARTMENT APPROVALS AND PERMITS ARE REQUIRED FOR PRIVATELY MAINTAINED SEWER, INLETS, INLET LEADS, AND SERVICE LATERALS CONSTRUCTED OUTSIDE OF PUBLIC RIGHT-OF-WAY OR SEWER EASEMENT. ALL WORK APPROVED UNDER PLUMBING PERMITS SHALL BE PRIVATELY OWNED AND MAINTAINED.
7. ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING (503) 232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CALL CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING EXCAVATION. CALL 503-246-6699.
8. MARK ENDS OF ALL STUB OUTS AND LATERALS WITH CONTINUOUS PRESSURE TREATED 2"x4". TOP 12" TO BE PAINTED WHITE FOR STORM AND STENCILED WITH BLACK "ST", PAINTED GREEN FOR SANITARY AND STENCILED WITH BLACK "SS". ALSO INCLUDE PIPE SIZE, MATERIAL TYPE, AND PIPE DEPTH. BURY 2"x4" TO I.E. OF STUB OR LATERAL.
9. ALL SEWER TRENCH LINES AND EXCAVATIONS SHALL BE PROPERLY SHORED AND BRACED TO PREVENT CAVING. UNUSUALLY DEEP EXCAVATIONS MAY REQUIRE EXTRA SHORING AND BRACING. ALL SHEETING, SHORING, AND BRACING OF TRENCHES SHALL CONFORM TO OREGON OCCUPATIONAL SAFETY AND HEALTH DIVISION (OSHA) REGULATIONS AND CITY OF SHERWOOD STANDARD CONSTRUCTION SPECIFICATIONS.
10. CONTRACTOR IS TO FIELD VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CITY OF SHERWOOD, WASHINGTON COUNTY, TUALATIN VALLEY WATER DISTRICT, UNIFORM PLUMBING CODE, INTERNATIONAL BUILDING CODE, CLEAN WATER SERVICES AND TUALATIN VALLEY FIRE AND RESCUE STANDARDS & SPECIFICATIONS.
2. THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ARE COMPILED FROM AVAILABLE RECORDS AND FIELD SURVEY COMPLETED BY WESTLAKE CONSULTANTS, INC. DATED JANUARY 3, 2007. THE CITY OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY NOR THE COMPLETENESS OF SUCH RECORDS.
3. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF ORS 757.541 TO 757.571. THE CONTRACTOR SHALL NOTIFY EACH UNDERGROUND UTILITY AS LEAST 48 BUSINESS-DAY HOURS PRIOR TO EXCAVATING, BORING, OR POTHOLING. ALL UTILITY CROSSINGS SHALL BE POTHOLED AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.
4. PROVISIONS SHALL BE MADE BY THE CONTRACTOR TO KEEP ALL EXISTING UTILITIES IN SERVICE AND PROTECT THEM DURING CONSTRUCTION.
5. UTILITIES, OR INTERFERING PORTIONS OF UTILITIES, THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES PER LOCAL REQUIREMENTS.
6. LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE ONLY AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
7. TOPOGRAPHY SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS PRIOR TO CONSTRUCTION.
8. ADJUST ALL RIMS, COVERS AND FRAMES TO FINISH GRADE
9. CONSTRUCTION NOISE AND PROJECT WORK TIMES SHALL COMPLY WITH THE CURRENT ORDINANCES AND "GENERAL CONSTRUCTION PRACTICES" POLICY OF THE CITY OF SHERWOOD.
10. PRIOR TO CONSTRUCTING ANY OF THE UTILITY SYSTEMS, THE CONTRACTOR SHALL POT HOLE ALL CONNECTION POINTS AND UTILITY CROSSINGS TO VERIFY INVERTS, SIZES, LOCATIONS AND POTENTIAL CONFLICTS. ANY DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT/ENGINEER FOR RESOLUTION OR RE-DESIGN.
11. THE CONTRACTOR SHALL KEEP AN APPROVED SET OF PLANS WITH ALL APPROVED REVISIONS ON THE PROJECT SITE AT ALL TIMES. ANY CHANGES SHALL BE DESIGNED BY THE ENGINEER AND SUBMITTED TO THE AFFECTED AGENCY FOR APPROVAL. THIS SET OF PLANS WITH ALL CHANGES MARKED SHALL BE SUBMITTED TO THE OWNER FOR AS-BUILTS.
12. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING UTILITIES ON THIS SITE. ANY DAMAGE TO EXISTING UTILITIES, WHETHER SHOWN OR NOT ON THESE PLANS, SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S EXPENSE. EXISTING SURFACE FEATURES AND FENCING SHALL BE REPLACED IN KIND.
13. ANY ALTERATION OR VARIANCE FROM THESE PLANS, EXCEPT MINOR FIELD ADJUSTMENTS NEEDED TO MEET EXISTING FIELD CONDITIONS, SHALL BE DESIGNED/APPROVED BY THE ENGINEER, AND BE APPROVED BY THE APPLICABLE AGENCY REPRESENTATIVE.
14. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE CITY INSPECTOR AND AGENCIES PRIOR TO STARTING ANY WORK.
15. CONTRACTOR TO LOCATE ALL EXISTING PROPERTY MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. A SURVEY SHALL BE RECORDED WITH WASHINGTON COUNTY FOR ANY RESET PLANS.
16. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
17. CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, AND TRAFFIC CONES PER CITY, COUNTY AND ODOT REQUIREMENTS IN ACCORDANCE WITH THE MUTCD (INCLUDING OREGON AMENDMENTS). ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
18. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT ALL REQUIRED OR NECESSARY INSPECTIONS ARE COMPLETED BY AUTHORIZED INSPECTORS PRIOR TO PROCEEDING WITH SUBSEQUENT WORK WHICH COVERS OR THAT IS DEPENDENT ON THE WORK TO BE INSPECTED. FAILURE TO OBTAIN NECESSARY INSPECTION(S) AND APPROVAL(S) SHALL RESULT IN THE CONTRACTOR BEING FULLY RESPONSIBLE FOR ALL PROBLEMS ARISING FROM UN-INSPECTED WORK.

SHEET INDEX

C1.0	COVER SHEET
C2.0	EXISTING CONDITIONS
C2.1	SURROUNDING LAND USE
C2.2	PRELIMINARY PLAT
C2.3	PHASING PLAN
C2.4	NE PHASE ALTERNATIVES
C2.5	NE PHASE ALTERNATIVES
C3.0	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C3.3	SITE PLAN
C4.0	OVERALL GRADING, PAVING AND EROSION CONTROL
C4.1	GRADING, PAVING AND EROSION CONTROL
C4.2	GRADING, PAVING AND EROSION CONTROL
C4.3	GRADING, PAVING AND EROSION CONTROL
C5.0	OVERALL UTILITY PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C5.3	UTILITY PLAN
C6.0	TYPICAL STREET SECTIONS
C6.1	TYPICAL STREET SECTIONS
C6.2	DETAILS
C6.3	DETAILS
C6.4	DETAILS
C6.5	DETAILS
L1.00	TREE PROTECTION PLAN
L2.00	LANDSCAPE OVERVIEW
L2.01	LANDSCAPE PLAN
L2.02	LANDSCAPE PLAN
L2.03	LANDSCAPE PLAN
L2.04	CANNERY SQUARE

P:\ANK-112\ANK112-DWG\SSHSHEETS

MARK	DATE	DESCRIPTION

DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C1.0
 DRAWN:
 CHECKED:

COPYRIGHT ANKROM MOISAN
 ASSOCIATED ARCHITECTS 2008

COVER SHEET

REGISTERED PROFESSIONAL ENGINEER # 70,883
 PRELIMINARY OREGON Exp. 11/2009
 BENJAMIN R. AUSTIN

ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

EXP. 12/31/
 ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

SW RAILROAD ST.

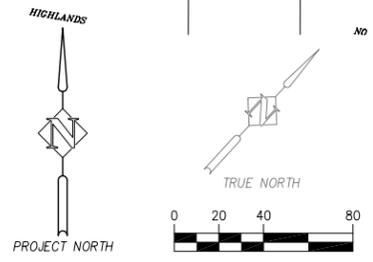
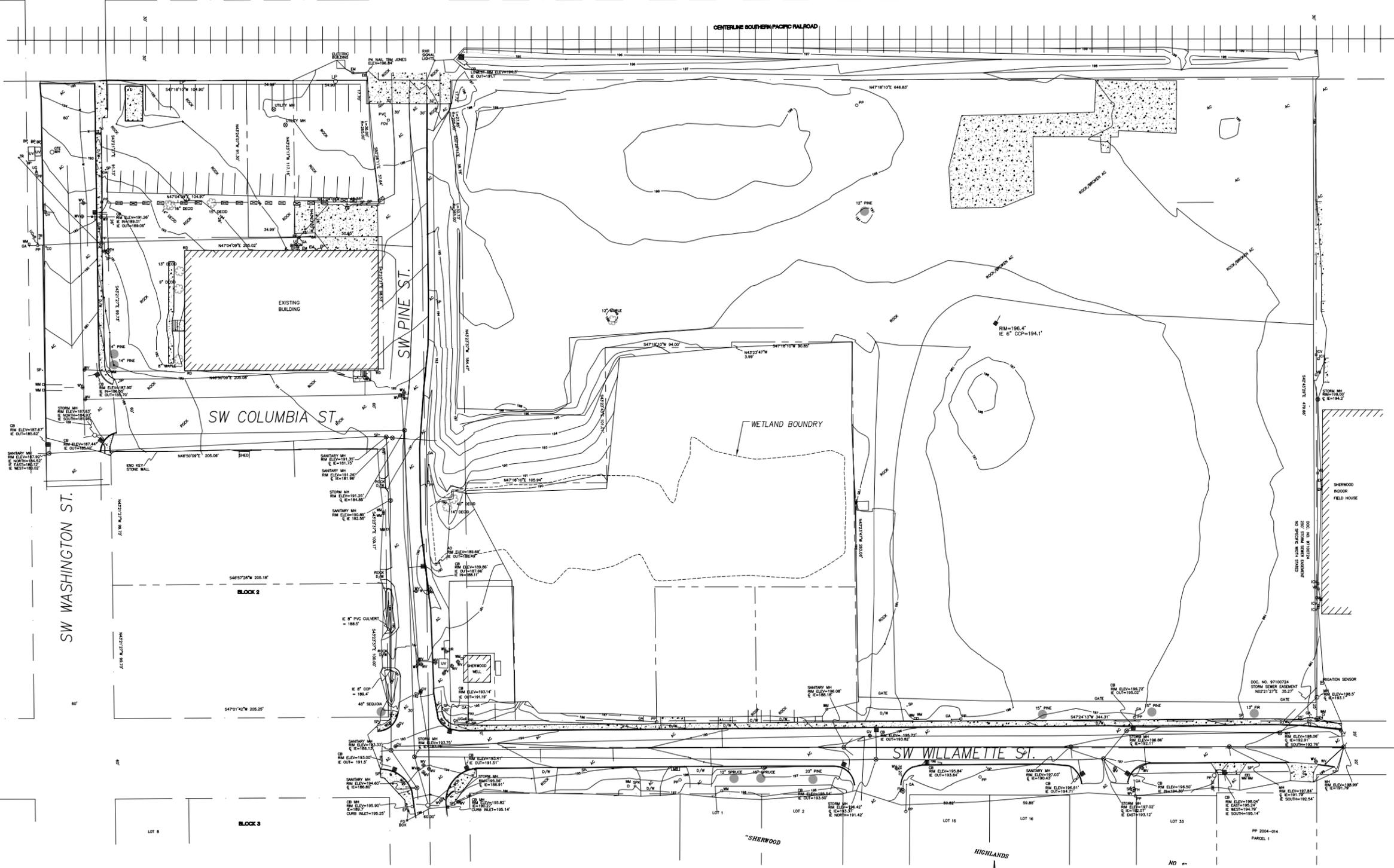
CENTRAL SOUTHERN PACIFIC RAILROAD

SW WASHINGTON ST.

SW COLUMBIA ST.

SW PINE ST.

SW WILLAMETTE ST.



Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

Preliminary PUD & Subdivision Submission 9-4-09

PLOTTED: MATT ZINZER 9/8/09 1:26 PM
 P:\ANK112\ANK112-DWGSSHEETS

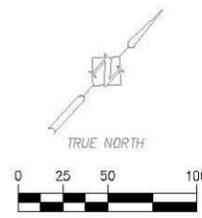
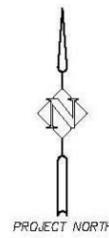
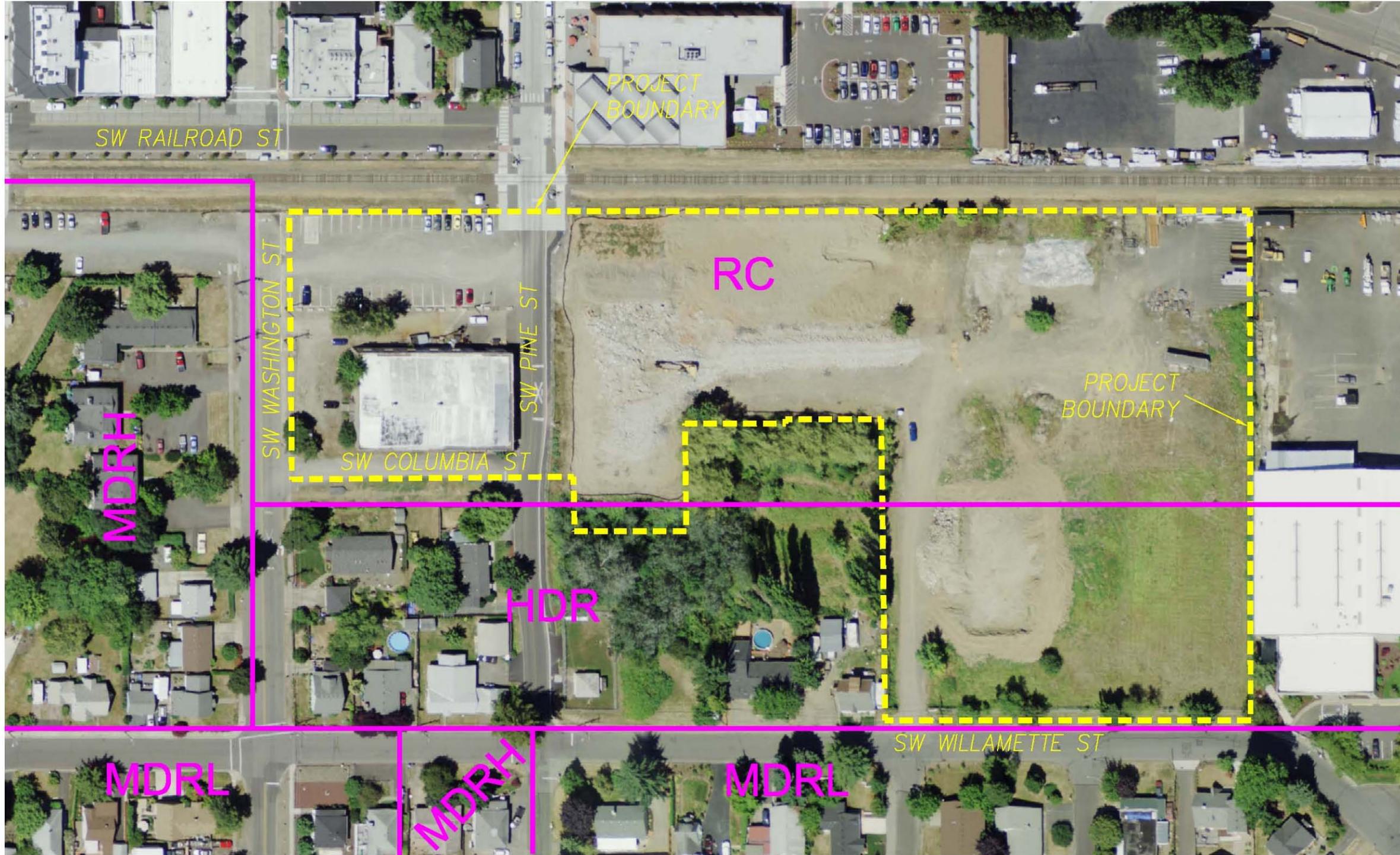
MARK	DATE	DESCRIPTION

DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C2.0
 DRAWN:
 CHECKED:

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

EXISTING CONDITIONS

C2.0



Harper Houf Peterson Righellis Inc.
 ENGINEERS*PLANNERS
 LANDSCAPE ARCHITECTS*SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

Preliminary PUD & Subdivision Submission 9-4-09

ANKROM MOISAN
 ARCHITECTURE INTERIORS PLANNING
 PORTLAND: 6720 SW MACADAM, PORTLAND, OR 97219 | 503-245-7100
 SEATTLE: 117 S MAIN STREET, SUITE 400, SEATTLE, WA 98104 | 206-576-1600

Sherwood Cannery Square PUD
 Sherwood, Oregon
 Capstone Partners LLC

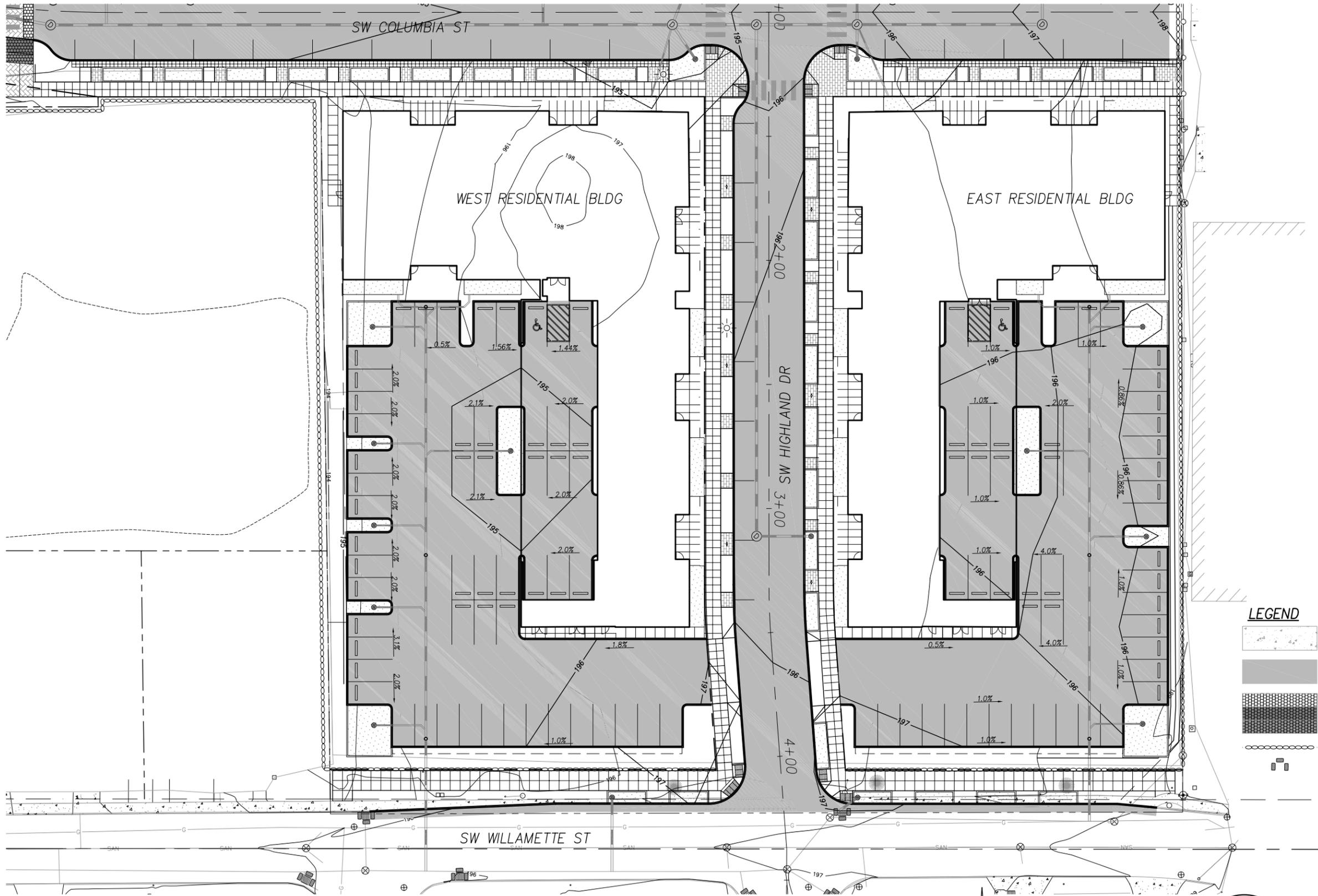
MARK	DATE	DESCRIPTION

DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C2.1
 DRAWN:
 CHECKED:

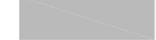
COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

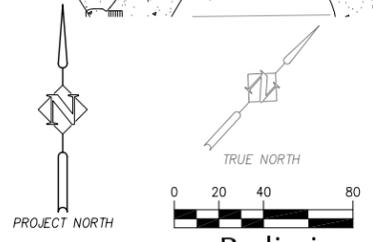
SURROUNDING LAND USE

PLOTTED: MATT ZINZER 9/8/2009 1:39 PM
 P:\ANK-112\ANK-112-DWG\SSHSHEETS



LEGEND

-  PROPOSED CONCRETE
-  PROPOSED AC
-  SEE LANDSCAPE PLANS FOR PAVING MATERIALS
-  PROPOSED SEDIMENT FENCE
-  PROPOSED INLET PROTECTION



Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

Preliminary PUD & Subdivision Submission 9-4-09

ANKROM MOISAN
 ARCHITECTURE INTERIORS PLANNING
 PORTLAND: 6720 SW MACADAM, PORTLAND, OR 97219 | 503-245-7100
 SEATTLE: 117 S MAIN STREET, SUITE 400, SEATTLE, WA 98104 | 206-576-1600

Sherwood Cannery Square PUD
 Sherwood, Oregon

Capstone Partners LLC

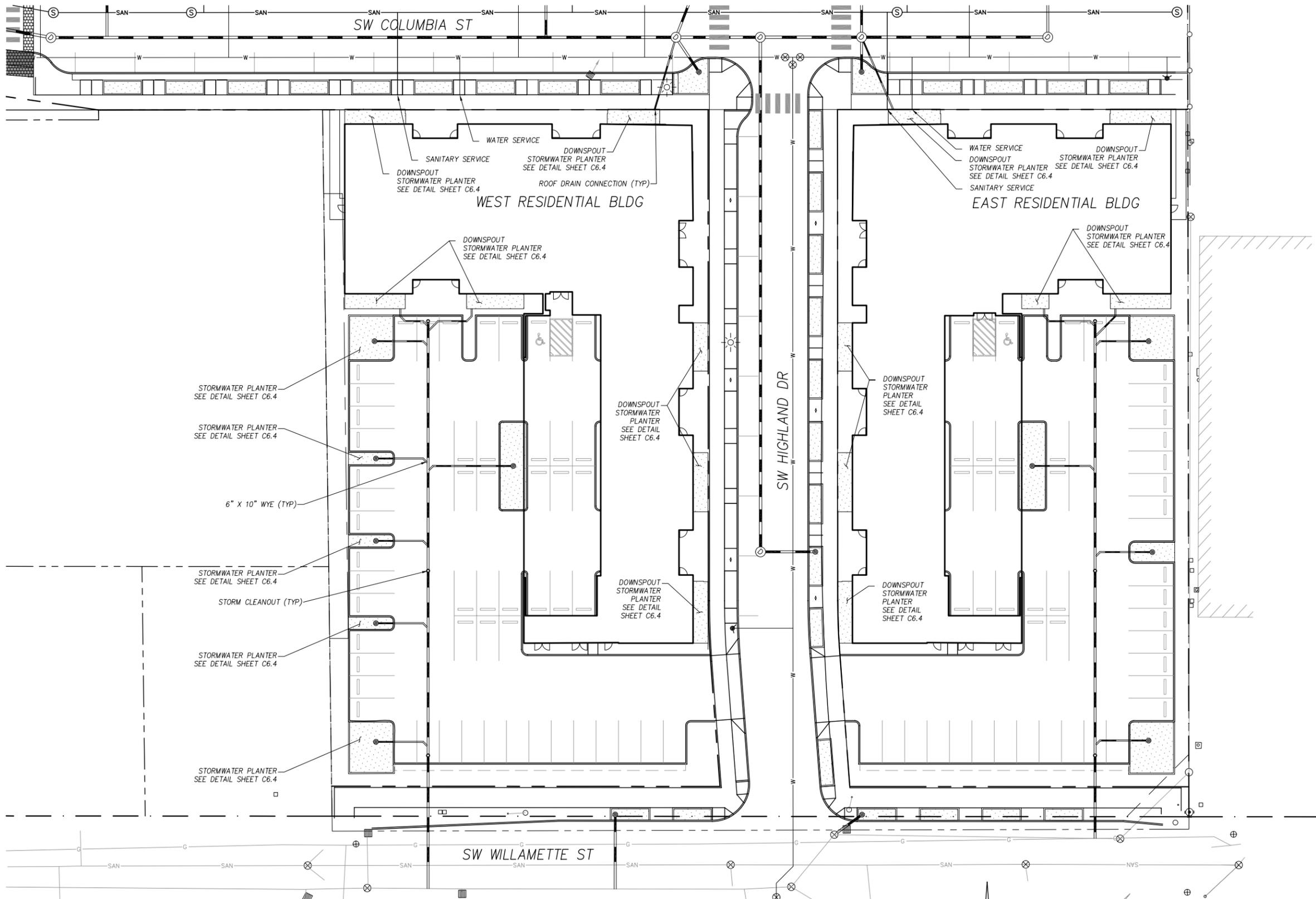
MARK	DATE	DESCRIPTION

DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C4.3
 DRAWN:
 CHECKED:

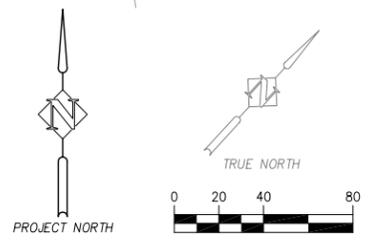
COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

GRADING
 PAVING AND
 EROSION
 CONTROL

C4.3



PLOTTED: MATT ZINZER 9/8/2009 1:40 PM
 P:\ANK-112\ANK-112-DWG\SSHEETS



Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

ANKROM MOISAN
 ARCHITECTURE INTERIORS PLANNING
 PORTLAND: 6720 SW MACADAM, PORTLAND, OR 97219 | 503-245-7100
 SEATTLE: 117 S MAIN STREET, SUITE 400, SEATTLE, WA 98104 | 206-576-1600

Sherwood Cannery Square PUD
 Sherwood, Oregon
 Capstone Partners LLC

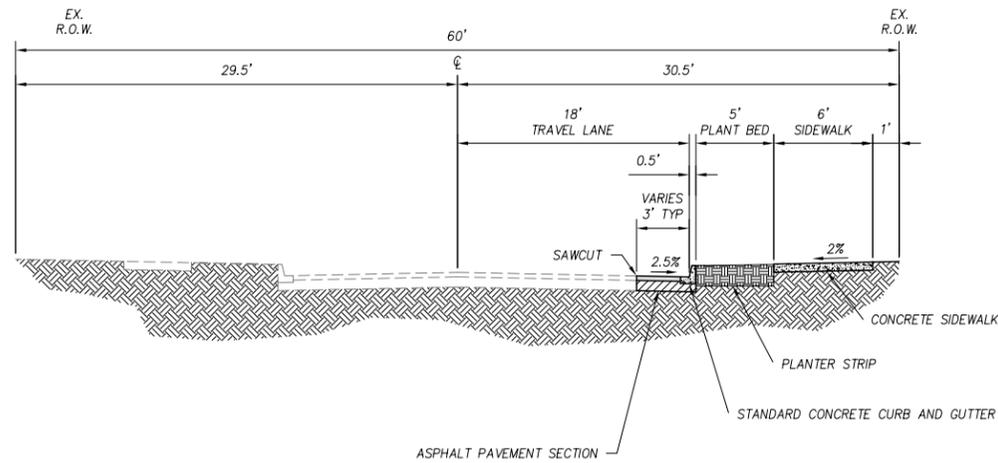
MARK	DATE	DESCRIPTION

DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C5.3
 DRAWN:
 CHECKED:

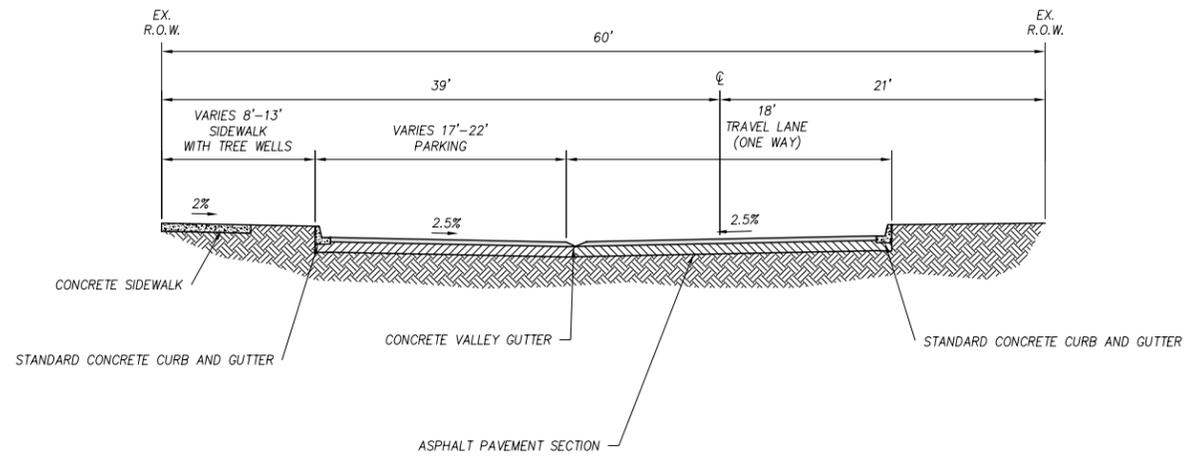
COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

UTILITY PLAN

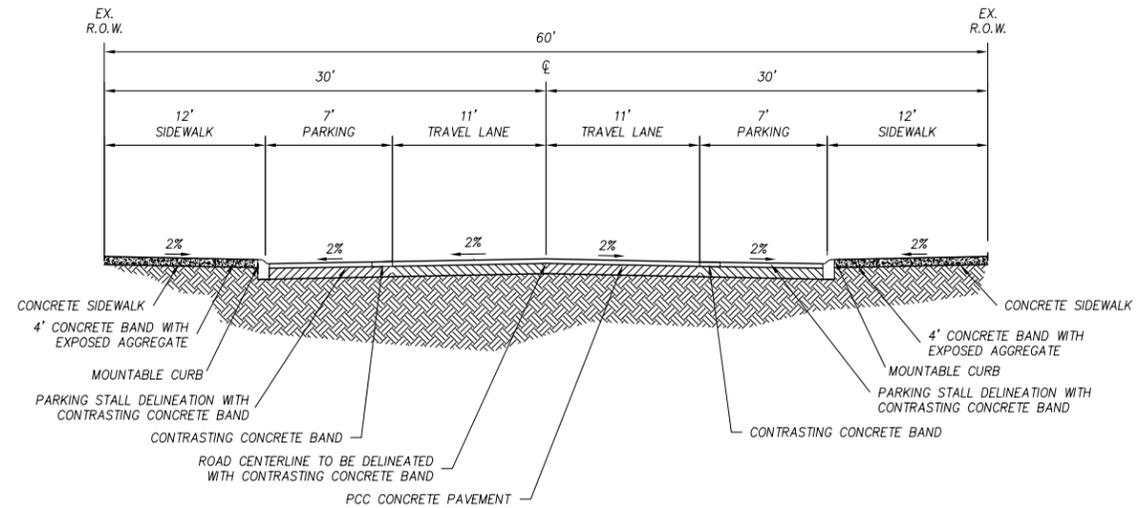
C5.3



SW WASHINGTON STREET
 STA. 1+00 TO 256.20±
 N.T.S.



SW COLUMBIA STREET (WEST)
 STA. 1+00 TO 3+65.89
 N.T.S.



SW PINE STREET
 STA. 1+00 TO 3+34.73
 N.T.S.



Harper Houf Peterson Righellis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 205 SE Spokane Street, Suite 200, Portland, OR 97202
 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

EXPIRES: 12/31/2011
 ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

MARK	DATE	DESCRIPTION

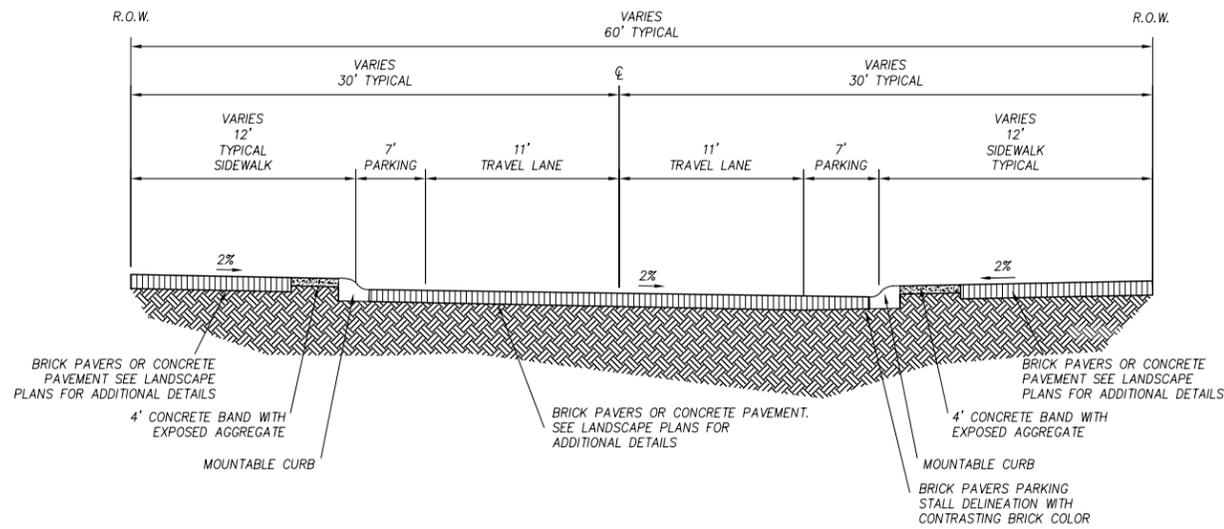
DATE: 9-4-09
 JOB: XXXXX
 FILE: ANK112-C6.0
 DRAWN:
 CHECKED:

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

TYPICAL STREET SECTION

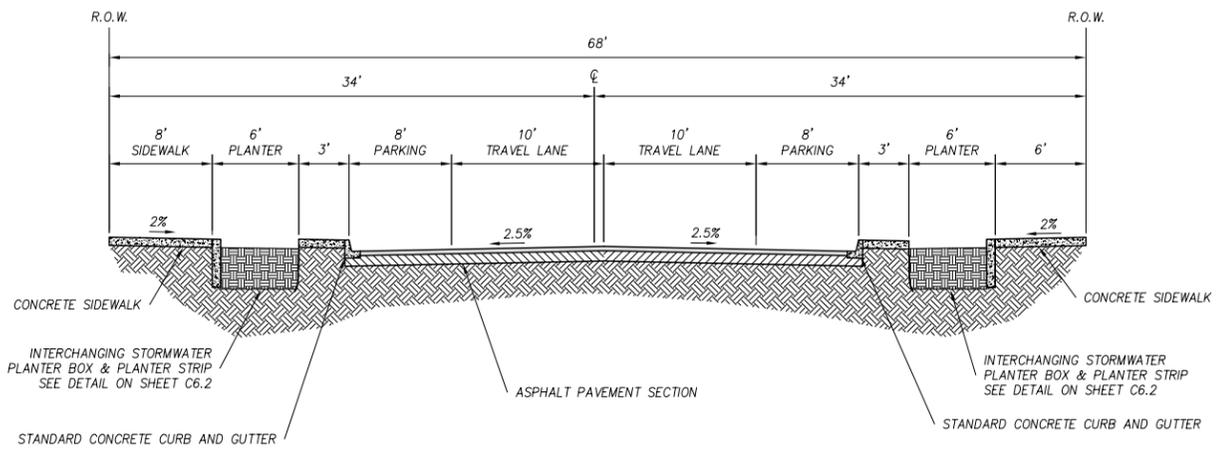
C6.0

PLOTTED: MATT ZINZER 9/8/09 1:40 PM
 P:\ANK112\ANK112-DWG\SHEETS



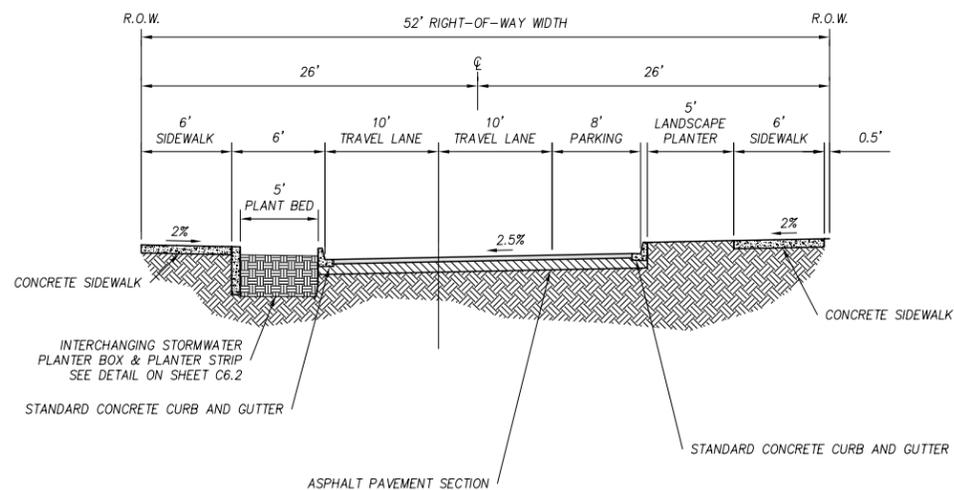
SW COLUMBIA STREET (EAST)

STA. 1+00 TO 3+06.77
N.T.S.



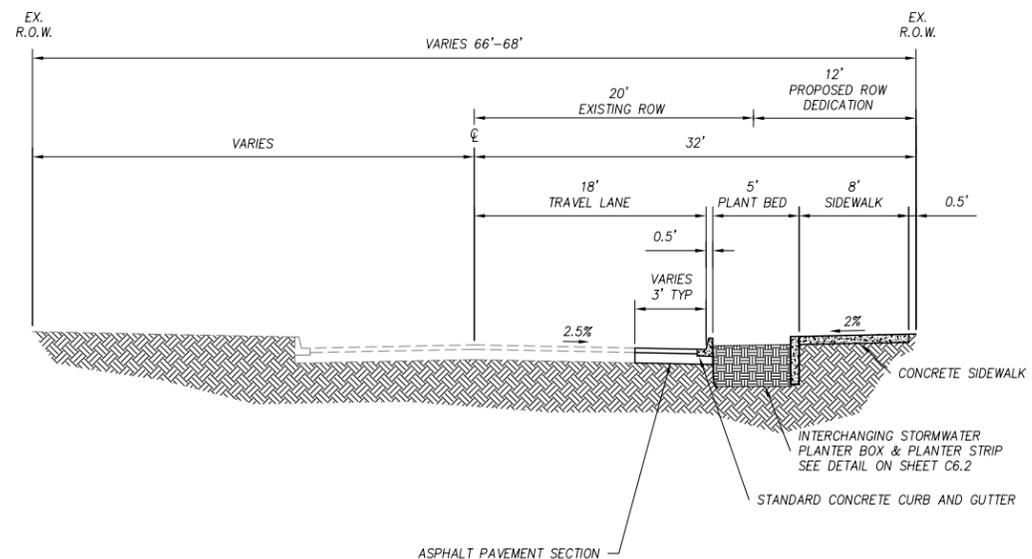
SW COLUMBIA STREET (EAST)

STA. 3+06.77 TO 7+70.49
N.T.S.



SW HIGHLAND DRIVE

STA. 1+00 TO 4+37.47
N.T.S.



SW WILLAMETTE AVENUE

N.T.S.

PLOTTED: MATT ZINZER 9/8/2009 1:40 PM
P:\ANK\12\ANK12-DWG\SSHEETS



Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

EXPIRES: 12/31/2008
ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

Preliminary PUD & Subdivision Submission 9-4-09

ANKROM MOISAN
ARCHITECTURE INTERIORS PLANNING
PORTLAND: 6720 SW MACADAM, PORTLAND, OR 97219 | 503-245-7100
SEATTLE: 117 5 MAIN STREET, SUITE 400, SEATTLE, WA 98104 | 206-576-1600

Sherwood Cannery Square PUD
Sherwood, Oregon

Capstone Partners LLC

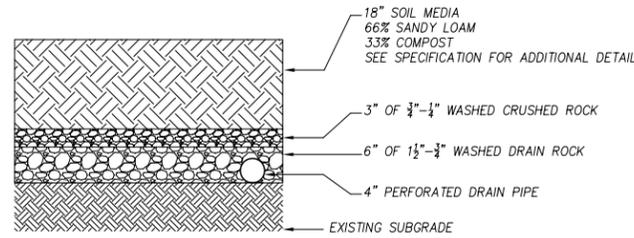
MARK	DATE	DESCRIPTION

DATE: 9-4-09
JOB: XXXXX
FILE: ANK112-C6.1
DRAWN:
CHECKED:

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

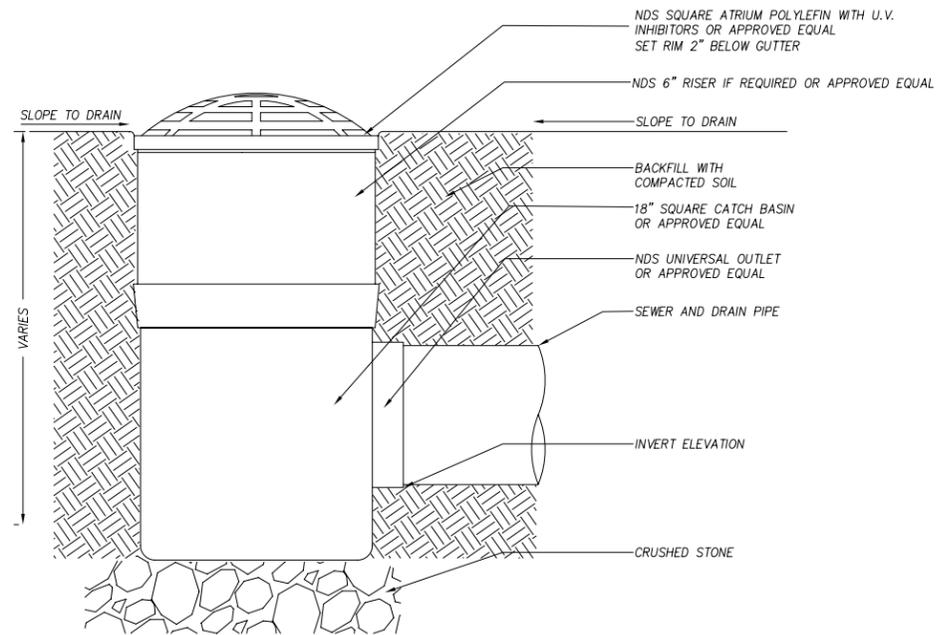
TYPICAL STREET SECTION

C6.1



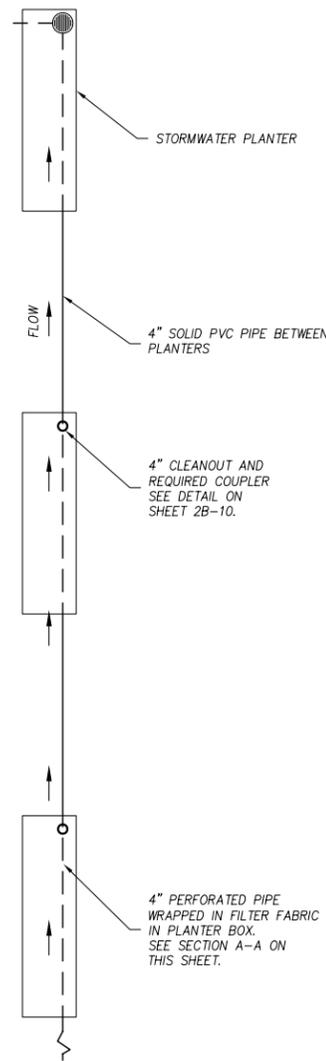
STORMWATER PLANTER SOIL SECTION

N.T.S.



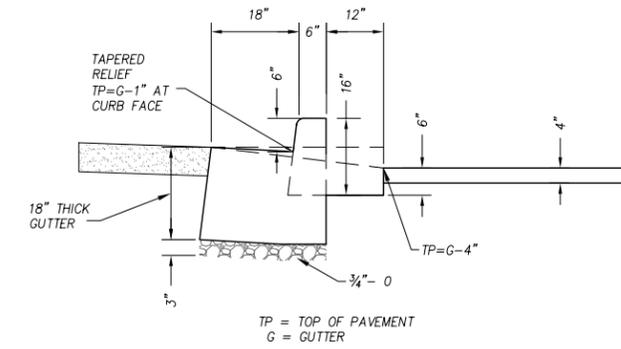
LANDSCAPE CATCH BASIN

N.T.S.

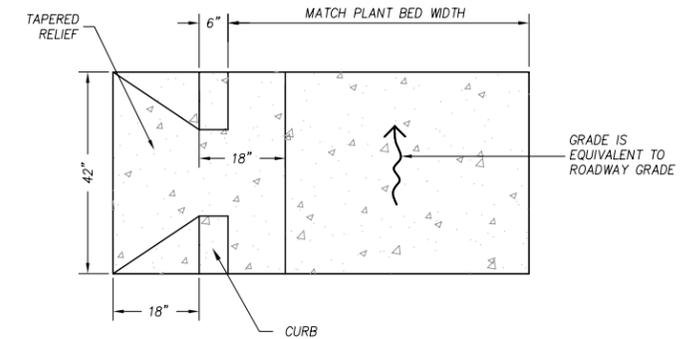


STORMWATER PLANTER UNDERDRAIN SCHEMATIC

N.T.S.

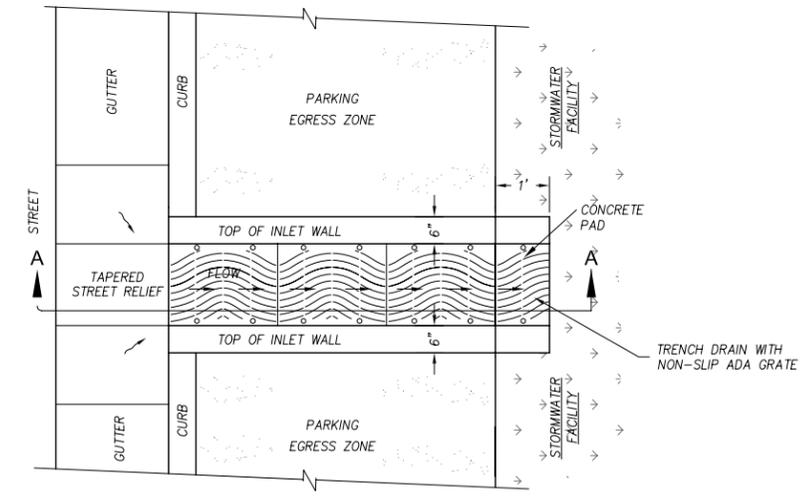


TP = TOP OF PAVEMENT
G = GUTTER



INLET DETAIL

N.T.S.



TRENCH DRAIN

N.T.S.

PLOTTED: MATT ZINZER 9/8/2009 1:40 PM
P:\ANK112\ANK112-DWG\SSHEETS

ANKROM MOISAN
ARCHITECTURE INTERIORS PLANNING
PORTLAND: 6720 SW MACADAM, PORTLAND, OR 97219 | 503-245-7100
SEATTLE: 117 S MAIN STREET, SUITE 400, SEATTLE, WA 98104 | 206-576-1600

Sherwood Cannery Square PUD
Sherwood, Oregon

Capstone Partners LLC

MARK	DATE	DESCRIPTION

DATE: 9-4-09
JOB: XXXXX
FILE: ANK112-C6.2
DRAWN:
CHECKED:

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

DETAILS

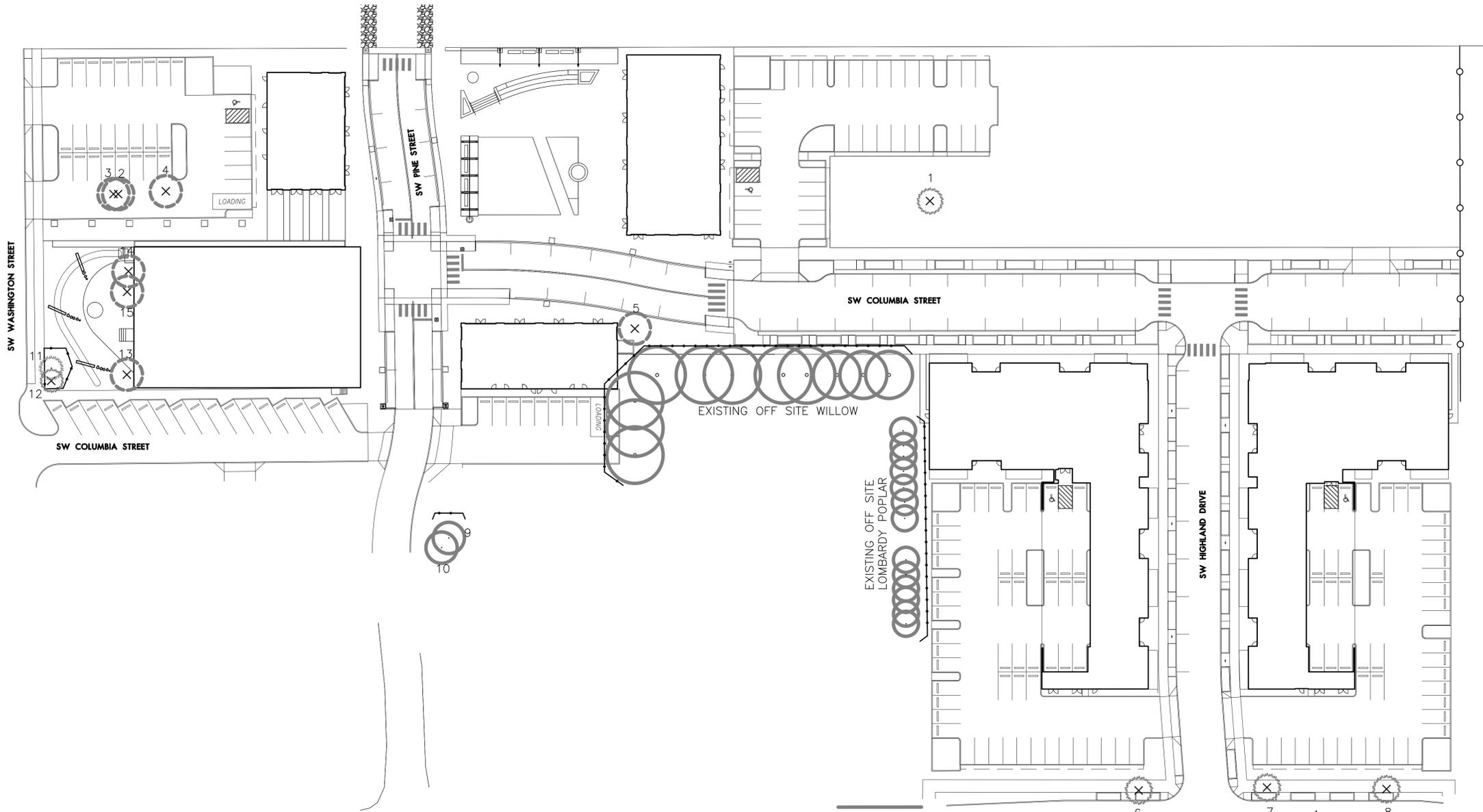


Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

ANK-112 DESIGNED BY: HHPR DRAWN BY: HHPR CHECKED BY: BRA

Preliminary PUD & Subdivision Submission 9-4-09

C6.3



TREE INVENTORY

NO.	NAME	DBH (in)	LOCATION	ACTION
1	Pine	12	Private Property	Removed
2	Birch	16	Private Property	Removed
3	Birch	14	Private Property	Removed
4	Birch	14	Private Property	Removed
5	Maple	12	Public Right of Way	Removed
6	Pine	15	Public Right of Way	Removed
7	Pine	15	Public Right of Way	Removed
8	Fir	13	Public Right of Way	Removed
9	Maple	40	Public Right of Way	To be Retained
10	Maple	14	Public Right of Way	To be Retained
11	Pine	14	Auto-Body Shop Redevelopment	To be Retained
12	Pine	14	Auto-Body Shop Redevelopment	Removed
13	Maple	8	Auto-Body Shop Redevelopment	Removed
14	Tree of Heaven	13	Auto-Body Shop Redevelopment	Removed
15	Birch	9	Auto-Body Shop Redevelopment	Removed

1 TREE PROTECTION PLAN

TREE PROTECTION LEGEND

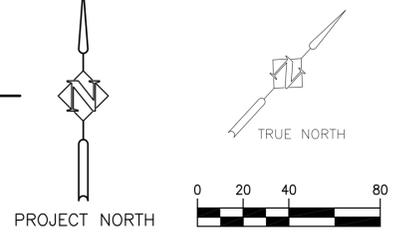
- EXISTING DECIDUOUS TREE TO BE REMOVED
- EXISTING CONIFER TREE TO BE REMOVED
- EXISTING CONIFER TREE TO BE RETAINED
- EXISTING CONIFER TREE TO BE RETAINED
- TREE PROTECTION FENCE. FENCE TO BE PLACED 5' BEYOND THE EDGE OF THE TREE ROOT ZONE.

ABBREVIATIONS

- ARCH ARCHITECTURAL
- CONC CONCRETE
- DWG DRAWINGS
- EQ EQUAL
- NO NUMBER
- O.C. ON CENTER
- PA PLANTING AREA
- SIM SIMILAR
- N/A NOT APPLICABLE
- SF SQUARE FEET

NOTES

- THIS PLAN IS BASED ON A SITE SURVEY BY CASWELL/HERTEL SURVEYORS, INC; DATED JULY 24, 2008. NOTIFY ARCHITECT OF ANY DISCREPANCIES IDENTIFIED ON SITE RELATED TO SURVEY INFORMATION PRIOR TO INSTALLATION.
- PROTECT ALL TREES INDICATED TO REMAIN, INCLUDING BARK AND ROOT ZONES. INSTALL PROTECTIVE FENCING WHERE INDICATED ON THE TREE PROTECTION PLAN. PROTECTIVE BARRIERS SHALL BE PLACED BEFORE PHYSICAL DEVELOPMENT STARTS AND SHALL STAY IN PLACE UNTIL AFTER PLANNING OFFICIAL AUTHORIZES THEIR REMOVAL OR A FINAL CERTIFICATE OF OCCUPANCY IS ISSUED, WHICHEVER OCCURS FIRST.
- TREE PROTECTION FENCING SHALL BE CHAIN-LINK AT A MINIMUM OF 6' HT. SECURED WITH STEEL POSTS, INSTALLED 5' BEYOND THE EDGE OF THE ROOT ZONE OR AS INDICATED ON THE TREE REMOVAL AND PROTECTION PLAN.
- EXCAVATION WITHIN THE TREE PROTECTION ZONE WILL BE PERFORMED BY USE OF HANDHELD TOOLS, NON-MOTORIZED ONLY AND SHALL BE THE MINIMUM NECESSARY TO ACCOMPLISH ITS PURPOSES AND TO ENSURE LONG-TERM SURVIVAL OF THE TREE.
- TREE PROTECTION FENCING SHALL BE FLUSH WITH THE INITIAL UNDISTURBED GRADE.
- APPROVED SIGNS SHALL BE ATTACHED TO PROTECTION FENCING, AND VISIBLY STATING THAT INSIDE THE FENCING IS A TREE PROTECTION ZONE, NOT TO BE DISTURBED UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE CITY MANAGER.
- NO CONSTRUCTION ACTIVITY SHALL OCCUR WITHIN THE TREE PROTECTION ZONE, INCLUDING, BUT NOT LIMITED TO DUMPING OR STORAGE OF MATERIALS SUCH AS BUILDING SUPPLIES, SOIL, WASTE ITEMS, OR PARKED VEHICLES AND EQUIPMENT.
- THE TREE PROTECTION ZONE SHALL REMAIN FREE OF CHEMICALLY INJURIOUS MATERIALS AND LIQUIDS SUCH AS PAINTS, THINNERS, CLEANING SOLUTIONS, PETROLEUM PRODUCTS, AND CONCRETE OR DRY WALL EXCESS, CONSTRUCTION DEBRIS, OR RUNOFF.
- NO EXCAVATION, TRENCHING, GRADING, ROOT PRUNING OR OTHER ACTIVITY SHALL OCCUR WITHIN THE TREE PROTECTION ZONE UNLESS DIRECTED BY AN ARBORIST PRESENT ON SITE AND APPROVED BY THE CITY MANAGER.
- NO FILL OR COMPACTION SHALL OCCUR WITHIN THE CRITICAL ROOT ZONES OF ANY OF THE TREES. IF COMPACTION IS UNAVOIDABLE, MEASURES SHALL BE TAKEN AS RECOMMENDED BY A CERTIFIED ARBORIST TO REDUCE OR MITIGATE THE IMPACT OF THE FILL OR COMPACTION.
- CONTRACTOR TO VERIFY NUMBER AND LOCATION OF OFF SITE TREES.



PLOTTED: ALYSSA JENKINS 9/8/2009 10:57 AM
\\EVERETT\WORK\0718\SCS\DRAW

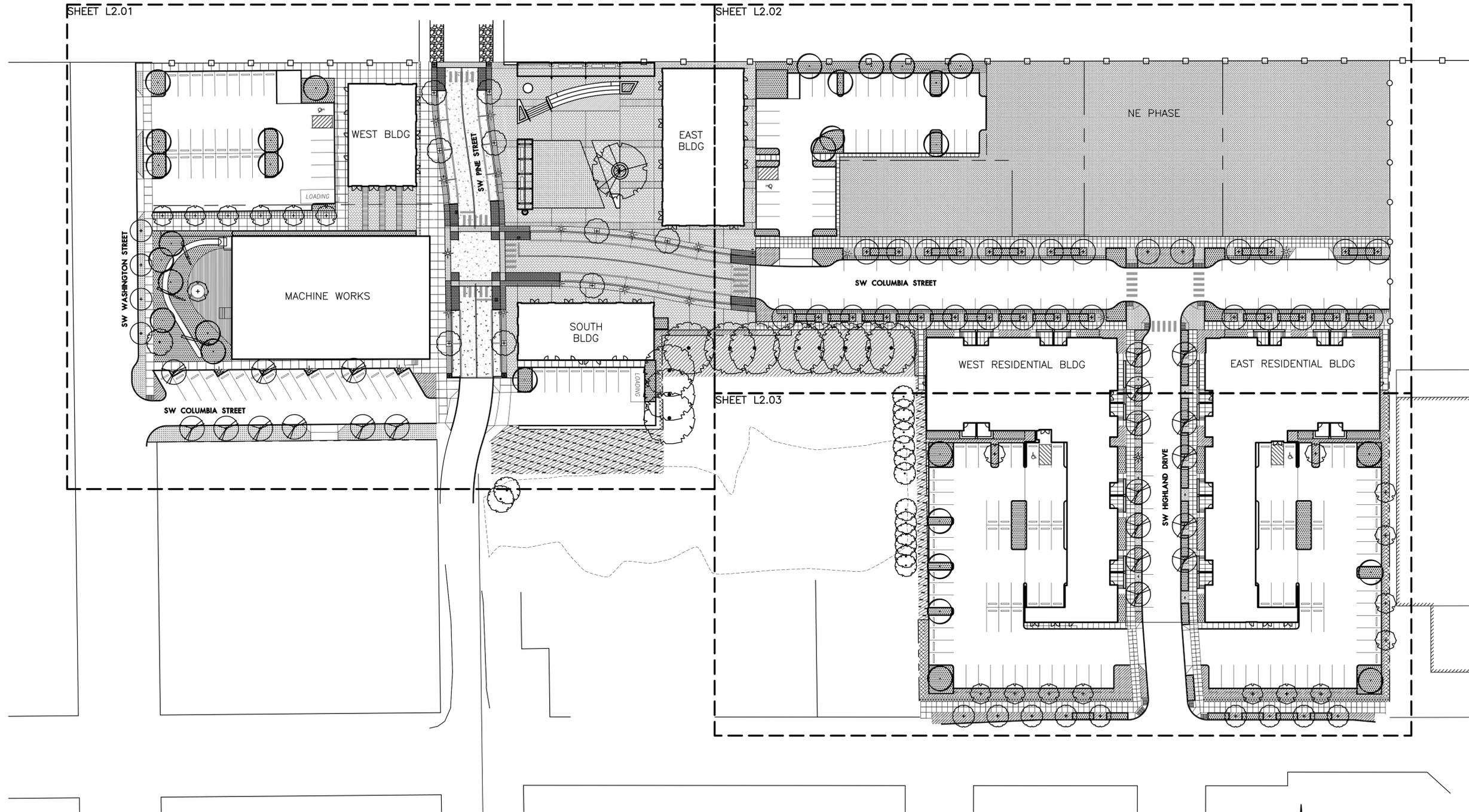
MARK	DATE	DESCRIPTION

DATE:	09-08-09
JOB:	XXXXX
FILE:	L1.00 TREE PROTECT
DRAWN:	PROTECT
CHECKED:	KL

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

TREE PROTECTION PLAN

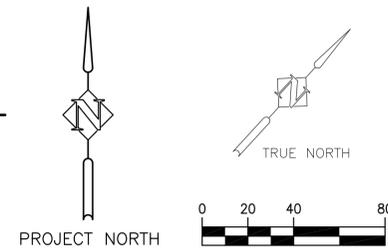
lango.hansen LANDSCAPE ARCHITECTS PC
1100 nw gllsan #3B portland OR 97209 T 503.295.2437



1 OVERALL LANDSCAPE PLAN

NOTES:

- 1. SEE LEGEND ON SHEET L2.01
- 2. ALL STREETSCAPE ELEMENTS AND FINISHES SUBJECT TO FINAL APPROVAL BY CITY.



lango . hansen LANDSCAPE ARCHITECTS PC

1100 nw gilman #3B portland OR 97209 T 503.295.2437

Preliminary PUD Submission 09-08-09

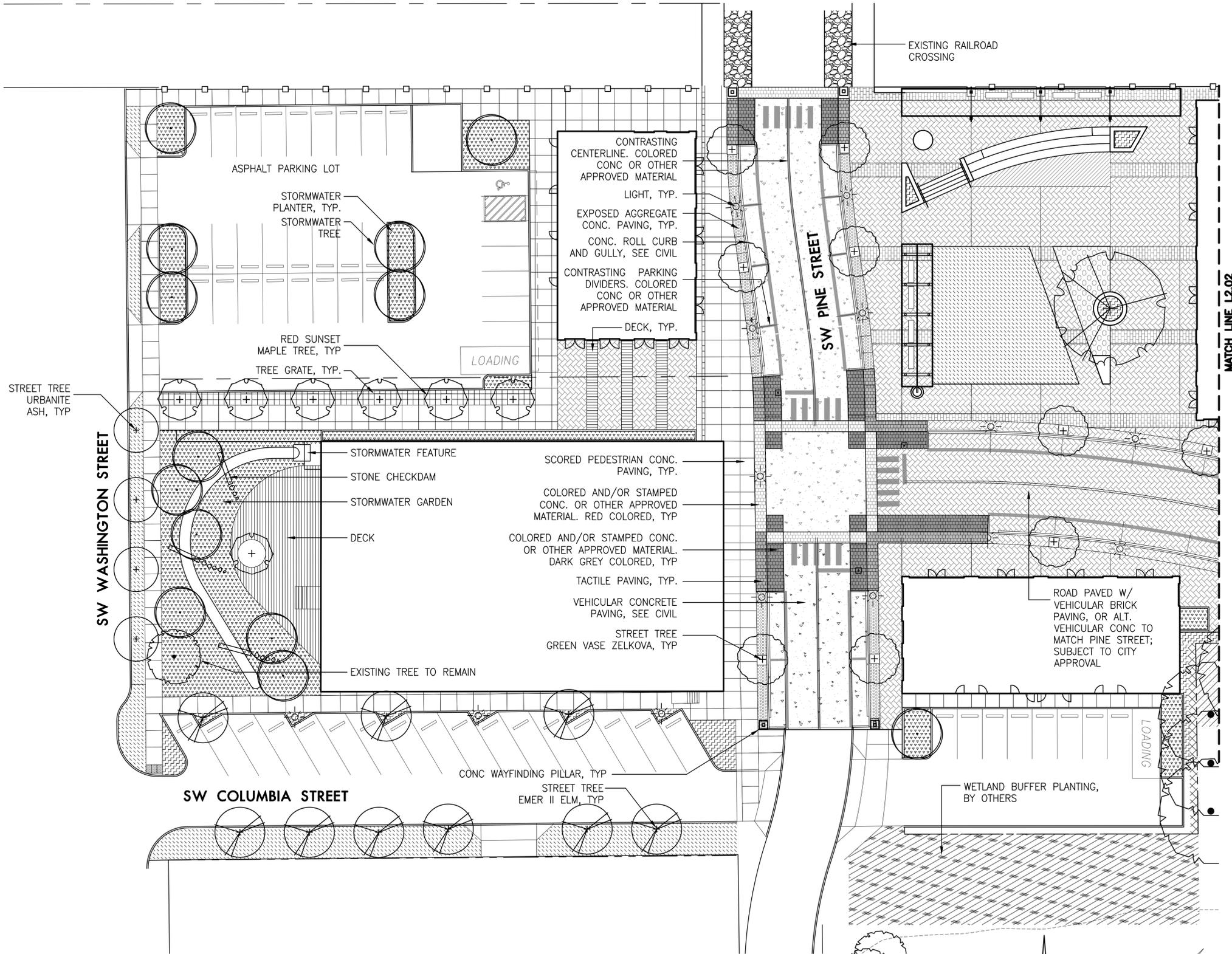
MARK	DATE	DESCRIPTION

DATE: 09-08-09
 JOB: XXXXX
 FILE: L2.00 LANDSCAPE
 DRAWN: AJ
 CHECKED: KL

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

OVERALL LANDSCAPE PLAN

PLOTTED: ALYSSA JENKINS 9/8/2009 10:53 AM
 \EVERETT\WORK\0718-SCSDRAW



LEGEND

	BRICK PAVING		RED COLORED AND/OR STAMPED CONC. OR OTHER APPROVED MATERIAL
	ART MOSAIC		DARK GRAY COLORED AND/OR STAMPED CONC. OR OTHER APPROVED MATERIAL
	STONE PAVING		METAL FENCE
	DECK		WOOD FENCE
	EXPOSED AGGREGATE CONC. BAND		WAYFINDING PILLAR
	TACTILE PAVING		BIKE PARKING
	TACTILE PAVING AT CURB CUT		LIGHT
			EXISTING TREE TO REMAIN

PLANT SCHEDULE - STREET TREES

Symbol	Botanical Name	Common Name	Size/Condition
	<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova	3" cal./B&B
	<i>Fraxinus excelsior</i> 'Globosum'	Globe European Ash	3" cal./B&B
	<i>Fraxinus pennsylvanica</i> 'Urbanite'	Urbanite Ash	3" cal./B&B
	<i>Ulmus parviflora</i> 'Emer II'	Emer II Elm	3" cal./B&B

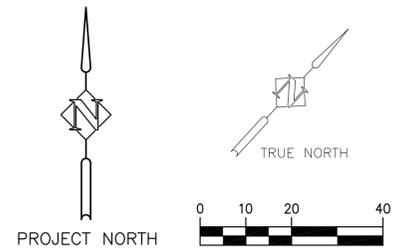
PLANT SCHEDULE - SITE PLANT MIX

Symbol	Botanical Name	Common Name	Size/Condition
STREET TREES			
	<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova	3" cal./B&B
	<i>Fraxinus excelsior</i> 'Globosum'	Globe European Ash	3" cal./B&B
	<i>Fraxinus pennsylvanica</i> 'Urbanite'	Urbanite Ash	3" cal./B&B
	<i>Ulmus parviflora</i> 'Emer II'	Emer II Elm	3" cal./B&B
PLANT SCHEDULE - SITE PLANT MIX			
SITE TREES			
	<i>Acer rubrum</i> 'Red Sunset'	Red Sunset Maple	3" cal. B&B
	<i>Heritage Tree/Fraxinus sp.</i>	Ash	10" cal. B&B
STORMWATER TREES			
	<i>Acer Circinatum</i>	Vine Maple	8' height/B&B
	<i>Alnus rubra</i>	Red Alder	2" cal./B&B
	<i>Amelanchier Alnifolia</i>	Serviceberry	2" cal./B&B
	<i>Rhamnus purshiana</i>	Cascara	2" cal./B&B
SHRUBS AND GROUNDCOVER			
	<i>Cornus sericea</i> 'Kelseyii'	Kelsey's Red-twig Dogwood	2 gallon
	<i>Polystichum munitum</i>	Sword Fern	2 gallon
	<i>Rosa nutkana</i>	Notka Rose	2 gallon
	<i>Ribes sanguineum</i>	Red Flowering Currant	5 gallon
	<i>Symphoricarpos mollis</i>	Creeping Snowberry	2 gallon
	<i>Vaccinium ovatum</i>	Evergreen huckleberry	5 gallon
	<i>Arctostaphylos uva-ursi</i>	Kinnikinnick	2 gallon
	<i>Mahonia repens</i>	Creeping Oregon Grape	2 gallon
HEDGE			
	<i>Ilex crenata</i> 'Chesapeake'	Chesapeake Japanese Holly	5 gallon
	<i>Abelia x 'Rose Creek'</i>	Rose Creek Abelia	3 gallon
TURF			
	Seed Mix		
TEMPORARY GRASS MIX			
	Seed Mix		
ADJACENT PROPERTY RESTORATION			
	PLANTING PALETTE BY OTHERS, SEE WETLAND DELINEATION STUDY		
WETLAND BUFFER PLANTING			
	PLANTING PALETTE BY OTHERS, SEE WETLAND DELINEATION STUDY		
STORMWATER MIX			
	<i>Deschampsia caespitosa</i>	Tufted Hair-grass	1 gallon
	<i>Dicentra formosa</i>	Western Bleeding Heart	1 gallon
	<i>Elymus glaucus</i>	Blue Wildrye	seed
	<i>Juncus effusus</i> var. <i>pacificus</i>	Soft Rush	1 gallon
	<i>Mahonia aquifolium</i> 'Compacta'	Dwarf Oregon Grape	5 gallon
	<i>Philadelphus lewisii</i>	Mock Orange	5 gallon
	<i>Rosa pisocarpa</i>	Swamp Rose	2 gallon
	<i>Rubus spectabilis</i>	Salmonberry	5 gallon
	<i>Spiraea douglasii</i>	Douglas spirea	5 gallon
	<i>Fragaria vesca</i>	Woodland Strawberry	5 gallon

1 LANDSCAPE PLAN SHEET 1

NOTES:

1. ALL STREETSCAPE ELEMENTS AND FINISHES SUBJECT TO FINAL APPROVAL BY CITY.



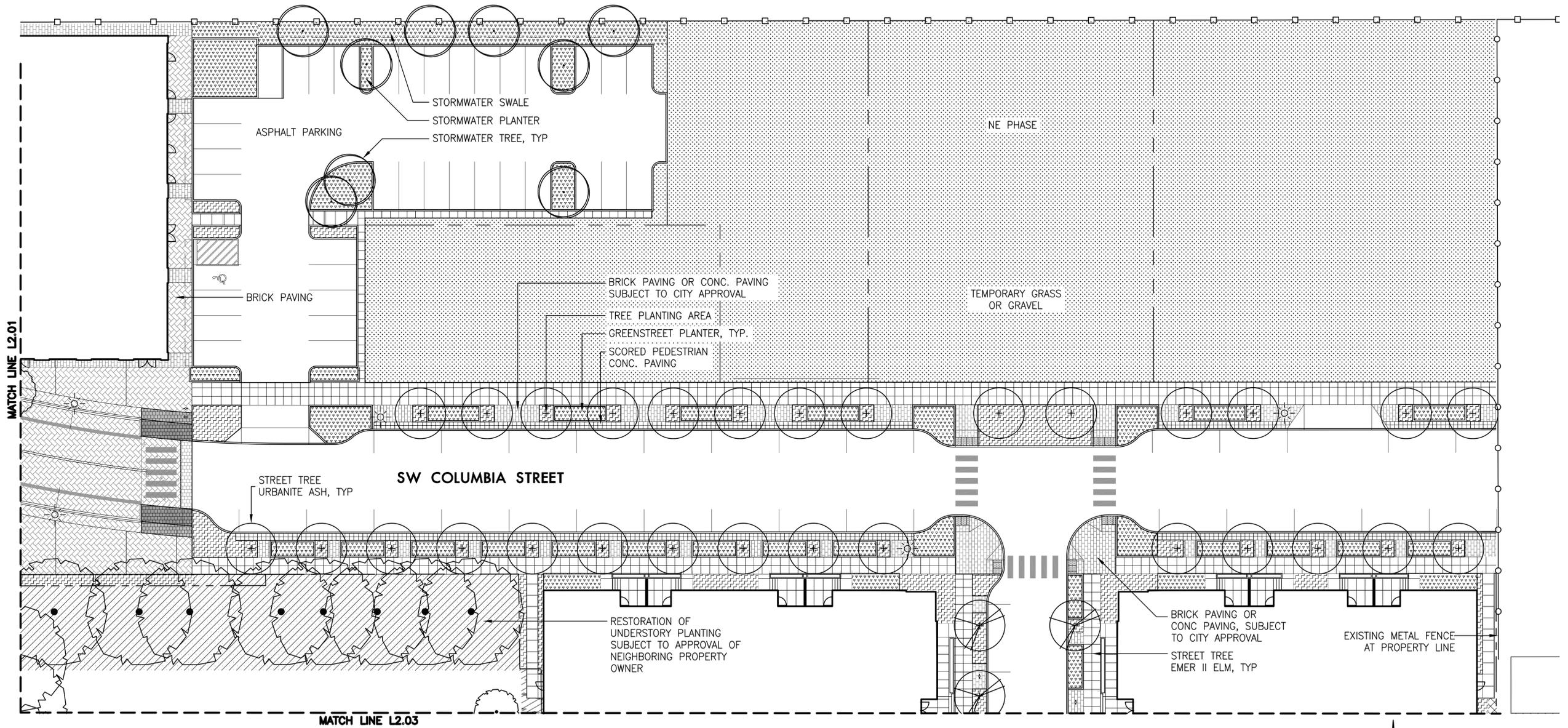
PLOTTED: ALYSSA JENKINS 9/8/2009 10:54 AM
\\EVERETT\WORK\0718\SC\DRAW

MARK	DATE	DESCRIPTION

DATE: 09-08-09
JOB: XXXXX
FILE: L2.00 LANDSCAPE
DRAWN: AJ
CHECKED: KL

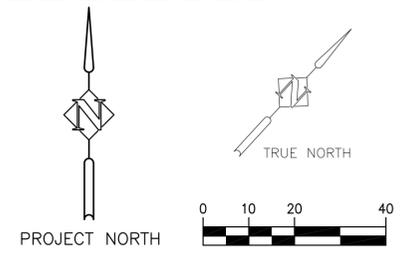
COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2008

LANDSCAPE PLAN SHEET 1



1 LANDSCAPE PLAN SHEET 2

- NOTES:
1. SEE LEGEND ON SHEET L2.01
 2. ALL STREETScape ELEMENTS AND FINISHES SUBJECT TO FINAL APPROVAL BY CITY.



lango.hansen LANDSCAPE ARCHITECTS PC

1100 nw glisan #3B portland OR 97209 T 503.295.2437

Preliminary PUD Submission 09-08-09

MARK	DATE	DESCRIPTION

DATE: 09-08-09
JOB: XXXXX
FILE: L2.00 LANDSCAPE
DRAWN: AJ
CHECKED: KL

COPYRIGHT ANKROM MOISAN
ASSOCIATED ARCHITECTS 2008

LANDSCAPE
PLAN
SHEET 2

L2.02

PLOTTED: ALYSSA JENKINS 9/8/2009 10:55 AM
\\EVERETT\WORK\0718\SCSDRAW

