

**Residences at Cannery Square**  
**East & West Residential Phase – Sherwood Cannery Square PUD**  
Type IV - PUD Final Development Plan, Site Plan Review,  
Land Use Application

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**Site Location:** SW Highland Drive between SW Columbia and SW  
Willamette Streets

**Tax Lot(s):** Tax Map 2S132BD Tax Lot 8500 and 8600

**Site Size:** Tax Lot 8500 (Lot 9) – 40,246 square feet



Tax Lot 8600 (Lot 10) – 38,069 square feet

**Zoning:** PUD Retail Commercial (PUD-RC) and PUD High Density Residential (PUD-HDR)

**Summary of Request:** Land use approval to construct two multi-family residential buildings (101 dwelling units) on the East and West Residential Phase of the Sherwood Cannery PUD approved in 2010. Both buildings will be 3-stories tall. The east building will have approximately 50,802 square feet and 48 units. The west building will have approximately 53,227 square feet and 53 units. Both buildings will have an off-street parking lot with some spaces under the second story of each building.

**Report Date:** June 15, 2012



## TABLE OF CONTENTS

<b>I.</b>	<b>DESCRIPTION OF PROPOSAL</b>	<b>4</b>
<b>II.</b>	<b>SUBMITTAL REQUIREMENTS</b>	<b>6</b>
<b>III.</b>	<b>RESPONSE TO APPLICABLE APPROVAL CRITERIA</b>	<b>9</b>
	<i>Chapter 16.40 – Planned Unit Development (PUD)</i>	9
	<i>Chapter 16.90 – Site Planning</i>	12
<b>IV.</b>	<b>RESPONSE TO APPLICABLE CODE STANDARDS</b>	<b>16</b>
	<i>Chapter 16.12– Residential Land Use Districts</i>	16
	<i>Chapter 16.28 – Retail Commercial (RC)</i>	16
	<i>Chapter 16.92 – Landscaping</i>	16
	<i>Chapter 16.94 – Off-Street Parking and Loading</i>	18
	<i>Chapter 16.142 – Parks and Open Spaces</i>	23
	<i>Chapter 16.146 – Noise</i>	24
	<i>Chapter 16.148 – Vibrations</i>	24
	<i>Chapter 16.150 – Air Quality</i>	24
	<i>Chapter 16.152 – Odors</i>	24
	<i>Chapter 16.154 – Heat and Glare</i>	24
	<i>Chapter 16.156 – Energy Conservation</i>	24
	<i>Chapter 16.162 – Old Town (OT) Overlay District</i>	25
<b>V.</b>	<b>CONCLUSION</b>	<b>29</b>

## ATTACHMENTS

- |   |   |
|---|---|
| 1. 11X17 Plan Set   | 8. Geotechnical Memorandum 2008             |
| 2. Pre-application Notes 9-20-11  | 9. Cannery Square Subdivision Recorded Plat |
| 3. Neighborhood Meeting Materials   | 10. Rendered Elevation                      |
| 4. Tax Map  | 11. Stormwater Report                       |
| 5. CWS approved prescreening form   | 12. Traffic Memo Dated June 15, 2012        |
| 6. Tree inventory letter prepared by Lango Hansen Landscape Architects from Preliminary PUD |   |
| 7. Title Information  |   |



## I. DESCRIPTION OF PROPOSAL

### Background

Cannery Square Planned Unit Development (PUD) received preliminary development plan approval from the Sherwood City Council on March 2, 2010 (Ordinance 2010-0004, PUD 09-01). The PUD includes 7 phases, significant public improvements and subdivision of the property into 10 developable lots and a public plaza tract. The approval was the culmination of many years of planning for the development and redevelopment of the Old Cannery Area. For many years this area was rundown or vacant following the closure of a fruit cannery in 1971.

To date, all of the road improvements have been constructed as well as the public plaza. The plaza was indicated as one of the 7 phases of the PUD and was the first phase to receive Final Development Plan approval, approved by the Planning Commission in September of 2010. Section 16.40.030 requires each phase of the PUD to receive a detailed Final Development Plan approval. The Community Center (Machine Works Phase) received Final Development Plan approval in March of this year.<sup>1</sup> Construction of the Community Center is anticipated to begin this summer.

### Proposal

This proposed project is the East and West Residential Phase of the Sherwood Cannery Square PUD and will be third Final Development Plan phase of PUD. The applicant proposes to construct two multi-family buildings totaling 101 units, same as the preliminary PUD approval. The two properties are located at SW Highland Street between SW Willamette Street and SW Columbia Street, south of the railroad tracks in Old Town Sherwood. Both buildings are similar in design and form an L shape on each lot with parking provided behind and underneath the building structure. Each building will be three stories tall and both approximately 50,000 square feet in size. The multi-family buildings will include tenant amenities to be shared between buildings, and will not include any retail or other commercial component.

Both buildings will be constructed at the Columbia Street and Highland Street frontage to provide an urban streetscape envisioned by the Old Cannery Design Standards and the Architectural Pattern Book developed as part of the preliminary PUD approval. The massing of the buildings is intentionally placed at the north end of each building to address the developing urban area of the Cannery PUD and the Old Town business core. Since the mass of the building is at the north end of the site, part of the parking area and a generous and dense landscaping area is proposed along Willamette Street. This design provides a transition between the low density neighborhood south of Willamette Street and the urban area of Old Town to the north. Both buildings will have off-street parking for approximately 50 cars.

All of the PUD public infrastructure have been completed including SW Highland Street and SW Columbia Street. Improvements completed include paving, sidewalks, water filtration planters, landscaping and signage.

### Approval Request

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<sup>1</sup> File No: SP 12-011 CUP 12-011 VAR 12-011 VAR 12-02



The applicant requests approval of a Final Development Plan for the Residences at Cannery Square (East and West Residential Phase of the Sherwood Cannery Square PUD).



## II. SUBMITTAL REQUIREMENTS

**Response:** The Site Plan Review Application forms dated October 2010 states that the following is required for a complete application:

1. Fees

**Response:** The applicant will submit a check in the amount of \$7,627.29 will be submitted for this application.

2. Application Form

**Response:** Submitted with this application signed by the Sherwood Urban Renewal Agency.

3. Document of Neighborhood Meeting

**Response:** A neighborhood meeting was held on Wednesday April 30, 2012 at 5:30 PM at the Rebekah Lodge, 22550 SW Washington Street in Old Town Sherwood. Since the neighborhood meeting is a City Urban Renewal Agency-owned project, the meeting was noticed the same as a land use application including 1,000-foot radius mailing, posting and placement in the newspaper. A summary of the meeting is provided in Attachment 3.

4. Tax Map

**Response:** A tax map is attached (Attachment 4).

5. Mailing Labels

**Response:** Mailing labels have been submitted with this application.

6. Vicinity Map

**Response:** Included with the plan set submitted with this application.

7. Narrative

**Response:** This report is the applicant's narrative.

8. Electronic Copy

**Response:** A CD with electronic Word and PDF copies is submitted with this application.

9. Required Plans

**Response:** Contained within the Plan Set submitted with this application.

10. Reduced – Proposed Development Plans

**Response:** Submitted with this application.



11. Lighting Plan

**Response:** Contained within the Plan Set submitted with this application.

12. Surrounding Land Uses

**Response:** Contained within the Plan Set submitted with this application.

13. Architectural Exterior

**Response:** Contained within the Plan Set submitted with this application.

14. Title Report

**Response:** Attached to this narrative report (Attachment 7).

15. CWS Service Provider Letter

**Response:** Attached to this narrative report (Attachment 5).

16. Trip Analysis

**Response:** A traffic impact study was prepared for the Sherwood Cannery Site PUD prepared by DKS Associates dated January 2009. The study covered this phase. An updated traffic memorandum was prepared by DKS Associates dated June 15, 2012 and submitted with this application

17. Army Corps and DSL wetland applications and permits

**Response:** Does not apply.

18. Traffic Study

**Response:** As stated above, a traffic impact study was completed for the PUD in 2009 and updated memo dated June 15, 2012.

19. Solis Analysis and/or Geotechnical Report

**Response:** GeoDesign completed a review for the PUD in 2008 (Attachment 8).

20. Tree Report

**Response:** Lango Hansen Landscape Architects completed a tree report in 2009 indicating trees would be removed from these phases of the PUD. No other trees are impacted. (see Attachment 6).

21. Natural Resource Assessment

**Response:** Does not apply to this phase. The Service Provider Letter was approved by Clean Water Services, implemented by the application and the plat recorded.



22. Wetland Delineation Study

**Response:** Does not apply to this phase.

23. Other Special Studies and/or Reports

**Response:** Nothing additional was identified.

24. Verification of compliance with other agency standards

**Response:** None have been identified.



### III. RESPONSE TO APPLICABLE APPROVAL CRITERIA

#### Chapter 16.40 – Planned Unit Development (PUD)

##### 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, 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:** The proposal is a detailed Final Development Plan for the East and West Residential phases of the Sherwood Cannery PUD (Ordinance 2010-0004, PUD 09-01, approved in March 2010). The conditions of the preliminary PUD applicable to this proposal are listed under “E. General and Specific PUD Detailed Final Development Plan requirements” of the March 2010 notice of decision and City Council Ordinance. A response to these conditions of approval is provided below:

**Condition E.1** - *A Detailed Final Development Plan shall be submitted for review and approval within 1 year of the preliminary PUD approval.*

**Response:** This condition was met with approval of the Plaza Phase, approved, permitted and completed (SP 10-02/CUP 10-01).

**Condition E.2** - *The Detailed Final Development Plan may be submitted for one or more phases, but shall include a detailed phasing, including timing, plan for remaining phases.*

**Response:** The detailed phasing and timing plan was submitted with the initial final development plan, Plaza Phase (SP 10-02/CUP 10-01) approved on September 29, 2010.

**Condition E.3** - *Prior to occupancy of any phase in the PUD, on-site public improvements must be complete as determined by the City Engineer.*

**Response:** Public improvements have been constructed.

**Condition E.4** - *Prior to occupancy of the west building, south building, east building or the east or west residential building, the Plaza shall be complete.*

**Response:** The plaza has been constructed.

**Condition E.5** - *Deleted*

**Condition E.6** - *Prior to approval of occupancy for any phase utilizing on-site private storm water treatment systems, the applicant shall sign an access and maintenance*



*agreement for any private storm water treatment systems installed as part of this development.*

**Response:** This is a timing issue. The applicant will complete access and maintenance agreements prior to occupancy. At this time the applicant is investigating the ability to send the stormwater from both sites to a proposed City-owned regional facility without providing on-site treatment. However, as a backup plan, an area within both parking lots is reserved for on-site treatment. If on-site treatment is not required this area will be used for landscaping or open space instead of stormwater treatment.

**Condition E.7** - *All phases shall provide 65% of the required parking with no more than 50% of that parking being "modified" compact parking spaces (9 feet wide by 18 feet long).*

**Response:** Minimum parking is met for this proposal. Each site will provide off-street parking meeting the minimum parking requirement. See Section IV of this report for additional details.

**Condition E.8** - *Each phase shall comply with the site plan standards including but not limited to Community Design standards except as specifically modified in this decision.*

**Response:** Compliance with the site plan standards is addressed in Section IV of this report.

**Condition E.9** - *Trash enclosures must be placed consistent with Pride Disposal Requirements.*

**Response:** Both the buildings will have a trash compactor. The on-site manager will move the trash and recycling out from the building for pickup by the hauler.

**Condition E.10** - *No outdoor storage is permitted.*

**Response:** Outdoor storage is not proposed nor anticipated.

**Condition E.11** - *Any outdoor sales and merchandise display must be approved as part of a CUP per 16.98.040.*

**Response:** Permanent outdoor sales and merchandise display is not proposed.

**Condition E.12** - *Any detailed final development plan approval for any structure in Phase I (West Building, South Building, East Building, West Residential Building, or East Residential Building) shall be coordinated and approved by the City Engineer to ensure that the traffic mitigation measures are assigned appropriately for each building phase. The traffic mitigation measures for all structures in Phase I are:*

- a. *Construct improvements to improve the operations of Pine Street/1st Street to meet City performance standards and mitigate queuing impacts at the Pine Street railroad crossing. This shall be accomplished by implementing a modified circulation for the downtown streets that includes:*



- i. *Install a diverter for south-westbound on 1st Street at Ash Street or Oak Street to require vehicles travelling towards Pine Street to divert to 2nd Street.*
  - ii. *Remove one side of on-street parking Ash Street-2nd Street or Oak Street-2nd Street to provide two 12-foot travel lanes from the diverter to Pine Street. Convert to one-way traffic flow approaching Pine Street for this segment.*
  - iii. *Install an all-way stop at Pine Street/2nd Street. Stripe the southwestbound approach of 2nd Street to have a left turn lane and a shared through/right-turn lane.*
  - iv. *Install traffic calming measures on 2nd Street southwest of Pine Street to manage the impact of the added traffic.*
- b. *Restrict landscaping, monuments, or other obstructions within sight distance triangles at the access points to maintain adequate sight distances.*
  - c. *Provide an enhanced at-grade pedestrian crossing of Pine Street to facilitate multi-modal circulation through the project site (e.g., signing, striping, lighting, a raised crossing, or pavement texturing).*
  - d. *Construct Columbia Street northeast of Pine Street to City Standards as modified and approved by the City Engineer and install a sign indicating that this roadway will be a through street in the future (connecting to Foundry Avenue).*
  - e. *Because of the alignment configuration of Columbia Street southwest of Pine, the street shall be configured and signed as a one way street.*
  - f. *Restrict parking on the southeast side of Columbia Street at a minimum within 50 feet of Pine Street (northeast of Pine Street).*

**Response:** A traffic impact study was prepared for the PUD by DKS Associates dated January 2009. The traffic study included this specific phase that remains at 101 dwelling units. The above are the recommendations from the 2009 study. All of the improvements above have been completed with the exception of improvements to Pine Street/1<sup>st</sup> Street. Whether improvements to Pine and 1<sup>st</sup> Street must be completed with this phase is at the discretion of the City Engineer. An updated traffic memorandum from DKS Associates dated June 15, 2012 has been submitted with this application.

**Condition E.13.** - *The west and east residential phases shall demonstrate compliance with the Old Cannery standards as outlined and modified in the pattern book.*

**Response:** A response to the Pattern Book and Old Cannery standards is provided in Section IV of this report.

**Conditions E.14 to E.18**

**Response:** These conditions do not apply to this phase of development.

**Condition E.19.** - *As part of the development of the East and West residential phase, enhanced screening along Willamette Street shall be provided to ensure a year round visual screen is provided.*

**Response:** A landscaping plan is provided contained within the plan set submitted with this application demonstrating compliance with this condition.



**Condition E.20** - Prior to final PUD approval, submit a revised Architectural Pattern Book that:

- a. Clarifies that while the requirements do not specifically apply to multi-family residential the elements in the architectural pattern book are to be applied.
- b. Specifies what metal panels may and shall not look like.

**Response:** The final development plan submitted for the plaza (SP 10-02/CUP 10-01) was the first final development plan submitted for the Cannery Square PUD. An updated pattern book dated June 22, 2010 was submitted for review and was approved with the plaza application.

**Conditions E.21 to E.22**

**Response:** These conditions do not apply to this phase of development.

**Condition E23** - Prior to final site plan approval of the east or west residential development, the developer shall provide an agreement for approval by the City that requires an on-site manager for the residential buildings. The on-site manager will be required to ensure that tenants understand the parking limits prior to entering into a lease agreement, and understand and adhere to the approved parking locations.

**Response:** This is a timing issue. The applicant will provide this agreement prior to final site plan approval

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:** The Cannery Square PUD involves a 10-lot subdivision including new right-of-way. The final plat was recorded on December 16, 2011. A copy of the recorded plat is attached (see Attachment 9).

**Chapter 16.90 – Site Planning**

**16.90.020(D) – (Site Plan Review) Required Findings**

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

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

**Response:** The proposal meets the standards as stated in Section IV of this report. This criterion is met.

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



**Response:** The streets and utility improvements were recently constructed within the Cannery Square PUD to support development including sanitary sewer, water, stormwater and private utilities.

The applicant requests that the City provide the option for either providing stormwater treatment on-site or sending stormwater to the proposed City-owned regional treatment facility west of the project near Columbia Street. The applicant is showing on-site treatment, however, if it is determined that this on-site treatment is not necessary, the applicant requests that the City allow this area to be converted to landscaping or open space.

No deficiencies have been identified. This criterion is met.

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

**Response:** The improvements will be contained within one lot for each building and will be maintained by the property owner. This criterion is met.

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

**Response:** A wetland exists west of the West Building. Clean Water Services approved a service provider letter for this wetland and the Cannery Square Subdivision was approved with a tract to protect the vegetated corridor. No further work is needed regarding this wetland. A tree inventory and mitigation plan was prepared for the preliminary PUD. All trees were proposed to be removed from both sites and were removed with construction of Willamette Street improvements done with the PUD infrastructure (see Attachment 6).

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

**Response:** Does not apply. The proposal is within the Old Town Overlay District.

6. *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.*

**Response:** The applicant submitted a Traffic Impact Study prepared by DKS Associates dated January 2009 with the Cannery Square PUD application (PUD 09-01). Condition E.12 of the Notice of Decision dated March 2, 2010 states the following in regards to traffic mitigation:



*“Any detailed final development plan approval for any structure in Phase I (West Building, South Building, East Building, West Residential Building, or East Residential Building) shall be coordinated and approved by the City Engineer to ensure that the traffic mitigation measures are assigned appropriately for each building phase. The traffic mitigation measures for all structures in Phase I are:*

- a. *Construct improvements to improve the operations of Pine Street/1st Street to meet City performance standards and mitigate queuing impacts at the Pine Street railroad crossing. This shall be accomplished by implementing a modified circulation for the downtown streets that includes:
  - i. *Install a diverter for south-westbound on 1st Street at Ash Street or Oak Street to require vehicles travelling towards Pine Street to divert to 2nd Street.*
  - ii. *Remove one side of on-street parking Ash Street-2nd Street or Oak Street-2nd Street to provide two 12-foot travel lanes from the diverter to Pine Street. Convert to one-way traffic flow approaching Pine Street for this segment.*
  - iii. *Install an all-way stop at Pine Street/2nd Street. Stripe the southwestbound approach of 2nd Street to have a left turn lane and a shared through/right-turn lane.*
  - iv. *Install traffic calming measures on 2nd Street southwest of Pine Street to manage the impact of the added traffic.**
- b. *Restrict landscaping, monuments, or other obstructions within sight distance triangles at the access points to maintain adequate sight distances.*
- c. *Provide an enhanced at-grade pedestrian crossing of Pine Street to facilitate multi-modal circulation through the project site (e.g., signing, striping, lighting, a raised crossing, or pavement texturing).*
- d. *Construct Columbia Street northeast of Pine Street to City Standards as modified and approved by the City Engineer and install a sign indicating that this roadway will be a through street in the future (connecting to Foundry Avenue).*
- e. *Because of the alignment configuration of Columbia Street southwest of Pine, the street shall be configured and signed as a one way street.*
- f. *Restrict parking on the southeast side of Columbia Street at a minimum within 50 feet of Pine Street (northeast of Pine Street).*

The above are the recommendations from the 2009 traffic impact study. All of the improvements above have been completed with the exception of improvements to Pine Street/1<sup>st</sup> Street. Whether improvements to Pine and 1<sup>st</sup> Street must be completed with this phase is at the discretion of the City Engineer. The applicant has provided an updated traffic memorandum prepared by DKS Associates dated June 15, 2012. This criterion is met.

7. *The proposed commercial, multi-family, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards shall include the following:
  - a. *Primary, front entrances shall be located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop**



*to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.*

**Response:** The primary building entries will be from SW Highland Street, set near the intersection of SW Columbia Street. The front building entries will be defined by a large architectural recess, storefront glazing, and an entry canopy. Secondary building entrances are provided from the parking area to the rear of the building. Additionally on the ground floor fronting Columbia and Highland will have residential entry doors directly to the street. This criterion is met.

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

**Response:** The building will be set 5 feet from the property line at SW Highland Street and SW Columbia Street, per the Architectural Pattern Book. This location is essentially flush or placed as close to the street as possible with parking to rear of the buildings thereby meeting with the intent of this criterion. This criterion is met.

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

**Response:** The building massing is positioned at the Columbian and Highland Street corners to allow for ease of access by walkers from the sidewalk directly to the building entrances. This massing of the buildings orients the site to Old Town Sherwood. Since the project is residential windows and ornament is proposed to fit this use will storefront glazing is only used at the primary building entries. The primary cladding material will be fiber cement siding, using both lapped and smooth panels, along with a brick accent expression at the building corners. Aluminum, vinyl and T-111 siding is not proposed. The proposal was designed in compliance with the Old Cannery Area standards and Cannery Square PUD Architectural Pattern Book. This criterion is met.



## IV. RESPONSE TO APPLICABLE CODE STANDARDS

### Chapter 16.12– Residential Land Use Districts

#### 16.12.020 – Allowed Residential Land Uses

**Response:** The south end of the project is zoned High Density Residential (HDR). Multifamily is a permitted use in the HDR zone and the building location and unit count is consistent with the preliminary PUD approval.

#### 16.12.030 - Residential Land Use Development Standards

**Response:** No setbacks are required. The property is part of the Cannery Square Subdivision approved with the Cannery Square PUD preliminary development plan. The subdivision was recorded in December of 2011.

### Chapter 16.28 – Retail Commercial (RC)

#### 16.28.030– Conditional Uses

**Response:** The northern portion of both lots are zoned RC. The RC district does not allow ground floor residential, however, the PUD was approved with both of these phases with ground floor residential. Further, the proposal is consistent with the design approved with the preliminary PUD.

#### 16.28.050– Dimensional Standards

**Response:** No setbacks are required. The property is part of the Cannery Square Subdivision approved with the Cannery Square PUD preliminary development plan. The subdivision was recorded in December of 2011.

### Chapter 16.92 – Landscaping

#### 16.92.010– Landscaping Plan

*All proposed developments for which a site plan is required pursuant to Section 16.90.020 shall submit a landscaping plan which meets the standards of this Chapter. All areas not occupied by structures, paved roadways, walkways, or patios shall be landscaped or maintained according to an approved site plan. Maintenance of existing non-invasive native vegetation is encouraged within a development and required for portions of the property not being developed.*

**Response:** A landscaping plan has been submitted with the application and is contained within the plan set submitted with this application.

#### 16.92.020– Landscaping Materials

##### *A. Varieties*

*Required landscaped areas shall include an appropriate combination of native evergreen or deciduous trees and shrubs, evergreen ground cover, and perennial plantings. Trees to be planted in or adjacent to public rights-of-way shall meet the requirements of this Chapter.*



**Response:** A combination of trees, shrubs and groundcover is proposed in all areas to be landscaped in compliance with this section (see L sheets contained within the Plan Set).

*B. Establishment of Healthy Growth and Size*

*Required landscaping materials shall be established and maintained in a healthy condition and of a size sufficient to meet the intent of the approved landscaping plan. Specifications shall be submitted showing that adequate preparation of the topsoil and subsoil will be undertaken.*

**Response:** Plants have been selected to grow to fully cover the landscaping islands with ground cover and shrubs without overgrowth. Planting notes are provided on the landscaping plans, L sheets within the Plan Set.

*C. Non-Vegetative Features*

*Landscaped areas as required by this Chapter may include architectural features interspersed with planted areas, such as sculptures, benches, masonry or stone walls, fences, rock groupings, bark dust, semi-pervious decorative paving, and graveled areas. Impervious paving shall not be counted as landscaping. Artificial plants are prohibited in any required landscaped area.*

**Response:** All required landscaping is proposed to be planted with trees, ground cover and shrubs.

*D. Existing Vegetation*

*All developments subject to site plan review per Section 16.90.020 and required to submit landscaping plans per Section 16.92.020 shall preserve existing trees, woodlands and vegetation on the site to the maximum extent possible, as determined by the Review Authority, in addition to complying with the provisions of Section 16.142.060, and Chapter 16.144.*

**Response:** No trees were proposed to remain on the site, per the preliminary PUD approval (see Attachment 6).

**16.92.030– Landscaping Standards**

*A. 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. For new uses adjacent to inventoried environmentally sensitive areas, screening requirements shall be limited to vegetation only so as to preserve wildlife mobility. In addition, plants and other landscaping features may be required by the Review Authority in locations and sizes necessary to protect the privacy of residences and buffer any adverse effects of adjoining uses.*

**Response:** A fence and landscaping is proposed along the east property line meeting this requirement.

*B. Parking and Loading Areas.*

*1. Total Landscaped Area. A minimum of ten percent (10%) of the lot area used for the display or parking of vehicles shall be landscaped in accordance with this Chapter. In addition, 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 this Chapter.*



**Response:** The proposal exceeds the minimum 10% landscaping requirement. The West Residential Phase has 17,019 square feet of impervious parking area and 2,456 square feet of landscaping, or 14%. The East Residential Phase has 15,597 square feet of impervious parking area and 2,085 square feet of landscaping, or 13%.

2. *Adjacent to Public Rights-of-Way or Abutting Other Private Property.*

a. *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, bio-swales or fence, forming a permanent year-round screen, except in clear vision areas as per Section 16.58.020*

**Response:** A 10-foot landscaping strip is provided between the surface parking lot and Highland Street.

b. *The access drives to a rear lot (i.e. flag lot) [...].*

**Response:** Does not apply. The proposal does not involve a flag lot.

3. *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, no vehicular use areas exist on neighboring properties. However, a landscape buffer is proposed between the parking lot and neighboring property.

4. *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 West Phase has a parking field of 17,019 square feet requiring 851 square feet of interior landscaping, 1,723 square feet is provided. The East Phase has a parking field of 15,597 square feet requiring 780 square feet of interior landscaping, 1,521 square feet is provided.

5. *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:** Low laying groundcover is provided at all intersections, see L sheets contained within the Plan Set.

## **Chapter 16.94 – Off-Street Parking and Loading**

### **16.94.010– Generally**

#### *A. Off-Street Parking Required*



*No site shall be used for the parking of vehicles 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 the need for 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:** Noted by the Applicant

*B. Deferral of Improvements[...]*

**Response:** Noted by the Applicant.

*C. 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:** All required parking will be provided on-site.

*D. 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:** All required parking will be provided on-site.

*E. 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:** Not proposed or anticipated to occur.

*F. Location*

- 1. Residential off-street parking spaces shall be located on the same lot as the residential use.*
- 2. 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 private off-site parking must be evidenced by a recorded deed, lease, easement, or similar written notarized letter or instrument.*
- 3. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations and types of spaces (car pool, compact, etc.) for parking shall be indicated on submitted plans and located to the side or rear of buildings where feasible. 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:** All required parking will be provided on-site.

*G. 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:** Parking will be marked as shown on the plans contained within the Plan Set submitted with this application.

*H. Surface and Drainage*

- 1. All parking and loading areas shall be improved with a permanent hard surface such as asphalt, concrete or a durable pervious surface. Use of pervious paving material is encouraged and preferred where appropriate considering soils, location, anticipated vehicle usage and other pertinent factors.*
- 2. Parking and loading areas shall include storm water drainage facilities approved by the City Engineer or Building Official.*

**Response:** Asphalt pavement is proposed for all parking areas. The applicant may be able to send stormwater to a proposed regional treatment facility thereby removing the need to provide on-site treatment. Stormwater treatment is shown within the parking area. If on-site stormwater treatment is not needed this area will be used for landscaping or open space.

*I. Repairs*

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

**Response:** Noted by the applicant.

*J. Parking and Loading Plan*

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

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



**Response:** Information is provided within the Plan Set submitted with this application.

**16.94.020 – Off-Street Parking Standards**

A. *Generally [...] Minimum and Maximum Parking Standards*

**Response:** Minimum required parking is provided in the table tables below.

<b>East Building</b>			
<b>Unit Type</b>	<b>Units</b>	<b>Spaces Per Unit</b>	<b>Parking Required</b>
studio	8	0.81	6.50
1 bed 1 bath	11	0.81	8.94
1 bed + den	10	0.81	8.13
1 bed tow nhouse	6	0.81	4.88
2 bed 1 bath	2	0.98	1.95
2 bed 2 bath	5	0.98	4.88
3 bed	6	1.14	6.83
<b>Parking Required</b>			<b>42</b>
<b>Tota Off-Street Spaces provided</b>			<b>48</b>

<b>West Building</b>			
<b>Unit Type</b>	<b>Units</b>	<b>Spaces Per Unit</b>	<b>Parking Required</b>
studio	8	0.81	6.50
1 bed 1 bath	15	0.81	12.19
1 bed + den	9	0.81	7.31
1 bed tow nhouse	0	0.81	0.00
2 bed 1 bath	6	0.98	5.85
2 bed 2 bath	12	0.98	11.70
3 bed	3	1.14	3.41
<b>Parking Required</b>			<b>47</b>
<b>Tota Off-Street Spaces provided</b>			<b>53</b>

As shown in the above table each building provides the required parking amount on-site.



B. *Miscellaneous Standards*

1. *Dimensions*

*For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five 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:** Some 9-foot wide by 18-foot deep stalls. This is noncompliance with the PUD preliminary development plan approval, Condition E.7 PUD (Ordinance 2010-0004, PUD 09-01, approved in March 2010) that allows 50% of the PUD parking to be 9X18 "modified" compact spaces. The preliminary PUD showed 76 of 101 spaces as modified compact. The number of modified compact spaces has been reduced with this proposal to 41 of 101 spaces. This will allow more modified compact spaces to be used for future PUD phases.

C. *Layout*

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

**Response:** As stated above, the preliminary PUD allowed 9X18 foot parking stalls. All others will be full-size spaces 9X20. The parking lot will allow for vehicles to turnaround without backing onto City streets.

2. *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-swailes or water quality facilities shall be designed to allow storm water run off.*

**Response:** All spaces will have wheel stops.

3. *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.*

**Response:** A service drive is not proposed.

4. *Credit for On-Street Parking*

a. *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:*

- (1) Parallel parking, each 24 feet of uninterrupted curb;*
- (2) 45/60 degree diagonal, each with 10 feet of curb;*
- (3) 90 degree (perpendicular) parking, each with 8 feet of curb;*



- (4) *Curb space must be connected to the lot which contains the use;*
- (5) *Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and;*
- (6) *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.*

**Response:** All required parking will be provided on-site.

5. *Reduction in Required Parking Spaces[...]*

**Response:** Not proposed.

*C. Bicycle Parking Facilities*

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 such as 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.*
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.*
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.*
4. *Lighting. Bicycle parking shall be least as well lit as vehicle parking for security.*
5. *Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.*
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:** The applicant is proposing ample interior bike parking on the ground floor of each building.

**Chapter 16.142 – Parks and Open Spaces**

**16.142.080 – Trees on Private Property Subject to Certain Land Use Applications**

**Response:** For the Sherwood Cannery PUD, all trees greater than five inches in diameter at breast height (DBH) that are within the PUD were inventoried by size and species and shown on the tree protection plan submitted with the PUD. The 6-acre PUD only contained 10 trees. A tree report was prepared by Lango Hansen Landscape Architects dated July 31, 2009 (see Attachment 6). Three trees were removed from this phase of development with construction of the Willamette Street improvements. No other protected trees are impacted.



### **Chapter 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.

### **Chapter 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.

### **Chapter 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.

### **Chapter 16.152 – Odors**

**Response:** High levels or unusual odors are not anticipated.

### **Chapter 16.154 – Heat and Glare**

*Except for exterior lighting, all otherwise permitted commercial, industrial, and institutional uses shall conduct any operations producing excessive heat or glare entirely within enclosed buildings. Exterior lighting shall be directed away from adjoining properties, and the use shall not cause such glare or lights to shine off site in excess of one-half (0.5) foot candle when adjoining properties are zoned for residential uses.*

**Response:** A site lighting photometric plan has been prepared and is contained within the Plan Set submitted with this application.

### **Chapter 16.156 – Energy Conservation**

#### **16.156.020 - Standards**

- A. *Building Orientation - The maximum number of buildings feasible shall receive sunlight sufficient for using solar energy systems for space, water or industrial process heating or cooling. Buildings and vegetation shall be sited with respect to each other and the topography of the site so that unobstructed sunlight reaches the south wall of the greatest possible number of buildings between the hours of 9:00 AM and 3:00 PM, Pacific Standard Time on December 21st.*
- B. *Wind - The cooling effects of prevailing summer breezes and shading vegetation shall be accounted for in site design. The extent solar access to adjacent sites is not impaired vegetation shall be used to moderate prevailing winter wind on the site.*

**Response:** Both the Community Center Building and future West Phase Building will have exposure to the south winter solar heat gain. Prevailing summer winds are from the north to northwest. Spacing between the buildings on Highland Street will allow for breeze to pass by the buildings.



## **Chapter 16.162 – Old Town (OT) Overlay District**

### **Chapter 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. 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.*

**Response:** The proposal complies, see Section 16.94.020 above.

#### **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.*
- 2. For all property and uses within the "Smockville Area" of the Old Town Overlay District, off-street loading is not required.*

**Response:** Does not apply. No commercial uses are proposed.

**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:** Does not apply.

**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:** Does not apply

**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:** All streets where recently reconstructed with the Cannery Square PUD and meet the standards of this section.



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:** A materials board will be presented at the public hearing demonstrating compliance with this standard.

**Chapter 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.*

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.*

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

*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.*

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

*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:** As stated in the Architectural Pattern Book approved as part of the Cannery Square PUD, the Residential Buildings will be designed to reinforce the corners of the building facing SW Highland Street and SW Columbia Street, using brick as an accent cladding material. A front façade consisting of brick, fiber cement board, entrances and large amounts of glazing is proposed for facades facing SW Columbia Street and SW Highland Street. The brick façade portion will be at the building corners at the intersection of SW Columbia Street and SW Highland Street. The brick portion will serve to reinforce the architectural expression at the building corners and to tie the building back to the other Cannery projects. The facades of the buildings will be clad in two contrasting textures of fiber cement board panel.

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*

**Response:** Does not apply. The site does not abut property outside the Old Cannery Area District.

*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.**
- 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*

**Response:** The primary building entries will be from SW Highland Street, set near the intersection of SW Columbia Street. The front building entries will be defined by a large architectural recess, storefront glazing, and an entry canopy. Secondary building entrances are provided from the parking area to the rear of the building. Additionally on the ground floor fronting Columbia and Highland will have residential entry doors directly to the street

*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.*
- 3. Parking lot coverage - No more than fifty percent (50%) of the site may be used for off-street parking and loading areas.*
- 4. 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*

**Response:** Access to both parking areas are over 20 feet away from the nearest residential zone. A 10-foot wide landscaping area is proposed along Willamette Street to buffer the parking area. The west phase has a surface parking area of 14,671 square feet and a site area of



40,246 square feet or 36%. The east phase has a surface parking area of 12,807 square feet and a site area of 38,069 square feet or 34%.

*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.*
- 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 Residential building will comply with this standard and the Architectural Pattern Book for the Sherwood Cannery Square PUD. The project is a multi-family residential and will have windows and ornament to fit this use. Storefront glazing will only be used at the primary building entry and amenity areas. The primary cladding material will be fiber cement board, using two contrasting textures, along with a brick accent expression at the building corners. Aluminum, vinyl and T-111 siding is not proposed. Further, the proposal was designed in compliance with the Old Cannery Area standards and Cannery Square PUD Architectural Pattern Book.

*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:** All roof-mounted equipment will be screened from street view. Roof-top equipment will be placed in a recessed well, behind the pitched portion of the roof.

*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.*

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:** This residential project will have windows set at residential height, two to three feet above floor line and of residential size and character. Building entries will have ample glass for the lobbies, amenity and community spaces.

- 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:** The ground floor is reinforced with the planters and landscaping along the setback. The residential project does not have separation of floors or uses.

- 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:*

**Response:** The roof of the buildings will have significant pitch.

## V. CONCLUSION

This applicant narrative and attachments demonstrate compliance with City approval criteria and code. The applicant respectfully requests approval.

