

Engineering Land Use Application Comments



To: Joy Chang, Associate Planner
From: Bob Galati, P.E., Engineering Department
Project: Parkway Village South (SP17-01, SUB17-03)
Date: December 5, 2017

General

Engineering staff has reviewed the information provided for the above cited project. Final construction plans will need to meet the standards established by the City of Sherwood Engineering Department and Public Works Department, Clean Water Services (CWS) and Tualatin Valley Fire & Rescue in addition to requirements established by other jurisdictional agencies providing land use comments. City of Sherwood Engineering Department comments are as follows:

Site Plan Review and Subdivision Land Use Action

The proposed site development land use action includes a Site Plan Review and Subdivision Review. The existing site (2S129DC TL100) is to be subdivided into five separate lots, with development occurring over lots 2 through 5.

Lot 1 is to remain undeveloped and undefined at this time. Lot 2 is listed as Pad A, Lot 3 is listed as the Fun Center, Lot 4 is listed as Retail Buildings A, B, and C, with Lot 5 listed as the Coffee Kiosk.

The plans indicate several types, widths and extents of public and private utility easements necessary for site development with separate lots.

Condition: That the plat and site development drawings shall show and identify the type, width and extent of each public and private utility easement necessary for site development.

Condition: Prior to Grant of Occupancy for any building constructed on site, that the plat and all public and private easements necessary for site development shall be recorded with the Washington County Recorder, with copies of the recorded documents provided to the City of Sherwood.

Sanitary Sewer System Plan Analysis

There are currently two public mainlines which border the project site. An 8-inch public main located within Langer Farms Parkway, and an 8-inch public main located within Century Drive. Both of these public mains have the capacity to provide service to the proposed site development.

Exhibit B
(Revised 12.05.17)

The plans indicate that proposed Lots 1, 2 and 3 take sanitary sewer service off the conversion of a 6-inch private sanitary line which currently serves the Sentinel Self Storage Annex site into a public main. The plans indicate that this lateral will be reconstructed to an 8-inch sanitary main meeting City standards and dedicated to the City. The proposed sanitary line will reside within an existing 20-foot wide sanitary sewer and storm drainage easement, which is dedicated to the City of Sherwood per the "Langer Farms" plat.

Lot 4 which includes buildings "Retail A", "Retail B" and "Retail C", takes sanitary sewer service off an existing 8-inch sanitary service lateral from the Langer Farms Parkway public sanitary main. The on-site extension of this lateral is considered private utilities.

Lot 5 is dedicated to the Coffee Kiosk, and will take sanitary service off an existing 8-inch lateral from the Century Drive public sanitary main. The on-site extension of this lateral is considered private utilities.

Condition: Only the portion of a sanitary line which conveys sanitary flow from multiple lots will be accepted as a public line. Sanitary lines which only serve one lot shall remain as private sanitary sewer laterals.

Condition: Extension of private sanitary sewer lines within the site shall provide service to all facilities constructed on-site.

Condition: The proposed development shall supply public sanitary service to all parcels of the development meeting Sherwood Engineering standards.

Condition: Private sanitary sewer laterals shall be installed in compliance with the current Oregon Plumbing Specialty Code.

Condition: Prior to issuance of a Compliance Agreement, the Sherwood Engineering Department shall provide review and approval of the related public sanitary sewer improvements plans. The public sanitary sewer infrastructure plans shall meet City of Sherwood standards.

Condition: Prior to Sherwood Engineering Department final acceptance of the constructed public improvements, any public sanitary sewer to be located on private property shall have a recorded public sanitary sewer easement encompassing the related public sanitary sewer improvements meeting Sherwood Engineering standards.

Water System Plan Analysis

Public water mains exist within Langer Farms Parkway and Century Drive. The Langer Farms Parkway system is a 16-inch diameter water main, and the Century Drive system is a 12-inch diameter water main.

There is an existing 8-inch diameter service line off the Langer Farms Parkway system located at the intersection of Whetstone Way. The plans indicate that Lots 3 and 4 will take water service from this line, with separate 2-inch meter and 8-inch double check detector valve assemblies for each lot.

Lot 2 will take service off the Century Drive system with a 2-inch meter and 6-inch double check detector valve assembly.

Lot 5 will take service off the Century Drive system with a ¾-inch meter and backflow assembly.

Private fire mains are shown looped within the proposed site development (Lots 2 through 5). Fire protection for the individual buildings on site shall meet requirements specified by Tualatin Valley Fire & Rescue.

Condition: Prior to Grant of Occupancy for any buildings, the proposed development shall supply domestic, irrigation and fire water to each parcel of the development as needed meeting Sherwood Engineering standards.

Condition: Prior to a Grant of Occupancy for each building, domestic water service for each building shall have a backflow device or reduced pressure backflow assembly installed meeting the approval of the Sherwood Public Works Department.

Condition: Prior to issuance of a Building Permit for each building, water flows calculations (domestic, irrigation and fire) for the building seeking a permit shall be provided by the developer to the Building Department. Approval of the water flows calculations by Sherwood Public Works is required prior to issuance of a Building Permit.

Condition: Prior to a Grant of Occupancy for each building, if on-site fire protection is required, backflow protection meeting Sherwood Engineering Department standards shall be installed by developer, and inspected and approved by Public Works

Condition: Private water service laterals shall be installed in compliance with the current Oregon Plumbing Specialty Code.

Condition: Prior to issuance of a Compliance Agreement for any phase of development, the Sherwood Engineering Department shall provide review and approval of the related public water improvement plans. The public water infrastructure plans shall meet City of Sherwood standards.

Condition: Prior to Sherwood Engineering Department final acceptance of the constructed public improvements, any public water line to be located on private property shall have a recorded public water line easement encompassing the related public water improvements meeting Sherwood Engineering standards.

Storm Water Plan System Analysis

The nearest public storm water systems available to the site are an 18-inch main line within Century Drive, and a 36-inch main line running north to south along the eastern edge of the site. The existing regional storm water treatment facility was designed and constructed to incorporate the impervious surface area runoff from the proposed site develop. Conditions for the regional storm water treatment facility were specified under Langer Farms Planned Unit Development improvements (Case File No. MLP 16-02). For the purposes of this site development, the regional storm water treatment facility will provide the treatment capacity and, if necessary, detention capacity for the site's storm water discharge.

~~**Condition:** Prior to Grant of Occupancy for any building(s), the developer shall provide water quality treatment for all new/redeveloped impervious area constructed unless otherwise approved by the City Engineer and Clean Water Services.~~

Condition: Prior to Grant of Occupancy, any private storm sewer services shall be installed in compliance with the current Oregon Plumbing Specialty Code.

Condition: Prior to issuance of a Compliance Agreement for any phase of development, the Sherwood Engineering Department shall provide review and approval of the related public storm sewer improvement plans. The public storm sewer infrastructure plans shall meet City of Sherwood standards.

Condition: Prior to Sherwood Engineering Department final acceptance of the constructed public improvements, any public storm sewer to be located on private property shall have a recorded public storm sewer easement encompassing the related public storm sewer improvements meeting Sherwood Engineering standards.

Transportation System Plan Analysis

Kittelson prepared a TIS dated July 18, 2017. As described in the TIS and plans the proposed site development includes public street frontage improvements along Century Drive, excluding Lot 1. These public improvements consist of sidewalks, street lights, planter strip and street trees, and site driveway accesses. A third site driveway access is proposed on Langer Farms Parkway.

The proposed driveway accesses spacing distance on Langer Farms Parkway measures out to approximately 290-feet, which exceeds the City Municipal Code standard for a collector street of 100-feet. However, since the main access drive also corresponds to with the intersection of Whetstone Way, the service entry access drive will need to meet the spacing standards based on queuing distance in accordance with AASHTO for a collector road with a speed limit of 25 mph. The TIS indicates an available queue length of 100-feet for a required queue length of 75-feet.

The TIS presented ITE Code 495 (Recreational Community Center) for the proposed development activities. Upon request, the applicant provided data from three facilities currently under operation within the region that are similar in services provided, size, and operation. These sites included: 1) John's Incredible Pizza Company; 2) Family Fun Center & Bullwinkles Restaurant; and 3) Park Lanes Family Entertainment Center.

The resulting analysis confirmed that the application of Recreational Community Center use listing was conservative and acceptable for the TIS analysis.

Discussion of the applicable v/c ration assignment for Hwy 99W intersections located within the Sherwood Town Center, the City Engineer has made a determination that the v/c ratio of 1.10 being applied based on Metro designations of developments within the Town Center impacting Hwy 99W intersections that also reside within the Town Center designation limits, does not apply to developments located outside the Town Center limits which impact intersections within the Town Center limits. The v/c ratio in this case will be v/c = 0.99.

The impacts of this determination can be mitigated through proportionate share cost payment to Washington County for the Tualatin-Sherwood Road project improvements.

Within the TIS analysis findings, mitigation recommendations included:

- 1) Maintaining sight distance standards as part of the landscaping requirements
- 2) Providing pedestrian connectivity between the proposed site development and existing commercial and residential developments.

Since the main site access driveway off Langer Farms Parkway is located at the existing intersection of Langer Farms Parkway and Whetstone Way, for the purposes of pedestrian crossing safety, a Rectangular Rapid Flashing Beacon (RRFB) will be installed on the south side of this intersection on Langer Farms Parkway.

In a letter dated October 19th, 2017, ODOT requested inclusion of the Sherwood Boulevard (Edy Road) / Highway 99W intersection in the TIA analysis. The original scoping for intersection analysis did not extend this far to include this intersection, and hence impacts to the intersection were not included in the TIA analysis. However, in the trip assessment analysis (Figure 6 of the TIA analysis), it is shown that 56 AM and 69 PM peak hour additional trips would proceed west along Century Drive. In an email dated October 10, 2017 from Brian Dunn (Kittelson) discussing this item, he states that the assumption is made that most of those trips would end within local residential and shopping sites along Century Drive. Dunn concludes that since the number of end trips along Century Drive is so small, impacts to the Sherwood Boulevard (Edy Road) / Highway 99W intersection does not warrant further analysis as no impacts would be realized.

Condition: Prior to issuance of a Compliance Agreement the Applicant shall be held responsible for the following:

- a) The Applicant's fee in-lieu-of construction financial contribution shall be based on the ratio of the development's trip generation increase to the Tualatin-Sherwood Road / Hwy 99W intersection ~~and the Sherwood Boulevard (Edy Road) / Highway 99W~~ compared to the non-developed level.
- b) The Applicant's financial contribution shall be limited to proportionate share funding of the physical capacity improvement needs for the Tualatin-Sherwood Road/Hwy 99W intersection, as defined by the Washington County MSTIP project scope.
- c) The Applicant shall not be responsible for financial contributions related to the remaining roadway improvements along the Tualatin-Sherwood Road corridor, or the infrastructure improvements related to the Willamette River Water Supply project which is being made part of the Washington County MSTIP project.
- d) The Applicant shall be entitled to receive TDT credits for any required roadway improvements along Tualatin-Sherwood Road that are above their proportionate share mitigation costs.

Condition: Prior to Grant of Occupancy for any buildings constructed under this site development plan, a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing

system shall be installed on Langer Farms Parkway on the south side of the Langer Farms Parkway and Whetstone Way intersection, and be fully operational.

Condition: Prior to issuance of a Compliance Agreement the Sherwood Engineering Department shall provide review and approval of the related public transportation improvement plans. The public transportation infrastructure plans shall meet City of Sherwood standards.

Condition: Prior to Grant of Occupancy for any building(s) constructed under this site development plan, frontage improvements along the entirety of Century Drive shall be installed. This includes the undeveloped Lot 1.

Grading and Erosion Control Plan Analysis

City policy requires that prior to grading, a permit is obtained from the Building Department for grading on the private portion of the site associated with the phase of development being performed.

The Engineering Department requires a grading permit for all areas graded as part of the public improvements. The Engineering permit for grading of the public improvements is reviewed, approved and released as part of the public improvement plans.

The proposed development will disturb in excess of 5 acres.

Condition: Prior to Sherwood Engineering Department approval of any phase of the public improvement plans and issuance of a Compliance Agreement, the developer shall obtain a DEQ NPDES 1200C permit.

Other Engineering Identified Issues

A Clean Water Services Service Provider Letter has been obtained by the developer.

Condition: The developer shall adhere to the conditions of the Clean Water Services Service Provider Letter (CWS File Number 16-001228) dated March 30, 2016.

Condition: Prior to the commencement of the design of any public improvements, the developer shall attend a predesign meeting with the Sherwood Engineering Department.

Condition: Prior to Sherwood Engineering Department approval of the public improvement plans, a Storm Water Connection Permit Authorization shall be obtained from CWS through the City.

Condition: Prior to issuing any building permits, the developer shall execute an Engineering Compliance Agreement for the construction of the public improvements, unless otherwise approved by the City Engineer.

Condition: Prior to obtaining Grant of Occupancy for any building(s), final acceptance of the constructed public improvements shall be obtained from the City of Sherwood Engineering Department.

~~**Condition:** Prior to Sherwood Engineering final acceptance of the constructed public improvements the developer shall dedicate and record a minimum 8-foot wide PUE for~~

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~~areas along all street frontages where the existing PUE is less than 8 feet unless otherwise approved by the City Engineer.~~

Condition: Prior to Sherwood Engineering Department final acceptance of the public improvements, the developer shall record any private access and utility easements associated with development. These easements shall encompass areas of the subject development where use of facilities by multiple properties occurs or where one parcels service is obtained through another parcel.

Condition: Prior to Grant of Occupancy for any buildings, Sherwood Broadband utilities (vaults and conduits) shall be installed along the subject property's frontage per requirements set forth in City Ordinance 2005-017 and City Resolution 2005-074.

END OF COMMENTS.

MEMORANDUM

RECEIVED
OCT 23 2017

Date: September 28, 2017

To: Joy Chang, Associate Planner, City of Sherwood

From: Jackie Sue Humphreys, Clean Water Services (CWS)

Subject: Parkway Village South 5-Lot Commercial Subdivision, SP 17-01 and SUB 17-03, 2S129DC00900, 01000

BY:

Please include the following comments when writing your conditions of approval:

PRIOR TO ANY WORK ON THE SITE AND PLAT RECORDING

A Clean Water Services (CWS) Storm Water Connection Permit Authorization must be obtained prior to plat approval and recordation. Application for CWS Permit Authorization must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order No. 17-5, (or current R&O in effect at time of Engineering plan submittal), and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
- b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans. If site area and any offsite improvements required for this development exceed one-acre of disturbance, project will require a 1200-CN Erosion Control Permit. If site area and any offsite improvements required for this development exceed five-acres of disturbance, project will require a 1200-C Erosion Control Permit.
- c. Detailed plans showing each lot within the development having direct access by gravity to public storm and sanitary sewer.
- d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 17-5, Section 4.05. Access shall be provided for maintenance of facility per R&O 17-5, Section 4.02.4.

Exhibit C

- e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.
- f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
- g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
- h. Application may require additional permitting and plan review from CWS Source Control Program. For any questions or additional information, please contact Source Control at (503) 681-5175.
- i. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.

CONCLUSION

This Land Use Review does not constitute CWS approval of storm or sanitary sewer compliance to the NPDES permit held by CWS. CWS, prior to issuance of any connection permits, must approve final construction plans and drainage calculations.



September 13, 2017

Joy Chang
Associate Planner
City of Sherwood
22560 SW Pine Street
Sherwood, Oregon 97140

**Re: Parkway Village South
Tax Lot I.D: 2S129DC100**

Dear Joy,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. These notes are provided in regards to the plans received September 13, 2017. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)

This requirement is met.

2. **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the Fire Marshal. (OFC 503.1.1) ***Note: If fire sprinklers are installed and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.***

This requirement is met.

3. **ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE:** Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two approved separate means of fire apparatus access. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. (OFC D104.2)

This requirement is met.

Exhibit D

**Command & Business Operations Center
and North Operating Center**
11945 SW 70th Avenue
Tigard, Oregon 97223-9196
503-649-8577

South Operating Center
8445 SW Elligsen Road
Wilsonville, Oregon
97070-9641
503-259-1500

Training Center
12400 SW Tonquin Road
Sherwood, Oregon
97140-9734
503-259-1600

4. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)

This requirement is met.

5. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1 & D103.1)
6. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
7. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
 1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted**Note:** For specific widths and parking allowances, contact the local municipality.

8. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)

See attached sheet P09 for locations of fire lanes.

9. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
10. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)
11. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)

This requirement is met.

12. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%. Alternate methods and materials may be available at the discretion of the Fire Marshal (for grade exceeding 15%).
13. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

14. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
15. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1).

FIREFIGHTING WATER SUPPLIES:

16. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
17. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

Provide documentation of fire hydrant test.

18. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

19. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
 - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
 - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
20. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
 - Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

21. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)

Plans indicate private hydrants. Private hydrants shall be painted red in color.

22. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
23. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)
24. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
25. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)
26. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13)
- Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
 - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

See attached sheet P09 for locations for FDC's.

BUILDING ACCESS AND FIRE SERVICE FEATURES

27. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1, OFC 510.1, and Appendix F)
<http://www.tvfr.com/DocumentCenter/View/1296>.
- a. Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.

This requirement is for the fun center.

28. **KNOX BOX:** A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.tvfr.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)
29. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)

30. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at 503-259-1419.

Sincerely,

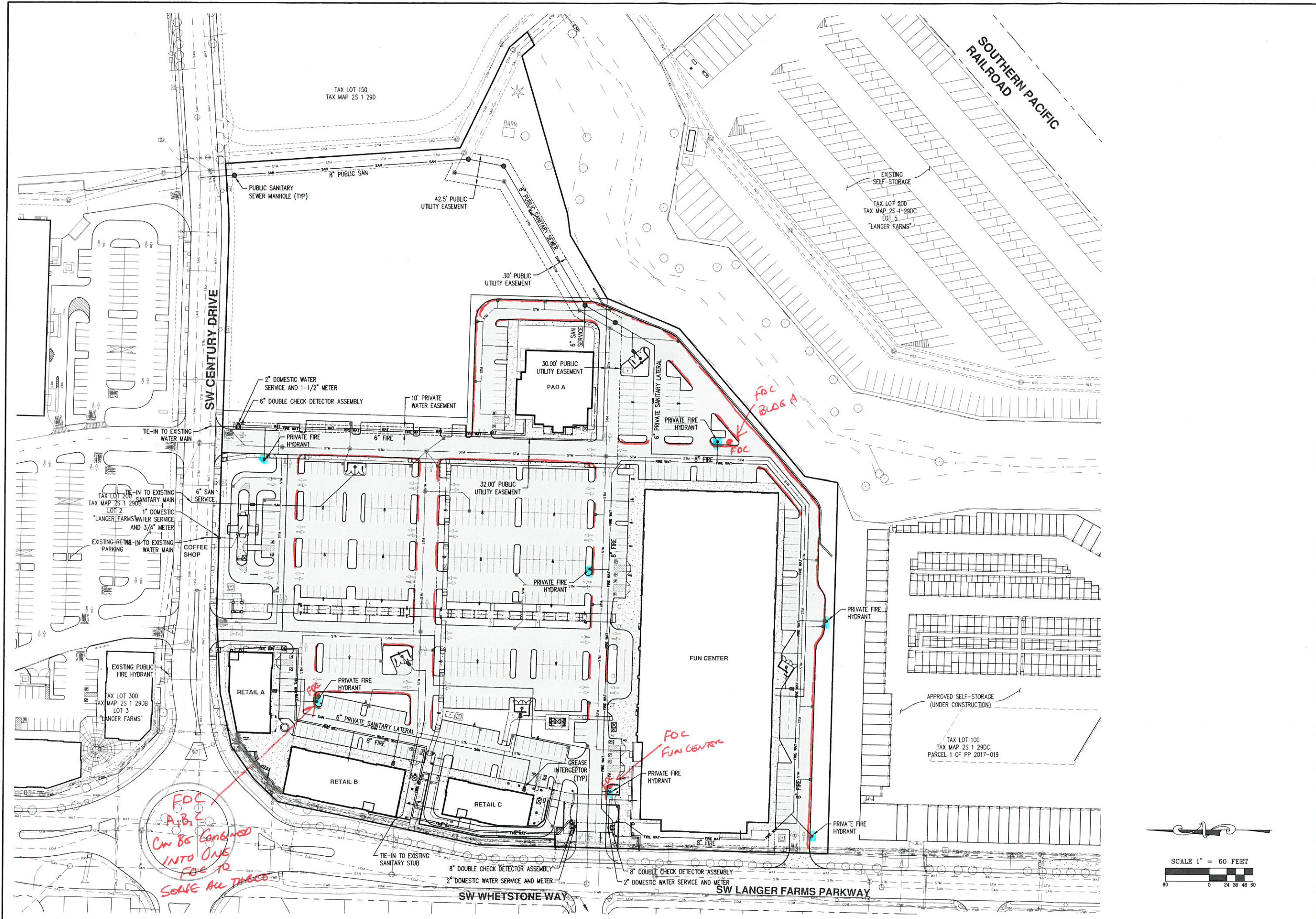
Tom Mooney

Tom Mooney
Deputy Fire Marshal II

Thomas.mooney@tvfr.com

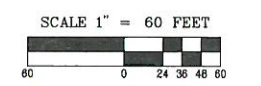
Cc: File
City of Sherwood

<http://www.tvfr.com/DocumentCenter/View/1296>



PRELIMINARY COMPOSITE
UTILITY PLAN

DESIGNED BY:	JDS
DRAWN BY:	JDS
CHECKED BY:	JPC
SCALE:	AS NOTED
DATE:	07/17/2017
NOT FOR CONSTRUCTION	
RENEWAL DATE:	12/31/17
REVISIONS:	



AKS DRAWING FILE: 5656 P09 PRELIMINARY COMPOSITE UTILITY PLANNING LAYOUT: P09



P R I D E
DISPOSAL COMPANY
P.O. Box 820 Sherwood, OR 97140
Phone: (503) 625-6177 Fax: (503) 625-6179

September 14, 2017

Joy Change, Associate Planner
City of Sherwood

Re: Parkway Village South, SW Langer Farms Pkwy

We have reviewed the site plan for the above-mentioned project. The site plan shows 5 enclosures on the property all meeting the required 10' deep by 20' wide, all allowing straight on access.

Per the email that I received from John Christiansen with AKS Engineering dated 9/12/17, they will be changing the gates to be two 10' swinging gates on all enclosures and all enclosures will have the required 20' enclosure opening and 75' of straight on access.

The other details on the site plan are not shown. These requirements will need to be met to ensure our access:

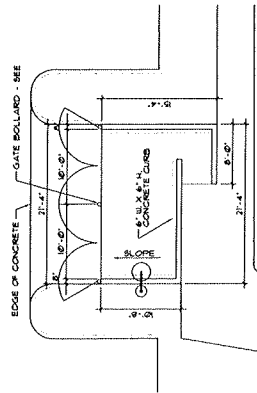
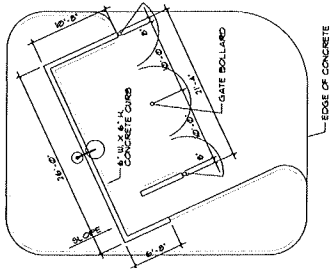
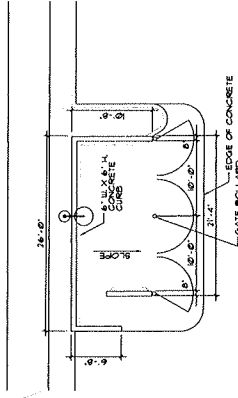
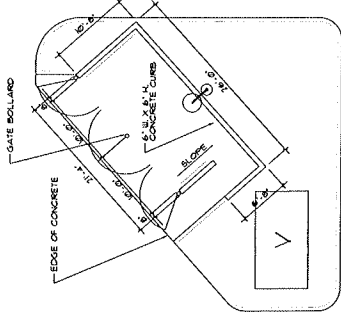
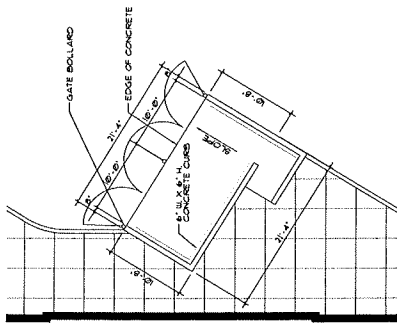
- The gates need to be hinged in front of the enclosure walls to allow for the full 20' width. This will also allow for the 120 degree opening angle that is required.
- No center post at the gate access point.
- The gates need cane bolts and holes put in place for the gates to be locked in the open and closed position. The holes for the gates to be held open need to be at the full 120 degree opening angle.
- There must be 25' of overhead clearance.

If you have any questions, feel free to contact me.

Sincerely,

Kristen Tabscott
Pride Disposal Co.
(503) 625-6177

Exhibit E



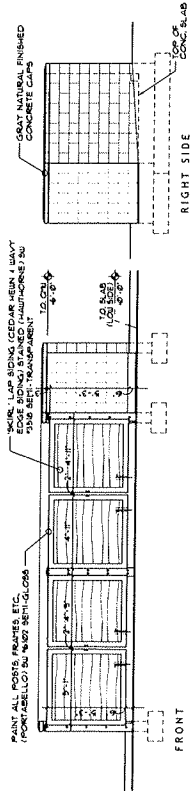
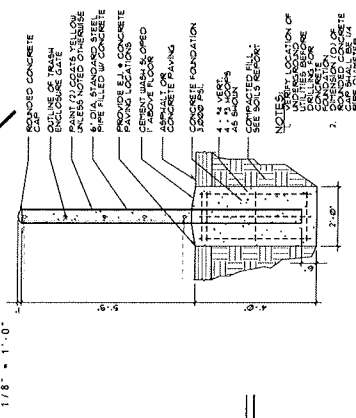
TRASH ENCLOSURE 'A' PLAN
1/8" = 1'-0" NORTH

TRASH ENCLOSURE 'B' PLAN
1/8" = 1'-0" NORTH

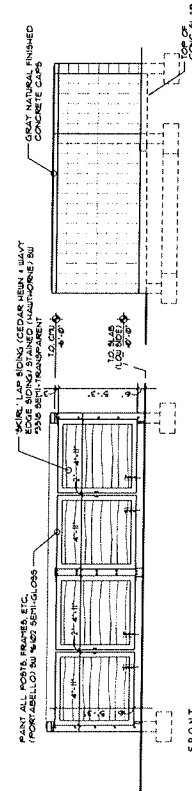
TRASH ENCLOSURE 'C' PLAN
1/8" = 1'-0" NORTH

TRASH ENCLOSURE 'D' PLAN
1/8" = 1'-0" NORTH

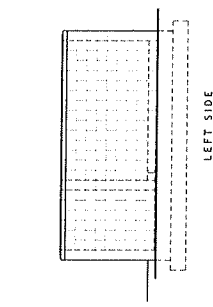
TRASH ENCLOSURE FUN CENTER PLAN
1/8" = 1'-0" NORTH



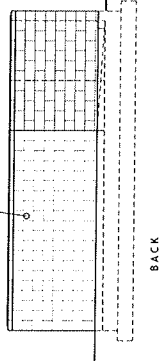
TRASH ENCLOSURE 'A' AND FUN CENTER ELEVATIONS
1/4" = 1'-0"



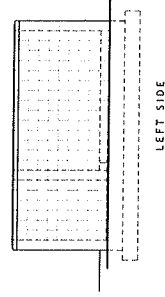
TRASH ENCLOSURE 'B', 'C', AND 'D' ELEVATIONS
1/4" = 1'-0"



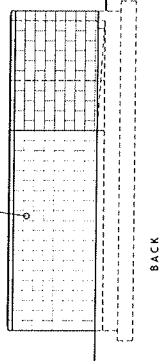
LEFT SIDE



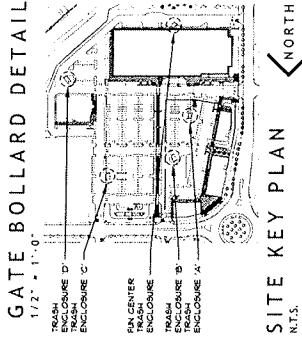
BACK



LEFT SIDE



BACK



GATE BOLLARD DETAIL
1/2" = 1'-0"

SITE KEY PLAN
N.T.S.

TE
1.1

TILAND / SCHMIDT ARCHITECTS, P.C.
3611 BULLHOOD AVE.
SUITE 2000, COR. 81335
(503) 722-8511
FAX: (503) 722-8516

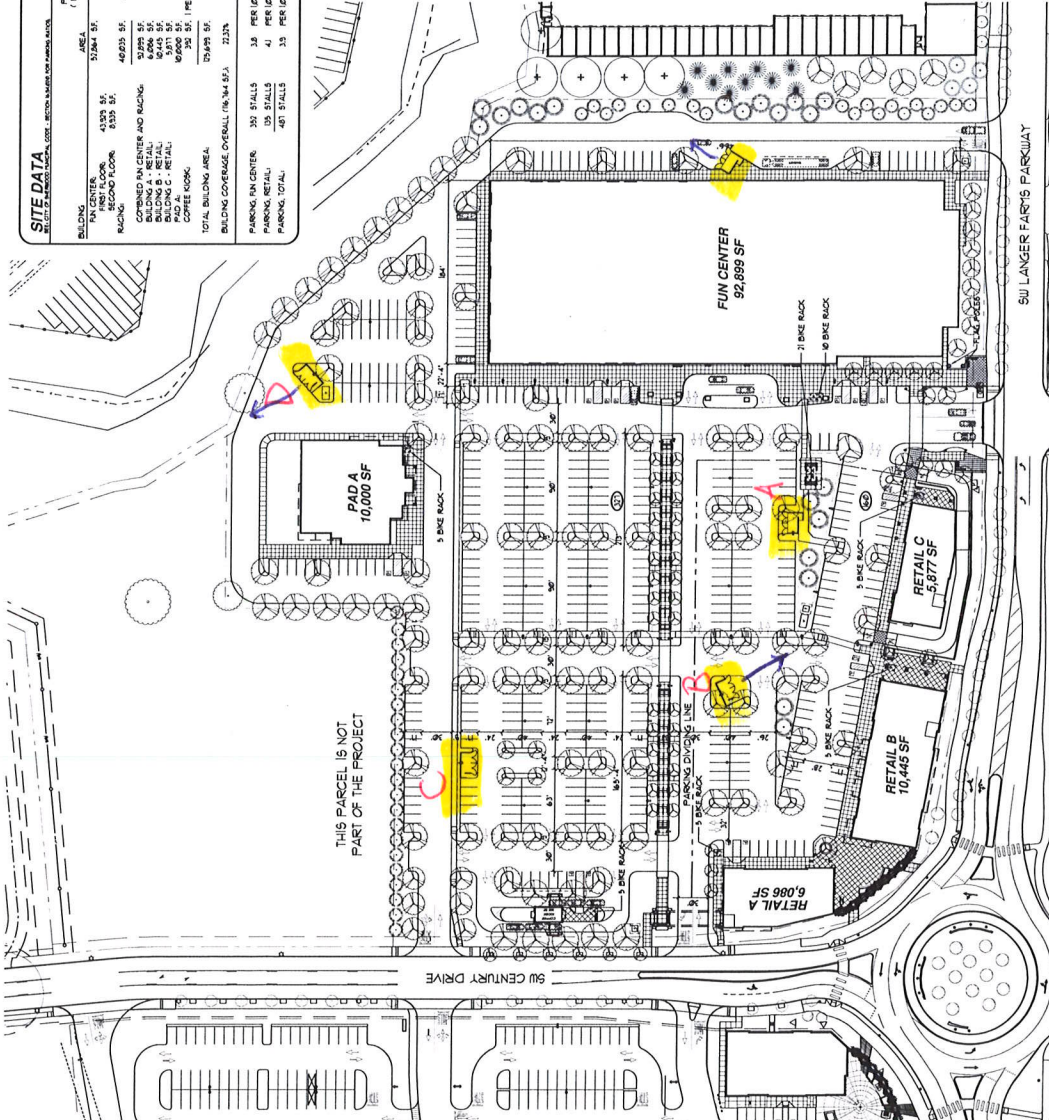
TRASH ENCLOSURES

PARKWAY VILLAGE SOUTH
LANGER FAMILY LLC

07-14-2017

SITE DATA
SEE EXHIBIT FOR NOTES AND SPECIFICATIONS TO THESE NOTES

AREA	AREA (SQ. FT.)	PARKING RATIO (PER 1,000 SQ. FT.)	PARKING STALLS (TOTAL)	RETAIL PARKING (TABLE 1)
BUILDING	43,374	0.25	10,844	0
PAVING	53,534	0.34	18,201	18,201
COMBINED IN CENTER AND PAVING	96,908	0.43	41,045	0
BUILDING A - RETAIL	6,008	0.41	2,483	2,483
BUILDING B - RETAIL	10,445	0.41	4,282	4,282
BUILDING C - RETAIL	5,977	0.41	2,451	2,451
COFFEE SHOP	6,000	0.41	2,460	2,460
COFFEE KIOSK	1,000	0.41	410	410
TOTAL BUILDING AREA	78,799		PARKING TOTALS: 466	TOTAL: 75
BUILDING COVERAGE OVERALL (IN 84.5%)	72.1%	OVERALL RATIO: 122	1.74	1.58
BUILDING IN CENTER	130	PER 1,000 SQ. FT. (12,000 SQ. FT.)	158	158
PARKING RETAIL	135	PER 1,000 SQ. FT. (32,000 SQ. FT.)	466	466
PARKING TOTAL	467	PER 1,000 SQ. FT. (70,000 SQ. FT.)		



SP
1.1



PARKWAY VILLAGE SOUTH
LANGER FAMILY LLC

07-14-2017
1" = 60'-0"

TILLAND /
SCHMIDT
ARCHITECTS, PC
3611 SUI LINGER AVE.
PORTLAND, OR 97239
(503) 720-8511
FAX (503) 720-8516



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

October 19th, 2017

ODOT #7935

ODOT Response

Project Name: Parkway Village South	Applicant: AKS Engineering
Jurisdiction: City of Sherwood	Jurisdiction Case #: SUB 17-03
Site Address: SW Langer Farms Pkwy (Adams) @ SW Tual-Shrwd, Sherwood, OR 97140	Legal Description: 02S 01W 29D Tax Lot(s): 00100
State Highway: OR 99W	

The site of this proposed land use action is in the vicinity of the OR 99W. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

ODOT has reviewed the traffic impact analysis (TIA) prepared by Kittelson and Associates dated July 18, 2017 and the supplemental analysis prepared by Kittelson and Associates dated October 10, 2017. The July 2017 TIA did not include the intersection of OR 99W and Edy Rd in the analysis. Recent analysis of the intersection indicates that it is over capacity. It would be preferable that the applicant update the TIA to include the OR 99W/Edy Rd intersection. As indicated in the TIA, the development will generate a number of trips to/from the intersection. Although it is not critical that the TIA be updated to include the OR 99W/Edy Rd intersection, ODOT recommend that the applicant be conditioned to contribute towards TSP project D16 at the intersection. TSP project D16 is defined as, "At the Highway 99W/Edy Road intersection, restripe the east approach to have exclusive left, through, and right turn lanes, and change the eastbound left and westbound left turn phasing to protective-permissive phasing."

The analysis assumes the v/c ratio mobility target for OR 99W at Tualatin Sherwood Rd to be 1.1 because the intersection is within the city's town center boundary. Only properties located within the town center can apply the 1.1 v/c ratio mobility target for the OR 99W/Tualatin Sherwood Rd intersection. Therefore, the correct Oregon Highway Plan mobility target for the intersection is .99 v/c.

According to the TIA the v/c ratio for the OR 99W/Tualatin Sherwood Rd 2019 Background Conditions is 1.07. Since the background condition at the intersection already exceeds the .99 v/c mobility target, the standard is not to make it worse. The v/c ratio for the intersection 2019 Total Traffic Conditions (with development) is 1.09. The intersection is also a 2015 top 10% SPIS site. Therefore, mitigation measures should be proposed. Alternatively, since Washington County has a funded project to improve the OR 99W/Tualatin Sherwood Rd intersection in the near term, the applicant could be required to contribute towards this project.

Please send a copy of the Notice of Decision including conditions of approval to:

Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
Traffic Contact: Avi Tayar, PE	503.731.8221

Joy Chang

From: Leann Bennett <leannrbennett@gmail.com>
Sent: Monday, November 13, 2017 4:31 PM
To: Joy Chang
Subject: SP 17-01/Sub 17-03

To: Nov.13, 2017

Joy Chang

Associate Planner

Planning Dept

Sherwood City Hall

22560 SW Pine Street

Sherwood, OR 97140

From:

Leann Bennett

22281 SW Nottingham Ct

Sherwood, OR 97140

Re:Sp 17-01/Sub 17-03

I am in opposition to the subdivision in the LI-PUD zone. The code states:

“Light Industrial (LI) - The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Commission.”

The key to a successful city is to have high value jobs available to the local residents. Tualatin and Wilsonville have done an outstanding job of attracting manufacturing and high tech jobs in their City.

Sherwood has Allied Machinery, as it's biggest employer. Where are the other high tech and other manufacturing companies? This location could be attractive to high value employers but not in conjunction with a Fun Center. The Fun Center will hire mainly minimum wage

earners and the other retail spaces will do the same. The retail sector is changing drastically to an online model and big box stores are vacant and undesirable (Albertson's!). Do we really want more big box spaces of this nature in Sherwood?

A Fun Center would attract more commuter traffic from other suburban areas. Our roads are already at capacity and adding trips to spend under \$20 without adding additional income paying jobs to our community is just wrong.

The primary goal of the LI district is NOT Retail, this is the definition of a Commercial Zone use, though I understand it's permitted uses.

Attract and create spaces for true Light Industrial friendly users and we will have a greater tax base and live/work City.

Sincerely,

Leann Bennett

Joy Chang

From: Joey Shearer <shearerj@aks-eng.com>
Sent: Thursday, November 30, 2017 12:59 PM
To: Joy Chang
Cc: John Christiansen
Subject: Parkway Village South 120-day period

Joy,

Per our phone conversation, please extend the 120-day period an additional 30 days pursuant to ORS 227.178(5).

Thank you,

Joey Shearer
Land Use Planner



AKS ENGINEERING & FORESTRY, LLC

12965 SW Herman Road, Suite 100 | Tualatin, OR 97062

P: 503.563.6151 Ext. 273 | F: 503.563.6152 | www.aks-eng.com | shearerj@aks-eng.com

Offices in: Bend, OR | Keizer, OR | Tualatin, OR | Vancouver, WA

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Exhibit H



December 11, 2017

Sent Via Email Delivery to: changj@sherwoodoregon.org

City of Sherwood Planning Commission

22560 SW Pine Street

Sherwood, OR 97140

Attention: Joy Chang, Associate Planner

RE: Parkway Village South (SP 17-01/SUB 17-03) – Comments on Application

Dear Commissioners:

My name is Matt Grady, Vice President of Project Development for Gramor Development, providing comments regarding the above applications. Our company has been intimately involved with the Planned Unit Development build out of the project and assisted in the development and operation of Phase 7 immediately north of this Phase 6. We support the current applications.

The proposed development with the Fun Center as a primary anchor and associated retail buildings to the north and west provides a logical extension of the existing development pattern and provides a highly needed entertainment type venue for Sherwood. Beaverton has a similar fun center called Big Al's. This type of facility has provided a critical location for all ages, with an emphasis on families and children. The Beaverton Big Al's has demonstrated that a facility like this is complementary to the neighborhood providing a gathering place acting as an amenity to the community.

The site zoning of Light Industrial with a general commercial overlay allows the proposed uses. The buildings are set back from the property lines to allow the required visual easements along SW Langer Farms Parkway and from the 100-foot distance from residential zoned districts.

The roads are sized and designed to accommodate the anticipated vehicle trips forecast for the proposed project. We are troubled that this project is required to mitigate potential impacts to the functional capacity at Hwy 99E, because Phase 7 provided physical improvements at that time sized for a tremendous increase in vehicle trips due to Phase 7. Nevertheless, if such requirements are to be imposed, they should be fair and equitable. Access from Langer Farms Parkway was established when this road was constructed in 2012 to be opposite SW Whetstone Way, to avoid vehicle conflicts. We are in support of the condition of approval providing pedestrian warning device for crossing Langer Farms Parkway at SW Whetstone Way.

The storm water can be accommodated in the regional facility that was built in 2013 when Phase 7 was developed.

Landscaping plans exceed the City's standards for landscaping canopy tree coverage and for landscaping areas.

Lighting is provided with a variety of fixtures that are downward facing and appropriate for the uses, accommodating the fact that the existing street lights provide additional ambient lighting along the public right of ways.

The building designs are interesting, incorporate changes in materials and elevation changes. The materials are durable, functional and represent a pallet similar to the previous Phase 7. Siding material include lap siding, board & batten, cedar shingles, stone and concrete ledgerstone, brick blends, concrete masonry split faced texture and color variety, board formed concrete, and seamless metal roofs.

The main entry from SW Century Drive provides a prominent entry feature over the entrance linking a dedicated pedestrian access to the main entrance to the Fun Center. Additional pedestrian circulation is provided all along Langer Farms Parkway, to facilitate access.

We are excited to see this project come to fruition and urge your approvals so that this project can move forward.

Regards,
Gramor Development, Inc.



Matt Grady, AICP
Vice President - Project Development

cc: John Christiansen/AKS Engineering (johnc@AKS-eng.com)
Frank Schmidt/Tiland Schmidt Architects (frankschmidt@tilandschmidt.com)
Matt Langer/ Langer Family, LLC (matt.langer04@gmail.com)

Joy Chang

From: John Christiansen <johnc@aks-eng.com>
Sent: Wednesday, November 22, 2017 3:00 PM
To: Joy Chang; Joey Shearer
Cc: Erika Palmer; Kirsten Allen; Bob Galati; Frank Schmidt; Matt Langer
Subject: RE: SP 17-01/SUB 17-03 Parkway Village South - Staff Report and Comments
Attachments: 2013 025409.pdf

Hi Joy,

Thank you for your efforts in preparing this staff report and conditions of approval. The conditions seem reasonable and we do not have objections to most of them; however, there are a few we'd like the City to reconsider:

H.1 Prior to Occupancy, all site improvements, including but not limited to landscaping, parking and site lighting shall be installed per the approved final site plan and inspected and approved by the Planning Department.

Response: Given the scale of this project, building construction will likely be phased to meet market needs. This was not explicitly defined in the application but we anticipate building construction may be phased as follows:

- Phase 1 – West half of fun center (excludes the indoor go-kart track shown on exhibit FEC 2.1 of the application)
- Phase 2 – East half of fun center (go-kart track)
- Phase 3 – Retail A, B, and C
- Phase 4 – Coffee Kiosk
- Phase 5 – Pad 'A'

A similar approach was taken with the adjacent Parkway Village project where the anchor tenant and some retail were constructed in phase 1, then Old Spaghetti Factory and Panera followed years later. The condition, as written, would give the City the ability to deny occupancy of the Fun Center if sidewalk was not completed adjacent to the retail buildings. We request this condition be revised to reflect phasing of the project. Please let me know if need a more detailed explanation or phasing map.

G.4 Prior to Sherwood Engineering final acceptance of the constructed public improvements the developer shall dedicate and record a minimum 8-foot PUE for areas along all street frontages where the existing PUE is less than 8-feet unless otherwise approved by the City.

Response: An 8-foot PUE was dedicated with the Langer Farms Plat and via Doc No 2011-030292 (see attached). We request this condition be removed as it is already satisfied.

H.4 Prior to Final Occupancy for any buildings constructed under this site development plan, a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing system shall be installed on Langer Farms Parkway on the south side of the Langer Farms Parkway and Whetstone Way intersection, and be fully operational.

Response: We do not believe the pedestrian crossing volume at this location warrants an RRFB. We request the City reconsider this condition and instead require a standard striped and signed crossing.

H.5 Prior to Final Occupancy for any building(s) constructed under this development plan, frontage improvements along the entirety of Century Drive shall be installed. This includes the undeveloped Lot 1.

Response: Constructing the frontage improvements along the undeveloped Lot 1 (installing sidewalk and landscaping) does seem appropriate at this time. Lot 1 will be developed in the future which could result in impacts to these improvements. Furthermore, the adjacent use is industrial. Continuing sidewalk to the adjacent property would provide

little benefit to pedestrian circulation in the region. We request that the City reconsider this condition and not require frontage improvements along Lot 1 at this time.

H.9 Prior to Final Occupancy for any building(s), the developer shall provide water quality treatment for all new/redeveloped impervious area constructed unless otherwise approved by the City Engineer and Clean Water Services.

Response: As documented in the preliminary stormwater report submitted with the application, stormwater quality treatment will be provided by routing stormwater to the existing regional facility. This was acknowledged in the Engineering Department Review Comments. We request that this condition be deleted or rewritten to identify that stormwater runoff from the development shall be directed to the regional facility to meet water quality treatment requirements.

Again, we appreciate your work to date and your open dialog in review of this application. Feel free to contact me with any questions.

Regards,

John P. Christiansen, PE - Associate
AKS ENGINEERING & FORESTRY, LLC

P: 503.563.6151 Ext. 247 | C: 541.231.3242 | F: 503.563.6152 | www.aks-eng.com | johnc@aks-eng.com

From: Joy Chang [mailto:ChangJ@SherwoodOregon.gov]

Sent: Tuesday, November 21, 2017 1:51 PM

To: Joey Shearer <shearerj@aks-eng.com>; John Christiansen <johnc@aks-eng.com>

Cc: Erika Palmer <PalmerE@SherwoodOregon.gov>; Kirsten Allen <AllenK@SherwoodOregon.gov>; Bob Galati <GalatiB@SherwoodOregon.gov>

Subject: SP 17-01/SUB 17-03 Parkway Village South - Staff Report and Comments

Per your request, see attached and let me know if you have any questions. Please confirm receipt.

Joy L Chang
Associate Planner
City of Sherwood
503.625.4214
changj@sherwoodoregon.gov



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LANGER FARMS

LOCATED IN THE SOUTHEAST 1/4 OF SECTION 29,
TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CITY OF SHERWOOD, WASHINGTON COUNTY, OREGON
MARCH 11, 2013

CURVE TABLE

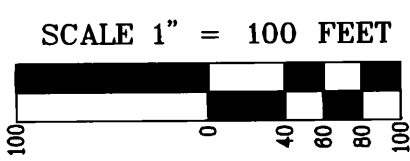
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C4	400.00'	05°27'23"	38.09'	N88°46'48"E 38.08'
C6	431.00'	05°27'23"	41.04'	N88°46'48"E 41.03'
C13	493.00'	03°16'44"	28.21'	N08°11'54"E 28.21'

*NOTE: SEE SHEET 4 FOR OWNERSHIP
AND MAINTENANCE OF ALL TRACTS

LEGEND

- ▲ SET 5/8" X 30" IRON ROD W/YPC INSCRIBED "AKS ENGR." TO BE SET DURING REMAINING MONUMENTATION ON: 7-19-14
- SET 5/8" X 30" IRON ROD W/YPC INSCRIBED "AKS ENGR." IN MONUMENT BOX TO BE SET DURING REMAINING MONUMENTATION ON: 7-19-14
- SET 5/8" X 30" IRON ROD W/YPC INSCRIBED "AKS ENGR." ON: MARCH 11, 2013
- FOUND 5/8" IRON ROD W/YPC INSCRIBED "PLS 1989", IN MONUMENT BOX; PER SN 31750; HELD
- FOUND 5/8" IRON ROD W/OPC INSCRIBED "CESNW INC."; PER SN 31760; HELD
- ⊙ FOUND 5/8" IRON ROD W/YPC INSCRIBED "G&L LAND SURVEYING INC."; PER SN 30722; HELD
- △ DENOTES FOUND MONUMENT AS NOTED; HELD UNLESS NOTED OTHERWISE

- DOC. NO. DOCUMENT NUMBER PER WASHINGTON COUNTY DEED RECORDS
- IR IRON ROD
- W/OPC WITH AN ORANGE PLASTIC CAP
- W/YPC WITH A YELLOW PLASTIC CAP
- PP NO. PARTITION PLAT NUMBER PER WASHINGTON COUNTY SURVEY RECORDS
- SN SURVEY NUMBER PER WASHINGTON COUNTY SURVEY RECORDS
- PUE PUBLIC UTILITY EASEMENT
- ROW RIGHT-OF-WAY
- SF SQUARE FEET
- U.S.B.T. UNITED STATES BEARING TREE



PREPARED FOR

LANGER FAMILY, LLC.
15585 SW TUALATIN-SHERWOOD ROAD
SHERWOOD, OR 97140

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 15, 2003
ALEXANDER H. HURLEY
56539LS
RENEWS: 6/30/13

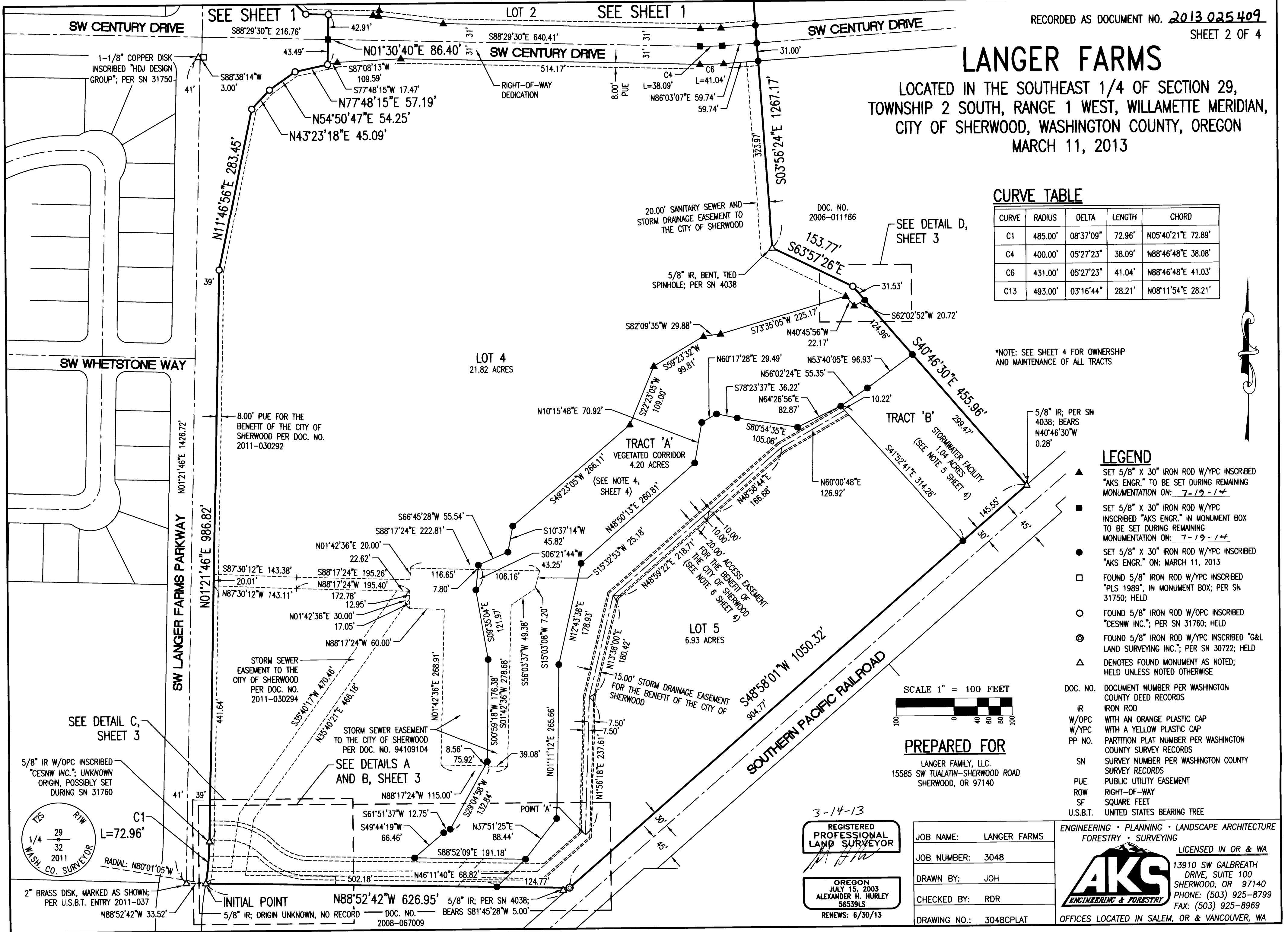
JOB NAME:	LANGER FARMS
JOB NUMBER:	3048
DRAWN BY:	JOH
CHECKED BY:	RDR
DRAWING NO.:	3048CPLAT

ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
FORESTRY • SURVEYING



LICENSED IN OR & WA
13910 SW GALBREATH
DRIVE, SUITE 100
SHERWOOD, OR 97140
PHONE: (503) 925-8799
FAX: (503) 925-8969

OFFICES LOCATED IN SALEM, OR & VANCOUVER, WA





Home of the Tualatin River National Wildlife Refuge

INTERNAL MEMORANDUM

Date: November 27, 2017
Project: Parkway Village South (SP17-01, SUB17-03)
To: Joy Chang, Associate Planner
From: Bob Galati, City Engineer
Topic: Response to Applicant Comments on Conditions of Approval.

The Applicant has submitted written concerns to specific conditions in the Land Use actions noted above. The Engineering Department response to these concerns are discussed and response noted below in “blue” text.

H.1 Prior to Occupancy, all site improvements, including but not limited to landscaping, parking and site lighting shall be installed per the approved final site plan and inspected and approved by the Planning Department.

Response: Given the scale of this project, building construction will likely be phased to meet market needs. This was not explicitly defined in the application but we anticipate building construction may be phased as follows:

- Phase 1 – West half of fun center (excludes the indoor go-kart track shown on exhibit FEC 2.1 of the application)
- Phase 2 – East half of fun center (go-kart track)
- Phase 3 – Retail A, B, and C
- Phase 4 – Coffee Kiosk
- Phase 5 – Pad ‘A’

A similar approach was taken with the adjacent Parkway Village project where the anchor tenant and some retail were constructed in phase 1, then Old Spaghetti Factory and Panera followed years later. The condition, as written, would give the City the ability to deny occupancy of the Fun Center if sidewalk was not completed adjacent to the retail buildings. We request this condition be revised to reflect phasing of the project. Please let me know if need a more detailed explanation or phasing map.

Engineering Response: Construction phasing of the public improvements based on a per building (or part of a building) concept was not presented in the land use application. From engineering staff's point of view, phased construction of the public improvements, particularly frontage improvements, is not an acceptable alternative for this development based on this phasing plan. The public frontage improvements for Langer Farms Parkway are nearly complete (include sidewalk, planter strip, street trees, street lighting, and signage). The only additions would be access drives and pedestrian crossing facilities. Frontage improvements along Century Drive currently only include street lighting. For this application the additional frontage improvements to bring Century Drive into compliance with City standards will be required.

G.4 Prior to Sherwood Engineering final acceptance of the constructed public improvements the developer shall dedicate and record a minimum 8-foot PUE for areas along all street frontages where the existing PUE is less than 8-feet unless otherwise approved by the City.

Response: An 8-foot PUE was dedicated with the Langer Farms Plat and via Doc No 2011-030292 (see attached). We request this condition be removed as it is already satisfied.

Engineering Response: The condition may be removed as it is redundant to both Century Drive and Langer Farms Parkway right-of-ways.

H.4 Prior to Final Occupancy for any buildings constructed under this site development plan, a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing system shall be installed on Langer Farms Parkway on the south side of the Langer Farms Parkway and Whetstone Way intersection, and be fully operational.

Response: We do not believe the pedestrian crossing volume at this location warrants an RRFB. We request the City reconsider this condition and instead require a standard striped and signed crossing.

Engineering Response: The condition for the RRFB is in response to previous experience with the adjacent Langer/Gramor/Wal Mart site development project. Although the roundabout was constructed with the required pedestrian crossing facilities, experience in the form of numerous complaints, several vehicular accidents and one fatality required the installation of a mid-block crossing RRFB facility. With the main site access located directly across from Whetstone Way, it is anticipated that the same pedestrian crossing conditions and usage will be experienced. The TIA's finding that the roundabout pedestrian crossing will

account for a significant portion of the pedestrian crossing count does not reflect actual experience of an adjacent site development. It is staff's opinion that the RRFB condition is supportable and remain in the COA's.

H.5 Prior to Final Occupancy for any building(s) constructed under this development plan, frontage improvements along the entirety of Century Drive shall be installed. This includes the undeveloped Lot 1.

Response: Constructing the frontage improvements along the undeveloped Lot 1 (installing sidewalk and landscaping) does seem appropriate at this time. Lot 1 will be developed in the future which could result in impacts to these improvements. Furthermore, the adjacent use is industrial. Continuing sidewalk to the adjacent property would provide little benefit to pedestrian circulation in the region. We request that the City reconsider this condition and not require frontage improvements along Lot 1 at this time.

Engineering Response: in reviewing this request, staff refers to Municipal Code Section 16.106.020.D.2 where specific conditions which would allow acceptance of future improvements guarantee may be allowed:

If the applicant is required to provide street improvements, the City Engineer may accept a future improvements guarantee in lieu of street improvements if one or more of the following conditions exist, as determined by the City:

- a. A partial improvement is not feasible due to the inability to achieve proper design standards;*
- b. A partial improvement may create a potential safety hazard to motorists or pedestrians.*
- c. Due to the nature of existing development on adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide a significant improvement to street safety or capacity;*
- d. The improvement would be in conflict with an adopted capital improvement plan;*
- e. The improvement is associated with an approved land partition on property zoned residential use and the proposed land partition does not create any new streets; or*
- f. Additional planning work is required to define the appropriate design standards for the street and the application is for a project that would*

contribute only a minor portion of the anticipated future traffic on the street.

Based on the MC language, none of the conditions are met that would allow deferment of constructing the frontage improvements of Lot 1 along Century Drive as part of this land use approval. Staff's opinion is that the requirement for frontage improvements along Lot 1 remain as a COA.

H.9 Prior to Final Occupancy for any building(s), the developer shall provide water quality treatment for all new/redeveloped impervious area constructed unless otherwise approved by the City Engineer and Clean Water Services.

Response: As documented in the preliminary stormwater report submitted with the application, stormwater quality treatment will be provided by routing stormwater to the existing regional facility. This was acknowledged in the Engineering Department Review Comments. We request that this condition be deleted or rewritten to identify that stormwater runoff from the development shall be directed to the regional facility to meet water quality treatment requirements.

Engineering Response: The condition is redundant as stormwater treatment for the proposed site area was included in the design and construction of the existing regional stormwater quality facility. The condition will be rewritten to memorialize the existing water quality facility capability.