

GREEN RIDGE SOLAR HQ // SHERWOOD, OR

SITE PLAN REVIEW TYPE II NARRATIVE LU 2021-018

DATE // 07.26.2021

REVISED FOR COMPLETENESS// 09.13/2021

PROJECT NAME //	GREEN RIDGE SOLAR HEADQUARTERS
PROJECT ADDRESS //	20737 SW OLDS PLACE, SHERWOOD, OR 97140
ASSESSOR MAP-TAX LOT //	2S129A001900
PARCEL # //	R2151074
OWNER //	GREEN RIDGE SOLAR
ARCHITECT //	INK BUILT ARCHITECTURE
STRUCTURAL ENGINEER //	TM RIPPEY STRUCTURAL ENGINEERS (FOUNDATION/OFFICES) & PRE-FAB BLDG. MFR. (EXTERIOR/MAIN BUILDING SHELL)
CIVIL ENGINEER //	SUMMIT ENGINEERING
ZONING //	LI - LIGHT INDUSTRIAL
ABUTTING ZONING //	ALL SIDES: LI - LIGHT INDUSTRIAL
CURRENT USE //	VACANT LAND
PROPERTY SIZE //	40,069 SF (0.92 ACRES)
PROPOSED DEVELOPMENT DETAILS //	
PROPOSED DEVELOPMENT AREA //	40,069 SF
STORIES	1 STORY WAREHOUSE WITH 2 STORY OFFICES
CONSTRUCTION TYPE	III B
BUILDING AREA //	17,365 SF
VEHICLE PARKING SPACES //	40
PRE-APPLICATION CONFERENCE //	#PAC 19-14

DESCRIPTION OF EXISTING SITE //

The existing site is within the Sherwood Commercial Center subdivision, created in 2006. The lots were developed along a cul de sac located off the Tualatin-Sherwood Road and include stub outs for all utilities on site. The lot is relatively flat and Arrow and Olds Place roads and sidewalks have been developed to the City of Sherwood requirements.

PROPOSED PROJECT DESCRIPTION //

This development proposal includes new site improvements - parking, on site circulation, landscaping and a new building to house Greenridge Solar's new headquarters. The new building will include warehouse space and offices for Greenridge Solar and also offices for their tenant, Butterfield Testing Labs.

APPROVAL CRITERIA // SITE PLAN TYPE II REVIEW

Division II Land Use and Development

Chapter 16.31 Industrial Land Use Districts

16.31.020 Uses (Industrial Land Use Districts):

Green Ridge Solar Headquarters - Solar panel sales and installation, with offices and warehouse space.

Use: Distribution, warehousing and storage associated with a permitted use operating on the same site

Use: Building, heating, plumbing or electrical contractors and suppliers, building maintenance services, and similar uses *

*These businesses are involved in the servicing and supplying of materials and equipment primarily intended for industrial, institutional, or commercial businesses. On-site sales are limited as most activity occurs electronically or off-site. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products are generally delivered to the customer. Few customers, especially the general public, come to the site.

Butterfield Testing Labs - Provides drug and alcohol testing for businesses, with administrative offices and testing lab space.

Use: Laboratories (not medical or dental)

The proposed development will contain uses allowed per the land use district.

16.31.030 Minimum Development Standards:

	ZONING REQ.	PROPOSED
Lot Area	10,000 SF	40,069 SF
Lot Area-Commercial Uses	10,000 SF	40,069 SF
Lot Width at Front Prop. Line	100 feet	167' - 8" 239' - 1"
Lot Width at Bldg Line	100 feet	167' - 8" 238' - 10"
Front Yard Setback	20 feet	20' +
Side/Rear Yard Setback	None	5'
Corner Lot Yard Setback	20 feet	20'+
Height	50 feet	35' - 11"

The proposed development meets all the minimum development standards as listed above.

Chapter 16.58 - VISION CLEARANCE AND FENCE STANDARDS

16.58.010 - Clear Vision Areas

- A. A clear vision area shall be maintained on the corners of all property at the intersection of two (2) streets, intersection of a street with a railroad, or intersection of a street with an alley or private driveway.
- B. A clear vision area shall consist of a triangular area, two (2) sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation; or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection, and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two (2) sides.
- C. A clear vision area shall contain no planting, sight obscuring fence, wall, structure, or temporary or permanent obstruction exceeding two and one-half (2½) feet in height, measured from the top of the curb, or where no curb exists, from the established street center line grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to the height of seven (7) feet above the ground on the sidewalk side and ten (10) feet on the street side. The following requirements shall govern clear vision areas:
 1. In all zones, the minimum distance shall be twenty (20) feet.
 2. In all zones, the minimum distance from corner curb to any driveway shall be twenty-five (25) feet.
 3. Where no setbacks are required, buildings may be constructed within the clear vision area.

The proposed development includes a clear vision area at the corner of SW Arrow and SW Olds Place. There are no fences or walls and all plantings are less than 30" in height. See site plan.

16.58.020 - Fences, Walls and Hedges

- D. Location—Non-Residential Zone:
 1. Fences up to eight (8) feet high are allowed along front, rear and side property lines, subject to Section 16.58.010. (Clear Vision Areas) and building department requirements.
 2. A sound wall is permitted when required as a part of a development review or concurrent with a road improvement project. A sound wall may not be taller than twenty (20) feet.
 3. Hedges up to twelve (12) feet tall are allowed.

The proposed development does not include any fencing on the site.

Chapter 16.60 Yard Requirements

16.60.020 Corner Lots

On a corner lot, or a reversed corner lot of a block oblong in shape, the short street side may be used as the front of the lot provided:

- A. The front yard setback shall not be less than twenty-five (25) feet; except where otherwise allowed by the applicable zoning district and subject to vision clearance requirements.
- B. The side yard requirements on the long street side shall conform to the front yard requirement of the zone in which the building is located.

The proposed development includes 20' front yard setbacks on both street frontages.

16.60.030 Yards

- A. Except for landscaping, every part of a required yard (also referred to as minimum setback) shall be open and unobstructed from its lowest point to the sky, except that architectural features such as awnings, fire escapes, open stairways, chimneys, or accessory structures permitted in accordance with Chapter 16.50 (Accessory Structures) may be permitted when so placed as not to obstruct light and ventilation.
- B. Where a side or rear yard is not required, and a primary structure is not erected directly on the property line, a primary structure must be set back at least three (3) feet.

The proposed development setbacks are unobstructed with architectural features.

Division V Community Design

Chapter 16.90 - Site Planning

16.90.020 - Site Plan Review

D. Required Findings

No site plan approval will 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.
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.
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.
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.

The proposed development is located on an industrial subdivision and there are no significant natural features to preserve.

5. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant must provide adequate information, such as a traffic impact analysis (TIA) or traffic counts, to demonstrate the level of impact to the surrounding transportation system. The developer is required to mitigate for impacts attributable to the project, pursuant to TIA requirements in [Section 16.106.080](#) and rough proportionality requirements in [Section 16.106.090](#). The determination of impact or effect and the scope of the impact study must be coordinated with the provider of the affected transportation facility.

The proposed development will not generate more than 400 average daily trips, see attached traffic analysis and trip generation report.

7. Industrial developments provide employment opportunities for citizens of Sherwood and the region as a whole. The proposed industrial development is designed to enhance areas visible from arterial and collector streets by reducing the "bulk" appearance of large buildings. Industrial design standards include the following:

- a. Portions of the proposed industrial development within 200 feet of an arterial or collector street and visible to the arterial or collector (i.e. not behind another building) must meet any four of the following six design criteria:
 - (1) A minimum 15% window glazing for all frontages facing an arterial or collector.
 - (2) A minimum of two building materials used to break up vertical facade street facing frontages (no T-111 or aluminum siding).
 - (3) Maximum thirty-five (35) foot setback for all parts of the building from the property line separating the site from all arterial or collector streets (required visual corridor falls within this maximum setback area).
 - (4) Parking is located to the side or rear of the building when viewed from the arterial or collector.
 - (5) Loading areas are located to the side or rear of the building when viewed from the arterial or collector. If a loading area is visible from an arterial or collector, it must be screened with vegetation or a screen made of materials matching the building materials.
 - (6) All roof-mounted equipment is screened with materials complimentary to the building design materials.

The proposed development meets the following four criteria of the six:

- (1) The building has 20% glazing on SW Arrow (collector street) which exceeds the minimum of 15% on SW Arrow.***
- (2) The exterior materials are a combination of two different metal panel textures and shiplap vertical stained cedar, see the elevations attached.***
- (3) This criteria is not met.***
- (4) This criteria is not met.***
- (5) The loading space is located to the side/rear of the proposed building as viewed from SW Arrow (collector street).***
- (6) Equipment is not located on the roof. The proposed roof is a sloping gable/shed design and all equipment will be inside the building or shielded on the ground.***

- b. As an alternative to Section 16.90.020.D.7.a, an applicant may opt to have a design review hearing before the Planning Commission to demonstrate how the proposed development meets or exceeds the applicable industrial design objectives below (this design review hearing will be processed as a Type IV review):
 - i. Provide high-value industrial projects that result in benefits to the community, consumers and developers.

The proposed development is a high value industrial project for a solar design and installation company, Green Ridge Solar. This building will be their headquarters building and will house all their engineering,

design and office support staff as well as their construction and installation staff and equipment. It will include a tenant space as well for another allowed use - a testing lab. These companies will bring local job opportunities in a fast growing industry to the community of Sherwood.

- ii. Provide diversified and innovative working environments that take into consideration community needs and activity patterns.

Green Ridge Solar will bring the solar industry to the city and incorporates creative design and engineering and installation and equipment under the same roof to add diversity to the Sherwood community.

- iii. Support the City's goals of economic development.

Bringing Green Ridge Solar to this location improves economic development in Sherwood.

- iv. Complement and enhance projects previously developed under the industrial design standards identified in Section 16.90.020.D.7.

The development proposed will complement and enhance the industrial design standards for the Olds Place subdivision, with its modern design and creative use of materials that will fit in with the adjacent developments and incorporates durable and attractive materials that are timeless and will last for decades.

- v. Enhance the appearance of industrial developments visible from arterials and collectors, particularly those considered "entrances" to Sherwood, including but not limited to: Highway 99W, Tualatin-Sherwood Road and Oregon Street.

This development location is not located along 99W or Tualatin-Sherwood Road, so this criteria does not apply.

- vi. Reduce the "bulk" appearance of large industrial buildings as viewed from the public street by applying exterior features such as architectural articulation, windows and landscaping.

The proposed development is only two stories in height and incorporates many architectural features that reduce any sense of bulk from the street and create an inviting and attractive building for the pedestrian experience. The design incorporates a metal panel finish with natural wood accents and metal door and window systems. The entries for each tenant are accentuated with steel awnings and natural wood details. The metal facade at the main tenant entry breaks away to emphasize the entry path and is oriented to SW Olds Place.

- vii. Protect natural resources and encourage integration of natural resources into site design (including access to natural resources and open space amenities by the employees of the site and the community as a whole).

There are no natural resources on or adjacent to this site.

Per the response to 16.90.020(D)(7)(b) above, this proposed development is pursuing a Type II process.

- 8. Driveways that are more than twenty-four (24) feet in width shall align with existing streets or planned streets as shown in the Local Street Connectivity Map in the adopted Transportation

System Plan (Figure 17), except where prevented by topography, rail lines, freeways, pre-existing development, or leases, easements, or covenants.

The proposed driveways to the parking areas are 26' wide to meet zoning requirements and the loading space has a 40' driveway. There are no planned streets to align adjacent to this site.

Chapter 16.92 Landscaping

16.92.020 Landscaping Materials

A. Type of Landscaping

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

1. Ground Cover Plants

- a. All of the landscape that is not planted with trees and shrubs must be planted in ground cover plants, which may include grasses. Mulch is not a substitute for ground cover, but is allowed in addition to the ground cover plants.
- b. Ground cover plants other than grasses must be at least the four-inch pot size and spaced at distances appropriate for the plant species. Ground cover plants must be planted at a density that will cover the entire area within three (3) years from the time of planting.

2. Shrubs

- a. All shrubs must be of sufficient size and number to be at full growth within three (3) years of planting.
- b. Shrubs must be at least the one-gallon container size at the time of planting.

3. Trees

- a. Trees at the time of planting must be fully branched and must be a minimum of two (2) caliper inches and at least six (6) feet in height.
- b. Existing trees may be used to meet the standards of this chapter, as described in Section 16.92.020.C.2.

The landscape plan meets this criteria, see attached plans. All plants are selected from the City of Portland Tree and Landscaping Manual.

https://www.portland.gov/sites/default/files/2020/lu_landscp_manual_030917_0.pdf

B. Plant Material Selection and Preparation

1. 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.

2. Landscape materials should be selected and sited to produce a hardy and drought-resistant landscape area. Selection of the plants should include consideration of soil type, and depth, the amount of maintenance required, spacing, exposure to sun and wind, the slope and contours of the site, and compatibility with existing native vegetation preserved on the site.

All of the plants selected are native and/or drought tolerant species. We have included typical details for soil amendments and planting details for trees and shrubs, see attached plans.

C. Existing Vegetation

1. All developments subject to site plan review per Section 16.90.020 and required to submit landscaping plans per this section 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.(Parks, Trees and Open Space) and Chapter 16.144 (Wetland, Habitat, and Natural Resources).
2. Existing vegetation, except those plants on the Nuisance Plants list as identified in the "Suggested Plant Lists for Required Landscaping Manual" may be used to meet the landscape standards, if protected and maintained during the construction phase of the development.
 - a. If existing trees are used, each tree six (6) inches or less in diameter counts as one (1) medium tree.
 - b. Each tree that is more than six (6) inches and up to nine (9) inches in diameter counts as two (2) medium trees.
 - c. Each additional three (3) inch diameter increment above nine (9) inches counts as an additional medium tree.

The existing lot has been overgrown with grasses and a couple of shrubs etc. that ended up being left or growing on site after the initial subdivision work. There are no existing trees. No existing vegetation will be retained.

D. Non-Vegetative Features

1. 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.
2. Impervious paving shall not be counted toward the minimum landscaping requirements unless adjacent to at least one (1) landscape strip and serves as a pedestrian pathway.
3. Artificial plants are prohibited in any required landscaped area.

This proposal does not include any architectural features or artificial plants. Paving has not been counted toward landscape area requirements.

16.92.030 - Site Area Landscaping and Perimeter Screening Standards

A. Perimeter Screening and Buffering

1. Perimeter Screening Separating Residential Zones:

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

This criteria does not apply to this site as it does not abut a residential zone.

2. Perimeter Landscaping Buffer.

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

The access drives to a rear lots in the residential zone (i.e. flag lot) shall be separated from abutting property(ies) by a minimum of forty-two-inch sight-obscuring fence or a forty-two-inch to an eight (8) feet high landscape hedge within a four-foot wide landscape buffer. Alternatively, where existing mature trees and vegetation are suitable, Review Authority may waive the fence/buffer in order to preserve the mature vegetation.

3. Perimeter Landscape Buffer Reduction

If the separate, abutting property to the proposed development contains an existing perimeter landscape buffer of at least five (5) feet in width, the applicant may reduce the proposed site's required perimeter landscaping up to five (5) feet maximum, if the development is not adjacent to a residential zone. For example, if the separate abutting perimeter landscaping is five (5) feet, then applicant may reduce the perimeter landscaping to five (5) feet in width on their site so there is at least five (5) feet of landscaping on each lot.

There is a 5' landscape buffer along the West and North property lines. See the site plan.

B. Parking Area Landscaping

1. Purpose

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

2. Definitions

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

b. Canopy Factor

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

$$\text{Canopy Factor} = \text{Mature Height (in feet)} \times \text{Canopy Spread (in feet)} \times \text{Growth Rate Factor} \times .01$$

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

3. Required Landscaping

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

Parking landscaping has been provided as follows:

1,800 SF REQ'D (40 PARKING SPACES * 45 SF PER SPACE) = 2,816 SF PROVIDED.

4. Amount and Type of Required Parking Area Landscaping

a. Number of Trees required based on Canopy Factor

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

(1) Any combination of the following is required:

- i. One (1) large tree is required per four (4) parking spaces;
- ii. One (1) medium tree is required per three (3) parking spaces; or
- iii. One (1) small tree is required per two (2) parking spaces.
- iv. At least five (5) percent of the required trees must be evergreen.

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

b. Shrubs:

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

c. Ground cover plants:

- (1) Any remainder in the parking area must be planted with ground cover plants.
- (2) The plants selected must be spaced to cover the area within three (3) years. Mulch does not count as ground cover.

Tree combinations:

10 small trees @ 1 per 2 parking spaces = 20 parking spaces
4 medium trees @ 1 per 3 parking spaces = 12 parking spaces
2 large trees @ 1 per 4 parking spaces = 8 parking spaces
20 + 12 + 8 = 40 = 40 provided parking spaces

2 shrubs req'd per parking space = 80 shrubs req'd
82 shrubs provided

> 5% of required trees must be evergreen
1 of 15 trees provided are evergreen
Ground cover over all remaining landscape areas.

See Landscape plans for locations. All plants are selected from the City of Portland Tree and Landscaping Manual. https://www.portland.gov/sites/default/files/2020/lu_landscp_manual_030917_0.pdf

5. Individual Landscape Islands Requirements

- a. Individual landscaped areas (islands) shall be at least ninety (90) square feet in area and a minimum width of five (5) feet and shall be curbed to protect the landscaping.
- b. Each landscape island shall be planted with at least one (1) tree.
- c. Landscape islands shall be evenly spaced throughout the parking area.
- d. Landscape islands shall be distributed according to the following:
 - (1) Residential uses in a residential zone: one (1) island for every eight (8) contiguous parking spaces.
 - (2) Multi or mixed-uses, institutional and commercial uses: one (1) island for every ten (10) contiguous parking spaces.
 - (3) Industrial uses: one (1) island for every twelve (12) contiguous parking spaces.

Required landscape islands are a minimum of 90 SF and include at least one tree. See landscape plan.

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

f. Exception to Landscape Requirement

Linear raised or marked sidewalks and walkways within the parking areas connecting the parking spaces to the on-site buildings may be included in the calculation of required site landscaping provide that it:

- (1) Trees are spaced a maximum of thirty (30) feet on at least one (1) side of the sidewalk.
- (2) The minimum unobstructed sidewalk width is at least six (6) feet wide
- (3) The sidewalk is separated from the parking areas by curbs, bollards, or other means on both sides.

This proposal does not include storm water bioswales or walkways in the parking lot.

6. 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](#).

7. Exceptions

- a. For properties with an environmentally sensitive area and/or trees or woodlands that merit protection per Chapters [16.142](#) (Parks, Trees and Open Space) and [16.144](#) (Wetland, Habitat and Natural Areas) the landscaping standards may be reduced, modified or "shifted" on-site where necessary in order to retain existing vegetation that would otherwise be removed to meet the above referenced landscaping requirements.
- b. The maximum reduction in required landscaping buffer permitted through this exception process shall be no more than fifty (50) percent. The resulting landscaping buffer after reduction may not be less than five (5) feet in width unless otherwise permitted by the underlying zone. Exceptions to the required landscaping may only be

permitted when reviewed as part of a land use action application and do not require a separate variance permit.

This proposal complies with sight distance requirements, see plans.

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

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

This proposal does not include any outdoor storage. Any outdoor condensing units for HVAC will be located behind the building and screened from view of the public streets.

D. Visual Corridors

Except as allowed by subsection 6. above, new developments shall be required to establish landscaped visual corridors along Highway 99W and other arterial and collector streets, consistent with the Natural Resources and Recreation Plan Map, Appendix C of the Community Development Plan, Part II, and the provisions of [Chapter 16.142](#) (Parks, Trees, and Open Space). Properties within the Old Town Overlay are exempt from this standard.

This criteria does not apply as this site is not located along Hwy 99.

16.92.040 - Installation and Maintenance Standards

A. Installation

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

B. Maintenance and Mitigation of Landscaped Areas

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

C. Irrigation

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

1. Option 1: A permanent built-in irrigation system with an automatic controller installed.
2. Option 2: An irrigation system designed and certified by a licensed landscape architect or other qualified professional as part of the landscape plan, which provides sufficient water to

ensure that the plants become established. The system does not have to be permanent if the plants chosen can survive independently once established.

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

D. Deferral of Improvements

Landscaping shall be installed prior to issuance of occupancy permits, unless security equal to one hundred twenty-five (125) percent of the cost of the landscaping is filed with the City. "Security" may consist of a performance bond payable to the City, cash, certified check, or other assurance of completion approved by the City. If the installation of the landscaping is not completed within one (1) year, the security may be used by the City to complete the installation.

This proposal includes requirement to adhere to the above installation and irrigation requirement, see plans.

Chapter 16.94 Off-Street Parking and Loading

16.94.010 - General Requirements

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.

B. Deferral of Improvements

Off-street parking and loading spaces shall be completed prior to the issuance of occupancy permits, unless the City determines that weather conditions, lack of available surfacing materials, or other circumstances beyond the control of the applicant make completion impossible. In such circumstances, security equal to one hundred twenty five (125) percent of the cost of the parking and loading area is provided the City. "Security" may consist of a performance bond payable to the City, cash, certified check, or other assurance of completion approved by the City. If the installation of the parking or loading area is not completed within one (1) year, the security may be used by the City to complete the installation.

C. Options for Reducing the Required Parking Spaces

1. 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.
 - a. Within commercial, institutional and public, or industrial zones, shared parking may be provided on lots that are within five hundred (500) feet of the property line of the use to be served.
 - b. Shared parking is allowed if the application can show that the combined peak use is available by a parking study that demonstrates:

- (1) There is a sufficient number of parking spaces to accommodate the requirements of the individual businesses; or
- (2) That the peak hours of operation of such establishments do not overlap, and
- (3) That an exclusive permanent easement over a delineated area has been granted for parking space use.

Off street parking is being provided for this development that meets the minimum requirements, see siteplan. No reduction in parking requirements is being requested.

2. Mixed use projects are developments where a variety of uses occupies a development project or complex. For example, an eating establishment, professional office building and movie theater are all components of a mixed use site. It does not include a secondary use within a primary use such as an administrative office associated with a retail establishment. In mixed-use projects, the required minimum vehicle parking shall be determined using the following formula:

This criteria does not apply to this site.

D. 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.

Required parking and loading areas will be used for parking and loading.

E. Location

1. Residential off-street parking spaces:
 - a. Shall be located on the same lot or development as the residential use.
 - b. Shall not include garages or enclosed buildings with the exception of a parking structure in multifamily developments where three (3) or more spaces are not individually enclosed. (Example: Underground or multi-level parking structures).

This development is commercial use, this criteria does not apply.

2. For other uses, required off-street parking spaces may include adjacent on-street parking spaces, nearby public parking and shared parking located within five hundred (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.

Required parking is provided within the property lines.

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.

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

Proposed building will have less than 40 employees. No carpool spaces are provided.

F. Marking

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

Proposed parking area will be clearly marked and striped, see Civil plans.

G. Surface and Drainage

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

Proposed parking area will be asphalt and includes storm drainage, see Civil plans.

H. Parking and Loading Plan

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

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

Proposed parking and loading areas are defined on the attached plans.

16.94.020 - Off-Street Parking Standards

A. Generally

Use	Parking Req'd.	GSF	Provide Parking Spaces
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Industrial	1.6 / 1,000 sf gross	6,603 SF	11 spaces
Office	<u>2.7 / 1,000 sf gross</u>	10,761 SF	<u>29 spaces</u>
	40 Total Req'd.		40 Total Provided.

B. Dimensional and General Configuration Standards

1. Dimensions For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.
2. Layout
Parking space configuration, stall and access aisle size shall be of sufficient width for all vehicle turning and maneuvering. Groups of more than four (4) parking spaces shall be served by a driveway so as to minimize backing movements or other maneuvering within a street, other than an alley. All parking areas shall meet the minimum standards shown in the following table and diagram.

Table 2:	Minimum Size	Provided
Minimum Parking Space Dimensions	9'x20'	9'x20'
25% can be compact	8'x18'	8'x18' (9 proposed)
Min. Drive Aisle	24' (26' if compact parking spaces)	26'

3. Wheel stops required - 4" H. X 3' long - 3' from end of parking stall
4. 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.
5. Credit for On-Street Parking
 - a. On-Street Parking Credit. The amount of off-street parking required shall be reduced by one (1) 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.
 - b. The following constitutes an on-street parking space:
 - (1) Parallel parking, each twenty-four (24) feet of uninterrupted curb;
 - (2) Forty-five (45)/sixty (60) degree diagonal, each with ten (10) feet of curb;
 - (3) Ninety (90) degree (perpendicular) parking, each with eight (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.

Off street parking is being provided for this development that meets the minimum requirements, see site plan. Nine (22% of the 40 proposed parking spaces are compact. No reduction in parking requirements is

being requested. On street parking can accommodate 7 spaces on SW Arrow and 2 spaces on SW Olds in addition to the proposed off street parking.

6. Reduction in Required Parking Spaces

Developments utilizing Engineered storm water bio-swales or those adjacent to environmentally constrained or sensitive areas may reduce the amount of required parking spaces by ten (10) percent when twenty-five (25) through forty-nine (49) parking spaces are required, fifteen (15) percent when fifty (50) and seventy-four (74) parking spaces are required and twenty (20) percent when more than seventy-five (75) parking spaces are required, provided the area that would have been used for parking is maintained as a habitat area or is generally adjacent to an environmentally sensitive or constrained area.

7. Parking Location and Shared Parking

Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable.

Off street parking is being provided for this development that meets the minimum requirements, see site plan. No reduction in parking requirements is being requested.

C. Bicycle Parking Facilities

1. General Provisions

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

2. Location and Design.

a. General Provisions

- (1) Each space must be at least two (2) feet by six (6) feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.

- (2) There must be an aisle at least five (5) feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
 - (3) Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.
 - (4) Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
 - (5) Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right-of-way. A standard inverted "U shaped" or staple design is appropriate. Alternative, creative designs are strongly encouraged.
 - (6) Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.
- b. Short-term Bicycle Parking
 - (1) Provide lockers or racks that meet the standards of this section.
 - (2) Locate inside or outside the building within thirty (30) feet of the main entrance to the building or at least as close as the nearest vehicle parking space, whichever is closer.
 - c. Long-term Bicycle Parking
 - (1) Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or customers or monitored by security guards).
 - (2) Locate the outside bicycle parking spaces within one hundred (100) feet of the entrance that will be accessed by the intended users.
 - (3) All of the spaces shall be covered.
 - d. Covered Parking (Weather Protection)
 - (1) When required, covered bicycle parking shall be provided in one (1) of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
 - (2) Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven-foot minimum overhead clearance.
 - (3) Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Table 4: Minimum Required Bike Parking Spaces (Short Term)

Use	Bike Parking Req'd.	Auto Spaces	Req'd. Bike Parking
Industrial	1/40 auto spaces	11 spaces	1 space
Office	1/20 auto spaces	29 spaces	<u>2 spaces</u> 3 Required 4 Provided.

The proposed development includes bike parking for 4 bikes outside on bike staples, see plans.

16.94.030 - Off-Street Loading Standards



A. Minimum Standards

1. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school, or other public meeting place, which is designed to accommodate more than twenty five (25) persons at one time.
2. The minimum loading area for non-residential uses shall not be less than ten (10) feet in width by twenty-five (25) feet in length and shall have an unobstructed height of fourteen (14) feet.
3. Multiple uses on the same parcel or adjacent parcels may utilize the same loading area if it is shown in the development application that the uses will not have substantially overlapping delivery times.
4. The following additional minimum loading space is required for buildings in excess of twenty thousand (20,000) square feet of gross floor area:
 - a. Twenty thousand (20,000) to fifty (50,000) sq. ft. - five hundred (500) sq. ft.
 - b. Fifty (50,000) sq. ft. or more - seven hundred fifty (750) sq. ft.

B. Separation of Areas

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

The proposed development includes a 25' driveway access to the loading area located at the North side of the building. The loading area is 40'x74' with clear height above. The building area is less than 20,000 SF.

C. Exceptions and Adjustments.

The review authority, through Site Plan Review, may approve loading areas within a street right-of-way in the Old Town Overlay District when all of the following conditions are met:

1. Short in duration (i.e., less than one (1) hour);
2. Infrequent (less than three (3) operations occur daily between 5:00 a.m. and 12:00 a.m. or all operations occur between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
3. Does not unreasonably obstruct traffic; [or] Does not obstruct traffic during peak traffic hours;
4. Does not obstruct a primary emergency response route; and
5. Is acceptable to the applicable roadway authority.

This criteria does not apply to this site.

Chapter 16.96 On-Site Circulation

16.96.010 - On-Site Pedestrian and Bicycle Circulation

A. Purpose

On-site facilities shall be provided that accommodate safe and convenient pedestrian access within new subdivisions, multi-family developments, planned unit developments, shopping centers and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Neighborhood activity centers include but are not limited to existing or planned schools, parks, shopping areas, transit stops or employment centers. All new

development, (except single-family detached housing), shall provide a continuous system of private pathways/sidewalks.

B. Maintenance

No building permit or other City permit shall be issued until plans for ingress, egress and circulation have been approved by the City. Any change increasing any ingress, egress or circulation requirements, shall be a violation of this Code unless additional facilities are provided in accordance with this Chapter.

The proposed development includes pedestrian connections via a paved 6' wide concrete walkway from all building entrances to the adjacent right of ways on Arrow and Olds Place.

C. Joint Access

Two (2) or more uses, structures, or parcels of land may utilize the same ingress and egress when the combined ingress and egress of all uses, structures, or parcels of land satisfied the other requirements of this Code, provided that satisfactory legal evidence is presented to the City in the form of deeds, easements, leases, or contracts to clearly establish the joint use.

This criteria does not apply to this site.

D. Connection to Streets

1. Except for joint access per this Section, all ingress and egress to a use or parcel shall connect directly to a public street, excepting alleyways with paved sidewalk.
2. Required private sidewalks shall extend from the ground floor entrances or the ground floor landing of stairs, ramps or elevators to the public sidewalk or curb of the public street which provides required ingress and egress.

The proposed development includes driveway access to the public streets and pedestrian connections via a paved concrete walkway from all building entrances to the adjacent right of ways on Arrow and Olds Place.

Chapter 16.98 On-Site Storage

16.98.010 - Recreational Vehicles and Equipment

Recreational vehicles and equipment may be stored only within designated and improved off-street parking areas. Such areas shall meet the screening and landscaping requirements of [Section 16.92.030](#).

This criteria does not apply to this site. There will be no on-site storage of recreational vehicles or equipment on site.

16.98.020 - Solid Waste and Recycling Storage

All uses shall provide solid waste and recycling storage receptacles which are adequately sized to accommodate all solid waste generated on site. All solid waste and recycling storage areas and receptacles shall be located out of public view. Solid waste and recycling receptacles for multi-family, commercial, industrial and institutional uses shall be screened by six (6) foot high sight-obscuring fence or masonry wall and shall be easily accessible to collection vehicles.

This proposal includes a 6' high CMU trash enclosure with metal gates that obscure the interior to hold recycling and trash receptacles for all tenants, see plans for details.

16.98.030 - Material Storage

- A. Generally. Except as otherwise provided herein, external material storage is prohibited, except in commercial and industrial zones where storage areas are approved by the Review Authority as part of a site plan or per [Section 16.98.040](#).
- B. Standards. Except as per [Section 16.98.040](#), all service, repair, storage, and merchandise display activities carried on in connection with any commercial or industrial activity, and not conducted within an enclosed building, shall be screened from the view of all adjacent properties and adjacent streets by a six (6) foot to eight (8) foot high, sight obscuring fence subject to [chapter 16.58.020](#). In addition, unless adjacent parcels to the side and rear of the storage area have existing solid evergreen screening or sight-obscuring fencing in place, new evergreen screening no less than three (3) feet in height shall be planted along side and rear property lines. Where other provisions of this Code require evergreen screening, fencing, or a landscaped berm along side and rear property lines, the additional screening stipulated by this Section shall not be required.
- C. Hazardous Materials. Storage of hazardous, corrosive, flammable, or explosive materials, if such storage is otherwise permitted by this Code, shall comply with all local fire codes, and Federal and State regulations.

The proposed development will not include outdoor storage of materials.

16.98.040 - Outdoor Sales and Merchandise Display

A. Sales Permitted

Outdoor sales and merchandise display activities, including sales and merchandise display that is located inside when the business is closed but otherwise located outside, shall be permitted when such activities are deemed by the Commission to be a customary and integral part of a permitted commercial or industrial use.

- 1. Permanent outdoor sales and merchandise display are in use year round or in excess of four (4) months per year and require the location to be reviewed through a site plan review. They will be reviewed as conditional uses in accordance with [Chapter 16.82](#). Permanent outdoor and merchandise display are subject to the standards outlined in subsection B, below.
- 2. Temporary outdoor sales and merchandise display are seasonal and are not displayed year round and must meet the requirements of [Chapter 16.86](#) (temporary uses). When the temporary use is not occurring the site shall return to its original state.
- 3. Food vendors including food carts, ice cream trucks, hotdog stands or similar uses are only permitted as a permanent outdoor sale use as described in A.1 above.

B. Standards

- 1. Outdoor sales and merchandise display areas shall be kept free of debris. Merchandise shall be stacked or arranged, or within a display structure. Display structures shall be secured and stable.
- 2. Outdoor sales and merchandise display shall not be located within required yard, building, or landscape setbacks, except where there is intervening right-of-way of a width equal to or greater than the required setback; and shall not interfere with on-site or off-site pedestrian or vehicular circulation.

3. Outdoor retail sales and merchandise display areas for vehicles, boats, manufactured homes, farm equipment, and other similar uses shall be improved with asphalt surfacing, crushed rock, or other dust-free materials.
4. Additional standards may apply to outdoor sales and merchandise display dependent on specific restrictions in the zone.

This criteria does not apply to this site. There will be no on site outdoor display or sales.

Division VI Transportation Facilities

Chapter 16.106 Transportation Facilities

16.106.010 - Generally

A. Creation

Public streets shall be created in accordance with provisions of this Chapter. Except as otherwise provided, all street improvements and rights-of-way shall conform to standards for the City's functional street classification, as shown on the Transportation System Plan (TSP) Map (Figure 17) and other applicable City standards. The following table depicts the guidelines for the street characteristics.

This site has existing public streets, this proposal is not changing the street configuration.

16.106.020 - Required Improvements

A. Generally

Except as otherwise provided, all developments containing or abutting an existing or proposed street, that is either unimproved or substandard in right-of-way width or improvement, shall dedicate the necessary right-of-way prior to the issuance of building permits and/or complete acceptable improvements prior to issuance of occupancy permits. Right-of-way requirements are based on functional classification of the street network as established in the Transportation System Plan, Figure 17.

This site has existing public streets, this proposal is not changing the street configuration and no additional dedications are required.

16.106.030 - Location

A. Generally

The location, width and grade of streets shall be considered in their relation to existing and planned streets, topographical conditions, and proposed land uses. The proposed street system shall provide adequate, convenient and safe traffic and pedestrian circulation, and intersection angles, grades, tangents, and curves shall be adequate for expected traffic volumes. Street alignments shall be consistent with solar access requirements as per Chapter 16.156, and topographical considerations.

This site has existing public streets, this proposal is not changing the street configuration.

B. Street Connectivity and Future Street Systems

This site has existing public streets and connectivity, this proposal is not changing the street configuration.

C. Underground Utilities

All public and private underground utilities, including sanitary sewers and storm water drains, shall be constructed prior to the surfacing of streets. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

This site has existing public streets and utilities, and service connections have been brought to the site. This proposal will connect to the existing utilities.

D. Additional Setbacks

Generally additional setbacks apply when the width of a street right-of-way abutting a development is less than the standard width under the functional classifications in Section VI of the Community Development Plan. Additional setbacks are intended to provide unobstructed area for future street right-of-way dedication and improvements, in conformance with Section VI. Additional setbacks shall be measured at right angles from the centerline of the street.

Street Classifications:

Arrow St. = Collector

Olds Place = Local Road

This site has existing public streets with PUE's and this criteria does not apply.

16.106.040 - Design

16.106.060 - Sidewalks

16.106.070 - Bike Lanes

This site has existing public streets and this criteria does not apply.

16.106.080 - Traffic Impact Analysis (TIA)

Please see attached Traffic Impact Analysis.

Chapter 16.110 Sanitary Sewers

This proposal will tie into the existing, see Civil plans.

Chapter 16.112 Water Supply

This proposal will tie into the existing, see Civil plans.

Chapter 16.114 Stormwater

This proposal will tie into the existing, see Civil plans.

Chapter 16.116 Fire Protection

This proposal will include new fire sprinkler NFPA 13 system for the building, see Civil plans. SW Olds Place is a fire department aerial access road per 503.1. NFPA 13 sprinkler system is provided in lieu of the 150' max hose length from fire access road to all portions of the ground level exterior walls, per OFC 503.1 Exception 1.

Chapter 16.118 Public and Private Utilities

This proposal will tie into the existing, see Civil plans.

Division VIII Environmental Resources

Chapter 16.142 Parks, Trees and Open Space

16.142.040 - Visual Corridors

A. Corridors Required

New developments located outside of the Old Town Overlay with frontage on Highway 99W, or arterial or collector streets designated on Figure 8-1 of the Transportation System Plan shall be required to establish a landscaped visual corridor according to the following standards:

Arrow St. = Collector 10' wide visual corridor required.

This proposal includes a 10' visual corridor along Arrow Street, see the siteplan.

B. Landscape Materials

The required visual corridor areas shall be planted as specified by the review authority to provide a continuous visual and/or acoustical buffer between major streets and developed uses. Except as provided for above, fences and walls shall not be substituted for landscaping within the visual corridor. Uniformly planted, drought resistant street trees and ground cover, as specified in [Section 16.142.060](#), shall be planted in the corridor by the developer. The improvements shall be included in the compliance agreement. In no case shall trees be removed from the required visual corridor.

C. Establishment and Maintenance

Designated visual corridors shall be established as a portion of landscaping requirements pursuant to [Chapter 16.92](#). To assure continuous maintenance of the visual corridors, the review authority may require that the development rights to the corridor areas be dedicated to the City or that restrictive covenants be recorded prior to the issuance of a building permit.

D. Required Yard

Visual corridors may be established in required yards, except that where the required visual corridor width exceeds the required yard width, the visual corridor requirement shall take precedence. In no case shall buildings be sited within the required visual corridor, with the exception of front porches on townhomes, as permitted in [Section 16.44.010\(E\)\(4\)\(c\)](#).

16.142.060 - Street Trees

A. Installation of Street Trees on New or Redeveloped Property.

Trees are required to be planted to the following specifications along public streets abutting or within any new development or re-development. Planting of such trees shall be a condition of development approval. The City shall be subject to the same standards for any developments involving City-owned property, or when constructing or reconstructing City streets. After installing street trees, the property owner shall be responsible for maintaining the street trees on the owner's property or within the right-of-way adjacent to the owner's property.

1. Location: Trees shall be planted within the planter strip along a newly created or improved streets. In the event that a planter strip is not required or available, the trees shall be planted on private property within the front yard setback area or within public street right-of-way between front property lines and street curb lines or as required by the City.
2. Size: Trees shall have a minimum trunk diameter of two (2) caliper inches, which is measured six inches above the soil line, and a minimum height of six (6) feet when planted.
3. Types: Developments shall include a variety of street trees. The trees planted shall be chosen from those listed in [16.142.080](#) of this Code.
4. Required Street Trees and Spacing:
 - a. The minimum spacing is based on the maximum canopy spread identified in the recommended street tree list in [section 16.142.080](#) with the intent of providing a continuous canopy without openings between the trees. For example, if a tree has a canopy of forty (40) feet, the spacing between trees is forty (40) feet. If the tree is not on the list, the mature canopy width must be provided to the planning department by a certified arborist.
 - b. All new developments shall provide adequate tree planting along all public streets. The number and spacing of trees shall be determined based on the type of tree and the spacing standards described in a. above and considering driveways, street light locations and utility connections. Unless exempt per c. below, trees shall not be spaced more than forty (40) feet apart in any development.
 - c. A new development may exceed the forty-foot spacing requirement under section b. above, under the following circumstances:
 - (1) Installing the tree would interfere with existing utility lines and no substitute tree is appropriate for the site; or
 - (2) There is not adequate space in which to plant a street tree due to driveway or street light locations, vision clearance or utility connections, provided the driveways, street light or utilities could not be reasonably located elsewhere so as to accommodate adequate room for street trees; and
 - (3) The street trees are spaced as close as possible given the site limitations in (1) and (2) above.

- (4) The location of street trees in an ODOT or Washington County right-of-way may require approval, respectively, by ODOT or Washington County and are subject to the relevant state or county standards.
- (5) For arterial and collector streets, the City may require planted medians in lieu of paved twelve-foot wide center turning lanes, planted with trees to the specifications of this subsection.

16.142.070 - Trees on Property Subject to Certain Land Use Applications

16.142.080 - Trees on Private Property — not subject to a land use action

The existing property does not contain any existing trees, therefore these sections do not apply.

16.142.090 - Recommended Street Trees

The street trees selected for this project have been selected from the approved list, see landscape plan.

Chapter 16.146 Noise

16.146.010 - Generally

All otherwise permitted commercial, industrial, and institutional uses in the City shall comply with the noise standards contained in OAR 340-35-035. The City may require proof of compliance with OAR 340-35-035 in the form of copies of all applicable State permits or certification by a professional acoustical engineer that the proposed uses will not cause noise in excess of State standards.

The proposed use for this development is warehouse space for a solar installation company and office space for the solar company and a testing lab facility. The noise levels generated on site will not exceed the levels listed in Table 8 referenced by OAR 340-35-035.

Chapter 16.148 Vibrations

16.148.010 - Generally

All otherwise permitted commercial, industrial, and institutional uses shall not cause discernible vibrations that exceed a peak of 0.002 gravity at the property line of the originating use, except for vibrations that last five (5) minutes or less per day, based on a certification by a professional engineer.

16.148.020 - Exceptions

This Chapter does not apply to vibration caused by construction activities including vehicles accessing construction sites, or to vibrations caused by automobiles, trucks, trains, aircraft, and other similar vehicles when said vehicles are properly maintained and operated and are using properly designated rights-of-way, travelways, flight paths or other routes. Nothing in this Chapter shall preclude the City from abating any vibration problem as per applicable City nuisance and public safety ordinances.

The proposed use for this development is warehouse space for a solar installation company and office space for the solar company and a testing lab facility. There will be no discernable vibrations generated on site other than vehicles, which are listed in the exceptions.

Chapter 16.150 Air Quality

The proposed use for this development is warehouse space for a solar installation company and office space for the solar company and a testing lab facility. There will not be any major dust emissions or incinerators used on the property.

Chapter 16.152 Odors

The proposed use for this development is warehouse space for a solar installation company and office space for the solar company and a testing lab facility. There will not be any odors generated on the property that will exceed the boundaries of the site.

Chapter 16.154 Heat and Glare

16.154.010 - Generally

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

The proposed use for this development is warehouse space for a solar installation company and office space for the solar company and a testing lab facility. The proposed exterior lighting will remain on site and will not exceed .5 footcandles at the property lines.

Chapter 16.156 Energy Conservation

16.156.010 - Purpose

This Chapter and applicable portions of Chapter 5 of the Community Development Plan provide for natural heating and cooling opportunities in new development. The requirements of this Chapter shall not result in development exceeding allowable densities or lot coverage, or the destruction of existing trees.

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.

16.156.030 - Variance to Permit Solar Access

Variances from zoning district standards relating to height, setback and yard requirements approved as per [Chapter 16.84](#) may be granted by the Commission where necessary for the proper functioning of solar energy systems, or to otherwise preserve solar access on a site or to an adjacent site.

The proposed development is two stories in height and no variances are being proposed. The proposed development will only partially limit solar access to a rear, windowless wall of one of the two existing buildings on the adjacent lot.

ATTACHED //

1. (3) Copies Application Form - including one original wet-signed copy
 2. Copy of Deed
 3. Set of property addresses for property owners within 1000 feet.
 4. CWS Service Provider Letter (TBD)
 5. Traffic Analysis
 6. (3) Sets of Plans
 7. (3) copies of the Land Use Narrative
 8. Fee
 9. Signed Checklist
 10. PDF electronic version of all submittal items
-

COMPLETENESS RESPONSE //

Planner Review Comments (dated August 25, 2021) Response:

1. SPL from TVFR is in process.
2. SPL from CWS is attached.
3. Narrative addressing SZCDC 16.90.020(D)(7)(b) had been added above.
4. Updated trip generation letter is attached.
5. See below for response to Engineering comments.

Engineering Review (dated August 25, 2021) Comments Response:

1. Grading and Erosion control plan has been added, see Civil plans.
2. Traffic generation analysis has been updated, see attached. The fire truck turning radius was mislabeled in the original submission. The arcs are 28' and 48' as required, the note has been updated, see attached revised LU0.50.
3. Storm Sewer - the civil plans have been updated and a stormwater report has been completed, see attached.
4. Water - A new FDC is being provided, see revised architectural and civil drawings.
5. Natural Resources - CWS service provider letter is attached.