



NOTICE OF DECISION

TAX LOT: 2S128BC00700
ADDRESS: 14180 SW Galbreath Dr.
CASE NO: LU 2022-009 SP Treske Precision Machining
DATE OF NOTICE: May 16, 2022

Applicant

Mildren Design Group
4875 SW Griffith Dr. Suite 300
Beaverton, OR 97005

Owner

Theo Treske
14140 SW Galbreath Dr.
Sherwood, OR 97140

NOTICE

Because you are the applicant or because you testified on the subject application, you are receiving notice that on June 14, 2022, the Sherwood Planning Commission approved land use application 2022-009 SP Treske Precision Machining. The approval is for a new ~36,500 SF industrial building and associated site improvements.

INFORMATION: The full Planning Commission findings report, conditions of approval, and land use exhibits can be viewed at: <https://www.sherwoodoregon.gov/planning/project/lu-2022-009-sp-treske-precision-machining> or can be obtained by contacting Eric Rutledge, Associate Planner, at 503-625-4242 or rutledge@sherwoodoregon.gov

APPEAL

Pursuant to Sherwood Zoning and Community Development Code Section 16.72.010.B.3.d, the Sherwood City Council is the Appeal Authority for Type IV land use decisions. Any person who testified before the Planning Commission at the public hearing or who submitted written comments prior to the close of the record may appeal the Planning Commission's decision, no later than 14 days from the date of this notice. Details on appeal procedures are located in SZCDC § 16.76. **An appeal of this decision must be filed no later than 5:00 PM on June 30, 2022.**

I, Eric Rutledge, for the Planning Department, City of Sherwood, State of Oregon, in Washington County, declare that the Notice of Decision LU 2022-009 SP was placed in a U.S. Postal receptacle, or transmitted via electronic mail, on June 16, 2022 before 5pm.

Eric Rutledge, Associate Planner
City of Sherwood Planning Department

**CITY OF SHERWOOD
PLANNING COMMISSION FINDINGS REPORT
JUNE 14, 2022**



Home of the Tualatin River National Wildlife Refuge

**TRESKE PRECISION MACHINING
SITE PLAN REVIEW
LU 2022-009 SP**

Pre-App Meeting: December 23, 2021
App. Submitted: March 17, 2022
App. Complete: May 13, 2022
Hearing Date: June 14, 2022
120-Day Deadline: September 10, 2022

The City of Sherwood Planning Commission (Commission) held the initial evidentiary hearing on the Site Plan application for Treske Precision Machining on June 14, 2022. The Commission heard presentations from City staff and the applicant, followed by an opportunity for testimony from the public. No testimony was received from the public. The applicant agreed to all of the conditions of approval in the staff report, including an additional Condition of Approval (A11) proposed by staff during the hearing. The condition clarifies the requirements for connecting the proposed building to the existing building on the abutting tax lot to the northeast.

The Commission discussed the applicability of the Industrial Design Standards in SZCDC § 16.90.020(D)(7) since the site is within 200 ft. of SW Tualatin-Sherwood Road. The Commission determined that the standards do not apply to the development because the site abuts and takes access from SW Galbreath Dr. The design standards could not reasonably be applied to the development because the site does not abut SW Tualatin-Sherwood Rd. or take access from the arterial roadway. The development site is also partially screened from SW Tualatin-Sherwood Rd. by existing vegetation and buildings including the DMV site.

After considering all of the information in the record, the Commission unanimously approved the application based on the findings in the staff report dated June 7, 2022 with the addition of Condition of Approval A11.

Jean Simson, Planning Commission Chair

Date

PROPOSAL: The applicant is proposing a new ~36,500 SF industrial building and associated site improvements on a vacant site located at 14180 SW Galbreath Dr. The 1.96-acre property and is zoned General Industrial and is surrounded by General Industrial zoning in all directions. The proposed building will serve as an expansion for Treske Precision Machining, a local manufacturer that owns and operates an existing facility located directly to the north/east of the proposed development site. The new building will serve as additional manufacturing and warehousing space for the business. Access is proposed from SW Galbreath Dr., an existing local street under City jurisdiction.

I. BACKGROUND

- A. Applicant: Mildren Design Group
4875 SW Griffith Dr., Suite 300
Beaverton, OR 97005

Owner: Theo Treske
14140 SW Galbreath Dr.
Sherwood, OR 97140
- B. Location: 14180 SW Galbreath Dr. (Tax Lot 2S128BC00700)
- C. Zoning: General Industrial
- D. Review Type: Type IV Site Plan Review – Greater than 40,000 square feet of floor area, parking or seating capacity. The Type IV Hearing Authority is the Planning Commission and the Appeal Authority is the City Council.
- E. Public Notice: Notice of the application was provided in accordance with § 16.72.020 of the Sherwood Zoning and Development Code (SZDC) as follows: notice was distributed in five locations throughout the City, posted on the property, and mailed to property owners within 1,000 feet of the site on or before May 25, 2022. Notice of the application was also published in a local newspaper (Tigard Times) on May 26, 2022 and June 9, 2022.
- F. Review Criteria: SZCDC Chapter 16.31 Industrial Land Use Districts; Chapter 16.58 Clear Vision and Fence Standards; Chapter 16.72 Procedures for Processing Development Permits; Chapter 16.90 Site Planning; Chapter 16.92 Landscaping; Chapter 16.94 Off-Street Parking and Loading; Chapter 16.96 On-Site Circulation; Chapter 16.98 On-Site Storage; Chapter 16.106 Transportation Facilities; Chapter 16.108

Improvement Plan Review; Chapter 16.110 Sanitary Sewers; Chapter 16.112 Water Supply; Chapter 16.114 Storm Water; Chapter 16.116 Fire Protection; Chapter 16.118 Public and Private Utilities; Chapter 16.142 Parks, Trees, and Open Spaces; Chapter 16.146 Noise; Chapter 16.148 Vibrations; Chapter 16.150 Air Quality; Chapter 16.152 Odors; Chapter 15.154 Heat and Glare; Chapter 16.156 Energy Conservation

- G. History and Background: The vacant industrial lot is identified as Lot 13 of the Industrial Park of Sherwood, created by subdivision plat in 1995. The property line between Lots 12 and 13 was adjusted in 2000 (LLA 00-02), resulting in the current property boundary. The City issued Site Plan approval for a new industrial development on the property in 2008 (SP 08-08), however, the building and site improvements were not constructed. As part of the 2008 approval, the previous owner of the property dedicated an additional 12 ft. of right-of-way for road purposes on SW Galbreath Dr. to achieve adequate right-of-way for a collector status street. The current classification of SW Galbreath Dr. is a local industrial street.
- H. Existing Conditions: The site is currently vacant and is covered in grasses. There are no improvements on the property and no mature trees or vegetation. The property has approximately 200 ft. of frontage on SW Galbreath Dr. The adjacent roadway is improved with asphalt and a curb, however, no sidewalks or street trees have been installed. The street frontage of adjacent properties are improved with a curb tight sidewalk and street trees located in the front setback. The current status of SW Galbreath Dr. is a local industrial street and an excess of 5 ft. of right-of-way is present in front of the subject property (32 ft. half-street width required, 37 ft. half-street width existing).
- I. Surrounding Land Uses:
- West: Sherwood DMV site
 - South: Railroad right-of-way and auto repair building
 - East: Treske Precision Machining building
 - North: SW Galbreath Dr. and industrial buildings

II. **AFFECTED AGENCY AND PUBLIC COMMENTS**

- A. Notice of the application was sent to affected agencies via email on May 16, 2022. The following responses were received:
1. City of Sherwood Engineering Department – the City of Sherwood Engineering Department provided comments dated May 31, 2022 (Exhibit B1). The engineering comments address requirements for water, storm sewer, sanitary sewer, and transportation design

standards and specific Conditions of Approval and comments are included throughout the report under each applicable code section.

2. Portland General Electric (PGE) provided comments dated May 17, 2022 (Exhibit B2). The comments state the existing underground circuit on Galbreath Dr. is close to the maximum allowable load and the proposed development will require additional facilities. Condition of Approval D6 requires the applicant to contact PGE to coordinate the required upgrades prior to issuance of building permits.
3. Pride Disposal provided comments dated May 17, 2022. The comment states the applicant is proposing to use their existing trash containers on the existing and adjacent property to the east. Condition of Approval B2 requires the applicant to obtain approval from Pride Disposal if the new trash area on the site requires service from the disposal company.

B. Public Comments

1. As of the date of this report, no public comments were received on the application.

III. APPLICABLE CODE PROVISIONS

Chapter 16.72 PROCEDURES FOR PROCESSING DEVELOPMENT PERMITS

16.72.010 – Generally

A. Classifications

Except for Final Development Plans for Planned Unit Developments, which are reviewed per Section 16.40.030, all quasi-judicial development permit applications and legislative land use actions shall be classified as one of the following:

4. Type IV

The following quasi-judicial actions shall be subject to a Type IV review process:

- c. **Site Plans — Greater than 40,000 square feet of floor area, parking or seating capacity.**

ANALYSIS: The application is proposing greater than 40,000 SF of new industrial building space and parking area. Site Plans greater than 40,000 SF are subject to the Type IV land use review process.

FINDING: The application is subject to the Type IV land use review procedures and this criterion is met.

Chapter 16.31 - INDUSTRIAL LAND USE DISTRICTS

16.31.010 - Purpose

- B. 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.**

16.31.020 - Uses

- A. The table below identifies the land uses that are permitted outright (P), permitted conditionally (C) and not permitted (N) in the industrial zoning districts. The specific land use categories are described and defined in Chapter 16.88.**
- B. Uses listed in other sections of this Code, but not within this specific table are prohibited.**
- C. Any use not otherwise listed that can be shown to be consistent or associated with the uses permitted outright or conditionally in the industrial zones or contribute to the achievement of the objectives of the industrial zones may be permitted outright or conditionally, utilizing the provisions of Chapter 16.88.**
- D. Additional limitations for specific uses are identified in the footnotes of this table.**

Uses	GI
Manufacture, compounding, processing, assembling, packaging, treatment, fabrication of products contained wholly within an enclosed building provided exterior odor and noise is consistent with municipal code standards and there is no unscreened storage and not otherwise regulated elsewhere in the code	P
Distribution, warehousing and storage associated with a permitted use operating on the same site	P
Business and professional offices³	P

³ **Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.**

ANALYSIS: The development will serve as an expansion building for Treske Precision Machining. Treske is a local manufacturer of precision parts that serves the aerospace

and defense, semiconductor, and medical industries, among others. The new building will be used for manufacturing and warehousing.

FINDING: This standard is met.

16.31.030 - Development Standards

A. Generally

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

B. Development Standards

Except as otherwise provided, required minimum lot areas and dimensions and setbacks shall be:

Development Standards by Zone	GI
Lot area – Industrial Uses:	20,000 SF
Lot area – Commercial Uses (subject to Section 16.31.050):	20,000 SF
Lot width at front property line:	100 feet
Lot width at building line:	100 feet
Front yard setback¹¹	None
Side yard setback¹⁰	None
Rear yard setback¹¹	None
Corner lot street side¹¹	None

Height	50 ft.
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¹⁰ When a yard is abutting a residential zone or public park, there shall be a minimum setback of forty (40) feet provided for properties zoned Employment Industrial and Light Industrial Zones, and a minimum setback of fifty (50) feet provided for properties zoned General Industrial.

¹¹ Structures located within one-hundred (100) feet of a residential zone shall be limited to the height requirements of that residential zone.

ANALYSIS: The site is not located adjacent to or within 100 feet of a park or residential zone. The proposed development standards are as follows (approximate):

Lot area:	85,378 SF
Lot width front property line:	202 ft.
Lot width at building line:	202 ft.
Front setback:	70 ft.
Rear setback:	33 ft.
Side yard setback:	85 ft. (south/west) and 5 ft. (north/east)
Building height:	32 ft.

FINDING: This standard is met.

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.

ANALYSIS: The Site Plan proposes one new driveway intersection with a public street. The applicant's Landscape Plan (Exhibit A5 – Sheet L1.0) shows the required clear vision triangle at the intersection. A Condition of Approval is provided below to ensure the clear vision area is established on the property prior to occupancy.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F1: Prior to Occupancy, Clear Vision Areas shall be established at each private driveway intersection in accordance with SZCDC § 16.58.010 Clear Vision Areas.

16.58.020 - Fences, Walls and Hedges.

- A. **Purpose:** The fence standards promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences can create a sense of privacy, protect children and pets, provide separation from busy streets, and enhance the appearance of property by providing attractive landscape materials. The negative effect of fences can include the creation of street walls that inhibit police and community surveillance, decrease the sense of community, hinder the safe movement of pedestrians and vehicles, and create an unattractive appearance. These standards are intended to promote the positive aspects of fences and to limit the negative ones.
- B. **Reserved**
- C. **Applicability:** The following standards apply to walls, fences, hedges, lattice, mounds, and decorative toppers. The standards do not apply to vegetation, sound walls and landscape features up to four (4) feet wide and at least twenty (20) feet apart.
- E. **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) 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, however, when the non-residential zone abuts a residential zone the requirements of section 16.58.030.d.6. shall apply.

- F. General Conditions—All Fences:**
- 1. Fences must be structurally sound and maintained in good repair. A fence may not be propped up in any way from the exterior side.**
 - 2. Chain link fencing is not allowed in any required residential front yard setback.**
 - 3. The finished side of the fence must face the street or the neighboring property. This does not preclude finished sides on both sides.**
 - 4. Buffering: If a proposed development is adjacent to a dissimilar use such as a commercial use adjacent to a residential use, or development adjacent to an existing farming operation, a buffer plan that includes, but is not limited to, setbacks, fencing, landscaping, and maintenance via a homeowner's association or managing company must be submitted and approved as part of the preliminary plat or site plan review process per Section 16.90.020 and Chapter 16.122.**
 - 5. In the event of a conflict between this Section and the clear vision standards of Section 16.58.010, the standards in Section 16.58.010 prevail.**
 - 6. Fences and walls cannot be located within or over a public utility easement without an approved right-of-way permit.**
 - 7. The height of a fence or wall is measured from the actual adjoining level of finished grade measured six (6) inches from the fence. In the event the ground is sloped, the lowest grade within six (6) inches of the fence is used to measure the height.**

ANALYSIS: The applicant is proposing an ornamental black fence towards the front of the property along the boundaries of the site. A chain link fence with slats will be installed at the rear end of the property for security and screening of the loading area. All fences will be a maximum of 8 ft. in height as permitted in non-residential zones.

FINDING: This standard is met.

Chapter 16.90 – SITE PLANNING

16.90.020 – Site Plan Review

D. Required Findings

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

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

ANALYSIS: The proposed development meets or is conditioned to meet the applicable zoning district standards as discussed in this report.

FINDING: This standard is met.

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

ANALYSIS: Water and sanitary sewer main lines are located in SW Galbreath Dr. A storm drainage facility and easement are located on site along the south/east boundary of the property. The property is located within the service districts of the Sherwood Police Department, Tualatin Valley Fire and Rescue, and Pride Waste Disposal. A TVF&R SPL has been obtained by the applicant. The application was also routed to affected agencies and no service issues were reported.

FINDING: This standard is met.

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

ANALYSIS: The site will be owned and maintained by a single owner. The owner is required to maintain the site and improvements in accordance with City code. Future violations would be addressed through City code compliance.

FINDING: This standard is met.

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

ANALYSIS: The site is vacant and does not contain significant natural features, wetlands, or trees.

FINDING: This standard is met.

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.**

ANALYSIS: The applicant is proposing an approximately 36,500 SF industrial building for warehousing and manufacturing. The average daily trips are expected to be far below the 400 count threshold. The City Engineer has also not required a TIA for this application.

FINDING: This standard does not apply.

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

ANALYSIS: The site is zoned General Industrial and this section does not apply.

FINDING: This standard does not apply.

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. and b.).**
 - 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 (2) 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.

ANALYSIS: The development site is located on SW Galbreath Dr., a local industrial street. The site is within 200 ft. of SW Tualatin-Sherwood Rd., however, the proposed building is screened from the roadway by other existing buildings, including the DMV.

FINDING: This standard does not apply.

Chapter 16.92 – LANDSCAPING

16.92.010-Landscaping Plan Required

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

ANALYSIS: The applicant submitted a landscape plan (Exhibit A6) that shows perimeter, parking lot, and site landscaping. Compliance with the specific landscaping standards is discussed below.

FINDING: This standard is met.

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.**

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.

ANALYSIS: The Landscape Plans provide detail on the size, location, and quantity of landscaping in conformance with this section.

FINDING: These standards are met.

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.

ANALYSIS: The site is clear of significant vegetation and no trees are identified for protection. Tree and landscaping standards will be met through new plantings.

FINDING: These standards have been met.

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.**

ANALYSIS: Non-vegetative features may be used as prescribed above. No artificial plants are permitted or proposed.

FINDING: These standards are met.

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).

ANALYSIS: The subject property is zoned General Industrial and is the surrounding zoning in all directions is industrial land uses.

FINDING: This standard is not applicable.

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

ANALYSIS: A 10 ft. wide landscape buffer is provided along the north property line adjacent to SW Galbreath Dr. A new 5 ft. wide landscape strip is proposed along the

west property line adjacent to the DMV site. The DMV site currently features a minimum 5 ft. wide landscape strip for a total width of at least 10 ft.

FINDING: This standard is met.

B. Parking Area Landscaping

3. Required Landscaping

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

4. Amount and Type of Required Parking Area Landscaping

a. Number of Trees required based on Canopy Factor

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

(1) Any combination of the following is required:

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

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

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

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

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

b. Shrubs:

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

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

c. Ground cover plants:

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

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

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:
 - (3) Industrial uses: one (1) island for every twelve (12) contiguous parking spaces.
- e. Storm water bio-swales may be used in lieu of the parking landscape areas and may be included in the calculation of the required landscaping amount.

ANALYSIS: The Landscape Plans provide details on the parking lot landscaping for the development site. The plans demonstrate all of the parking lot landscaping requirements have been satisfied with the exception of the parking lot trees. Details on the number and size of the parking lot trees as described in the code above (e.g. small, medium, large, etc.) have not been provided.

FINDING: These standards are met as conditioned below.

CONDITION OF APPROVAL B1: Prior to Final Site Plan approval, provide the size of parking lot trees based on the canopy factor. The number and size of parking lot trees shall be sufficient to serve the number of parking stalls provided.

- 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.

ANALYSIS: Clear vision areas are shown on the plans with a note regarding landscaping maintenance.

FINDING: This standard is met.

- 6. **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.

ANALYSIS: The applicant is not requesting any additional reduction to the site landscaping requirements.

FINDING: This standard is not applicable.

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.

ANALYSIS: The Site Plan proposes a loading area at the southern corner of the site. The loading zone will be screened from view from SW Galbreath Dr. by a chain link fence with privacy slats. No residential zones are located nearby.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F2: Prior to Receiving Occupancy, all outdoor storage, loading, and service areas shall be screened from all public streets. In addition, roof and ground mounted mechanical equipment shall be screened from view from all 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.

ANALYSIS: The site has frontage on SW Galbreath St. a local roadway under City jurisdiction. A visual corridor is not required.

FINDING: This standard is met.

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.

ANALYSIS: The applicant's landscape plans provide planting details to industry standards and indicate an automated drip irrigation system will be used.

FINDING: This standard is met.

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.

ANALYSIS: The applicant has provided a Civil Site Plan (Exhibit A4 – Sheet A1.1) that includes details on the proposed parking. Parking requirements are being reviewed and approved as part of this decision.

FINDING: This standard is met.

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.
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:
- a. Primary use: i.e. that with the largest proportion of total floor area within the development at one hundred (100) percent of the minimum vehicle parking required for that use.
 - b. Secondary Use: i.e. that with the second largest percentage of total floor area within the development, at ninety (90) percent of the vehicle parking required for that use.
 - c. Subsequent use or uses, at eighty (80) percent of the vehicle parking required for that use.

ANALYSIS: A reduction or deferral of the required parking improvements is not proposed.

FINDING: These standards do not apply.

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.

ANALYSIS: No long-term storage, sale of vehicles, or rented or leased parking spaces is proposed.

FINDING: This standard is met.

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).**
- 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.**
- 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.

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

ANALYSIS: All required parking spaces are proposed on-site. No shared or on-street parking is proposed.

FINDING: These standards are met.

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.

ANALYSIS: The Site Plan identifies clearly marked and painted parking spaces.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F3: Prior to issuance of occupancy, all parking, loading, and maneuvering areas shall be clearly marked and painted.

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.

ANALYSIS: The parking area will be paved using asphalt and a storm drainage system has been provided for the parking area, as shown in the applicant's plans.

FINDING: These standards are met.

H. Repairs

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

ANALYSIS: The property owner will be responsible for proper maintenance of the parking and loading areas. Violations are subject to Code Compliance.

FINDING: This standard is met.

I. Parking and Loading Plan

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

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

ANALYSIS: The applicant has provided a Site Plan that includes details on the proposed parking. Parking requirements are being reviewed and approved as part of this decision.

FINDING: This standard is met.

J. Parking Districts

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

Structured parking and on-street parking are exempt from the parking space maximums in Section 16.94.020.A.

ANALYSIS: No parking districts or structured parking is proposed.

FINDING: This standard is not applicable.

16.94.020 Off-Street Parking Standards

A. Generally

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

**Table 1: Minimum and Maximum Parking Standards
(Metro spaces are based on 1 per 1,000 sq ft of gross leasable area)**

Use	Minimum Parking Standard	Maximum Permitted Parking Zone A¹	Maximum Permitted Parking Zone B²
Industrial	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,00 gsf or greater)	0.3	0.4	0.5

¹ Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter (1/4) mile walking distance of bus transit stops, one-half (1/2) mile walking distance of light rail station platforms, or both, or that have a greater than twenty-minute peak hour transit service.

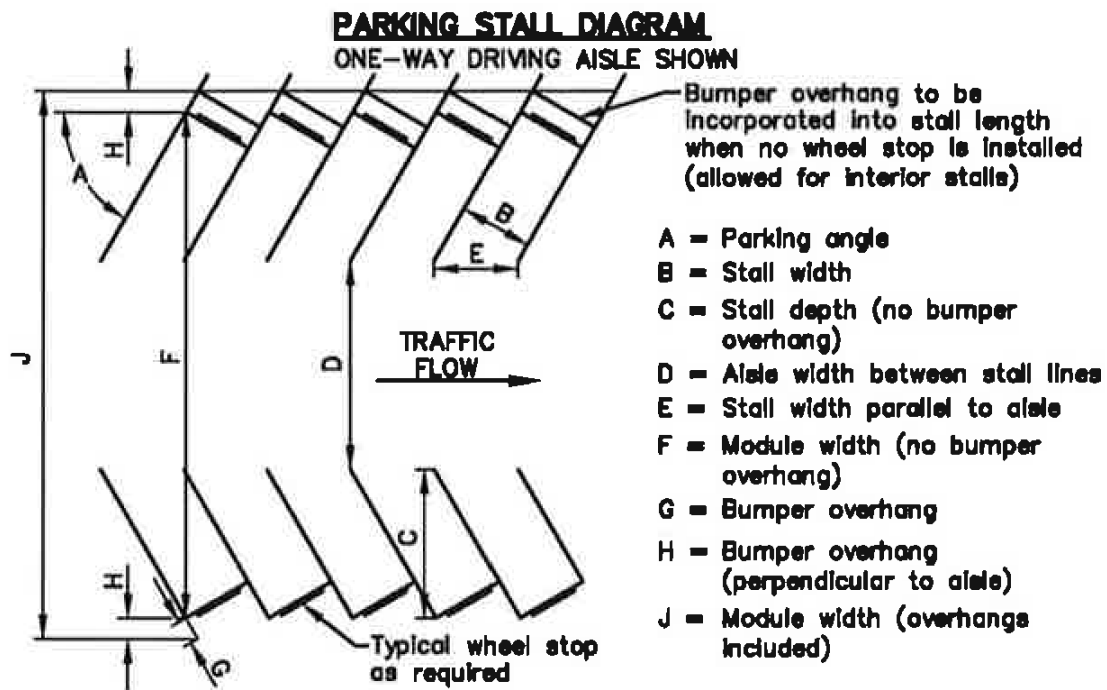
² Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located at a distance greater than one-quarter (1/4) mile walking distance of bus transit stops, one-half (1/2) mile walking distance of light rail station platforms, or both.

ANALYSIS: The proposed 36,545 industrial building will be used for manufacturing and warehousing. A ratio of 75% industrial to 25% warehousing has been applied to determine the minimum required parking.

Use	Area	Minimum Spaces Required
Industrial (75%)	27,408 SF	1.6 x 27.4 = 43.84
Warehouse (25%)	9,136 SF	0.3 x 9.1 = 2.73
		TOTAL 47

A minimum of 47 parking stalls are required and the applicant is proposing 59 on-site stalls.

FINDING: This standard is met.



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 3: Minimum Parking Dimension Requirements
Two-Way Driving Aisle (Dimensions in Feet)**

A	B	C	D	E		F	G	H	J
90°	8.0	18.0	26.0	8.0		56.0	3.0	3.0	62.0
	9.0	20.0	24.0	9.0		58.0	3.0	3.0	64.0

3. Wheel Stops

- a. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four (4) inches high, located three (3) feet back from the front of the parking stall as shown in the above diagram.
- b. Wheel stops adjacent to landscaping, bio-swales or water quality facilities shall be designed to allow storm water runoff.
- c. The paved portion of the parking stall length may be reduced by three (3) feet if replaced with three (3) feet of low lying landscape or hardscape in lieu of a wheel stop; however, a curb is still required. In other words, the traditional three-foot vehicle overhang from a wheel stop may be low-lying landscaping rather than an impervious surface.

ANALYSIS: The Site Plan shows the dimensions of proposed parking stalls and drive aisle meeting the dimensional standards. No compact stalls are proposed.

FINDING: These standards are met.

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.

Table 4: Minimum Required Bicycle Parking Spaces

Use Categories	Minimum Required Spaces
Industrial uses	2 or 1 per 40 auto spaces, whichever is greater

ANALYSIS: The proposed industrial use requires a minimum of 2 spaces. The Site Plan indicates two bike racks with two stalls each will be located in a secure, covered area near the loading docks.

FINDING: This standard is met.

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.

ANALYSIS: The development will include two loading areas (one loading dock, one drive-in bay) at the south end of the building. The two loading areas combined will be approximately 750 SF and allow for maneuvering of vehicles.

FINDING: This standard is met.

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.

ANALYSIS: The loading area will be separated from the primary parking area by a security fence and gate. While some parking stalls are located within the secured area, the loading area is on the opposite side of the drive aisle from the parking stalls.

FINDING: This standard is met.

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.

ANALYSIS: No exceptions are requested.

FINDING: This standard is met.

Chapter 16.96 - ONSITE CIRCULATION

16.92.010 – 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.

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.

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.

ANALYSIS: The development will provide an on-site pedestrian pathway system that extends from the right-of-way to the primary building entrance and around the perimeter of the building.

FINDING: This standard is met.

E. Maintenance of Required Improvements

Required ingress, egress and circulation improvements shall be kept clean and in good repair.

ANALYSIS: Maintenance of the required circulation improvements will be addressed after construction. Any issues related to maintenance will fall under Code Compliance.

FINDING: This standard is met.

F. Access to Major Roadways

Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Appendix C of the Community Development Plan, Part II, shall be limited as follows:

- 1. Single and two-family uses and manufactured homes on individual residential lots developed after the effective date of this Code shall not be granted permanent driveway ingress or egress from Highway 99W and arterial roadways. If alternative public access is not available at the time of development, provisions shall be made for temporary access which shall be discontinued upon the availability of alternative access.**
- 2. Other private ingress or egress from Highway 99W and arterial roadways shall be minimized. Where alternatives to Highway 99W or arterials exist or are proposed, any new or altered uses developed after the effective date of this Code shall be required to use the alternative ingress and egress.**
- 3. All site plans for new development submitted to the City for approval after the effective date of this Code shall show ingress and egress from existing or planned local or collector streets, consistent with the Transportation Plan Map and Section VI of the Community Development Plan.**

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

ANALYSIS: Vehicle access is not proposed from Hwy 99 or an arterial. Service drives are not proposed.

FINDING: These standards do not apply.

16.96.030 - Minimum Non-Residential Standards

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

A. Driveways

2. Industrial: Improved hard surfaced driveways are required as follows:

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

ANALYSIS: The applicant is proposing a new 26 ft. wide driveway along SW Galbreath Dr. The internal drive aisles are also proposed at 26 ft. wide.

FINDING: This standard is met.

3. **Surface materials are encouraged to be pervious when appropriate considering soils, anticipated vehicle usage and other pertinent factors.**
- B. Sidewalks and Curbs**
1. **A private pathway/sidewalk system extending throughout the development site shall be required to connect to existing development, to public rights-of-way with or without improvements, to parking and storage areas, and to connect all building entrances to one another. The system shall also connect to transit facilities within five hundred (500) feet of the site, future phases of development, and whenever possible to parks and open spaces.**
 2. **Curbs shall also be required at a standard approved by the Hearing Authority. Private pathways/sidewalks shall be connected to public rights-of-way along driveways but may be allowed other than along driveways if approved by the Hearing Authority.**
 3. **Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other pervious durable surface. Primary pathways connecting front entrances to the right of way shall be at least 6 feet wide and conform to ADA standards. Secondary pathways between buildings and within parking areas shall be a minimum of four (4) feet wide and/or conform to ADA standards. Where the system crosses a parking area, driveway or street, it shall be clearly marked with contrasting paving materials or raised**

crosswalk (hump). At a minimum all crosswalks shall include painted striping.

- 4. Exceptions. Private pathways/sidewalks shall not be required where physical or topographic conditions make a connection impracticable, where buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or pathways would violate provisions of leases, restrictions or other agreements.**

ANALYSIS: The Site Plan indicates sidewalks and curbs will be constructed with concrete. The primary pathway is a minimum of 6 ft. wide while the secondary pathway is a minimum of 4 ft. wide.

FINDING: This standard is met.

Chapter 16.98 - ONSITE STORAGE

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.

ANALYSIS: The applicant is proposing trash containers in the secured area at the south end of the property. The area will be secured with a 6 ft. tall chain link fence and privacy slats. Pride Disposal has provided comment on the application (Exhibit B3) that states the applicant is proposing to use their existing trash containers on the adjacent site to the east. A Condition of Approval is provided below to obtain Pride Disposal approval if the new trash area requires service from the company.

FINDING: This standard is met as conditioned below.

RECOMMENDED CONDITION OF APPROVAL B2: Prior to Final Site Plan Approval, obtain written approval from Pride Disposal for the location and design of the on-site waste and recycling enclosure if they are to be serviced by Pride Disposal.

Chapter 16.106 - TRANSPORTATION FACILITIES

Sections 16.106.010 Generally through 16.106.090 Rough Proportionality

ANALYSIS: The site is located on SW Galbreath Dr., an existing local industrial street. As part of the previous Site Plan approval, the applicant dedicated right-of-way to a 37 ft. half-street section for a future collector roadway. The City's updated Transportation System Plan identifies SW Galbreath Dr. as a local industrial street requiring only a 32 ft. wide half-street section. Therefore, the subject site has an additional 5 ft. of right-of-way along the length of the property. The applicant may choose to apply for a right-of-way vacation as a separate process from land use application.

The City of Sherwood Engineering Department provided comments included as Exhibit B2. The comments state "The subject property has frontage on SW Galbreath Drive (Local Industrial). Currently the street has an 18-foot wide half street section with no sidewalk with 37-feet of half street right-of-way. The neighboring properties have a 5-foot wide curb-tight sidewalk. City standards are for a 20-foot wide paved street section with 5-foot wide landscape strip and a 6-foot wide sidewalk within a 32-foot wide half street right-of-way section. Adequate right-of-way exists and therefore no dedication will be required. Sidewalk shall be 6-feet in width at its standard location.

Typically the street would be required to be widened. However, this would make the width in this area inconsistent with the rest of SW Galbreath Drive, and it would be better to accept a payment in lieu of the street widening (asphalt widening and curb and gutter) and widen the pavement with a future improvement project for SW Galbreath Drive. Street lighting exists along the subject property frontage."

FINDING: The transportation standards are met as conditioned below.

CONDITION OF APPROVAL C2: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design create a landscape strip and install new 6-foot wide sidewalk in its ultimate location along the subject property frontage of SW Galbreath Drive meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C3: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for commercial driveway access onto SW Galbreath Drive meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C4: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall make a payment-in-lieu to the city for street widening improvements along the subject property frontage. The developer shall provide an engineer's estimate for the payment in lieu based upon cost of installing

curb and gutter and cost of asphalt widening for the additional width necessary for a 20-foot wide half street section meeting the approval of the Sherwood Engineering Department.

Chapter 16.108 – Improvement Plan Review

16.108.010 – Preparation and Submission

An improvement plan shall be prepared and stamped by a Registered Civil Engineer certifying compliance with City specifications. Two (2) sets of the plan shall be submitted to the City for review. An improvements plan shall be accompanied by a review fee as per this Section.

A. Review Fee

Plan review fees are calculated as a percentage of the estimated total cost of improvements and are set by the "Schedule of Development and Business Fees" adopted by Resolution of the Council. This schedule is included herein for the purposes of information, but is deemed to be separate from and independent of this Code.

B. Engineering Agreement

A copy of an agreement or contract between the applicant and Registered Civil Engineer for:

- 1. Surveying sufficient to prepare construction plans.**
- 2. Preparation of construction plans and specifications.**
- 3. Construction staking, and adequate inspection.**
- 4. Construction notes sufficient to develop accurate as-built plans.**
- 5. Drawing of accurate as-built plans and submission of reproducible mylars for finals to the City.**
- 6. Certificate stating that construction was completed in accordance with required plans and specifications.**

ANALYSIS: Work will be conducted in the right-of-way as part of the proposed development and an Engineering Compliance Agreement is required.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL D1: Prior to Issuance of Building Permits, an Engineering Compliance Agreement shall be obtained from the City of Sherwood Engineering Department.

Chapter 16.110 – SANITARY SEWERS

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains. Provided, however, that when impractical to immediately connect to a trunk sewer system, the use of septic tanks may be approved, if sealed sewer laterals are installed for future

connection and the temporary system meets all other applicable City, Clean Water Services, Washington County and State sewage disposal standards.

ANALYSIS: City of Sherwood Engineering comments state “Currently a public sanitary sewer main exists within SW Galbreath Drive along the frontage of the subject property. Therefore no extension of the public sanitary sewer is required.

The subject development will either need to use the existing sanitary sewer lateral or install a new sanitary sewer lateral to provide sanitary sewer service to the proposed building. If the existing lateral is not used, then it will need to be capped off at the tee.”

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL C5: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide public sanitary sewer service as necessary to the new building meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL D2: Prior to Issuance of a Plumbing Permit, the proposed development shall design the private sanitary sewer to be in compliance with the current Oregon Plumbing Specialty Code.

Chapter 16.112– WATER SUPPLY

16.112.010 Required Improvements

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

ANALYSIS: City of Sherwood Engineering comments state “Currently there is a public water main existing within SW Galbreath Drive along the subject property frontage. Therefore no extension of the public water line is required.

The subject development will need to make use of existing water stubs/services dropped off to serve the property. Any services stubbed to the subject property that are unused will need to be capped off at the main.

On-site fire protection may be necessary depending on conditions by Tualatin Valley Fire & Rescue.”

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL C6: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use the existing water stub to supply domestic, irrigation and fire water to the development as needed unless otherwise approved by the Sherwood Engineering Department.

CONDITION OF APPROVAL C7: Prior to Approval of the Engineering Public Improvement Plans, water flows calculations (domestic, irrigation and fire) shall be provided by the developer.

CONDITION OF APPROVAL C8: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of a Backflow Assembly meeting Sherwood Engineering Department standards unless otherwise approved.

CONDITION OF APPROVAL C9: Prior to Approval of the Engineering Public Improvement Plans, if on-site fire protection is to be installed, the proposed development shall design for the installation of fire line backflow protection meeting Sherwood Engineering Department standards.

CONDITION OF APPROVAL D3: Prior to Issuance of a Plumbing Permit, the proposed development shall design for private water lines to be in compliance with the current Oregon Plumbing Specialty Code.

CONDITION OF APPROVAL E1: Prior to Final Acceptance of the Constructed Public Improvements, any public water facilities to be located on private property shall have a recorded public water line easement encompassing the related public water improvements meeting Sherwood Engineering standards.

Chapter 16.114 – STORM WATER

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

ANALYSIS: The City of Sherwood Engineering comments state “Currently no public storm sewer main exists within SW Galbreath Drive as this subdivision was designed with public conveyance swales at the rear of the lots instead of the standard storm sewer within the public street. Therefore all lots in the vicinity of the subject property have access to drainage facilities and no extension of public storm sewer is required.

Per the storm report for the subdivision for the subject property, water quality facilities in the area were not designed to handle lot treatment nor does it cover hydro-modification for the lots. Therefore the subject property will need to provide water quality and hydro-modification facilities in compliance with CWS standards for all new/modified impervious area.”

City policy requires that prior to grading, a permit is obtained from the Building Department for all grading on the private portion of the site.

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

An erosion control plan and permit is required from the City of Sherwood Engineering Department for all public and private improvements. The erosion control permit is reviewed, approved and released as part of the public improvement plans.

Although the proposed parcel is approximately 2 acres in size, the original development was constructed under a 1200-C, therefore a DEQ NPDES 1200-C permit is required for this development.”

Clean Water Services has issued a Service Provider Letter and has noted that sensitive areas do not exist within 200 feet from this development.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL C10: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide storm sewer service to the subject property meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C11: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide storm water quality treatment and hydro-modification in compliance with Clean Water Services’ standards meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL E2: Prior to Acceptance of Public Improvements, private water quality/hydro-modification facilities shall have a recorded Private Stormwater Facility Access and Maintenance Covenant. An Operation and Maintenance Plan for all private hydro-modification facilities is also required to be submitted to the Sherwood Engineering Department.

CONDITION OF APPROVAL E3: Prior to Acceptance of Public Improvements, the proposed development shall dedicate a maintenance easement from SW Galbreath

Drive to the existing public storm drainage easement at the southeast end of the subject property meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL D4: Prior to Issuance of a Plumbing Permit, the proposed development shall design for private storm water runoff within the subject property to be collected and conveyed in accordance with the current Oregon Plumbing Specialty Code.

CONDITION OF APPROVAL D5: Prior to Issuance of Building Permit, a DEQ NPDES 1200-C permit and a city grading and erosion control permit shall be obtained.

CONDITION OF APPROVAL C12: Prior to Approval of the Engineering Public Improvement Plans, a Storm Water Connection Permit Authorization shall be obtained from Clean Water Services.

Chapter 16.116 - FIRE PROTECTION

16.116.010 Required Improvements

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

A. Capacity

All fire protection facilities shall be approved by and meet the specifications of the Fire District, and shall be sized, constructed, located, and installed consistent with this Code, Chapter 7 of the Community Development Plan, and other applicable City standards, in order to adequately protect life and property in the proposed development.

B. Fire Flow

Standards published by the Insurance Services Office, entitled "Guide for Determination of Required Fire Flows" shall determine the capacity of facilities required to furnish an adequate fire flow. Fire protection facilities shall be adequate to convey quantities of water, as determined by ISO standards, to any outlet in the system, at no less than twenty (20) pounds per square inch residual pressure. Water supply for fire protection purposes shall be restricted to that available from the City water system. The location of hydrants shall be taken into account in determining whether an adequate water supply exists.

C. Access to Facilities

Whenever any hydrant or other appurtenance for use by the Fire District is required by this Chapter, adequate ingress and egress shall be provided. Access shall be in the form of an improved, permanently maintained roadway or open paved area, or any combination thereof, designed, constructed, and at all times maintained, to be clear and unobstructed. Widths, height clearances, ingress and egress shall be adequate for District firefighting equipment. The Fire District, may further prohibit vehicular parking along private accessways in order to keep them clear and unobstructed, and cause notice to that effect to be posted.

D. Hydrants

Hydrants located along private, accessways shall either have curbs painted yellow or otherwise marked prohibiting parking for a distance of at least fifteen (15) feet in either direction, or where curbs do not exist, markings shall be painted on the pavement, or signs erected, or both, given notice that parking is prohibited for at least fifteen (15) feet in either direction.

ANALYSIS: Fire protection and emergency services are provided by Tualatin Valley Fire and Rescue (TVFR). The applicant has obtained a Service Provider Letter from TVF&R included as Exhibit A10.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F4: Prior to receiving occupancy, obtain final approval from Tualatin Valley Fire & Rescue for occupancy of the site and building.

Chapter 16.118 - PUBLIC AND PRIVATE UTILITIES

16.118.010 Purpose

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

16.118.020 Standard

- A. Installation of utilities shall be provided in public utility easements and shall be sized, constructed, located and installed consistent with this Code, Chapter 7 of the Community Development Code, and applicable utility company and City standards.**
- B. Public utility easements shall be a minimum of eight (8) feet in width unless a reduced width is specifically exempted by the City Engineer. An eight-foot wide public utility easement (PUE) shall be provided on private property along all public street frontages. This**

standard does not apply to developments within the Old Town Overlay.

- C. Where necessary, in the judgment of the City Manager or his designee, to provide for orderly development of adjacent properties, public and franchise utilities shall be extended through the site to the edge of adjacent property(ies).
- D. Franchise utility conduits shall be installed per the utility design and specification standards of the utility agency.
- E. Public Telecommunication conduits and appurtenances shall be installed per the City of Sherwood telecommunication design standards.
- F. Exceptions: Installation shall not be required if the development does not require any other street improvements. In those instances, the developer shall pay a fee in lieu that will finance installation when street or utility improvements in that location occur.

16.118.030 - Underground Facilities

Except as otherwise provided, all utility facilities, including but not limited to, electric power, telephone, natural gas, lighting, cable television, and telecommunication cable, shall be placed underground, unless specifically authorized for above ground installation, because the points of connection to existing utilities make underground installation impractical, or for other reasons deemed acceptable by the City.

16.118.040 - Exceptions

Surface-mounted transformers, surface-mounted connection boxes and meter cabinets, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at fifty thousand (50,000) volts or more may be located above ground. The City reserves the right to approve location of all surface-mounted transformers.

ANALYSIS: An 8-foot wide PUE exists along the subject property frontage of SW Galbreath Dr. Sherwood Broadband does not exist along the subject property frontage of SW Galbreath Drive. Therefore Sherwood Broadband conduits and vaults will be required along the frontage of SW Galbreath Drive.

Portland General Electric (PGE) provided comments included as Exhibit B2. The comments state the existing underground circuit on Galbreath Dr. is close to the maximum allowable load and the proposed development will require additional facilities.

FINDING: These standards are met as conditioned below.

CONDITION OF APPROVAL C13: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of

Sherwood Broadband facilities (vaults and conduit) along the subject property frontage of SW Galbreath Drive.

CONDITION OF APPROVAL D6: Prior to Issuance of Building Permits, the applicant shall contact PGE to coordinate the required electrical facilities to serve the development.

Chapter 16.142 PARKS, TREES, AND OPEN SPACE

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.

ANALYSIS: The applicant is required to provide frontage improvements and new street trees in accordance with these standards. The current Landscape Plans (Exhibit A5) indicate the trees will be located on private property within the front setback to match other properties on Galbreath Dr. However, the City is requiring a new sidewalk planter strip for this property with street trees in the right-of-way.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL B3: Prior to Final Site Plan approval, revise the plans to provide for street tree installation in accordance with SZCDC § 16.142.060.

16.142.070 Trees on Property Subject to Certain Land Use Applications

A. Generally

The purpose of this Section is to establish processes and standards which will minimize cutting or destruction of trees and woodlands within the City. This Section is intended to help protect the scenic beauty of the City; to retain a livable environment through the beneficial effect of trees on air pollution, heat and glare, sound, water quality, and surface water and erosion control; to encourage the retention and planting of tree species native to the Willamette Valley and Western Oregon; to provide an attractive visual contrast to the urban environment, and to sustain a wide variety and distribution of viable trees and woodlands in the community over time.

B. Applicability

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

C. Inventory

1. To assist the City in making its determinations on the retention of trees and woodlands, land use applications including Type II - IV development shall include a tree and woodland inventory and report. The report shall be prepared by a qualified professional and must contain the following information:
 - a. Tree size (in DBH and canopy area)
 - b. Tree species
 - c. The condition of the tree with notes as applicable explaining the assessment
 - d. The location of the tree on the site
 - e. The location of the tree relative to the planned improvements
 - f. Assessment of whether the tree must be removed to accommodate the development
 - g. Recommendations on measures that must be taken to preserve trees during the construction that are not proposed to be removed.
2. In addition to the general requirements of this Section, the tree and woodland inventory's mapping and report shall also

include, but is not limited to, the specific information outlined in the appropriate land use application materials packet.

3. **Definitions for the inventory purposes of this Section**
 - a. **A tree is a living woody plant having a trunk diameter as specified below at Diameter at Breast Height (DBH). Trees planted for commercial agricultural purposes, and/or those subject to farm forest deferral, such as nut and fruit orchards and Christmas tree farms, are excluded from this definition and from regulation under this Section, as are any living woody plants under six (6) inches at DBH. All trees six (6) inches or greater shall be inventoried.**
 - b. **A woodland is a biological community dominated by trees covering a land area of 20,000 square feet or greater at a density of at least fifty (50) trees per every 20,000 square feet with at least fifty percent (50%) of those trees of any species having a six (6) inches or greater at DBH. Woodlands planted for commercial agricultural purposes and/or subject to farm forest deferral, such as nut and fruit orchards and Christmas tree farms, are excluded from this definition, and from regulation under this Section.**
 - c. **A large stature tree is over 20 feet tall and wide with a minimum trunk diameter of 30 inches at DBH.**
- D. **Retention requirements**
 1. **Trees may be considered for removal to accommodate the development including buildings, parking, walkways, grading etc., provided the development satisfies of D.2 or D.3, below.**

ANALYSIS: The subject property does not contain any trees.

FINDING: These standards do not apply.

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

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

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

	Residential (single family & two family developments)	Old Town & Infill developments	Commercial, Industrial, Institutional Public and Multi-family
Canopy Requirement	40%	N/A	30%
Counted Toward the Canopy Requirement			
Street trees included in canopy requirement	Yes	N/A	No
Landscaping requirements included in canopy requirement	N/A	N/A	Yes
Existing trees onsite	Yes x2	N/A	Yes x2
Planting new trees onsite	Yes	N/A	Yes
<p>Mature Canopy in Square Feet Equation πr^2 or $(3.14159 * \text{radius}^2)$ (This is the calculation to measure the square footage of a circle. The Mature Canopy is given in diameter. In gardening and horticulture reference books, therefore to get the radius you must divide the diameter in half.</p>			
<p>Canopy Calculation Example: Pin Oak Mature canopy = 35' $(3.14159 * 17.52) = 962$ square feet</p>			

ANALYSIS: The total site area is 85,378 SF which requires a minimum of 25,613 SF of tree canopy cover. The landscape plans indicate a total of 27,136 SF of tree canopy cover will be provided. While the table above indicates street trees cannot be counted towards the minimum canopy requirement, the applicant has been conditioned to provide additional street trees within the right-of-way. As such the five on-site shade master trees are included in the minimum canopy calculations.

FINDING: This standard is met.

Chapter 16.146 - Noise
16.146.020 - Noise Sensitive Uses

When proposed commercial and industrial uses do not adjoin land exclusively in commercial or industrial zones, or when said uses adjoin special care, institutional, or parks and recreational facilities, or other uses that are, in the City's determination, sensitive to noise impacts, then:

- A. The applicant shall submit to the City a noise level study prepared by a professional acoustical engineer. Said study shall define noise levels at the boundaries of the site in all directions.**
- B. The applicant shall show that the use will not exceed the noise standards contained in OAR 340-35-035, based on accepted noise modeling procedures and worst case assumptions when all noise sources on the site are operating simultaneously.**
- C. If the use exceeds applicable noise standards as per subsection B of this Section, then the applicant shall submit a noise mitigation program prepared by a professional acoustical engineer that shows how and when the use will come into compliance with said standards.**

ANALYSIS: The development site is surrounded in all directions by industrial zoning, and a noise study is not required. The proposed use as manufacturing and warehousing is not expected to generate noise levels exceed state standards. Any future violations related to noise, vibrations, air quality, and odor can be addressed by the applicable State agency or City Code Compliance.

FINDING: This standard is met.

Chapter 16.148 - Vibrations

16.148.010 - Vibrations

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.

ANALYSIS: The development site is surrounded in all directions by industrial zoning.. The proposed use as manufacturing and warehousing is not expected to create vibrations in excess of 0.002 gravity at the property line. Any future violations related to noise, vibrations, air quality, and odor can be addressed by the applicable State agency or City Code Compliance.

FINDING: This standard is met.

Chapter 16.150 - Air Quality

16.150.010 – Air Quality

All otherwise permitted commercial, industrial, and institutional uses shall comply with applicable State air quality rules and statutes:

- A. All such uses shall comply with standards for dust emissions as per OAR 340-21-060.**
- B. Incinerators, if otherwise permitted by Section 16.140.020, shall comply with the standards set forth in OAR 340-25-850 through 340-25-905.**
- C. Uses for which a State Air Contaminant Discharge Permit is required as per OAR 340-20-140 through 340-20-160 shall comply with the standards of OAR 340-220 through 340-20-276.**

ANALYSIS: The development site is surrounded in all directions by industrial zoning. The proposed use as manufacturing and warehousing is not expected to produce dust and air quality emissions that negatively impact adjacent properties. Any future violations related to noise, vibrations, air quality, and odor can be addressed by the applicable State agency or City Code Compliance.

FINDING: This standard is met.

Chapter 16.152 - Odors

16.152.010 - Odors

All otherwise permitted commercial, industrial, and institutional uses shall incorporate the best practicable design and operating measures so that odors produced by the use are not discernible at any point beyond the boundaries of the development site.

ANALYSIS: The development site is surrounded in all directions by industrial zoning. The proposed use as manufacturing and warehousing is not expected to produce odors that negatively impact adjacent properties. Any future violations related to noise, vibrations, air quality, and odor can be addressed by the applicable State agency or City Code Compliance.

FINDING: This standard is met.

Chapter 16.154 - Heat and Glare

16.154.010 – Heat and Glare

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

ANALYSIS: The development site is surrounded in all directions by industrial zoning. . The proposed use as manufacturing and warehousing is not expected to produce excessive heat or glare. Any future violations related to heat and glare can be addressed by the applicable State agency or City Code Compliance.

FINDING: This standard is met.

Chapter 16.156 - Energy Conservation

16.156.020 Standards

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

ANALYSIS: Trees and vegetation will be provided around the perimeter of the site and building for shade and cooling effects in the summer and to moderate winds in the winter.

FINDING: This standard is met.

IV. STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

Based upon review of the applicant's submittal information, review of the code, agency comments and consideration of the applicant's submittal, staff finds that the proposed site plan does not fully comply with the standards but can be conditioned to comply.

Therefore, staff recommends approval of LU 2022-009 SP Treske Precision Machining subject to the following conditions of approval:

A. General Conditions

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

7. The developer shall adhere to the conditions of the Clean Water Services Provider Letter (CWS File Number 22-000560) and design and maintain the site in accordance with applicable CWS standards.
8. All new utilities to be installed for the development of the subject property shall be underground.
9. Retaining walls within public easements or the public right-of-way shall require engineering approval.
10. The applicant must submit a sign permit to install future signage on the site.
11. The applicant shall obtain a building permit to connect the proposed building to the existing building on Tax Lot 2S128BC00700. If a building permit cannot be obtained due to the location of the property line, a lot consolidation and a building permit is required prior to connecting the buildings.

B. Prior to Final Site Plan Approval

1. Prior to Final Site Plan approval, provide the size of parking lot trees based on the canopy factor. The number and size of parking lot trees shall be sufficient to serve the number of parking stalls provided.
2. Prior to Final Site Plan Approval, obtain written approval from Pride Disposal for the location and design of the on-site waste and recycling enclosure if they are to be serviced by Pride Disposal.
3. Prior to Final Site Plan approval, revise the plans to provide for street tree installation in accordance with SZCDC § 16.142.060.

C. Prior to Engineering Approval of the Public Improvement Plans

1. Prior to Appr Prior to Approval of the Engineering Public Improvement Plans, the new driveway shall be designed to meet Sherwood Engineering Department standards.
2. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design create a landscape strip and install new 6-foot wide sidewalk in its ultimate location along the subject property frontage of SW Galbreath Drive meeting the approval of the Sherwood Engineering Department.
3. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for commercial driveway access onto SW Galbreath Drive meeting the approval of the Sherwood Engineering Department.
4. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall make a payment-in-lieu to the city for street widening improvements along the subject property frontage. The developer shall provide an engineer's estimate for the payment in lieu based upon cost of installing curb and gutter and cost of asphalt widening for the additional width necessary for a 20-foot wide half street section meeting the approval of the Sherwood Engineering Department.

5. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide public sanitary sewer service as necessary to the new building meeting the approval of the Sherwood Engineering Department.
6. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use the existing water stub to supply domestic, irrigation and fire water to the development as needed unless otherwise approved by the Sherwood Engineering Department.
7. Prior to Approval of the Engineering Public Improvement Plans, water flows calculations (domestic, irrigation and fire) shall be provided by the developer.
8. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of a Backflow Assembly meeting Sherwood Engineering Department standards unless otherwise approved.
9. Prior to Approval of the Engineering Public Improvement Plans, if on-site fire protection is to be installed, the proposed development shall design for the installation of fire line backflow protection meeting Sherwood Engineering Department standards.
10. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide storm sewer service to the subject property meeting the approval of the Sherwood Engineering Department.
11. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide storm water quality treatment and hydro-modification in compliance with Clean Water Services' standards meeting the approval of the Sherwood Engineering Department.
12. Prior to Approval of the Engineering Public Improvement Plans, a Storm Water Connection Permit Authorization shall be obtained from Clean Water Services.
13. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of Sherwood Broadband facilities (vaults and conduit) along the subject property frontage of SW Galbreath Drive.

D. Prior to Issuance of Building Permits

1. Prior to Issuance of Building Permits, an Engineering Compliance Agreement shall be obtained from the City of Sherwood Engineering Department.
2. Prior to Issuance of a Plumbing Permit, the proposed development shall design the private sanitary sewer to be in compliance with the current Oregon Plumbing Specialty Code.
3. Prior to Issuance of a Plumbing Permit, the proposed development shall design for private water lines to be in compliance with the current Oregon Plumbing Specialty Code.

4. Prior to Issuance of a Plumbing Permit, the proposed development shall design for private storm water runoff within the subject property to be collected and conveyed in accordance with the current Oregon Plumbing Specialty Code.
5. Prior to Issuance of Building Permit, a DEQ NPDES 1200-C permit and a city grading and erosion control permit shall be obtained.
6. Prior to Issuance of Building Permits, the applicant shall contact PGE to coordinate the required electrical facilities to serve the development.

E. Prior to Acceptance of Public Improvements

1. Prior to Final Acceptance of the Constructed Public Improvements, any public water facilities to be located on private property shall have a recorded public water line easement encompassing the related public water improvements meeting Sherwood Engineering standards.
2. Prior to Acceptance of Public Improvements, private water quality/hydro-modification facilities shall have a recorded Private Stormwater Facility Access and Maintenance Covenant. An Operation and Maintenance Plan for all private hydro-modification facilities is also required to be submitted to the Sherwood Engineering Department.
3. Prior to Acceptance of Public Improvements, the proposed development shall dedicate a maintenance easement from SW Galbreath Drive to the existing public storm drainage easement at the southeast end of the subject property meeting the approval of the Sherwood Engineering Department.

F. Prior to Receiving Occupancy

1. Prior to Occupancy, Clear Vision Areas shall be established at each private driveway intersection in accordance with SZCDC § 16.58.010 Clear Vision Areas.
2. Prior to Receiving Occupancy, all outdoor storage, loading, and service areas shall be screened from all public streets. In addition, roof and ground mounted mechanical equipment shall be screened from view from all public streets.
3. Prior to issuance of occupancy, all parking, loading, and maneuvering areas shall be clearly marked and painted.
4. Prior to receiving occupancy, obtain final approval from Tualatin Valley Fire & Rescue for occupancy of the site and building.

V. EXHIBITS

A. Applicant Submittal (complete application materials available in the project file at City Hall)

1. Application Form
2. Narrative
3. Title Report

4. Civil Plans
5. Landscape Plans
6. Lighting Plan
7. Architectural Plans
8. FEMA Flood Map
9. Clean Water Services SPL
10. Tualatin Valley Fire & Rescue SPL
11. Storm Water Memo
12. Geotech Report
13. Neighborhood Meeting Information

B. Agency Comments

1. City of Sherwood Engineering
2. Portland General Electric
3. Pride Disposal

C. Additional Information

1. Industrial Park of Sherwood Subdivision Plat (1995)
2. Lot 13 Property Line Adjustment (2000)
3. Right-of-Way Dedication (2009)
4. PUE Dedication (2009)