

**CITY OF SHERWOOD
JULY 5, 2022
STAFF REPORT**



**SHERWOOD BLVD. MULTIFAMILY
SITE PLAN REVIEW / CLASS A VARIANCE
LU 2022-006 SP / VAR**

To: Chair Jean Simson, City of Sherwood Planning Commission

From: Eric Rutledge, Associate Planner

ER

Pre-App Meeting:	July 8, 2021
App. Submitted:	March 9, 2022
App. Complete:	April 20, 2022
Hearing Date:	June 14, 2022
120-Day Deadline:	August 18, 2022

PROPOSAL: The applicant is proposing a new 9-unit multifamily building to be located at 21742 SW Sherwood Blvd. The 0.48-acre site is zoned High Density Residential (HDR) and is currently vacant. The applicant is proposing three Class A Variances including a reduction to the minimum front yard setback, a reduction to the visual corridor width abutting an arterial street, and a reduction to the perimeter landscaping buffer abutting a vehicle use area. The development will include 18 parking stalls and will be accessed via the existing driveway serving the Stewart Terrace Apartments. Vehicle egress will be provided via a new driveway across from SW 10th St.

STAFF RECOMMENDATION: Staff recommends approval of LU 2022-006 SP / VAR Sherwood Blvd. Multifamily, subject to the findings and Conditions of Approval described in this report. The recommendation is based on review of the applicable code standards and approval criteria, the applicant's submittal, agency comments, and public testimony.

I. BACKGROUND

A. Applicant: West Coast Home Solutions
CBTWO Architects
500 Liberty St. SE, #100
Salem, OR 97212

Owner: West Coast Home Solutions
25030 SW Parkway Ave, Suite 110
Wilsonville, OR 97070

- B. Location: 21742 SW Sherwood Blvd. (TL 2S129CC06500)
- C. Zoning: High Density Residential
- D. Review Type: Type III Site Plan Review and Type IV Class A Variance. Site Plan Review – between 15,001 SF and 40,000 SF of floor area, parking or seating capacity. Both applications are being reviewed concurrently under the City’s Type IV procedures. 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 April 26 and June 9, 2022.
- F. Review Criteria: Sherwood Zoning and Community Development Code (SZCDC) Chapter 16.12 Residential Land Use Districts; Chapter 16.50 Accessory Structures, Architectural Features and Decks; Chapter 16.58 Clear Vision and Fence Standards; Chapter 16.60 Yard Requirements; Chapter 16.72 Procedures for Processing Development Permits; Chapter 16.84 Variances; 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 16.144 Wetland, Habitat, and Natural Areas; Chapter 16.156 Energy Conservation
- G. Background: The property is identified as Parcel 2 of Washington County Survey and Minor Partition #20029. Parcels 1 and 3 have been developed as the Stewart Terrace Senior Apartments. The subject property contained an old barn that was demolished in 2016-2017.
- H. Existing Conditions: The site is currently vacant except for a concrete pad from the demolished barn, a wooden pole, and overhead wires. There are 10 medium to large size trees on the property, including 4 douglas fir, 4 blue spruce, 1 freeman maple, and 1 sweet cherry (Exhibit A – Sub Exhibit

C – Sheet EX-1 Existing Conditions). The western portion of the driveway serving the Stewart Terrace Apartments is located on the subject property. Shared access for the properties is established in Doc #84018475 and Washington County Doc 2022-023363s (Exhibit A – Sub Exhibit A). Trimet Stop ID# 5247 is located along the site frontage on the north side of SW Sherwood Blvd. TriMet lines 93 and 94 provide service between Sherwood and Pioneer Square in downtown Portland.

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. Clean Water Services provided a memorandum dated June 9, 2022 (Exhibit B2). The memorandum provides Conditions of Approvals related to storm sewer, sanitary sewer, and water quality.
 3. Tualatin Valley Fire & Rescue (TVF&R) – TVF&R has issued a Service Provider Letter (SPL) (Exhibit A – Sub Exhibit H) for the proposed development. The SPL indicates the proposed design meets fire district standards. The applicant is required to obtain final approval from TVF&R prior to occupancy.
 4. Pride Disposal – Pride provided comment via email dated June 29, 2022 (Exhibit B3). The applicant is proposing individual totes to be stored within the tuck-under parking at the rear each unit. The new units can be serviced from the rear drive aisle.
 5. The following agencies acknowledged the application without comment or expressing any issues or concerns: Oregon Department of Transportation Outdoor Sign Program, Washington County Land Use & Transportation
- B. Public Comments
1. As of the date of this report, the following comments were received on the application:
 - a. Bonnie Harris (May 26, June 3, and June 26, 2022) – Exhibit C1
 - b. Jeff Lindgren (May 30 and July 3, 2022) – Exhibit C2
 - c. Barry Kennedy (June 7, 2022) – Exhibit C3
 - d. Stephany Hale (July 4, 2022) – Exhibit C4
 - e. Sandra Beckwith (July 5, 2022) – Exhibit C5

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:

3. Type III

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

b. Site Plan Review — between 15,001 and 40,000 square feet of floor area, parking or seating capacity except those within the Old Town Overlay District, per Section 16.72.010.A.

4. Type IV

g. Class A Variance

ANALYSIS: The combined floor and parking area will exceed 15,000 SF. The applicant is also proposing a Class A Variance for three separate standards. The Type III and Type IV applications are being reviewed concurrently under the City's Type IV procedures.

FINDING: This standard is met.

Chapter 16.12 - RESIDENTIAL LAND USE DISTRICTS

16.12.010 - Purpose and Density Requirements

E. High Density Residential (HDR)

The HDR zoning district provides for higher density multi-family housing and other related uses with density of 16.8 to 24 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

ANALYSIS: After the required right-of-way dedication, the lot size will be 18,839 SF or 0.43-acres.

Minimum density $0.43 \times 16.8 = 7.2$

Maximum density $0.43 \times 24 = 10.32$

Rounding down, the minimum density is 7 units, and the maximum density is 10 units. The proposal is for a 9-unit apartment building.

FINDING: This standard is met.

16.12.020 - Allowed Residential Land Uses

A. Residential Land Uses

The table below identifies the land uses that are allowed in the Residential Districts. The specific land use categories are described and defined in Chapter 16.10.

USES	HDR
• Multi-family Dwellings	P

ANALYSIS: The property is zoned High Density Residential (HDR) and multi-family dwellings are permitted outright.

FINDING: This standard is met.

16.12.030 - Residential Land Use 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. (Variance and Adjustments)

B. Development Standards

Except as modified under Chapter 16.68 (Infill Development), Section 16.144.030 (Wetland, Habitat and Natural Areas) Chapter 16.44 (Townhomes), or as otherwise provided, required minimum lot areas, dimensions and setbacks shall be provided in the following table.

C. Development Standards per Residential Zone

Development Standards by Zone	HDR	Proposed
Two or multi-family, first 2 units (lot area)	8,000 SF	See below
Multi-family, each additional unit after first 2 (lot area)	1,500 SF (18,500 SF required for 9 units)	8,000 SF (2 units) <u>10,500 SF (next 7 units)</u> 18,500 SF (9 units) 339 SF remaining
Min lot width at front property line	25	~ 260 ft.
Min lot width at building line (multi-family)	60	~ 250 ft.
Lot depth	80	81.5 ft.
Max height	40 or 3 stories	30.5 ft.
Front yard setback	14 ft.	Variable width with minimum setback of 9.33 ft
Face of garage	20 ft.	n/a
Interior side yard (over 24 ft. height) (Section 16.68 infill)	Height = 30.5 ft Setback = 8.25 ft	19.5 ft. (south) 34.77 ft. (north)
Rear yard	20 ft.	32.31 ft.

ANALYSIS: The lot and building meet the development standards of the HDR zone with the exception of front yard setback. The applicant has requested a Class A Variance to obtain a reduction to the required 14 ft. setback. The remaining development standards are met as shown in the table above.

FINDING: This standard is met with approval of the Class A Variance.

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: Vehicle ingress is proposed from the existing driveway on SW Sherwood Blvd. serving the Stewart Terrace Apartments. Vehicle egress is proposed from a new outbound-only driveway directly across from SW 10th Ave. The development is required to establish a clear vision area for each driveway as conditioned below.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL B1: Prior to Final Site Plan Approval, revise the plans (Site Plan and Landscape Plan) to provide the required Clear Vision Areas at each driveway intersection with a public street in accordance with SZCDC § 16.58.010.

CONDITION OF APPROVAL F1: Prior to Occupancy, Clear Vision Areas shall be established at each driveway intersection with a public street.

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: An existing wooden fence is located along the east and south property lines separating the proposed development site from the Stewart Terrace Apartments. The eastern fence near the existing apartment buildings will remain, while the southern fence near the existing drive aisle will be removed to accommodate the new driveway and landscaping. No new fences are proposed.

FINDING: This standard is met.

Chapter 16.84 - VARIANCES

16.84.010 - Purpose

This Chapter provides standards and procedures for variances, which are modifications to land use or development standards that are not otherwise permitted elsewhere in this Code as exceptions to Code standards. This Chapter provides flexibility, while maintaining the purposes and intent of the Code. No variances shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use is located. In granting a variance, conditions may be imposed when necessary to protect the best interests of surrounding properties and neighborhoods, and otherwise achieve the purposes of the adopted Comprehensive Plan, the Transportation System Plan, and other Code provisions.

16.84.020 - Applicability

A. Exceptions and Modifications versus Variances

A code standard or approval criterion may be modified without approval of a variance if the applicable code section expressly allows exceptions or modifications. If the code provision does not expressly provide for exceptions or modifications then a variance is required to modify that code section and the provisions of Chapter 16.84 apply.

B. Combining Variances with Other Approvals; Permit Approvals by Other Agencies.

Variance requests may be combined with and reviewed concurrently by the City approval body with other land use and development

applications (e.g., development review, site plan review, subdivision, conditional use, etc.); however, some variances may be subject to approval by other permitting agencies, such as ODOT in the case of State Highway access.

- C. **Adjustments and variances cannot be applied to change any existing Planned Unit Development (PUD).**

ANALYSIS: The applicant is proposing three Class A Variances as shown below:

1. SZCDC § 16.12.030 - Front setback (33% reduction / 14 ft. required, 9 ft. 4 in. proposed)
2. SZCDC § 16.142.040(2) - Visual corridor width along arterial (38% reduction / 15 ft. required, 9 ft. 4 in. proposed)
3. SZCDC § 16.92.030(2)(a) – Perimeter landscape strip (80% reduction / 10 ft. required, 2 ft. proposed)

The Class A Variance approval criteria are addressed below. The proposed variances will not alter the allowed uses on the site.

FINDING: These standards are met.

16.84.030 - Types of Variances

- C. **Class A Variances**

- 1. **Generally**

- a. **The Class A variance procedure may be used to modify a standard for three (3) or fewer lots, including lots yet to be created through a partition process.**
 - b. **An applicant who proposes to vary a standard for lots yet to be created through a subdivision process may not utilize the Class A variance procedure. Approval of a Planned Unit Development shall be required to vary a standard for lots yet to be created through a subdivision process, where a specific code section does not otherwise permit exceptions.**
 - c. **A Class A Variance shall not be approved that would vary the "permitted, conditional or prohibited uses" of a land use district.**

ANALYSIS: The Class A Variances will apply to a single existing lot that meets the dimensional standards of the HDR zone. A subdivision is not proposed. The proposed variances will not alter the allowed uses on the site.

FINDING: These standards are met.

2. Approval Process:

- a. **Class A Variances shall be processed using a Type IV procedure, as governed by Chapter 16.84, using the approval criteria in subsection 3, below.**
- b. **In addition to the application requirements contained in Chapter 16.72.010, the applicant shall provide a written narrative describing the reason for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection 3.**

APPLICANT RESPONSE: The development proposal requires three Class A variances to allow for reductions to: the 14 foot minimum building setback for front yards identified in 16.12.030.C.; the 15 foot width of the visual corridor from properties adjacent to an arterial street 16.142.040.A.2; and the 10 foot perimeter landscape buffer between proposed vehicle use areas and property lines, 16.92.030.A.2.a. as previously applied. These three requests are necessitated as a result of the 9 foot wide public right-of-way dedication that the City of Sherwood is requiring for right-of-way width conformance as the existing width of SW Sherwood Boulevard does not meet current City standards. The half street width of SW Sherwood Boulevard in the area of the development site is 30 feet, however current standard is 39 feet, hence the 9 foot dedication requirement. While the current right-of-way width for SW Sherwood Boulevard is inconsistent from SW Century Drive to SW 3rd Street, existing street improvements generally are consistent so street improvements as part of this development proposal are limited to sidewalk replacement and sidewalk location.

The proposed building has an articulated front facade, providing a varied, "saw toothed" building setback and visual corridor for the length of the building. One corner of the building will be setback from the proposed property line by 9 feet 4 inches; however, that is limited to the northern unit. Generally building corners are setback from the proposed property line by 10 feet 2 inches. Greater setbacks where unit entries are provided actually meet or exceed the minimum standards as most are setback by at least 15 feet or more from the future property line. The proposed building design reduces building mass, provides a residential development that will be complementary to the neighborhood, and utilizes a small undeveloped property whose zoning designation anticipates this type of residential development. Vehicle use areas on site will be screened with a broadleaf evergreen hedge and an existing 6 foot high solid wood fence between multi-family development and parallel parking spaces. Vehicle use areas are limited to a one way driveway and 9 parking spaces which are parallel to the eastern property line.

STAFF ANALYSIS: The Class A Variances are being processed concurrently with the Site Plan application under the City’s Type IV land use procedures. The applicant has provided a written narrative (Exhibit A – pp. 42 – 46) with the required responses.

Staff concurs with the applicant’s analysis above and clarifies that the total width between the nearest point of the building and the curb line of SW Sherwood Blvd. will be greater than 23 ft., as opposed to the 19 ft. indicated by the applicant. The applicant is conditioned to provide an 8 ft. wide sidewalk, 5 ft. wide planter strip, and 1 ft. buffer within the right-of-way. When added to the 9 ft. 4 ft. front setback, the final setback between the building and the curb line of the street will be 23 ft. 4 in.

Staff concurs that the variances are required because of the lot size and shape. The lot is approximately 260 ft. in length but only 90 ft. deep. After the required right-of-way dedication, the lot depth will be 81.5 ft., exceeding the minimum required in the HDR zone by only 1.5 ft. After accounting for a 14 ft. front setback and 20 ft. rear setback, the buildable depth of the property is approximately 47.5 ft. This buildable area is further restricted when accounting for the vehicle parking and drive aisles required by the code.

The applicant has designed the site to meet the required density (7 – 10 units) and the minimum parking requirements. All of the requests are related to the dimensional standards of the code and are warranted based on the size and shape of the property.

FINDING: These standards are met.

3. **Approval Criteria: The City shall approve, approve with conditions, or deny an application for a Class A Variance based on the following criteria:**
 - a. **The proposed variance will not be materially detrimental to the purposes of this Code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity;**

APPLICANT RESPONSE:

RESPONSE: Each request will address this criterion separately, beginning with the Class A variance for a reduction to the minimum building setback for front yards 16.12.030.C. for buildings in properties lying in the High Density Residential Zoning District, followed by the Class A variance for a reduction to the width of visual corridors for properties adjacent to arterial streets 16.142.040.2. for developments located on an arterial street, then followed by Class A variance for a reduction to minimum perimeter landscaping buffer for vehicle use areas 16.92.030.A.2.a.

Class A Variance Request 16.12.030.

The applicant requests a variance to reduce the building setback for front yards from 14 feet to 9 feet 4 inches for a small portion of the northern most residential unit. Generally building corners will be 10 feet from the future property line, with increases for recesses at each unit entry. The varied building setback increases with each unit; the northern most unit being 9 feet 4 inches at its closest point recessing to 12 feet 4 inches, continuing south each unit will be further from the property line, with the middle unit ranging from 9 feet 11 inches to 15 feet 9 inches and then the southerly unit ranging from 10 feet 2 inches up to 17 feet (please refer to the Site Plan, Sheet A1.00, for dimensional references). These dimensions are measured from the future property line which will be more than 20 feet from the edge of the existing public sidewalk. Landscaping will be provided between the street and the building providing a development that is consistent with development code and compliments the existing development in this area meeting the goals of Sherwood's Municipal Code and the Comprehensive Plan. The proposed development's design meets the intent of the standards identified in Division V. Community Design, Chapters 16.90 through 16.96 of the Municipal Code.

Class A Variance Request 16.142.040.2.

The applicant requests a variance to reduce the width of the visual corridor for properties fronting onto arterial streets from 15 feet to a varied width which is 9 feet 4 inches for the northern end of the building increasing as the building continues south following the curve of the property line. The proposed development is unable to meet the standard due to a 9 foot wide public right-of-way dedication reducing the depth of the lot and the developable area. While the actual corridor will be measured from the new property line, the current paved width of the street in this location is not changing or being altered as a result of the proposed development so that the perceived visual corridor will be at least 18 feet at its narrowest but due to building placement and the articulate façade design will be greater for the majority of the street frontage.

Class A Variance Requires 16.92.030.A.2.a.

As noted earlier in this narrative, City staff have indicated that our interpretation of 16.92.030.A.2.a. is inconsistent to how the Planning Division has applied the standard and suggested that the applicant request a Class A variance for a reduction in the minimum width of the perimeter landscape buffer for proposed vehicle use areas. The intent of providing a perimeter landscape buffer and vehicle use areas is to provide a separation between these areas and property lines. While this development is unable to provide the desired 10 feet, it will provide a physical separation that is more densely planted than required for a greater level of screening which meets the goals of the standard. The neighboring properties will not be adversely impacted as the proposed landscape plantings will provide buffering and screening of vehicle use areas where adjacent to property lines and the existing 6 foot high solid wood fence will remain which will maintain a consistent physical barrier between the existing multi-family and the proposed parallel parking. .

The requested Class A variances for a reduction to minimum building setback for front yards, a reduction of the visual corridor width for developments fronting on to arterial streets, and a reduction in the width of perimeter buffer yards adjacent to proposed parking, will not be materially detrimental to the purposes of the Code or any other applicable policies and standards; nor will other properties in the same land use district or vicinity be negatively impacted. The proposed building will be setback from the curb by more than 18 feet which is consistent with the building setback for the neighboring multifamily development. Open areas between the building and the street will be landscaped for a cohesive front yard and visual corridor appearance. Screening through the planting of a broadleaf evergreen hedge will provide a physical buffer between the proposed vehicle use areas and the property lines, plus the 6 foot high solid wood fence will maintain the current barrier that existing along the eastern property line which is similar and consistent with other developments in this area. For these reasons we believe the proposal meets the intent of these standards where relief is requested.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion is met.

- b. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district);**

APPLICANT RESPONSE:

RESPONSE: The development site is limited due to site constraints and conditions. It is both irregularly shaped and limited in size with just 20,929 square feet. The west property line curves to follow the SW Sherwood Boulevard public right-of-way, which does not meet current standards for right-of-way width requiring the developer dedicate 9 feet of additional public right-of-way. This dedication will reduce the developable area to 18,839 square feet; developable area is further impacted by the need to provide an 8 foot wide public utility easement (PUE) the length of the street frontage. Existing overhead utility lines can not be practicably relocated precluding access for fire along street frontage, therefore access that can accommodate fire apparatus will need to be provided on the east side of the site. These conditions: 9 foot right-of-way dedication, 8 foot PUE, coupled with the need to provide adequate fire access limits where structures and vehicle use areas can be located on this site. These conditions are unique to the subject property as there are no other vacant lots on SW Sherwood Boulevard or in the vicinity of the site that are zoned High Density Residential.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion is met.

- c. **The use proposed will be the same as permitted under this title and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;**

APPLICANT RESPONSE:

RESPONSE: The proposed use is permitted outright in the High Density Residential Zone. The development proposal is able to meet all but 3 development standards due to required right-of-way dedication. Standards for minimum density, lot area, width and depth, side and rear yard setbacks, access, and landscaping are met by the proposal. The building design provides a highly articulated front façade that allows the building façade plain to step back from the future property line at each unit, the majority of the building will be setback 10 to 15 feet from the future property line. Landscaped separations and screening for vehicle use areas are provided where adjacent to property lines. The requested deviations are the minimum needed to allow for a permitted use that will meet most applicable standards. The proposed multi-family project will provide a quality residential development that will add additional housing units to an underutilized vacant property.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion is met.

- d. **Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject Code standard;**

APPLICANT RESPONSE:

RESPONSE: Approval of the requested variances for a reduction to building setback for front yards, a reduction in the width of the visual corridor and a reduction in the width of the landscape buffer will not have a greater impact on existing physical and natural systems, such as traffic, drainage, natural resources, and parks as the proposed use is permitted outright. Approval of these deviations will allow the development to meet other standards such as parking, access, community design, and landscaping which provide greater benefit and meet Planning goals for this area.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion is met.

e. The hardship is not self-imposed; and

APPLICANT RESPONSE:

RESPONSE: The trigger for the requested setback and perimeter landscape buffer deviations are the direct result of public right-of-way dedication, PUE requirements, and adequate fire apparatus access on-site as a result of existing overhead utilities which serve existing developments. These impacts are not self-imposed and would be an issue for any permitted development that endeavored to meet the goals of the Zoning Code and the Comprehensive Plan for multi-family proposals on this development site.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion is met.

f. The variance requested is the minimum variance that would alleviate the hardship.

APPLICANT RESPONSE:

RESPONSE: The three variances requested are the minimum needed to allow for the proposed 9 unit multi-family development. Deviation is minimal and will not create new conditions that do not already exist in the area of the property.

STAFF ANALYSIS: Staff concurs with the applicant response.

FINDING: This criterion 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. The applicant has requested approval of a Class A Variance for two standards – minimum front yard setback and visual corridor width.

FINDING: This standard is met with approval of the Class A Variances for front yard setback and visual corridor width.

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, sanitary sewer, and storm sewer are located in SW Sherwood Blvd. or have been stubbed to the south/east lot line within a public utility easement. The property is located within the service districts of the Sherwood Police Department, Tualatin Valley Fire and Rescue (TVF&R), and Pride Waste Disposal. A TVF&R has issued a Service Provider Letter for the application indicating the design meets fire department requirements. The application was routed to other affected agencies, and no service issues were indicated.

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. The application includes a recorded access agreement for the shared driveway with the adjacent property owner.

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 with the exception of mature trees. The applicant has provided a Tree Report that describes the trees on and near the site. 10 trees are located on the property and are proposed for removal. 7 off-site trees will remain and will be protected through development. The

development is required to provide new tree plantings that result in a 30% canopy over the property.

The on-site trees include Douglas Fir, Blue Spruce, Freeman Maple, and Sweet Cherry. Two of the Douglas Fir trees and the Freeman Maple are over 30 inches in diameter. The Freeman Maple is located under the electrical lines and has been topped over the years to keep vegetation from interfering with the lines. All of the on-site trees are proposed to be removed to accommodate the building, drive aisle and parking stalls, and utilities. SZCDC § 16.142.070(D)(1) allows trees to be removed to accommodate buildings, parking, walkways, grading, etc. provided the 30% minimum tree canopy is met through new plantings.

FINDING: The on-site trees will be removed to accommodate site development. As required by SZCDC § 16.142.070(D)(1) the applicant is proposing to provide a 30% tree canopy through new plantings. No other significant natural features are located on the site. 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 proposal is for a 9-unit apartment building including 7 three-bedroom units and 2 two-bedroom units. The anticipated average daily trips is far below the threshold of 400 trips. The City Engineer has not otherwise required a Transportation Impact Analysis.

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:**
 - a. Primary, front entrances are located and oriented to the street, and have significant articulation and treatment,**

via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.

ANALYSIS: Each of the 9-units will have a ground floor entrance facing SW Blvd. The building has vertical and horizontal articulation through the use of alternative, recessed entrances, and upper level balconies. The proposed roof is a multi-pitch roof creating variety and visual interest in building design.

FINDING: This standard is met.

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

ANALYSIS: The building is located adjacent to and flush to the street, subject to the required front setback and visual corridor standards. The applicant is requesting approval of a Class A Variance to reduce the required width of both standards.

FINDING: This standard is met with approval of the Class A Variance.

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

ANALYSIS: The architecture of the building is parented towards the pedestrian through the use of direct access to the right-of-way for each unit, covered and recessed entrances, and building articulation along the street-facing elevation. The design includes significant glazing on each level through the use of windows and transparent doors. The exterior of the building is proposed to be fiber cement lap siding. No prohibited materials are proposed.

FINDING: This standard is met.

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 A – Sub Exhibit C – Sheet L1.1) that shows the 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. Shrubs are proposed at from 1” pots and trees at 2” caliper / 6 ft. tall.

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 on-site trees are proposed to be removed to accommodate full redevelopment of the site. Tree and landscaping standards will be met with new landscaping.

FINDING: This standard is 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 does not share a property line with a single- or two-family residential use. The property to the east is Stewart Terrace Apartments, to the north is a stormwater facility, and to the west is SW Sherwood Blvd.

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 between the on-site parking and the abutting properties to the north / east. The applicant has requested approval of a Class A Variance to reduce the required buffer to 2 ft.

FINDING: This standard is met with approval of the Class A Variance.

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:
 - (1) Residential uses in a residential zone: one (1) island for every eight (8) 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 Plan and Narrative provide details on the parking lot landscaping for the site. While nine consecutive parking stalls are proposed, the perimeter and interior landscaping near the parking stalls provide shade, visual interest, and screening for the parking stalls and meet the intent of the standard. The plans demonstrate all of the parking lot landscaping requirements have been satisfied.

FINDING: These standards are met.

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 not shown on the plans.

FINDING: This standard is met by Condition of Approval B1 and F1.

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 indicates a utility box will be located adjacent to the southeast corner of the building. The utility area will be screened from SW Sherwood Blvd. and the by shrubs.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F2: Prior to Receiving Occupancy, all ground and roof mounted mechanical equipment shall be screened from view from all public streets and adjacent residential zones.

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 Sherwood Blvd. which is an arterial street. The applicant is requesting approval of a Class A Variance to reduce the required width of the visual corridor.

FINDING: This standard is met with approval of a Class A Variance.

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 indicate an automated drip irrigation system will be used. Details on the installation and maintenance of the landscaping have not been provided.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F3: Prior to occupancy, all required landscaping shall be installed to current nursery industry standards.

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 A3 – Sheet C2.1) 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: The applicant is proposing a total of 18 off-street parking stalls. 9 uncovered parking stalls are proposed along the east property line and 9 tuck-under stalls are proposed at the rear of the building. The tuck under parking will be open and will not include garage doors that would enclose the space.

FINDING: These standards are met as conditioned below.

CONDITION OF APPROVAL A8: The tuck under parking stalls serving each unit shall be open to the rear of the site and shall only be used for parking of vehicles and storage of trash and recycling totes. The design and use restrictions shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) for the property.

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 plans identify 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 plans that include 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 A ¹	Maximum Permitted Parking Zone B ²
Multi-family ⁴	1 per unit under 500 SF 1.25 per 1 bdr 1.5 per 2 bdr 1.75 per 3 bdr	None	None

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 multifamily building is proposed to include seven 3-bedroom and two 2-bedroom units.

2 units x 1.5 stalls = 3

7 units x 1.75 stalls = 12.25

Total without guest parking = 12.25 stalls

Guest parking required 12.25 x 0.15 = 2.28 stalls

12.25 + 2.28 = 17.53 stalls or 18 rounded up

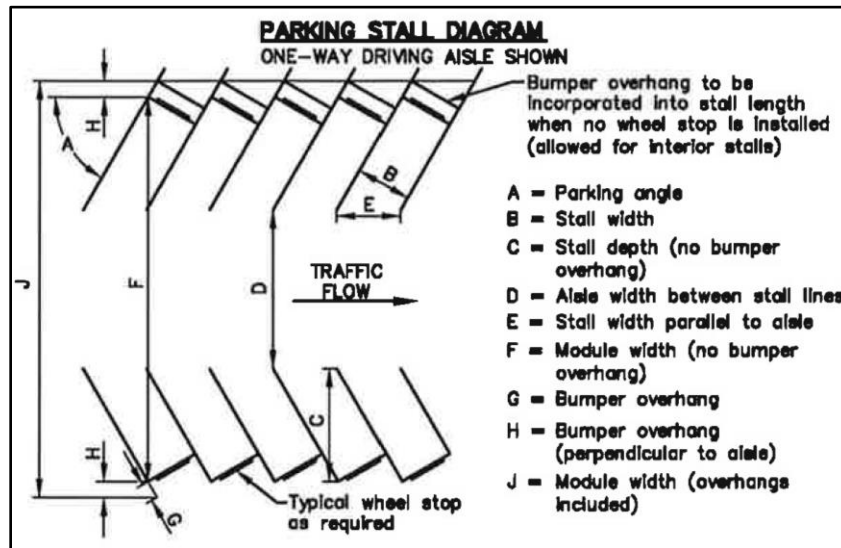
A minimum of 18 parking stalls are required, and the applicant is proposing 18 stalls.

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.



Minimum Parking Dimension Requirements
Table 2: One-Way Driving Aisle

A	B	C	D	E	F	G	H	J
45°	8.0	16.5	24.0	11.3	57.0	3.0	2.5	62.0
	9.0	18.5	24.0	12.7	61.0	3.0	2.5	66.0
60°	8.0	17.0	24.0	9.2	58.0	3.0	2.5	63.0
	9.0	19.5	24.0	10.4	63.0	3.0	2.5	68.0
75°	8.0	16.5	26.0	8.3	59.0	3.0	3.0	65.0
	9.0	19.0	24.0	9.3	62.0	3.0	3.0	68.0
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

Table 3: Two-Way Driving Aisle

A	B	C	D	E	F	G	H	J
45°	8.0	16.5	13.0	11.3	46.0	3.0	2.5	51.0
	9.0	18.5	12.0	12.7	49.0	3.0	2.5	54.0
60°	8.0	17.0	18.0	9.2	52.0	3.0	2.5	57.0
	9.0	19.5	16.0	10.4	55.0	3.0	2.5	60.0
75°	8.0	16.5	26.0	8.3	59.0	3.0	3.0	65.0
	9.0	19.0	23.0	9.3	61.0	3.0	3.0	67.0
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: A total of 18 on-site parking stalls are proposed, including 9 uncovered parallel stalls and 9 tuck under stalls. The table above does not provide minimum dimensions for parallel parking stalls and the adjacent drive aisle. Each tuck under stall is proposed at 10 ft. wide by 21 ft. deep. The surface level parallel stalls are proposed at 9 ft. wide x 20 ft. deep with three compact stalls at 18.5 ft. wide x 18.5 ft. deep. The stall dimensions meet the minimum requirements in subsection B1 above. The one-way drive aisle is proposed at 20 ft., exceeding the minimum requirement pursuant to SZCDC § 16.96.030 by 5 ft. No wheel stops 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
Multi-dwelling	2 or 1 per 10 auto spaces

ANALYSIS: The proposed use requires a minimum of 2 bicycle parking spaces. Two bike racks are proposed in front of the building near SW Sherwood Blvd at each end of the property.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F4: Prior to Receiving Occupancy, bike racks shall be installed in accordance with SZCDC § 16.94.020(C).

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 proposed use is residential, and the building size does not exceed 20,000 SF. Off-street loading is not required.

FINDING: This standard does not apply.

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: A new concrete sidewalk is proposed between the ground floor entrance of each unit and SW Sherwood Blvd. A TriMet bus stop is located directly in front property, and each unit will have convenient access to the stop. The applicant also proposes a new public sidewalk and street trees along site frontage.

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.**

ANALYSIS: SW Sherwood Blvd. is an arterial status roadway under City jurisdiction. The City’s Local Street Connectivity Map (TSP Figure 18) does not provide for alternative access to a lower classification street now or in the future. Ingress is proposed from an existing driveway that serves the Stewart Terrace Apartments at an existing intersection (SW Sherwood Blvd. and SW Glen Eagle). Egress is proposed from a new driveway at another existing intersection to the north (SW Sherwood Blvd. and SW 10th). No new intersections are proposed along the arterial street. The applicant is required to provide sight distance certifications for each driveway prior to issuance of building permits.

FINDING: These standards are met.

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

ANALYSIS: No service drives are proposed.

FINDING: These standards do not apply.

16.96.020 Minimum - Residential standards

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

A. Driveways

3. **Multi-Family: Improved hard surface driveways are required as follows:**

Number of Units	Number of Driveways	One Way Drive Width (Pair)	Two Way Drive Width
3—49	1	15 feet	24 feet
50 or more	2	15 feet	24 feet

ANALYSIS: A minimum of one driveway is required based on the unit count. The width of the existing driveway serving SW Stewart Terrace is 30 ft. The proposed one way egress driveway is proposed at 20 ft.

FINDING: This standard is met.

B. Sidewalks, Pathways and Curbs

2. Multi-family:

- a. **A system of private pedestrian sidewalks/pathways extending throughout the development site shall connect each dwelling unit to vehicular parking areas, common open space, storage areas, recreation facilities, adjacent developments, transit facilities within five hundred (500) feet of the site, and future phases of development. Main building entrances shall also be connected to one another.**
- b. **Required private pathways/sidewalks shall extend from the ground floor entrances or the ground floor landing of stairs, ramps or elevators, on one (1) side of approved driveways connecting to the public sidewalk or curb of the public street that provides required ingress and egress. Curbs shall also be required at a standard approved by the Review Authority.**
- c. **Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, brick/masonry pavers, or other durable surface, at least five (5) feet wide and 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).**
- d. **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: A new concrete sidewalk is proposed between the ground floor entrance of each unit and SW Sherwood Blvd. The sidewalk system will also connect to the open

space at each side of the building. The rear of the site will be used for vehicle parking and does not require a sidewalk.

FINDING: These standards are 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: Each unit will have its own trash and recycling totes in the tuck under parking area at the rear of the building. The totes will be screened from the adjacent property by an exterior wall. Pride Disposal has commented on the application (Exhibit C3) that indicates the site can be served as proposed.

FINDING: This standard is met.

Chapter 16.106 - TRANSPORTATION FACILITIES

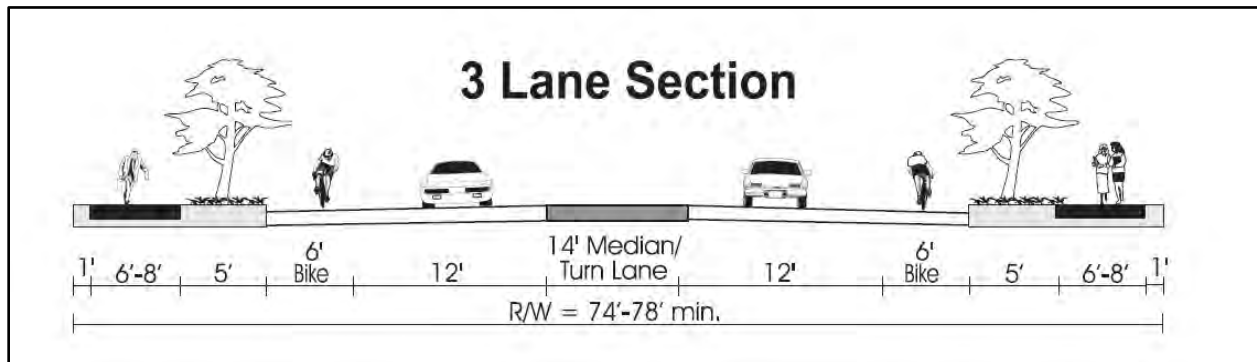
16.106.010 - Generally

A. Creation

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

Type of Street	Right of Way Width	Number of Lanes	Minimum Lane Width	On Street Parking Width	Bike Lane Width	Sidewalk Width	Landscaping Strip (exclusive of Curb)	Median Width
Arterial	60-102'	2-5	12'	Limited	6 feet	6-8'	5'	14' if required

ANALYSIS: The development site abuts SW Sherwood Blvd., a 3-lane arterial under City jurisdiction. The current standard requires a 39-foot wide half-street section (78 ft. total right-of-way width) as shown in the diagram below. The current half-street width is 30 ft., requiring a 9 ft. wide right-of-way dedication. The 78-foot 3-lane arterial design includes a 6 ft. wide bike lane, 5 ft. wide landscape strip, and 8 ft. wide sidewalk. The applicant has been conditioned to install a new curb, landscape strip, and sidewalk in its final location along the site frontage. A fee-in-lieu for roadway improvements is also required. No street widening is required at this time as the road would be inconsistent with the rest of SW Sherwood Blvd.



3-lane arterial cross section (TSP Figure 16A)

FINDING: This standard is met.

16.106.020 - Required Improvements

A. Generally

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

B. Existing Streets

Except as otherwise provided, when a development abuts an existing street, the improvements requirement shall apply to that portion of the street right-of-way located between the centerline of the right-of-way and the property line of the lot proposed for development. In no

event shall a required street improvement for an existing street exceed a pavement width of thirty (30) feet.

C. Proposed Streets

1. Except as otherwise provided, when a development includes or abuts a proposed street, in no event shall the required street improvement exceed a pavement width of forty (40) feet.
2. **Half Streets:** When a half street is created, a minimum of 22 feet of driving surface shall be provided by the developer

D. Extent of Improvements

1. Streets required pursuant to this Chapter shall be dedicated and improved consistent with Chapter 6 of the Community Development Plan, the TSP and applicable City specifications included in the City of Sherwood Construction Standards. Streets shall include curbs, sidewalks, catch basins, street lights, and street trees. Improvements shall also include any bikeways designated on the Transportation System Plan map. Applicant may be required to dedicate land for required public improvements only when the exaction is directly related to and roughly proportional to the impact of the development, pursuant to Section 16.106.090.
2. If the applicant is required to provide street improvements, the City Engineer may accept a future improvements guarantee in lieu of street improvements if one or more of the following conditions exist, as determined by the City:
 - a. A partial improvement is not feasible due to the inability to achieve proper design standards;
 - b. A partial improvement may create a potential safety hazard to motorists or pedestrians.
 - c. Due to the nature of existing development on adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide a significant improvement to street safety or capacity;
 - d. The improvement would be in conflict with an adopted capital improvement plan;
 - e. The improvement is associated with an approved land partition on property zoned residential use and the proposed land partition does not create any new streets; or
 - f. Additional planning work is required to define the appropriate design standards for the street and the application is for a project that would contribute only a

minor portion of the anticipated future traffic on the street.

ANALYSIS: The City of Sherwood Engineering comments state “The subject property has frontage on SW Sherwood Boulevard (Arterial). Currently, the existing street has a 3-lane street section with no bike lanes and a curb tight sidewalk. City standards are for a 25-foot wide paved street section with 5-foot wide landscape strip and an 8-foot wide sidewalk within a 39-foot wide half street right-of-way section. Right-of-way to a 39-foot half street width will need to be dedicated. The existing sidewalk will need to be removed with a new 8-foot wide sidewalk installed at standard location providing for a landscape strip.

Typically the street would be required to be widened. However, this would make the width in this area inconsistent with the rest of SW Sherwood Boulevard, and it would be better to accept a payment in lieu of the street widening (asphalt widening and curb and gutter) and widen the paving with a future improvement project for SW Sherwood Boulevard. Street lighting at a location to not interfere with future street widening improvements will be required.

There is a mid-block sidewalk ramp within SW Sherwood Boulevard partially in front of the subject property at the northwest end of the site. The sidewalk ramp currently does not meet ADA standards, and it is at a location where a mid-block crossing is not desirable. This ramp will need to be removed and replaced with a standard sidewalk section and signage installed to discourage pedestrian crossings at this location.”

FINDING: These criteria are met as conditioned below.

CONDITION OF APPROVAL C1: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing curb-tight sidewalk, create a landscape strip and install a new 8-foot wide sidewalk in its ultimate location along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C2: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing sidewalk ramp on SW Sherwood Boulevard at the northwest end of the subject property and replace with a standard sidewalk section and signage 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 a one-way driveway access onto SW Sherwood Boulevard across from SW 10th Street 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 design to install street lighting along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C5: 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 (local street pavement structure) for the additional width necessary for a 25-foot wide half street section meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL E1: Prior to Acceptance of Public Improvements, the proposed development shall set monuments for and dedicate right-of-way along the subject property frontage of SW Sherwood Boulevard to a 39-foot half-street right-of-way width.

16.106.030 - Location

C. Underground Utilities

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

ANALYSIS: New public and private utilities are required to serve the development. The applicant is proposing all new utilities underground. There are existing overhead wires that run in front of the site and then cross SW Sherwood Blvd. Requiring the applicant to underground the wires would likely require significant off-site work, including new electrical poles in new locations. The applicant has been conditioned to provide a vault and underground conduits for future undergrounding of the wires in front of the site.

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 for the installation of vaults and conduit for future undergrounding of the overhead utilities (including Sherwood Broadband) along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C7: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for utility services to the new building to be underground.

D. Additional Setbacks

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

	Classification	Additional Setback
1.	Principle Arterial (99W)	61 feet
2.	Arterial	37 feet
3.	Collector	32 feet
4.	Neighborhood Route	32 feet
5.	Local	26 feet

ANALYSIS: The full half-street right-of-way width will be acquired and no additional setback is required. The applicant is requesting a variance to the required setback.

FINDING: This standard is met.

16.106.040 - Design

Standard cross sections showing street design and pavement dimensions are located in the City of Sherwood's Engineering Design Manual.

A. Reserve Strips

Reserve strips or street plugs controlling access or extensions to streets are not allowed unless necessary for the protection of the public welfare or of substantial property rights. All reserve strips shall be dedicated to the appropriate jurisdiction that maintains the street.

B. Alignment

All proposed streets shall, as far as practicable, be in alignment with existing streets. In no case shall the staggering of streets create a "T" intersection or a dangerous condition. Street offsets of less than one hundred (100) feet are not allowed.

C. Future Extension

Where necessary to access or permit future subdivision or development of adjoining land, streets must extend to the boundary of the proposed development and provide the required roadway width. Dead-end streets less than 100' in length must comply with the Engineering Design Manual.

A durable sign must be installed at the applicant's expense. The sign is required to notify the public of the intent to construct future streets. The sign must read as follows: "This road will be extended with future development. For more information contact the City of Sherwood Engineering Department."

D. Intersection Angles

Streets shall intersect as near to ninety (90) degree angles as practical, except where topography requires a lesser angle. In all cases, the applicant shall comply with the Engineering Design Manual.

E. Cul-de-sacs

1. All cul-de-sacs shall be used only when exceptional topographical constraints, existing development patterns, or compliance with other standards in this code preclude a street extension and circulation. A cul-de-sac shall not be more than two hundred (200) feet in length and shall not provide access to more than 25 dwelling units.
2. All cul-de-sacs shall terminate with a turnaround in accordance with the specifications in the Engineering Design Manual. The radius of circular turnarounds may be larger when they contain a landscaped island, parking bay in their center, Tualatin Valley Fire and Rescue submits a written request, or an industrial use requires a larger turnaround for truck access.
3. Public easements, tracts, or right-of-way shall provide paved pedestrian and bicycle access ways at least 6 feet wide where a cul-de-sac or dead-end street is planned, to connect the ends of the streets together, connect to other streets, or connect to other existing or planned developments in accordance with the standards of this Chapter, the TSP, the Engineering Design Manual or other provisions identified in this Code for the preservation of trees.

F. Grades and Curves

Grades shall be evaluated by the City Engineer and comply with the Engineering Design Manual.

G. Streets Adjacent to Railroads

Streets adjacent to railroads shall run approximately parallel to the railroad and be separated by a distance suitable to allow landscaping and buffering between the street and railroad. Due consideration shall be given at cross streets for the minimum distance required for future grade separations and to provide sufficient depth to allow screening of the railroad.

H. Buffering of Major Streets

Where a development abuts Highway 99W, or an existing or proposed principal arterial, arterial or collector street, or neighborhood route, adequate protection for residential properties must be provided, through and local traffic be separated, and traffic conflicts minimized. In addition, visual corridors pursuant to Section 16.142.040, and all applicable access provisions of Chapter 16.96, are to be met. Buffering may be achieved by: parallel access streets, lots of extra depth abutting the major street with frontage along another street, or other treatment suitable to meet the objectives of this Code.

I. Median Islands

As illustrated in the adopted Transportation System Plan, Chapter 8, median islands may be required on arterial or collector streets for the purpose of controlling access, providing pedestrian safety or for aesthetic purposes.

J. Transit Facilities

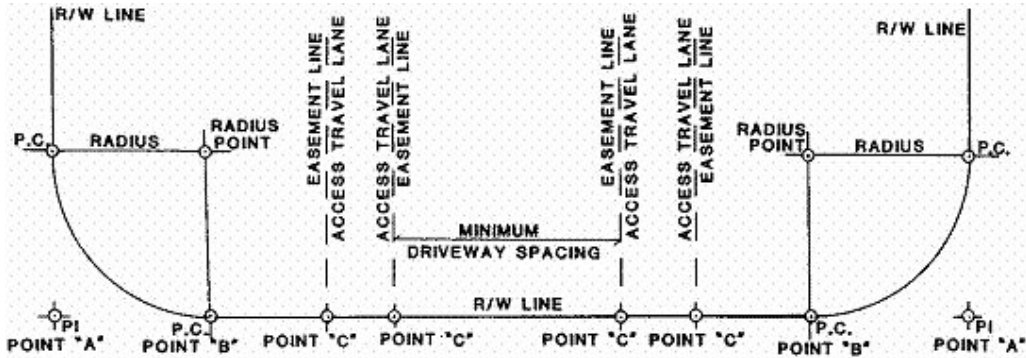
Development along an existing or proposed transit route, as illustrated in Figure 7-2 in the TSP, is required to provide areas and facilities for bus turnouts, shelters, and other transit-related facilities to Tri-Met specifications. Transit facilities shall also meet the following requirements:

1. Locate buildings within 20 feet of or provide a pedestrian plaza at major transit stops.
2. Provide reasonably direct pedestrian connections between the transit stop and building entrances on the site.
3. Provide a transit passenger landing pad accessible to disabled persons (if not already existing to transit agency standards).
4. Provide an easement or dedication for a passenger shelter and underground utility connection from the new development to the transit amenity if requested by the public transit provider.
5. Provide lighting at a transit stop (if not already existing to transit agency standards).

K. Traffic Controls

1. Pursuant to Section 16.106.080, or as otherwise required by the City Engineer, an application must include a traffic impact analysis to determine the number and types of traffic controls necessary to accommodate anticipated traffic flow.
 2. For all other proposed developments including commercial, industrial or institutional uses with over an estimated 400 ADT, or as otherwise required by the City Engineer, the application must include a traffic impact analysis to determine the number and types of traffic controls necessary to accommodate anticipated traffic flow.
- L. Traffic Calming**
1. The following roadway design features, including internal circulation drives, may be required by the City in new construction in areas where traffic calming needs are anticipated:
 - a. Curb extensions (bulb-outs).
 - b. Traffic diverters/circles.
 - c. Alternative paving and painting patterns.
 - d. Raised crosswalks, speed humps, and pedestrian refuges.
 - e. Other methods demonstrated as effective through peer reviewed Engineering studies.
 2. With approval of the City Engineer, traffic calming measures such as speed humps and additional stop signs can be applied to mitigate traffic operations and/or safety problems on existing streets. They should not be applied with new street construction unless approved by the City Engineer and Tualatin Valley Fire & Rescue.
- M. Vehicular Access Management**
- All developments shall have legal access to a public road. Access onto public streets shall be permitted upon demonstration of compliance with the provisions of adopted street standards in the Engineering Design Manual.
1. **Measurement:** See the following access diagram where R/W = Right-of-Way; and P.I. = Point-of-Intersection where P.I. shall be located based upon a 90 degree angle of intersection between ultimate right-of-way lines.
 - a. Minimum right-of-way radius at intersections shall conform to City standards.
 - b. All minimum distances stated in the following sections shall be governed by sight distance requirements according to the Engineering Design Manual.

- c. All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.
- d. All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.
- e. Minimum spacing between driveways shall be measured from Point "C" to Point "C" as shown below:



2. Roadway Access

No use will be permitted to have direct access to a street or road except as specified below. Access spacing shall be measured from existing or approved accesses on either side of a street or road. The lowest functional classification street available to the legal lot, including alleys within a public easement, shall take precedence for new access points.

- d. Arterials and Highway 99W - Points of ingress or egress to and from Highway 99W and arterials designated on the Transportation Plan Map, attached as Figure 1 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 or arterials. 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. Alternatives include shared or crossover access agreement between properties, consolidated access points, or frontage or backage roads. When alternatives do not exist, access shall comply with the following standards:**

 - (a) Access to Highway 99W shall be consistent with ODOT standards and policies per OAR 734, Division 51, as follows: Direct access to an arterial or principal arterial will be permitted provided that Point 'A' of such access is more than six hundred (600) feet from any intersection Point 'A' or other access to that arterial (Point 'C').**
 - (b) The access to Highway 99W will be considered temporary until an alternative access to public right-of-ways is created. When the alternative access is available the temporary access to Highway 99W shall be closed.**
 - (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, neighborhood route or collector streets, including frontage or backage roads, consistent with the Transportation Plan Map and Chapter 6 of the Community Development Plan**
- 3. Exceptions to Access Criteria for City-Owned Streets**

 - a. Alternate points of access may be allowed if an access management plan which maintains the classified**

function and integrity of the applicable facility is submitted to and approved by the City Engineer as the access management plan must be included as part of the land use submittal or an application for modification as described in § 16.106.020 E. (Transportation Facilities Modifications)

- b. Access in the Old Town (OT) Overlay Zone**
Access points in the OT Overlay Zone shown in an adopted plan such as the Transportation System Plan, are not subject to the access spacing standards and do not need a variance. However, the applicant shall submit a partial access management plan for approval by the City Engineer. The approved plan shall be implemented as a condition of development approval.

ANALYSIS: Ingress and egress will be provided via private driveways at existing intersections along SW Sherwood Blvd. The applicant has been conditioned to provide a Sight Distance certification for each driveway prior to issuance of building permits.

Trimet Stop ID# 5247 is located along the site frontage on the north side of SW Sherwood Blvd. TriMet lines 93 and 94 provide service between Sherwood and Pioneer Square in downtown Portland. The applicant is conditioned to provide new bus stop improvements as required by the development code. No comments were received from TriMet.

FINDING: These standards are met as conditioned below.

CONDITION OF APPROVAL C8: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide a transit passenger landing pad accessible to disabled persons.

CONDITION OF APPROVAL C9: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide lighting at the transit stop (if not already existing to transit agency standards).

CONDITION OF APPROVAL: Prior to Issuance to Final Site Plan Approval and Issuance of Building Permits, the applicant shall provide a preliminary Sight Distance certification for the existing and proposed driveways.

16.106.060 - Sidewalks

A. Required Improvements

1. Except as otherwise provided, sidewalks shall be installed on both sides of a public street and in any special pedestrian way within new development.
2. For Highway 99W, arterials, or in special industrial districts, the City Manager or designee may approve a development without sidewalks if alternative pedestrian routes are available.
3. In the case of approved cul-de-sacs serving less than fifteen (15) dwelling units, sidewalks on one side only may be approved by the City Manager or designee.

B. Design Standards

1. **Arterial and Collector Streets**
Arterial and collector streets shall have minimum six (6) or eight (8) foot wide sidewalks/multi-use paths, located as required by this Code. Residential areas shall have a minimum of a six (6) foot wide sidewalk and commercial industrial areas shall have a minimum of an eight (8) foot wide sidewalk.
2. **Local Streets**
Local streets shall have minimum five (5) foot wide sidewalks, located as required by this Code.
3. **Handicapped Ramps**
Sidewalk handicapped ramps shall be provided at all intersections.

C. Pedestrian and Bicycle Paths

Provide bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with spacing between connections of no more than 330 feet except where prevented by topography, barriers such as railroads or highways, or environmental constraints such as rivers and streams.

16.106.070 - Bike Lanes

If shown in Figure 13 of the Transportation System Plan, bicycle lanes shall be installed in public rights-of-way, in accordance with City specifications. Bike lanes shall be installed on both sides of designated roads, should be separated from the road by a twelve-inch stripe or other means approved by Engineering Staff, and should be a minimum of five (5) feet wide.

ANALYSIS: The applicant has been conditioned to construct or pay a fee-in-lieu for sidewalk and bike lane improvements to City standards.

FINDING: These standards are met.

16.106.090 - Rough Proportionality

A. Purpose

The purpose of this section is to ensure that required transportation facility improvements are roughly proportional to the potential impacts of the proposed development. The rough proportionality requirements of this section apply to both frontage and non-frontage improvements. A proportionality analysis will be conducted by the City Engineer for any proposed development that triggers transportation facility improvements pursuant to this chapter. The City Engineer will take into consideration any benefits that are estimated to accrue to the development property as a result of any required transportation facility improvements. A proportionality determination can be appealed pursuant to Chapter 16.76. The following general provisions apply whenever a proportionality analysis is conducted.

B. Mitigation of impacts due to increased demand for transportation facilities associated with the proposed development shall be provided in rough proportion to the transportation impacts of the proposed development. When applicable, anticipated impacts will be determined by the TIA in accordance with Section 16.106.080. When no TIA is required, anticipated impacts will be determined by the City Engineer.

C. The following shall be considered when determining proportional improvements:

- 1. Condition and capacity of existing facilities within the impact area in relation to City standards. The impact area is generally defined as the area within a one-half-mile radius of the proposed development. If a TIA is required, the impact area is the TIA study area.**
- 2. Existing vehicle, bicycle, pedestrian, and transit use within the impact area.**
- 3. The effect of increased demand on transportation facilities and other approved, but not yet constructed, development projects within the impact area that is associated with the proposed development.**
- 4. Applicable TSP goals, policies, and plans.**
- 5. Whether any route affected by increased transportation demand within the impact area is listed in any City program including school trip safety; neighborhood traffic management; capital improvement; system development improvement, or others.**
- 6. Accident history within the impact area.**
- 7. Potential increased safety risks to transportation facility users, including pedestrians and cyclists.**

8. **Potential benefit the development property will receive as a result of the construction of any required transportation facility improvements.**
9. **Other considerations as may be identified in the review process pursuant to Chapter 16.72.**

ANALYSIS: The development site has approximately 260 ft. of frontage along SW Sherwood Blvd. and is proposing direct vehicle and pedestrian access between the site and the right-of-way. The applicant is dedicating the required right-of-way and constructing or paying a fee-in-lieu of all required improvements.

FINDING: These criteria are met.

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 a Engineering Plan Review / 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 a public easement within the property southeast of the subject property. This sanitary sewer is stubbed to the southeast end of the subject property. Since the subject property is the only property that does not have sanitary sewer service in this area, the public sanitary sewer only needs extending as necessary to provide public sanitary sewer service to the subject property.

Any private sanitary sewer extending through neighboring properties needs to meet CWS standards and needs to be within a private easement.”

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 use/extend the existing public sanitary sewer as necessary to supply service 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.

CONDITION OF APPROVAL E2: Prior to Final Acceptance of the Constructed Public Improvements, any private sanitary sewer facilities to be located on neighboring private property shall have a recorded private sanitary sewer easement encompassing the related private sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL E3: Prior to Final Acceptance of the Constructed Public Improvements, any public sanitary sewer facilities to be located on private property shall have a recorded public sanitary sewer or utility easement encompassing the related

public sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.

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 Sherwood Boulevard along the subject property frontage. There is also a public water main within a public easement within the property to the southeast of the subject property. This water line is stubbed to the southeast end of the subject property. Since this is the only property that does not have water service in this area, the public water system only needs extending as necessary to provide public water service to the subject property.

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 C11: 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 C12: 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 C13: 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 C14: 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 the approval of the Sherwood Engineering Department.

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 E4: 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 the approval of the Sherwood Engineering department.

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 a public storm sewer main exists within a public easement within the property southeast of the subject property. This storm sewer is stubbed to the southeast end of the subject property. Since the subject property is the only property that does not have public storm sewer service in this area, the public storm sewer only needs extending as necessary to provide public storm sewer service to the subject property.

The existing storm sewer to the southeast does not flow to any public regional water quality facility or hydro-modification facility. Water quality and hydro-modification is required for all new/modified impervious area in compliance with CWS standards.”

“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 of 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.

Since the proposed parcel is less than 1 acre in size, only a city issued grading and erosion control permit is required for this development.”

“Clean Water Services has issued a Service Provider Letter and has noted that this development will not significantly impact water quality sensitive areas.”

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL C15: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use/extend the existing public storm sewer as necessary to supply service to the subject property meeting the approval of the Sherwood Engineering Department.

CONDITION OF APPROVAL C16: 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.

CONDITION OF APPROVAL E5: 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 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 Permits, a grading and erosion control permit shall be obtained from the Sherwood Building Department.

CONDITION OF APPROVAL C17: 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 A – Sub Exhibit H.

FINDING: This standard is met as conditioned below.

CONDITION OF APPROVAL F5: 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 is required to be dedicated as part of the site development approval. Sherwood Broadband is currently located within the overhead lines along the subject property frontage of SW Sherwood Boulevard. The applicant is also required to provide

Sherwood Broadband conduits and vaults along the site frontage for future undergrounding of the overhead lines.

FINDING: These standards are met as conditioned below.

CONDITION OF APPROVAL E6: Prior to Acceptance of Public Improvements, the proposed development shall dedicate a minimum 8-foot wide PUE along the subject property street frontage meeting the approval of the Sherwood Engineering Department.

Chapter 16.142 Parks, Trees and Open Space

16.142.020 - Multi-Family Developments

A. Standards

Except as otherwise provided, recreation and open space areas shall be provided in new multi-family residential developments to the following standards (townhome development requirements for open space dedication can be found in Chapter 16.44.B.8- Townhome Standards):

1. Open Space

A minimum of twenty percent (20%) of the site area shall be retained in common open space. Required yard parking or maneuvering areas may not be substituted for open space.

2. Recreation Facilities

A minimum of fifty percent (50%) of the required common open space shall be suitable for active recreational use. Recreational spaces shall be planted in grass or otherwise suitably improved. A minimum area of eight-hundred (800) square feet and a minimum width of fifteen (15) feet shall be provided.

3. Minimum Standards

Common open space and recreation areas and facilities shall be clearly shown on site development plans and shall be physically situated so as to be readily accessible to and usable by all residents of the development.

4. Terms of Conveyance

Rights and responsibilities attached to common open space and recreation areas and facilities shall be clearly specified in a legally binding document which leases or conveys title, including beneficial ownership to a home association, or other legal entity. The terms of such lease or other instrument of conveyance must include provisions suitable to the City for guaranteeing the continued use of such land and facilities for its intended purpose; continuity of property maintenance; and, when appropriate, the availability of funds required for such maintenance and adequate insurance protection.

ANALYSIS: The net site area is 18,839 SF. Open space is required as indicated below:

Required: 20% minimum open space (3,767 SF)

Proposed: 26% open space (4,932 SF)

The applicant's narrative states a total of 4,932 SF of open space is proposed, including at least 50% usable open space. Grass, benches, and landscaping are proposed along the north and south sides of the building. Additional walkways and landscaping are provided in front of each unit.

FINDING: This standard is met.

16.142.040 - Visual Corridors

A. Corridors Required

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

	Category	Width
1.	Highway 99W	25 feet
2.	Arterial	15 feet
3.	Collector	10 feet

In residential developments where fences are typically desired adjoining the above described major street the corridor may be placed in the road right-of-way between the property line and the sidewalk. In all other developments, the visual corridor shall be on private property adjacent to the right-of-way.

B. Landscape Materials

The required visual corridor areas shall be planted as specified by the review authority to provide a continuous visual and/or acoustical buffer between major streets and developed uses. Except as provided for above, fences and walls shall not be substituted for landscaping within the visual corridor. Uniformly planted, drought resistant street trees and ground cover, as specified in Section 16.142.060, shall be planted in the corridor by the developer. The

improvements shall be included in the compliance agreement. In no case shall trees be removed from the required visual corridor.

C. Establishment and Maintenance

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

D. Required Yard

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

ANALYSIS: The site is located along SW Sherwood Blvd., an arterial street under City jurisdiction. The applicant is requesting approval of a Class A Variance to reduce the width of the visual corridor from 15 ft. to 9 ft. 4 in. at its closest point. The minimum 9.4 ft. visual corridor established as part of the development will be in addition to a new 5 ft. wide landscape strip, 8 ft. sidewalk, and 1 ft. buffer in the right-of-way for a combined setback of 23 ft. 4 in. from the curb line to the building.

FINDING: This standard is met with approval of the Class A Variance.

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 proposing to install new street trees in the right-of-way as part of the site redevelopment. A total of six Eastern Redbud trees are proposed. The trees are appropriate for being located under existing power lines, as indicated in the City's Recommended Street Tree List.

FINDING: This standard is met.

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.**

ANALYSIS: The applicant has provided a Tree Report that provides details on the 17 trees located on and near the development site. 10 trees are located on the property and are proposed to be removed. The 7 off-site trees will remain and be protected through site development.

As no trees will be retained on-site, the development is required to provide new tree plantings that at maturity, will result in a 30% tree canopy over the site.

The on-site trees include Douglas Fir, Blue Spruce, Freeman Maple, and Sweet Cherry. Two of the Douglas Fir trees and the Freeman Maple are over 30 inches in diameter. The Freeman Maple is located under the electrical lines and has been topped over the years to keep vegetation from interfering with the lines. All of the on-site trees are proposed to be removed to accommodate the building, drive aisle and parking stalls, and utilities.

FINDING: These standards are met.

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: As stated above, all of the on-site trees are proposed to be removed to accommodate the building and other site improvements. The applicant is required to provide new plantings to meet the 30% tree canopy requirement.

FINDING: This standard is met.

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%

	Residential (single family & two family developments)	Old Town & Infill developments	Commercial, Industrial, Institutional Public and Multi-family
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 18,839 SF after the right-of-way dedication. The applicant is required to provide a 30% tree canopy which equates to 5,652 SF. Trees are proposed throughout the development site and within the right-of-way, equating to 5,751 SF of canopy (Exhibit A – Sub Exhibit C – Sheet L1.1).

FINDING: This standard is met.

4. The City may determine that, regardless of D.1 through D.3, that certain trees or woodlands may be required to be retained. The basis for such a decision shall include; specific findings that retention of said trees or woodlands furthers the purposes and goals of this Section, is feasible and practical both within the context of the proposed land use plan and relative to other policies and standards of the City Comprehensive Plan, and are:
 - a. Within a Significant Natural Area, 100-year floodplain, City greenway, jurisdictional wetland or other existing or future public park or natural area designated by the City Comprehensive Plan, or
 - b. A landscape or natural feature as per applicable policies of the City Comprehensive Plan, or are necessary to

- keep other identified trees or woodlands on or near the site from being damaged or destroyed due to windfall, erosion, disease or other natural processes, or
- c. Necessary for soil stability and the control of erosion, for managing and preserving surface or groundwater quantities or quality, or for the maintenance of a natural drainageway, as per Clean Water Services stormwater management plans and standards of the City Comprehensive Plan, or
 - d. Necessary in required buffers between otherwise incompatible land uses, or from natural areas, wetlands and greenways, or
 - e. Otherwise merit retention because of unusual size, size of the tree stand, historic association or species type, habitat or wildlife preservation considerations, or some combination thereof, as determined by the City.

ANALYSIS: The on-site trees do not appear to require preservation based on the criteria above. The site is not located within a natural area or required as a buffer.

FINDING: These criteria are not applicable.

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: The building will be oriented towards the southwest and obtain adequate sunlight during all seasons. The perimeter landscaping will provide shade in the summer and a wind break in the winter.

FINDING: These standards are 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 2022-006 SP/VAR Sherwood Blvd. Multifamily 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. The continual operation of the property shall comply with the applicable requirements of the Sherwood Zoning and Community Development Code and Municipal Code.
5. 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.
6. All new utilities to be installed for the development of the subject property shall be underground.
7. Retaining walls within public easements or the public right-of-way shall require engineering approval.
8. The tuck under parking stalls serving each unit shall be open to the rear of the site and shall only be used for parking of vehicles and storage of trash and recycling totes. The design and use restrictions shall be included in the Covenants, Conditions, and Restrictions (CC&Rs) for the property.
9. Prior to Building Permit application submittal the applicant shall obtain address(es) for the site

B. Prior to Final Site Plan Approval

1. Prior to Final Site Plan Approval, revise the plans (Site Plan and Landscape Plan) to provide the required Clear Vision Areas at each driveway intersection with a public street in accordance with SZCDC § 16.58.010.

2. Prior to Issuance to Final Site Plan Approval and Issuance of Building Permits, the applicant shall provide a preliminary Sight Distance certification for the existing and proposed driveways.

C. Prior to Engineering Approval of the Public Improvement Plans

1. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing curb-tight sidewalk, create a landscape strip and install new 8-foot wide sidewalk in its ultimate location along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.
2. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing sidewalk ramp on SW Sherwood Boulevard at the northwest end of the subject property and replace with a standard sidewalk section and signage meeting the approval of the Sherwood Engineering Department.
3. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for a one-way driveway access onto SW Sherwood Boulevard across from SW 10th Street meeting the approval of the Sherwood Engineering Department.
4. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to install street lighting along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.
5. 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 (local street pavement structure) for the additional width necessary for a 25-foot wide half street section meeting the approval of the Sherwood Engineering Department.
6. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of vaults and conduit for future undergrounding of the overhead utilities (including Sherwood Broadband) along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.
7. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for utility services to the new building to be underground.
8. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide a transit passenger landing pad accessible to disabled persons.

9. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to provide lighting at the transit stop (if not already existing to transit agency standards).
10. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use/extend the existing public sanitary sewer as necessary to supply service to the new building meeting the approval of the Sherwood Engineering Department.
11. 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.
12. Prior to Approval of the Engineering Public Improvement Plans, water flows calculations (domestic, irrigation and fire) shall be provided by the developer.
13. 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.
14. 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 the approval of the Sherwood Engineering Department.
15. Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use/extend the existing public storm sewer as necessary to supply service to the subject property meeting the approval of the Sherwood Engineering Department.
16. 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.
17. Prior to Approval of the Engineering Public Improvement Plans, a Storm Water Connection Permit Authorization shall be obtained from Clean Water Services.

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 Permits, a grading and erosion control permit shall be obtained from the Sherwood Building Department.

E. Prior to Acceptance of Public Improvements

1. Prior to Acceptance of Public Improvements, the proposed development shall set monuments for and dedicate right-of-way along the subject property frontage of SW Sherwood Boulevard to a 39-foot half-street right-of-way width.
2. Prior to Final Acceptance of the Constructed Public Improvements, any private sanitary sewer facilities to be located on neighboring private property shall have a recorded private sanitary sewer easement encompassing the related private sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.
3. Prior to Final Acceptance of the Constructed Public Improvements, any public sanitary sewer facilities to be located on private property shall have a recorded public sanitary sewer or utility easement encompassing the related public sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.
4. 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 the approval of the Sherwood Engineering department.
5. 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.
6. Prior to Acceptance of Public Improvements, the proposed development shall dedicate a minimum 8-foot wide PUE along the subject property street frontage 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 driveway intersection with a public street.
2. Prior to Receiving Occupancy, all ground and roof mounted mechanical equipment shall be screened from view from all public streets and adjacent residential zones.
3. Prior to occupancy, all required landscaping shall be installed to current nursery industry standards.
4. Prior to Receiving Occupancy, bike racks shall be installed in accordance with SZCDC § 16.94.020(C).
5. Prior to receiving occupancy, obtain final approval from Tualatin Valley Fire & Rescue for occupancy of the site and building.

V. EXHIBITS

A. Applicant Submittal (Land Use Form, Narrative, Neighborhood Meeting Info, Tax Map)

1. Sub Exhibit A – Title Report and Access Easement
2. Sub Exhibit B – *N/A (blank)*
3. Sub Exhibit C – Plan Set
4. Sub Exhibit D – Prelim Storm Report
5. Sub Exhibit E – Arborist Report
6. Sub Exhibit F – *N/A (blank)*
7. Sub Exhibit G – CWS Service Provider Letter
8. Sub Exhibit H – TVF&R Service Provider Letter

B. Agency Comments

1. City of Sherwood Engineering Comments
2. CWS Comments
3. Pride Disposal Comments

C. Public Testimony

1. Bonnie Harris
2. Jeff Lindgren
3. Barry Kennedy
4. Stephanie Hale
5. Sandra Beckwith
6. Jo Hankins

D. Other Information

1. Continuance and 120-Day Extension



Home of the Tualatin River National Wildlife Refuge

Case No. _____
 Fee _____
 Receipt # _____
 Date _____
 TYPE _____

**City of Sherwood
 Application for Land Use Action**

Type of Land Use Action Requested: (check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Conditional Use |
| <input type="checkbox"/> Plan Amendment (Proposed Zone _____) | <input type="checkbox"/> Partition (# of lots _____) |
| <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Subdivision (# of lots _____) |
| <input type="checkbox"/> Site Plan (square footage of building and parking area) | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Variance (list standards to be varied in description) | |

By submitting this form the Owner, or Owner's authorized agent/ representative, acknowledges and agrees that City of Sherwood employees, and appointed or elected City Officials, have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related specifically to the project site.

Note: See City of Sherwood current Fee Schedule, which includes the "Publication/Distribution of Notice" fee, at www.sherwoodoregon.gov. Click on Government/Finance/Fee Schedule.

Owner/Applicant Information:

Applicant: West Coast Home Solutions with CBTWO Architects	Phone: (503) 480-8700
Applicant Address: 500 Liberty St. SE, Suite 100, Salem, OR 97301	Email: gretchen@cbtwoarchitects.com
Owner: West Coast Home Solutions LLC	Phone: (503) 509-5916
Owner Address: 25030 SW Parkway Ave., Suite 110, Wilsonville, OR 97070	Email: eugenel@wchs@gmail.com
Contact for Additional Information: Gretchen Stone CBTWO Architects	

Property Information:

Street Location: 21742 SW Sherwood Boulevard
 Tax Lot and Map No: 2S129CC06500
 Existing Structures/Use: Property is vacant
 Existing Plan/Zone Designation: High Density Residential
 Size of Property(ies) 0.48 acres

Proposed Action:

Purpose and Description of Proposed Action:

A Class A Variance as part of LU 2022-0006 SP / VAR Sherwood Blvd. Multifamily to allow for the reduction to minimum landscape buffer between parking and adjacent properties.

Proposed Use: Multi-family

Proposed No. of Phases (one year each): One phase.

LAND USE APPLICATION FORM

Authorizing Signatures:

I am the owner/authorized agent of the owner empowered to submit this application and affirm that the information submitted with this application is correct to the best of my knowledge.

I further acknowledge that I have read the applicable standards for review of the land use action I am requesting and understand that I must demonstrate to the City review authorities compliance with these standards prior to approval of my request.

Gretchen Stone

Digitally signed by Gretchen Stone
DN: cn=Gretchen Stone, o=CBTWD Architects,
ou=CBTWD Architects
Location: CBTWD Architects
Please do not alter in specified portions of this document
Contact Info: gstone@cbtwdarchitects.com
Date: 2022.06.08 14:02:07 -0700

06-08-2022

Applicant's Signature

Date

Owner's Signature

Date

The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review. Applicant can verify submittal includes specific materials necessary for the application per checklist.

- 3 Copies of Application Form*** completely filled out and signed by the property owner (or person with authority to make decisions on the property).
- Copy of Deed** to verify ownership, easements, etc.
- At least 3 folded sets of plans***
- At least 3 copies** of narrative addressing application criteria*
- Fee** (along with calculations utilized to determine fee if applicable)
- Neighborhood Meeting Verification** including affidavit, sign-in sheet and meeting summary (required for Type III, IV and V projects)

* **Note** that the required numbers of copies identified on the checklist are required for completeness; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, the required number of copies identified on the checklist and one full electronic copy will be required to be submitted.



Home of the Tualatin River National Wildlife Refuge

Case No. _____
 Fee _____
 Receipt # _____
 Date _____
 TYPE _____

City of Sherwood
Application for Land Use Action

Type of Land Use Action Requested: (check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Conditional Use |
| <input type="checkbox"/> Plan Amendment (Proposed Zone _____) | <input type="checkbox"/> Partition (# of lots _____) |
| <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Subdivision (# of lots _____) |
| <input checked="" type="checkbox"/> Site Plan (square footage of building and parking area) | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Variance (list standards to be varied in description) | |

By submitting this form the Owner, or Owner's authorized agent/ representative, acknowledges and agrees that City of Sherwood employees, and appointed or elected City Officials, have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related specifically to the project site.

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Owner/Applicant Information:

Applicant: <u>West Coast Home Solutions with CBTWO Architects</u>	Phone: <u>(503) 480-8700</u>
Applicant Address: <u>500 Liberty Street SE, Suite 100, Salem, OR 97301</u>	Email: <u>getchen@cbtwoarchitects.com</u>
Owner: <u>West Coast Home Solutions LLC</u>	Phone: <u>(503) 509-5916</u>
Owner Address: <u>25030 SW Parkway Ave., Suite 110, Willsonville, OR 97070</u>	Email: <u>eugenel.wchs@gmail.com</u>
Contact for Additional Information: <u>Gretchen Stone - CBTWO Architects</u>	

Property Information:

Street Location: 21742 SW Sherwood Boulevard

Tax Lot and Map No: 2S129CC06500

Existing Structures/Use: Property is vacant

Existing Plan/Zone Designation: High Density Residential

Size of Property(ies) 0.48 acres

Proposed Action:

Purpose and Description of Proposed Action:

Consolidated land use review for a Type III Site Plan Review to allow for the development of a 9 unit multi-family development and two Class A Variances for a reduction to the minimum building setback for front yards and a reduction in width of the visual corridor for properties fronting on to arterial streets.

Proposed Use: Multi-family

Proposed No. of Phases (one year each): One phase.

LAND USE APPLICATION FORM

Authorizing Signatures:

I am the owner/authorized agent of the owner empowered to submit this application and affirm that the information submitted with this application is correct to the best of my knowledge.

I further acknowledge that I have read the applicable standards for review of the land use action I am requesting and understand that I must demonstrate to the City review authorities compliance with these standards prior to approval of my request.

Gretchen Stone
Digitally signed by Gretchen Stone
DN: cn=US, email=gretchen@cbtwoarchitects.com, o=CBTWO Architects, ou=Gretchen Stone
Location: CBTWO Architects
Reason: I agree to specified portions of this document
Contact: info.gretchen@cbtwoarchitects.com
Date: 2022.02.03 14:40:22-0800

02/02/2022

Applicant's Signature
[Handwritten Signature]

Date
3/1/22

Owner's Signature

Date

The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review. Applicant can verify submittal includes specific materials necessary for the application per checklist.

- 3 Copies of Application Form* completely filled out and signed by the property owner (or person with authority to make decisions on the property).
Copy of Deed to verify ownership, easements, etc.
At least 3 folded sets of plans*
At least 3 copies of narrative addressing application criteria*
Fee (along with calculations utilized to determine fee if applicable)
Neighborhood Meeting Verification including affidavit, sign-in sheet and meeting summary (required for Type III, IV and V projects)

* Note that the required numbers of copies identified on the checklist are required for completeness; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, the required number of copies identified on the checklist and one full electronic copy will be required to be submitted.



NARRATIVE

06/08/2022

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

PROJECT NAME

WEST COAST HOME SOLUTIONS
 9 UNIT MULTI-FAMILY PROPOSAL

SITE ADDRESS

21742 SW SHERWOOD BOULEVARD

SECTION 1. REQUESTS

The applicant, West Coast Home Solutions, with their architect, CBTWO Architects, respectfully requests a consolidated land use application for a Type III Site Plan Review with 3 Class A Variances to allow for the development of a 9-unit multi-family development on a 0.48 acre site located at 21742 SW Sherwood Boulevard. The proposal meets development standards for Site Plan Review found in the City of Sherwood's Municipal Code Chapter 16, Sections: 16.12, 16.50, 16.58, 16.60, 16.72, 16.84, 16.90, 16.92, 16.94, 16.96, 16.98, 16.106, 16.108, 16.110, 16.112, 16.114, 16.116, 16.118, 16.42, and 16.156; conformance with applicable standards are detailed in Section 3. of this narrative. Relief to dimensional standards, specifically Building Setback for front yards 16.12.030.C, Visual Corridors 16.142.040.A.2, and Perimeter Landscaping Buffer 16.92.030.2.a, through 3 Class A Variances are explained as well as compliance with applicable criterion in Section 4 of this narrative.

SECTION 2. PROJECT DESCRIPTION

The development site, which is 0.48 acres or 20,929 square feet, is located on SW Sherwood Boulevard, and is zoned High Density Residential (HDR). The site is bordered by an existing multi-family development to the south and east, with City of Sherwood stormwater treatment facilities adjacent to the north; these properties are also zoned HDR. To the west, across SW Sherwood Boulevard, is an existing single-family development. The properties adjacent to SW Sherwood Boulevard are zoned Medium Density. The proposed development is permitted in the underlying zone, utilizing a left-over parcel of land, and is consistent with the development trends anticipated by the City of Sherwood Planning Department.

The proposed development will be comprised of a single 3 story structure that will contain 9 residential units, with 9 tuck under parking spaces at each unit, 9 surface spaces, and site landscaping. Vehicular access is taken from SW Sherwood Boulevard through an existing driveway located along/adjacent to the south property line which allows one-way traffic through the development site behind the proposed building with exiting from a driveway that will replace an existing non-conforming driveway located near the northwest corner of the property.

The proposed building has been sited on the small irregularly shaped lot so that it is oriented to the street with parking provided behind the building away from the street. The residential building's architectural style is northwest contemporary which compliments the neighborhood

and provides a cohesive transition between the multi-family, senior housing and educational development to the south and the single family to the north and to the west across SW Sherwood Boulevard. The building façade is stepped to follow the curved street frontage, additional transitions to the façade are provided through projections and recesses at each unit as well as decks. Roof planes are broken up with a mix of gable and shed style roofs. This design approach helps to break up building mass and reduce the visual scale for a development that will complement the surrounding neighborhood.

SECTION 3. SITE PLAN REVIEW

The development proposal requires the Applicant obtain approval for a Type III Site Plan Review and provide evidence that the proposed project meets the applicable development standards found in Chapter 16 of the City of Sherwood Municipal Code. The following text identifies each development standard in *gray italics*, followed by project information describing how the proposal meets the standard or notes where lenience via a variance is required in nave type with a **BOLD** header for clearer distinction between the two:

16.90.020 - Site Plan Review

A. Site Plan Review Required

Site Plan review is required prior to any substantial change to a site or use that does not meet the criteria of a minor or major modification, issuance of building permits or a new building or structure, or for the substantial alteration of an existing structure or use.

PROJECT INFORMATION: The proposed project is requesting a Type III Site Plan Review to allow for the construction of a new 9-unit multi-family development. Applicable standards found in Chapter 16, Divisions II., III., IV., V., VI., and VIII., are provided following detailed descriptions of compliance with said standard or indicated where a variance is being requested.

B. Exemption to Site Plan Requirement

- 1. Single and two family uses*
- 2. Manufactured homes located on individual residential lots per Section 16.46.010, but including manufactured home parks.*

PROJECT INFORMATION: The development proposal does not qualify for exemptions.

C. Reserved

D. Required Findings

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

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

PROJECT INFORMATION: The proposed development will meet the applicable district standards found in Division II, V, VI, and VIII. Division IX., does not apply as it is for developments identified as a Historic Resource. As previously noted, applicable standards are provided followed by detailed information explaining how the standard is met by the proposed development is provided in this section. If deviation to a standard is needed through a variance procedure, it is identified and compliance with applicable criteria is further provided in Section 4. of this narrative.

- 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.*

PROJECT INFORMATION: It is the applicant's and their consultant's understanding, based on information provided at a Pre-Application Conference, held July 8, 2021, that the development site is adequately served by public utilities, as well as other services and infrastructure to allow for this development.

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.*

PROJECT INFORMATION: The application package includes a copy of the current title report, dated December 15, 2021. It contains the information needed to allow the City to confirm the legal owner of the property.

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.*

PROJECT INFORMATION: The vacant development site is a small "left-over" lot zoned HDR, and is surrounded by existing developments. The proposed improvements are designed to fit onto the irregularly shaped property whose vegetation is limited to 10 trees which will be removed to allow for the development of the site. Mitigate when preservation is not feasible is allowed and has been employed in the site improvement design, further details are provided later in this section and on the Preliminary Planting Plan, Sheet L1.1, of the Plan Set, Exhibit "C", provided with the submittal materials.

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.*

PROJECT INFORMATION: The proposal is for 9 new apartment units that are not expected to have a significant impact on the existing transportation system. The City Engineer indicated in the Pre-Application Conference of July 8, 2021, that a TIA is not required for this development application.

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:*
 - a. *Primary, front entrances are located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.*

PROJECT INFORMATION: The proposed design has all of the unit entries oriented towards SW Sherwood Boulevard. Façade articulation is achieved through a "saw tooth" front building plain, recessed front entries and balconies as desired.

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

PROJECT INFORMATION: The building has been setback from the street to accommodate building setback and landscape corridor areas; although, Class A variances to both standards are requested due to a 9 foot right-of-way dedication that the City is requiring along the SW Sherwood Boulevard frontage.

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

PROJECT INFORMATION: The architecture of the building is oriented to the public sidewalk. Exterior finish materials include horizontal lap fiber cement siding with two contrasting paint colors, and clear glazing for windows. Building façade and roof lines are articulated to breakup building planes and reduce mass.

- d. *As an alternative to the standards in Section 16.90.020.D.6.a-c, the following Commercial Design Review Matrix may be applied to any commercial, multi-family, institutional or mixed use development (this matrix may not be utilized for developments within the Old Town Overlay). A development must propose a minimum of 60 percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a-c. In addition, a development proposing between 15,001 and 40,000 square feet of floor area, parking or seating capacity and proposing a minimum of 80 percent of the total possible points from the matrix below may be reviewed as a Type II administrative review, per the standards of Section 16.72.010.A.2.*

PROJECT INFORMATION: The proposed development is able to meet standards 16.90.020.D.6.a-c, as required, therefore this standard (16.90.020.D.6.d) does not apply.

- e. *As an alternative to the Standards in Section 16.90.020.D.6.a-c, the Old Town Design Standards (Chapter 16.162) may be applied to achieve this performance measure.*

PROJECT INFORMATION: The development site is not located with Sherwood's Old Town district.

- f. *As an alternative to the standards in Sections 16.90.020.D.6.a-e, an applicant may opt to have a design review hearing before the Planning Commission to demonstrate how the proposed development meets or exceeds the objectives in Section 16.90.010.B of this Code. This design review hearing will be processed as a Type IV review with public notice and a public hearing.*

PROJECT INFORMATION: The proposed development will be reviewed by the Planning Commission as required. We believe the development as proposed does meet the intent of the City of Sherwood's development code and that the Planning Commission will concur.

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.*

PROJECT INFORMATION: This standard does not apply to multi-family developments.

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

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

PROJECT INFORMATION: The proposed driveway, while less than 24 feet wide will align with existing streets, specifically SW 10th Street.

E. Approvals

The application is reviewed pursuant to Chapter 16.72 and action taken to approve, approve with conditions, or deny the application for site plan review. Conditions may be imposed by the review Authority if necessary to fulfill the requirements of the adopted Comprehensive Plan. Transportation System Plan or the Zoning and Community Development Code. The action must include appropriate findings of facts as required by Section 16.90.020. The action may be appealed to the Council in accordance with Chapter 16.76.

PROJECT INFORMATION: The applicant understands this application is subject to the review procedures explained in Chapter 16.72.

F. Time Limits

Site plan approvals are void after two (2) years unless construction on the site has begun, as determined by the City. The City may extend site plan approvals for an additional period not to exceed one (1) year, upon written request from the applicant showing adequate cause for such extension, and payment of an extension application fee as per Section 16.74.010. A site plan approval granted on or after January 1, 2007 through December 31, 2009, is extended until December 31, 2013.

PROJECT INFORMATION: Time limits related to approval are understood.

DIV. II - 16.12 RESIDENTIAL LAND USE DISTRICTS

E. High Density Residential (HDR)

The HDR zoning district provides for higher density multi-family housing and other related uses with density of 16.8 to 24 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

PROJECT INFORMATION: The development site requires a minimum of 7 units with a maximum of 11, the proposal is for 9 units meeting the density requirements for the zone.

16.12.020 - Allowed Residential Land Uses

The below table identifies the Residential Districts and whether multi-family development is permitted.

USES	VLDR	LDR	MDRL	MDRH	HDR
RESIDENTIAL					
Multi-family Dwellings	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted

PROJECT INFORMATION: The proposed 9 unit multi-family are permitted out right in the underlying HDR zone.

16.12.030 – Residential Land Use 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 No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, 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. (Variance and Adjustments)

PROJECT INFORMATION: The proposed development meets or exceeds the applicable development standards with the exception of minimum front yard/building setback and landscape corridor width for certain portions of the proposed building due to required right-of-way dedication, therefore approval of 2 Class A variances is required. Detailed variance requests are included within this narrative in Section 4.

B. Development Standards

Except as modified under Chapter 16.68 (Infill Development), Section 16.144.030 (Wetland, Habitat and Natural Areas) Chapter 16.44 (Townhomes), or as otherwise provided, required minimum lot areas, dimensions and setbacks shall be provided in the following table.

PROJECT INFORMATION: Please refer to the below table, project specific details confirming conformance with the required standard or noting where a variance is being requested is identified in the far-right column of the below table.

C. Development Standards for High Density Residential Zone

<i>Development Standard</i>	<i>Requirement</i>	<i>Project Information</i>
<i>Minimum Lot Areas</i>		
<i>Two or Multi-family: for the first 2 units</i>	<i>8,000 square feet</i>	The proposal includes 9 multi-family units requiring the development site to have a minimum area of 18,500 square feet. Currently the development site is 20,929 square feet but will be reduced after required right-of-way dedication to 18,839 square feet which will meet the minimum lot area requirement for this proposal.
<i>Multi-family: each additional unit after first 2</i>	<i>1,500 square feet</i>	
<i>Minimum Lot width at front property line.</i>	<i>25 feet</i>	The site is irregular in shape but has an average width of more than 200 feet.
<i>Minimum Lot width at building line.</i>	<i>60 feet</i>	
<i>Lot Depth</i>	<i>80 feet</i>	Currently the site has an average depth of 90 feet, after dedication of 9 feet of right-of-way the site will have an average depth of 81 feet.
<i>Maximum Height</i>	<i>40 feet or 3 stories</i>	The proposed building is 3 stories with a height of 28 feet.

<i>Setbacks</i>			
	<i>Front yard</i>	<i>14 feet</i>	In its current configuration the site will accommodate a 19 foot front yard; however, the applicant will be required to dedicate 9 feet of right-of-way resulting in a building setback that is less than the 14 feet required for certain portions of the front facade. This situation necessitates the need for a variance to allow for a reduction to the front yard setback. Please see Section. 4 for detailed variance request.
	<i>Face of garage</i>	<i>20 feet</i>	The development does not include garages and the proposed building is between the street and off-street parking spaces.
	<i>Interior side yard – If over 24 feet in height</i>	<i>5 feet, plus ½ foot for every 1 foot over 24 feet in height</i>	The proposed building has a height of 28 feet requiring at least 7 feet of setback to interior side property lines. As proposed the building is setback 19 feet from the south property line and more than 30 feet to the north property line.
	<i>Corner lot street side</i>	<i>N/A</i>	
	<i>Rear Yard</i>	<i>20 feet</i>	The proposed building is setback from the rear property line by 32 feet.

16.12.040 – Community Design

PROJECT INFORMATION: Community Design standards related to off-street parking and loading, energy conservation, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design as well as detailed information related to compliance are found later in this section.

16.50 ACCESSORY STRUCTURES, ARCHITECTURAL FEATURES AND DECKS

PROJECT INFORMATION: There are no accessory structures or freestanding decks included in this proposal, therefore this section is not applicable.

16.58 VISION CLEARANCE AND FENCE STANDARDS

16.58.010 - Clear Vision Areas

A. A clear vision area shall be maintained on the corners of all property at the intersection of two (2) streets, intersection of a street with a railroad, or intersection of a street with an alley or private driveway.

PROJECT INFORMATION: The development proposal will utilize an existing driveway adjacent to the southern property line for access and will replace an existing driveway approach on the north end of the development site; both driveways are located on the east side of SW Sherwood Boulevard. The proposed improvements will maintain vision clearance areas where required.

- 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 two (2) sides.

PROJECT INFORMATION: It is understood that vision clearance areas must be provided where required.

- C. A clear vision area shall contain no planting, sight obscuring fence, wall, structure, or temporary or permanent obstruction exceeding two and one-half (2 ½) 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 side walk 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.

PROJECT INFORMATION: Where driveways intersect with SW Sherwood Boulevard vision clearance areas will be provided. Proposed landscape materials will meet and be maintained at a maximum height of 30" in all vision clearance areas located on the development site.

16.58.020 Fences, Wall 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 the property by providing attractive landscape materials. The negative effect of fences can include the creation of street walls that inhibit police a 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.

PROJECT INFORMATION: There are no new fences included in this development proposal. There is an existing 6' tall wood fence located along the southern and eastern property lines. The portion that is adjacent to the south property line will be removed during construction. The fence located adjacent to the east property line will remain in place to maintain screening for the neighboring multi-family structure. The existing fence meets current standards for height and allowable materials. Addition standards related to fencing do not apply to this proposal as no new fencing is proposed.

16.60 YARD REQUIREMENTS

16.60.030 - Yards

- A. Except for landscaping, every part of a required yard (also referred to as minimum setback) shall be open and unobstructed from its lowest point to the sky, except that architectural features such as awnings, fire escapes, open stairways, chimneys, or accessory structures permitted in accordance with Chapter 16.50 (Accessory Structures) may be permitted when so placed as not to obstruct light and ventilations.

PROJECT INFORMATION: All provided yards will be open and unobstructed as required.

B. *Where a side or rear yard is not required, and a primary structure is not erected directly on the property line, a primary structure must be set back at least three (3) feet.*

PROJECT INFORMATION: The proposed development provides a rear yard building setback of more than 30 feet.

16.60.040 - Lot Sizes and Dimensions

A. *If a lot or parcel, or aggregate of contiguous lots or parcels, recorded or platted prior to the effective date of this Code, has an area or dimension which does not meet the requirements of this Code, the lot or aggregate lots may be put to a use permitted outright, subject to the other requirements of the zone in which the property is located.*

PROJECT INFORMATION: The development site is zoned HR – High Density Residential, it is irregular in shape and is 0.48 acres or 20,929 square feet. The underlying zone requires this 9 unit multi-family project provide a minimum lot size of 18,500 square feet, with a minimum width of 60 feet and a minimum depth of 80 feet. The applicant is required to dedicate 9 feet of right-of-way along the sites street frontage which will reduce the lot area to 18,839 square feet. The average width will remain in excess of 200 feet in length and the average depth will go from 90 feet to 80 feet. As proposed, the development meets or exceeds minimum dimensional standards for development lots in the HR zone in its current configuration.

B. Exceptions

- 1. Residential uses are limited to a single-family dwelling, or to the number of dwelling units consistent with the density requirements of the zone. However, a dwelling cannot be built on a lot with less area than thirty-two hundred (3,200) square feet, except as provided in Chapter 16.68.*
- 2. Yard requirements of the underlying zone may be modified for infill developments as provided in Chapter 16.68 (Infill Development).*

PROJECT INFORMATION: The development will not be pursuing exceptions therefore this standard does not apply.

DIVISION V. COMMUNITY DESIGN

16.90 SITE PLANNING

16.90.010 - Purpose

Site planning review is intended to:

A. *Encourage development that is compatible with the existing natural and manmade environment, existing community activity patters, and community identity.*

PROJECT INFORTION: The development site is zoned High Density Residential and is surrounded by properties that have the same zoning designation. Across SW Sherwood Boulevard, properties are zoned Medium Density Residential. Existing uses that border the site include multi-family to the south and east, City of Sherwood stormwater facilities to the north and single family across SW Sherwood Boulevard to the west. The proposed development is consistent with anticipated development trends in this part of Sherwood and is compatible with the existing uses.

B. *Minimize or eliminate adverse visual, aesthetic or environmental effects caused by the design and location of new development, including but not limited to effects from:*

- 1. The scale, mass, height, areas, appearance and architectural design of buildings and other development structures and features.*
- 2. Vehicular and pedestrian ways and parking areas.*
- 3. Existing or proposed alteration of natural topographic features, vegetation and water-ways.*

PROJECT INFORMATION: The proposed development has been designed to meet the Community Design standards, with deviations triggered by public right-of-way dedication which are typically allowed through the appropriate variance process. The scale, mass, height, lot area, appearance and architectural design do meet required standards. Vehicular and

pedestrian ways as well as parking areas have been designed to meet required standards as able. There are no topographic features, water-ways, and no heritage or protected tree species and site layout and landscape design provide mitigation measures to compensate for the loss of existing trees that will be removed in order to allow for development of the site.

16.90.020 SITE PLAN REVIEW

PROJECT INFORMATION: Site Plan Review has been addressed in the first part of this Section since compliance with applicable development standards is found in Division II also apply to Site Plan Review as are others found in Divisions V, VI, and VIII which are addressed below.

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.

PROJECT INFORMATION: The development site will be landscaped as required, please refer to the Preliminary Planting Plan, Sheet L1.1, of the Plan Set, for detailed information related to landscape design.

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 substitution 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.*

PROJECT INFORMATION: The proposed landscape plan indicates that ground cover plants will be a mix of a grasses, a seeded type such as Pro Time PT301 Water Smarter Fescue, and ornamental grasses. The ornamental grasses indicated on the plan will be 1 gallon pot size at installation meeting the requirements of this section.

2. Shrubs

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

PROJECT INFORMATION: The landscape architect has incorporated 12 different shrub species into the landscape design. The specified varieties are anticipated to be at full growth within three years as required and container sizes vary from 1 gallon up to 3 gallon sizes.

3. Trees

- a. *Trees at the time of planting must be full 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.*

PROJECT INFORMATION: Trees will be full branched and at least 2" caliper at planting. Please reference the Preliminary Planting Plan, Sheet L1.1, of the Plan Set, for details related to tree types and sizes.

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.*

PROJECT INFORMATION: Standard noted, landscape installation and maintenance will comply with this standard as required.

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.*

PROJECT INFORMATION: The landscape architect has selected plant materials that are hardy and appropriate for this region and the development type. The designer utilized City of Sherwood design standards and approved plant materials in creating a landscape design that will complement the buildings architecture, the proposed use, and the surrounding area.

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).*

PROJECT INFORMATION: The development site is limited in size and configuration. There are 10 existing trees identified on the survey and in the Arborist Report which are not in locations that allow for their retention so mitigation through new tree planting is included in the preliminary landscape plan. As proposed 26 new trees will be planted on the development site and an additional 7 new street trees will be planted, which brings the number of new trees being planted as part of the development to 33.

2. *Existing vegetation, except those plants on the Nuisance Plants list as identified in the "Suggested Plan 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) diameter increment above nine (9) inches counts as an additional medium tree.*

PROJECT INFORMATION: As noted previously, existing vegetation is limited to 10 trees which are not feasibly able to be retained. The preliminary landscape complies with the City standards as required.

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.*

PROJECT INFORMATION: Non-vegetative features are limited to seating adjacent to landscaped common area and the south side of the building. Please refer to the Preliminary Planting Plan, Sheet L1.1 of the Plan Set, for bench locations.

16.92.030 - Site Area Landscaping and Perimeter 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).

- a. *For new uses adjacent to inventoried environmentally sensitive areas, screening requirements shall be limited to vegetation only to preserve wildlife mobility. In addition, the Review Authority may require plants and other landscaping features in locations and sizes necessary to protect the privacy of residences and buffer any adverse affects of adjoining uses.*
- b. *The required screening shall have breaks, where necessary, to allow pedestrian access to the site. The design of the wall of screening shall also provide breaks or openings for visual surveillance of the site and security.*
- c. *Evergreen hedges used to comply with this standard shall be minimum of thirty-six (36) inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one (1) year after planting.*

PROPERTY INFORMATION: The development site is not located adjacent to or near environmentally sensitive areas. An existing 6 foot high wood fence is located on the property line of the neighboring multi-family development. The portion of the fence that is on the development site adjacent to the existing shared access drive will be removed. However, the portion that is installed along the east property line will remain and provide screening between the two projects.

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

PROJECT INFORMATION: Our interpretation of 16.92.030.A.2.a. is that it applies to parking and vehicle use areas located on separate, abutting, or adjacent properties. However, City staff have indicated that a 10 foot wide landscape buffer between proposed vehicle use areas and property lines is desired and has historically been how the standard has been applied. As a result of the ROW dedication and fire access behind the building this development is unable to provide a 10 foot wide landscape buffer between the proposed vehicle use areas and the property line. Therefore, the applicant is seeking relief through a Class A variance to allow a 2 foot wide landscape bed, planted with an broadleaf evergreen hedge that will provide both screening and a physical barrier between the vehicle use areas and adjacent properties. In addition, the 6 foot high fence located along the eastern property line will be maintained. Detailed information indicating how the proposal meets applicable criterion is found in Section 4.

16.92.030.A.2.b. does not apply to this project which is utilizing an existing joint use driveway to access the development site.

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 sites 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.

PROJECT INFORMATION: A landscape strip is provided between the existing shared access drive and the proposed building which is more than 10 feet wide.

B. *Parking Area Landscaping*

1. *Purpose*

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

PROJECT INFORMATION: The off-street parking area will be landscaped as required. Proposed plant materials are a mix of shrubs and trees.

2. *Definitions*

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

b. *Canopy Factor*

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

Canopy Factor = Mature Height (in feet) × Canopy Spread (in feet) × Growth Rate Factor × .01

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

PROJECT INFORMATION: The landscape architect utilized this information in the preparation of the preliminary design. Please refer to the Preliminary Planting Plan, Sheet L1.1, of the Plan Set, Exhibit "C", lists the landscape requirements for confirmation of compliance.

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.

PROJECT INFORMATION: There are 9 surface parking spaces which requires the development provide a minimum of 405 square feet of parking area landscaping, the proposal provides 479 square feet of parking area landscaping meeting the standard.

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 of 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.

PROJECT INFORMATION: The proposal includes 9 off-street surface parking spaces requiring a minimum of 5 small trees and 18 shrubs. The preliminary landscape design proposes 26 trees on site at least 10 are evergreen; and 266 shrubs which exceeds the minimum requirements. In addition, there are 7 additional street trees proposed bringing the total number of new trees being planted with this proposal to 33.

5. Individual Landscape Island Requirements

a. Individual landscaped areas (islands) shall be at least ninety (90) square feet in area and a minimum width of five (5) feet and shall be curbed to protect the landscaping.

b. Each landscape island shall be planted with at least one (1) tree.

c. Landscape islands shall be evenly spaced throughout the parking area.

d. Landscape islands shall be distributed according to the following:

(1) Residential uses in a residential zone: one (1) island for every eight (8) contiguous parking spaces.

(2) Multi or mixed-uses, institutional and commercial uses: one (1) island for every ten (10) contiguous parking spaces.

(3) Industrial uses: one (1) island for every twelve (12) contiguous parking spaces.

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

f. Exception to Landscape Requirement

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

(1) Trees are spaced a maximum of thirty (3) feet on at least one (1) side of the sidewalk.

(2) The minimum unobstructed sidewalk width is at least six (6) feet wide.

(3) The sidewalk is separated from the parking areas by curbs, bollards, or other means on both sides.

PROJECT INFORMATION: Landscape islands are not required for the development proposal therefore this standard does not apply.

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.

PROJECT INFORMATION: All access-ways located on the development site will provide clearance areas, with plant materials maintained at a maximum height of 30 inches as required.

7. *Exceptions*

a. *For properties with an environmentally sensitive area and/or trees or woodlands that merit protection per Chapters 16.142 (Parks, Trees and Open Space) and 16.144 (Wetland, Habitat and Natural Areas) the landscaping standards may be reduced, modified or "shifted" on-site where necessary in order to retain existing vegetation.*

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 to not require a separate variance permit.*

PROJECT INFORMATION: This proposal meets the landscape standards, exceptions to landscape standards are not being requested. Due to the required right-of-way dedication the proposal will not be able to provide the 15 foot wide visual corridor within the development sites frontage so a variance for a reduction to that standard (16.142.040.A.2) is being requested. While a reduction in the width to the visual corridor is needed it does not preclude the development from meeting the landscape standards for quantity or materials (16.142.040.B) as required.

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 of 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.

PROJECT INFORMATION: Screening is provided for all ground mounted equipment. There are no outdoor storage, service or delivery areas proposed for this project.

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 with the Old Town Overlay are exempt from this standard.

PROJECT INFORMATION: The proposed development is required to provide a 15 foot wide visual corridor along the sites SW Sherwood Boulevard frontage; however, due to the required dedication of right-of-way a variance to the standard is included in this consolidated land use application. Details related to compliance with applicable criteria is provided in Section 4 of this narrative.

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.

PROJECT INFORMATION: The applicant is aware and agrees that landscaping will meet City standards for landscaping in the landscape corridor as well as the portion of the right-of-way that are not paved, such as the public sidewalk.

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).

PROJECT INFORMATION: Standard noted, the applicant will comply as required.

C. Irrigation

The intent of this standard is to ensure that plans 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.

PROJECT INFORMATION: The applicant understands and agrees that landscaping in the landscape corridor as well as landscaping in the public right-of-way adjacent to the development site will be maintained as required. This includes the installation and use of irrigation and the removal and replacement of plant materials if needed.

D. Deferral of Improvements

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

PROJECT INFORMATION: There is no plan to defer the installation of landscaping in the landscape corridor at this time.

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 of 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 the 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.

PROJECT INFORMATION: The proposed project will provide required off-street parking. The provided Site Plan and Civil Plans found in the, Plan Set, included in the application package as, Exhibit "C", provides details related to design and location. The applicant is aware that building permits associated with parking will need to be obtained prior to the construction of the site improvements, including parking.

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.

PROJECT INFORMATION: Construction of off-street parking will occur at the time of all other site and structural improvements, and will be completed prior to final occupancy of the structure.

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.*

PROJECT INFORMATION: The applicant is not seeking a reduction in minimum parking requirements therefore this standard does 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.

PROJECT INFORMATION: The parking will be limited to residents or their guests.

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)*

PROJECT INFORMATION: All required parking is provided for on site, through tuck under or surface spaces.

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.*

PROJECT INFORMATION: This standard is not applicable.

3. *Vehicle parking allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveway or parking lots that have been developed in conformance with this code. Specific locations and types of spaces (care 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.*

PROJECT INFORMATION: All parking is provided in tuck under or marked surface spaces on site only. The proposed development is not commercial nor will there be any on-site employees. There is no existing parking on the development site.

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.

PROJECT INFORMATION: All parking and maneuvering areas will be clearly marked as required, including the one-way drive.

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 previous surface. Use of pervious paving material is encouraged and preferred where appropriate considering soils, location, anticipated vehicle usage and other pertinent factors.*

PROJECT INFORMATION: All parking and vehicle use areas will be paved as required. No pervious pavement is currently proposed.

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

PROJECT INFORMATION: Storm water drainage will be provided. Please refer to the Stormwater Site Plan, Sheet SD-1, included in the plan set as part of the application package for specific design and details.

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.

PROJECT INFORMATION: Parking and vehicle use areas will be maintained as required, including required markings identifying directional travel or parking spaces.

I. Parking and Loading Plan

An off-street parking and loading plan, drawn to scale shall accompany requests for building permits or sit 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.*

PROJECT INFORMATION: Plans associated with parking and vehicle use areas, as well as landscaping are included in the Plan Set as part of the application package. Plans for site specific construction improvements will be submitted to the appropriate permitting agency, such as the City of Sherwood, for review, approval and permit issuance prior to construction.

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.

PROJECT INFORMATION: Standard noted. At this time the applicant is not aware of a parking district existing in the area of the development site.

16.94.020 – Off-Street Parking Standard

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

	<i>Minimum Parking Standard</i>	<i>Maximum Permitted Parking Zone A¹</i>	<i>Maximum Permitted Parking Zone B²</i>
<i>Multi-family⁴</i>	<i>1 per unit under 500 sf 1.25 per 1 bdr 1.5 per 2 bdr 1.75 per 3 bdr</i>	<i>None</i>	<i>None</i>

⁴ *Visitor parking in residential developments: Multi-family dwelling units with more than ten (10) required spaces shall provide an additional fifteen (15) percent of the required number of parking spaces for the use of guests of the residents of the development. The spaces shall be centrally located or distributed throughout the development. Required bicycle parking facilities shall also be centrally located within or evenly distributed throughout the development.*

PROJECT INFORMATION: The project as proposed includes 7 3-bedroom units and 2 2-bedroom units, which requires 18 spaces; 15 for the apartment residents and 3 guest spaces. The proposed development provides 18 spaces, 9 tuck under spaces and 9 parallel surfaces spaces.

B. Dimensional and General Configuration Standards

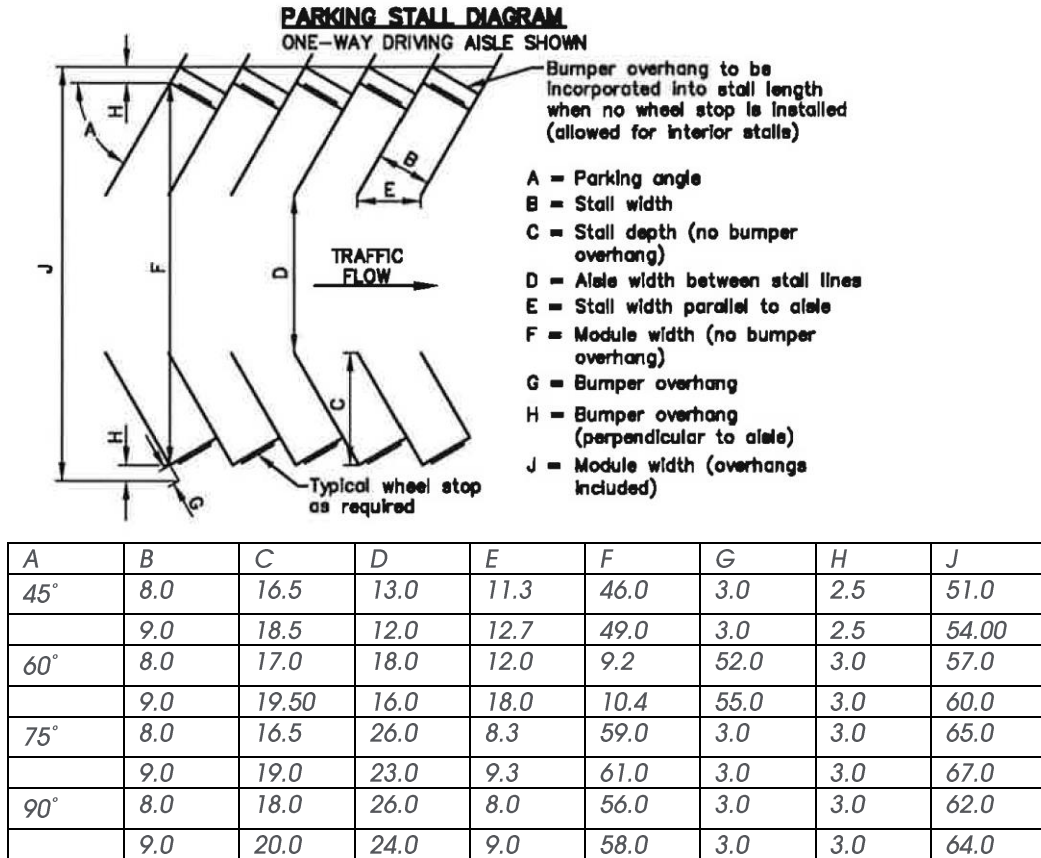
1. *Dimensions for the purpose of this Chapter, a “parking space” means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.*

PROJECT INFORMATION: The project provides 15 standard size spaces and 3 compact spaces.

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.



PROJECT INFORMATION: The minimum standards shown in the above diagram and table anticipate a conventional parking lot which this development proposal does not have. Parking design includes a 20 foot wide one way drive aisle. All tuck under parking spaces are 10 feet wide, and more than 21 feet deep. The parallel parking spaces are dimensioned as follows: 6 have a 9 foot width and 20 foot depth; and 3 compact spaces that are 8 feet wide and 18 feet 6 inches deep.

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 replace with three (3) of low-lying landscape or hardscape in lieu of a wheel stop; however, a curb is still required. In other works, the traditional three-foot vehicle overhang from a wheel stop may be low-lying landscaping rather than an impervious surface.

PROJECT INFORMATION: There are no situations where surface parking requires a wheel stop to protect landscaping or bio-swales and water quality facilities. Wheel stops are provided for tuck under parking spaces.

4. Service Drives

Service drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers, and shall have minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection.

PROJECT INFORMATION: There is a single access drive aisle providing access for parking, emergency services and solid waste pick up. The 20 foot wide drive aisle is one way and will be marked as required.

5. Credit for On-Street Parking

PROJECT INFORMATION: There are no on-street parking spaces available to this project. All required parking is provided on-site.

6. Reduction in Required Parking Spaces

PROJECT INFORMATION: The applicant is not asking for a reduction to required parking.

7. Parking Location and Shared Parking Spaces

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

PROJECT INFORMATION: All required parking will be located on-site, on the east side of the building away from the street. It will be accessed from an existing shared driveway located on the south side of the development site.

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 a 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.

Table 4: Minimum Required Bicycle Parking Spaces

Use Categories	Minimum Required Spaces
Residential Categories	
Household living	Multi-dwelling – 2 or 1 per 10 auto spaces.

PROJECT INFORMATION: Bicycle parking spaces will be provided on the west side of the proposed building where it can be easily accessed from the public street. Bicycle parking for

multi-family developments is 1 space for every 10 vehicle parking spaces required, we have 18 required spaces so 2 bicycle spaces are required. The development proposes 4 spaces exceeding the minimum standard. Parking locations are provided on the Site Plan, Sheet A1.00, which is included in the Plan Set, Exhibit "C", as part of the application materials.

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.

PROJECT INFORMATION: There are 2 staple type racks, which will accommodate 2 bicycles each. One rack has been sited at the north end of the paved pedestrian path and the second on the south end of the path. The pedestrian path is located on site and can be accessed easily from the public right-of-way. Based on their proposed location, these racks and the bicycles they will accommodate will not impede pedestrian movement from the public sidewalk to the individual apartment unit entries.

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.

PROJECT INFORMATION: Short-term bicycle parking meets applicable section and is located within 30 feet of the building where primary entries are located.

c. Long-term Bicycle Parking

- (1) Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or customers or monitored by security guards).
- (2) Locate the outside bicycle parking spaces within one hundred (100) feet of the entrance that will be accessed by the intended users.
- (3) All of the spaces shall be covered.

PROJECT INFORMATION: Long-term parking is not required for this development, nor is it provided.

d. Covered Parking (Weather Protection)

- (1) When required, covered bicycle parking shall be provided in one (1) of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
- (2) Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven-foot minimum overhead clearance.
- (3) Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

PROJECT INFORMATION: Weather protection for short-term bike parking is not required for this project and currently is not included.

16.94.030 – Off-Street Loading Standards

PROJECT INFORMATION: Off-street loading is not required for residential projects, therefore standards related to off-street loading do not apply.

16.96 ON-SITE 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 connection to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Neighborhood activity centers include but are not limited to 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 and neighborhood activity centers within one-half mile of the development.

PROJECT INFORMATION: A paved pedestrian path is included as part of this development proposal. It will provide access from the public sidewalk to the primary building entries.

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.

PROJECT INFORMATION: It is understood that the developer is required to obtain building permits prior to construction of the proposed pedestrian path.

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 the 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.

PROJECT INFORMATION: A joint access easement for the shared vehicular access is in place that will allow both this development and the neighboring multi family development to provide access as needed. A copy of the joint access easement is included with the Title Report within the application materials, as Exhibit "A".

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.*

PROJECT INFORMATION: The proposal will provide direct access to the street from the unit ground floor entries via the noted pedestrian path. Vehicular access from SW Sherwood Boulevard is provided through an existing shared driveway located at the south end of the site. Vehicular egress will be from a one-way exit drive to SW Sherwood Boulevard, which is not shared. A copy of the shared access easement, Exhibit "A", is included with the application materials.

E. Maintenance of Required Improvements

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

PROJECT INFORMATION: Circulation improvements will be maintained as required.

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 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 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.

PROJECT INFORMATION: The development site is currently accessed from the east side of SW Sherwood Boulevard which is classified as an Arterial street through an existing driveway located near the north end of the site. The development proposal plans for vehicular access provided through an existing shared driveway located on the south side of the development site, with exiting being provided through an exit only driveway that will be replacing the existing driveway at the north end of the site. The new driveway will be aligned with SW 10th Street.

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

PROJECT INFORMATION: This does not apply.

16.96.020 Minimum – Residential standards

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

A. Driveways

1. Single-Family: One (1) driveway improved with hard surface pavement with a minimum width of ten (10) feet, not to exceed a grade of 14%. Permeable surfaces and planting strips between driveway ramps are encouraged in order to reduce stormwater runoff.
2. Two-Family: One (1) shared driveway improved with hard surface pavement with a minimum width of Twenty (20) feet; or two (2) driveways improved with hard surface pavement with a minimum width of ten (1) feet each. Permeable surfaces and planting strips between the driveway ramps are encouraged in order to reduce stormwater runoff.
3. Multi-Family: Improved hard surface driveways are required as follows:

Number of Units	Number of Driveways	One Way Drive width (Pair)	Two Way Drive Width
3-49	1	15 feet	24 feet

PROJECT INFORMATION: The shared access driveway located on the south side of the site provides two-way traffic for the adjacent multi-family development, though this development will be limited to entry only; this existing driveway has a width of 30 feet. The proposed one-way exit drive will be 20 feet wide. Driveways will be constructed of concrete with drive aisles being paved with asphalt.

B. Sidewalks, Pathways and Curbs

1. Single, Two-Family, and Manufactured Home on Individual Residential Lot: No on-site sidewalks and curbs are required when not part of a proposed partition or subdivision.
2. Multi-family:

- a. *A system of private pedestrian sidewalks/pathways extending throughout the development site shall connect each dwelling unit to vehicular parking areas, recreation facilities, adjacent developments, transit facilities within five hundred (500) feet of the site, and future phases of development. Main building entrances shall also be connected to one another.*
- b. *Required private pathways/sidewalks shall extend from the ground floor entrances or the ground floor landing of stairs, ramps or elevators, on one (1) side of approved driveways connecting to the public sidewalk or curb of the public street that provides required ingress and egress. Curbs shall also be required at a standard approved by the Review Authority.*
- c. *Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, brick/masonry pavers, or other durable surface at least five (5) feet wide and conform to ADA standards. Where they system crosses a parking area, driveway, or street, it shall be clearly marked with contrasting paving materials or raised crosswalk (hump).*
- d. *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.*

PROJECT INFORMATION: The proposal will provide direct access to the street and primary ground floor unit entries via paved pedestrian paths. This pedestrian path also provides access to the useable open space on the north side of the proposed building. Residents will have direct access from parking to their units through secondary ground level entries. Vehicular access from SW Sherwood Boulevard is provided through an existing shared driveway located at the south end of the site.

16.96.030 – Minimum Non-Residential Standards

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

PROJECT INFORMATION: The development proposal is residential, non-residential standards do not apply.

16.96.040 – On-Site Vehicle Circulation

A. 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 ingress, egress or circulation requirements, shall be a violation of this Code unless additional facilities are provided in accordance with this Chapter.

PROJECT INFORMATION: The applicant is aware that building permits associated with this development proposal must be obtained in order to begin construction.

B. Joint Access (See also Chapter 16.108)

Two (2) or more uses, structure, or parcels of land are strongly encouraged to utilize jointly the same ingress and egress when the combined ingress and egress of all uses, structures, or parcels of land satisfy 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. In some cases, the City may require a joint access to improve safety, vision clearance, site distance, and comply with access spacing standards for the applicable street classification.

PROJECT INFORMATION: This project will be accessed through a shared access located on the south side of the development site. A copy of the joint access easement, Exhibit "A", is included in the application materials package.

C. *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.*
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.*

PROJECT INFORMATION: As previously noted, vehicular access through a shared driveway accessing SW Sherwood Boulevard. Direct exiting to SW Sherwood Boulevard will occur on the north end of the site. Pedestrians will have direct access to ground floor unit entries via SW Sherwood Boulevard.

D. *Maintenance of Required Improvements*

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

PROJECT INFORMATION: All required ingress, egress and circulation improvements will be maintained as required.

E. *Service Drives*

Service drives shall be provided pursuant to Section 16.94.030.

PROJECT INFORMATION: This standard is not applicable.

16.98 ON-SITE STORAGE

16.010 – *Recreational Vehicles and Equipment*

Recreation vehicles and equipment may be stored only within designated and improved off-street parking areas. Such areas shall meet the screening and landscaping requirements of Section 16.92.030.

PROJECT INFORMATION: No recreational vehicle or equipment storage is provided.

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.

PROJECT INFORMATION: There is no solid waste or recycling storage enclosure proposed with this development. Residents will have their own solid waste and recycling bins which will be stored adjacent to the tuck under parking space for the unit. A partial wall will screen bins from common use areas. Please refer to the Site Plan, Sheet A1.00, for bin storage location.

16.98.030 – *Material Storage*

- A. *Generally. Except as otherwise provided herein, external material storage is prohibited, except in commercial and industrial zones where storage is prohibited, except in commercial and industrial zones where storage areas are approved by the Review Authority as part of a site plan or per Section 16.98.040.*

PROJECT INFORMATION: This proposal does not include material storage areas.

B. *Standards. Except as per Section 16.98.040, all service, repair, storage, and merchandise display activities carried on in connection with any commercial industrial activity, and not conducted within an enclosed building, shall be screened from the view of all adjacent properties and adjacent streets by a six (6) foot to eight (8) foot high, sight obscuring fencing in place, new evergreen screening no less than three (3) feet in height shall be planted along side and rear property lines. Where other provision of this Code require evergreen screening, fencing, or a landscaped berm along side and rear property lines, the additional screening stipulated by this section shall not be required.*

PROJECT INFORMATION: The proposal is for a multi-family development this standard does not apply.

C. *Hazardous Materials, Storage of hazardous, corrosive, flammable, or explosive materials, if such storage is otherwise permitted by this Code, shall comply with all local fire codes, and Federal and State regulations.*

PROJECT INFORMATION: No hazardous materials will be stored on site.

16.98.040 – Outdoor Sales and Merchandise Display

PROJECT INFORMATION: This section does not apply.

DIVISION VI. PUBLIC INFRASTRUCTURE

16.106 TRANSPORTATION FACILITIES

16.106.020 - Required Improvements

A. Generally

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

PROJECT INFORMATION: The applicant/property owner agrees to provide a dedication of 9 feet along the SW Sherwood Boulevard frontage in order to meet the current right-of-way width standards for an arterial street.

B. Existing Streets

Except as otherwise provided, when a development abuts an existing street, the improvements requirement shall apply to that portion of the street right-of-way located between the centerline of the right-of-way and the property line of the lot proposed for development. In no event shall a required street improvement for an existing street exceed a pavement width of thirty (30) feet.

PROJECT INFORMATION: Right-of-way improvements were discussed at the pre-application conference held July 8, 2021, proposed improvements have been designed to meet standards where possible. The existing sidewalk along SW Sherwood Boulevard is a curblinetype sidewalk; a new public sidewalk that transitions from the existing curblinetype sidewalk to a new location sited adjacent to the proposed property line has been designed as suggested by City of Sherwood Engineering Department. This sidewalk will meet public sidewalk standards as required.

C. Proposed Streets

1. Except as otherwise provided, when a development includes or abuts a proposed street, in no event shall the required street improvement exceed a pavement width of forty (40) feet.

2. *Half Streets: When a half street is created, a minimum of 22 feet of driving surface shall be provided by the developer.*

PROJECT INFORMATION: As previously noted, the required improvements are limited to a new public sidewalk that will meet the City standards.

D. Extent of Improvements

PROJECT INFORMATION: Required improvements are limited to replacement of the public sidewalk.

E. Transportation Facilities Modifications

PROJECT INFORMATION: There are no modifications to existing transportation facilities proposed therefore these standards do not apply.

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.

PROJECT INFORMATION: The improvement plans, limited to replacement of existing sidewalks, and proposed driveway replacement within the right-of-way will be prepared by a Registered Engineer, who will provide certification that their plans are in compliance with City specifications. Applicant or their representative will submit required plans and associated documents as required.

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.*

PROJECT INFORMATION: The applicant understands and agrees to enter into a contract with the project engineer to provide required construction plans as well as services associated with construction administration related to the approved plans. The applicant is also aware that their engineer will be required to provide a certification of construction compliance once construction of improvements is completed.

16.108.020 – Construction Permit

A. Approval

The City will return one (1) set of plans to the applicant marked “approved,” “approved as noted” or “modify and resubmit.” Plans marked for re-submittal must be corrected in accordance with notations or instructions. After correction and approval additional plans shall be provided the City for office use, field inspection and submittal to affected agencies.

PROJECT INFORMATION: The applicant will obtain all required permits and maintain approved plans as needed.

B. Permit and Fee

Upon approval the applicant shall obtain a construction permit. The construction permit fee is set by the "Schedule of Development 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.

PROJECT INFORMATION: The applicant will obtain all required construction permits and pay associated fees prior to the start of construction.

C. Easement Documents

Easements shall be provided in a form acceptable to the City prior to issuance of a construction permit.

PROJECT INFORMATION: The developer will provide the City with any required easements prior to the start of construction or prior to occupancy.

D. Improvement Guarantees

Prior to issuance of a construction permit the applicant shall file the following documents with the City:

1. Liability Insurance

Evidence of liability and property damage insurance adequate to protect the applicant and the City from all claims for damage or personal injury.

2. Performance Bond

To assure full and faithful performance in the construction of required improvements in accordance with approved construction plans, the applicant shall provide security in an amount equal to one hundred twenty-five percent (125%) of the estimated cost of the improvements. In the event the applicant fails to carry out all provisions of the approved improvements plans and the City has non-reimbursed costs or expenses resulting from such failure, the City shall call on the security for reimbursement. Security may be in the form of a surety bond executed by a surety company authorized to transact business in the State of Oregon, a cash deposit, or irrevocable standby letter of credit.

PROJECT INFORMATION: The applicant or their contractor will meet liability insurance and performance bond requirements prior to commencing any public improvements.

16.108.030 – Construction

A. Initiation of Construction

Actual construction of improvements shall not begin, or after a discontinuance, be restarted until the City is notified in writing.

PROJECT INFORMATION: Standard is understood and accepted.

B. Inspection

All construction shall be done to the City's specifications. The City shall perform inspections to verify compliance with approved plans and shall make a final inspection of the construction at such time as the improvements are complete. The City may require changes in typical sections and details, if unusual conditions warrant the change.

PROJECT INFORMATION: Standard is understood and accepted.

C. As-Built Plans

A complete set of reproducible plans and an electronic copy of the base files in "AutoCad" or PDF format showing the public improvements as built shall be filed with the City upon completion of the improvements.

PROJECT INFORMATION: Once construction of public improvements is complete, the applicant/developer or their consultant will provide “as built” plans in the required format.

D. Suspension of Improvements Activity

The City may cause a suspension of construction or engineering when, in the opinion of the City, work is not being done to the City’s satisfaction.

PROJECT INFORMATION: Standard is understood and accepted.

16.108.040 – Acceptance of Improvements

A. Final Inspection

At such time as all public improvements, except those specifically approved for later installation, have been completed, the applicant shall notify the City of the readiness for final inspection.

PROJECT INFORMATION: Standard is understood and accepted.

B. Notification of Acceptance

The City shall give written notice of acceptance of the improvements upon finding that the applicant has met the requirements of this Chapter and the specifications of all approved plans.

PROJECT INFORMATION: Standard is understood and accepted.

C. Maintenance Bond

Prior to City acceptance of public improvements, the applicant shall provide the City a maintenance bond computed at ten percent (10%) of the full value of the improvements, for the purpose of correcting any defective work or maintenance that becomes apparent or arises within two (2) years after final acceptance of the public improvements.

PROJECT INFORMATION: A maintenance bond covering the public improvements as agreed upon by the City and the project engineer will be provided as required in advance of improvement permit issuance.

16.110 SANITARY SEWERS

16.110.010 – Required Improvements

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

A. Capacity

Sanitary sewers shall be constructed, located, sized, and installed at standards consistent with this Code, the Sanitary sewer Service Plan map in the Sanitary Sewer Master Plan, and other applicable Clean Water Services and City standards, in order to adequately serve the proposed development and allow for future extensions.

PROJECT INFORMATION: The sanitary sewer connection for the proposed development will occur to the south of the proposed development site on the adjacent property. The connection will be made to an existing 8” sanitary sewer line which has adequate capacity to accommodate the proposed development.

B. Over-Sizing

PROJECT INFORMATION: No new sanitary sewer line is proposed and no oversizing will occur.

16.110.030 – Service Availability

Approval of construction plans for new facilities pursuant to Chapter 16.106, and the issuance of building permits for a new development to be served by existing sewer systems shall include certification by the City that existing or proposed sewer facilities are adequate to serve the development.

PROJECT INFORMATION: The City Engineer has indicated the existing sanitary sewer that will service the development has adequate capacity for this development proposal.

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.

PROJECT INFORMATION: The proposed development will be served by an existing 8” waterline. The connection will be made on the neighboring property to the south.

16.112020 – Design Standards

A. Capacity

Water lines providing potable water supply shall be sized, constructed, located and installed at standards consistent with this Code, the Water System Master Plan, the City’s Design and Construction Manual, and with other applicable City standards and specifications, in order to adequately serve the proposed development and allow for future extensions.

PROJECT INFORMATION: The existing 8” line has adequate capacity to serve the proposed development.

B. Fire Protection

All new development shall comply with the fire protection requirements of Chapter 16.116, the applicable portions of Chapter 7 of the Community Development Plan, and the Fire District.

PROJECT INFORMATION: The proposed project will meet the fire protection requirements of Chapter 16.116 and the applicable portions of Chapter 7 of the Community Development Plan, and the Fire District.

C. Over-Sizing

PROJECT INFORMATION: The water connection is being made to an existing water line, no oversizing is required.

16.112.030 – Service Availability

Approval of construction plans for new water facilities pursuant to Chapter 16.106, and the issuance of building permits for new development to be served by existing water systems shall include certification by the City that existing or proposed water systems are adequate to serve the development.

PROJECT INFORMATION: The City Engineer has indicated that the existing 8” water line where the service connection is proposed, as well as a 12” water line located in SW Sherwood Boulevard have adequate capacity to serve the proposed development.

16.114 STORM WATER

16.114.010 – Required Improvements

Storm water facilities, including appropriate source control and conveyance facilities, shall be installed in new developments and shall connect to the existing downstream drainage systems

consistent with the Comprehensive Plan and the requirements of the Clean Water Services water quality regulations contained in their Design and Construction Standards R&O 04-9, or its replacement.

16.114.020 – Design Standards

A. Capacity

Storm water drainage systems shall be sized, constructed, located, and installed at standards consistent with this Code, the Storm Drainage Master Plan Map, attached as Exhibit E, Chapter 7 of the Community Development Plan, other applicable City standards, the Clean Water Services Design and Construction standards R&O 04-9 or its replacement, and hydrologic data and improvement plans submitted by the developer.

PROJECT INFORMATION: The project engineer has designed the stormwater drainage system for the development in compliance with applicable City standards as required. Please refer to the Stormwater Site Plan and the Stormwater Infiltration Planter Plan, Sheets SD-1 and IP-1, of the Plan Set, Exhibit “C”, as well as the Preliminary Stormwater Facility Analysis for details specific to the stormwater design and capacity.

B. On-Site Source Control

Storm water detention and groundwater recharge improvements, including but not limited to such facilities as dry wells, detention ponds, and roof top ponds shall be constructed according to Clean Water Services Design and Construction Standards.

PROJECT INFORMATION: The stormwater facilities will be designed and constructed as required by Clean Water Services Design and Construction Standards.

C. Conveyance System

The size, capacity and location of storm water sewers and other storm water conveyance improvements shall be adequate to serve the development and accommodate upstream and downstream flow. If an upstream area discharges through the property proposed for development, the drainage system shall provide capacity to receive storm water discharge from the upstream area. If downstream drainage systems are not sufficient to receive an increase in storm water caused by new development, provisions shall be made by the developer to increase the downstream capacity or to provide detention such that the new development will not increase the storm water caused by the new development.

PROJECT INFORMATION: Standard noted. The stormwater system’s design will meet the needs of the proposed development and will not cause increases to the downstream capacity. Please refer to the preliminary stormwater design for details of the proposed stormwater system for the development.

16.114.030 – Service Availability

Approval of construction plans for new storm water drainage facilities pursuant to Chapter 16.106, and the issuance of building permits to be served by existing stormwater drainage systems shall include certification by the City that existing or proposed drainage facilities are adequate to serve the development.

PROJECT INFORMATION: This standard is noted. The applicant/developer and the project engineer will obtain all required permits and approvals including certification by the City confirming adequacy of the public stormwater facilities ability to serve the site.

16.118 PUBLIC AND PRIVATE UTILITIES

16.118.010 – Purpose

Public Telecommunications 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.

PROJECT INFORMATION: The proposed project will not be creating any new lots therefore the standards related to public and private utilities is not applicable.

DIVISION VIII ENVIRONMENTAL RESOURCES

16.142 PARKS, TREES AND OPEN SPACES

16.142.010 – Purpose

This Chapter is intended to assure the provision of a system of public and private recreation and open space areas and facilities consistent with this Code and applicable portions of Chapter 5 of the Community Development Plan Part 2. The standards of this section do not supersede the open space requirements of a Planned Unit Development, found in Chapter 1640 – Planned Unit Development (PUD).

PROJECT INFORMATION: The proposed development's site layout and landscape design will meet the standards applicable to multi-family development. The development proposal is not part of an existing or proposed PUD.

16.142.020 – Multi-Family Developments

A. Standards

Except as otherwise provided, recreation and open space areas shall be provide in new multi-family residential developments to the following standards (townhome development requirements for open space dedication can be found in Chapter 16.44.B.8-Town Home Standards):

1. Open Space

A minimum of twenty percent (20 %) of the site area shall be retained in common open space. Required yard parking or maneuvering areas may not be substituted for open space.

PROJECT INFORMATION: The proposed development provides 26 percent open space or 4,932 square feet once the right-of-way dedication is complete.

2. Recreation Facilities

A minimum of fifty percent (50%) of the required common open space shall be suitable for active recreational use. Recreational spaces shall be planted in grass or otherwise suitably improved. A minimum area of eight-hundred (800) square feet and a minimum width of fifteen (15) feet shall be provided.

PROJECT INFORMATION: The proposed plan provides recreational space on the north, west and south sides of the proposed apartment building for more than 75% of the provided open space. The area on the north side of the building is at least is 800 square feet in size with a minimum width of at least 15 feet meeting the standard.

3. Minimum Standards

Common open space and recreation areas and facilities shall be clearly shown on site development plans and shall be physically situated so as to be readily accessible to and usable by all residents of the development.

PROJECT INFORMATION: The Preliminary Planting Plan, Sheet L1.1, of the Plan Set, Exhibit "C", best depicts the common open space as well as the recreation areas and provides details for the proposed plantings and site features.

4. *Terms of Conveyance*

Rights and responsibilities attached to common open space and recreation areas and facilities shall be clearly specified in a legally binding document which leases or conveys title, including beneficial ownership to a home association, or other legal entity. The terms of such lease or other instrument of conveyance must include provisions suitable to the City for guaranteeing the continued use of such land and facilities for its intended purpose; continuity of property maintenance; and when appropriate, the availability of funds required for such maintenance and adequate insurance protection.

PROJECT INFORMATION: Standard noted.

16.142.040 – *Visual Corridors*

A. *Corridors Required*

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

	<i>Category</i>	<i>Width</i>
1.	<i>Highway 99W</i>	<i>25 feet</i>
2.	<i>Arterial</i>	<i>15 feet</i>
3.	<i>Collector</i>	<i>10 feet</i>

In residential developments where fences are typically desired adjoining the above described major street the corridor may be placed in the road right-of-way between the property line and the sidewalk. In all other developments, the visual corridor shall be on private property adjacent to the right-of-way.

PROJECT INFORMATION: The development site is located on an arterial street and therefore requires a 15 foot wide visual or landscape corridor. Due to the required 9 foot right-of-way dedication and access requirements for fire apparatus the proposal is unable to provide the full 15 foot wide foot wide visual corridor on the development site as a result a variance to allow for a reduction is included in this consolidated land use application. Details related to the needed variance are provided in Section 4 of this narrative statement.

B. *Landscape Materials*

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

PROJECT INFORMATION: The development proposal includes landscaping of the visual corridor which has been preliminarily designed to meet the standards of Section 16.142.060 as required.

C. *Establishment and Maintenance*

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

PROJECT INFORMATION: The applicant/owner will maintain the provided visual corridor as required.

D. Required Yard

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

PROJECT INFORMATION: As previously noted in this Section, the proposed building is required to be setback from the street property line by 14 feet but due to the 9 foot right-of-way dedication and the existing site constraints as well as the programming needs of the development proposal the required yard or building setback will not meet this requirement therefore a variance for a reduction to the dimensional standard for the front yard as well as a reduction in the 15 foot visual corridor width is included in this consolidated land use application. Detail variance request and applicable criteria for approval of needed variances is found in Section 4 of this narrative.

E. Pacific Highway 99W Visual Corridor

PROJECT INFORMATION: The development site is not located on Highway 99W therefor this standard does not apply.

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.

PROJECT INFORMATION: The development proposal does provide street trees, 6 of the 7 new street trees will be planted between the curb and the sidewalk. All street trees will be planted in the public right-of-way.

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.

PROJECT INFORMATION: The proposed street trees will have a minimum trunk diameter of 2 inches and a minimum height of 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.

PROJECT INFORMATION: The proposed street trees were selected from the City's approved street tree list.

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.

PROJECT INFORMATION: The Preliminary Planting Plan proposes 7 trees in the public right-of-way adjacent to the project’s front property line. The trees have been selected from the City of Sherwood Recommended Street Tree List (16.142.0990) for trees under overhead power lines, which indicates spacing at 25 feet on center.

B. Removal and Replacement of Street Trees.

The removal of a street tree shall be limited and in most cases, necessitated by the tree. A person may remove a street tree as provided in this section. The person removing the tree is responsible for all costs of removal and replacement. Street trees less than five (5) inches DBH can be removed by right by the property owner or his or her assigns, provided that they are replaced. A street tree that is removed must be replaced within six (6) months of the removal date.

PROJECT INFORMATION: There are no existing street trees adjacent to the site. The proposed plan will be providing street trees where none currently exist.

C. Homeowner's Association Authorization.

The Planning Commission may approve a program for the adoption, administration and enforcement by a homeowners' association (HOA) of regulations for the removal and replacement of street trees within the geographic boundaries of the association.

PROJECT INFORMATION: The proposed project is not part of an HOA.

D. Exemption from Replacing Street Trees.

PROJECT INFORMATION: Standard is not applicable.

- E. Notwithstanding any other provision in this section, the city manager or the manager's designee may authorize the removal of a street tree in an emergency situation without a tree removal permit when the tree poses an immediate threat to life, property or utilities. A decision to remove a street tree under this section is subject to review only as provided in ORS 34.100.

PROJECT INFORMATION: As previously noted, there are no existing street trees.

F. *Trees on Private Property Causing Damage.*

Any tree, woodland or any other vegetation located on private property, regardless of species or size, that interferes with or damages public streets or utilities, or causes an unwarranted increase in the maintenance costs of same, may be ordered removed or cut by the City Manager or his or her designee. Any order for the removal or cutting of such trees, woodlands or other vegetation, shall be made and reviewed under the applicable City nuisance abatement ordinances.

PROJECT INFORMATION: This standard does not appear to apply to this development proposal.

G. *Penalties. The abuse, destruction, defacing, cutting, removal, mutilation or other misuse of any tree planted on public property or along a public street as per this Section, shall be subject to the penalties defined by Section 16.02.040, and other penalties defined by applicable ordinances and statutes, provided that each tree so abused shall be deemed a separate offense.*

PROJECT INFORMATION: Standard noted.

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.

PROJECT INFORMATION: The development site contains 10 trees; Blue Spruce, Freeman Maple, Sweet Cherry, and Douglas-fir which will be removed to allow for the redevelopment of the property. Mitigation, through tree planting is proposed.

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.

PROJECT INFORMATION: As noted previously, the existing trees will be removed to allow for the redevelopment of the site. There is no way to feasibly save any of the existing trees due to site size, configuration, right-of-way dedication, and access for not only residents but emergency responders as well. Mitigation through planting of new trees; 26 new trees are proposed on site with 7 new street trees proposed in the public right-of-way for a total of 33 new trees being planted with this development.

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.

PROJECT INFORMATION: An Arborist Report along with a Tree Survey, has been prepared and is included with the application materials as Exhibit "E". It includes, the tree species, size and condition. No trees will be retained so tree protection is not provided.

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.
2. Required Tree Canopy - Residential Developments (Single Family Attached, Single Family Detached and Two - Family)

Each net development site shall provide a variety of trees to achieve a minimum total tree canopy of 40 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 canopy for each tree. The expected mature canopy is counted for each tree regardless of an overlap of multiple tree canopies.

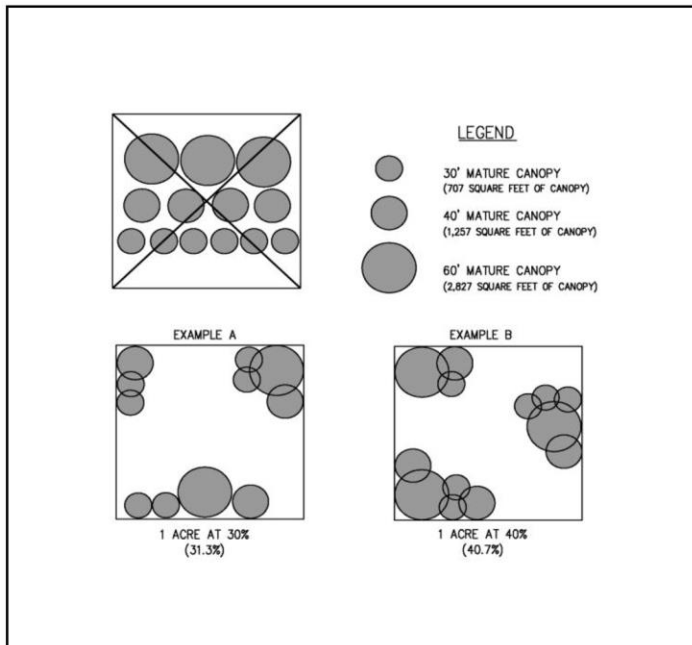
The canopy requirement can be achieved by retaining existing trees or planting new trees. Required street trees can be used toward the total on site canopy required to meet this standard. The expected mature canopy spread of the new trees will be counted toward the needed canopy cover. A certified arborist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

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
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.			
Canopy Calculation	Example:	Pin	Oak
Mature canopy $(3.14159 * 17.5^2) = 962$ square feet	=		35'



- The City may determine that, regardless of D.1 through D.3, that certain trees or woodlands may be required to be retained. The basis for such a decision shall include; specific findings that retention of said trees or woodlands furthers the purposes and goals of this Section, is feasible and practical both within the context of the proposed land use plan and relative to other policies and standards of the City Comprehensive Plan, and are:

- a. *Within a Significant Natural Area, 100-year floodplain, City greenway, jurisdictional wetland or other existing or future public park or natural area designated by the City Comprehensive Plan, or*
 - b. *A landscape or natural feature as per applicable policies of the City Comprehensive Plan, or are necessary to keep other identified trees or woodlands on or near the site from being damaged or destroyed due to windfall, erosion, disease or other natural processes, or*
 - c. *Necessary for soil stability and the control of erosion, for managing and preserving surface or groundwater quantities or quality, or for the maintenance of a natural drainageway, as per Clean Water Services stormwater management plans and standards of the City Comprehensive Plan, or*
 - d. *Necessary in required buffers between otherwise incompatible land uses, or from natural areas, wetlands and greenways, or*
 - e. *Otherwise merit retention because of unusual size, size of the tree stand, historic association or species type, habitat or wildlife preservation considerations, or some combination thereof, as determined by the City.*
5. *Tree retention requirements for properties located within the Old Town Overlay or projects subject to the infill standards of Chapter 16.68 are only subject to retention requirements identified in D.4. above.*
 6. *The Notice of Decision issued for the land use applications subject to this Section shall indicate which trees and woodlands will be retained as per subsection D of this Section, which may be removed or shall be retained as per subsection D of this Section and any limitations or conditions attached thereto.*
 7. *All trees, woodlands, and vegetation located on any private property accepted for dedication to the City for public parks and open space, greenways, Significant Natural Areas, wetlands, floodplains, or for storm water management or for other purposes, as a condition of a land use approval, shall be retained outright, irrespective of size, species, condition or other factors. Removal of any such trees, woodlands, and vegetation prior to actual dedication of the property to the City shall be cause for reconsideration of the land use plan approval.*

PROJECT INFORMATION: The proposed project will provide 26 new trees on the development site. Multi-family development is required to provide 30 percent tree canopy for new developments, as a result 5,576 square feet of tree canopy is required for this development and 5,751 is proposed. There is no significant natural area, floodplain, greenway, wetland or other natural area located on the development site. Existing trees are not necessary for soil stability or erosion control. Nor are they required for buffering to the adjacent multi-family development. There are no trees, woodlands or vegetation located on the portion of the site that will be dedicated as public right-of-way and the proposed street trees that will be planted there are not included in the tree canopy calculations for the development site.

E. Tree Preservation Incentive

Retention of existing native trees on site which are in good health can be used to achieve the required mature canopy requirement of the development. The expected mature canopy can be calculated twice for existing trees. For example, if one existing tree with an expected mature canopy of 10 feet (78.5 square feet) is retained it will count as twice the existing canopy (157 square feet).

PROJECT INFORMATION: As already indicated, it is not reasonably feasible to retain any of the existing trees located on the development site.

F. Additional Preservation Incentives

PROJECT INFORMATION: This standard is not applicable.

G. Tree Protection During Development

PROJECT INFORMATION: This standard is not applicable.

H. Penalties

Violations of this Section shall be subject to the penalties defined by Section 16.02.040, provided that each designated tree or woodland unlawfully removed or cut shall be deemed a separate offense.

PROJECT INFORMATION: The applicant will obtain required approvals prior to tree removal.

16.156 Energy Conservation

16.156.010 Purpose

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

16.156.020 Standards

A. Building Orientation - The maximum number of buildings feasible shall receive sunlight sufficient for using solar energy systems for space, water or industrial process heating or cooling. Buildings and vegetation shall be sited with respect to each other and the topography of the site so that unobstructed sunlight reaches the south wall of the greatest possible number of buildings between the hours of 9:00 AM and 3:00 PM, Pacific Standard Time on December 21st.

PROJECT INFORMATION: The development site as well as the proposed building is oriented to SW Sherwood Boulevard which abuts the site on its western property line. The site is considered flat with a grade change from one end of the proposed building to the other being approximately a foot and a half. Landscaping on the south side of the proposed building is generally limited to ground cover and ornamental grasses.

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.

PROJECT INFORMATION: The proposed development has been designed to fit onto the irregularly shaped site and compliment the surrounding neighborhood with little impact, including access to sunlight and shading vegetation.

SECTION 4. VARIANCE REQUESTS

The development proposal requires three Class A variances to allow for reductions to: the 14 foot minimum building setback for front yards identified in 16.12.030.C.; the 15 foot width of the visual corridor from properties adjacent to an arterial street 16.142.040.A.2; and the 10 foot perimeter landscape buffer between proposed vehicle use areas and property lines, 16.92.030.A.2.a. as previously applied. These three requests are necessitated as a result of the 9 foot wide public right-of-way dedication that the City of Sherwood is requiring for right-of-way width conformance as the existing width of SW Sherwood Boulevard does not meet current City standards. The half street width of SW Sherwood Boulevard in the area of the development site is 30 feet, however current standard is 39 feet, hence the 9 foot dedication requirement. While the current right-of-way width for SW Sherwood Boulevard is inconsistent from SW Century Drive to SW 3rd Street, existing street improvements generally are consistent so street improvements as part of this development proposal are limited to sidewalk replacement and sidewalk location.

The proposed building has an articulated front façade, providing a varied, “saw toothed” building setback and visual corridor for the length of the building. One corner of the building will be setback from the proposed property line by 9 feet 4 inches; however, that is limited to the northern unit. Generally building corners are setback from the proposed property line by 10 feet 2 inches. Greater setbacks where unit entries are provided actually meet or exceed the minimum standards as most are setback by at least 15 feet or more from the future property line. The proposed building design reduces building mass, provides a residential development that will be complementary to the neighborhood, and utilizes a small undeveloped property whose zoning designation anticipates this type of residential development. Vehicle use areas on site will be screened with a broadleaf evergreen hedge and an existing 6 foot high solid wood fence between multi-family development and parallel parking spaces. Vehicle use areas are limited to a one way driveway and 9 parking spaces which are parallel to the eastern property line.

Variance procedures, applicability, confirmation of type, and applicable criteria is provided below. Cited code sections are identified in *gray italics* followed by responses providing detailed explanations of conformance with criteria as PROJECT INFORMATION or as a RESPONSE with **BOLD** heading.

DIVISION IV. PLANNING PROCEDURES

16.84 VARIANCES

16.84.010 - Purpose

This Chapter provides standards and procedures for variances, which are modifications to land use or development standards that are not otherwise permitted elsewhere in this Code as exceptions to Code standards. This chapter provides flexibility, while maintain the purposes and intent of the Code. No variances shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use is located. In granting a variance, conditions may be imposed when necessary to protect the best interest of surrounding properties and neighborhoods, and otherwise achieve the purposes of the adopted Comprehensive Plan, the Transportation System Plan, and other Code provisions.

16.84.020 - Applicability

A. Exceptions and Modifications versus Variances

A code standard or approval criterion may be modified without approval of variance if the applicable code section expressly allows exceptions or modifications. If the code provision does not expressly provide for exceptions or modifications then a variance is required to modify that doe section and the provisions of Chapter 16.84 apply.

PROJECT INFORMATION: The development proposal requires three Class A variances for reductions of minimum building setback for front yards, to the width of the visual corridor along arterial streets, and perimeter landscape buffer width. All of these variances are seeking reductions that are more than 20 percent which is the threshold that triggers the Class A adjustment.

B. Combining Variances with Other Approvals; Permit Approvals by Other Agencies.

Variance request may be combined with and reviewed concurrently by the City approval body with other land use and development applications. (e.g., development review, site plan review, subdivision, conditional use, etc.); however, some variances may be subject to approval by other permitting agencies, such as ODOT in the case of State Highway access.

PROJECT INFORMATION: The development proposal requests that the land use application for the Class A variances be consolidated with the Type III Site Plan Review for a concurrent review and approval process.

F. Adjustments and variances cannot be applied to change any existing Planned Unit Development (PUD).

PROJECT INFORMATION: The consolidated applications do not apply to a development site that is part of a PUD.

16.84.030 - Types of Variances

As provide int his Section, there are three types of variances: Adjustments, Class A variance and Class B variance; the type of variance required depends on the extent of the variance request and the discretion involved in the decision making process.

A. Adjustments

PROJECT INFORMATION: As previously indicated, this land use application includes a request for three Class A variances. Relief through an adjustment procedure is not an option.

B. Class B Variances

PROJECT INFORMATION: Deviation to development standards will be over 20 percent of the dimensional standard for both variance requests, as a result the project does not qualify for a Class B variance procedure.

C. Class A Variances

1. Generally

- a. The Class A variance procedure may be used to modify a standard for three (3) or fewer lots, including lots yet to be created through a partition process.*
- b. An applicant who proposes to vary a standard for lots yet to be created through a subdivision process may not utilize the Class A variance procedure. Approval of a Planned Unit Development shall be required to vary a standard for lots yet to be created through a subdivision process, where a specific code section does not otherwise permit exceptions.*
- c. A Class A Variance shall not be approved that would vary the "permitted, conditional or prohibited uses" of a land use district.*

PROJECT INFORMATION: The three, Class A variances, are for a development proposal that pertains to a single existing lot. The proposed development is permitted outright in the High Density zone, which is also the existing zone for adjacent properties.

2. Approval Process:

- a. Class A Variances shall be processed using a Type IV procedure, as governed by Chapter 16.84, using the approval criteria in subsection 3, below.*

- b. *In addition to the application requirements contained in Chapter 16.72.010, the applicant shall provide a written narrative describing the reason for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection*

PROJECT INFORMATION: The applicant understands that their consolidated land use application will be processed as a Type IV procedure and will be considered by the Planning Commission at a public hearing following public notice in accordance with Sections 16.72.020 through 16.72.080.

3. *Approval Criteria: The City shall approve, approve with conditions, or deny an application for a Class A Variance based on the following criteria:*

PROJECT INFORMATION: Compliance with applicable criteria is provided below and includes details describing the reasons for the requested variances and confirmation of compliance with the specific criteria.

- a. *The proposed variance will not be materially detrimental to the purposes of this Code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity:*

RESPONSE: Each request will address this criterion separately, beginning with the Class A variance for a reduction to the minimum building setback for front yards 16.12.030.C. for buildings in properties lying in the High Density Residential Zoning District, followed by the Class A variance for a reduction to the width of visual corridors for properties adjacent to arterial streets 16.142.040.2. for developments located on an arterial street, then followed by Class A variance for a reduction to minimum perimeter landscaping buffer for vehicle use areas 16.92.030.A.2.a.

Class A Variance Request 16.12.030.

The applicant requests a variance to reduce the building setback for front yards from 14 feet to 9 feet 4 inches for a small portion of the northern most residential unit. Generally building corners will be 10 feet from the future property line, with increases for recesses at each unit entry. The varied building setback increases with each unit; the northern most unit being 9 feet 4 inches at its closest point recessing to 12 feet 4 inches, continuing south each unit will be further from the property line, with the middle unit ranging from 9 feet 11 inches to 15 feet 9 inches and then the southerly unit ranging from 10 feet 2 inches up to 17 feet (please refer to the Site Plan, Sheet A1.00, for dimensional references). These dimensions are measured from the future property line which will be more than 20 feet from the edge of the existing public sidewalk. Landscaping will be provided between the street and the building providing a development that is consistent with development code and compliments the existing development in this area meeting the goals of Sherwood's Municipal Code and the Comprehensive Plan. The proposed development's design meets the intent of the standards identified in Division V. Community Design, Chapters 16.90 through 16.96 of the Municipal Code.

Class A Variance Request 16.142.040.2.

The applicant requests a variance to reduce the width of the visual corridor for properties fronting onto arterial streets from 15 feet to a varied width which is 9 feet 4 inches for the northern end of the building increasing as the building continues south following the curve of the property line. The proposed development is unable to meet the standard due to a 9 foot wide public right-of-way dedication reducing the depth of the lot and the developable area. While the actual corridor will be measured from the new property line, the current paved width of the street in this location is not changing or being altered as a result of the proposed development so that the perceived visual corridor will be at least 18 feet at its narrowest but due to building placement and the articulate façade design will be greater for the majority of the street frontage.

Class A Variance Requires 16.92.030.A.2.a.

As noted earlier in this narrative, City staff have indicated that our interpretation of 16.92.030.A.2.a. is inconsistent to how the Planning Division has applied the standard and suggested that the applicant request a Class A variance for a reduction in the minimum width of the perimeter landscape buffer for proposed vehicle use areas. The intent of providing a perimeter landscape buffer and vehicle use areas is to provide a separation between these areas and property lines. While this development is unable to provide the desired 10 feet, it will provide a physical separation that is more densely planted than required for a greater level of screening which meets the goals of the standard. The neighboring properties will not be adversely impacted as the proposed landscape plantings will provide buffering and screening of vehicle use areas where adjacent to property lines and the existing 6 foot high solid wood fence will remain which will maintain a consistent physical barrier between the existing multi-family and the proposed parallel parking.

The requested Class A variances for a reduction to minimum building setback for front yards, a reduction of the visual corridor width for developments fronting on to arterial streets, and a reduction in the width of perimeter buffer yards adjacent to proposed parking, will not be materially detrimental to the purposes of the Code or any other applicable policies and standards; nor will other properties in the same land use district or vicinity be negatively impacted. The proposed building will be setback from the curb by more than 18 feet which is consistent with the building setback for the neighboring multifamily development. Open areas between the building and the street will be landscaped for a cohesive front yard and visual corridor appearance. Screening through the planting of a broadleaf evergreen hedge will provide a physical buffer between the proposed vehicle use areas and the property lines, plus the 6 foot high solid wood fence will maintain the current barrier that existing along the eastern property line which is similar and consistent with other developments in this area. For these reasons we believe the proposal meets the intent of these standards where relief is requested.

- b. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district);*

RESPONSE: The development site is limited due to site constraints and conditions. It is both irregularly shaped and limited in size with just 20,929 square feet. The west property line curves to follow the SW Sherwood Boulevard public right-of-way, which does not meet current standards for right-of-way width requiring the developer dedicate 9 feet of additional public right-of-way. This dedication will reduce the developable area to 18,839 square feet; developable area is further impacted by the need to provide an 8 foot wide public utility easement (PUE) the length of the street frontage. Existing overhead utility lines can not be practicably relocated precluding access for fire along street frontage, therefore access that can accommodate fire apparatus will need to be provided on the east side of the site. These conditions: 9 foot right-of-way dedication, 8 foot PUE, coupled with the need to provide adequate fire access limits where structures and vehicle use areas can be located on this site. These conditions are unique to the subject property as there are no other vacant lots on SW Sherwood Boulevard or in the vicinity of the site that are zoned High Density Residential.

- c. The use proposed will be the same as permitted under this title and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;*

RESPONSE: The proposed use is permitted outright in the High Density Residential Zone. The development proposal is able to meet all but 3 development standards due to required right-of-way dedication. Standards for minimum density, lot area, width and depth, side and rear yard

setbacks, access, and landscaping are met by the proposal. The building design provides a highly articulated front façade that allows the building façade plain to step back from the future property line at each unit, the majority of the building will be setback 10 to 15 feet from the future property line. Landscaped separations and screening for vehicle use areas are provided where adjacent to property lines. The requested deviations are the minimum needed to allow for a permitted use that will meet most applicable standards. The proposed multi-family project will provide a quality residential development that will add additional housing units to an underutilized vacant property.

d. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject Code standard;

RESPONSE: Approval of the requested variances for a reduction to building setback for front yards, a reduction in the width of the visual corridor and a reduction in the width of the landscape buffer will not have a greater impact on existing physical and natural systems, such as traffic, drainage, natural resources, and parks as the proposed use is permitted outright. Approval of these deviations will allow the development to meet other standards such as parking, access, community design, and landscaping which provide greater benefit and meet Planning goals for this area.

e. The hardship is not self-imposed; and

RESPONSE: The trigger for the requested setback and perimeter landscape buffer deviations are the direct result of public right-of-way dedication, PUE requirements, and adequate fire apparatus access on-site as a result of existing overhead utilities which serve existing developments. These impacts are not self-imposed and would be an issue for any permitted development that endeavored to meet the goals of the Zoning Code and the Comprehensive Plan for multi-family proposals on this development site.

f. The variance requested is the minimum variance that would alleviate the hardship.

RESPONSE: The three variances requested are the minimum needed to allow for the proposed 9 unit multi-family development. Deviation is minimal and will not create new conditions that do not already exist in the area of the property.

SECTION 5. CONCLUSION

In conclusion, the proposal, as noted throughout this narrative, will provide a quality development adding needed housing in the community. The proposal meets the bulk of the applicable development standards with minor deviations to building setback for front yard, the width of the visual corridor, and width of the perimeter landscape buffer for vehicle use areas, relief is the minimum needed and meets the overall intent of the Sherwood Municipal Code for multi-family developments in the High Density Zone. Approval will allow for the highest and best use of a small left-over parcel of land identified for high density residential development. The Applicant, West Coast Home Solutions, and their consultant, CBTWO Architects, appreciate the City of Sherwood Planning Commission and Staff for their consideration of this consolidated land use application for a Type III Site Plan Review and 2 Class A Variances.



EVIDENCE NEIGHBORHOOD MEETING

- 1 – INVITATION (3 Pages)
- 2 – AFFIDAVIT OF MAILING & MAILING LIST (10 Pages)
- 3 – MEETING MINUTES (2 Pages)
- 4 – PRESENTATION MATERIALS (2 Pages)



NEIGHBORHOOD MEETING

INVITATION



September 29, 2021

Dear Neighbor,

West Coast Home Solutions and CBTWO Architects, LLC are inviting you to a virtual open house to learn about the proposed development of 21742 SW Sherwood Boulevard, also known as Tax Lot# 2S129CC06500. The proposal includes a single building with 9 residential units that will be 3 stories in height. Most units will be approximately 1,500 sq. ft. and include 2 bedrooms, 2.5 baths with a den. There are a limited number of smaller units of approximately 1,200 sq. ft. with 2 bedrooms, 1.5 baths. Parking will be provided through covered spaces tucked under the units and also surface spaces located on the eastern portion of the site away from the street. The development team and their architect are holding this meeting to share information about the project and answer questions that you may have related to their proposal. The meeting will be held Wednesday October 13, 2021 at 7:00 PM via Zoom. If you are unable to attend, but have questions regarding the proposal, please contact Gretchen Stone via email at gretchen@cbtwoarchitects.com. If you would like to submit questions ahead of time, feel free to mail your questions to CBTWO Architects, 500 Liberty St SE, Ste 100, Salem, OR 97301. This meeting will automatically be recorded for the purpose of preparing meeting minutes for submittal of a Land Use Application.

Thank you!

Topic: Sherwood Neighborhood Meeting
Time: October 13, 2021 from 7:00 PM Pacific Time
Location: <https://zoom.us/join>

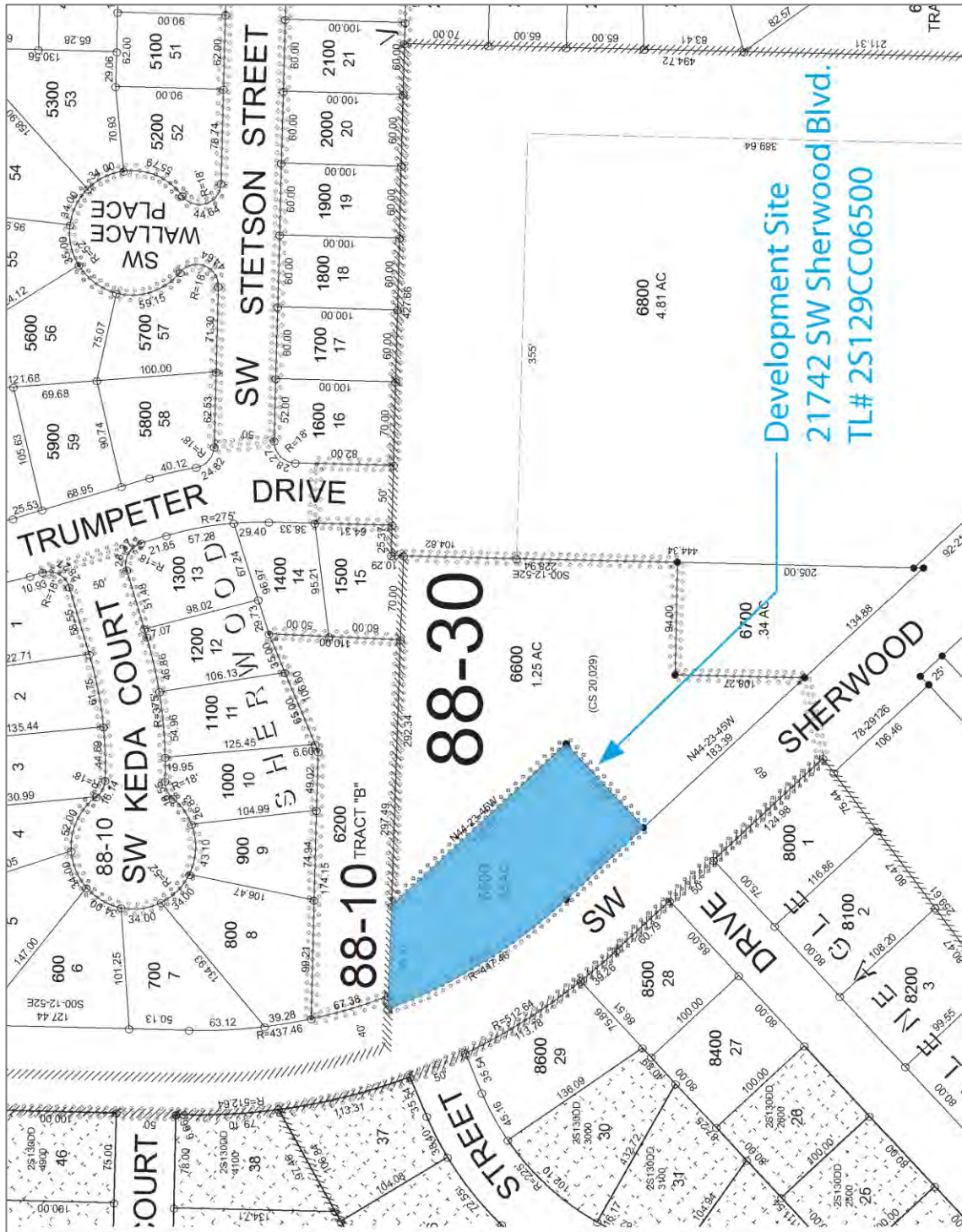
Meeting ID: 848 9479 3525
Passcode: 181774

Or Dial by your Location
+1 346 248 7799 US (Houston)
+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)

Meeting materials can also be found here:
<https://www.dropbox.com/sh/6ykqbojks2c0cjt/AABjdFSb9gRr0aN1j2aLUxA3a?dl=0>

Exhibit A - Neighborhood Meeting Info







NEIGHBORHOOD MEETING

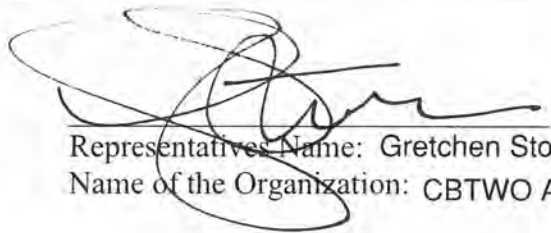
AFFIDAVIT OF MAILING
MAILING LIST

Affidavit of Mailing

DATE: 10.4.21

STATE OF OREGON)
Marion)
~~Washington~~ County)

I, Gretchen Stone, representative for the WCHS Multi-Family proposed development project do hereby certify that the attached notice to adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject project, was placed in a U.S. Postal receptacle on September 30, 2021



Representatives Name: Gretchen Stone

Name of the Organization: CBTWO Architects for West Coast Home Solutions

Exhibit A - Neighborhood Meeting Info

City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

2S129CB00100; 2S129CA00100
2S132BB00800; 2S132BB00100
2S130DD07800, 08100 & 08800;
2S131AA00103 & 10200

2S129CB00200
Nationwide Health Properties LLC
PO Box 71970
Phoenix, AZ 85050

2S129CB00300
Big Sunfield Lakes Or LLC
25 Brookline
Aliso Viejo, CA 92656

2S129CB00400
Six Corners LLC
15350 SW Sequoia Pkwy #140
Portland, OR 97224

2S129CC00100
Michael O'Neil
16331 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC00200
Ron Cornwell
16359 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC00300
William Milligan
16387 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC00400
Tung Vu & Chau Tran
16415 SW Keda Ct
Sherwood, OR 97140-9133

2S129CC00500
Deborah & Keith Davis
16443 SW Keda Ct
Sherwood, OR 97140-9133

2S129CC00600
Bradley Lien
16471 SW Keda Ct
Sherwood, OR 97140-9133

2S129CC00700
Sergey & Katrin Svinsitskiy
16476 SW Keda Ct
Sherwood, OR 97140-9133

2S129CC00800
Henri Tavera
16448 SW Keda Ct
Sherwood, OR 97140-9133

2S129CC00900
Eric & Jennifer Whitmore
PO Box 834
Sherwood, OR 97140-0834

2S129CC01000
Rachel & Juan Jimenez Jr
16392 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC01100
Michael & Charyl Dowdell
16370 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC01200
Phillip Lavine
16348 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC01300
David Kobzina & Blake Latimer
16326 SW Keda Ct
Sherwood, OR 97140-9129

2S129CC01400
Troy & Alice Duppenhaler
21607 SW Trumpeter Dr
Sherwood, OR 97140-8781

2S129CC01500
Scott Cunningham
21635 SW Trumpeter Dr
Sherwood, OR 97140-8781

2S129CC01600
Joel & Colleen Jeffrey
16276 SW Stetson St
Sherwood, OR 97140-8783

2S129CC01700
Lorena Stevens
16248 SW Stetson St
Sherwood, OR 97140-8783

2S129CC01800
Jennifer Day
16220 SW Stetson St
Sherwood, OR 97140-8783

2S129CC01900
Christopher & Erin Tull
16194 SW Stetson St
Sherwood, OR 97140-8784

2S129CC02000
Diane Cavaness
16172 SW Stetson St
Sherwood, OR 97140-8784

2S129CC02100
Christina & Michael Russell
16150 SW Stetson St
Sherwood, OR 97140-8784

2S129CC02200
Glen & Janice Warner
15985 SW Oriole Ct
Sherwood, OR 97140

2S129CC02300
Scott & Laurie Thiel
21875 SW Elwert Rd
Sherwood, OR 97140

2S129CC02400
Kevin & Michelle Grainey
16109 SW Baler Way
Sherwood, OR 97140-8785

2S129CC02500
Roland Filoteo & Janeal Siazon
16101 SW Baler Way
Sherwood, OR 97140-8785

Exhibit A - Neighborhood Meeting Info

2S129CC02600
Jason & Julie Gish
16093 SW Baler Way
Sherwood, OR 97140-8786

2S129CC02700
Monica Vincent
16085 SW Baler Way
Sherwood, OR 97140-8786

2S129CC02800
Marvin & Cheryl Duncan
16077 SW Baler Way
Sherwood, OR 97140-8786

2S129CC02900
Francesco & Raffaelina Marsico
470 Second Ave
Long Branch, NJ 07740

2S129CC03000
Laurie & Craig Cole
16090 SW Baler Way
Sherwood, OR 97140-8786

2S129CC03100
Kaitlin & Matthew Trujillo
16098 SW Baler Way
Sherwood, OR 97140-8786

2S129CC03200
Wiley Family Trust
16082 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC03300
Louise Gorman Living Trust
16060 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC03400
Corey Fillner
16038 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC03500
Bruce & Nicole Fabian
16016 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC03600
Paul & Melody Savage
16021 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC03700
Brian & Amy Silverman
18334 NE 103rd Ct
Redmond, WA 98052

2S129CC03800
Amber Investments LLC
458 Fifth St
Lake Oswego, OR 97034

2S129CC03900
Mathew & Raina Leech
16087 SW Springtooth Ln
Sherwood, OR 97140-8787

2S129CC04000
Brandon Rotap & Savannah Bettis
16084 SW Redclover Ln
Sherwood, OR 97140

2S129CC04100
Ken & Peggy Stevens Trust
13680 SW Morgan Rd
Sherwood, OR 97140-9519

2S129CC04200
Jeffrey & Jennifer Lindgren
16040 SW Red Clover Ln
Sherwood, OR 97140

2S129CC04300
Douglas & Brenda Pedersen
16018 SW Redclover Ln
Sherwood, OR 97140

2S129CC04400
Emmanuel & Mary Banful
16023 SW Red Clover Ln
Sherwood, OR 97140

2S129CC04500
Michelob & Michele Tran
16045 SW Red Clover Ln
Sherwood, OR 97140

2S129CC04600
Denis & Abygale Lagasca
16067 SW Redclover Ln
Sherwood, OR 97140

2S129CC04700
160859 SW Red Clover Ln LLC
PO Box 568
Lake Oswego, OR 97034

2S129CC04800
Terrence & Marta Haimoto
16175 SW Baler Way
Sherwood, OR 97140-8788

2S129CC04900
Colin & Nina Abbott
16159 SW Baler Way
Sherwood, OR 97140-8788

2S129CC05000
Clay Studtman
16135 SW Stetson St
Sherwood, OR 97140-8784

2S129CC05100
Ali Salman & Saja Majeed
16157 SW Stetson St
Sherwood, OR 97140-8784

2S129CC05200
Nathan Eberle
1330 SW 3rd Ave #807
Portland, OR 97201-6637

2S129CC05300
Joseph Alvarez
21546 SW Wallace Pl
Sherwood, OR 97140-8782

2S129CC05400
Brian Hagen
21524 SW Wallace Pl
Sherwood, OR 97140-8782

2S129CC05500
David & Michele Green
21519 SW Wallace Pl
Sherwood, OR 97140-8782

Exhibit A - Neighborhood Meeting Info

2S129CC05600
James & Janet Moua
21541 SW Wallace Pl
Sherwood, OR 97140-8782

2S129CC05700
Timothy Fallon
16243 SW Stetson St
Sherwood, OR 97140-8783

2S129CC05800
Kady Strode
16271 SW Stetson St
Sherwood, OR 97140-8783

2S129CC05900
Allison Meadows & Teresa Guerra
21552 SW Trumpeter Dr
Sherwood, OR 97140-8780

2S129CC06000
Bryan & Janine Fischer
21500 SW Trumpeter Dr
Sherwood, OR 97140-8780

2S129CC06100-06400
City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

2S129CC06600 & 06700
Stewart Terrace Apartments LLC
PO Box 5668
Portland, OR 97228

2S129CC06800
Kwds LLC
PO Box 145
Wilsonville, OR 97070

2S129CC07000
Ronald Morris Trust
21941 SW Sherwood Blvd
Sherwood, OR 97140-9326

2S129CC07100
Bradley & Mercedes Geyer
21937 SW Sherwood Blvd
Sherwood, OR 97140-9326

2S129CC07200
New Life Assembly Of God Church
PO Box 878
Sherwood, OR 97140

2S129CC07300
City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

2S129CC07400
Bbg Enterprises
PO Box 177
Newberg, OR 97132

2S129CC07500, 07700 & 07800
Cedar Creek Church
21901 SW Sherwood Blvd
Sherwood, OR 97140

2S129CC07900
Jeffrey & Sharon Richardson
4931 SW 76th Ave
Portland, OR 97225-1805

2S129CC08000
Martinax Holdings LLC
15156 SW 107th Ter
Tigard, OR 97224-3988

2S129CC08100
Beymer-Dorn Enterprises LLC
15043 SW Gingko Ct
Sherwood, OR 97140

2S129CC08200
Jessica Shinneman
16460 SW Gleneagle Dr
Sherwood, OR 97140

2S129CC08300
Green Family Trust
23668 SW Stoneheaven St
Sherwood, OR 97140

2S129CC08400
Patrick Olds & Joyce Reber
16433 SW Gleneagle Dr
Sherwood, OR 97140-9642

2S129CC08500
Robin Orcutt
16415 SW Gleneagle Dr
Sherwood, OR 97140-9642

2S129CC08600
Daniel & David Bradley
13525 SW 21st St
Beaverton, OR 97008

2S129CC09000
Timothy & Christine Scott
16002 SW Red Clover Ln
Sherwood, OR 97140-8789

2S129CC09100
Greg & Wendy Retzlaff
4801 Heritage Ln
Lake Oswego, OR 97035

2S129CC09300
Springtooth LLC
1447 Lake Front Rd
Lake Oswego, OR 97034

2S129CC09500
Alexander & Ariella Meldrum
21760 SW Wheat Pl
Sherwood, OR 97140-8832

2S129CC09600
Jeffrey Poehler & Sara Laughlin
21738 Wheat Pl
Sherwood, OR 97140-8832

2S129CC09700
Zana Mays
21724 SW Wheat Pl
Sherwood, OR 97140-8832

2S129CC09800
Robert & Kimberley Gibson
21705 SW Wheat Pl
Sherwood, OR 97140-8832

2S129CC09900
Carlos Hernandez
21729 SW Wheat Pl
Sherwood, OR 97140-8832

Exhibit A - Neighborhood Meeting Info

2S129CC10000
Joseph & Joline Stutesman
21753 SW Wheat Pl
Sherwood, OR 97140-8832

2S129CC10100
Clifford & Dana Pruner
16057 SW Baler Way
Sherwood, OR 97140-8831

2S129CC10200
Gregory & Mallisa Vandebusch
16045 SW Baler Way
Sherwood, OR 97140-8831

2S129CC10300
Mary Daily Revocable Trust
PO Box 361
Sherwood, OR 97140

2S129CC10400
Baler LLC
1447 Lake Front Rd
Lake Oswego, OR 97034

2S129CC10600
Sherwood School Dist #88j
23295 SW Main St
Sherwood, OR 97140

2S130D000802
Alberto & Stacy Marques
17197 SW Smith Ave #6
Sherwood, OR 97140-7226

2S130D000802
Arnold & Carol Martin
17197 SW Smith Ave #40
Sherwood, OR 97140-7224

2S130D000802
Bente & Jorgen Nielsen
17197 SW Smith Ave #41
Sherwood, OR 97140-7224

2S130D000802
Bernard Dixon
17197 SW Smith Ave #15
Sherwood, OR 97140-6271

2S130D000802
Betty Norton & Karen Wilkinson
17197 SW Smith Ave #18
Sherwood, OR 97140-6271

2S130D000802
Beverly Cooney
17197 SW Smith Ave #56
Sherwood, OR 97140-7225

2S130D000802
Bill & Kelly Shepard
17197 SW Smith Ave #10
Sherwood, OR 97140-7226

2S130D000802
Blake & Cynthia Hutton
17197 SW Smith Ave #66
Sherwood, OR 97140-6265

2S130D000802
Braulio Perez & Guadalupe Reyes
17197 SW Smith Ave #7
Sherwood, OR 97140-7226

2S130D000802
Cindi Schulke
17197 SW Smith Ave #52
Sherwood, OR 97140-7225

2S130D000802
Claire Grayson
17197 SW Smith Ave #24
Sherwood, OR 97140-6271

2S130D000802
Danniel & Melissa West
17197 SW Smith Ave #59
Tigard, OR 97223-7225

2S130D000802
Darrick & Bethany Boatwright
17197 SW Smith Ave #50
Sherwood, OR 97140-7225

2S130D000802
Debra & Robert Somerville
17197 SW Smith Ave #19
Sherwood, OR 97140-6271

2S130D000802
Diana & Ragen Blakeley
17197 SW Smith Ave #51
Sherwood, OR 97140-7225

2S130D000802
Edith Korock
17197 SW Smith Ave #34
Sherwood, OR 97140

2S130D000802
Elizabeth Cadish
17197 SW Smith Ave #9
Sherwood, OR 97140-7226

2S130D000802
Frederic & Lorraine Timmen
17197 SW Smith Ave #64
Sherwood, OR 97140

2S130D000802
Gordon & Kim Stoutt
17197 SW Smith Ave #39
Sherwood, OR 97140-7224

2S130D000802
Greg Braswell
17197 SW Smith Ave #78
Sherwood, OR 97140-6261

2S130D000802
Helen & Leroy Stumme
17197 SW Smith Ave #68
Sherwood, OR 97140-6265

2S130D000802
Helen Chambers
17197 SW Smith Ave #55
Sherwood, OR 97140-7225

2S130D000802
Irene Roy
17197 SW Smith Ave #54
Sherwood, OR 97140-7225

2S130D000802
James & Judy Hill
17197 SW Smith Ave #30
Sherwood, OR 97140-7223

Exhibit A - Neighborhood Meeting Info

2S130D000802
Janice Schei
17197 SW Smith Ave #80
Sherwood, OR 97140

2S130D000802
Jeff Morris & Celeste Swanson
17197 SW Smith Ave #36
Sherwood, OR 97140-7224

2S130D000802
Jeffrey Wood
6339 SW Roundtree Ct
Portland, OR 97219-8804

2S130D000802
Jerry Kaplan
17197 SW Smith Ave Unit 16
Sherwood, OR 97140-6271

2S130D000802
Jessica & Sebastian Tavera
17197 SW Smith Ave #31
Sherwood, OR 97140-7223

2S130D000802
John & Lois Fatjo
17197 SW Smith Ave #25
Sherwood, OR 97140

2S130D000802
John & Pam Rudolph
17197 SW Smith Ave #5
Sherwood, OR 97140-7226

2S130D000802
Joshua Woodbury
17197 SW Smith Ave #14
Sherwood, OR 97140-6271

2S130D000802
Judith Byerly
17197 SW Smith Ave #70
Sherwood, OR 97140-6265

2S130D000802
Katherine Black
17197 SW Smith Ave #37
Sherwood, OR 97140-7224

2S130D000802
Katherine Smith
1223 Marylhurst Dr
West Linn, OR 97068

2S130D000802
Keith Bemis
17197 SW Smith Ave #43
Sherwood, OR 97140-7224

2S130D000802
Kent Petersen
17197 SW Smith Ave #62
Sherwood, OR 97140-7225

2S130D000802
Lance Brown & Angela Lopez
17197 SW Smith Ave #61
Sherwood, OR 97140-7225

2S130D000802
Laura Tea-Pelley
17197 SW Smith Ave #38
Sherwood, OR 97140-7224

2S130D000802
Laverne Kludsikofsky
17197 SW Smith Ave #53
Sherwood, OR 97140-7225

2S130D000802
Lila Francis
PO Box 23922
Tigard, OR 97281

2S130D000802
Lillian & Weires Bateman
17197 SW Smith Ave #13
Sherwood, OR 97140-6271

2S130D000802
Mark Hepler
17197 SW Smith Ave #75
Sherwood, OR 97140-6261

2S130D000802
Mark Minervini
17197 SW Smith Ave #77
Sherwood, OR 97140-6261

2S130D000802
Mary & Archer Stasack
17197 SW Smith Ave #72
Sherwood, OR 97140

2S130D000802
Michael & Robbin Meyers
17197 SW Smith Ave #33
Sherwood, OR 97140

2S130D000802
Pamela Alleva
17197 SW Smith Ave #60
Sherwood, OR 97140-7225

2S130D000802
Pary & Margaret Pariseau
17197 SW Smith Ave #45
Sherwood, OR 97140-7224

2S130D000802
Patricia & Matthew Richardson
17197 SW Smith Ave #65
Sherwood, OR 97140

2S130D000802
Paul & Laurie Lambert
6936 Cape Lisburne Lp
Anchorage, AK 99504

2S130D000802
Paul Burgstahler
17197 SW Smith Ave #74
Sherwood, OR 97140-6261

2S130D000802
Peder Ferreira
17197 SW Smith Ave #63
Sherwood, OR 97140-7225

2S130D000802
Raymond Boechler
17197 SW Smith Ave #42
Sherwood, OR 97140-7224

2S130D000802
Robert Reinhart Trust
17197 SW Smith Ave #44
Sherwood, OR 97140-7224

Exhibit A - Neighborhood Meeting Info

2S130D000802
Robert & Gail Kelley
17197 SW Smith Ave #32
Sherwood, OR 97140-7223

2S130D000802
Rosetta Fisk
17197 SW Smith Ave #49
Sherwood, OR 97140

2S130D000802
Shannon Ehlers
17197 SW Smith Ave #8
Sherwood, OR 97140-7226

2S130D000802
Shari Poehler
17197 SW Smith Ave #22
Sherwood, OR 97140-6271

2S130D000802
Sidney Desautel
17197 SW Smith Ave #21
Sherwood, OR 97140-6271

2S130D000802
Smith Farm Estates LLC
980 Old Ranch Rd
Solvang, CA 93463

2S130D000802
Susan Wetzel
PO Box 1225
Sherwood, OR 97140

2S130D000802
Ted Noto
17197 SW Smith Ave #46
Sherwood, OR 97140

2S130D000802
Tim & Phyllis Chapman
17197 SW Smith Ave #73
Sherwood, OR 97140-6261

2S130D000802
Vanessa & Ricky Kloock
17197 SW Smith Ave #11
Sherwood, OR 97140

2S130D000802
Wade Israel
17197 SW Smith Ave #12
Sherwood, OR 97140

2S130D000802
Walter & June Johnson
17197 SW Smith Ave #71
Sherwood, OR 97140

2S130D000802
William Glover III
17197 SW Smith Ave #69
Sherwood, OR 97140-6265

2S130DA01400
Chevron Usa Inc
PO Box 1392
Bakersfield, CA 93302

2S130DA01500
Ngoc Nguyen & Ngoc Vu
PO Box 13704
Portland, OR 97213

2S130DA01600
Golden Arch Lp
8255 SW Hunziker Rd #101
Tigard, OR 97223

2S130DA01700
Glpj LLC
59759 W Kappler Rd
St Helens, OR 97051

2S130DA01800
Fpwl Sherwood LLC
403 Madison Ave N #230
Bainbridge Island, WA 98110

2S130DA01900
3 By 3 LLC
PO Box 2148
Milwaukee, WI 53201

2S130DA02000
Fpwl Sherwood LLC
403 Madison Ave N #230
Bainbridge Island, WA 98110

2S130DD00600
Mario Salazar-Quevedo
Karen Salazar
16502 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD00700
Barry & Helen Kennedy
16518 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD00800
Gail Larsen
16530 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD00900
Marion & Ocie-Ellen Gardner
16538 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD01000
Marisa & Stephen Heymann
16546 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD01100
Charles Brewster
16560 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD01200
Jodi & Emily Silva
16574 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD01300
Clifford Kane
16586 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD01400 & 01500
City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

2S130DD01600
Rebecca Lamsen
16598 SW Glen Eagle Dr
Sherwood, OR 97140-9592

Exhibit A - Neighborhood Meeting Info

2S130DD01700
Michele Slate
PO Box 337
Sherwood, OR 97140

2S130DD01800
Fidel Hernandez-Perez
Rebecca Hernandez
16623 SW Gleneagle Dr
Sherwood, OR 97140-9591

2S130DD01900
Lee Morin Trust
16593 SW 10th St
Sherwood, OR 97140-9590

2S130DD02000
Deanna & Chad McCord
16596 SW 10th St
Sherwood, OR 97140-9590

2S130DD02100
John Crown Trust
PO Box 1506
Sherwood, OR 97140

2S130DD02200
Aaron & Leonardo Maldonado
16555 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD02300
Wade & Diane Anderson
16513 SW Gleneagle D
Sherwood, OR 97140-9592

2S130DD02400
Tamara Watrous
16507 SW Gleneagle Dr
Sherwood, OR 97140-9592

2S130DD02500
Edwin House
16485 SW Gleneagle Dr
Sherwood, OR 97140-9642

2S130DD02600
Jodi Gollehon
16471 SW Gleneagle Dr
Sherwood, OR 97140-9642

2S130DD03000
Gary Gibbons
16526 SW 10th St
Sherwood, OR 97140-9590

2S130DD03100
Ernest & Jeanette Jones
16558 SW 10th St
Sherwood, OR 97140-9590

2S130DD03200
Breanna & Jeffery Smith
16572 SW 10th St
Sherwood, OR 97140-9590

2S130DD03300
Jack & Myra Braden
16584 SW 10th St
Sherwood, OR 97140-9590

2S130DD03400
Daniel & Angela Dyer
16551 SW 10th St
Sherwood, OR 97140-9590

2S130DD03500
Dana Minor
16535 SW 10th St
Sherwood, OR 97140-9590

2S130DD03600
Gene & Josette King
16521 SW 10th St
Sherwood, OR 97140-9590

2S130DD03700
Glenn & Brenda Hansen
2525 NE 35th Pl
Portland, OR 97212

2S130DD03800 & 03801
City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

2S130DD03900
Patrick & Amy Stark
16632 SW Gleneagle Dr
Sherwood, OR 97140-9591

2S130DD04000
Erin & Kirsten Hall
16645 SW Gleneagle Dr
Sherwood, OR 97140-9591

2S130DD04100
Beymer-Dorn Enterprises LLC
15043 SW Gingko Ct
Sherwood, OR 97140

2S130DD04200
Jack & Derenda Kashdin
16540 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04300
Hilton & Elizabeth Myers
PO Box 698
Sherwood, OR 97140

2S130DD04400
Fenna Straatman
16584 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04500
Matthew Schindler & Molly McGee
16593 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04600
Colin & Linda Woodbury
16579 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04700
Raelene Johnson Living Trust
16557 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04800
Kyle Anderson
16535 SW 11th Ct
Sherwood, OR 97140-9596

2S130DD04900-05400
Beymer-Dorn Enterprises LLC
15043 SW Gingko Ct
Sherwood, OR 97140

Exhibit A - Neighborhood Meeting Info

2S130DD05500
Patrick & Joann Larson
34801 SW South Ranch Rd
Newberg, OR 97132

2S130DD05600
Donald & Karen Lachman
35301 SW Geer Rd
Newberg, OR 97132

2S130DD05700
Joann Albrecht
PO Box 643
Sherwood, OR 97140

2S130DD05800
Jacob & Candice Waibel
1057 SW Viewcrest Dr
Dundee, OR 97115

2S130DD05900
Barbanas & Katie Grant
16710 SW 12th St
Sherwood, OR 97140-6021

2S130DD06000
Bruton Properties LLC
12855 SW 22nd St
Beaverton, OR 97005

2S130DD06100
Marilyn Rome
14645 SW Willamette St
Sherwood, OR 97140

2S130DD06200
Randy & Allan Hopp
PO Box 150
Newberg, OR 97132

2S130DD06300
Robert & Sabrina Hays
16763 SW Gleneagle Dr
Sherwood, OR 97140-9594

2S130DD06400
Ronald & Rhonda Hill
16751 SW Gleneagle Dr
Sherwood, OR 97140-9594

2S130DD06500
Sydney Shook
16735 SW Gleneagle Dr
Sherwood, OR 97140-9594

2S130DD06600
Maria Bobadilla
16719 SW Gleneagle Dr
Sherwood, OR 97140-9594

2S130DD06700
Lori & Josiah Mortier
21585 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD06800
Jahari Neil
21569 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD06900
Colin & Becki Wildschut
21533 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD07000
Gordon & Brenda Mutch Jr
21511 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD07100
Irvyl Damato
2803 NE 173rd Ct
Vancouver, WA 98682

2S130DD07200
Brian & Rainy Aznoe
21556 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD07300
Mark & Erin Ariza
21574 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD07400
Mary Sattler Rev Living Trust
21592 SW Glenco Ct
Sherwood, OR 97140-9593

2S130DD07500
Richard & Sydney Edie
16667 SW Gleneagle Dr
Sherwood, OR 97140-9591

2S130DD07600
Caleb Jacobson
22210 SW Murdock Rd #J38
Sherwood, OR 97140

2S130DD90069
Gregory Winterrowd
17872 SW Eldred Ln
Sherwood, OR 97140

2S130DD90070
Alina Barnes
16700 SW Gleneagle Dr #70
Sherwood, OR 97140

2S130DD90042
Angelique Lopez-Vazquez
16738 SW Gleneagle Dr Unit 42g
Sherwood, OR 97140

2S130DD90043
Branko Radanovic
16738 SW Gleneagle Dr #43g
Sherwood, OR 97140

2S130DD90044
Whitcomb Trust
12919 SW Morgan Rd
Sherwood, OR 97140-9521

2S130DD90045
Derrick & Amy Contreras
16738 SW Gleneagle Dr #45g
Sherwood, OR 97140

2S130DD90046
Angela & John Earl
12426 SW Chandler Dr
Tigard, OR 97224-2827

2S130DD90047
Jessica Danner
16738 SW Gleneagle Dr Unit 47g
Sherwood, OR 97140

Exhibit A - Neighborhood Meeting Info

2S130DD90048
Thomas Moorefield
16738 SW Gleneagle Dr #48
Sherwood, OR 97140

2S130DD90049
Katherine Hoskins
16738 SW Gleneagle Dr #G49
Sherwood, OR 97140

2S130DD90050
Danielle Dutton
16738 SW Gleneagle Dr #50g
Sherwood, OR 97140-9652

2S130DD90051
Marjorie Rowe
16738 SW Gleneagle Dr #51
Sherwood, OR 97140

2S130DD90052
Heather Coffen
22460 SW Meissinger Pl
Sherwood, OR 97140

2S130DD90053
John & Julie Wichman
16738 SW Gleneagle Dr #53
Sherwood, OR 97140

2S130DD90054
Wesley Brink
16718 SW Gleneagle Dr Unit 54h
Sherwood, OR 97140-9653

2S130DD90055
Barry Melvin
16718 SW Gleneagle Dr #55-H
Sherwood, OR 97140

2S130DD90056
Chun Chang & Chun Che Wang
14775 SW Surrey Ct
Beaverton, OR 97006

2S130DD90057
Misty Youngs
16718 SW Gleneagle Dr H-57
Sherwood, OR 97140

2S130DD90058
Yelena Kruzhkova
16718 SW Gleneagle Dr Unit #58h
Sherwood, OR 97140

2S130DD90059
Rachel Buschelman
16718 SW Gleneagle Dr #59h
Sherwood, OR 97140

2S130DD90060
Alice McDonald
16718 SW Gleneagle Dr Unit #60h
Sherwood, OR 97140

2S130DD90061
Christopher Erp
16718 SW Gleneagle Dr #H61
Sherwood, OR 97140

2S130DD90062
Alexa Kaylor & Ryan Sorensen
16718 SW Gleneagle Dr Unit 62h
Sherwood, OR 97140

2S130DD90063
Betty Martinez & Marisa Chebul
16718 SW Gleneagle Dr
Sherwood, OR 97140-9653

2S130DD90064
Ashley Dudley & Brian Cromie
16718 SW Gleneagle Dr #64h
Sherwood, OR 97140

2S130DD90065
Marianne Swafford
16718 16718 Gleneagle Dr H65
Sherwood, OR 97140

2S130DD90066
Kevin & April Blackburn
14954 SW Cochran St
Sherwood, OR 97140

2S130DD90067
Patricia & Charles Ballenti
16700 SW Gleneagle Dr #67
Sherwood, OR 97140

2S130DD90068
Audrey Rasmussen
16700 SW Gleneagle Dr #68I
Sherwood, OR 97140-9655

2S132BB00101
Pacific Park Apartments LLC
PO Box 490
Enterprise, OR 97828



NEIGHBORHOOD MEETING

MEETING MINUTES

MEETING MINUTES

October 13, 2021

Sherwood Neighborhood Meeting

7:00 PM

Via Zoom

PROJECT NAME	SITE ADDRESS
WCHS MULTI-FAMILY SHERWOOD	21742 SW SHERWOOD BLVD

ATTENDEES

- Carl Jacobson – 16415 Gleneagle Dr.
- Michelle – Sherwood Village
- Barry Kennedy/Sabrina – 16158 Gleneagle Dr.
- Jen – East of project site
- Rachel Jimenez – SW Keda Ct.
- Wade Anderson – 16153 SW Gleneagle Dr.
- Chris/Erin – SW Sherwood Blvd.

CBTWO REPRESENTATIVES

- Spencer Emerick
- Aaron Terpening
- Gretchen Stone

MEETING OVERVIEW

Meeting began at 7:04, Aaron Terpening informed attendees that the meeting was being recorded.

Spencer Emerick shared the project proposal with neighbors and briefly described the development details. Number of units, size and parking.

Questions & Answers (Q&A):

Q. Chris – Wondered if any existing homes would need to be demolished?

A. None, the subject site is vacant.

Q. Barry – What trees are being removed?

A. There are 10 trees on the site that will be removed to enable development.

Q. Wade – Asked about parking and noted concerns about parking impacts?

A. There are 18 parking spaces, 9 tuck under and 9 parallel surface spaces.

Q. Rachel – Did not care for the proposal (apartments), would prefer the access drive be in front of the building, and has concerns about residents loitering in the proposed drive aisle. Wondered about screening.

A. Drive aisle would not feasible work in front of building.

Q. Carl – Would there be another neighborhood meeting.

A. No additional neighborhood meetings are planned at this time.

Attendee Comments:

Barry –

- Unhappy with proposal, feels it is too urban.
- Thinks it should be a park.
- Asked about the cost of the property and wants the City to purchase and turn into a park.
- Would like to revisit the zoning of the property.
- Doesn't feel the notification by mail for meeting was adequate.

Carl –

- Worried about privacy and parking.

Jen –

- Concerns about traffic and traffic safety on Sherwood Blvd.
- Worried the development will change pedestrian safety, impact parking, and traffic from Century.
- Believes there is an owl living in one of the trees onsite because she hears it when she walks in the area.

Wade – Provided information to the neighbors related to traffic improvements.

Other side conversations occurred towards the end of the meeting but no additional questions were asked. All of the neighbors thanked us for having the meeting and indicated that the actual design of the building was good they just didn't want it in the neighborhood.

Aaron provided his email address if people had additional questions.

Meeting ended at approximately 8:45 PM.



NEIGHBORHOOD MEETING

PRESENTATION MATERIALS

SITE STATISTICS		
DESCRIPTION	AREA (SF)	% OF SITE
BUILDING FOOTPRINT	5,222 SF	25%
PAVING	7,954 SF	38%
SIDEWALKS	1,530 SF	8%
LANDSCAPE AREA	6,223 SF	29%
TOTAL SITE AREA	20,929 SF	

PARKING STATISTICS		
DESCRIPTION	# REQUIRED	# PROVIDED
FULL-SIZE PARKING STALLS	14	14
VISITOR PARKING STALLS	3	3
TOTAL ON-SITE PARKING	17	17

- BASED ON PARKING RATIO OF 1.5 SPACES PER 2 BEDROOM
 - 15% OF REQ'D. SPACES FOR VISITOR PARKING

SITE PLAN LEGEND

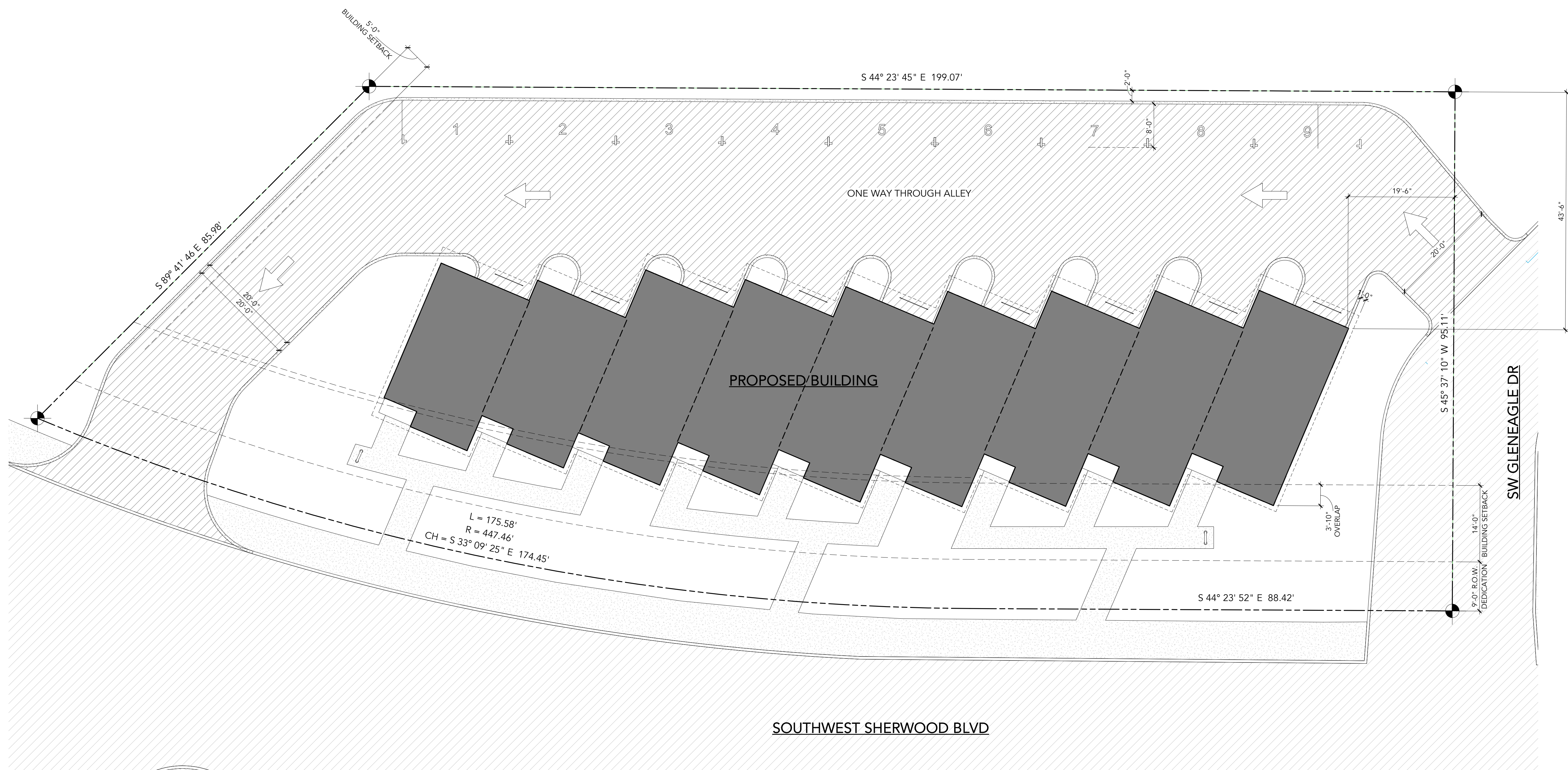
(NOTE: SEE A0 SHEETS FOR ADDITIONAL GENERAL LEGEND INFORMATION)

OBJECT/PATTERN	DESCRIPTION(S)
---	- PROPERTY LINE
----	- SETBACK LINES
----	- ROOF OUTLINE
x x x	- FENCE LINE
---	- ACCESSIBLE PATH FROM BUILDING TO PUBLIC WAY
— W —	- WATER LINE
— FS —	- FIRE SERVICE LINE
— ST —	- STORM SEWER LINE
— SS —	- SANITARY SEWER LINE
— GW —	- GREASE WASTE LINE
— GAS —	- NATURAL GAS LINE
— E —	- ELECTRICAL SERVICE LINE
[Grey Box]	- BUILDING FOOTPRINT
[Circle with dot]	- PROPERTY DATUM POINT
[Circle with 'LB']	- LIGHT BOLLARD
[Circle with 'P']	- POLE LIGHT
[Circle with 'FH']	- FIRE HYDRANT
[Circle with 'DS']	- DOWNSPOUT

SITE PLAN GENERAL NOTES:

- REFER TO LANDSCAPE PLANS FOR ADDITIONAL PEDESTRIAN WALKS AND PLANTING INFORMATION.
- ANY GRADING AND UTILITIES (BOTH EXISTING AND NEW) ARE SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- SITE PAVEMENT MATERIAL AND DESIGN PER CIVIL. MAX. SPACE BETWEEN JOINTS TO BE 10'-0".
- REFER TO PLUMBING DRAWINGS FOR HOSE BIB LOCATIONS.
- LIGHTING TO BE INSTALLED AT PATHS ALONG THE REQUIRED EXIT WAYS - REFER TO ELECTRICAL SITE PLAN.
- ALL GROUND MOUNTED UTILITY EQUIPMENT SHALL BE SCREENED FROM THE STREET AND THE BUILDING WITH LANDSCAPE - VERIFY LOCATION WITH EACH UTILITY PROVIDER AND COORDINATE WITH LANDSCAPING AS NEEDED.
- ANY WALL PACK LIGHTING PROVIDED TO BE SHIELDED.
- THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48.
- PARKING SPACES AND ACCESS AISLES SHALL HAVE A SURFACE SLOPES NOT STEEPER THAN 1:50 (2%) PER IBC.
- ANY RETAINING WALLS, BERMS, SWALES, ETC. SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- ALL WALL MOUNTED UTILITIES AND ASSOCIATED EQUIPMENT SHALL BE PAINTED TO MATCH ADJACENT BUILDING COLOR.

KEYNOTES



1 SITE PLAN
 SCALE: 1" = 10'-0"

NOT FOR CONSTRUCTION

DD
 % DESIGN DEVELOPMENT

CBTWO ARCHITECTS ^{LLC}
 500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
 Ph: 503.480.8700 / Fx: 503.480.8701

GEOTECHNICAL	Company name	PH:
CIVIL	Company name	PH:
STRUCTURAL	Company name	PH:
MECH. ELEC. & PLUMBING	Company name	PH:
KITCHEN	Company name	PH:
JURISDICTION	City of	PH:

WEST COAST HOME SOLUTIONS
 SHERWOOD, OREGON

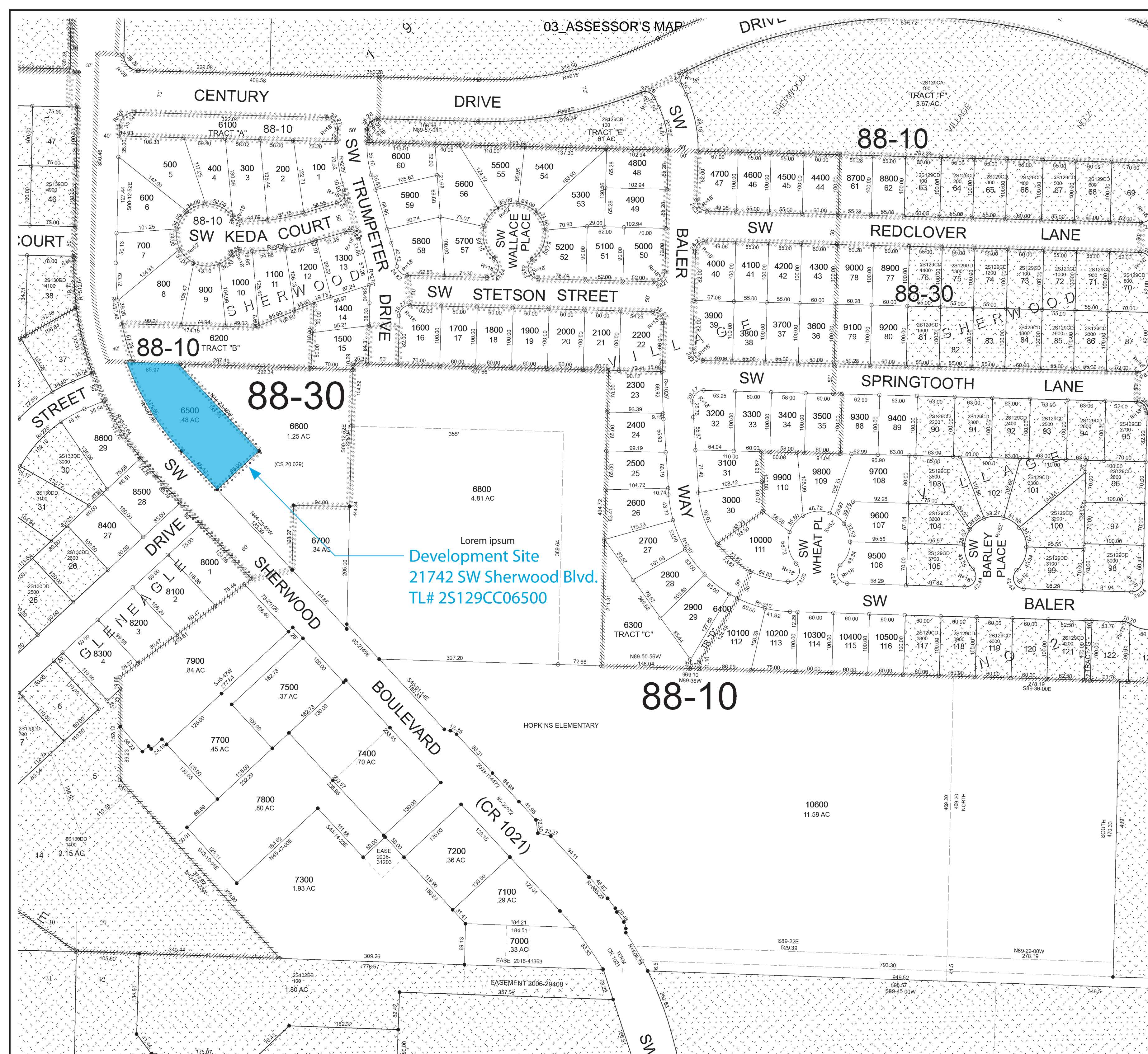
CLIENT LOGO

Issue:	issue name
Date:	xx.xx.xxxx
Rev:	Description: Date:

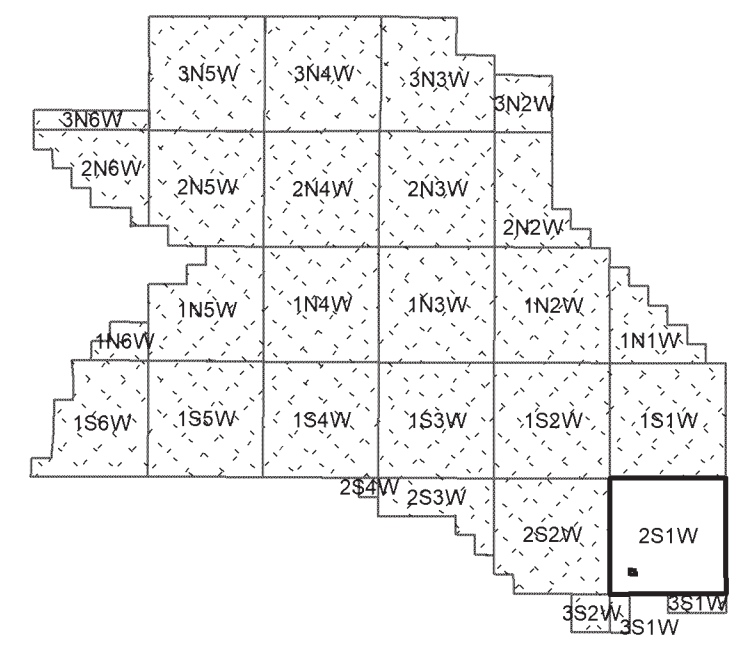
SITE PLAN

A1.00





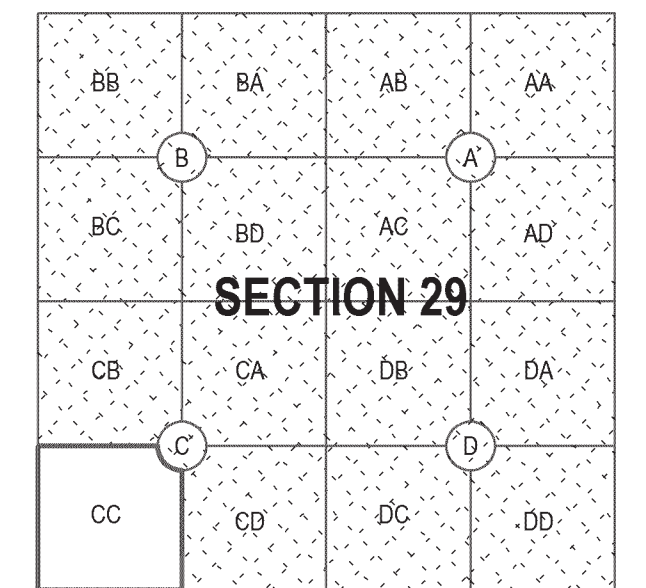
Development Site
21742 SW Sherwood Blvd.
TL# 2S129CC06500



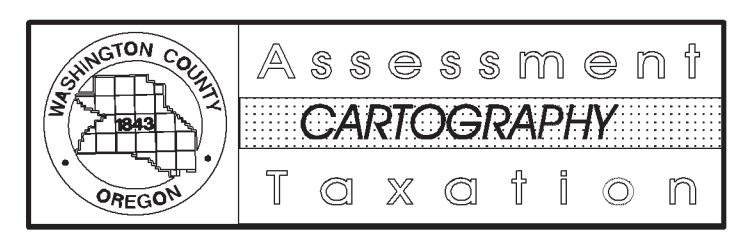
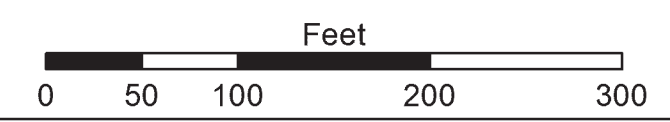
WASHINGTON COUNTY OREGON
SW 1/4 SW 1/4 SECTION 29 T2S R1W W.M.
SCALE 1" = 100'

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

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



Cancelled Taxlots For: 2S129CC
6900,7600.



PLOT DATE: 2/18/2021
Rotation: 0
FOR ASSESSMENT PURPOSES
ONLY - DO NOT RELY ON
FOR OTHER USE

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

SHERWOOD
2S129CC

Prelim Title Report

Title Officer: Mollie Rowe
 Email:
 Title No.: 472521009015

Escrow Officer: Deena Bergstrom
 Email: deena.Bergstrom@ctt.com
 Phone No.: (503)238-2392

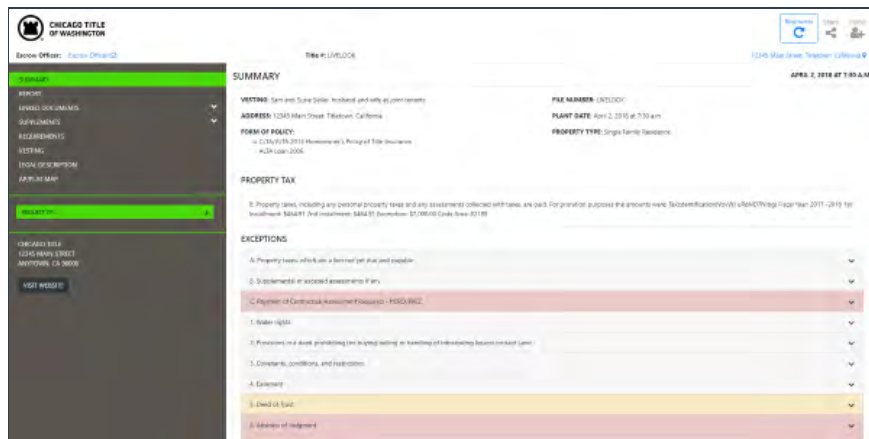
Property Address: 21742 SW Sherwood Boulevard, Sherwood, OR 97140

Introducing LiveLOOK

LiveLOOK title document delivery system is designed to provide 24/7 real-time access to all information related to a title insurance transaction.

Access title reports, exception documents, an easy-to-use summary page, and more, at your fingertips and your convenience.

[To view your new Chicago Title LiveLOOK report, Click Here](#)



The screenshot displays the Chicago Title LiveLOOK web interface. The header includes the Chicago Title logo and navigation options like 'Home', 'Sign In', and 'Logout'. The main content area is titled 'Title # 472521009015' and 'Title # LIVELOOK'. It features a left-hand navigation menu with categories such as 'SUMMARY', 'PROPERTY TAX', and 'EXCEPTIONS'. The main content area is divided into sections: 'SUMMARY' with fields for 'VESTING', 'ADDRESS', and 'POLICY OF POLICY'; 'PROPERTY TAX' with a detailed note about property taxes; and 'EXCEPTIONS' with a list of items including 'A. Property taxes, interest, and other charges', 'B. Easements or other encumbrances', 'C. Easement of Easement/Assessment/Encumbrance - PDSO, 6612', '1. Water right', '2. Possession of land, including the right of way or the right of way to the land (see map)', '3. Covenants, conditions, and restrictions', 'A. Easement', 'B. Easement of Easement', and 'C. Easement of Easement'. The interface is clean and professional, with a color-coded navigation menu and clear section headers.

Effortless, Efficient, Compliant, and Accessible



PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein Chicago Title Company of Oregon hereby reports that it is prepared to issue, or cause to be issued, as of the specified date, a policy or policies of title insurance describing the land and the estate or interest hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage of said policy or policies are set forth in Exhibit One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby.

The policy(s) of title insurance to be issued hereunder will be policy(s) of Chicago Title Insurance Company, a/an Florida corporation.

Please read the exceptions shown or referred to herein and the Exceptions and Exclusions set forth in Exhibit One of this report carefully. The Exceptions and Exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

This preliminary report is for the exclusive use of the parties to the contemplated transaction, and the Company does not have any liability to any third parties nor any liability until the full premium is paid and a policy is issued. Until all necessary documents are placed of record, the Company reserves the right to amend or supplement this preliminary report.

Countersigned

A handwritten signature in cursive script that reads "Maggie Metcalf". The signature is written in black ink and is positioned above a horizontal line.



5300 SW Meadows Rd. , Ste 100, Lake Oswego, OR 97035
 (503)973-7500 FAX (866)570-3002

PRELIMINARY REPORT

ESCROW OFFICER: Deena Bergstrom
 deena.Bergstrom@ctt.com
 (503)238-2392

ORDER NO.: 472521009015

TITLE OFFICER: Mollie Rowe

TO: Chicago Title Company of Oregon
 5300 SW Meadows Rd. , Ste 100
 Lake Oswego, OR 97035

ESCROW LICENSE NO.: 201004072

BUYER/BORROWER: West Coast Home Solutions LLC

PROPERTY ADDRESS: 21742 SW Sherwood Boulevard, Sherwood, OR 97140

EFFECTIVE DATE: November 30, 2021, 08:00 AM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	<u>AMOUNT</u>	<u>PREMIUM</u>
ALTA Loan Policy 2006	\$ 3,500,000.00	\$ 5,265.00
Extended Lender's (Builder Rate)		
Proposed Insured: Riverbend Funding, LLC ISAOA		
OTIRO 209.10-06 - Restrictions, Encroachments, Minerals - Current Violations (ALTA 9.10-06)		\$ 100.00
OTIRO 222-06 - Location (ALTA 22-06)		\$ 0.00
OTIRO 208.1-06 - Environmental Protection Lien (ALTA 8.1-06)		\$ 0.00
Government Lien Search		\$ 30.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

A Fee

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

West Coast Home Solutions LLC, an Oregon limited liability company

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF SHERWOOD, COUNTY OF WASHINGTON, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
Legal Description

Beginning at an iron rod that bears South 0° 12' 52" East 1656.9 feet, on section line, and South 89° 35' 34" East 147.68 feet from an iron pipe marking the Northwest corner of the Southwest one-quarter of Section 29, Township 2 South, Range 1 of the West of the Willamette Meridian, in the City of Sherwood, Washington County, Oregon, the said iron rod is also on the Northerly boundary of that tract of land sold on Contract to Elmer F. Baron and Donna Jean Baron, husband and wife, and David A. Sprecher and Janice L. Sprecher, husband and wife, by instrument recorded on November 13, 1979, as Washington County Recorder's File No. 79-046742; thence South 44° 23' 45" East, for a distance of 198.93 feet to an iron rod; thence South 45° 36' 15" West, a distance of 95.00 feet to an iron rod on the Northerly boundary of North Sherwood Boulevard; thence North 44° 23' 45" West, for a distance of 88.42 feet, along said road boundary, to a point of curve to the right; thence along the arc of a 447.46 foot radius curve, whose central angle is 22° 28' 46", and show long chord bears North 33° 09' 22" West, for a distance of 174.43 feet, an arc distance of 175.56 feet to an iron rod on the Northerly boundary of the mentioned Baron-Sprecher tract; thence South 89° 35' 34" East, a distance of 85.97 feet, along the said boundary, to the point of beginning.

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL EXCEPTIONS:

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

SPECIFIC ITEMS AND EXCEPTIONS

6. Unpaid Property Taxes are as follows:

Fiscal Year: 2021-2022
Amount: \$1,620.66, plus interest, if any
Levy Code: 088.10
Account No.: [R547956](#)
Map No.: 2S129CC06500

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

7. Rights of the public to any portion of the Land lying within the area commonly known as N. Sherwood Boulevard.
8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: City of Sherwood
Purpose: Slopes and drainage
Recording Date: June 28, 1978
Recording No.: [78-029125](#)
Affects: Reference is hereby made to said document for full particulars

Exhibit A - Sub Exhibit A - Title Report

Order No.: 472521009015

9. Terms, provisions and conditions, including, but not limited to, maintenance provisions, and a covenant to share the costs of maintenance, contained in Reciprocal Easement Agreement for Access Purposes

Recording Date: May 16, 1984
[Recording No.: 84-018475](#)

10. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$525,000.00
Dated: September 16, 2021
Trustor/Grantor: West Coast Home Solutions LLC
Trustee: Terry Desylvia, Esq.
Beneficiary: Clunas Funding Group, Inc., Profit Sharing Plan and Trust
Loan No: Not Disclosed
Recording Date: September 16, 2021
[Recording No.: 2021-099739](#)

11. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: West Coast Home Solutions LLC

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendments thereto with the appropriate filing stamps
- c) If the Limited Liability Company is member-managed, a full and complete current list of members certified by the appropriate manager or member
- d) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- e) If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

12. Note: We find no Notice of Completion recorded on said Land.
13. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.

To remove this item, the Company will require an affidavit and indemnity on a form supplied by the Company.

Exhibit A - Sub Exhibit A - Title Report

Order No.: 472521009015

14. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

To remove this item, the Company will require an affidavit and indemnity on a form supplied by the Company.

15. Any encroachment (of existing improvements located on the subject Land onto adjoining land or of existing improvements located on adjoining land onto the subject Land), encumbrance, violation, variation or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject Land.

The Company will require a survey of the Land by a professional surveyor, and this exception may be eliminated or limited as a result thereof.

ADDITIONAL REQUIREMENTS/NOTES:

- A. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final 2006 ALTA policy unless removed prior to issuance.
- B. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:
- Parties: West Coast Home Solutions LLC
- C. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- D. The only conveyances(s) affecting said Land, which recorded within 24 months of the date of this report, are as follows:

Grantor: Dawn J. Schwier
Grantee: West Coast Home Solutions LLC, an Oregon limited liability company
Recording Date: March 19, 2021
Recording No.: [2021-035095](#)

- E. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

Exhibit A - Sub Exhibit A - Title Report

Order No.: 472521009015

F. Recording Charge (Per Document) is the following:

County	First Page	Each Additional Page
Multnomah	\$86.00	\$5.00
Washington	\$81.00	\$5.00
Clackamas	\$93.00	\$5.00

Note: When possible the company will record electronically. An additional charge of \$5.00 applies to each document which is recorded electronically.

Note: Please send any documents for recording to the following address:

Portland Title Group
Attn: Recorder
1433 SW 6th Ave.
Portland, OR. 97201

G. Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

H. NOTE: IMPORTANT INFORMATION REGARDING PROPERTY TAX PAYMENTS

Fiscal Year:	July 1st through June 30th
Taxes become a lien on real property, but are not yet payable:	July 1st
Taxes become certified and payable (approximately on this date):	October 15th
First one third payment of taxes is due:	November 15th
Second one third payment of taxes is due:	February 15th
Final payment of taxes is due:	May 15th

Discounts: If two thirds are paid by November 15th, a 2% discount will apply. If the full amount of the taxes are paid by November 15th, a 3% discount will apply.

Interest: Interest accrues as of the 15th of each month based on any amount that is unpaid by the due date. No interest is charged if the minimum amount is paid according to the above mentioned payment schedule.

Exhibit A - Sub Exhibit A - Title Report

EXHIBIT ONE

2006 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (06-17-06) EXCLUSIONS FROM COVERAGE

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

- (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
 - the occupancy, use, or enjoyment of the Land;
 - the character, dimensions or location of any improvement erected on the land;
 - the subdivision of land; or
 - environmental protection;or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- Defects, liens, encumbrances, adverse claims, or other matters
 - created, suffered, assumed or agreed to by the Insured Claimant;
 - not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

- resulting in no loss or damage to the Insured Claimant;
 - attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with the applicable doing-business laws of the state where the Land is situated.
 - Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
 - Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - a fraudulent conveyance or fraudulent transfer, or
 - a preferential transfer for any reason not stated in the Covered Risk 13(b) of this policy.
 - Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
- Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
- Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
- Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (06-17-06) EXCLUSIONS FROM COVERAGE

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

- (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
 - the occupancy, use, or enjoyment of the Land;
 - the character, dimensions or location of any improvement erected on the land;
 - the subdivision of land; or
 - environmental protection;or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- Defects, liens, encumbrances, adverse claims, or other matters
 - created, suffered, assumed or agreed to by the Insured Claimant;

- not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - resulting in no loss or damage to the Insured Claimant;
 - attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
- Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - a fraudulent conveyance or fraudulent transfer, or
 - a preferential transfer for any reason not stated in the Covered Risk 9 of this policy.
 - Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
- Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
- Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
- Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:

<http://www.fbi.gov>

Internet Crime Complaint Center:

<http://www.ic3.gov>

**FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE**

Effective January 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law. We may share your Personal Information with affiliates (other companies owned by FNF) to directly market to you. Please see "Choices with Your Information" to learn how to restrict that sharing.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

If you do not want FNF to share your information among our affiliates to directly market to you, you may send an "opt out" request as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you without your consent.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

Exhibit A - Sub Exhibit A - Title Report

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes; Use of Comments or Feedback

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions, would like to correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, visit FNF's [Opt Out Page](#) or contact us by phone at (888) 934-3354 or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

84018475

RECIPROCAL EASEMENT AGREEMENT
FOR ACCESS PURPOSES

DATED: May 9 1984

PARTIES, ADDRESSES AND
DESIGNATIONS:

ELMER F. BARON and DONNA JEAN BARON,
Husband and wife as to an undivided
one-half interest, and DAVID A. SPRECHER
and JANICE L. SPRECHER, husband and wife,
as to an undivided one-half interest,
as owners and possessors of the real
property described in Exhibit F-1
referred to below.

STEWART TERRACE APARTMENTS, OREG. LTD.
an Oregon Limited Partnership
1339 S E Gideon
Portland, Oregon 97202

as owner and possessor of the real
property described in Exhibit D-1
referred to below.

JUHR & SONS, a Partnership consisting
of HANS W. JUHR and KENNETH J. JUHR
1339 S E Gideon
Portland, Oregon 97202

as owner and possessor of the real
property described in Exhibit C-1
referred to below.

THE PARTIES AGREE:

1. GRANTS. The parties hereby grant and convey to each other perpetual, non
exclusive, mutual reciprocal rights-of-way, over and across the real property
described in Exhibits A-1 and B-1, which are also shown on Exhibit E-1 titled
Road Easement Survey of Existing Roadway in Stewart Terrace Apartments prepared by
Davis and Pike Surveying dated April 2, 1984. Each exhibit referred to in this
document is attached to this document and incorporated in its entirety at the
point at which it is referenced. The real property described in Exhibits A-1 and
B-1 is collectively referred to as the easement strip on the right-of-way.

The owners and possessors of the real property described in Exhibit C-1 hereby
grant to the owners and possessors of the real property described in Exhibit D-1
and Exhibit F-1 and for the benefit of the real property described in D-1 and
F-1 the easement rights described in this document over the property described
in Exhibit B-1.

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The owners and possessors of the real property described in Exhibit D-1 hereby grant to the owners and possessors of the real property described in Exhibit C-1 and F-1 for the benefit of the real property described in Exhibit C-1 and F-1, the easement rights described in this document over that part of the property owned by D-1 which is described in Exhibit A-1.

The owners and possessors of the real property described in Exhibit F-1 hereby grant to the owners and possessors of the real property described in Exhibit C-1 and D-1 for the benefit of the real property described in Exhibit C-1 and D-1, the easement rights described in this document over that part of the property owned by F-1 which is described in Exhibit A-1.

2. USE. The easement strip shall be used as a continuous right-of-way for vehicular traffic and pedestrian access. Neither party nor any person permitted to use the right-of-way shall use it to park, load or unload any vehicle, other than under emergency conditions. Use of the right-of-way shall be on a regular, continuous, nonexclusive, nonpriority basis, benefiting the parties, their successors, assigns, lessees, mortgages, invitees, guests, customers, agents and employees. However, neither party's rights in the right-of-way shall lapse for failure of the party to use the right-of-way on a continuous basis.

3. MAINTENANCE, REPAIR, TAXES AND INDEMNITY. The cost of maintaining and repairing the roadway shall be paid by the party owning fee title to the real property on which the roadway is located. Each of the parties owning fee title to the property shall maintain and repair the roadway on a prompt, diligent and regular basis. Required maintenance shall include the removal of snow, ice, and debris as soon as practicable after their occurrence.

If the roadway becomes impassible or ingress or egress is unreasonably impeded or curtailed because of a party's failure to maintain the roadway as required by the terms of this agreement, the other party may demand by written notice that the remedial work be performed immediately. If the work specified in the notice is not performed, the other party shall have the rights of cure, reimbursement as set forth below. If a party fails to perform any of the maintenance and repairs specified above, the other party upon 15 days prior written notice to the nonperforming party may cause such work to be done with a right of reimbursement for all sums necessarily and properly expended to remedy such failure.

Each party shall pay when due and payable all real property taxes, assessments, or other charges against the land on which such party holds fee title and which is part of the private roadway. There shall be no right of contribution from the other party for such items.

Each party hereby indemnifies and holds harmless the other party from any liability arising out of the usage by the indemnifying party of that part of the private roadway owned in fee title by the party being indemnified.

The owners and possessors of the real property described in F-1 shall be exempt from the duties described in this paragraph #3 except for the payment of real property taxes. The owners of Parcel III in Exhibit C-1 and Parcel I in Exhibit D-1 shall be responsible for maintaining and repairing the portion of the easement owned by the owners of Parcel II in Exhibit F-1.

2

4. BREACH. In the event that either party shall fail to perform its obligations under this agreement, the other party shall be entitled to require such performance by suit for specific performance or, where appropriate, through injunctive relief. Such remedies shall be in addition to any other remedies afforded under Oregon Law and those rights of cure and reimbursement specifically granted in this agreement.

5. ATTORNEY FEES. In the event of any litigation arising under this agreement, the prevailing party shall recover from the losing party the prevailing party's reasonable attorney fees at trial or on appeal as adjudged by the trial or appellate court.

6. BINDING EFFECT AND MODIFICATION. The easements granted by the terms of this agreement shall run with the land as to all property burdened and benefited by such easements, including any division or partition of such property. The rights and obligations contained in this agreement shall bind, burden and benefit each party's successors, assigns, lessees, mortgages, or beneficiaries under a deed of trust. The parties may modify this agreement by a writing dated and signed by the parties and recorded in the real property records of Washington County, Oregon.

IN WITNESS WHEREOF, the parties have made this agreement effective the date first above written or, if no date appears first above written, then on the date this document is recorded bearing the respective parties' signatures.

Edward F. Baron
Baron Jean Baron
Carrie L. Spacher
David A. Spacher

Alan A. Johnson John & Sons
Francis J. Johnson
Alan A. Johnson General Partner
Francis J. Johnson Stewart Terrace
Francis J. Johnson Apartment 2
Francis J. Johnson Oreg. Ltd.

State of Oregon
County of Washington

Personally appeared the within named Edward F. Baron & Jean Baron and acknowledged the foregoing instrument to be their voluntary act and deed.

Before Me:
Monica S. [Signature]
Notary Public for Oregon
My Commission Expires: 11-20-87

State of Oregon
County of Washington

Personally appeared the within named David A. Spacher and acknowledged the foregoing instrument to be his voluntary act and deed.

Before Me:
Monica S. [Signature]
Notary Public for Oregon
My Commission Expires: 11-20-87

State of Oregon
County of Washington

Personally appeared the within named Carrie L. Spacher and acknowledged the foregoing instrument to be her voluntary act and deed.

Before Me:
Laura [Signature]
Notary Public for Oregon
My Commission Expires: 11-20-87



State of Oregon
County of _____

Personally appeared the within named _____
and acknowledged the foregoing instrument to be
voluntary act and deed.

Before Me:

Notary Public for Oregon
My Commission Expires: _____

State of Oregon
County of Multnomah

Personally appeared Henry W. & Kenneth J. Duke, the General Partners on behalf
of STEWART TERRACE APARTMENTS, OREG. LTD. and acknowledged the foregoing instrument
to be its voluntary act and deed.

Before Me:

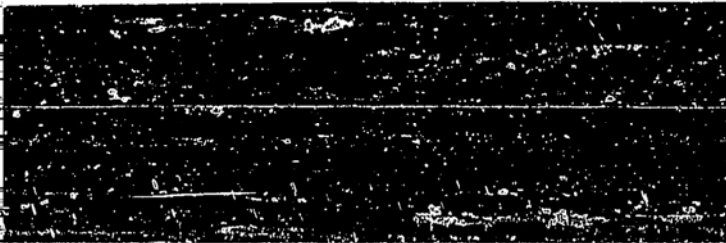
David J. Kiper
Notary Public for Oregon
My Commission Expires: 11-27-86

State of Oregon
County of Multnomah

Personally appeared Henry W. & Kenneth J. Duke, Partners on behalf of
JWHR & SONS, and acknowledged the foregoing instrument to be its voluntary act
and deed.

Before Me:

David J. Kiper
Notary Public for Oregon
My Commission Expires: 11-27-86



STEWART TERRACE

EXHIBIT A-1

EASEMENT "A"

Begin at the most Westerly corner of "Parcel I Stewart Terrace Apartments", the said parcel being that tract of land described in Recorder's Fee No. 82023787 of Washington County deed records, dated September 15, 1982. Thence N 44° 23' 45" W 15.00 feet along the Northeasterly right-of-way of Sherwood Blvd. to a point. Thence N 48° 24' 34"E 25.02 feet to a point of curve. Thence along the arc of a 44.00 foot radius curve to the right (whose long chord bears N 69° 14' 47" E 31.30 feet) an arc distance of 32.00 feet to a point. Thence S. 89° 55' 00" E 90.39 feet to a point of curve. Thence along the arc of a 44.00 foot radius curve to the right (whose long chord bears S 45° 03' 56" E 62.06 feet) an arc distance of 68.89 feet to a point. Thence S 0° 12' 52" E 17.05 feet to a point on the North boundary of Parcel III Stewart Terrace Apartments as described in Recorder's Fee No. 82023787 of Washington County Deed Records, dated September 15, 1982. Thence S 89° 47' 08" W along the said North boundary, 24.00 feet to a point. Thence N. 0° 12' 52" W 17.05 feet to a point of curve. Thence along a 20.00 foot radius curve to the left (whose long chord bears N 45° 03' 56" W 28.21 feet) An arc distance of 31.31 feet to a point. Thence N 89° 55' 00" W. 83.38 feet to a point of curve. Thence along the arc of a 20.00 foot radius curve to the left (whose long chord bears S. 67° 56' 09" W 15.08 feet) An arc distance of 15.46 feet to a point. Thence S 45° 47' 18" W 27.92 feet to the Northeasterly right-of-way of Sherwood Blvd. Thence N. 44° 23' 45" W. along the said right-of-way, 15.00 feet to the place of beginning.

6

JUHR & SONS

EXHIBIT B-1

EASEMENT "B"

An easement 20.00 feet in width, the centerline being described as:
Beginning at a point on the Northeasterly right-of-way of Sherwood Blvd.,
that bears N 44° 23' 45" W. 101.70 feet from the most Southerly corner of
"Parcel III Stewart Terrace Apartments" as described in Recorder's Fee
No. 82023787 of Washington County Deed Records, dated September 15, 1982.
Thence N. 45° 36' 15" E. 10.51 feet to a point of curve. Thence along the
arc of a 34.00 foot radius curve to the left (whose long chord bears N.
22° 41' 42" E. 26.47 feet) An arc distance of 27.19 feet to a point.
Thence N. 0° 12' 52" W 93.19 feet to a point on the North Boundary of the
said Parcel III Stewart Terrace Apartments that bears N. 89° 47' 08" E 34.00
feet from the Northwest corner of the said Parcel III.

7

JUHR & SONS

EXHIBIT C-1

PARCEL III

A tract of land located in the Southwest one-quarter of Section 29 of Township 2 South, Range 1 West of the Willamette meridian in the County of Washington and State of Oregon.

Beginning at an iron rod that bears South 0° 12' 52" East 1656.9 feet on section line, South 89° 35' 34" East 440.02 feet, and South 0° 12' 52" East 228.94 feet from an iron pipe marking the Northwest corner of the Southwest one-quarter of Section 29 Township 2 South, Range 1 West of the Willamette Meridian. The said iron rod is also on the Easterly boundary of that tract of land sold on contract to Elmer F. Baron and Donna Jean Baron, husband and wife and David A. Sprecher and Janice L. Sprecher, husband and wife, as recorded November 13, 1979 as Recorder's Fee No. 79046742, thence South 0° 12' 52" East 205.00 feet along the said boundary to an iron rod on the Northerly boundary of North Sherwood Boulevard, thence North 44° 23' 45" West 134.88 feet along the said North boundary to an iron rod, thence North 0° 12' 52" West 108.27 feet to an iron rod, thence North 89° 47' 08" East 94.00 feet to the point of beginning.

8

STEWART TERRACE

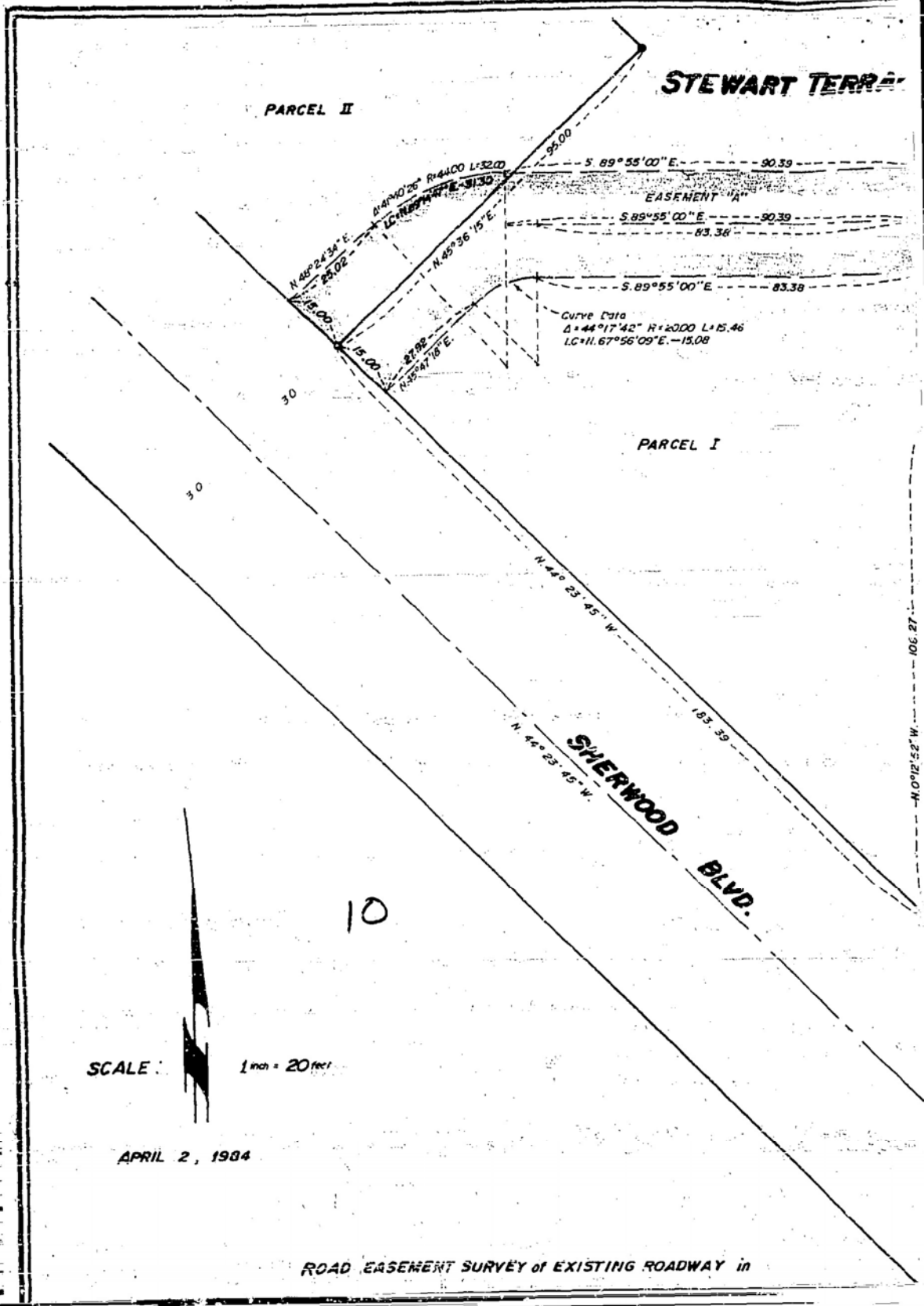
EXHIBIT D-1

PARCEL 1:

A tract of land located in the Southwest one-quarter of Section 29 of Township 2 South, Range 1 West of the Willamette Meridian in the County of Washington and State of Oregon.

Beginning at an iron rod that bears South 0° 12' 52" East 1656.9 feet on Section line, and South 89° 35' 34" East 440.02 feet from an iron pipe marking the Northwest corner of the Southwest one-quarter of Section 29 of Township 2 South, Range 1 West of the Willamette Meridian. The said iron rod is also the Northeast corner of that tract of land sold on contract to Elmer F. Baron and Donna Jean Baron, husband and wife, and David A. Sprecher and Janice L. Sprecher, husband and wife, by instrument recorded November 13, 1979 as Washington County Recorder's Fee No. 79046742, thence South 0° 12' 52" East 228.94 feet along the Easterly boundary of the said tract to an iron rod, thence South 89° 47' 08" West 94.00 feet to an iron rod, thence South 0° 12' 52" East 108.27 feet to an iron rod on the Northerly boundary of North Sherwood Boulevard, thence North 44° 23' 45" West 183.39 feet along said road boundary to an iron rod, thence North 45° 35' 15" East 95.00 feet to an iron rod, thence North 44° 23' 45" West 198.93 feet to the Northerly boundary of the mentioned Baron-Sprecher tract, thence South 89° 35' 34" East 292.34 feet to the point of beginning.

9



PARCEL II

STEWART TERR.

PARCEL I

SHERWOOD BLVD.

EASEMENT "A"

Curve Data
 $\Delta = 44^{\circ}17'42''$ $R = 2000$ $L = 15.46$
 $LC = 11.67^{\circ}56'09''E$ - 15.08

SCALE: 1 inch = 20 feet

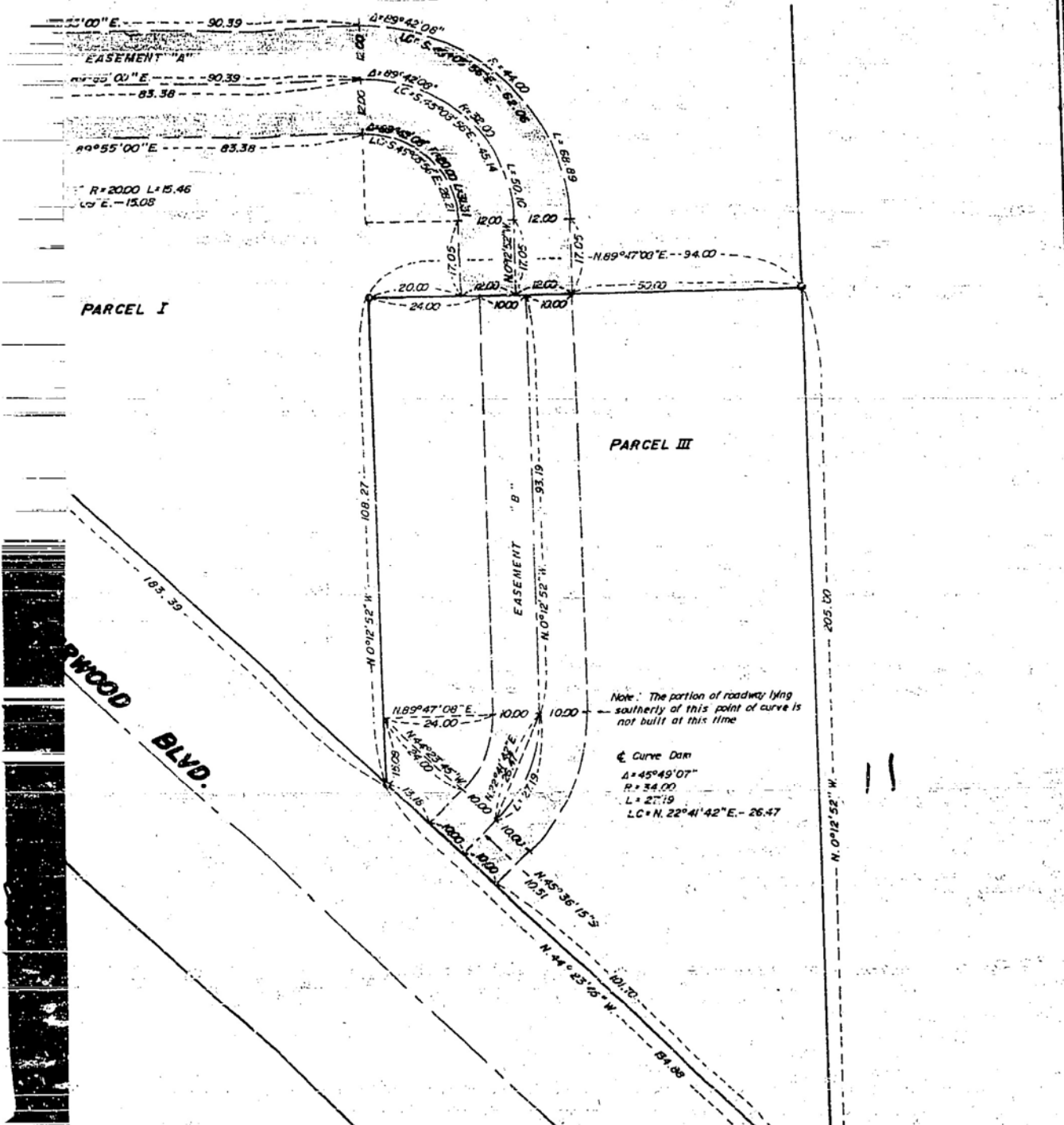
APRIL 2, 1984

ROAD EASEMENT SURVEY of EXISTING ROADWAY in

10

Exhibit E1

STEWART TERRACE APARTMENTS.



S. 89° 55' 00" E 83.38
Curve Data
A = 44° 17' 42" R = 2000 L = 15.46
I.C. = 67° 56' 09" E = 13.08

PARCEL I

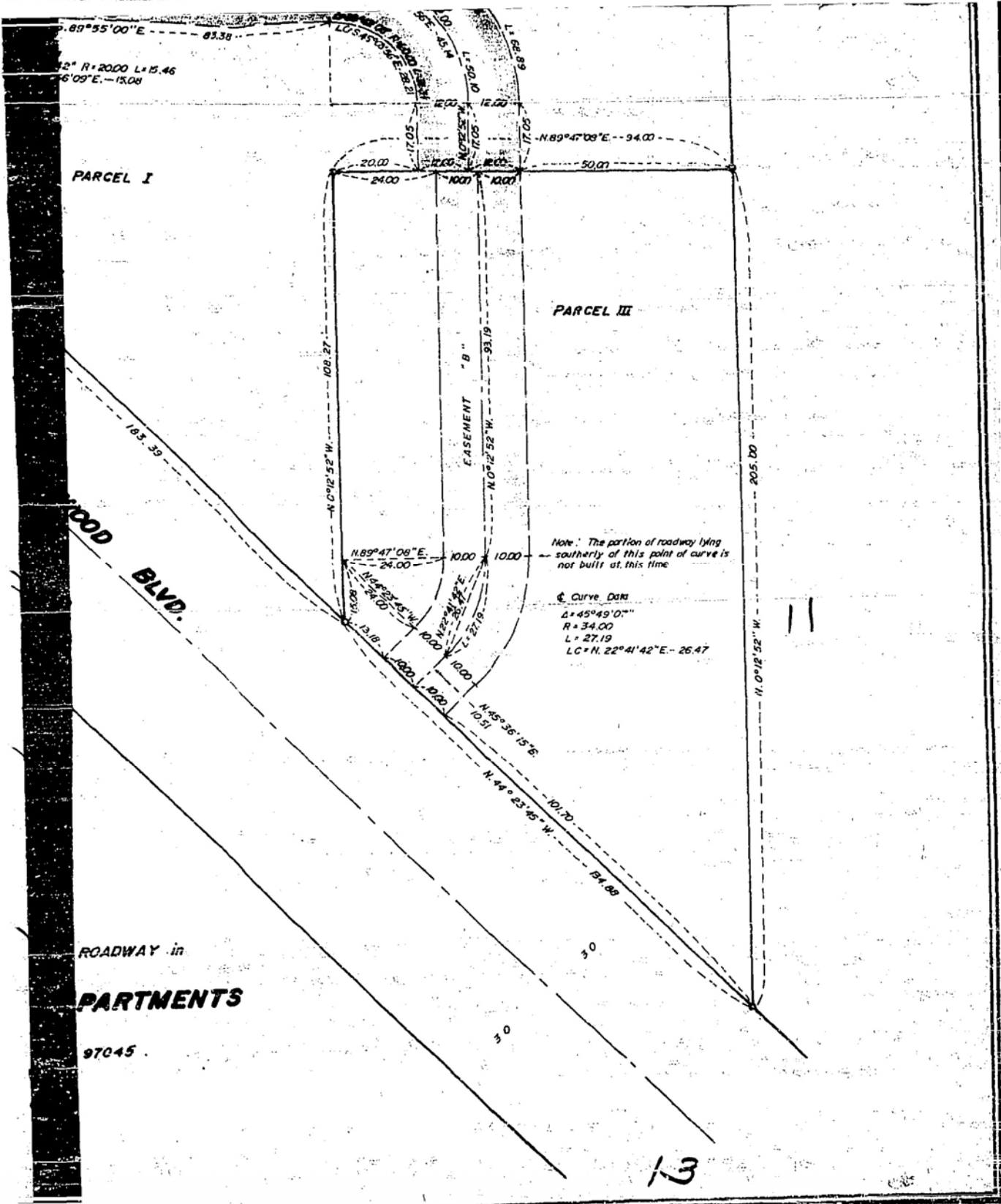
SHERWOOD BLVD.

SCALE: 1 inch = 20 feet

APRIL 2, 1984

ROAD EASEMENT SURVEY of EXISTING ROADWAY in
STEWART TERRACE APARTMENTS
Prepared by DAVIS and PIKE SURVEYING
722 MAIN STREET OREGON CITY, OREGON 97045

12



BARON & SPRECHER

EXHIBIT F-1

PARCEL II

A tract of land located in the Southwest one-quarter of Section 29 of Township 2 South, Range 1 West of the Willamette meridian in the County of Washington and State of Oregon.

Beginning at an iron rod that bears S 0° 12' 52" E -- 1656.9 feet on Section line, and S 89° 35' 34" E -- 147.68 feet from an iron pipe marking the northwest corner of the south one-quarter of Section 29 of Township 2 South, Range 1 West of the Willamette meridian. The said iron rod is also on the northerly boundary of that tract of land sold on contract to Elmer F. Baron and Donna Jean Baron, husband and wife, and David A. Sprecher and Janice L. Sprecher, husband and wife, by instrument recorded on November 13, 1979, as Washington County Recorder's Fee No. 79046742. Thence S 44° 23' 45" E -- 198.93 feet to an iron rod. Thence S 45° 36' 15" W -- 95.00 feet to an iron rod on the northerly boundary of north Sherwood Blvd. Thence N 44° 23' 45" W -- 88.42 feet along the said road boundary to a point of curve to the right. Thence along the arc of a 447.46 foot radius curve whose central angle is 22° 28' 46", and whose long chord bears N 33° 09' 22" W 174.43 feet, an arc distance of 175.56 feet to an iron rod on the northerly boundary of the mentioned Baron-Sprecher tract. Thence S 89° 35' 34" E -- 85.97 feet along the said boundary to the point of beginning.

STATE OF OREGON
County of Washington

SS

I, Donald W. Mason, Director of Assessment and Taxation and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Donald W. Mason, Director of Assessment and Taxation, Ex-Officio Chief Deputy Clerk

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Washington County, Oregon	2022-023363
D-AE	
Stn=61 N MEJIA	04/05/2022 12:36:32 PM
\$30.00 \$11.00 \$5.00 \$60.00	\$106.00
I, Joe Nelson, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.	
Joe Nelson, Director of Assessment and Taxation, Ex-Officio County Clerk	

AFTER RECORDING RETURN TO:

Michelle D. Da Rosa LLC
Attorney at Law
205 SE Spokane Street, Suite 300
Portland, Oregon 97202

**EASEMENT AGREEMENT
(Access and Utility Easement)**

This Easement Agreement (“**Agreement**”) is entered into between **STEWART TERRACE APARTMENTS LLC**, an Oregon limited liability company (“**Grantor**”), and **WEST COAST HOME SOLUTIONS LLC**, an Oregon limited liability company (“**Grantee**”).

RECITALS

A. Grantor is the owner of the parcel of land located in the City of Sherwood, Washington County, Oregon, that is described by deed recorded January 13, 2009 as Document No. 2009-0028860, Records of Washington County, Oregon (the “**Grantor’s Property**”).

B. Grantee is the owner of the parcel of land located in the City of Sherwood, Washington County, Oregon, that is described by deed recorded March 19, 2021 as Document No. 2021-0335095 (“**Grantee’s Property**”), which parcel is adjacent to, and north of, Grantor’s Property.

C. Grantee desires and Grantor is willing to provide an easement for access to and from Grantee’s property and for connection to utilities over, within, and under the portion of Grantor’s Property legally described in the attached Exhibit A and depicted in the attached Exhibit B (the “**Easement Area**”) for the benefit of Grantee and for use by the Users (as defined below) for the purposes and on the terms and conditions set forth below.

AGREEMENT

Therefore, in consideration of the promises of the parties and other valuable consideration, the receipt and sufficiency of which are acknowledged, Grantee and Grantor agree as follows:

1. **Grant.** Grantor grants to Grantee, for the benefit of Grantee and Grantee’s Property and any portion or subdivision thereof, a perpetual, nonexclusive easement (the “**Easement**”) over and across the Easement Area for the purposes of providing vehicular and pedestrian access to Grantee’s Property from Sherwood Boulevard, for locating and constructing underground utilities and installing connections to existing water, sanitary, and stormwater public utility lines, and for accessing, repairing, and replacing such underground utilities and connections to utilities within the Easement Area. The Easement may be used for such purposes by Grantee, its successors and assigns, and their members, tenants, and each of their respective family members, contractors, and invitees (collectively, the “**Users**”). The grant of the Easement is made by Grantor subject to all exceptions to title on file

CTACC 2204-2

or of record in the Official Records of Washington County, Oregon. In consideration of this Easement, Grantee is responsible to restore the Easement Area to its prior or better condition after installation of Grantee's utility connections and lines in the Easement Area and any repair or replacement thereof. Grantor is not obligated to prepare, change, improve or to maintain the Easement Area in any particular condition under this Agreement, for the use of the Easements by Grantee or the Users, or otherwise. Grantee accepts the Easement Area AS IS, WHERE IS.

2. **No Dedication.** Nothing contained herein will be deemed to be a gift or dedication of any portion of the Easement Area to the general public, for the general public, or for any public use or purpose whatsoever.

3. **Successors.** This Agreement runs with the land, is appurtenant to Grantor's Property and Grantee's Property, and it will be binding on, and inure to the benefit of the owners of the Easement Area and Grantee's Property, and any portion thereof, and their respective members, successors and assigns.

4. **Indemnity.** Grantee hereby agrees to defend, indemnify, reimburse, and hold Grantor harmless for, from, and against any liabilities, losses, damages, claims, demands, judgments, costs, and expenses (including reasonable attorneys' fees and costs) arising out of (i) Grantee's or any other User's use of the Easement Area or the Easement granted herein; (ii) negligent or willful misconduct of any User or Grantee; and (iii) Grantee's breach of its obligations under this Agreement.

5. **Attorneys' Fees.** In the event a suit, action, mediation, arbitration, or other proceeding of any nature whatsoever is instituted, or the services of an attorney are retained, to interpret or enforce any provision of this Agreement or with respect to any dispute relating to this Agreement, including any action in the U.S. Bankruptcy Court, the prevailing party will be entitled to recover from the losing party its reasonable attorneys', paralegals', accountants' and other experts' fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith. In the event of suit, action, mediation, arbitration, or other proceeding, the amount thereof will be determined by the judge, mediator, or arbitrator, will include fees and expenses incurred on any appeal or review, and will be in addition to all other amounts provided by law.

6. **Amendment.** This Agreement may only be amended by written instrument executed by Grantor and Grantee.

7. **Consents.** Whenever the consent or approval of a party is required to be given hereunder, such consent or approval will not be unreasonably withheld, delayed, or conditioned unless the provision in question expressly stipulates another standard of approval.

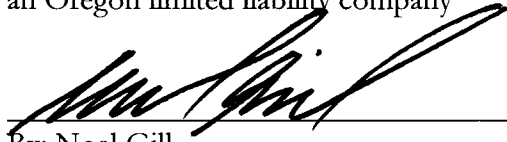
8. **Notices.** Any notice required or permitted by this Agreement must be in writing and given by delivering the same in person to the recipient or by sending the same by registered or certified mail, return receipt requested, with postage prepaid, to the address of Grantor or Grantee, as applicable, as shown on the current records of the tax assessor for Washington County, Oregon.

9. **Definitions; Recitals.** The Recitals above are incorporated by this reference.

IN WITNESS WHEREOF, Grantor and Grantee have executed this instrument to be effective on this 4th day of April, 2022.

GRANTOR:

STEWART TERRACE APARTMENTS LLC,
an Oregon limited liability company

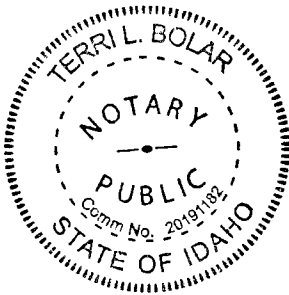


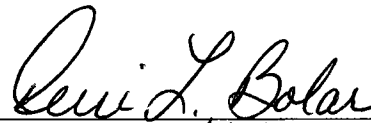
By: Noel Gill

Its: EVP of Sole Member of GP

STATE OF Idaho)
County of Ada) ss.

The foregoing instrument was acknowledged before me this 4th day of April, 2022 by Noel Gill, EVP of Sole Member of Stewart Terrace Apartments LLC, an Oregon limited liability company, on its behalf. of G.P.





Notary Public for State of Idaho
My commission expires: 6/2/2025
Commission No.: 20191182

[Signatures continue on following page.]

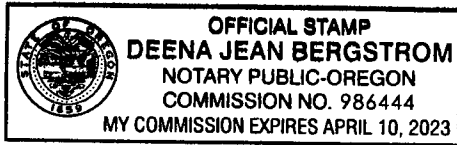
GRANTEE:

WEST COAST HOME SOLUTIONS LLC,
an Oregon limited liability company

By: [Signature]
Eugene V. Labunsky, Member

STATE OF Oregon)
County of Clackamas) ss.

The foregoing instrument was acknowledged before me this 5 day of April 2022 by Eugene V. Labunsky, Member of West Coast Home Solutions LLC, an Oregon limited liability company, on its behalf.



[Signature]
Notary Public for Oregon
My commission expires: 4/10/2023
Commission No.: 986444

EXHIBIT A

Legal Description

ACCESS AND UTILITY EASEMENT DESCRIPTION

A PORTION OF THAT ACCESS EASEMENT CALLED "EASEMENT A" IN STEWART TERRACE, RECORDED MAY 9, 1984, AS WASHINGTON COUNTY INSTRUMENT 84018475, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF "PARCEL II" OF WASHINGTON COUNTY SURVEY NUMBER 20029, THE SAID PARCEL BEING THAT TRACT OF LAND DESCRIBED IN WASHINGTON COUNTY INSTRUMENT 2021-035095, ON THE NORTHERLY RIGHT OF WAY LINE OF SHERWOOD BOULEVARD, THENCE N 45° 37' 10" E ON THE EASTERLY BOUNDARY LINE OF SAID PARCEL II, LEAVING SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 54.93 FEET TO A POINT, THENCE S 89° 55' 07" E FOR A DISTANCE OF 19.32 FEET, THENCE S 00° 04' 53" W FOR A DISTANCE OF 24.00 FEET TO THE SOUTHERLY BOUNDARY LINE OF "EASEMENT A", THENCE N 89° 55' 07" W FOR A DISTANCE OF 14.06 FEET TO A POINT OF CURVATURE, THENCE 15.46 FEET ON THE ARC OF A 20.00 FOOT RADIUS CURVE TO THE LEFT, HAVING A LONG CHORD BEARING S 67° 56' 02" W AND 15.08 FEET IN LENGTH, THENCE S 45° 47' 11" W FOR A DISTANCE OF 27.92 TO A POINT ON THE NORTHERLY RIGHT-OFWAY OF SHERWOOD BOULEVARD, THENCE ON SAID RIGHT OF WAY LINE N 44° 23' 52" W FOR A DISTANCE OF 15.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THE FOLLOWING:

COMMENCING AT THE MOST SOUTHERLY CORNER OF "PARCEL II" OF WASHINGTON COUNTY SURVEY NUMBER 20029, SAID PARCEL BEING THAT TRACT OF LAND DESCRIBED IN WASHINGTON COUNTY INSTRUMENT 2021-035095, THENCE N 45° 37' 10" E ON THE SOUTHERLY BOUNDARY OF SAID PARCEL II FOR A DISTANCE OF 82.00 FEET TO THE TRUE POINT OF BEGINNING, THENCE S 00° 04' 53" W FOR A DISTANCE OF 18.96 FEET TO THE NORTHERLY BOUNDARY OF THAT ACCESS EASEMENT CALLED "EASEMENT A" IN STEWART TERRACE, RECORDED MAY 9, 1984, AS WASHINGTON COUNTY INSTRUMENT 84018475, THENCE N 89° 55' 07" W ON SAID NORTHERLY LINE FOR A DISTANCE OF 19.32 FEET TO A POINT ON THE SOUTHERLY BOUNDARY LINE OF SAID "PARCEL II", THENCE N 45° 37' 10" E ON SAID SOUTHERLY BOUNDARY FOR A DISTANCE OF 27.07 FEET TO THE TRUE POINT OF BEGINNING.

EXHIBIT B
Depiction for Easement Area:

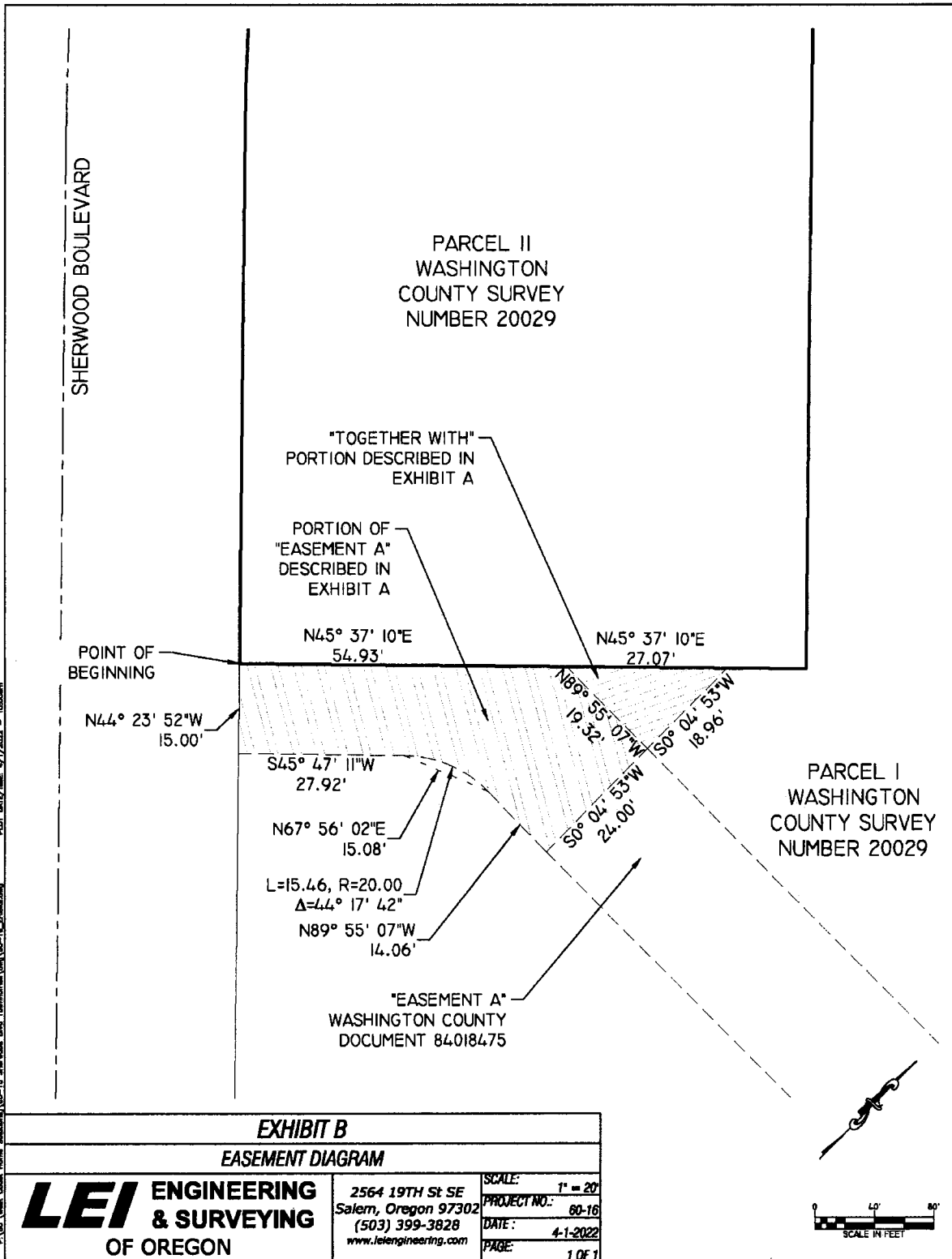


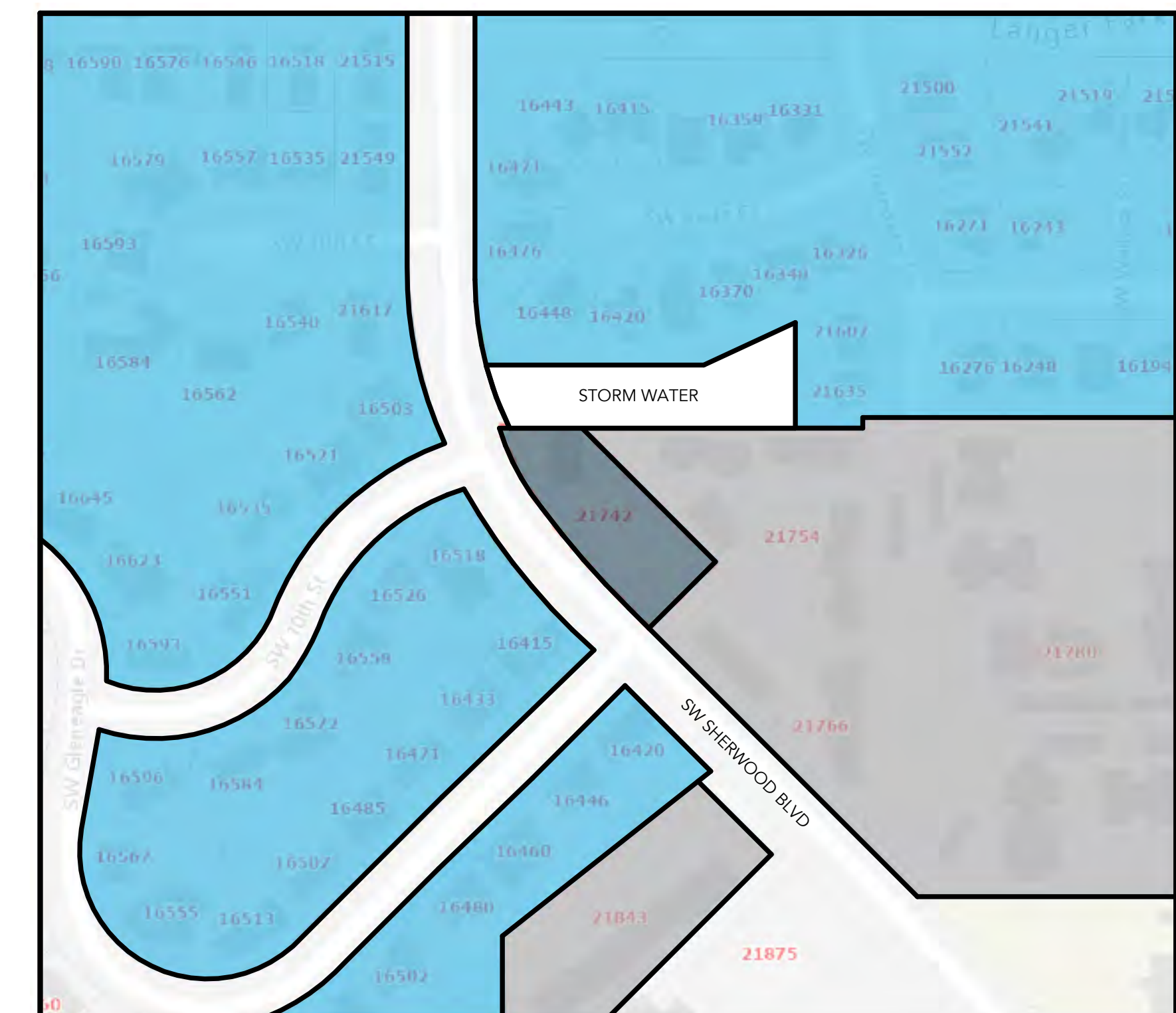
EXHIBIT C



WEST COAST HOME SOLUTIONS - SHERWOOD MULTI FAMILY LIVING



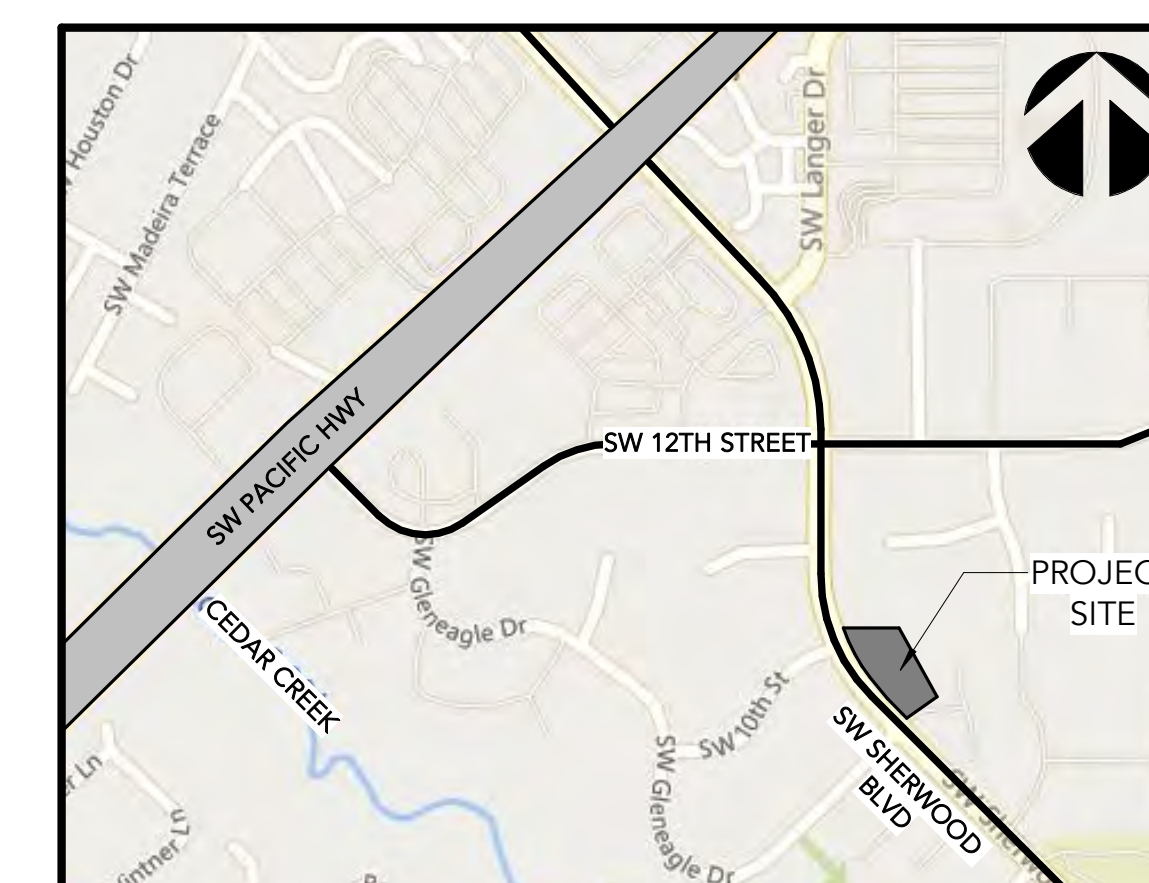
DRAWING INDEX L.U.	
SHEET #	SHEET NAME
LU1.00	COVER SHEET
LU1.10	ENLARGED SITE PLAN
LU3.00	EXTERIOR ELEVATION
CIVIL	
C1.01 - CV-1	COVER SHEET
C1.02 - GN-1	GENERAL NOTES
C1.03 - EX-1	EXISTING CONDITIONS
C1.04 - DE-1	DEMOLITION AND DEDICATIONS
C1.05 - UT-1	COMPOSITE UTILITY LAYOUT
C1.06 - SS-1	SANITARY SEWER SITE PLAN
C1.07 - SD-1	STORMWATER SITE PLAN
C1.08 - WL-1	WATERLINE SITE PLAN
C1.09 - GR-1	SITE GRADING
C1.10 - GR-2	SITE GRADING
C1.11 - GR-3	SITE GRADING
C1.12 - SP-1	STRIPING PLAN
C1.13 - FA-1	FIRE ACCESS PLAN
C1.14 - DT-1	DETAILS
C1.15 - DT-2	DETAILS
C1.16 - DT-3	DETAILS
C1.17 - DT-4	DETAILS
LANDSCAPE	
L1.10	PRELIMINARY PLANTING PLAN



LEGEND:
 ■ PROPOSED PROPERTY - VACANT ■ MULTI USE FAMILY ■ SINGLE FAMILY

ZONING PLAN
 SCALE: 1" = 1'-0"

LOCATION MAP



NOT FOR CONSTRUCTION
CD
 50%
 CONSTRUCTION
 DOCUMENTS

CBTWO
ARCHITECTS llc
 500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
 PH: 503.480.8700 / FX: 503.480.8701

LANDSCAPE
 LAURUS DESIGNS, LLC
 PH: 503.784.6494
 CIVIL
 LEI ENGINEERING &
 SURVEYING OF OREGON, LLC
 PH: 503.399.3828
 STRUCTURAL
 MSC ENGINEERS INC.
 PH: 503.399.1399
 JURISDICTION
 CITY OF SHERWOOD
 PH: 503.625.4242

WEST COAST HOME SOLUTIONS
 21742 SW SHERWOOD BLVD.,
 SHERWOOD, OR 97140

West Coast
 Home Solutions, LLC

Issue:	Issue name
Date:	xx.xx.xxxx
Rev:	Description: Date:

COVER SHEET

LU1.00

SITE INFORMATION (EXISTING)	
LOT AREA	20,929 SF
ZONE	HIGH DENSITY RESIDENTIAL
USES	MULTI-FAMILY RESIDENTIAL
# UNITS	9
MAX. LOT WIDTH	229'-3"
MAX. LOT DEPTH	90'-6"

BUILDING COVERAGE (EXISTING)		
DESCRIPTION	AREA (SF)	% OF SITE
BUILDING FOOTPRINT	5,222 SF	25%
PAVING	9,038 SF	43%
SIDEWALKS	1,972 SF	9%
LANDSCAPE AREA	4,698 SF	23%
TOTAL SITE AREA	20,929 SF	

SITE INFORMATION (PROPOSED)	
LOT AREA	18,839 SF
TOTAL BLDG SF	13,463 SF
ZONE	HIGH DENSITY RESIDENTIAL
USES	MULTI-FAMILY RESIDENTIAL
# UNITS	9
MAX. LOT WIDTH	226'-2 1/2"
MAX. LOT DEPTH	82'-2"

BUILDING COVERAGE (PROPOSED)		
DESCRIPTION	AREA (SF)	% OF SITE
BUILDING FOOTPRINT	5,222 SF	28%
PAVING	8,684 SF	47%
SIDEWALKS	729 SF	4%
LANDSCAPE AREA	3,947 SF	21%
TOTAL SITE AREA	18,582 SF	

PARKING SCHEDULE		
DESCRIPTION	# REQUIRED	# PROVIDED
FULL-SIZE PARKING STALLS	6	6
COMPACT PARKING STALLS	3	3
TUCK UNDER PARKING STALLS	9	9
TOTAL ON-SITE PARKING	18	18

MINIMUM PARKING REQUIRED:
 - MULTI-FAMILY = 1.5 SPACES PER 2 BEDROOM (2 UNITS x 1.5 = 3)
 = 1.75 SPACES PER 3 BEDROOM (2 UNITS x 1.75 = 2.25)
 = 15.25
 - 15% OF REQ'D. SPACES FOR VISITOR PARKING = 15.25 x 15% = 2.28
 TOTAL PARKING STALLS = 15.25 + 2.28 = 17.53

COMPACT STALLS:
 - 25% MAY BE COMPACT STALLS (MIN. 8'x18')
 MAXIMUM = 25% OF MINIMUM REQUIRED
 18 x 25% = 4.5; 3 < 4.5, OK

BIKE PARKING REQUIRED:
 - MULTI-DWELLING - 2 OR 1 PER 10 PARKING STALLS.
 18 STALLS = 2 OR 4 BICYCLE PARKING SPACES REQ'D
 SPACES PROVIDED: 4

SITE PLAN LEGEND

(NOTE: SEE A0 SHEETS FOR ADDITIONAL GENERAL LEGEND INFORMATION)

OBJECT/PATTERN	DESCRIPTION(S)
---	- PROPERTY LINE
---	- SETBACK LINES
---	- ROOF OUTLINE
x x x	- FENCE LINE
---	- ACCESSIBLE PATH FROM BUILDING TO PUBLIC WAY
---	- WATER LINE
---	- FIRE SERVICE LINE
---	- STORM SEWER LINE
---	- SANITARY SEWER LINE
---	- GREASE WASTE LINE
---	- NATURAL GAS LINE
---	- ELECTRICAL SERVICE LINE
[Solid Grey Box]	- BUILDING FOOTPRINT
[Circle with Dot]	- PROPERTY DATUM POINT
[Circle with 'LB']	- LIGHT BOLLARD
[Circle with 'FH']	- FIRE HYDRANT
[Circle with 'DS']	- DOWNSPOUT

SITE PLAN GENERAL NOTES:

- REFER TO LANDSCAPE PLANS FOR ADDITIONAL PEDESTRIAN WALKS AND PLANTING INFORMATION.
- ANY GRADING AND UTILITIES (BOTH EXISTING AND NEW) ARE SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- SITE PAVEMENT MATERIAL AND DESIGN PER CIVIL. MAX. SPACE BETWEEN JOINTS TO BE 10'-0".
- REFER TO PLUMBING DRAWINGS FOR HOSE BIB LOCATIONS.
- LIGHTING TO BE INSTALLED AT PATHS ALONG THE REQUIRED EXIT WAYS - REFER TO ELECTRICAL SITE PLAN.
- ALL GROUND MOUNTED UTILITY EQUIPMENT SHALL BE SCREENED FROM THE STREET AND THE BUILDING WITH LANDSCAPE - VERIFY LOCATION WITH EACH UTILITY PROVIDER AND COORDINATE WITH LANDSCAPING AS NEEDED.
- ANY WALL PACK LIGHTING PROVIDED TO BE SHIELDED.
- THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48.
- PARKING SPACES AND ACCESS AISLES SHALL HAVE A SURFACE SLOPES NOT STEEPER THAN 1:50 (2%) PER IBC.
- ANY RETAINING WALLS, BERMS, SWALES, ETC. SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- ALL WALL MOUNTED UTILITIES AND ASSOCIATED EQUIPMENT SHALL BE PAINTED TO MATCH ADJACENT BUILDING COLOR.



NOT FOR CONSTRUCTION

CD
 50%
 CONSTRUCTION
 DOCUMENTS

CBTWO
ARCHITECTS LLC
 500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
 Ph: 503.480.8700 / Fx: 503.480.8701

LANDSCAPE
 LAURUS DESIGNS, LLC
 Ph: 503.784.6494

CIVIL
 LEI ENGINEERING &
 SURVEYING OF OREGON, LLC
 Ph: 503.399.3828

STRUCTURAL
 MSC ENGINEERS INC.
 Ph: 503.399.1399

JURISDICTION
 CITY OF SHERWOOD
 Ph: 503.625.4242

WEST COAST HOME SOLUTIONS
 SOLUTIONS
 21742 SW SHERWOOD BLVD.,
 SHERWOOD, OR 97140

West Coast
 Home Solutions, LLC

Issue:	Issue Name:
Date:	xx.xx.xxxx
Rev:	Description: Date:

ENLARGED SITE PLAN

LU1.10

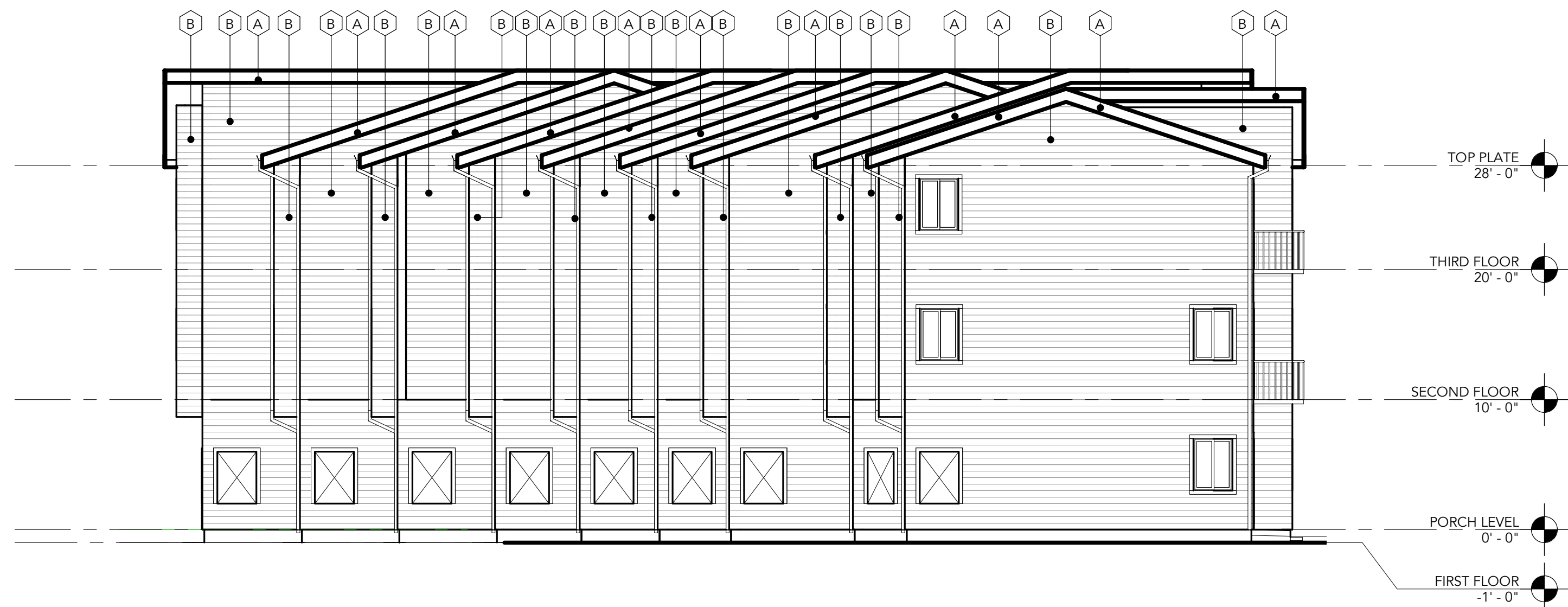
Exhibit A - Sub Exhibit C - Land Use Plans



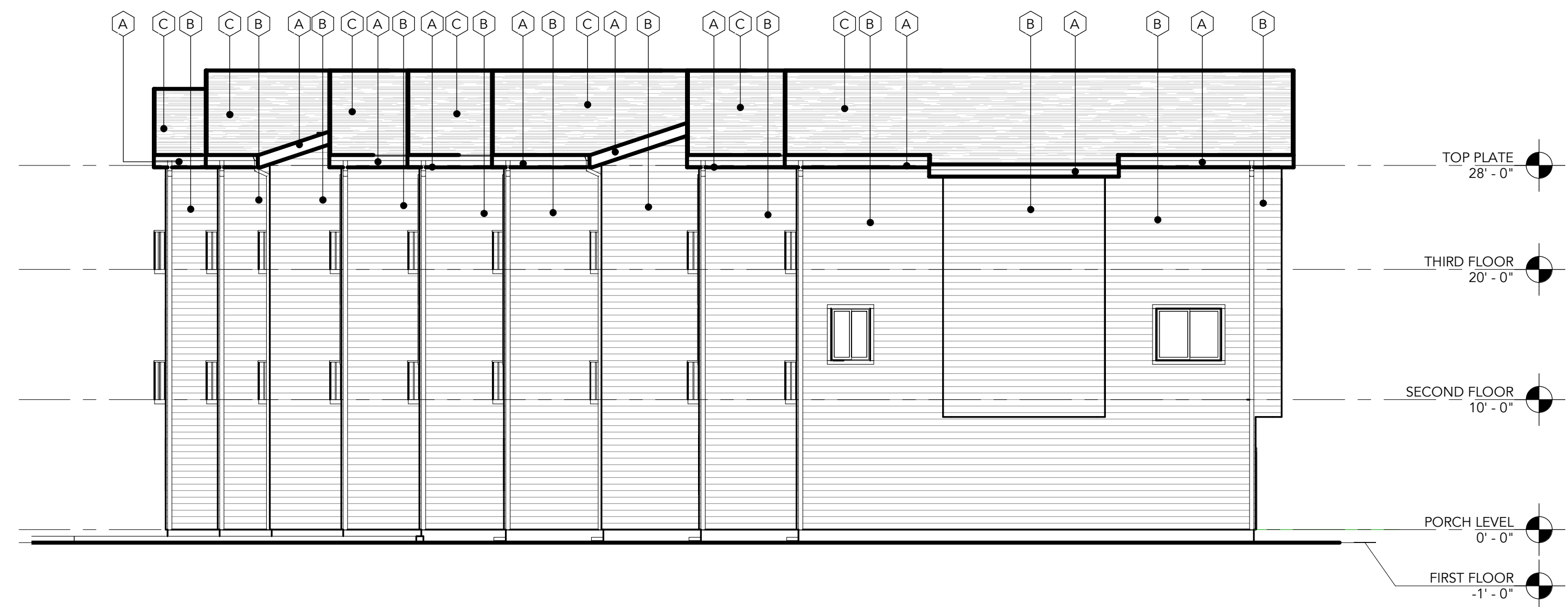
1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION GENERAL NOTES

1. THERE IS NO SIDING MATERIAL OR PAINT COLOR CHANGE ON AN OUTSIDE CORNER OF THE BUILDING.
2. ALL COLOR & MATERIAL CHANGES OCCUR ON AN INSIDE CORNER.
3. SEE WINDOW SCHEDULE FOR FRAME MATERIAL AND COLOR OF WINDOWS
4. DOORS AND DOOR FRAME COLOR TO MATCH COLOR OF ADJACENT MATERIAL.
5. FOR TYPICAL PIPE PENETRATIONS THROUGH EXTERIOR WALLS, (ADD VIEW REFERENCE TAG TO DETAIL)

EXTERIOR ELEVATION COLOR & FINISH LEGEND

- (A) MATERIAL: FIBER CEMENT FASCIA
- (B) MATERIAL: FIBER CEMENT LAP SIDING
- (C) MATERIAL: ARCHITECTURAL COMPOSITION ROOF

NOT FOR CONSTRUCTION

CD

50%
CONSTRUCTION
DOCUMENTS

CBTWO
ARCHITECTS ^{LLC}

500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
Ph: 503.480.8700 / Fx: 503.480.8701

LANDSCAPE
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PH: 503.784.6494

CIVIL
LEI ENGINEERING &
SURVEYING OF OREGON, LLC
PH: 503.399.3828

STRUCTURAL
MSC ENGINEERS INC.
PH: 503.399.1399

JURISDICTION
CITY OF SHERWOOD
PH: 503.625.4242

WEST COAST HOME
SOLUTIONS

21742 SW SHERWOOD BLVD.,
SHERWOOD, OR 97140

West Coast
Home Solutions, LLC

Issue:	Issue Name
Date:	xx.xx.xxxx
Rev:	Description: Date:

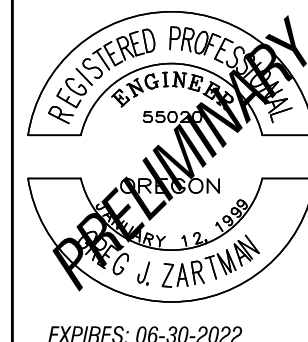
EXTERIOR
ELEVATION

LU3.00

4/19/2022 9:38:51 AM

SHERWOOD MULTI-FAMILY DEVELOPMENT

ASSESSOR'S MAP 2S129CC TAX LOTS 06500
WASHINGTON COUNTY, SHERWOOD, OREGON



EXPIRES: 06-30-2022

NO.	DATE	REVISION

21742 SW SHERWOOD BLVD
WEST COAST HOME SOLUTIONS, LLC

2564 19TH STREET SE
SALEM, OREGON 97302
(503) 399-3828
www.leiengineering.com

LEI ENGINEERING & SURVEYING OF OREGON

COVER SHEET
NO. SCALE
PROJECT NO. 60-16
SHEET CV-1
01 OF 17

EXISTING		PROPOSED		EXISTING		PROPOSED	
DECIDUOUS TREE				STORM SEWER MANHOLE			
CONIFEROUS TREE				STORM SEWER CLEAN OUT			
FIRE HYDRANT				STORM SEWER CATCH BASIN			
WATER BLOWOFF				GAS METER			
WATER METER				GAS VALVE			
WATER VALVE				GUY WIRE ANCHOR			
DOUBLE CHECK VALVE				POWER POLE			
AIR RELEASE VALVE				POWER VAULT			
SANITARY SEWER CLEANOUT				POWER JUNCTION BOX			
SANITARY SEWER MANHOLE				POWER PEDESTAL			
SIGN				COMMUNICATIONS VAULT			
STREET LIGHT				COMMUNICATIONS JUNCTION BOX			
MAILBOX							
EXISTING				PROPOSED			
RIGHT OF WAY LINE							
BOUNDARY LINE							
PROPERTY LINE							
CENTERLINE							
DITCH							
CURB							
EDGE OF PAVEMENT							
EASEMENT							
FENCE LINE							
GRAVEL EDGE							
POWER LINE							
OVERHEAD WIRE							
COMMUNICATIONS LINE							
FIBER OPTIC LINE							
GAS LINE							
STORM SEWER LINE							
SANITARY SEWER LINE							
WATER LINE							

LEGEND



SITE MAP SCALE: NOT TO SCALE

PROJECT TEAM:

OWNER/APPLICANT:
WEST COAST HOME SOLUTIONS, LLC
25030 SW PARKWAY AVE. SUITE 110
WILSONVILLE, OREGON 97070

ENGINEER:
GREG J. ZARTMAN, PE
LEI ENGINEERING & SURVEYING
OF OREGON, LLC
2564 19TH ST. SE
SALEM, OREGON 97302

SURVEYOR:
LARRY M. ALLEN, PLS
LEI ENGINEERING & SURVEYING
OF OREGON, LLC
2564 19TH ST. SE
SALEM, OREGON 97302

GEOTECHNICAL ENGINEER:
DANIEL M. REDMOND, PE, GE
REDMOND GEOTECHNICAL SERVICES
PO BOX 20547
PORTLAND, OREGON 97294

ARCHITECT:
AARON TERPENING, AIA, LEED AP
CB TWO ARCHITECTS
500 LIBERTY ST. SE, UNIT 100
SALEM, OR 97301

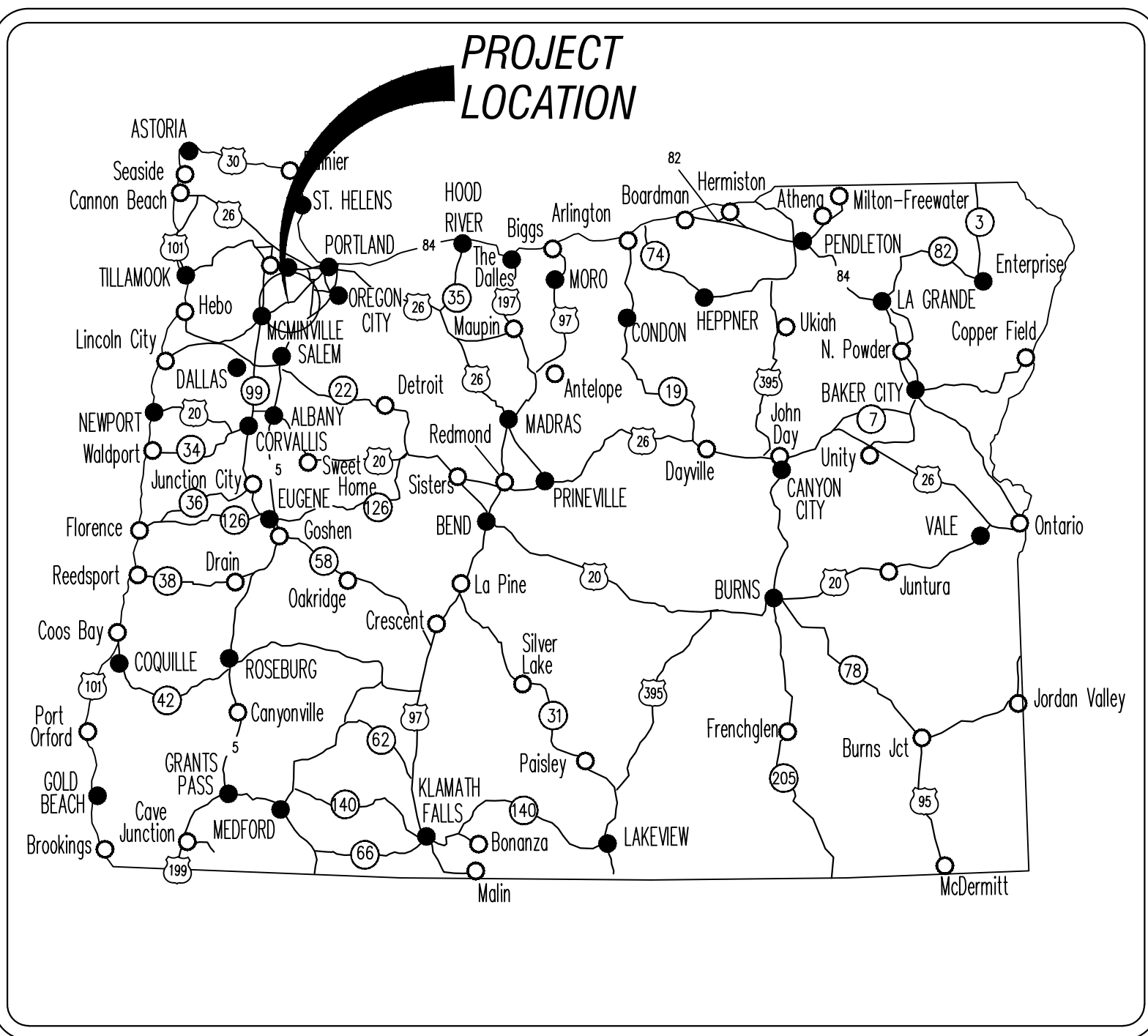
PROPERTY DESCRIPTION:
TAX LOTS 06500 WASHINGTON COUNTY
TAX MAP 2S129CC. LOCATED IN THE SW
1/4 OF THE SW 1/4 OF SECTION 29,
TOWNSHIP 2 SOUTH, RANGE 1 WEST,
WILLAMETTE MERIDIAN, WASHINGTON
COUNTY, OREGON.

BENCHMARK/BASIS OF BEARING:
VERTICAL DATUM: ELEVATIONS ARE
BASED ON WASHINGTON COUNTY
BENCHMARK 39, BEING A 3 3/4" BRASS
DISK, FOUND 1.0' DOWN SET IN
CONCRETE POST ALONG SOUTH SIDE OF
EAST BOUND 99W AND WEST SIDE OF
S.W. LANGER DR. BENCHMARK
ELEVATION = 210.23' (NAVD88).

HORIZONTAL DATUM:
LOCAL ASSUMED.
BASIS OF BEARING:
EAST LINE OF LOT.

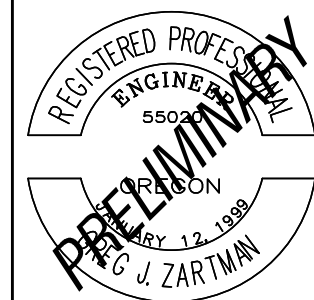
SITE NOTES:
9 UNITS IN 1 BUILDING

SHEET LIST TABLE	
SHEET #	SHEET TITLE
01	COVER SHEET
02	GENERAL NOTES
03	EXISTING CONDITIONS
04	DEMOLITION AND DEDICATIONS
05	COMPOSITE UTILITY LAYOUT
06	SANITARY SEWER SITE PLAN
07	STORMWATER SITE PLAN
08	WATERLINE SITE PLAN
09	SITE GRADING
10	SITE GRADING
11	SITE GRADING
12	STRIPING PLAN
13	FIRE ACCESS PLAN
14	DETAILS
15	DETAILS
16	DETAILS
17	DETAILS



VICINITY MAP

DATE: 05/11/2022 11:00 AM DRAWN BY: GREG J. ZARTMAN CHECKED BY: LARRY M. ALLEN PLS 2022-05-11 11:00 AM



EXPIRES: 06-30-2022

Table with columns: REVISION, BY, DATE, NO.

21742 SW SHERWOOD BLVD

WEST COAST HOME SOLUTIONS, LLC

2564 19TH STREET SE
Salem, Oregon 97302
(503) 999-3828
www.leiengineering.com

LEI ENGINEERING & SURVEYING OF OREGON

GENERAL NOTES

SCALE: NO SCALE
PROJECT NO: 60-16
SHEET: 02 OF 17
GN-1

CITY OF SHERWOOD STANDARD NOTES:

- 1. CONTRACTOR SHALL NOTIFY CITY OF SHERWOOD ENGINEERING DEPARTMENT...
2. ALL CONSTRUCTION WORK AND MATERIALS SHALL CONFORM TO APPLICABLE CITY OF SHERWOOD STANDARDS...
3. APPLICANT(S) IS RESPONSIBLE FOR ALL COSTS OF CONSTRUCTION.
4. CITY OF SHERWOOD BUILDING DEPARTMENT PERMITS ARE REQUIRED FOR PRIVATELY MAINTAINED SEWER, INLETS, INLET LEADS, AND SERVICE LATERALS...
5. ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY OREGON UTILITY NOTIFICATION CENTER...
6. ALL TRENCH LINES AND EXCAVATIONS SHALL BE PROPERLY SHORED AND BRACED TO PREVENT CAVING...
7. CONTRACTOR IS TO FIELD VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION
8. SITE EROSION CONTROL PLAN AND BMP'S MEETING CWS STANDARDS TO BE IN PLACE AND APPROVED PRIOR TO CONSTRUCTION
9. A TEMPORARY USE PERMIT, SUBJECT TO SECTION 16.06 OF THE CITY OF SHERWOOD CODE, IS REQUIRED PRIOR TO ANY USE OF AN ON-SITE CONSTRUCTION TRAILER...
10. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION...
11. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES...
12. ANY INSPECTION OR CONSTRUCTION OBSERVATION BY THE CITY, COUNTY, STATE, OR OTHER JURISDICTIONAL AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN COMPLIANCE WITH THE APPLICABLE CODES, REGULATIONS, CITY STANDARDS, AND PROJECT CONTRACT DOCUMENTS.
13. CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING STRUCTURES AND UTILITIES NOT SHOWN TO BE REMOVED...
14. NO TRENCHES OR PITS WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT...
15. ANY ALTERATIONS OR VARIATIONS FROM THESE PLANS, EXCEPT MINOR FIELD ADJUSTMENTS NEEDED TO MEET EXISTING FIELD CONDITIONS...
16. ANY PRIVATE UTILITIES TO BE INSTALLED WITHIN CITY OF SHERWOOD RIGHT-OF-WAY THAT IS NOT SHOWN ON THE APPROVED CONSTRUCTION PLANS...
17. CONTRACTOR IS RESPONSIBLE FOR THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN AND ITS CONTINUED FUNCTIONING...

SANITARY SEWER NOTES:

- 1. SANITARY SEWER PIPE MATERIAL SHALL BE AS NOTED ON PLANS AND CONFORM TO THE REQUIREMENTS BELOW.
2. SANITARY SEWER MATERIALS AND TESTING SHALL MEET CLEAN WATER SERVICES (CWS) DESIGN AND CONSTRUCTION SPECIFICATIONS AND THE CITY OF SHERWOOD'S ENGINEERING DESIGN MANUAL.
3. ALL SANITARY SERVICE STUB OUTS SHALL EXTEND A MINIMUM OF THREE FEET (3) BEYOND EASEMENT OR RIGHT-OF-WAY LINE...
4. ALL SANITARY SEWER LINES SHALL BE VIDEO INSPECTED BY THE CONTRACTOR AND HAVE A MANDREL PASSED THROUGH TO CHECK DEFLECTION...
5. ALL SANITARY SEWER LINES SHALL BE AIR TESTED...
6. ANY NEW LATERAL TAPS INTO AN EXISTING SANITARY SEWER WILL REQUIRE VIDEO INSPECTION OF THAT EXISTING SEWER.

STORM SEWER NOTES:

- 1. STORM SEWER PIPE SHALL BE AS NOTED ON PLANS AND CONFORM TO THE REQUIREMENTS BELOW.
2. STORM SEWER MATERIALS AND TESTING SHALL MEET CLEAN WATER SERVICES (CWS) DESIGN AND CONSTRUCTION SPECIFICATIONS AND THE CITY OF SHERWOOD'S ENGINEERING DESIGN MANUAL.
3. ALL STORM SERVICE STUB OUTS SHALL EXTEND A MINIMUM OF THREE FEET (3) BEYOND EASEMENT OR RIGHT-OF-WAY LINE...
4. ALL STORM SEWER LINES SHALL BE VIDEO INSPECTED BY THE CONTRACTOR...
5. ALL STORM SEWER LINES SHALL HAVE A MANDREL PASSED THROUGH TO CHECK DEFLECTION...
6. ALL STORM SEWER LINES SHALL HAVE A MANDREL PASSED THROUGH TO CHECK DEFLECTION...
7. ANY NEW LATERAL TAPS INTO AN EXISTING STORM SEWER WILL REQUIRE VIDEO INSPECTION OF THAT EXISTING SEWER.

WATER SYSTEM NOTES:

- 1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL APPLICABLE CITY CODES AND STANDARDS, THE OREGON STATE HEALTH DIVISION ADMINISTRATION RULES, A.W.W.A. STANDARDS, A.P.W.A. STANDARDS, AND CITY OF SHERWOOD ENGINEERING DESIGN AND DETAILS MANUAL.
2. ALL PIPE SHALL HAVE MINIMUM COVER OF THREE-FEET BELOW THE FUTURE FINISHED GRADES IN EASEMENTS AND STREET RIGHT-OF-WAYS.
3. ALL VALVES SHALL BE PER CITY OF SHERWOOD WATER SYSTEM STANDARDS AND CITY CODES, STANDARD DETAILS, AND DRAWINGS.
4. ALL FIRE HYDRANTS SHALL BE PER CITY WATER SYSTEM STANDARDS AND CITY CODES, STANDARD DETAILS, AND DRAWINGS.
5. ALL TEES, ELBOWS, BENDS, AND BLOW-OFF LOCATIONS SHALL, UNLESS OTHERWISE NOTED, HAVE A POURED-IN-PLACE CONCRETE THRUST BLOCK PER CITY OF SHERWOOD STANDARDS.
6. ALL SANITARY SEWER LINES WITHIN 10 FEET LATERALLY OR 18 INCHES VERTICALLY OF A WATER MAIN SHALL BE ENCASED IN CONCRETE...
7. ANY CROSSING OF WATER MAIN BY SANITARY SEWER SHALL BE MADE AT APPROXIMATELY 90 DEGREES AND HAVE 18 INCHES OF VERTICAL CLEARANCE...
8. JOINT DEFLECTION ALLOWED ONLY WITH THE APPROVAL OF THE PROJECT ENGINEER AND INSPECTOR AND BE PER CITY OF SHERWOOD STANDARDS.
9. OREGON HEALTH AUTHORITY BACTERIOLOGICAL TESTS SHALL BE TAKEN BY THE CITY OF SHERWOOD.
10. HYDROSTATIC TESTS SHALL CONFORM WITH ALL APPLICABLE CODES AND BE MONITORED BY THE INSPECTOR OR PROJECT ENGINEER.
11. DISINFECTION: PIPELINES SHALL BE FLUSHED AND DISINFECTED BEFORE PLACING INTO SERVICE...
12. PRIOR TO TAPPING INTO EXISTING WATER MAINS, THE CONTRACTOR WILL CONTACT THE CITY OF SHERWOOD WATER DEPARTMENT INSPECTOR.
13. OPERATION OF WATER VALVES BY CONTRACTOR IS PROHIBITED.
14. CONTRACTOR SHALL NOT BACKFILL TRENCH UNTIL WATER LINE INSPECTION IS APPROVED.
15. CONTACT RICH SATTLER AT (503) 925-2319, CITY OF SHERWOOD PUBLIC WORKS...
16. NEW FIRE HYDRANTS TO HAVE STORZ QUICK ADAPTER ON 4 1/2" PORT.
17. INSTALL BLUE REFLECTOR AT CENTER LINE OF ROADWAY(S) PERPENDICULAR TO FIRE HYDRANT.
18. ALL WATER LINE JOINTS SHALL BE RESTRAINED.
19. WATER METER TO HAVE 3" MINIMUM CLEARANCE TO LIGHT POLES, TREES, SIGNS, OTHER UTILITIES, ETC.



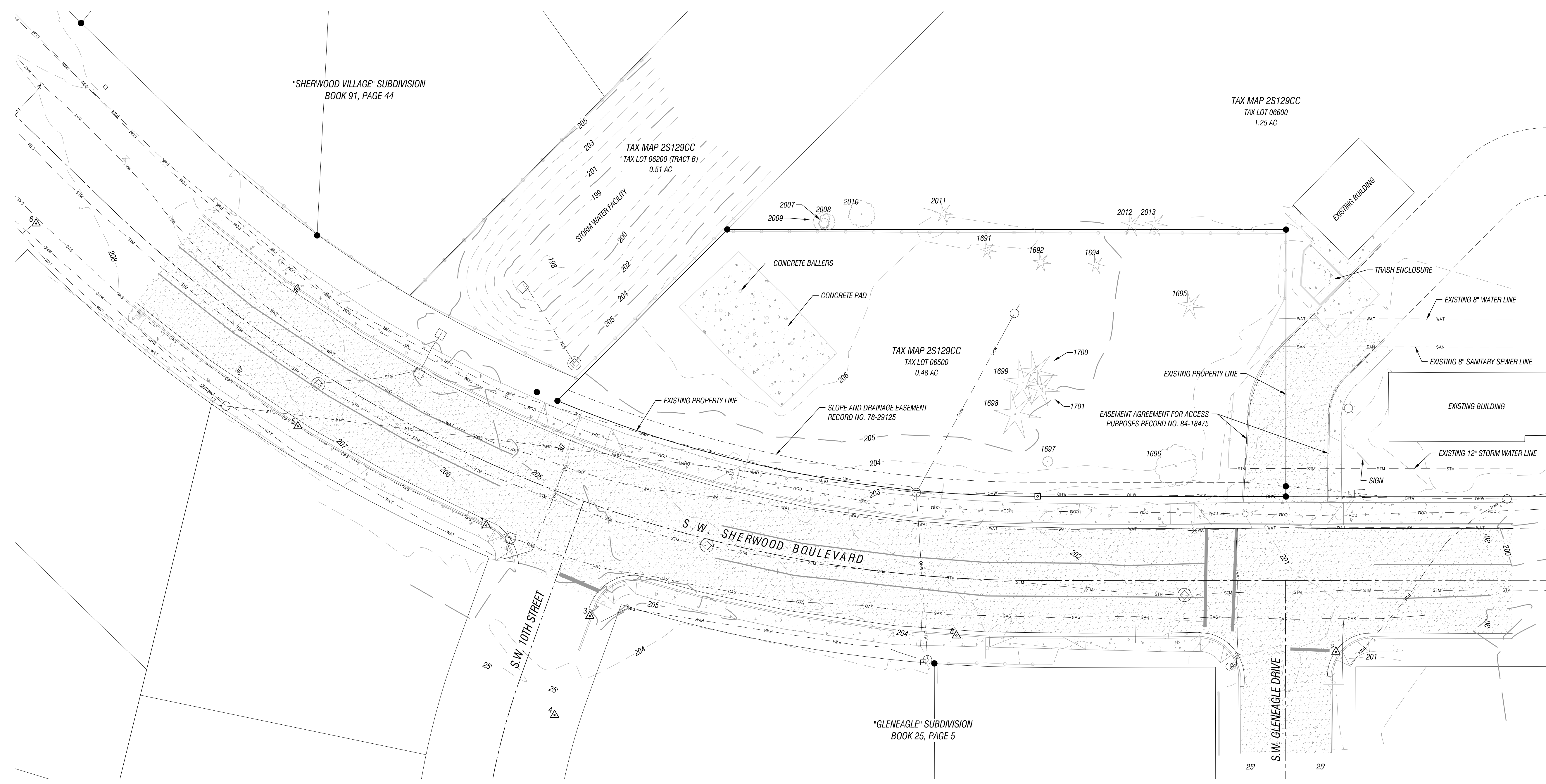
NO.	DATE	REVISION

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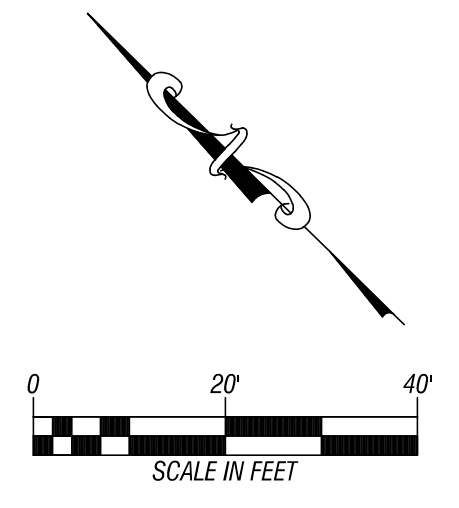
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EXISTING CONDITIONS
 SCALE: 1" = 20'
 PROJECT NO: 60-16
 SHEET: 03 OF 17



TREE #	SPECIES	DBH
1691	BLUE SPRUCE	12.5
1692	BLUE SPRUCE	13.9
1694	BLUE SPRUCE	13.2
1695	BLUE SPRUCE	20.3
1696	FREEMAN MAPLE	52.7
1697	SWEET CHERRY	13
1698	DOUGLAS-FIR	35.6
1699	DOUGLAS-FIR	33.1
1700	DOUGLAS-FIR	31
1701	DOUGLAS-FIR	26.7
2007	BIGLEAF MAPLE	12.1
2008	BIGLEAF MAPLE	21.1
2009	BIGLEAF MAPLE	21.9
2010	BIGLEAF MAPLE	33.3
2011	ENGELMANN SPRUCE	14.4
2012	LODGEPOLE PINE	17.5
2013	LODGEPOLE PINE	17.2

#	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	10003.30	9999.66	206.13	PK IN SIDEWALK
2	9755.52	10179.37	200.67	PK IN ROAD
3	9954.36	10002.37	204.58	PK IN ROAD
4	9938.62	9968.43	203.44	PK IN ROAD
5	10075.98	9977.898	207.15	PK IN SIDEWALK
6	10193.21	9964.297	208.22	PK IN ROAD
8	9856.202	10088.87	203.56	PK IN SIDEWALK



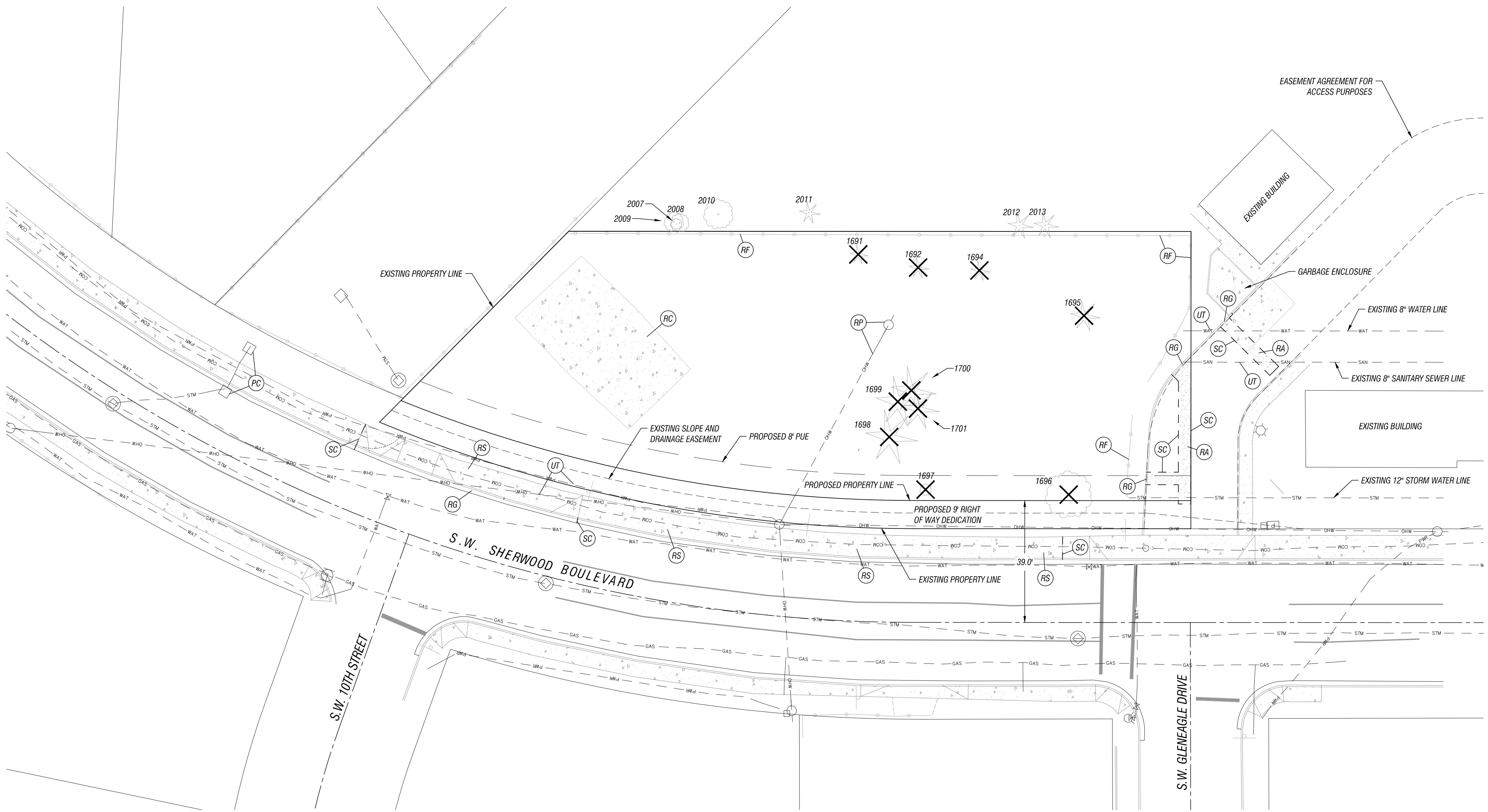
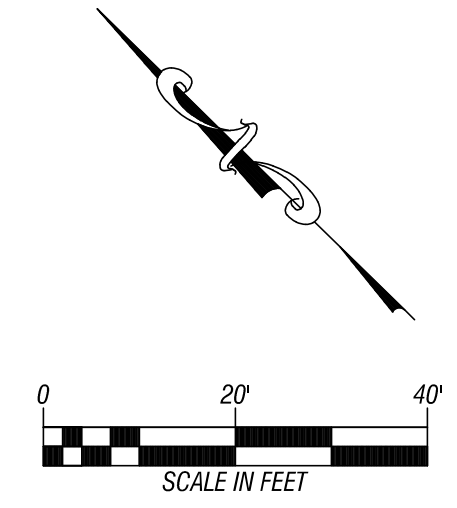
GENERAL NOTES:

- THE LOCATION OF UTILITIES SERVING THE PROPERTY HAVE BEEN DETERMINED BY OBSERVED EVIDENCE, TOGETHER WITH MARKINGS PROVIDED BY UTILITY COMPANIES; 811 OREGON UTILITY NOTIFICATION CENTER TICKET #21134357. THE LOCATION OF THE UTILITIES, SHOWN HEREON, DETERMINED BY ABOVE GROUND EVIDENCE AND ILLUSTRATED WITH HELP FROM CITY MAPS, IS APPROXIMATE. LEI OREGON MAKES NO WARRANTIES TO THE LOCATION OF THE UTILITIES. THE CONTRACTOR SHALL CALL FOR PRIVATE UTILITY LOCATES AND FIELD VERIFY ALL UTILITIES BEFORE CONSTRUCTION ACTIVITIES.
- THE BOUNDARY SHOWN ON THIS MAP IS FOR ENGINEERING PURPOSES ONLY. NO MONUMENTATION SHALL BE SET AND THIS MAP SHALL NOT BE FILED WITH THE COUNTY AS RECORD.
- VERTICAL DATUM IS BASED ON WASHINGTON COUNTY CONTROL POINT 39 WITH NAVD88 HEIGHT OF 210.23 FEET. HORIZONTAL DATUM LOCAL ASSUMED.

LEGEND:

- FOUND MONUMENT.
- CALCULATED POINT.
- △ CONTROL POINT. REFERENCE SITE CONTROL TABLE FOR DESCRIPTIONS.

G. J. ZARTMAN, REGISTERED PROFESSIONAL ENGINEER, No. 5502, State of Oregon, expires 06-30-2022
 G. J. ZARTMAN, REGISTERED PROFESSIONAL SURVEYOR, No. 5502, State of Oregon, expires 06-30-2022



- CONSTRUCTION NOTES:**
- X TREE TO BE REMOVED
 - SC CONTRACTOR SHALL SAW CUT EXISTING HARD SURFACE, AS SHOWN. GUTTER REMOVAL SHALL BE LIMITED TO THE EXTENSION OF ASPHALT AND REMOVED AS SHOWN.
 - RG CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING CURB AND GUTTER, AS SHOWN. REFERENCE NOTES, SHOWN HEREON, FOR SAW CUTTING INFORMATION.
 - RA CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING ASPHALT, AS SHOWN.
 - RS CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING SIDEWALK ALONG PROPERTY FRONTAGE, AS SHOWN.
 - RC CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING CONCRETE PAD ON-SITE, AS SHOWN.
 - UT CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING UTILITIES DURING CONSTRUCTION ACTIVITIES.
 - PC CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING STORM WATER CATCH BASIN DURING CONSTRUCTION ACTIVITIES.
 - RF CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING WOOD FENCE, AS SHOWN.
 - RP CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING POWERLINE AND TEMPORARY POLE, AS SHOWN.

- GENERAL NOTES:**
- *SAWCUTTING:
SAWCUTTING SHALL BE PERFORMED PURSUANT TO CLEAN WATER SERVICES STANDARD DRAWING NO.600 SHOWN ON SHEET DT-1.
 - HARD SURFACE EXCAVATION AFTER SAWCUTTING SHALL BE DONE WITH CARE TO MINIMIZE DAMAGE TO ADJACENT HARD SURFACE. THE CONTRACTOR, AT NO EXTRA COST TO THE OWNER, WILL REPAIR ANY DAMAGE TO ADJOINING PAVEMENT OR UNDERLYING BASE COURSE, AS A RESULT OF EITHER THE CUTTING OR REMOVAL OPERATION. *

G. J. ZARTMAN, REGISTERED PROFESSIONAL ENGINEER, NO. 5502, STATE OF OREGON, EXPIRES 06-30-2022
 G. J. ZARTMAN, REGISTERED PROFESSIONAL SURVEYOR, NO. 12345, STATE OF OREGON, EXPIRES 06-30-2022
 WEST COAST HOME SOLUTIONS, LLC

TREE TABLE

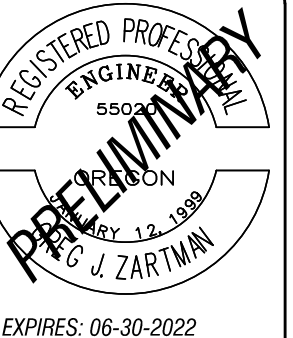
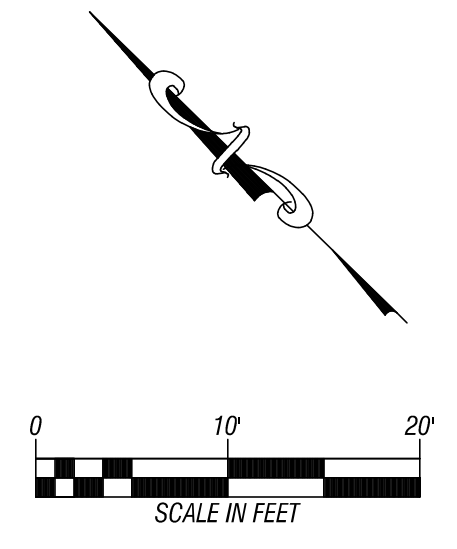
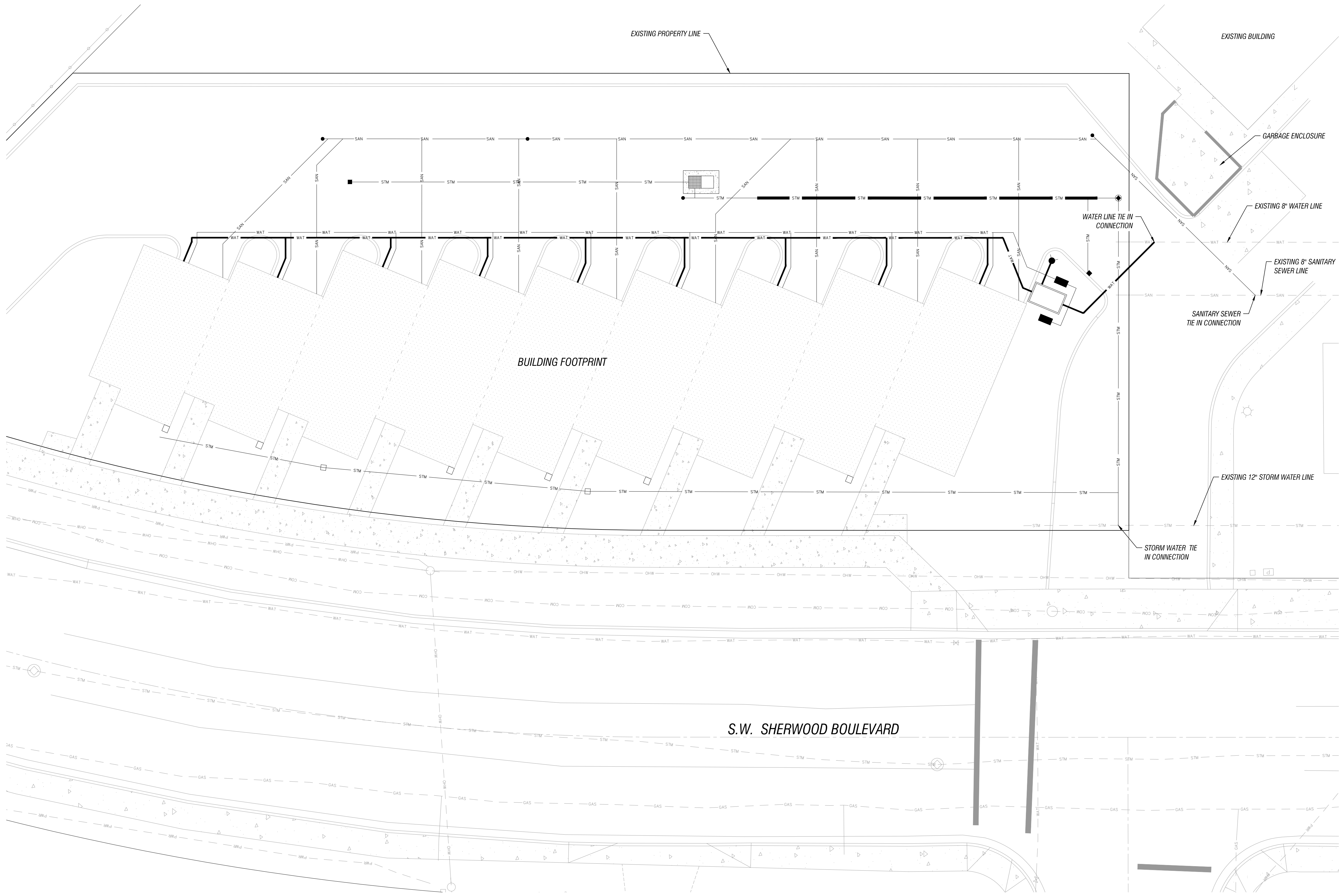
TREE #	SPECIES	DBH
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1692	BLUE SPRUCE	13.9
1694	BLUE SPRUCE	13.2
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2007	BIGLEAF MAPLE	12.1
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2013	LOGEPOLE PINE	17.2

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DEMOLITION AND DEDICATIONS
 SCALE: 1" = 20'
 PROJECT NO: 60-16
 SHEET: DE-1
 04 OF 17



DATE	
BY	
REVISION	
NO.	

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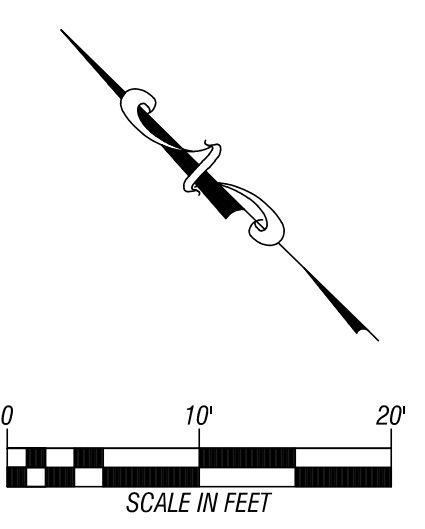
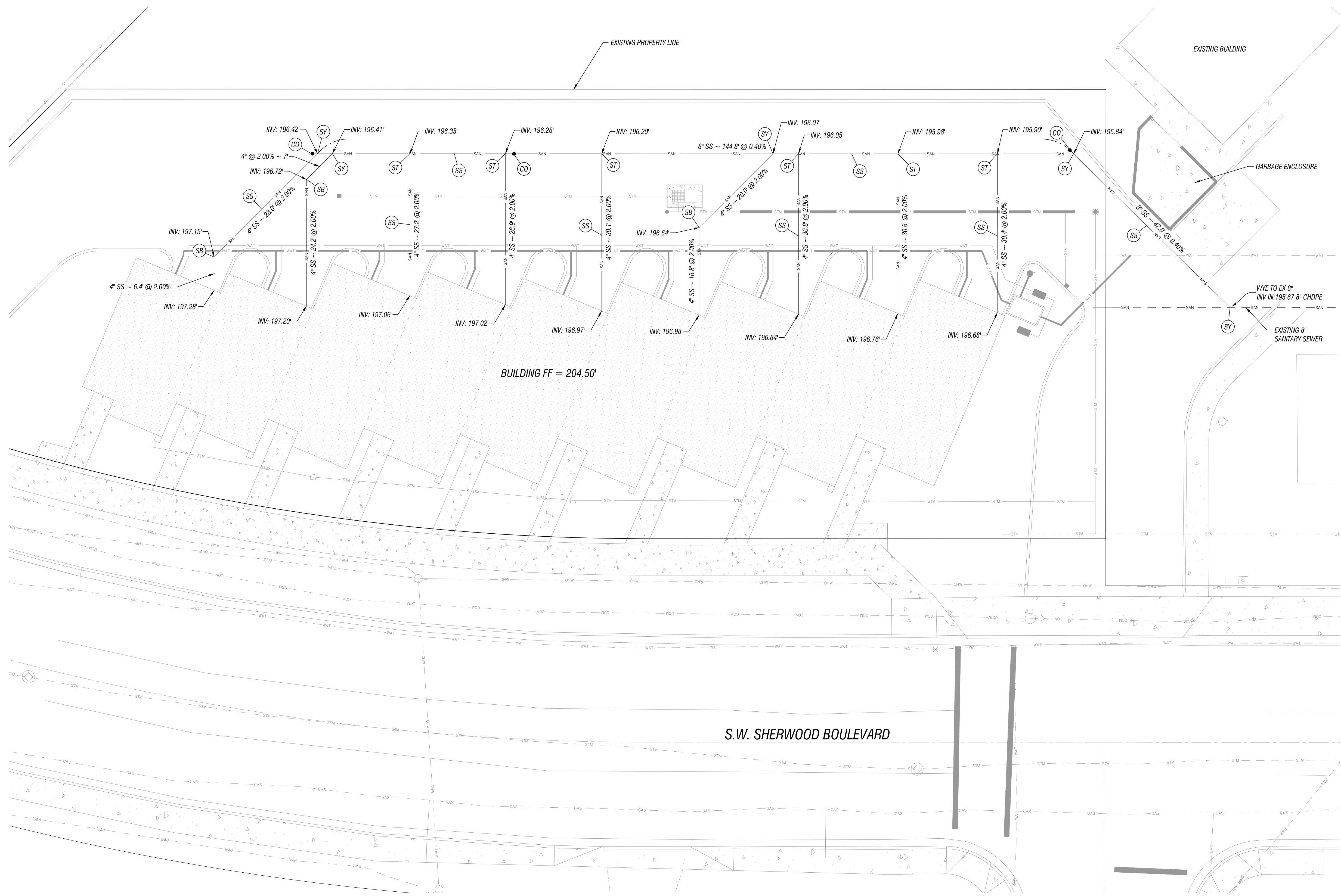
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 OF OREGON

COMPOSITE UTILITY LAYOUT

SCALE	1" = 10'
PROJECT NO.	60-16
SHEET	UT-1
	05 OF 17

- GENERAL NOTES:**
- THE UTILITIES, SHOWN HEREON, HAVE BEEN DRAWN BY OBSERVATIONS OF ABOVE GROUND EVIDENCE, IN THE FIELD, TOGETHER WITH AS-BUILT DRAWINGS IN THE LOCAL AREA PROVIDED BY THE CITY OF SHERWOOD. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES, PRIOR TO COMMENCEMENT OF WORK, BY POT-HOLING. LEI MAKES NO WARRANTIES TO THE LOCATION, BOTH HORIZONTALLY AND VERTICALLY, OF THE UTILITIES SHOWN HEREON.
- NO ON-SITE PRIVATE UTILITY LOCATES HAVE BEEN PERFORMED AT THIS TIME.
- ALL ELECTRICAL SHALL BE PLACED BELOW GROUND. ELECTRICAL FACILITY SPECIFICATIONS AND LAYOUT SHALL BE SUPPLIED BY OTHERS.
 - ALL TELECOMMUNICATION FACILITY SPECIFICATIONS AND LAYOUT SHALL BE PROVIDED BY OTHERS.
 - ALL NATURAL GAS FACILITY SPECIFICATIONS AND LAYOUT SHALL BE PROVIDED BY OTHERS.
 - CONTRACTOR SHALL INSTALL TRACER WIRE ON ALL PUBLIC SEWER, STORM DRAINAGE, AND WATER LINE PIPES.
 - ALL PROPOSED ON-SITE UTILITY SYSTEMS, INCLUDING STORM SEWER, SANITARY SEWER, AND WATER, SHALL BE MAINTAINED BY THE OWNER IN PERPETUITY.
 - ALL PUBLIC SEWER, STORM DRAINAGE, AND WATER MAIN PIPING REQUIRE TRACER WIRES, INCLUDING DUCTILE IRON PIPES AND SERVICES TO AND FROM THE MAIN TO PROPERTY LINES. GAUGE OF WIRE USED SHALL CONFORM TO CITY OF SHERWOOD SPECIFICATIONS, OR OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, IN THAT ORDER.

G. J. ZARTMAN, REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. 5502, STATE OF OREGON
 G. J. ZARTMAN, REGISTERED PROFESSIONAL SURVEYOR, LICENSE NO. 12345, STATE OF OREGON
 WEST COAST HOME SOLUTIONS, LLC, 21742 SW SHERWOOD BLVD, SEASIDE, OR 97132



REGISTERED PROFESSIONAL ENGINEER
 5502
 PRELIMINARY
 G. J. ZARTMAN
 EXPIRES: 06-30-2022

- CONSTRUCTION NOTES:**
- (CO) CONTRACTOR SHALL INSTALL CLEANOUT, AS SHOWN, PURSUANT TO CLEANWATER SERVICES STANDARD DRAWING NO. 500 AND S10 SHOWN ON SHEET DT-1.
 - (SS) CONTRACTOR SHALL INSTALL ASTM 3034 SDR 35 PIPE, AS SHOWN, AND SHALL BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING NO. RD-47 SHOWN ON DT-1.
 - (SB) CONTRACTOR SHALL INSTALL BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
 - (ST) CONTRACTOR SHALL INSTALL SANITARY TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
 - (SY) CONTRACTOR SHALL INSTALL WYE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.

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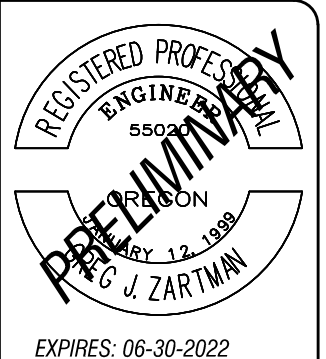
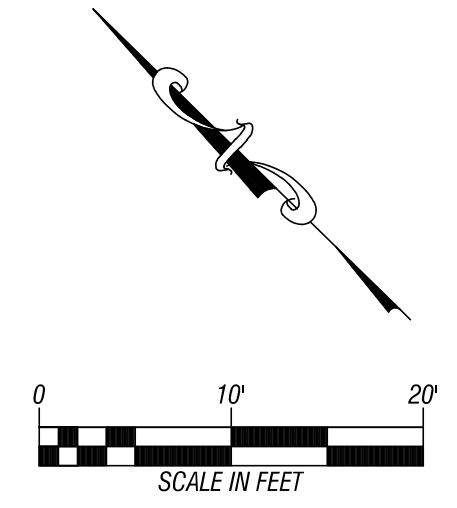
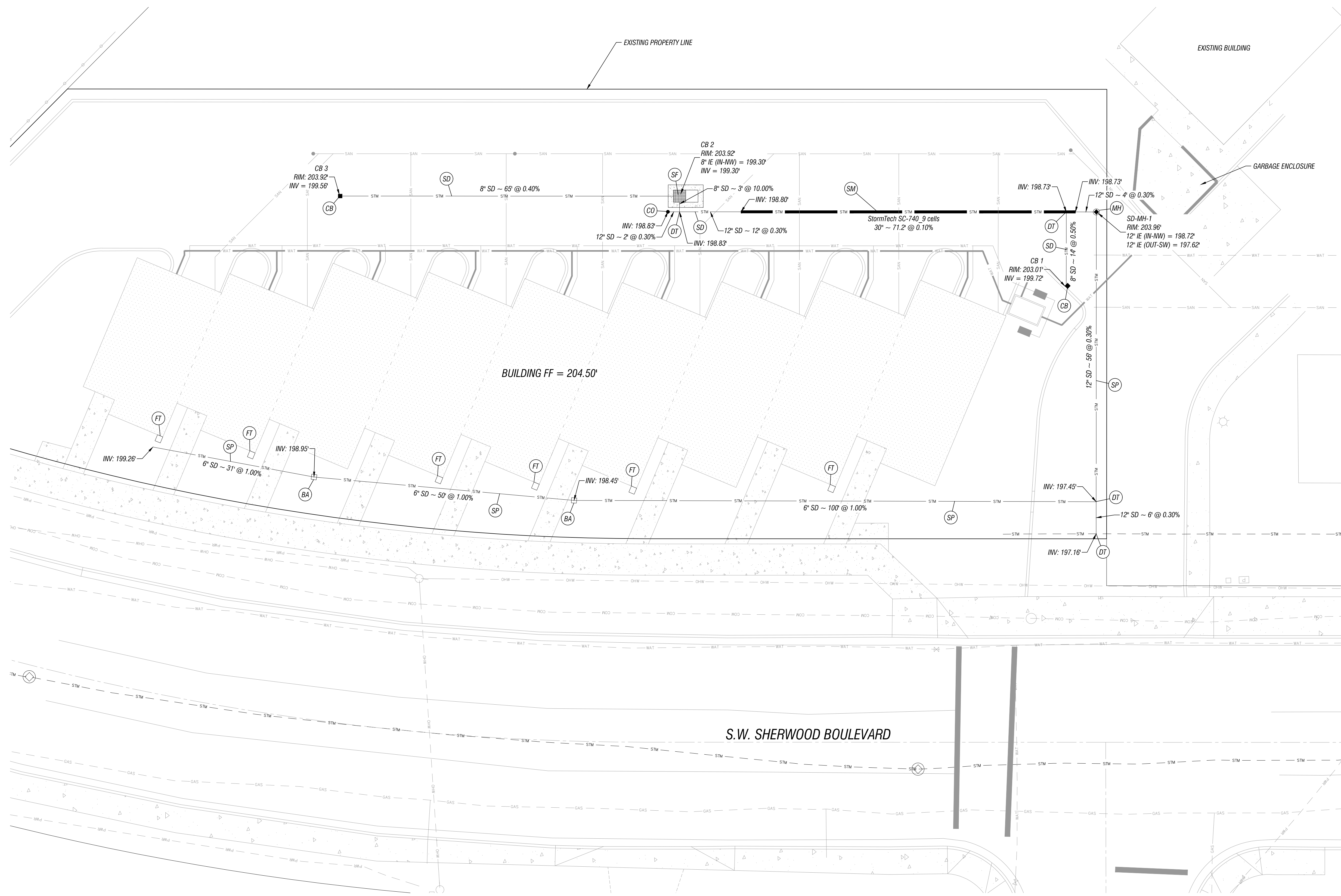
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 OF OREGON

GENERAL NOTES:
 ALL PROPOSED ON-SITE UTILITY SYSTEMS, INCLUDING STORM SEWER, SANITARY SEWER, AND WATER, SHALL BE MAINTAINED BY THE OWNER IN PERPETUITY.

SANITARY SEWER SITE PLAN
 SCALE: 1" = 10'
 PROJECT NO: 60-16
 SHEET: 06 OF 17
 SS-1

G. J. ZARTMAN, P.E., 5502, 2564 19TH STREET SE, SALEM, OR 97302, (503) 399-3828, WWW.LEIENGINEERING.COM



EXPIRES: 06-30-2022

NO.	DATE	REVISION

CONSTRUCTION NOTES:

- CB** CONTRACTOR SHALL INSTALL CATCH BASIN, AS SHOWN, PURSUANT TO CLEANWATER SERVICES STANDARD DRAWING NO. 380 AND 320 ON SHEET DT-2. WITH A WATER QUALITY SNOUT PURSUANT TO CLEANWATER SERVICES STANDARD DRAWING NO. 260 ON SHEET 2.
- CO** CONTRACTOR SHALL INSTALL CLEANOUT, AS SHOWN, PURSUANT TO CLEANWATER SERVICES STANDARD DRAWING NO. 500 AND 510 ON SHEET DT-1.
- DB** CONTRACTOR SHALL INSTALL BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- DT** CONTRACTOR SHALL INSTALL TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- DY** CONTRACTOR SHALL INSTALL WYE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- MH** CONTRACTOR SHALL INSTALL A 48" FLOW CONTROL MANHOLE, AS SHOWN, PURSUANT TO STANDARD DETAIL SD-MH-1 ON SHEET DT-1.
- SD** CONTRACTOR SHALL INSTALL ADS N-12 PIPE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING NO. RD-47 ON SHEET DT-1.
- SM** CONTRACTOR SHALL INSTALL ADS STORMTECH SC-740 CELLS, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS REFER TO ADS STORMTECH DETAIL ON SHEET DT-3, AND SHALL BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING NO. RD-47 ON SHEET DT-1.
- SF** CONTRACTOR SHALL INSTALL CARTRIDGE CATCH BASIN STORM FILTER, AS SHOWN, PURSUANT TO STANDARD DETAIL ON SHEET DT-3.
- BA** CONTRACTOR SHALL INSTALL 12" SQUARE STEEL BASIN, AS SHOWN, PURSUANT TO STANDARD DETAIL LG ON SHEET DT-2.
- FT** CONTRACTOR SHALL INSTALL CLEANWAY DOWN SPOUT FILTRATION UNIT, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS AND SHALL CONNECT TO STORMWATER PIPE IN ACCORDANCE WITH MANUFACTURES SPECIFICATIONS.
- SP** CONTRACTOR SHALL INSTALL ASTM 3034 SDR 35 PIPE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING NO. RD-47 ON SHEET DT-1.

GENERAL NOTES:

- FD** CONTRACTOR SHALL CONNECT FOUNDATION DRAINS, DESIGNED AND DETAILED BY OTHERS, TO THE DOWN SPOUT DRAINAGE SYSTEM OF EACH BUILDING.
- ALL PROPOSED ON-SITE UTILITY SYSTEMS, INCLUDING STORM SEWER, SANITARY SEWER, AND WATER, SHALL BE MAINTAINED BY THE OWNER IN PERPETUITY.

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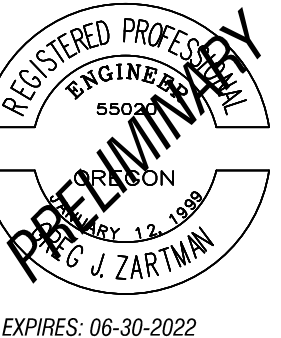
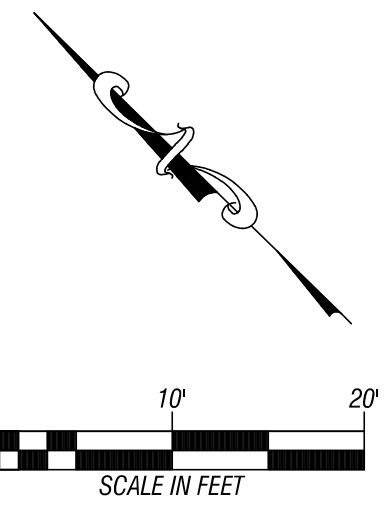
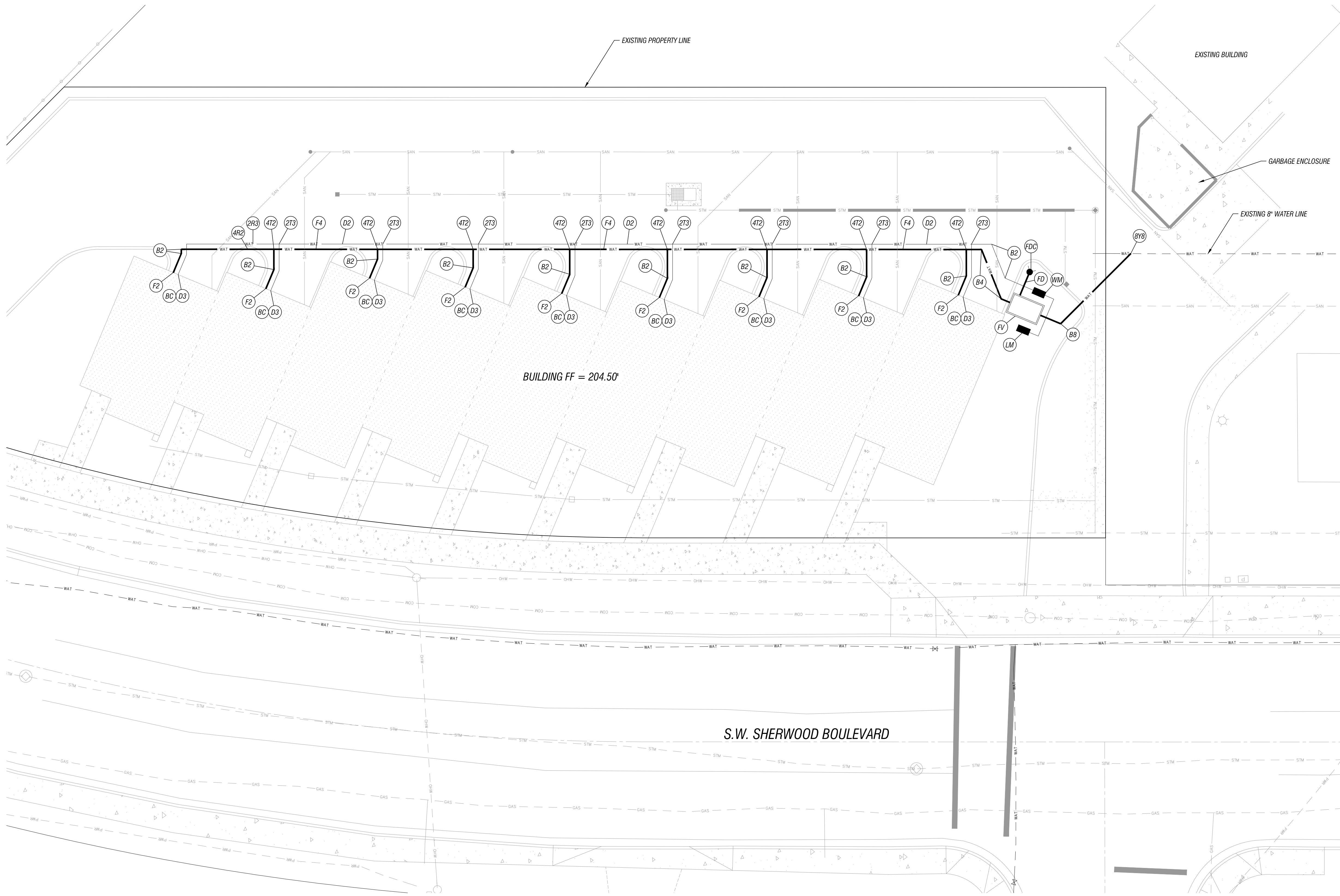
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STORMWATER SITE PLAN

SCALE	1" = 10'
PROJECT NO.	60-16
SHEET	SD-1
	07 OF 17

G. J. ZARZAWSKI, REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. 5502, STATE OF OREGON, EXPIRES 06-30-2022



CONSTRUCTION NOTES:

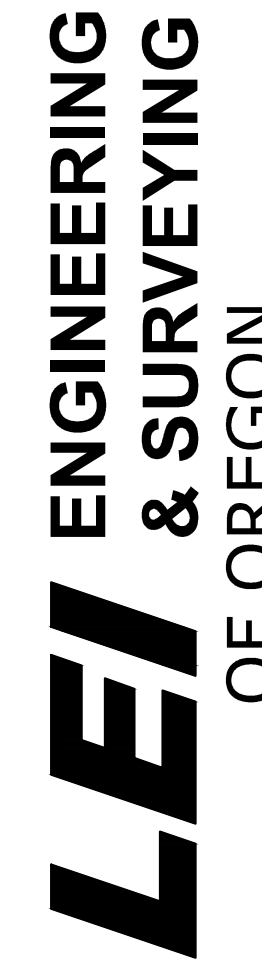
- (B2) CONTRACTOR SHALL INSTALL 2" BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (B4) CONTRACTOR SHALL INSTALL 4" BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (D3) CONTRACTOR SHALL INSTALL 3/4" SOFT COPPER "K TYPE" DOMESTIC SERVICE LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (D2) CONTRACTOR SHALL INSTALL 2" DUCTILE IRON CLASS 52 DOMESTIC SERVICE LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (F2) CONTRACTOR SHALL INSTALL 2" FIRE PROTECTION LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (F4) CONTRACTOR SHALL INSTALL 4" FIRE PROTECTION LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (FD) CONTRACTOR SHALL INSTALL 4" FDC LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (FDC) CONTRACTOR SHALL INSTALL FDC (FIRE DEPARTMENT CONNECTION), AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (FV) CONTRACTOR SHALL INSTALL FIRE VAULT (FIRE DEPARTMENT CONNECTION), AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-71 ON SHEET DT-3. VAULT: OLDCASTLE 577-WA.
- (LM) CITY FORCES SHALL INSTALL 1" LANDSCAPE WATER METER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-60 ON SHEET DT-3. BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (WM) CITY FORCES SHALL INSTALL 2" WATER METER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-60 ON SHEET DT-3. BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (2T3) CONTRACTOR SHALL INSTALL 2" X 3/4" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4T4) CONTRACTOR SHALL INSTALL 4" X 4" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4T2) CONTRACTOR SHALL INSTALL 4" X 2" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (2R3) CONTRACTOR SHALL INSTALL 2" TO 3/4" REDUCER, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4R2) CONTRACTOR SHALL INSTALL 4" TO 2" REDUCER, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (8Y8) CONTRACOR SHALL INSTALL 8" X 8" WYE, AS SHOWN, PURUANT TO MANUFACTURES SPECIFICATIONS.
- (B8) CONTRACTOR SHALL INSTALL 8" BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.

GENERAL NOTES:

- (BC) REFERENCE PLUMBING PLANS FOR BUILDING CONNECTION DETAILS.

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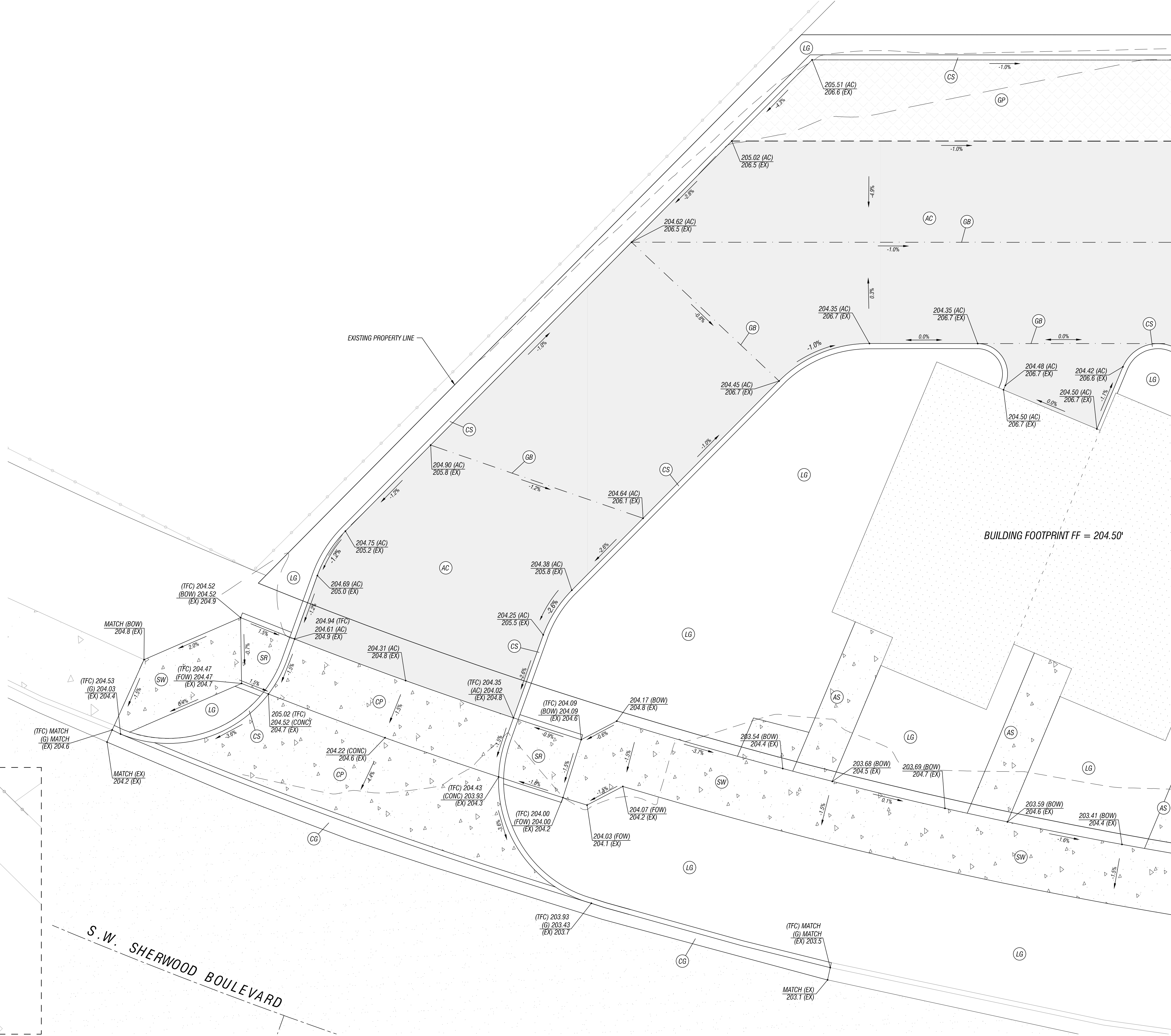
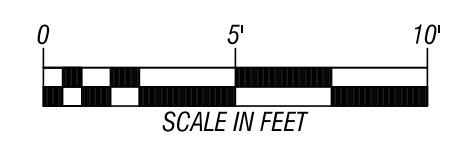
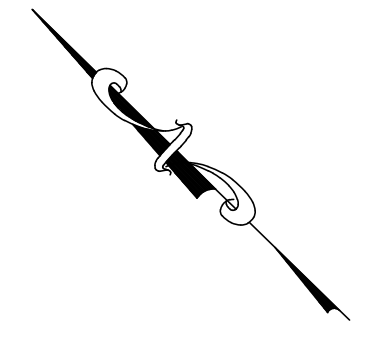
WATERLINE SITE PLAN

SCALE: 1" = 10'
PROJECT NO: 60-16
SHEET: 08 OF 17
WL-1

DATE: 08/01/2024 11:14 AM 2564 19TH STREET SE SHERWOOD, OR 97302 60-16 (08) 08 OF 17

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Exhibit A - Sub Exhibit C - Land Use Plans



CONSTRUCTION NOTES:

- XXXX.XX (000X)
XXXX.XX EX PROPOSED SPOT ELEVATION
EXISTING GROUND SPOT ELEVATION
- G = GUTTER
AC = ASPHALT CONCRETE
FOW = FRONT OF WALK
BOW = BACK OF WALK
CONC = CONCRETE
- X.XX% PROPOSED PERCENT SLOPE

- AC CONTRACTOR SHALL CONSTRUCT TYPICAL ASPHALT SECTION, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-20 ON SHEET DT-3.
- CB CONTRACTOR SHALL INSTALL GIBSON STEEL CATCH BASIN, IN CONCRETE, AS SHOWN. REFERENCE STORM SHEETS FOR PIPING INFORMATION.
- CP CONTRACTOR SHALL CONSTRUCT RESIDENTAL DRIVEWAY, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-41 ON SHEET DT-3.
- CS CONTRACTOR SHALL CONSTRUCT 4" VERTICAL CURB CURB, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-21 ON SHEET DT-4.
- GB CONTRACTOR SHALL SET GRADE BREAK, AS SHOWN.
- SR CONTRACTOR SHALL CONSTRUCT SIDEWALK RAMP, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-41 ON SHEET DT-3. SIDEWALK RAMP SHALL NOT EXCEED 8.33% LONGITUDINAL SLOPE AND 2.0% CROSS SLOPE.
- SW CONTRACTOR SHALL CONSTRUCT STANDARD SIDEWALK, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-26 ON SHEET DT-3.
- CG CONTRACTOR SHALL CONSTRUCT STANDARD CURB AND GUTTER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-22 ON SHEET DT-4.
- GP CONTRACTOR SHALL INSTALL GRASSPAVE, AS SHOWN, PURSUANT TO STANDARD DETAIL ON SHEET DT-1.

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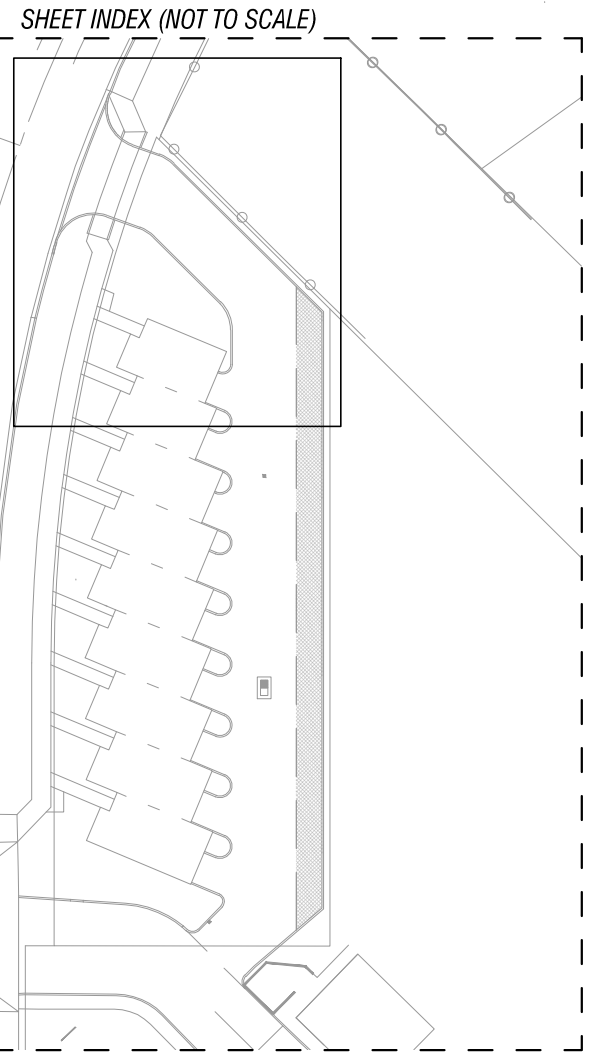
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GENERAL NOTES:

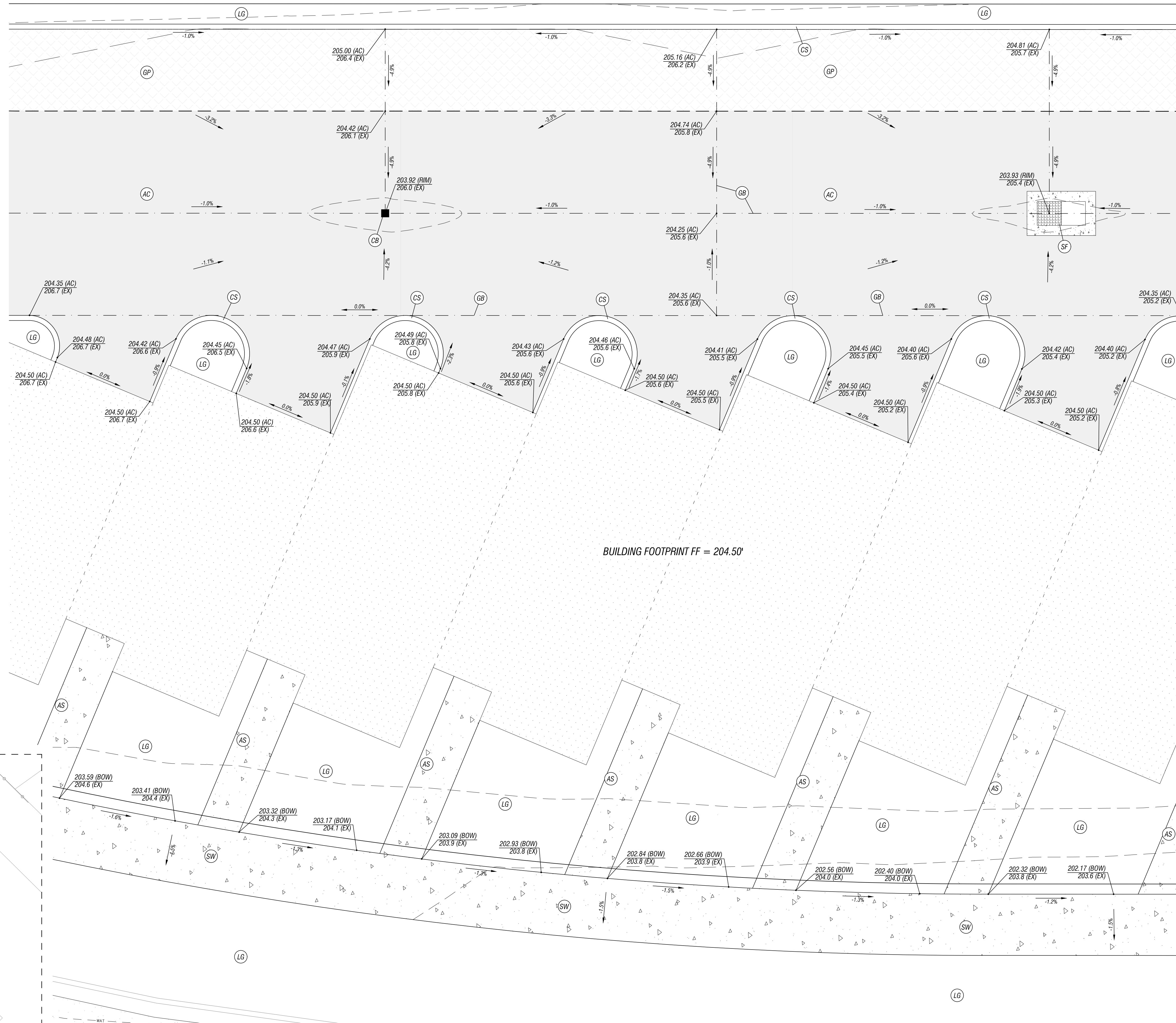
- LG GENERAL LANDSCAPE GRADING, BETWEEN THE BACK OF WALK AND THE BUILDINGS, SHALL BE FIELD FITTED TO WASTE ANY MATERIAL, AS NEEDED, OR SHALL BE DIRECTED BY THE LANDSCAPE ARCHITECT TO SUIT SITE AESTHETICS. REFERENCE LANDSCAPE ARCHITECTURAL PLANS FOR DETAILS AND SPECIFICATIONS FOR PLANTINGS.
- AS ARCHITECTURAL SIDEWALK FROM BACK OF WALK TO BUILDING SHALL BE CONSTRUCTED PURSUANT TO ARCHITECTURAL PLANS.



S. W. SHERWOOD BOULEVARD

SITE GRADING	
SCALE 1" = 5'	PROJECT NO. 60-16
	SHEET 09 OF 17

DATE: 08/11/2021
BY: G. J. ZARZWIN
CHECKED BY: G. J. ZARZWIN
PROJECT NO.: 60-16
SHEET NO.: 09 OF 17



- CONSTRUCTION NOTES:**
- XXXX.XX (000X)
XXXX.XX EX
PROPOSED SPOT ELEVATION
EXISTING GROUND SPOT ELEVATION
 - RIM = RIM ELEVATION
AC = ASPHALT CONCRETE
FOW = FRONT OF WALK
BOW = BACK OF WALK
CONC = CONCRETE
 - X.XX%
X.XX%
PROPOSED PERCENT SLOPE
 - AC CONTRACTOR SHALL CONSTRUCT TYPICAL ASPHALT SECTION, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-20 ON SHEET DT-3.
 - CB CONTRACTOR SHALL INSTALL GIBSON STEEL CATCH BASIN, IN CONCRETE, AS SHOWN. REFERENCE STORM SHEETS FOR PIPING INFORMATION.
 - CP CONTRACTOR SHALL CONSTRUCT RESIDENTIAL DRIVEWAY, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-41 ON SHEET DT-3.
 - CS CONTRACTOR SHALL CONSTRUCT 4" VERTICAL CURB CURB, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-21 ON SHEET DT-4.
 - GB CONTRACTOR SHALL SET GRADE BREAK, AS SHOWN.
 - SR CONTRACTOR SHALL CONSTRUCT SIDEWALK RAMP, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-41 ON SHEET DT-3. SIDEWALK RAMPS SHALL NOT EXCEED 8.33% LONGITUDINAL SLOPE AND 2.0% CROSS SLOPE.
 - SW CONTRACTOR SHALL CONSTRUCT STANDARD SIDEWALK, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-26 ON SHEET DT-3.
 - CG CONTRACTOR SHALL CONSTRUCT STANDARD CURB AND GUTTER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING RD-22 ON SHEET DT-4.
 - GP CONTRACTOR SHALL INSTALL GRASSPAVE, AS SHOWN, PURSUANT TO STANDARD DETAIL ON SHEET DT-1.
 - SF CONTRACTOR SHALL INSTALL CARTRIDGE CATCH BASIN STORM FILTER, AS SHOWN, PURSUANT TO STANDARD DETAIL ON SHEET DT-3.

- GENERAL NOTES:**
- LG GENERAL LANDSCAPE GRADING, BETWEEN THE BACK OF WALK AND THE BUILDINGS, SHALL BE FIELD FITTED TO WASTE ANY MATERIAL, AS NEEDED, OR SHALL BE DIRECTED BY THE LANDSCAPE ARCHITECT TO SUIT SITE AESTHETICS. REFERENCE LANDSCAPE ARCHITECTURAL PLANS FOR DETAILS AND SPECIFICATIONS FOR PLANTINGS.
 - AS ARCHITECTURAL SIDEWALK FROM BACK OF WALK TO BUILDING SHALL BE CONSTRUCTED PURSUANT TO ARCHITECTURAL PLANS.

REGISTERED PROFESSIONAL ENGINEER
 5500
 PRELIMINARY
 J. ZARTMAN
 EXPIRES: 06-30-2022

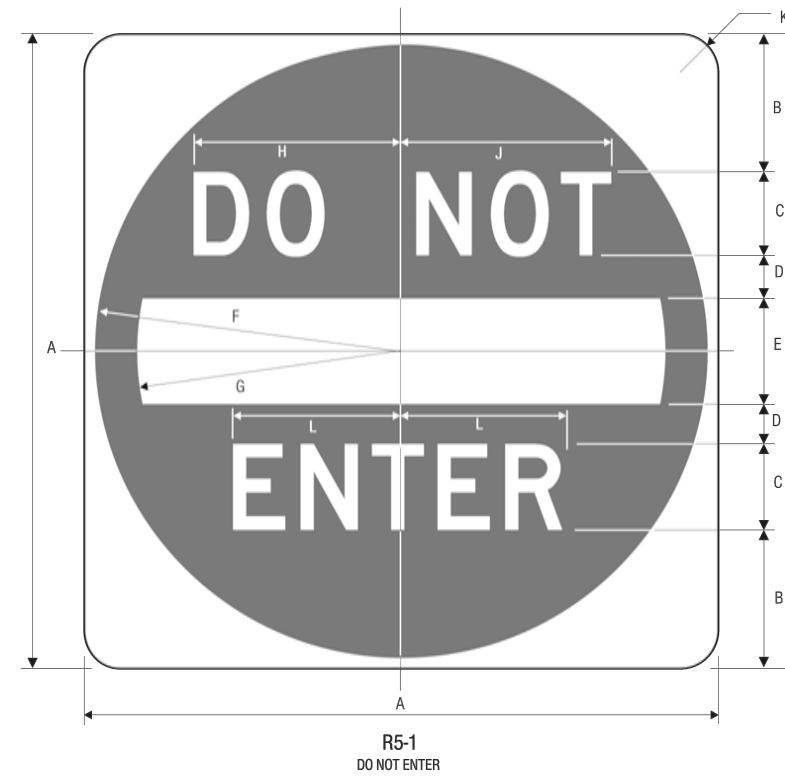
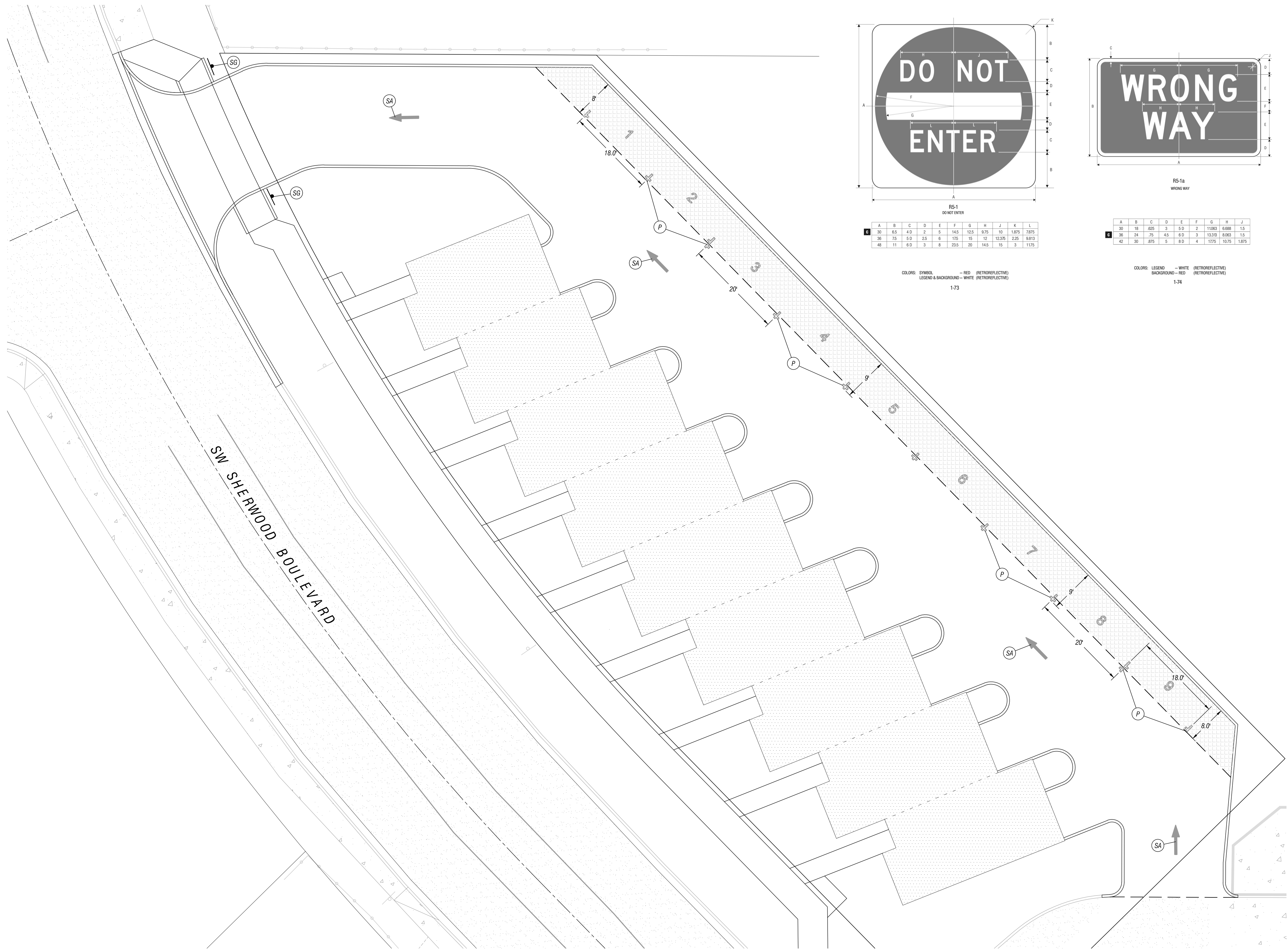
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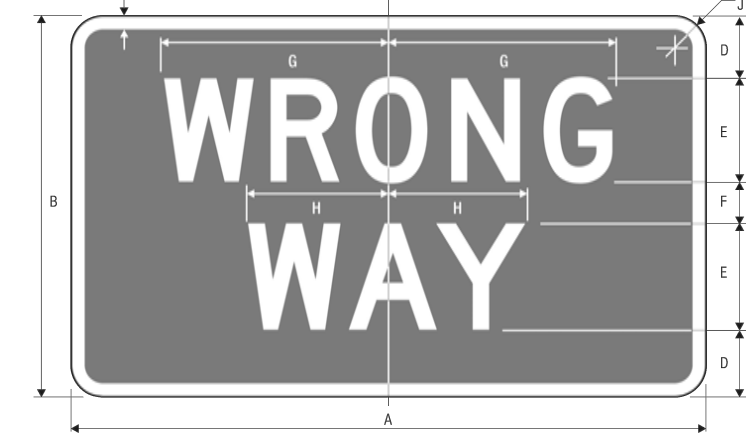
SITE GRADING
 SCALE: 1" = 5'
 PROJECTING: 60-16
 SHEET: 10 OF 17
 GR-2

G. ZARTMAN (P) 06/20/2018 10:00 AM 21742 SW SHERWOOD BLVD - WEST COAST HOME SOLUTIONS, LLC - SITE GRADING - 60-16 - SHEET 10 OF 17



A	B	C	D	E	F	G	H	J	K	L
30	6.5	4.0	2	5	14.5	12.5	9.75	10	1.875	7.875
36	7.5	5.0	2.5	6	17.5	15	12	12.375	2.25	9.813
48	11	8.0	3	8	23.5	20	14.5	15	3	11.75

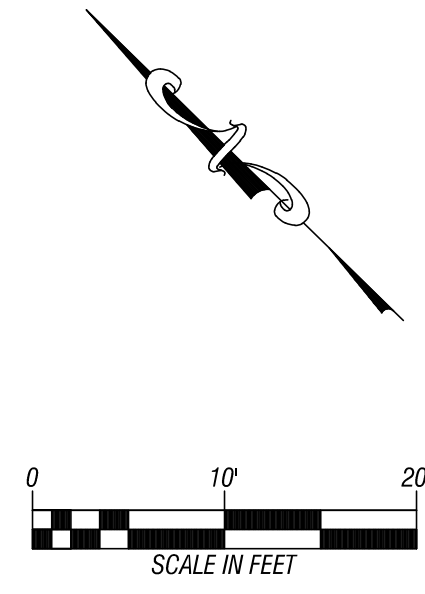
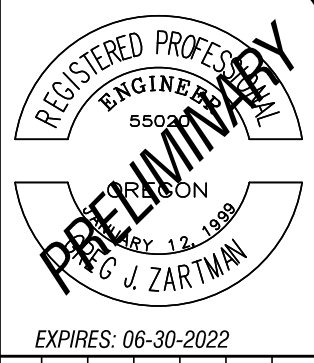
COLORS: SYMBOL - RED (RETROREFLECTIVE)
 LEGEND & BACKGROUND - WHITE (RETROREFLECTIVE)
 1-73



RS-1a
WRONG WAY

A	B	C	D	E	F	G	H	J
30	18	6.25	3	5.0	2	11.063	6.069	1.5
36	24	7.5	4.5	6.0	3	13.116	8.063	1.5
42	30	8.75	5	7.0	4	15.169	10.070	1.875

COLORS: LEGEND - WHITE (RETROREFLECTIVE)
 BACKGROUND - RED (RETROREFLECTIVE)
 1-74



- CONSTRUCTION NOTES:**
- (SG) CONTRACTOR SHALL INSTALL RS-1 "DO NOT ENTER SIGN" WITH RS-1a "WRONG WAY SIGN", AS SHOWN. REFERENCE DETAIL SHOWN HEREON AND CITY OF SHERWOOD STANDARD DRAWING RD-35 AND S-1 ON SHEET DT-4.
 - (P) CONTRACTOR SHALL PAINT ON-STREET PARKING STRIPING, AS SHOWN, PURSUANT TO OREGON STANDARD DRAWING TM503 ON SHEET DT-4.
 - (SA) CONTRACTOR SHALL PAINT STRAIGHT ARROW, AS SHOWN, PURSUANT TO OREGON STANDARD DRAWING

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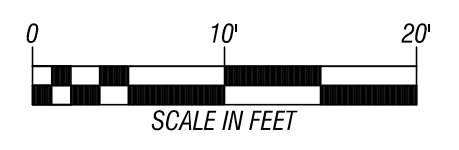
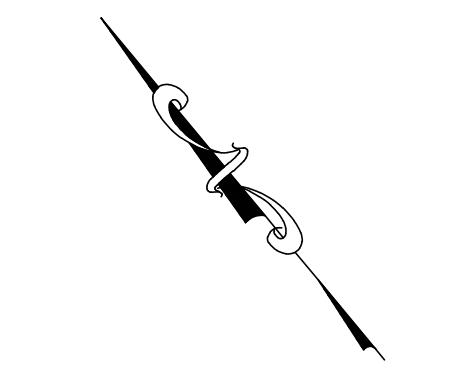
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STRIPING PLAN

SCALE: 1" = 10'
 PROJECT NO: 60-16
 SHEET: 12 OF 17
 SP-1

G. ZARTMAN, P.E. 5502 No. 5502, State of Oregon, expires 06-30-2022
 G. ZARTMAN, P.E. 5502 No. 5502, State of Oregon, expires 06-30-2022
 G. ZARTMAN, P.E. 5502 No. 5502, State of Oregon, expires 06-30-2022
 G. ZARTMAN, P.E. 5502 No. 5502, State of Oregon, expires 06-30-2022

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NOTES:

- (F2) 2" FIRE PROTECTION LINE
- (F4) 4" FIRE PROTECTION LINE
- (FD) 4" FDC LINE
- (FDC) FDC (FIRE DEPARTMENT CONNECTION)
- (FV) FIRE VAULT (FIRE DEPARTMENT CONNECTION)

GENERAL NOTES:

NO OVERHEAD HEIGHT RESTRICTIONS ARE PRESENT WITH PROPOSED FIRE ACCESS PLAN.
 ALL PULL ROUTES BETWEEN AND BEHIND BUILDINGS ARE LESS THAN 300' FROM THE FIRE ACCESS DRIVE AISLES.

NO.	DATE	REVISION	BY	APP'D

21742 SW SHERWOOD BLVD

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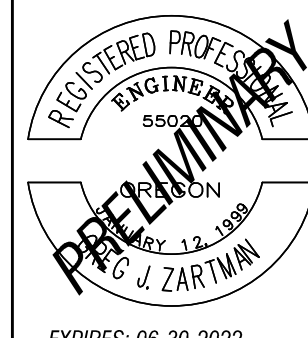
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FIRE ACCESS PLAN

SCALE: 1" = 10'	FA-1
PROJECT NO: 60-16	
SHEET: 13 OF 17	

G:\Projects\60 Sherwood\60-16\60-16-13.dwg 2023-12-18 3:52:42 PM
 PLotted: 2023-12-18 3:52:42 PM
 PLOTTER: HP DesignJet 2450



EXPIRES: 06-30-2022

NO.	DATE	REVISION	BY

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PREPARED FOR:

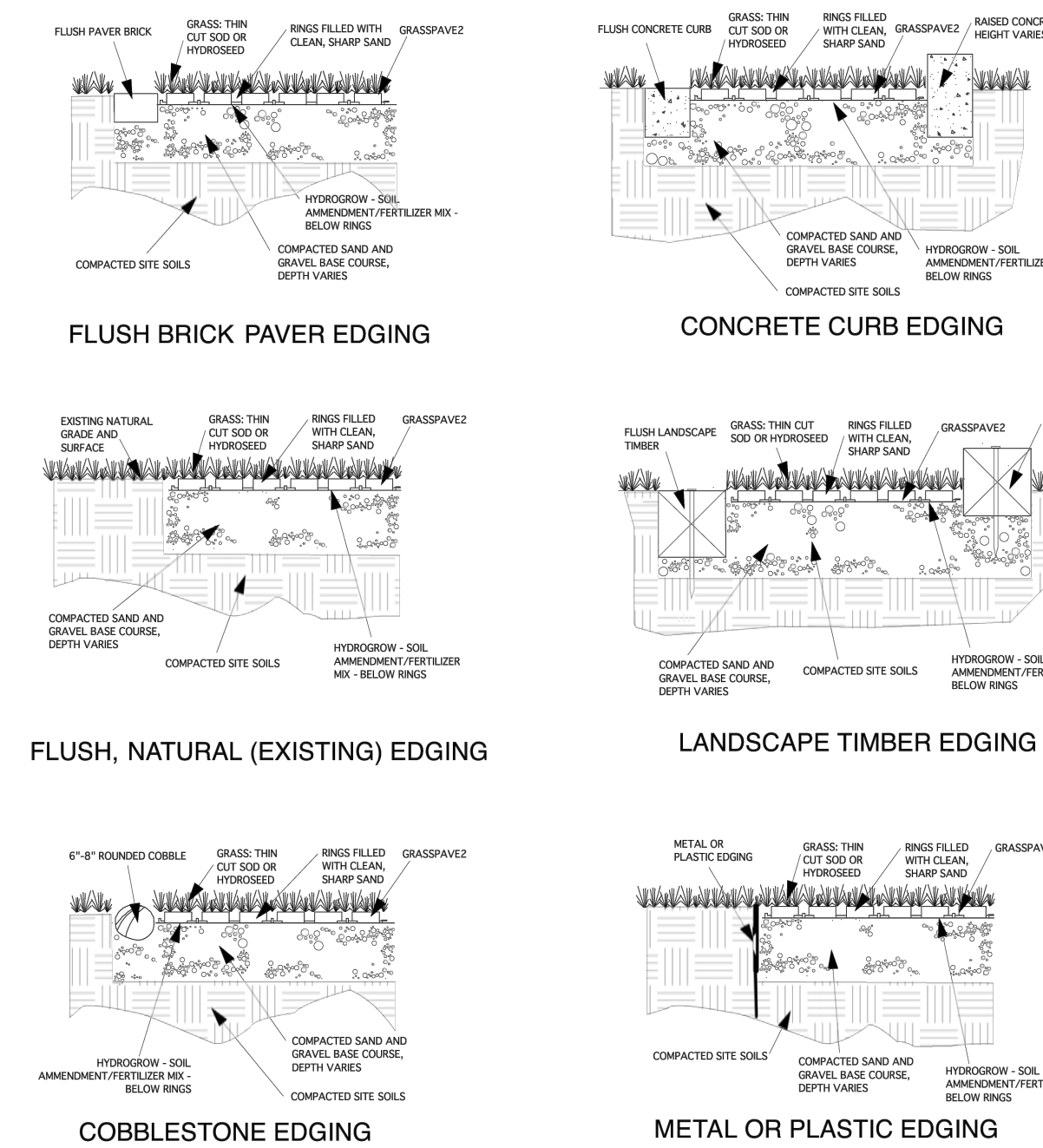
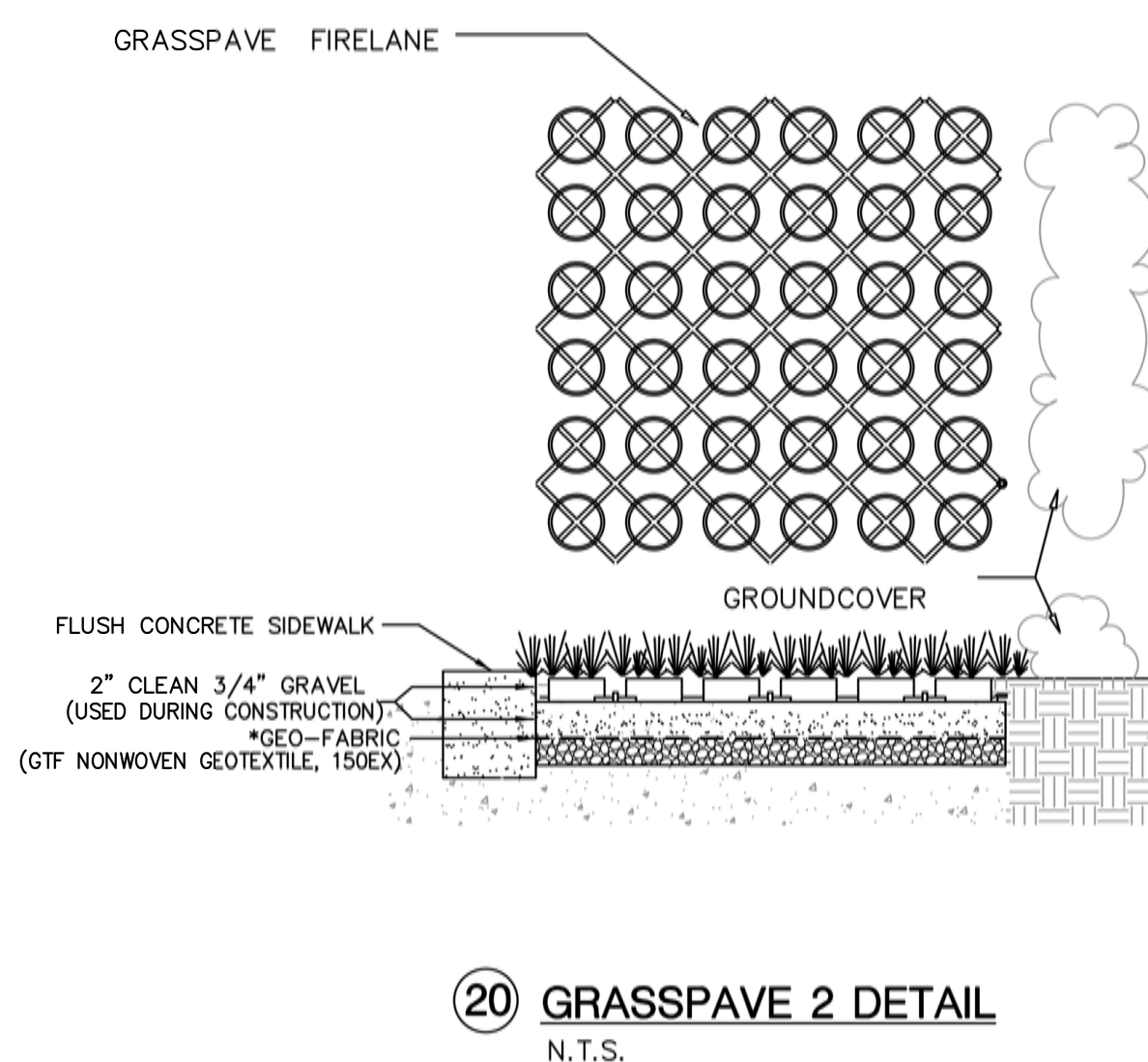
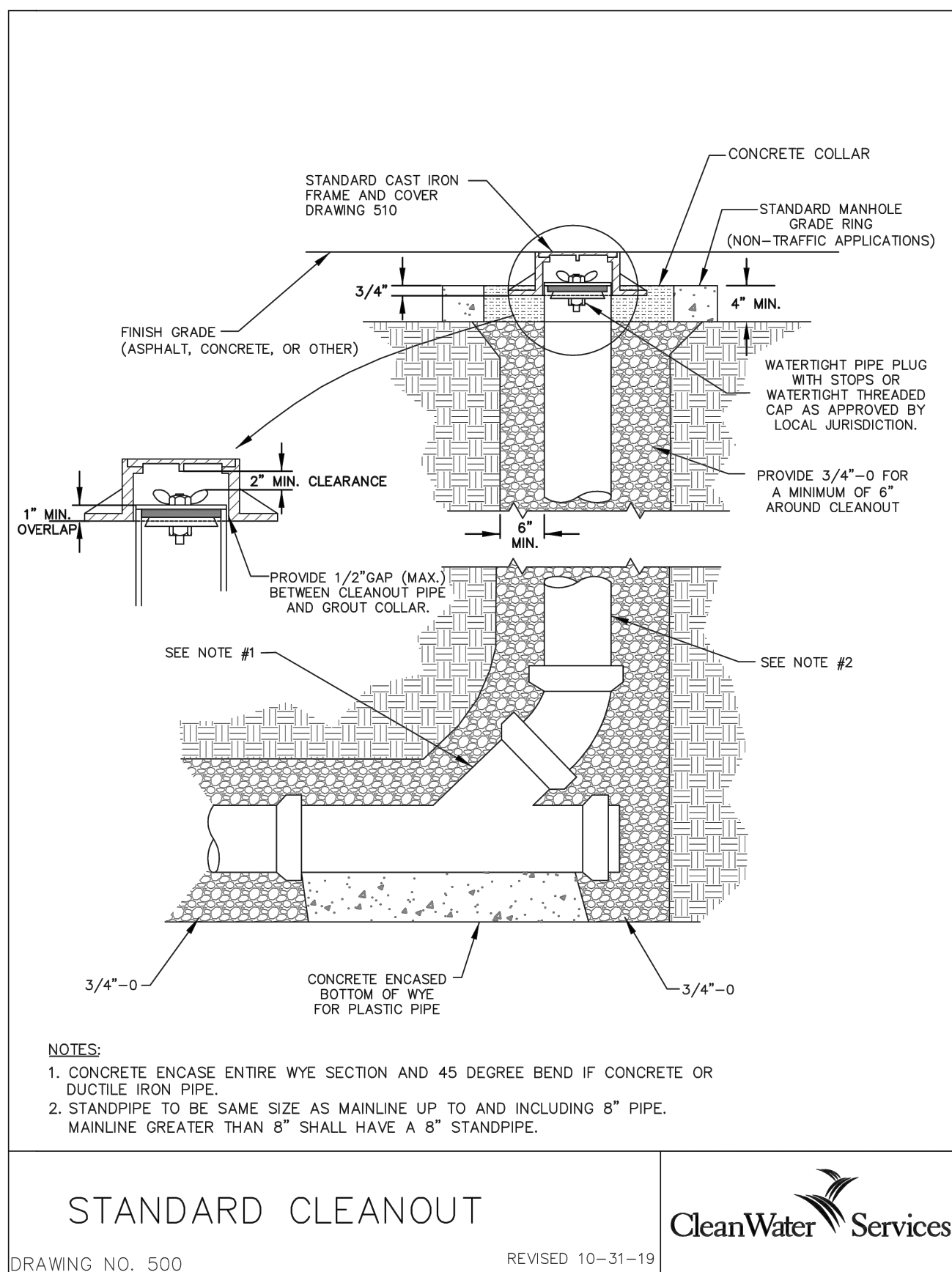
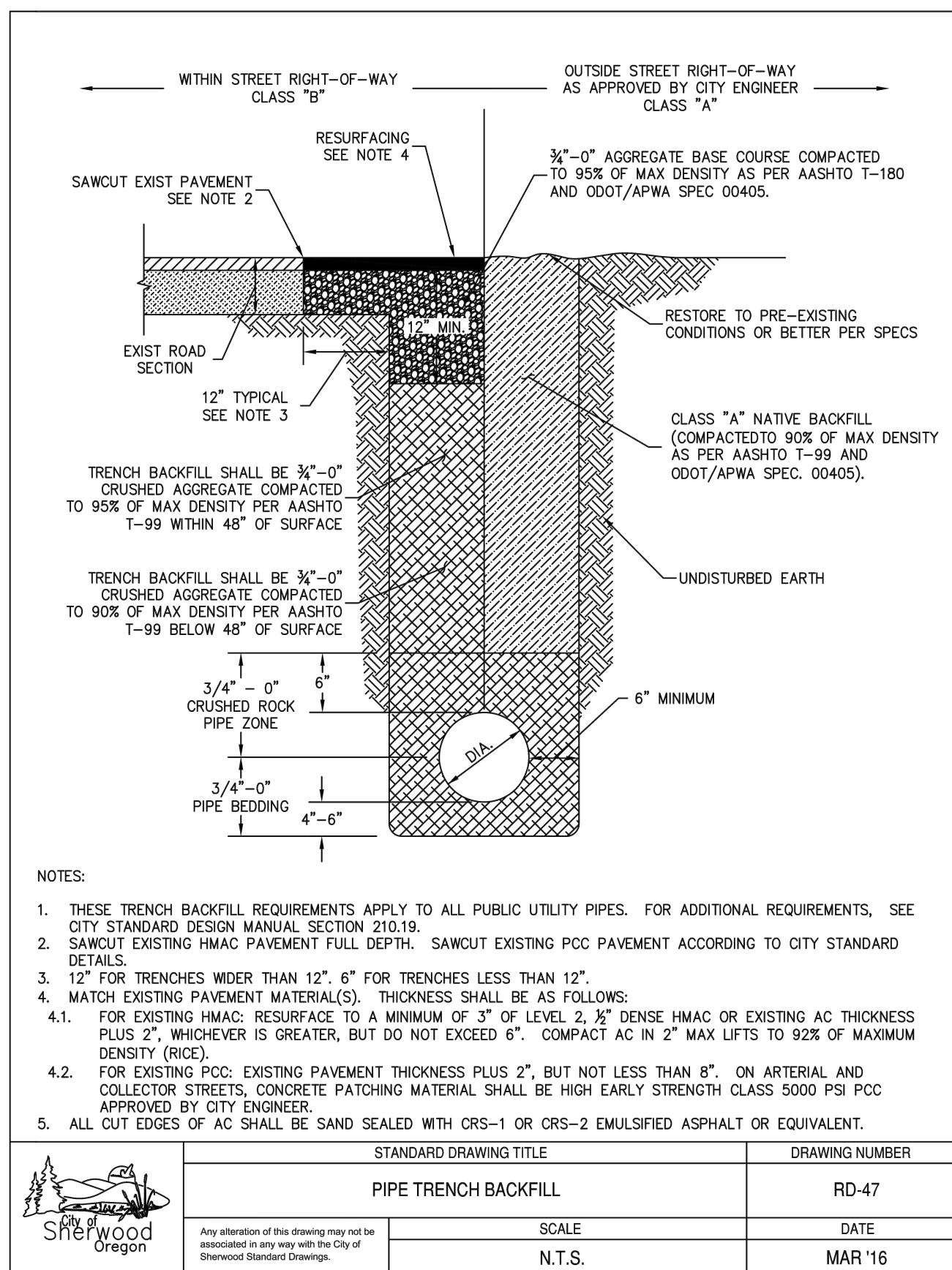
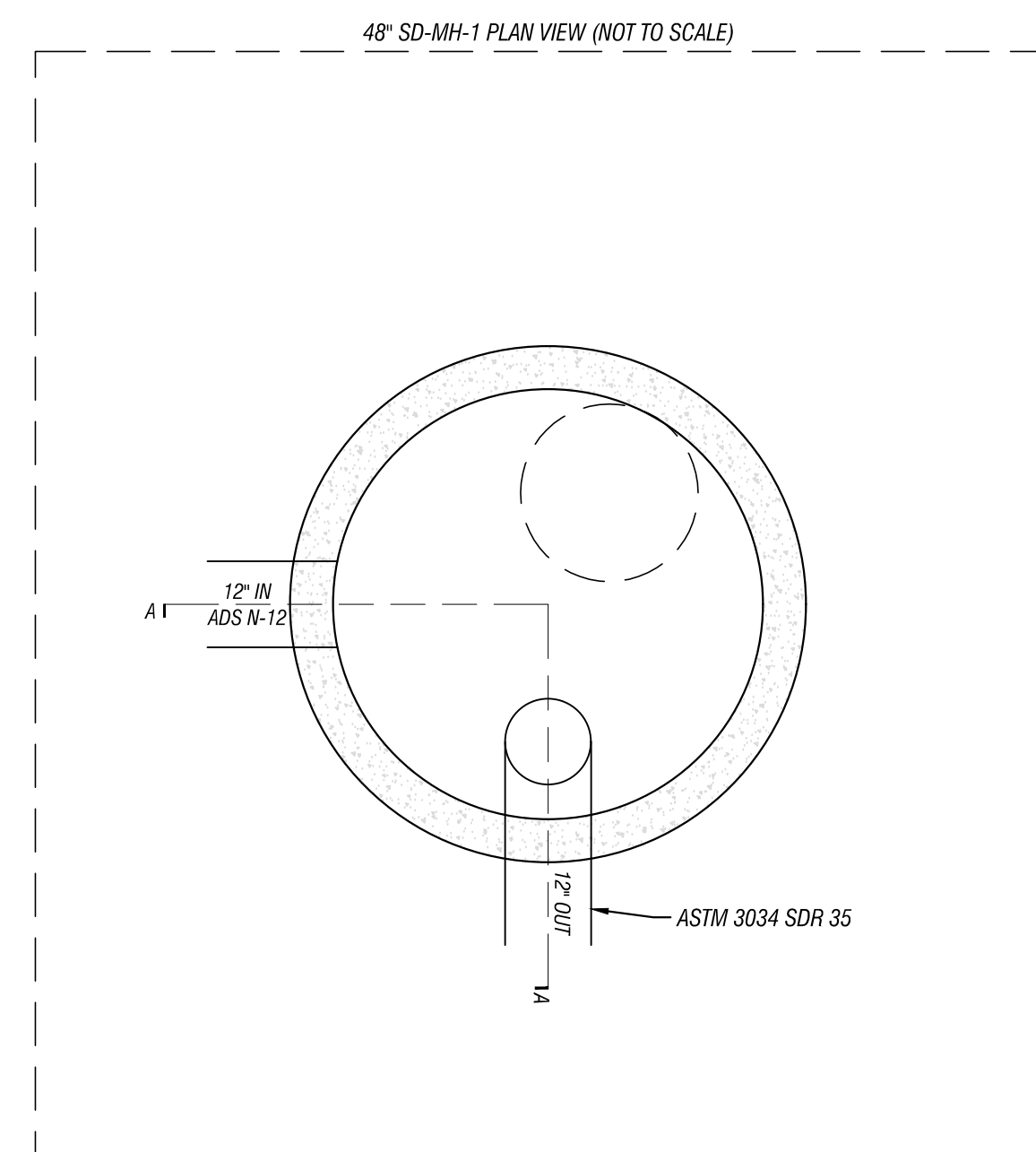
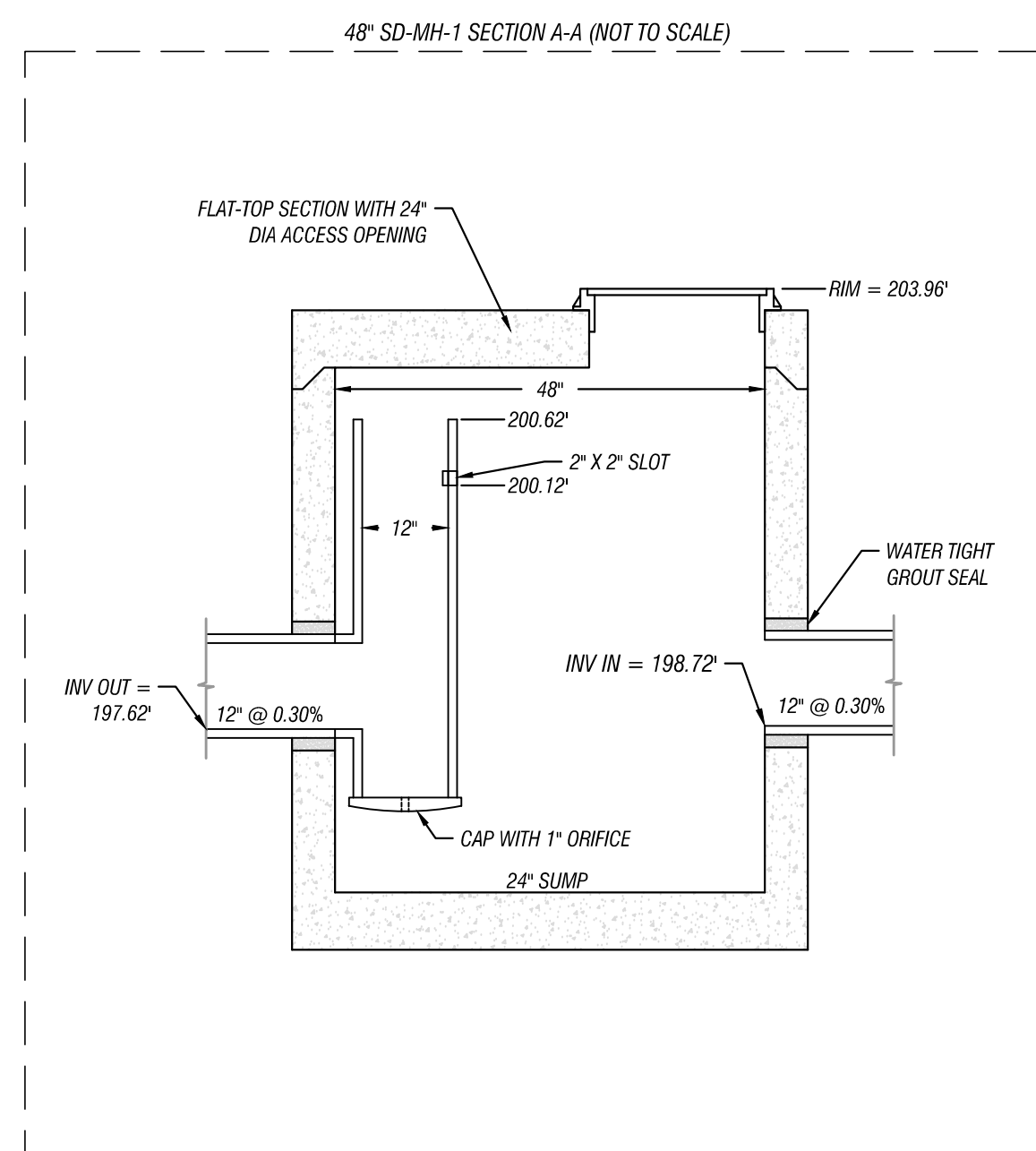
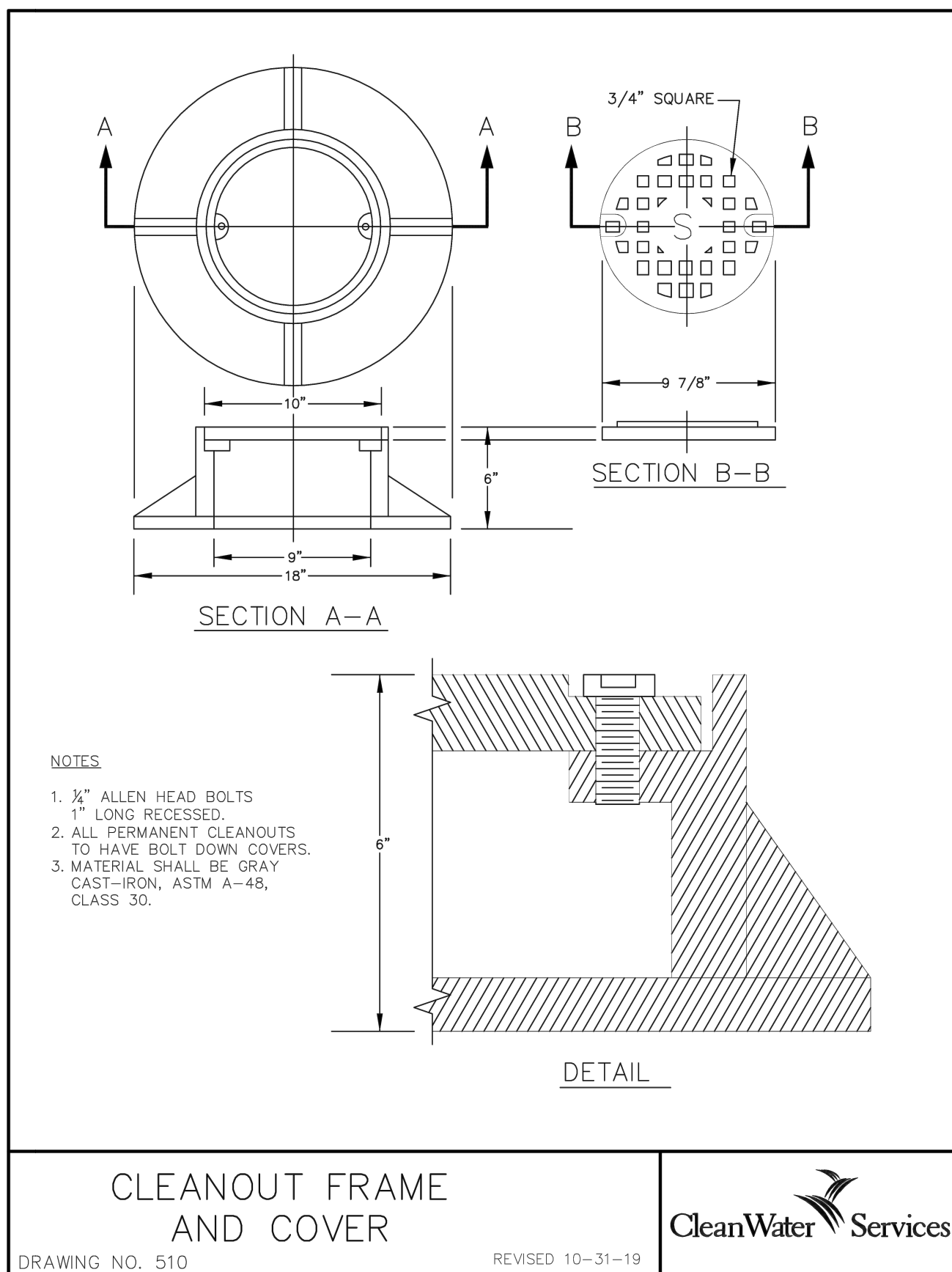
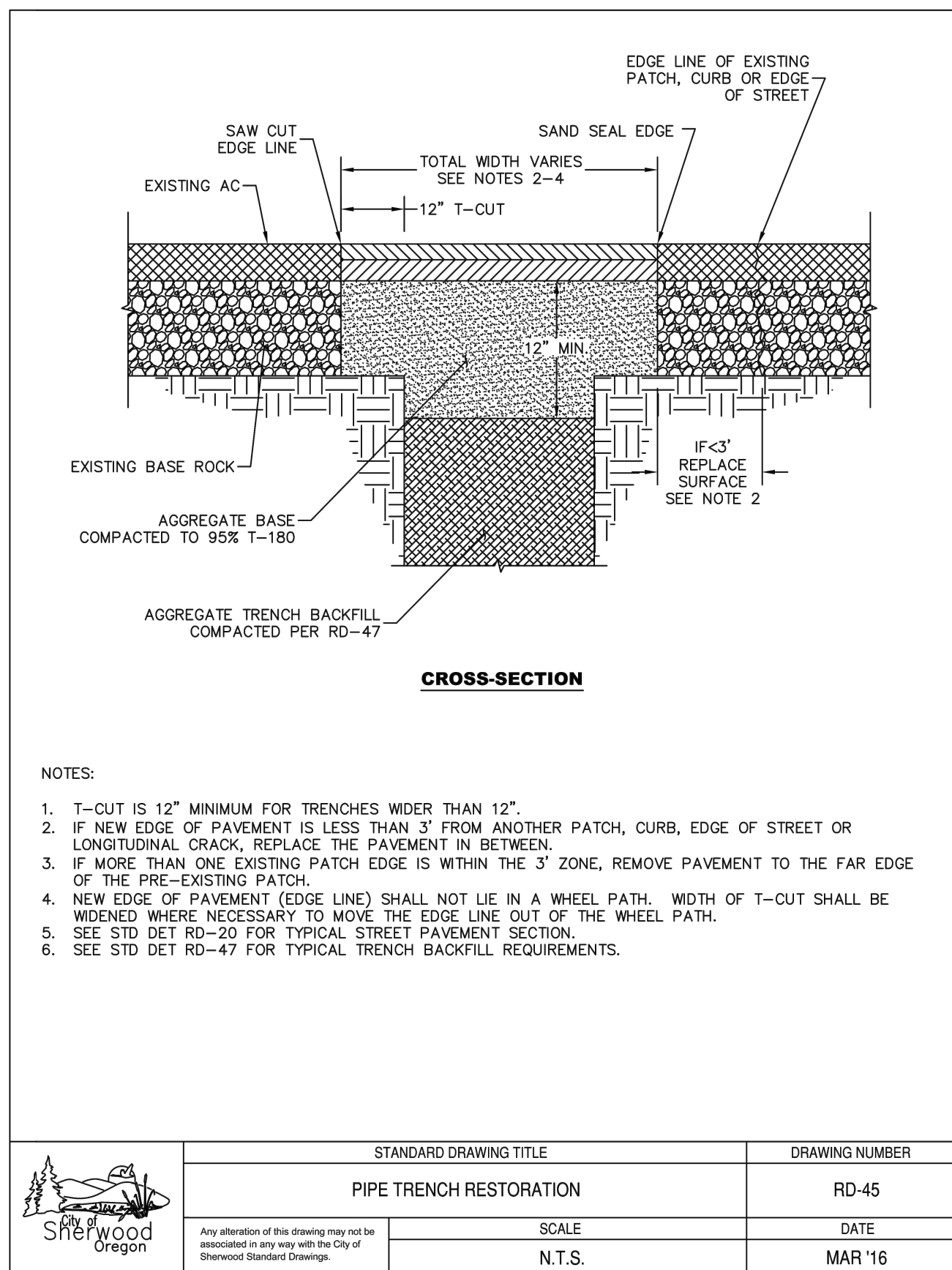
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DETAILS

SCALE	NO SCALE
PROJECT NO.	60-16
SHEET	14 OF 17

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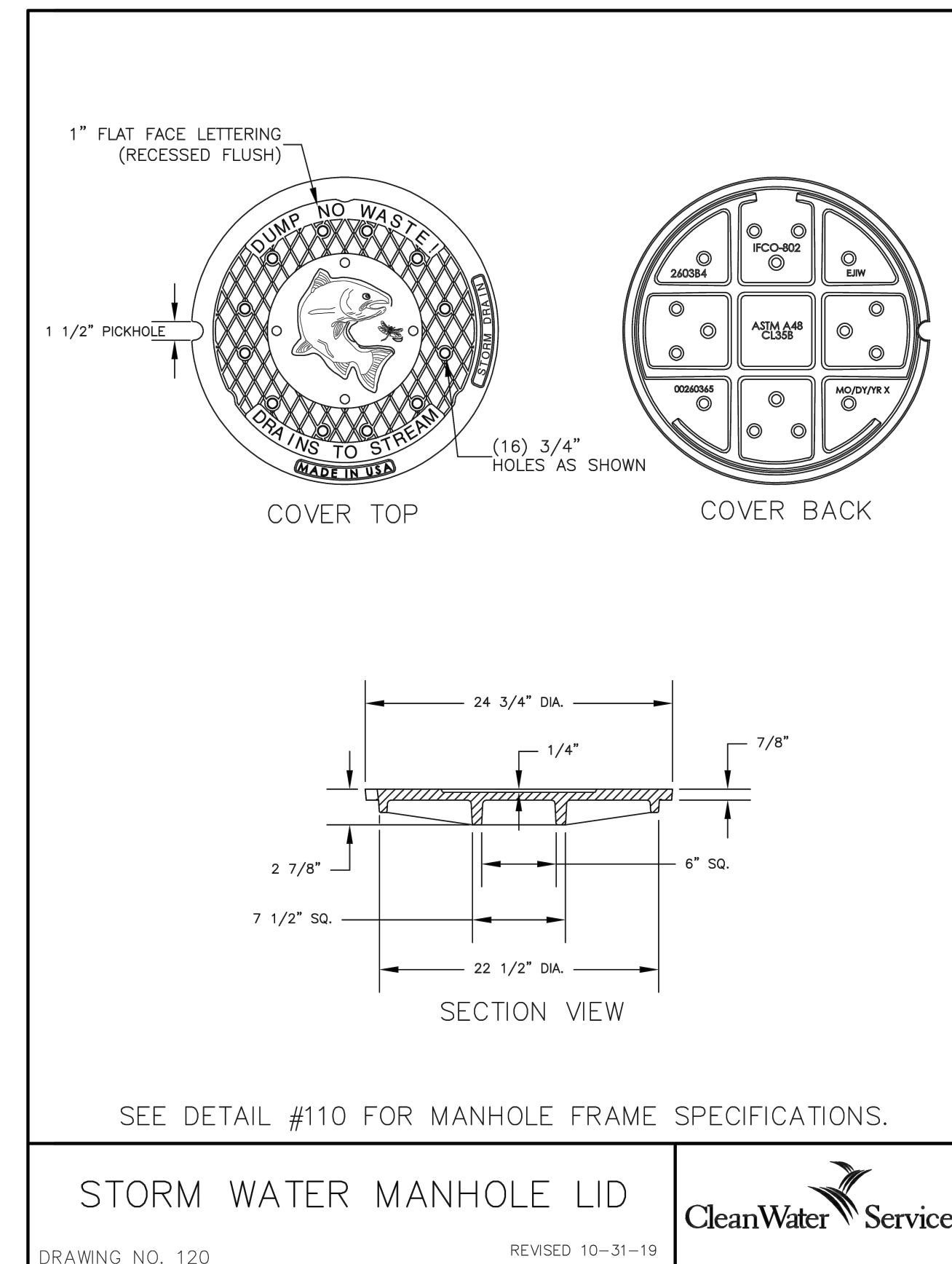
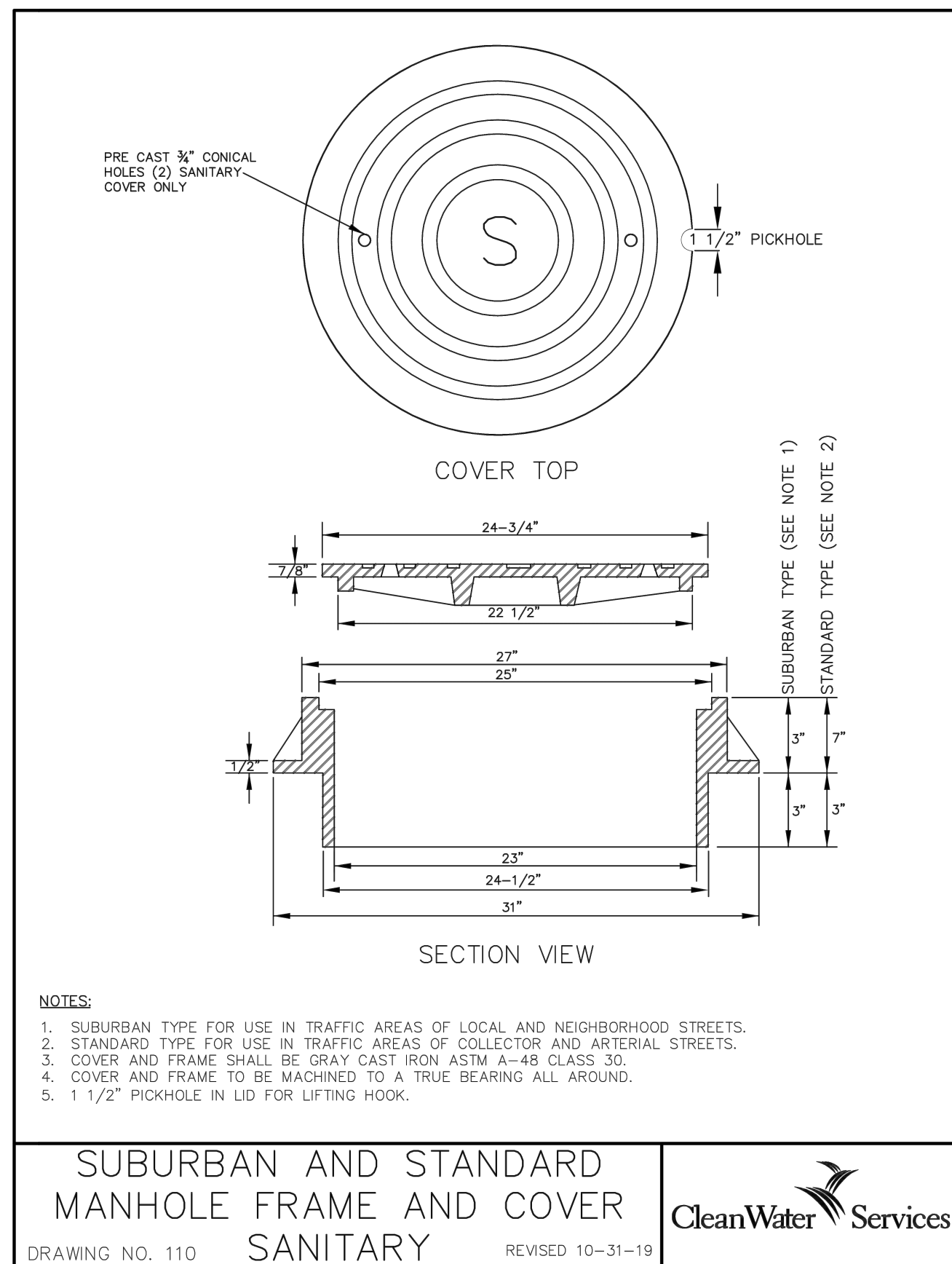
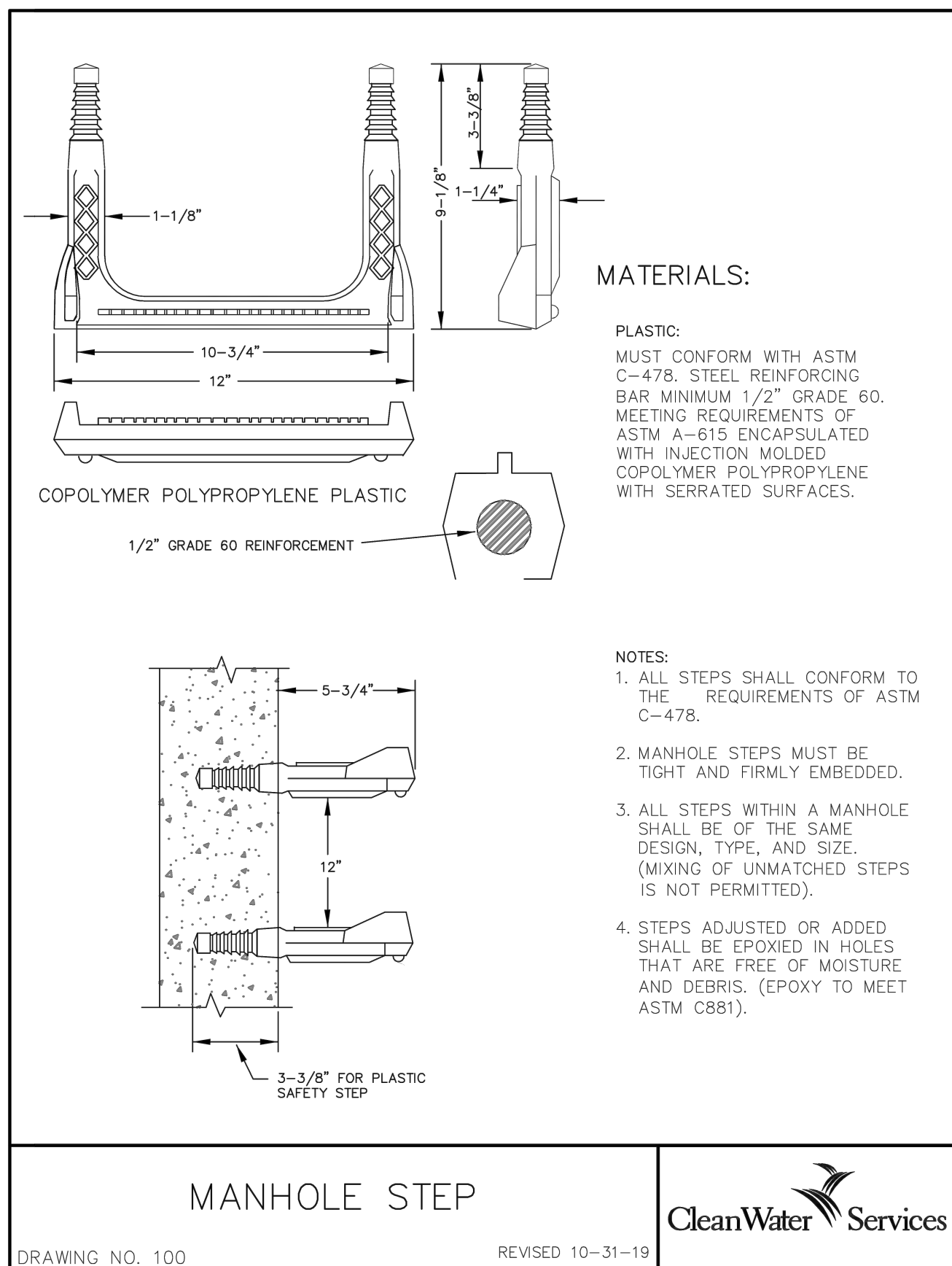
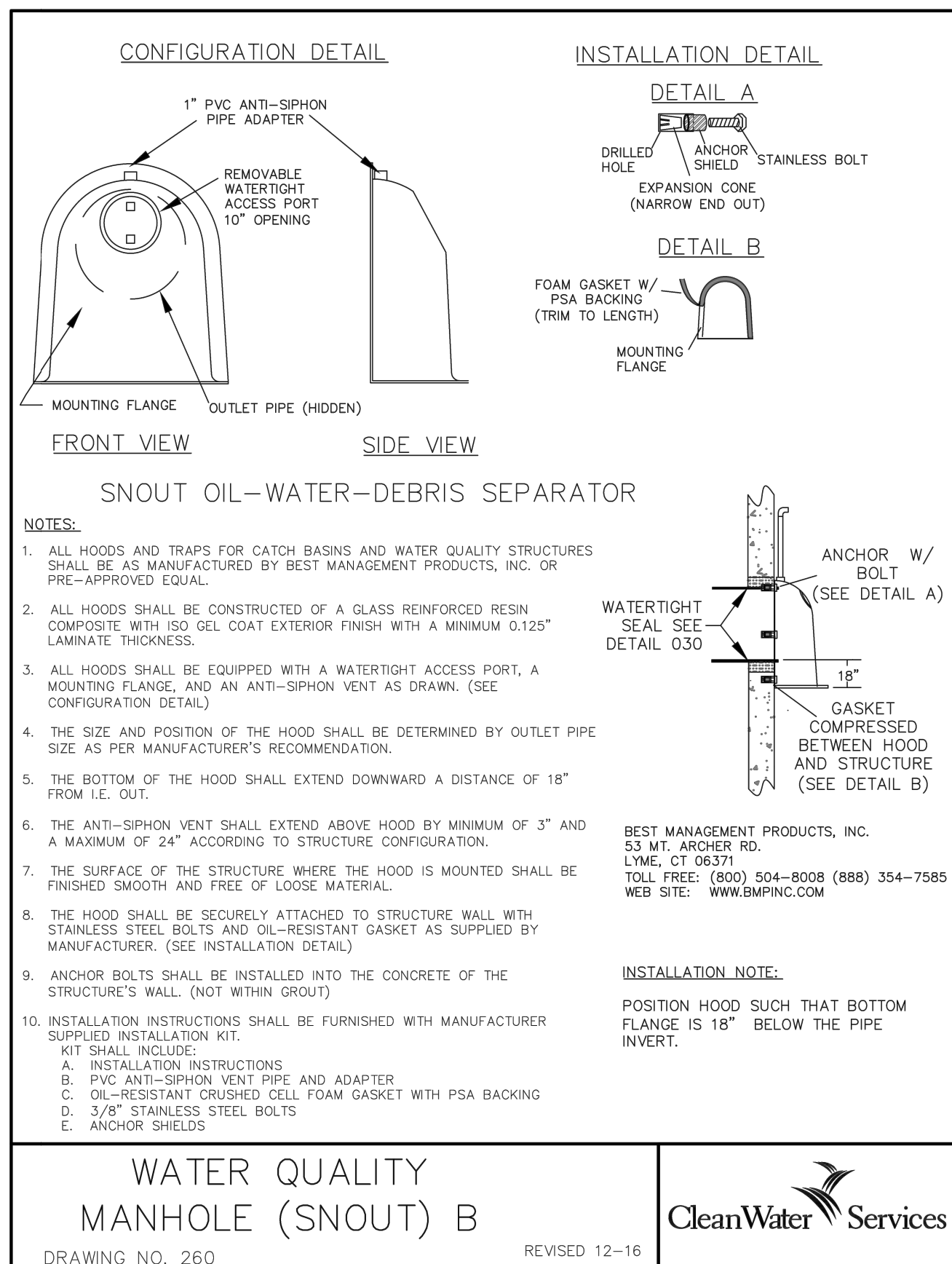
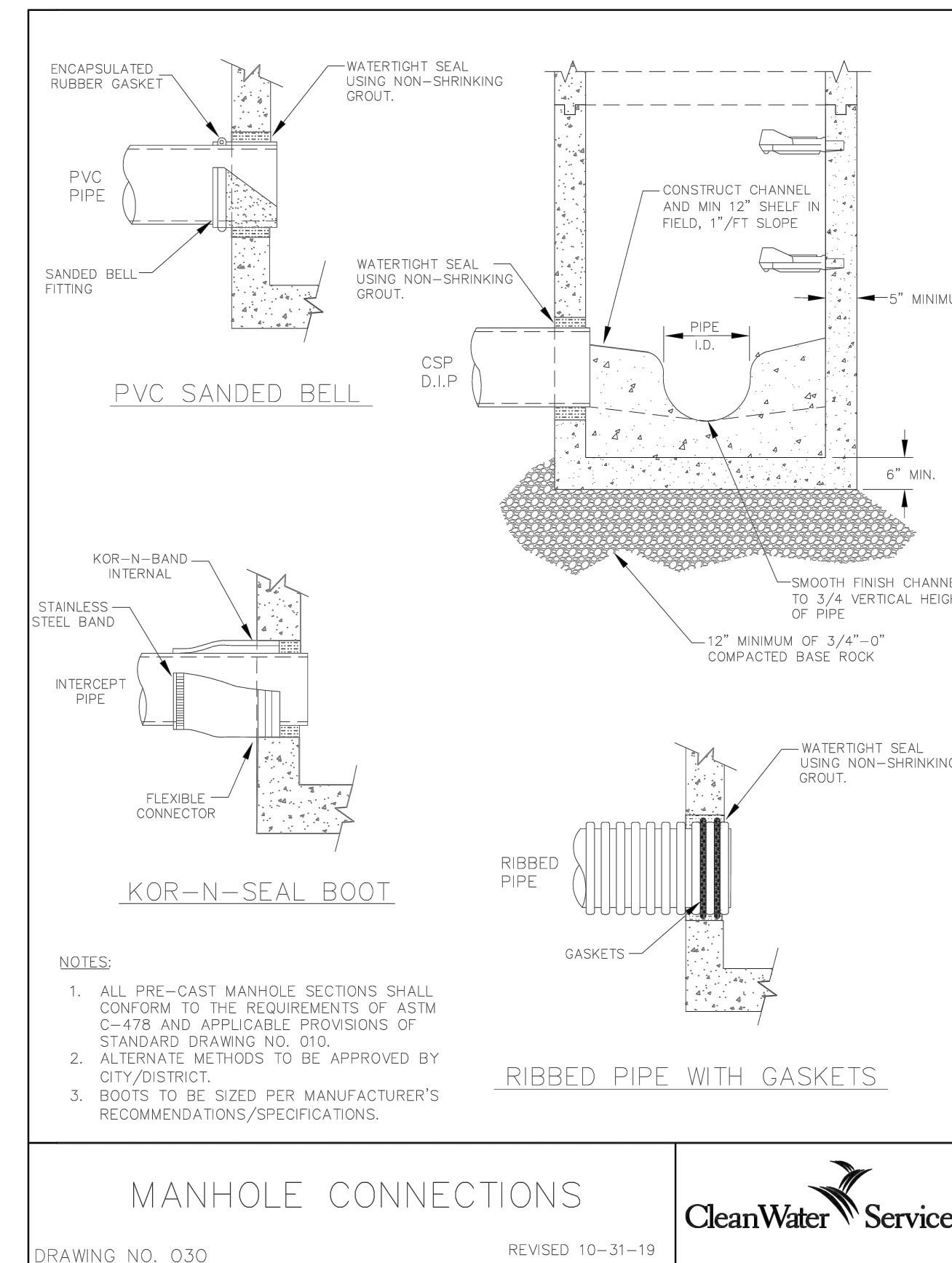
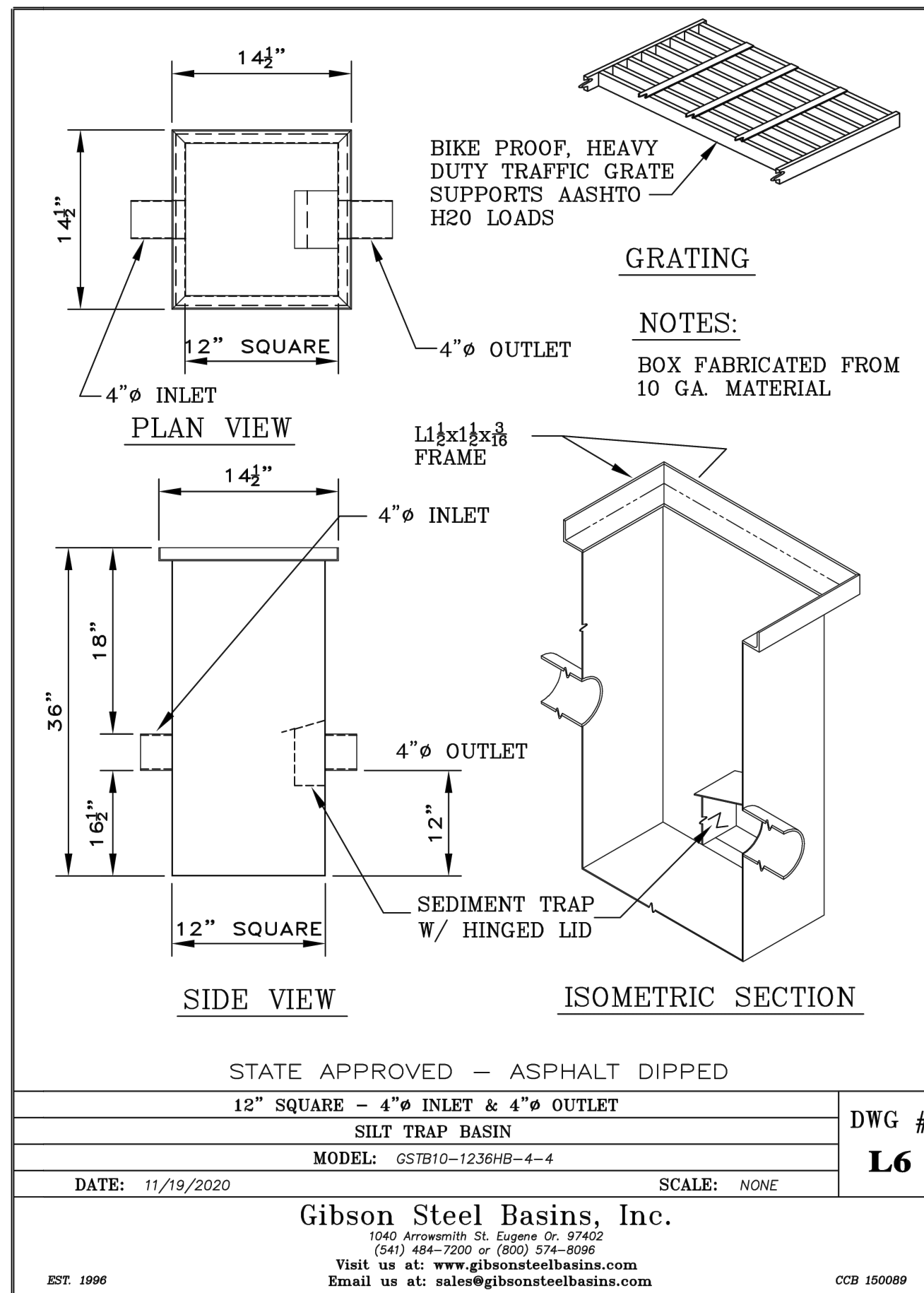
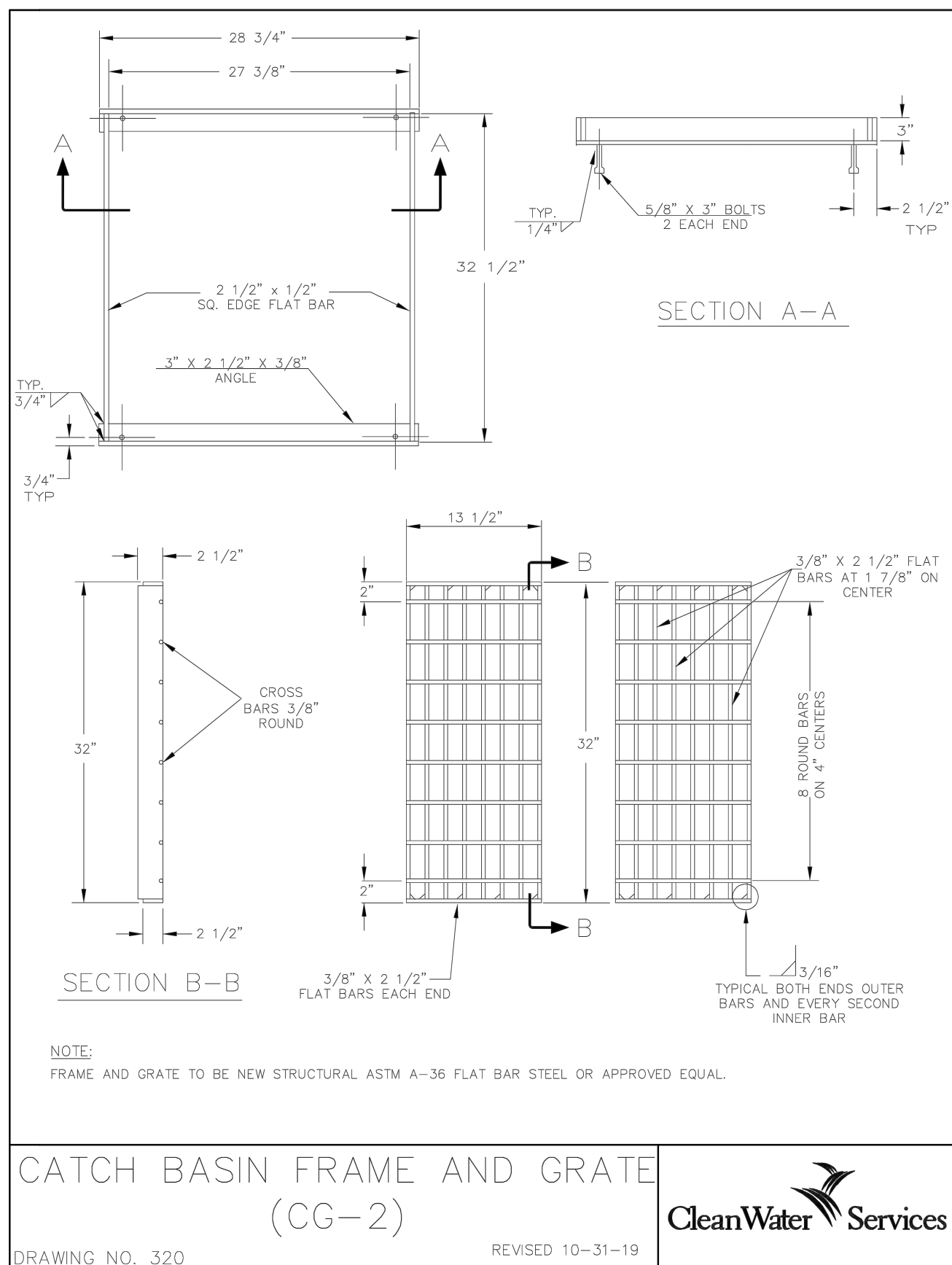
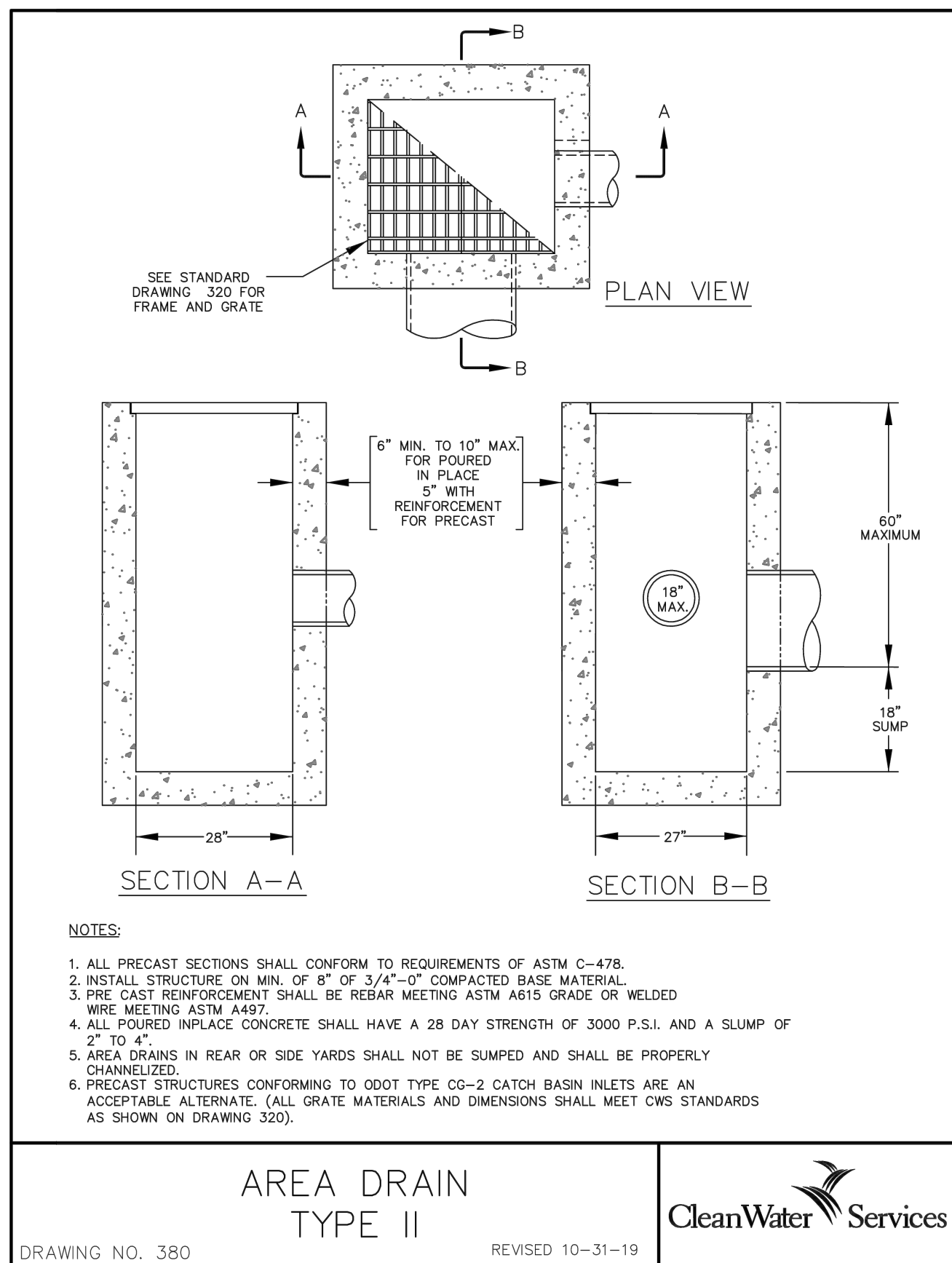
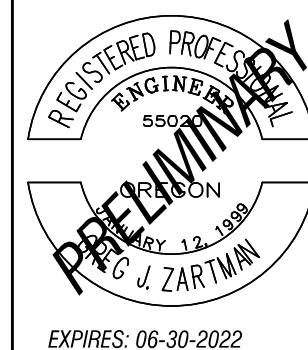
NOT TO SCALE

Invisible Structures, Inc.
 IPZEDGN11.dwg

Use this detail for edging Grasspave2 areas

1600 Jackson Street, Suite 310
 Golden, CO 80401
 800-233-1510 OR 303-373-1234
 FAX: 303-373-1223
 www.invisiblestructures.com
 04/11





NO.	DATE	REVISION	BY

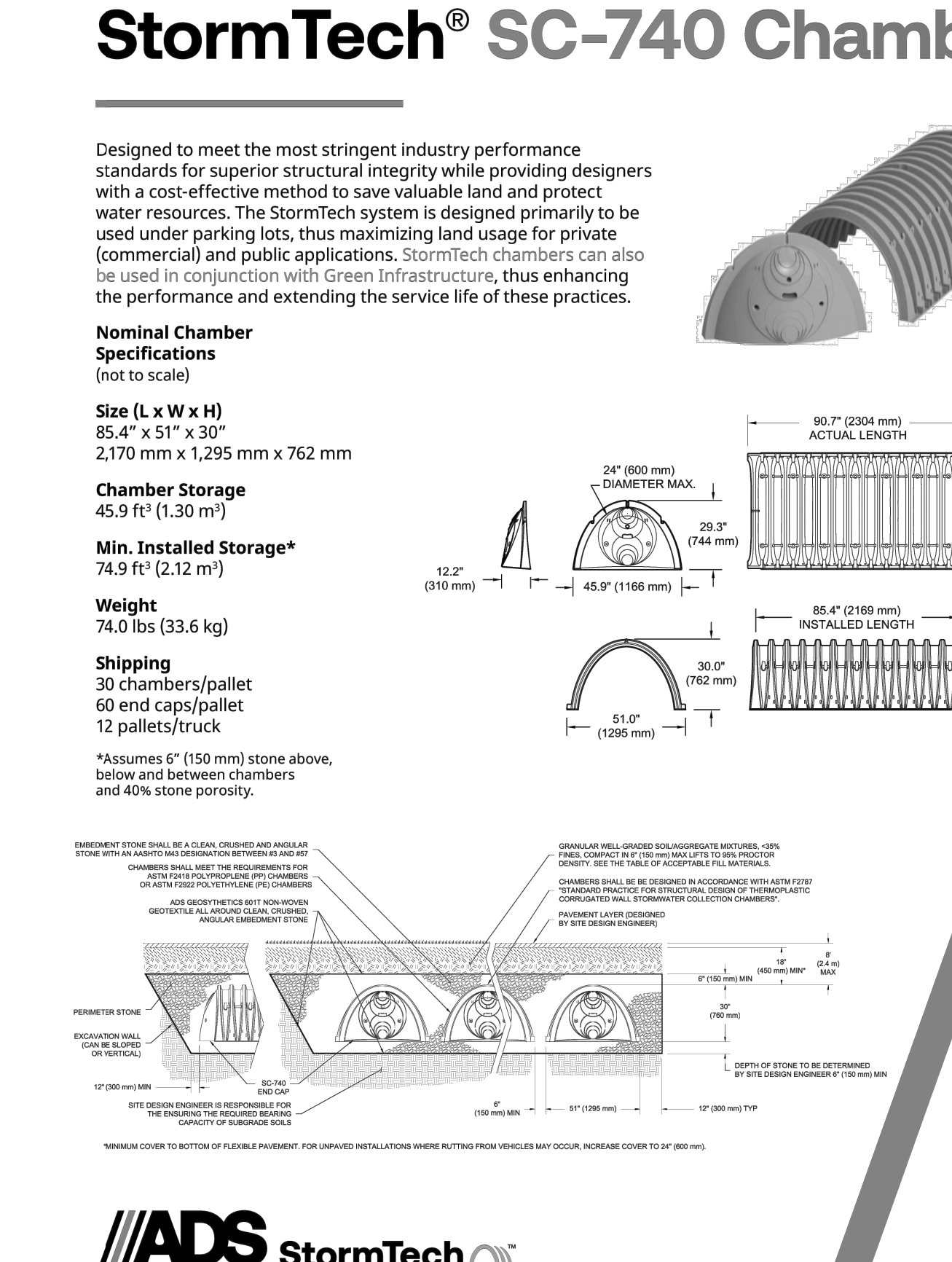
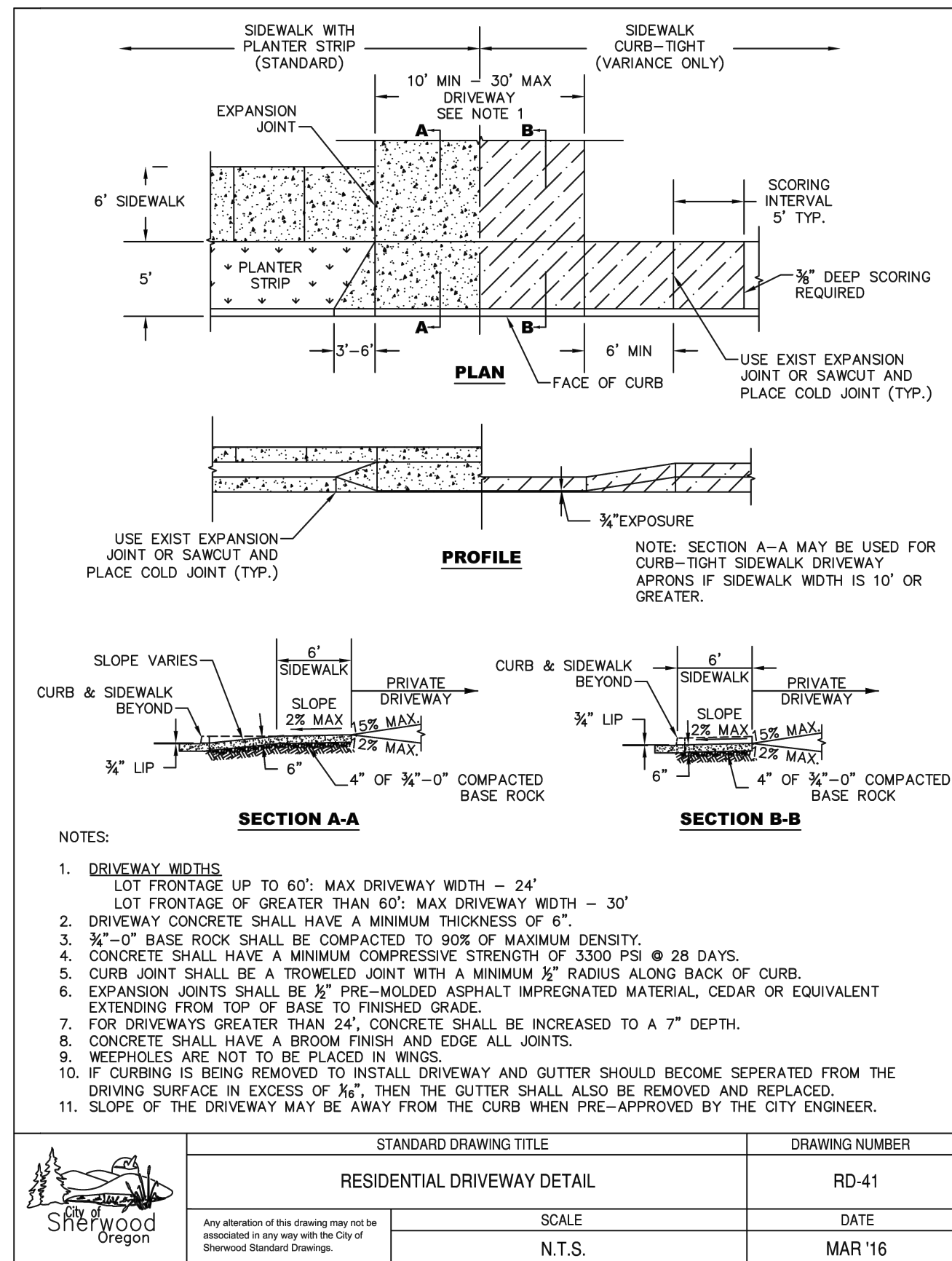
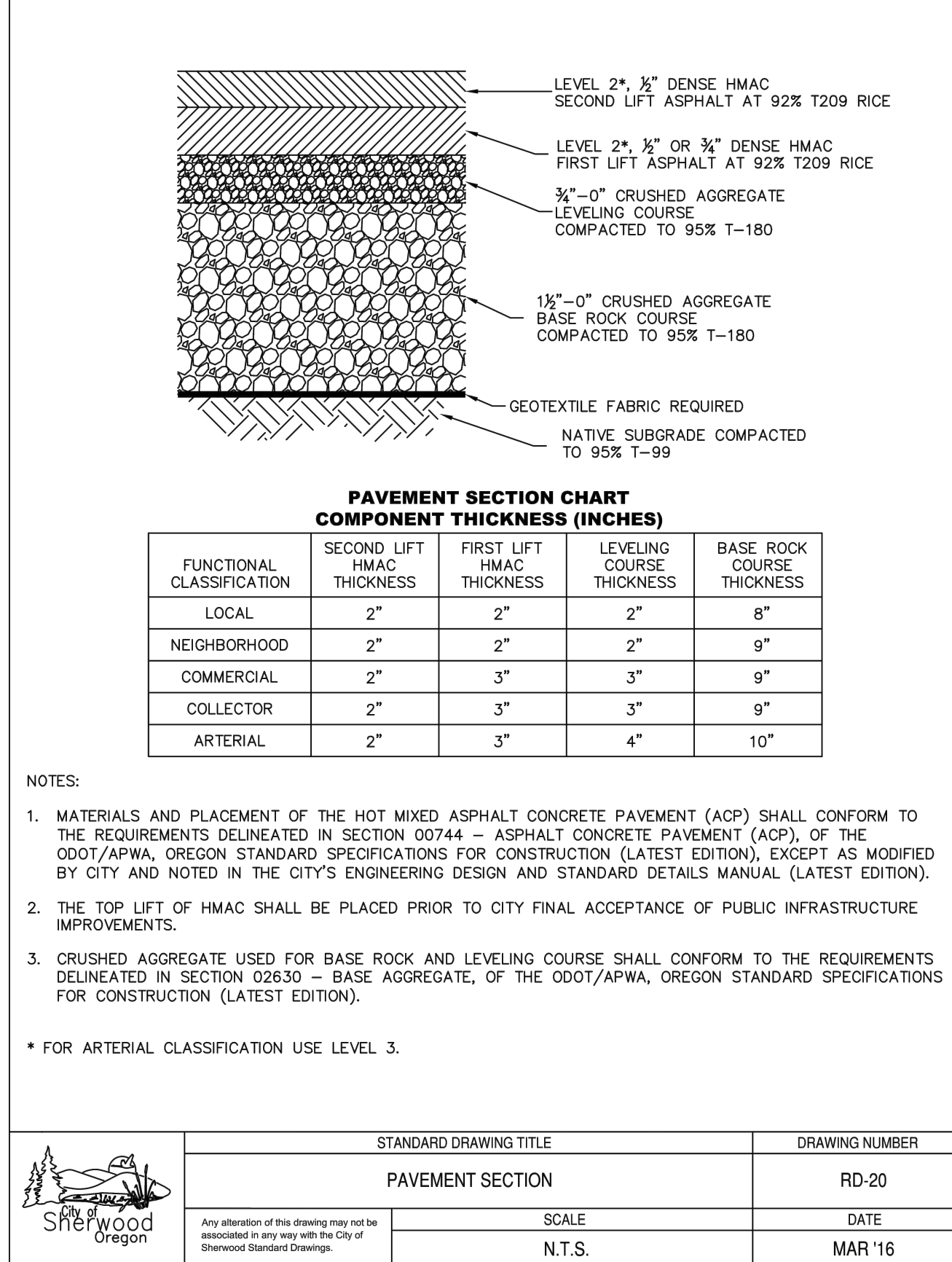
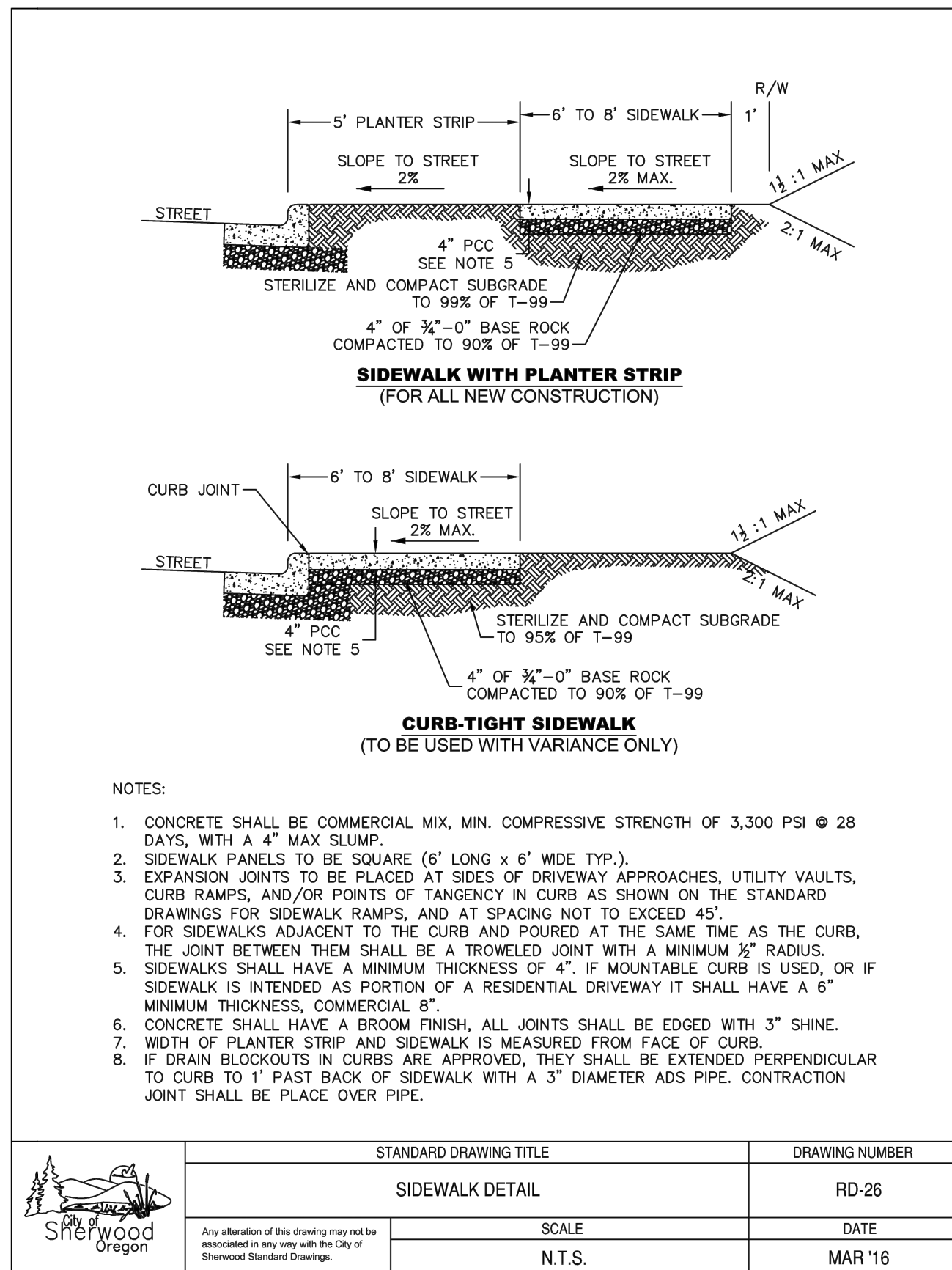
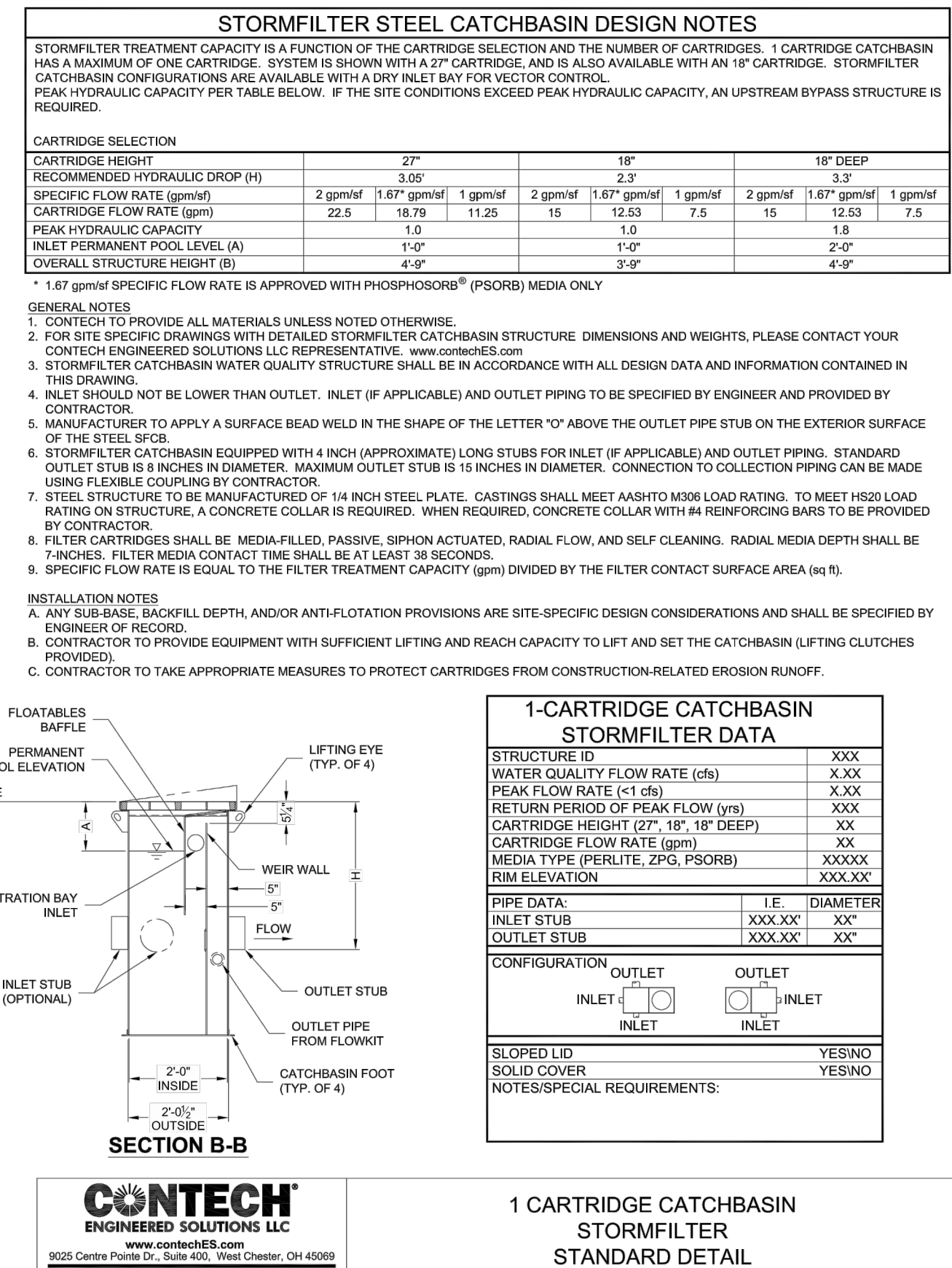
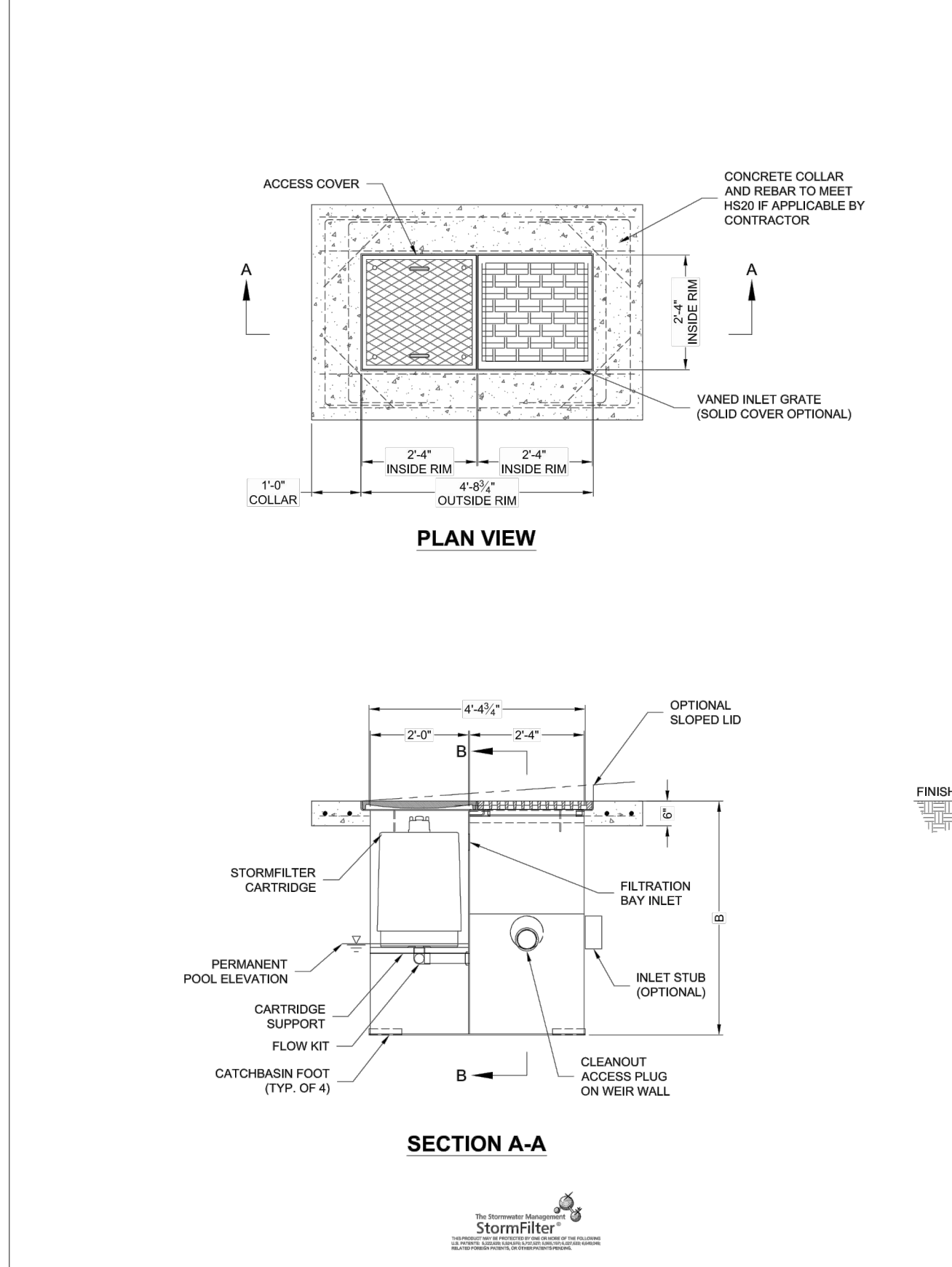
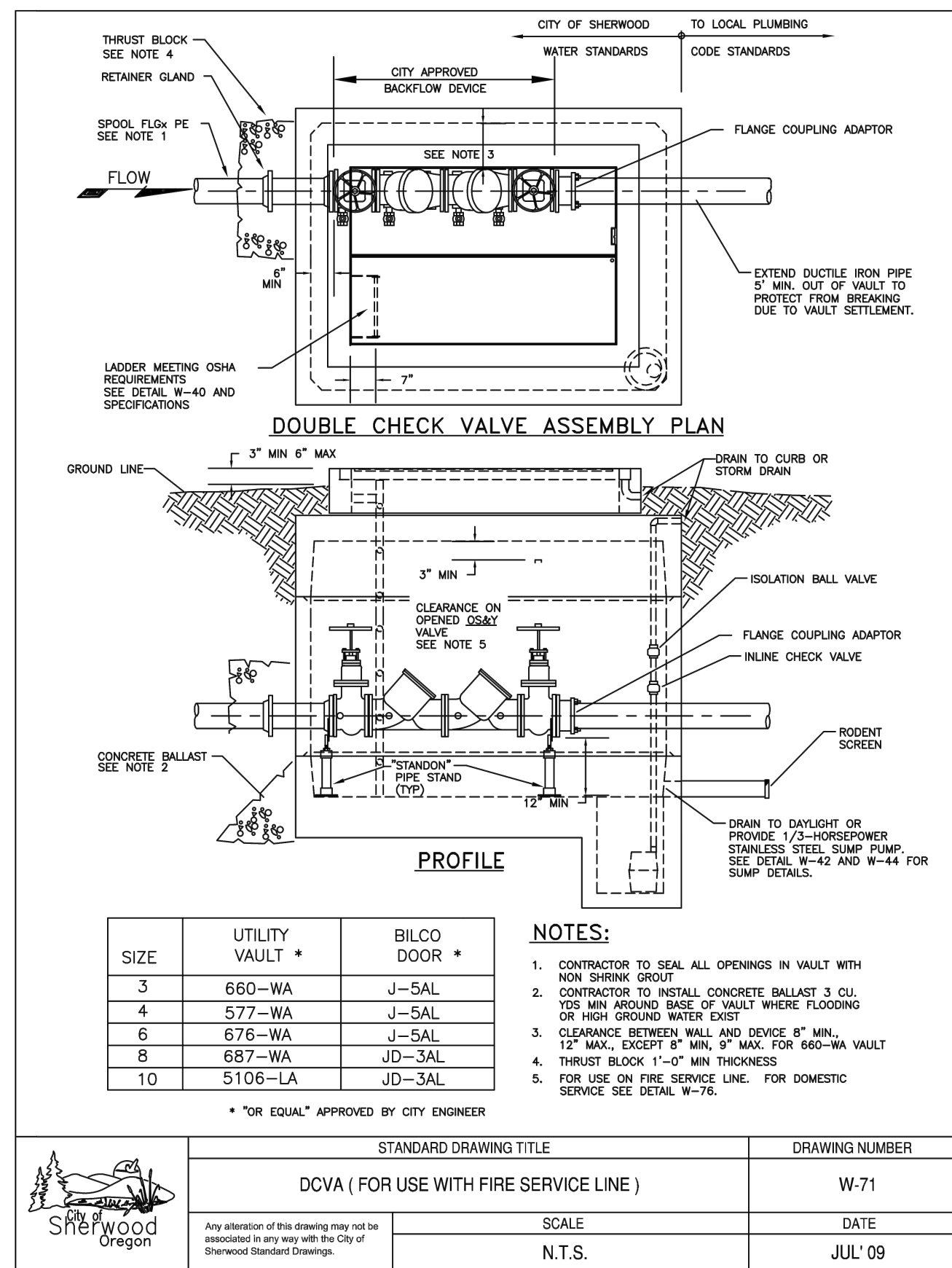
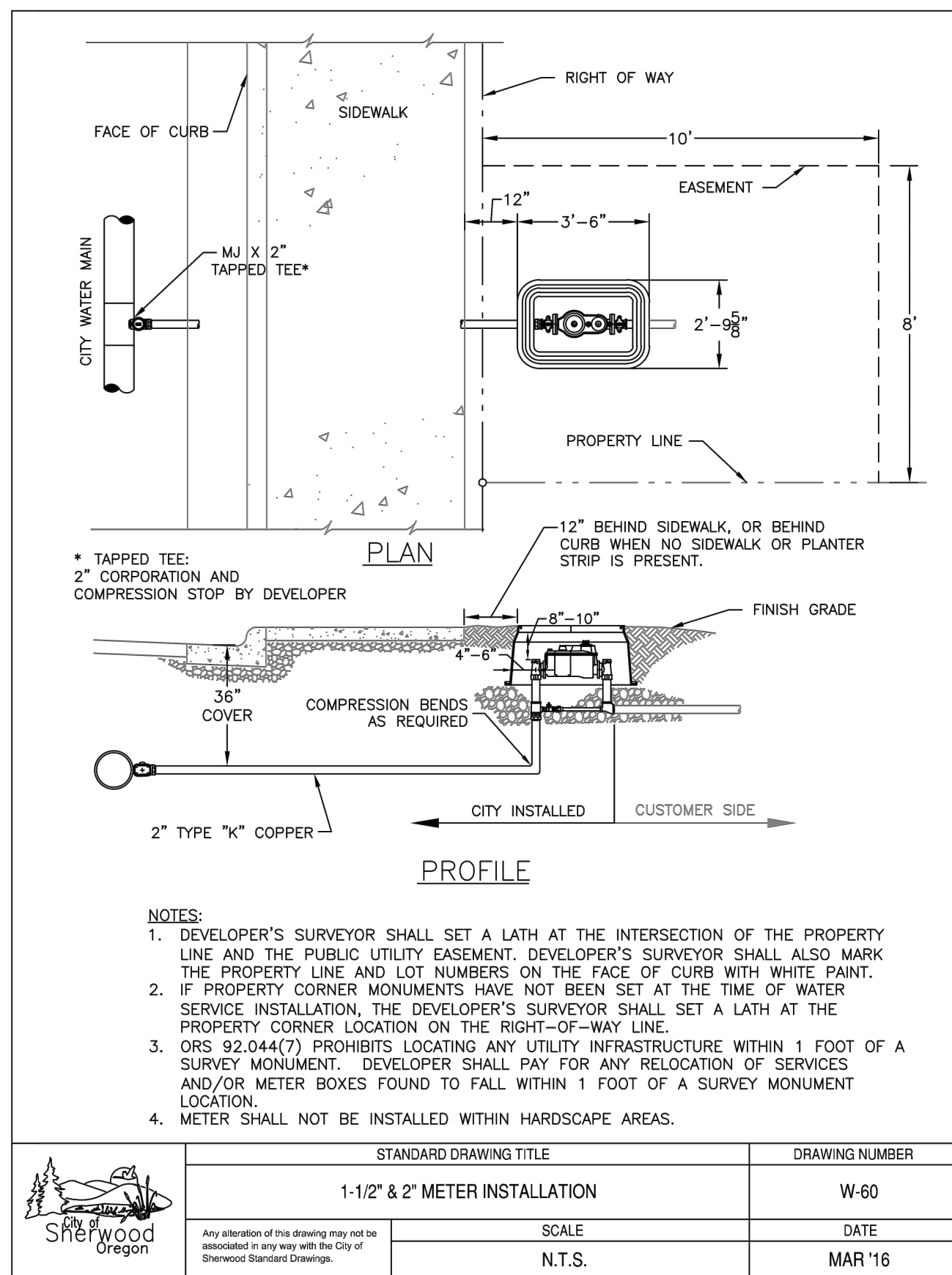
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SCALE	NO SCALE
PROJECT NO.	60-16
SHEET	15 OF 17

DT-2



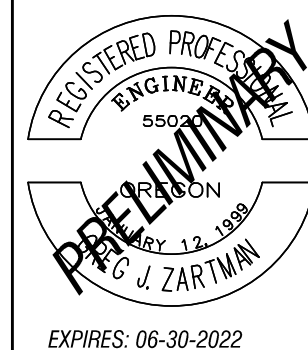
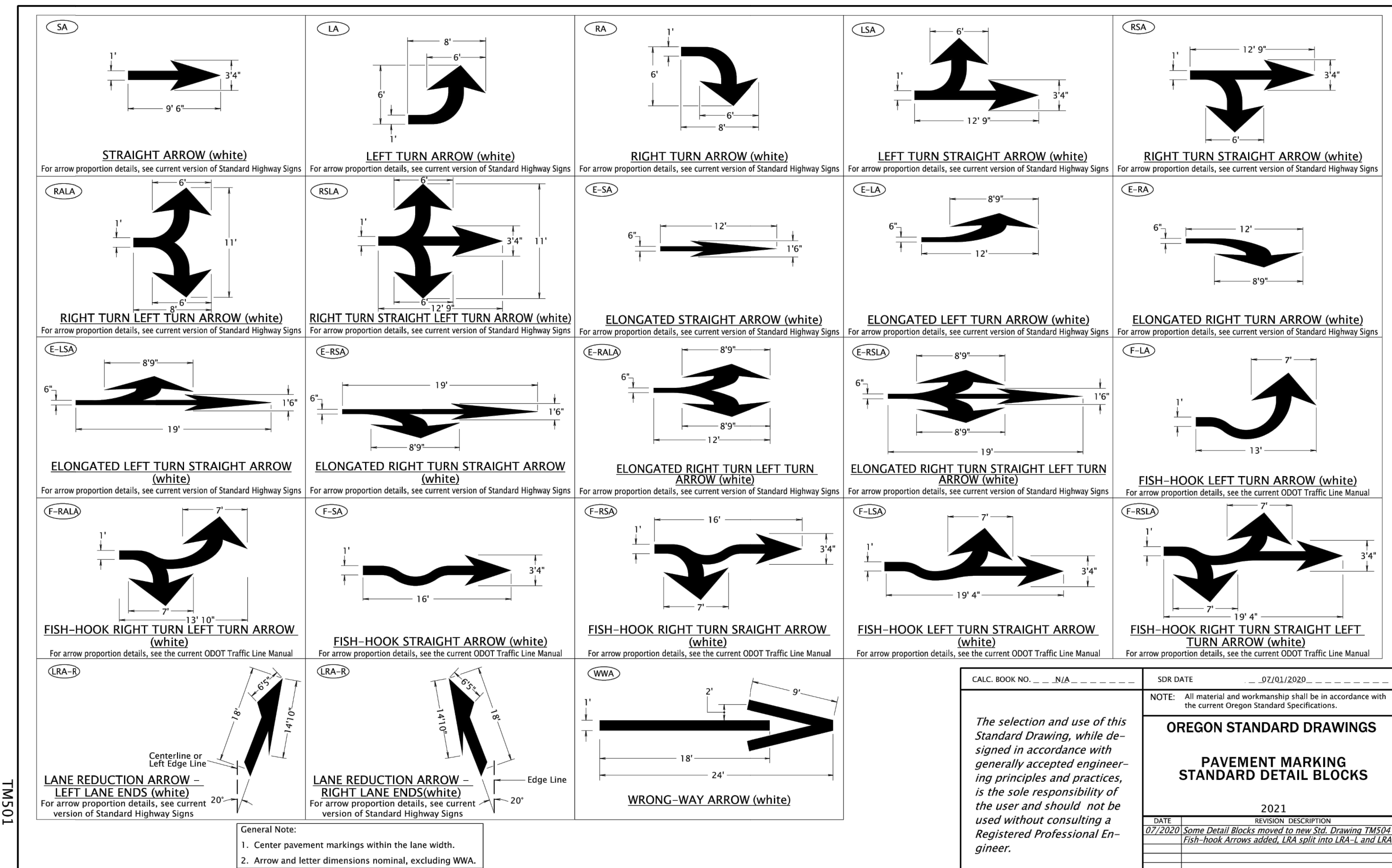
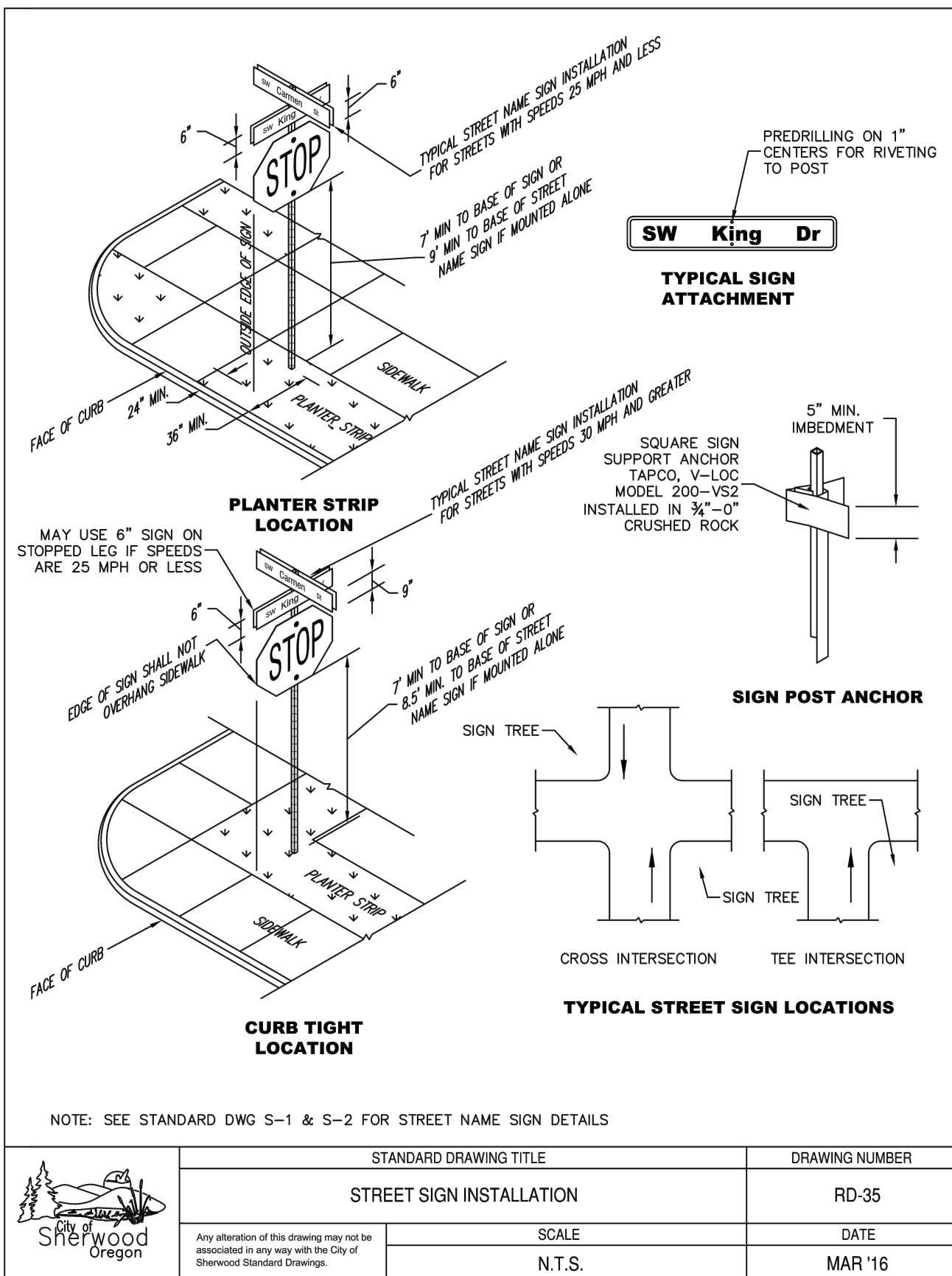
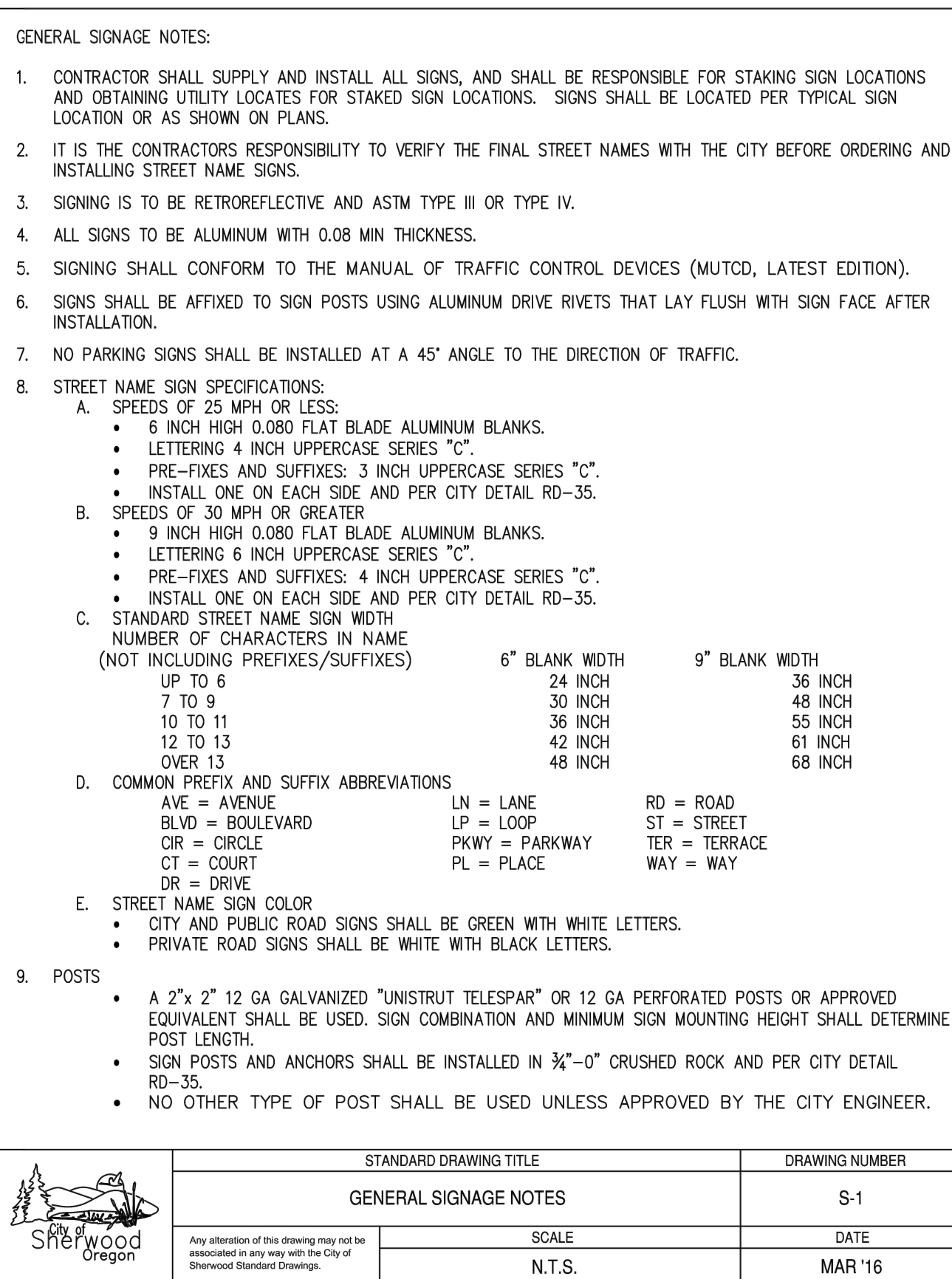
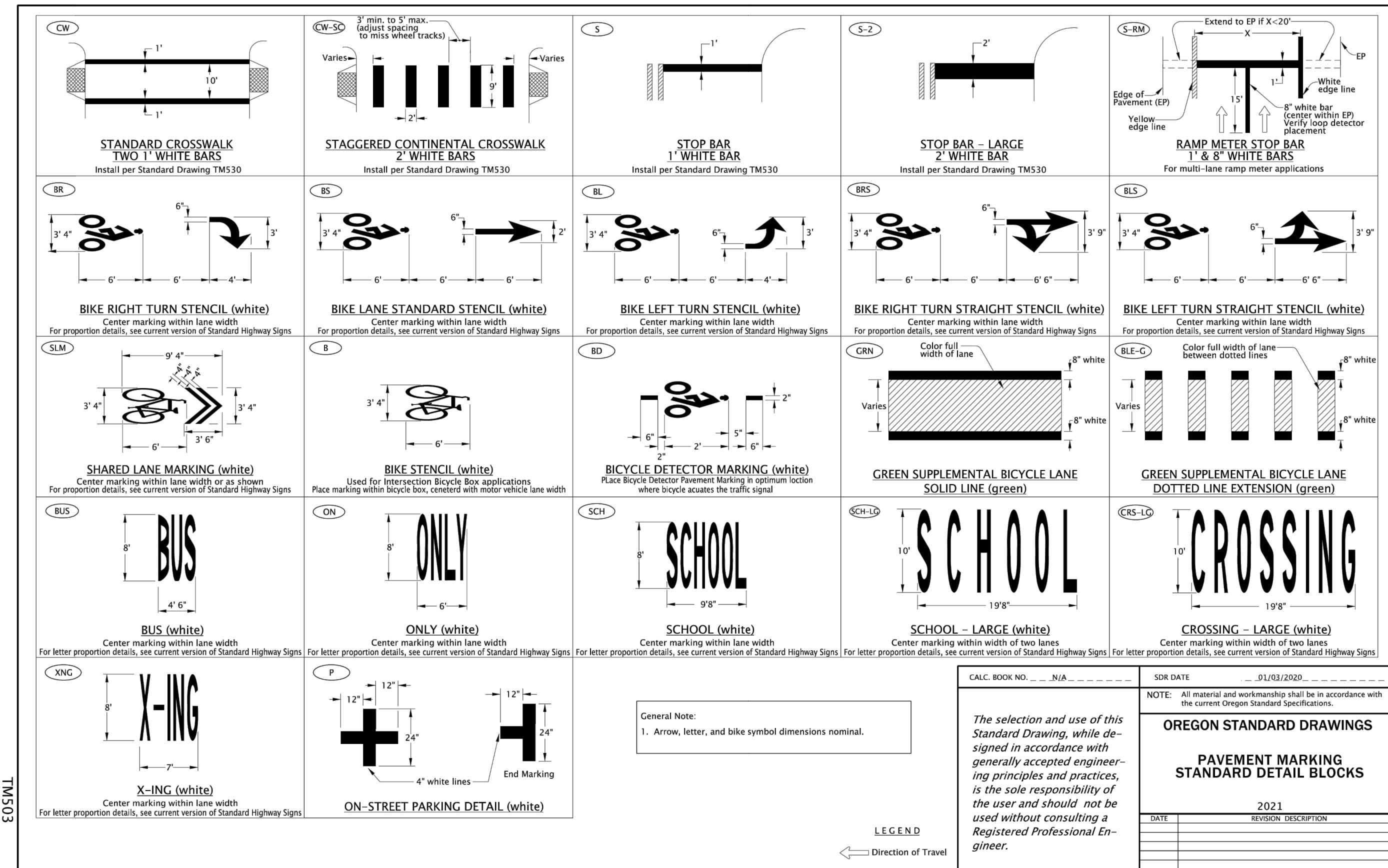
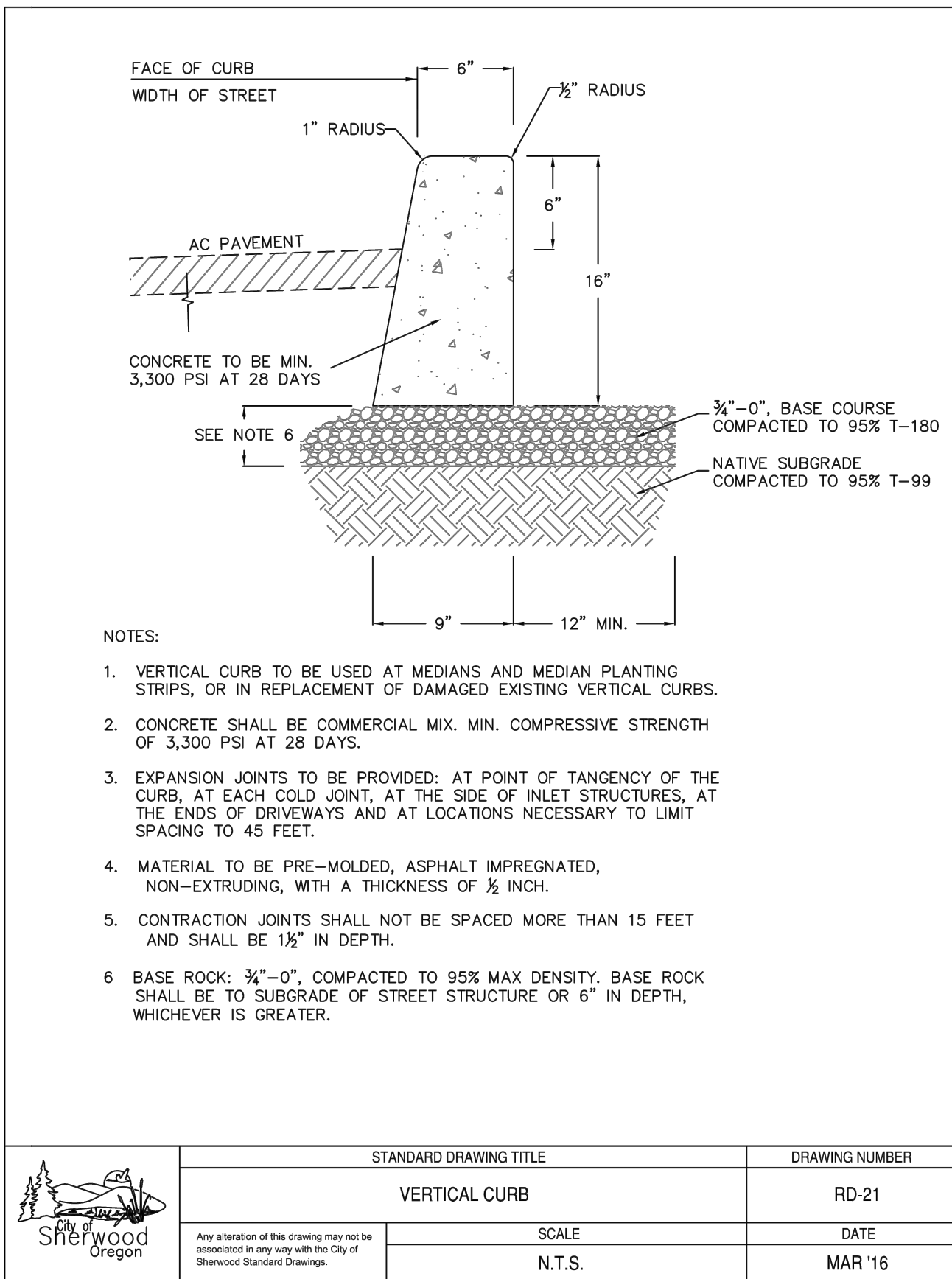
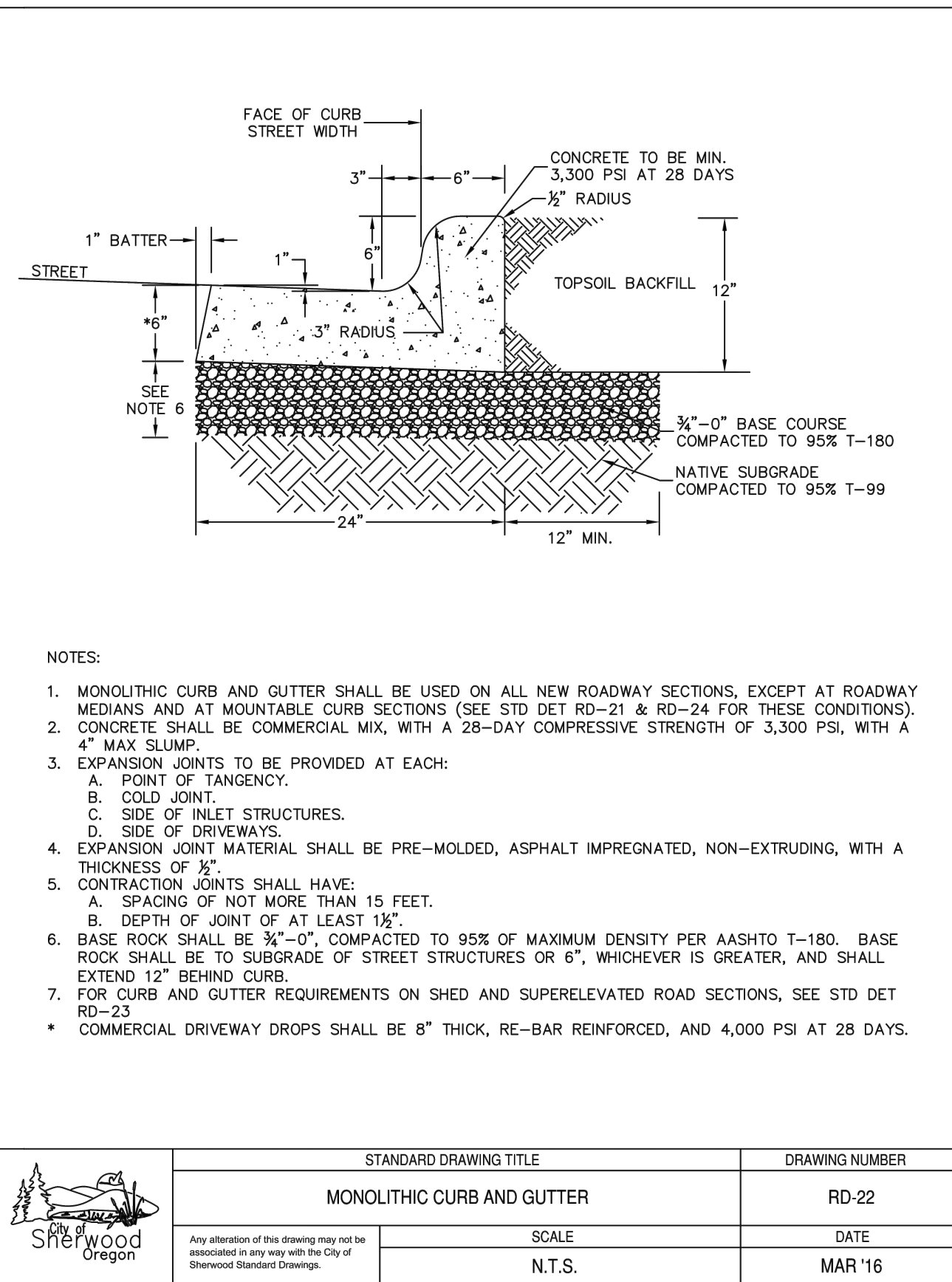
REGISTERED PROFESSIONAL ENGINEER
5500
OREGON
EXPIRES: 06-30-2022

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SCALE: NO SCALE
PROJECT NO: 60-16
SHEET: 16 OF 17
DT-3



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DETAILS
SCALE: NO SCALE
PROJECT NO: 60-16
SHEET: 17 OF 17
DT-4

Plant Legend

TREES	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HEIGHT	MATURE SPREAD	CANOPY AREA	CANOPY TOTALS
	6	Acer circinatum / Vine Maple	2" Cal., B&B	20	20	314 sf	1884 sf
	7	Cercis canadensis / Eastern Redbud	2" Cal., B&B	25	25-30	SMALL STREET TREE, UNDER POWERLINES	
	6	Chamaecyparis nootkatensis 'Green Arrow' / Green Arrow Nootka Cypress	6' Ht., B&B	25	3	15 sf	78 sf
	4	Juniperus scopulorum "Skyrocket" / Skyrocket Juniper	6' Ht., B&B	12	3	7 sf	28 sf
	3	Nyssa sylvatica "Wildfire" / Black Gum	2" Cal., B&B	50	30	707 sf	2121 sf
	6	Prunus serrulata 'Amanogawa' / Flowering Cherry	2" Cal., B&B	25	12	113 sf	678 sf
	1	Ulmus parvifolia / Lacebark Elm	2" Cal., B&B	50	35	962 sf	962 sf

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE
	32	Arctostaphylos uva-ursi / Kinnikinnick	1 Gal @ 30" o.c.
	3,411 sf	ProTime PT301 Water Smarter Fescue or Approved Equal	Seed @ Rate of 10 lbs per 1000 sf

SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE
	29	Abelia x grandiflora "Kaleidoscope" / Kaleidoscope Abelia	1 Gal.
	11	Abelia x grandiflora "Sherwoodii" / Sherwood Glossy Abelia	2 Gal.
	8	Cornus sericea "Kelsey" / Kelsey's Dwarf Red Twig Dogwood	2 Gal.
	101	Euonymus japonicus "Green Spire" / Green Spire Euonymus	3 Gal.
	26	Euonymus japonicus "Microphyllus" / Boxleaf Euonymus	2 Gal.
	6	Ilex crenata "Sky Pencil" / Sky Pencil Japanese Holly	24"-30" Ht.
	26	Ilex crenata "Soft Touch" / Soft Touch Japanese Holly	2 Gal.
	6	Nandina domestica "Gulf Stream" TM / Gulf Stream Heavenly Bamboo	1 Gal.
	6	Prunus laurocerasus "Mount Vernon" / Mount Vernon Laurel	1 Gal.
	19	Rhaphiolepis indica "Ballerina" / Ballerina Indian Hawthorn	2 Gal.
	10	Rhaphiolepis umbellata "Minor" / Yedda Hawthorn	2 Gal.
	18	Sarcococca confusa / Sweetbox	2 Gal.
GRASSES / PERENNIALS	QTY	BOTANICAL / COMMON NAME	SIZE
	30	Calamagrostis x acutiflora "Karl Foerster" / Karl Foerster Feather Reed Grass	1 Gal.
	17	Helictotrichon sempervirens / Blue Oat Grass	1 Gal.

Landscape Requirements:

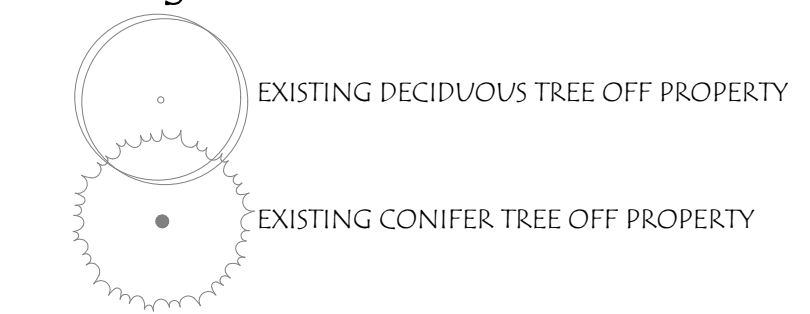
NET SITE SQUARE FOOTAGE (SF): 18,859 SF
 TOTAL LANDSCAPE SF: 3,767 SF
 PERCENTAGE OF SITE: 20%

TREE CANOPY REQUIRED: 30% OF NET = 5,576 SF
 CANOPY = 3.14 x R²
 TREE CANOPY PROPOSED: 5,751 SF+
 *NOT INCLUDING STREET TREES
 *LARGE AND MEDIUM NATIVE TREES NOT USED DUE TO INSUFFICIENT PLANTER AREAS, INSUFFICIENT SHADED AREAS, AND WATER NEEDS

OPEN SPACE REQUIRED: 20% PROPERTY WITH 50% ACTIVE USES
 OPEN SPACE PROPOSED: 800 SF (PROPOSED AS LAWN/SEATING AREA)

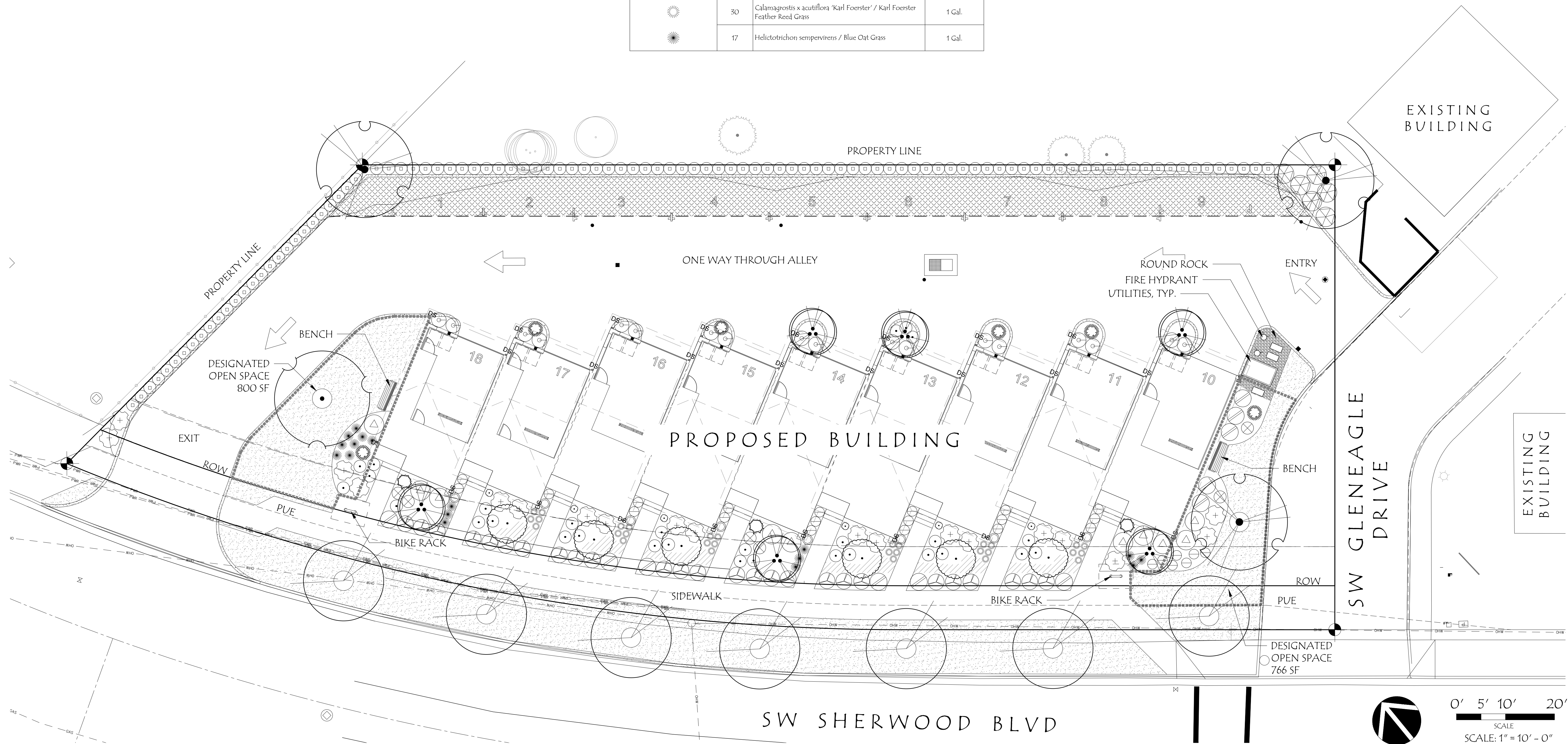
PARKING LOT LANDSCAPE
 45 SF LANDSCAPE PER SPACE
 9 STALLS: 405 SF
 PROPOSED: 479 SF

Legend:



General Notes:

1. PLANTING PLAN FOR PRELIMINARY USE ONLY, NOT FOR BIDDING OR CONSTRUCTION.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN.
3. SEE CIVIL DRAWINGS FOR STORMWATER FACILITIES, GRADING, AND UTILITIES.
4. STREET TREES SELECTED FROM CITY OF SHERWOOD RECOMMENDED STREET TREE LIST (16.142.0990) FOR TREES UNDER POWER LINES, SPACING AT 25' O.C.
5. PLANT LEGEND SEE THIS SHEET.
6. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND SYSTEM DESIGNED BY THE LANDSCAPE ARCHITECT.



Laurus Designs, LLC
 1012 Pine Street
 Silverton, Oregon
 503.784.6494

LANDSCAPE
 LAURUS DESIGNS, LLC
 PH: 503.784.6494

CIVIL
 LEI ENGINEERING &
 SURVEYING OF OREGON, LLC
 PH: 503.399.3828

STRUCTURAL
 MSC ENGINEERS INC.
 PH: 503.399.1399

JURISDICTION
 CITY OF SHERWOOD
 PH: 503.625.4242

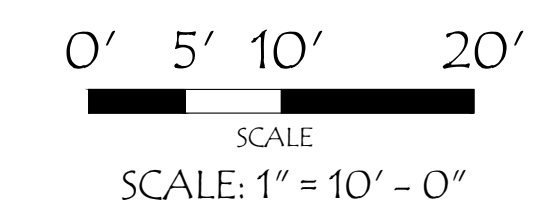
WEST COAST HOME SOLUTIONS
 SHERWOOD, OREGON

CBTWO ARCHITECTS
 500 Liberty Street SE, Suite 100
 Salem, Oregon 97301
 Ph: 503.480.8700 / Fx: 503.480.8701

Issue:	Date:	04.14.2022
Date:	04.14.2022	
Rev:	Description:	Date:

PRELIMINARY PLANTING PLAN

L1.1



NOT FOR CONSTRUCTION
 REGISTERED 643
 PRELIMINARY
 LAURA A. ANTONSON
 OREGON
 11/16/2007
 LANDSCAPE ARCHITECT

MEMORANDUM

To: West Coast Home Solutions, LLC	From: Greg J. Zartman, P.E.
Date: March 15, 2022	Pages: 57
Job Number: 60-16	
Subject: Preliminary Stormwater Treatment Facility Analysis for Multi-Family Development at 21742 SW Sherwood Boulevard, Sherwood, Oregon	

Dear West Coast Home Solutions,

This memorandum presents a preliminary analysis of the stormwater treatment facility for a proposed nine-unit multi-family development in Sherwood, Oregon.

Introduction and Description

The City of Sherwood adheres to the Clean Water Services standards for stormwater management and treatment. These standards are detailed in Chapter 4 of the Clearwater Services Design & Construction Standards (Stormwater Standards).

Per section 4.03 of the Stormwater Standards, the proposed multi-family development falls into the Hydromodification category. This category requires that the development provide onsite stormwater runoff treatment for water quality and flood control (detention) or pay Storm and Surface Water Management System Development Charge (fee in-lieu).

Figure 1, attached, is a proposed site plan showing the nine-unit multi-family development, associated parking, private drive/roadway, and private infrastructure.

The proposed stormwater treatment facility includes mechanical filtration for water quality treatment and underground detention for flood control. Outflow from the onsite stormwater treatment facility will be to a public 12" diameter stormwater pipe adjacent to SW Sherwood Boulevard.

Existing Conditions Hydrologic Analysis

The existing condition consists of a vacant grass covered parcel with a few scattered trees and no existing structures. The area of this vacant parcel is 18,586 square feet.

HydroCAD Version 10 and the Santa Barbara Urban Hydrograph method were used to analyze the pre-development stormwater runoff for this parcel. Rainfall depths by design storm recurrence interval were taken from Section 4.08.2 of the Stormwater Standards.

Given the terrain at the site, pre-development time of concentration was computed at 17.3 minutes. A Geotechnical Engineering/Engineering Geologist Investigation of the site was conducted showing that the onsite soils fall into the Hydrological Soil Group C/D with a design infiltration rate of 0.7 in/hr. This produces stormwater run-off flows, by design storm recurrent interval of:

- $Q_2 = 0.09$ cfs;
- $Q_5 = 0.13$ cfs;
- $Q_{10} = 0.16$ cfs.

See attached HydroCAD output for computation details.

Post Development Hydrologic Analysis

The post development condition will result in 12,589 square feet of impervious surfaces, including 1,548 square feet of pervious pavement, and 5,997 square feet of pervious surfaces (landscaping). See Figure 1, attached, for a site plan with delineated post development basins. Using the design rainfall events from the Stormwater Standards, HydroCAD Version 10 computed the following stormwater run-off flows by design storm recurrence interval:

Table 1: Basin Areas and Run-Off Flows by Design Storm Recurrence Interval

Basin	Areas (square feet)				Q_2 (cfs)	Q_5 (cfs)	Q_{10} (cfs)
	Total	Impervious	Pervious	Pervious Pavement			
Building Frontage	3,053	3,053	0	0	0.04	0.05	0.06
Basin 1	6,952	4,226	2,726	701	0.06	0.08	0.09
Basin 2	3,965	2,505	1,460	520	0.03	0.04	0.05
Basin 3	4,616	2,805	1,811	327	0.04	0.05	0.06
Totals ¹	18,586	12,589	5,997	1,548	0.17	0.22	0.25

¹: Totals in this table are taken from HydroCAD output and may not equal the sum of the individual sub-catchment numbers due to rounding in the hundreds

See attached HydroCAD output for computation details.

Water Quality Treatment Analysis

Mechanical filtration will be used to treat stormwater runoff for water quality. Two types of filters will be used to treat run-off for this development:

1. Clean/Way Downspout Filters: Used to treat stormwater run-off from building frontage roof areas delineated in the site plan as "Building Frontage."
2. Contech Catch Basin Mounted StormFilter Mechanical Filters: Used to treat stormwater run-off from onsite parking, drive isle, and the rear half of the building roofs. These areas are delineated as Basins 1 & 2 on the site plan.

Section 4.08.5 of the Stormwater Standards sets out the volume and flow that must be treated for water quality to meet Hydromodification specifications. Specifically, these sections state that water quality treatment facilities must treat run-off from a dry weather storm producing 0.36 inches of precipitation falling in 4 hours with a 96-hour return interval. Section 4.08.5 provides equations for computing the volume and flow of water quality runoff to be treated. The result from these equations by Basin/Catchment is as follows:

1. Building Frontage:

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times \text{Treatment Area (sq ft)}}{12 \text{ in/hr}}$$

Therefore,

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times 3,053 \text{ sq ft}}{12 \text{ in/hr}}$$

$$\text{Water Quality Volume} = 91.6 \text{ cubic feet}$$

Also, from Section 4.08.5:

$$\text{Water Quality Flow (cfs)} = \frac{\text{Water Quality Volume (cubic feet)}}{14,400 \text{ seconds}}$$

Therefore,

$$\text{Water Quality Flow (cfs)} = \frac{91.6 \text{ cubic feet}}{14,400 \text{ seconds}}$$

$$\text{Water Quality Flow} = 0.01 \text{ cfs}$$

2. Basin 1

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times \text{Treatment Area (sq ft)}}{12 \text{ in/hr}}$$

Therefore,

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times 3,525^* \text{ sq ft}}{12 \text{ in/hr}}$$

*excludes 701 square feet of pervious pavement for parking stalls

$$\text{Water Quality Volume} = 105.8 \text{ cubic feet}$$

Also, from Section 4.08.5:

$$\text{Water Quality Flow(cfs)} = \frac{\text{Water Quality Volume (cubic feet)}}{14,400 \text{ seconds}}$$

Therefore,

$$\text{Water Quality Flow (cfs)} = \frac{105.8 \text{ cubic feet}}{14,400 \text{ seconds}}$$

$$\text{Water Quality Flow} = 0.01 \text{ cfs}$$

3. Basin 2:

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times \text{Treatment Area (sq ft)}}{12 \text{ in/hr}}$$

Therefore,

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times 1,985^* \text{ sq ft}}{12 \text{ in/hr}}$$

*excludes 520 square feet of pervious pavement for parking stalls

$$\text{Water Quality Volume} = 59.6 \text{ cubic feet}$$

Also, from Section 4.08.5:

$$\text{Water Quality Flow(cfs)} = \frac{\text{Water Quality Volume (cubic feet)}}{14,400 \text{ seconds}}$$

Therefore,

$$\text{Water Quality Flow (cfs)} = \frac{59.6 \text{ cubic feet}}{14,400 \text{ seconds}}$$

$$\text{Water Quality Flow} = 0.004 \text{ cfs}$$

4. Basin 3:

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times \text{Treatment Area (sq ft)}}{12 \text{ in/hr}}$$

Therefore,

$$\text{Water Quality Volume (cubic feet)} = \frac{0.36 \text{ in} \times 2,478^* \text{ sq ft}}{12 \text{ in/hr}}$$

*excludes 327 square feet of pervious pavement for parking stalls

$$\text{Water Quality Volume} = 74.3 \text{ cubic feet}$$

Also, from Section 4.08.5:

$$\text{Water Quality Flow(cfs)} = \frac{\text{Water Quality Volume (cubic feet)}}{14,400 \text{ seconds}}$$

Therefore,

$$\text{Water Quality Flow (cfs)} = \frac{59.6 \text{ cubic feet}}{14,400 \text{ seconds}}$$

$$\text{Water Quality Flow} = 0.01 \text{ cfs}$$

Table 2: Water Quality Flows to Treat by Basin/Catchment Summary

Basin	WQ Flow
Building Frontage	0.01
Basin 1	0.01
Basin 2	0.004
Basin 3	0.01

As stated above, the Building Frontage catchment represents the front portions of the buildings with roof flows flowing towards Sherwood Boulevard. Each Building will be fitted with a Clear/Way Downspout Filter at the downspouts. Water quality flow, as calculated above, is well within the manufacture specifications for these downspout filters.

Basins 1 and 2 produce a collective water quality run-off flow of 0.014 cfs, which can be treated by a single 18” StormFilter Mechanical Filter placed in a Contech Mechanical Filtration Catch Basin. The treatment capacity of an 18” StormFilter Mechanical Filter is 0.033 cfs, as specified by the manufacture. Due to site constraints, it was not possible to plumb Basin 3 into catch basin 2 with the mechanical filter.

Flood Control Analysis

Hydromodification flood control for this development is provided by underground detention using ADS StormTech detention chambers, with a control structure to meter flow to the public conveyance system in SW Sherwood Boulevard. This detention system and control structure was sized to accommodate the flow requirements listed in Table 4-7 of section 4.08.6 of the Stormwater Standards.

Stormwater run-off from the Building Frontage catchment will be piped directly to the public system, after water quality treatment, and over detention of other basins in the project will be done to meet Hydromodification requirements for flow control. Stormwater run-off from Basins 1, 2, & 3 will be metered to the public system by way of a control structure with orifices sized to the appropriate pre-development to post-development recurrence design run-off flows. The control structure is composed of a 48” diameter manhole with a 12” diameter standpipe, and with 1” diameter drilled orifice in a cap at the base of the standpipe for the 50% of the 2-year pre-development recurrence design stormwater run-off flow and also a 2”x 2” cut notch 2.5’ above the base of the standpipe for the 5-year and 10-year pre-development recurrence interval stormwater run-off flows. Flows more than the 5-year and 10-year post-development recurrence interval flows will flow through the overflow set 3’ above the base of the standpipe. The underground detention for this system consists of 9 chambers (64 lineal feet) of ADS StormTech SC-740 cells and associated rock, providing 946 cubic feet of detention

Summary of the hydraulic characteristics of the flow Flood control summary results in relation to the flow requirements listed in Table 4-7 of the Stormwater Standards is as follows.

Table 3: Detention System Flow Summary

Requirement	Pre-Development Flow (cfs)	Flow To Public System (cfs) ¹	Meets Standard
50% of 2-year, 24-hour	0.05	0.06	Yes
5-Year, 24-Hour	0.13	0.10	Yes
10-Year 24-Hour	0.16	0.14	Yes

1: Includes both flows through the Control Structure and flows piped directly to the public system from the Building Frontage catchment.

Detailed HydroCAD computations are attached.

Conveyance Analysis

Stormwater conveyance pipes will be sized to convey the 25-year recurrence interval design storm flows.

Conclusion

The proposed development at 21742 SW Sherwood Boulevard, Sherwood, Oregon, is a nine-unit multi-family development with associated parking and infrastructure. This development falls into the hydromodification category as defined in the Stormwater Standards. Stormwater runoff treatment will be provided by way of a Mechanical Filtration for Water Quality Treatment and Underground Detention for Flood Control Treatment.

The proposed underground pipe detention system and associated control structure limits flows leaving the development to the required pre-development runoff flows as designated in the Stormwater Standards for Hydromodification.

This preliminary analysis confirms that the proposed Stormwater Treatment Facility meets the Stormwater Standards. A more in-depth Stormwater Analysis and Report will be completed as the Civil Engineering plans are advanced to final design.

Please don't hesitate to call or email me with any questions. Thank you.

Sincerely,

LEI ENGINEERING & SUREYING OF OREGON, LLC

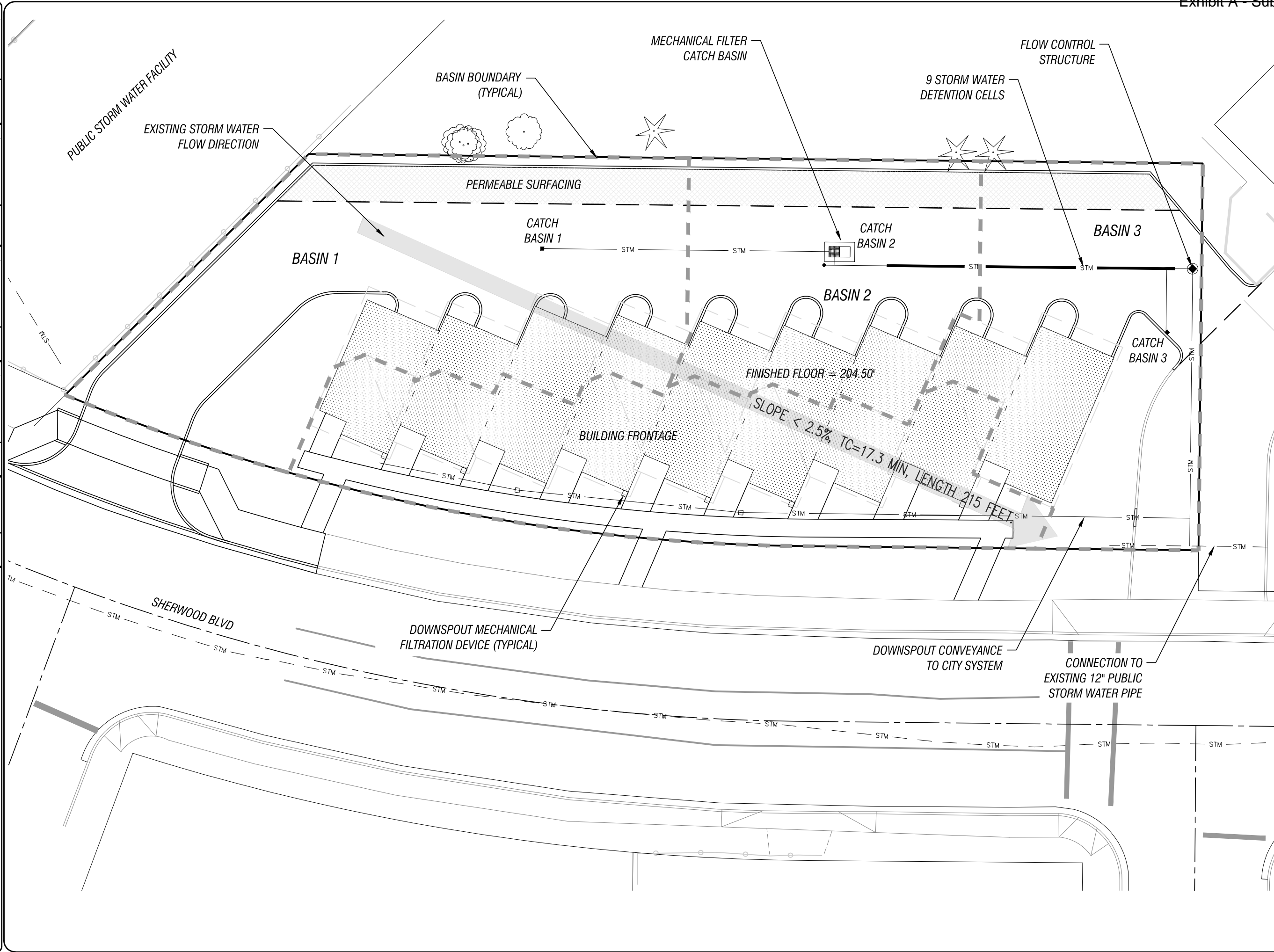


Greg J. Zartman, P.E.
Principal Engineer



Site Plan

FILE PATH: P:\60 (West Coast Home Solutions)\60-16 Sherwood Blvd Townhomes.dwg (6/16/23) 2:09 PM
 LAYOUT: FIGURE 1 DESIGN C. FOGERSON, PE DRAWN C. FOGERSON, PE CHECKED G. ZARTMAN, PE APPROVED G. ZARTMAN, PE



PROPOSED SITE PLAN		PREPARED FOR: WEST COAST HOME SOLUTIONS, LLC
LEI ENGINEERING & SURVEYING OF OREGON 2564 19TH ST SE Salem, Oregon 97302 (503) 399-3828 www.leiengineering.com		FIGURE 1
SCALE 1" = 20'	PROJECT NO. 60-16	1
TOTAL SHEETS 1 OF 1		

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Existing Condition and Post Development HydroCAD Hydrologic Computations

Summary for Subcatchment 2S: Basin 1

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.06 cfs @ 7.93 hrs, Volume= 903 cf, Depth= 1.56"

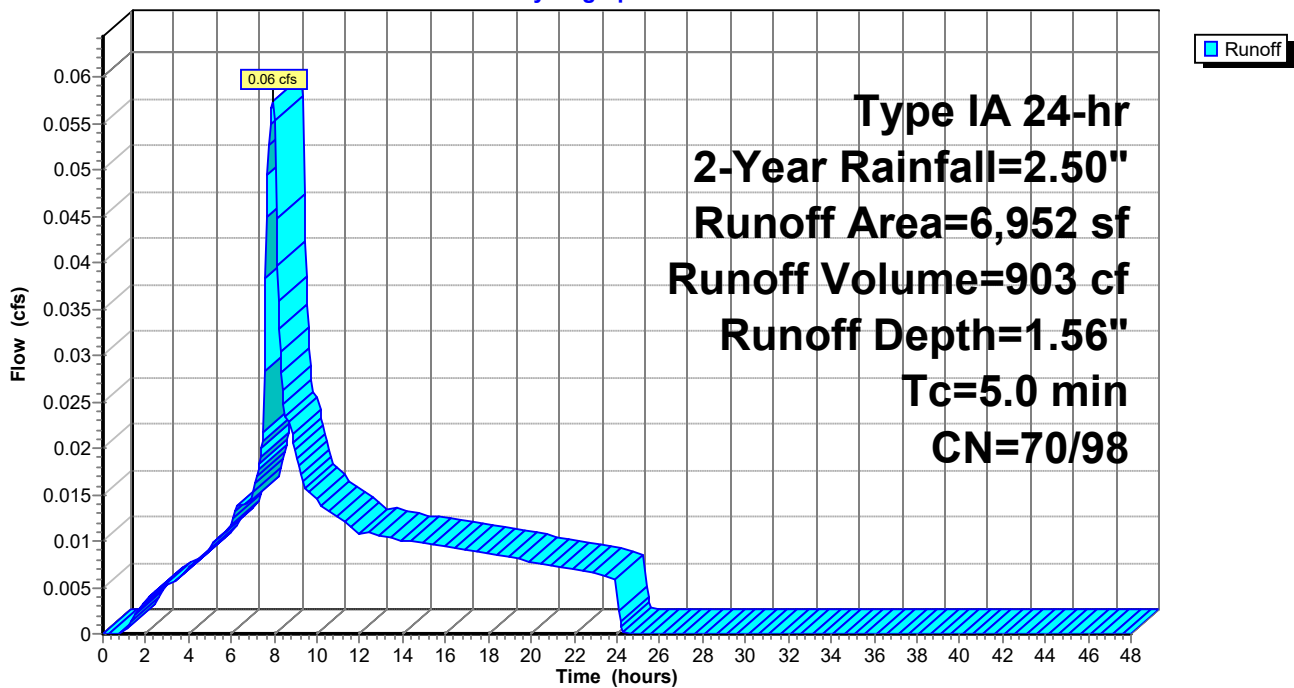
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

	Area (sf)	CN	Description
*	4,226	98	Impervious
*	2,726	70	Pervious
	6,952	87	Weighted Average
	2,726	70	39.21% Pervious Area
	4,226	98	60.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 2S: Basin 1

Hydrograph



Prelim - Facility Design - Hydromodification - 031422 *Type IA 24-hr 2-Year Rainfall=2.50"*
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Summary for Subcatchment 7S: Pre-Development

Runoff = 0.09 cfs @ 8.04 hrs, Volume= 1,728 cf, Depth= 1.12"

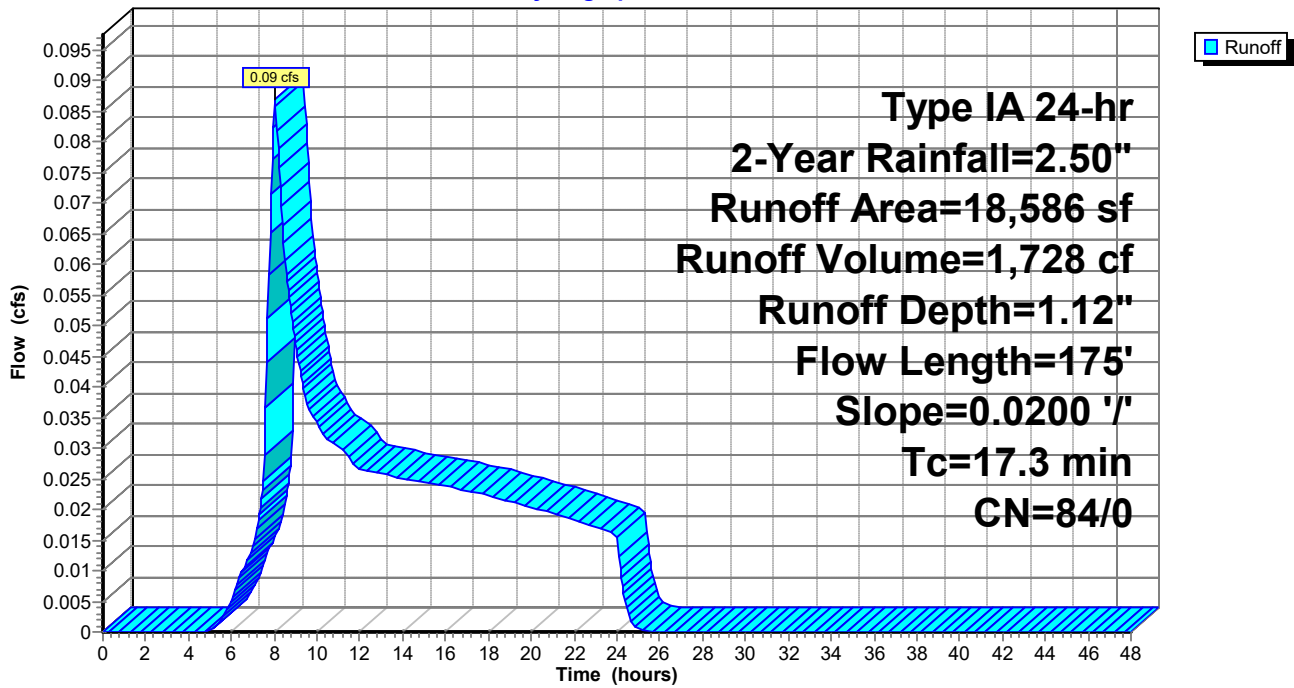
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

Area (sf)	CN	Description
18,586	84	50-75% Grass cover, Fair, HSG D
18,586	84	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
17.3	175	0.0200	0.17		Sheet Flow, Sheetflow Grass: Short n= 0.150 P2= 2.50"

Subcatchment 7S: Pre-Development

Hydrograph



Summary for Subcatchment 10S: Building Frontage

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.04 cfs @ 7.90 hrs, Volume= 578 cf, Depth= 2.27"

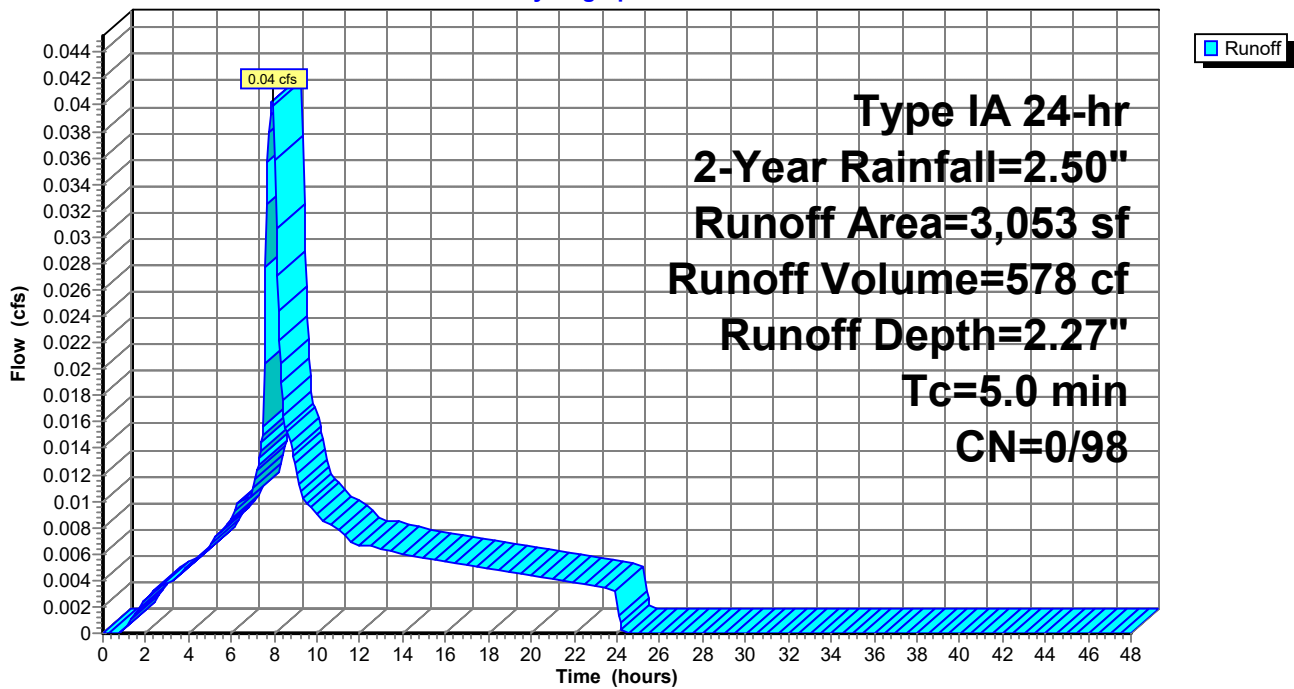
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

Area (sf)	CN	Description
* 3,053	98	Roof run-off
3,053	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 10S: Building Frontage

Hydrograph



Summary for Subcatchment 11S: Basin 2

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.03 cfs @ 7.93 hrs, Volume= 529 cf, Depth= 1.60"

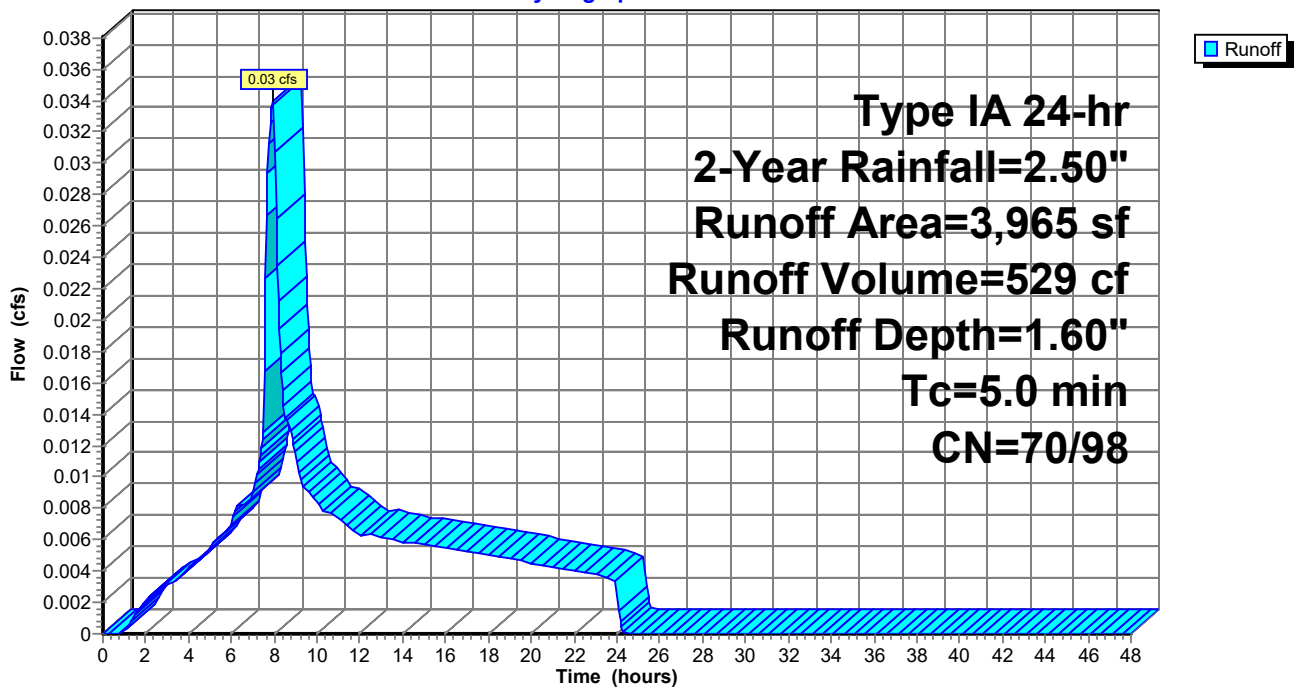
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

	Area (sf)	CN	Description
*	2,505	98	Impervious
*	1,460	70	Pervious
	3,965	88	Weighted Average
	1,460	70	36.82% Pervious Area
	2,505	98	63.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 11S: Basin 2

Hydrograph



Summary for Subcatchment 13S: Basin 3

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.04 cfs @ 7.93 hrs, Volume= 599 cf, Depth= 1.56"

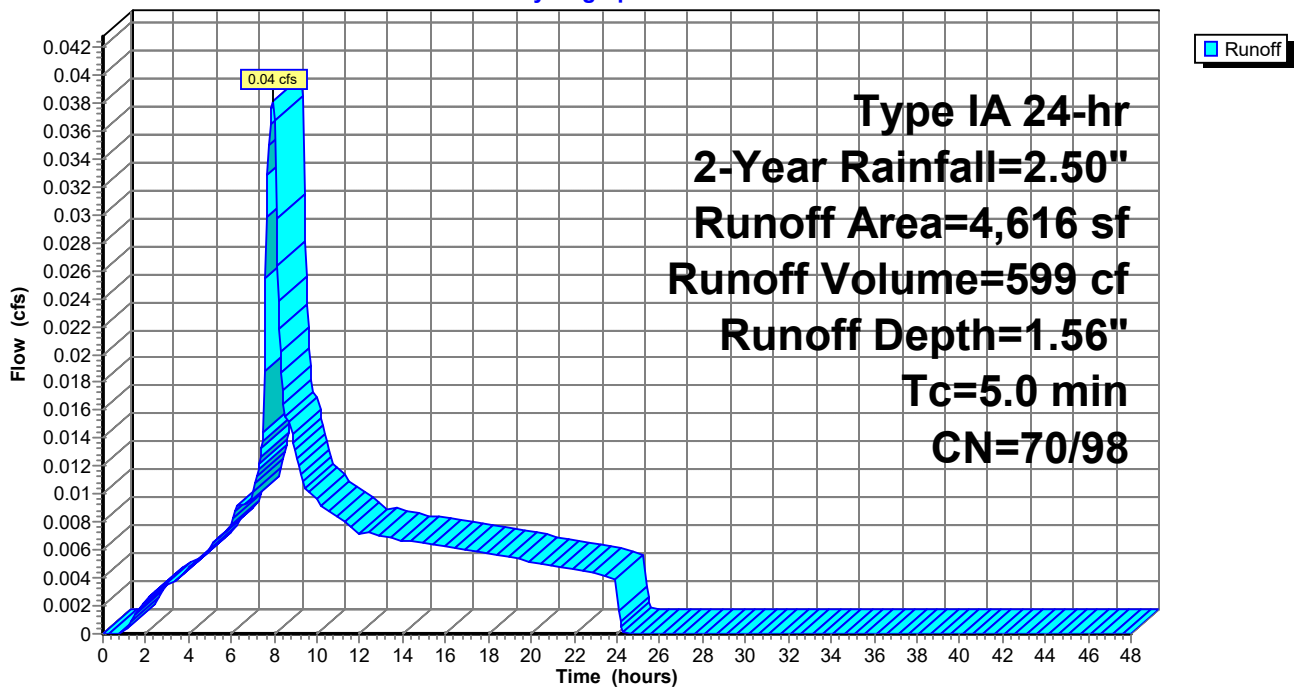
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

	Area (sf)	CN	Description
*	2,805	98	Impervious
*	1,811	70	Pervious
	4,616	87	Weighted Average
	1,811	70	39.23% Pervious Area
	2,805	98	60.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 13S: Basin 3

Hydrograph



Summary for Subcatchment 2S: Basin 1

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.08 cfs @ 7.93 hrs, Volume= 1,185 cf, Depth= 2.05"

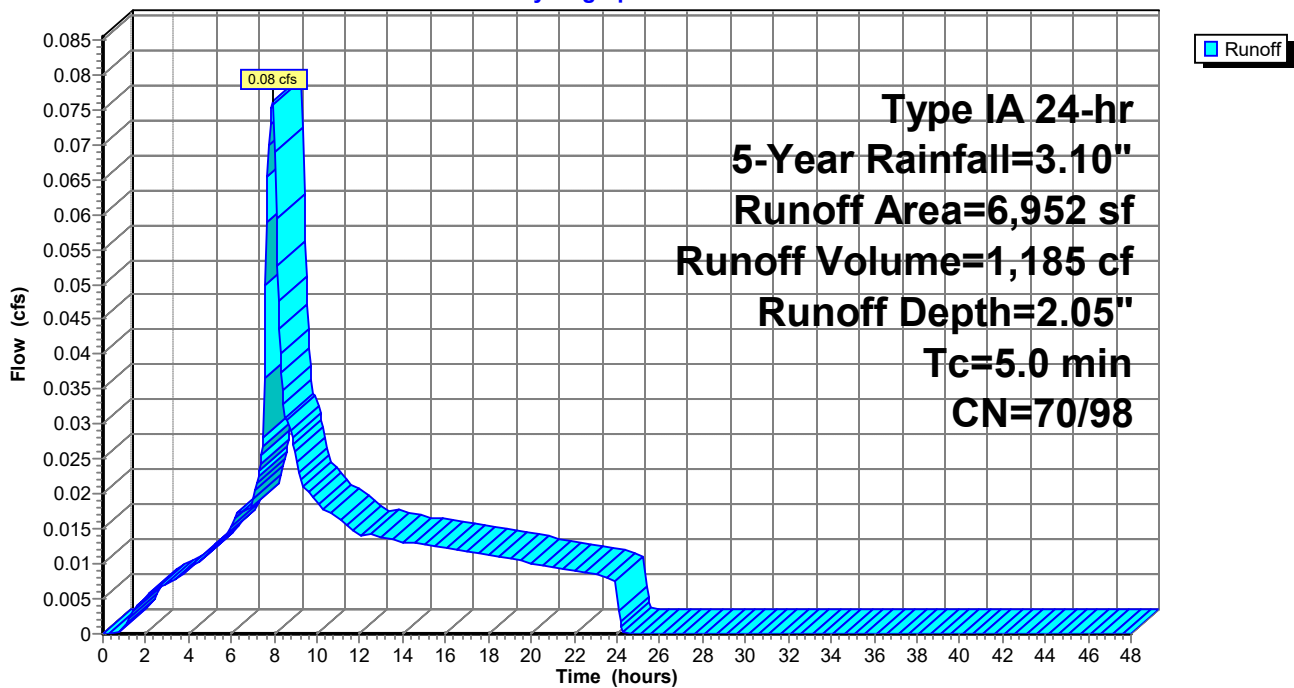
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 5-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	4,226	98	Impervious
*	2,726	70	Pervious
	6,952	87	Weighted Average
	2,726	70	39.21% Pervious Area
	4,226	98	60.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 2S: Basin 1

Hydrograph



Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 5-Year Rainfall=3.10"
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Summary for Subcatchment 7S: Pre-Development

Runoff = 0.13 cfs @ 8.03 hrs, Volume= 2,477 cf, Depth= 1.60"

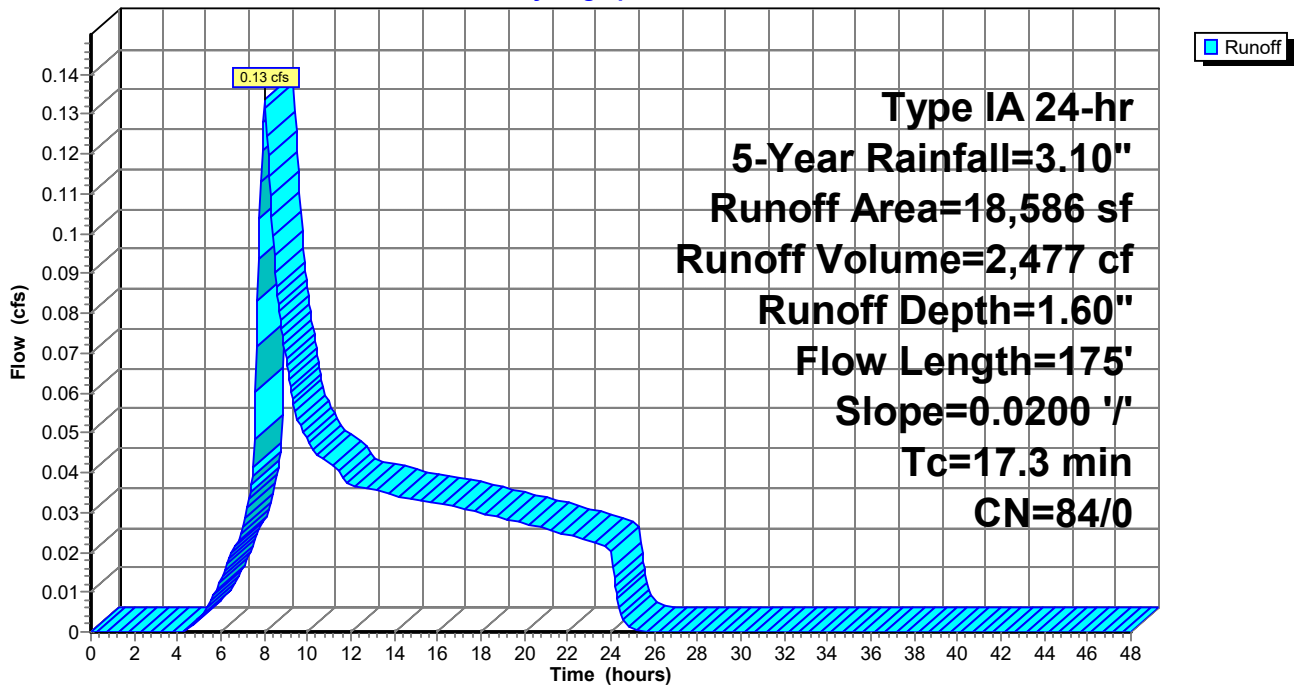
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 5-Year Rainfall=3.10"

Area (sf)	CN	Description
18,586	84	50-75% Grass cover, Fair, HSG D
18,586	84	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
17.3	175	0.0200	0.17		Sheet Flow, Sheetflow Grass: Short n= 0.150 P2= 2.50"

Subcatchment 7S: Pre-Development

Hydrograph



Prelim - Facility Design - Hydromodification - 031422 *Type IA 24-hr 5-Year Rainfall=3.10"*
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Summary for Subcatchment 10S: Building Frontage

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.05 cfs @ 7.90 hrs, Volume= 730 cf, Depth= 2.87"

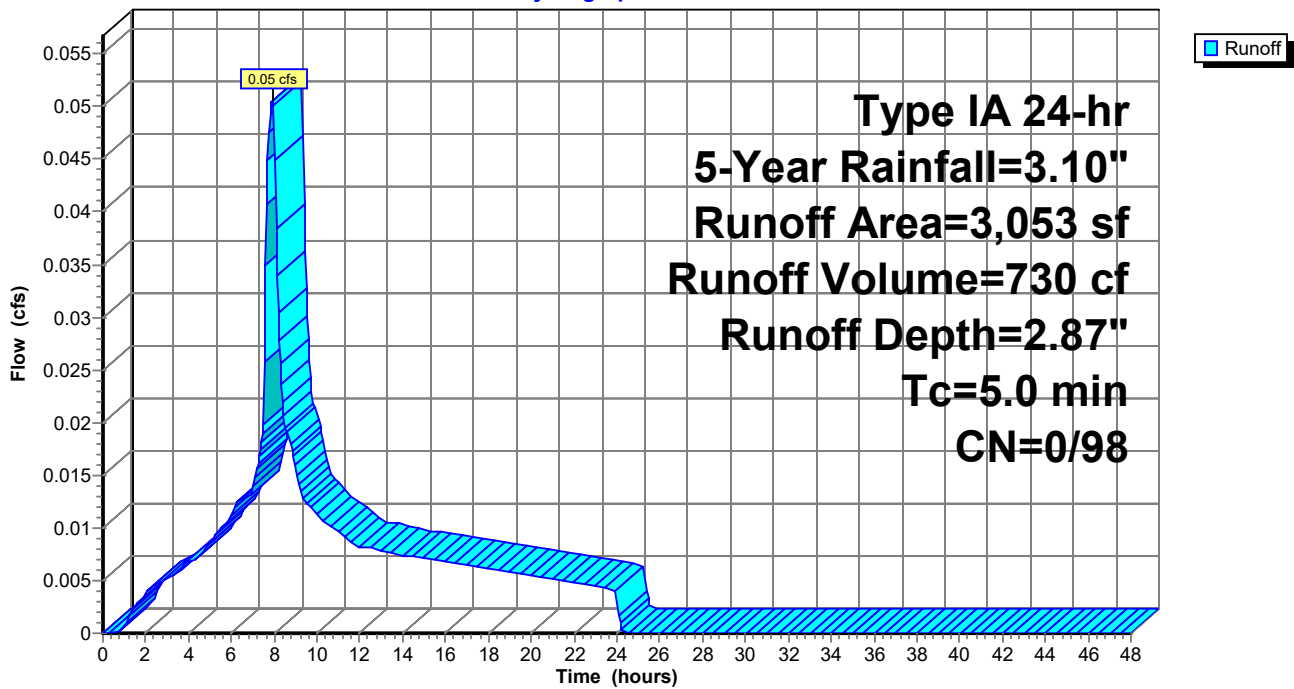
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 5-Year Rainfall=3.10"

Area (sf)	CN	Description
* 3,053	98	Roof run-off
3,053	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 10S: Building Frontage

Hydrograph



Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 5-Year Rainfall=3.10"
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Summary for Subcatchment 11S: Basin 2

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.04 cfs @ 7.93 hrs, Volume= 692 cf, Depth= 2.10"

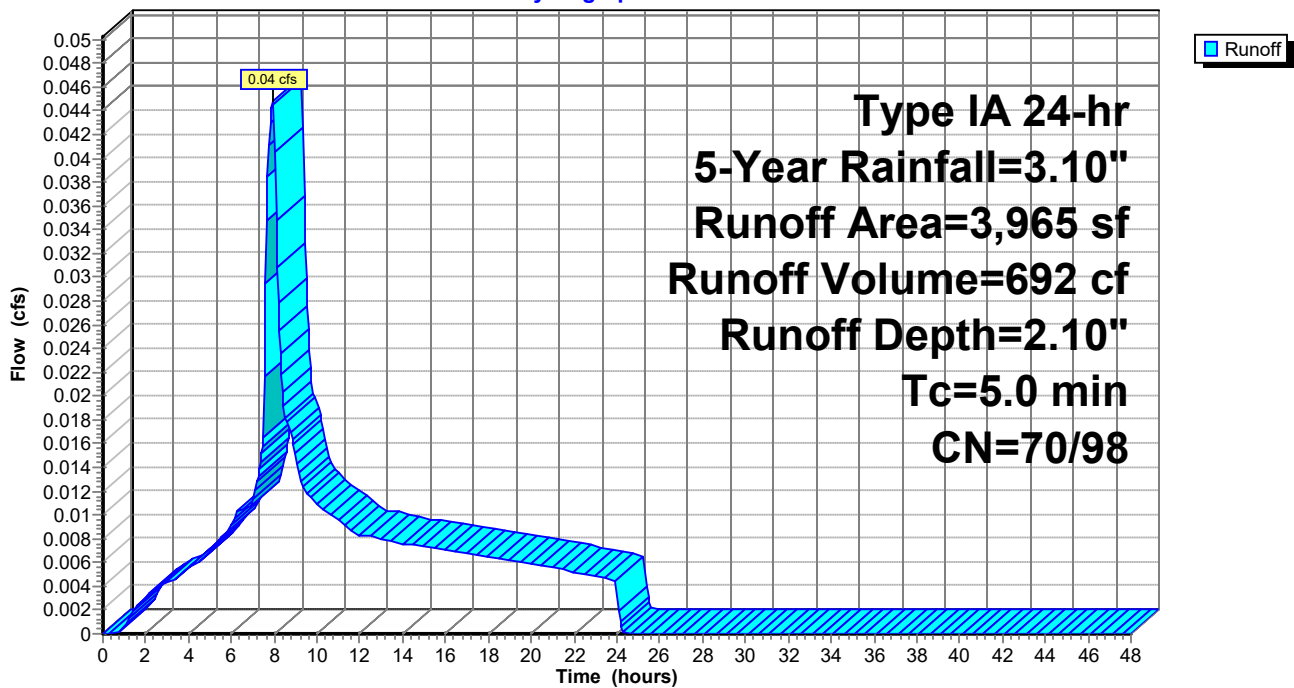
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 5-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,505	98	Impervious
*	1,460	70	Pervious
	3,965	88	Weighted Average
	1,460	70	36.82% Pervious Area
	2,505	98	63.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 11S: Basin 2

Hydrograph



Summary for Subcatchment 13S: Basin 3

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.05 cfs @ 7.93 hrs, Volume= 787 cf, Depth= 2.05"

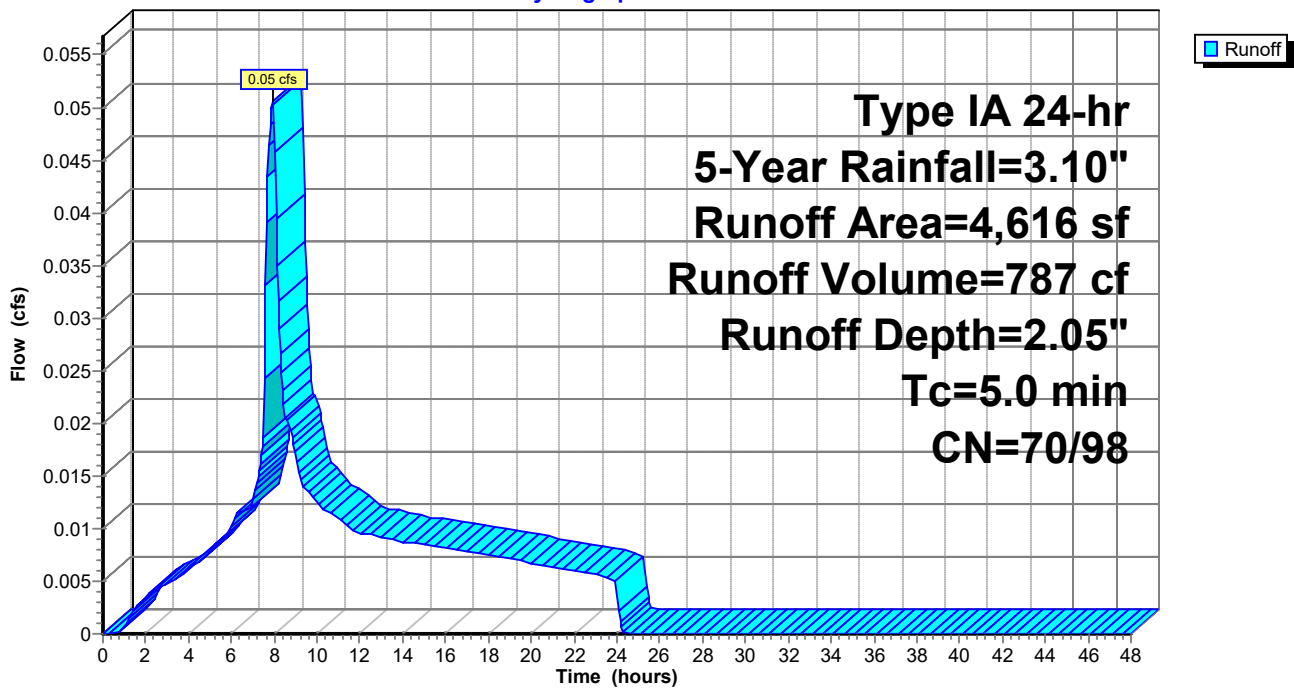
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 5-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,805	98	Impervious
*	1,811	70	Pervious
	4,616	87	Weighted Average
	1,811	70	39.23% Pervious Area
	2,805	98	60.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 13S: Basin 3

Hydrograph



Summary for Subcatchment 2S: Basin 1

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.09 cfs @ 7.93 hrs, Volume= 1,355 cf, Depth= 2.34"

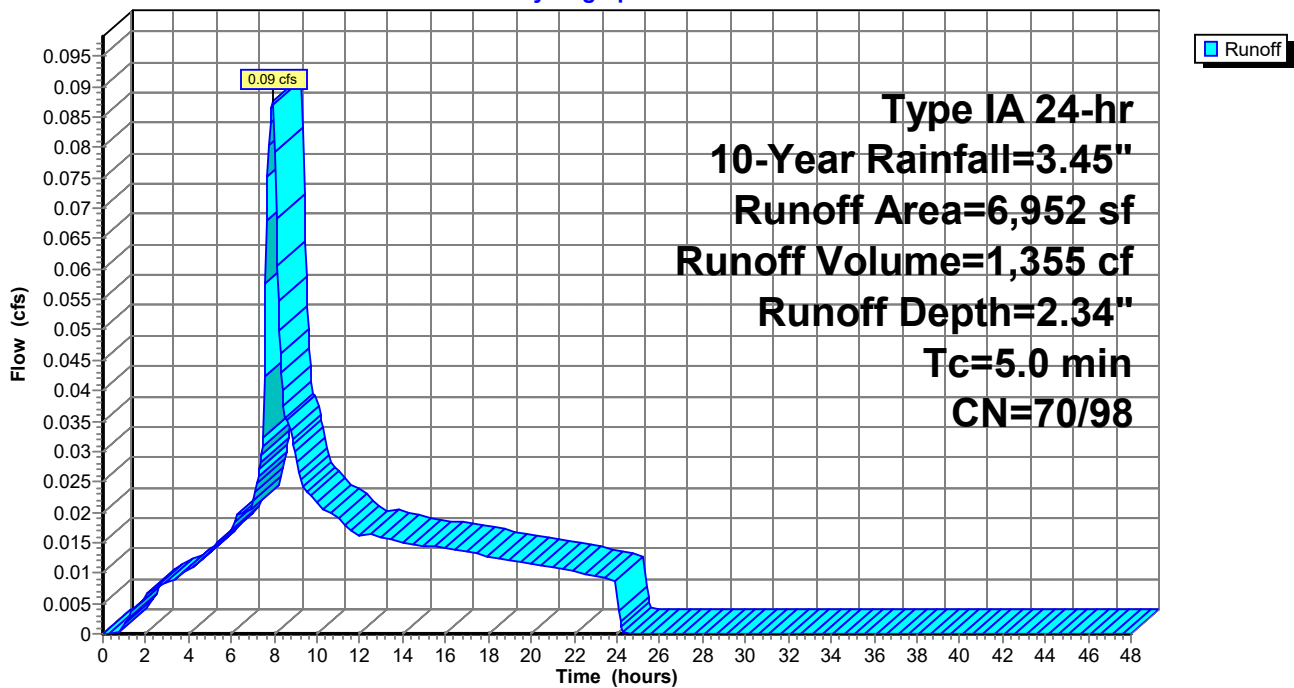
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 10-Year Rainfall=3.45"

	Area (sf)	CN	Description
*	4,226	98	Impervious
*	2,726	70	Pervious
	6,952	87	Weighted Average
	2,726	70	39.21% Pervious Area
	4,226	98	60.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 2S: Basin 1

Hydrograph



Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 10-Year Rainfall=3.45"
 Prepared by LEI Engineering & Surveying of Oregon Printed 3/15/2022
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Summary for Subcatchment 7S: Pre-Development

Runoff = 0.16 cfs @ 8.03 hrs, Volume= 2,933 cf, Depth= 1.89"

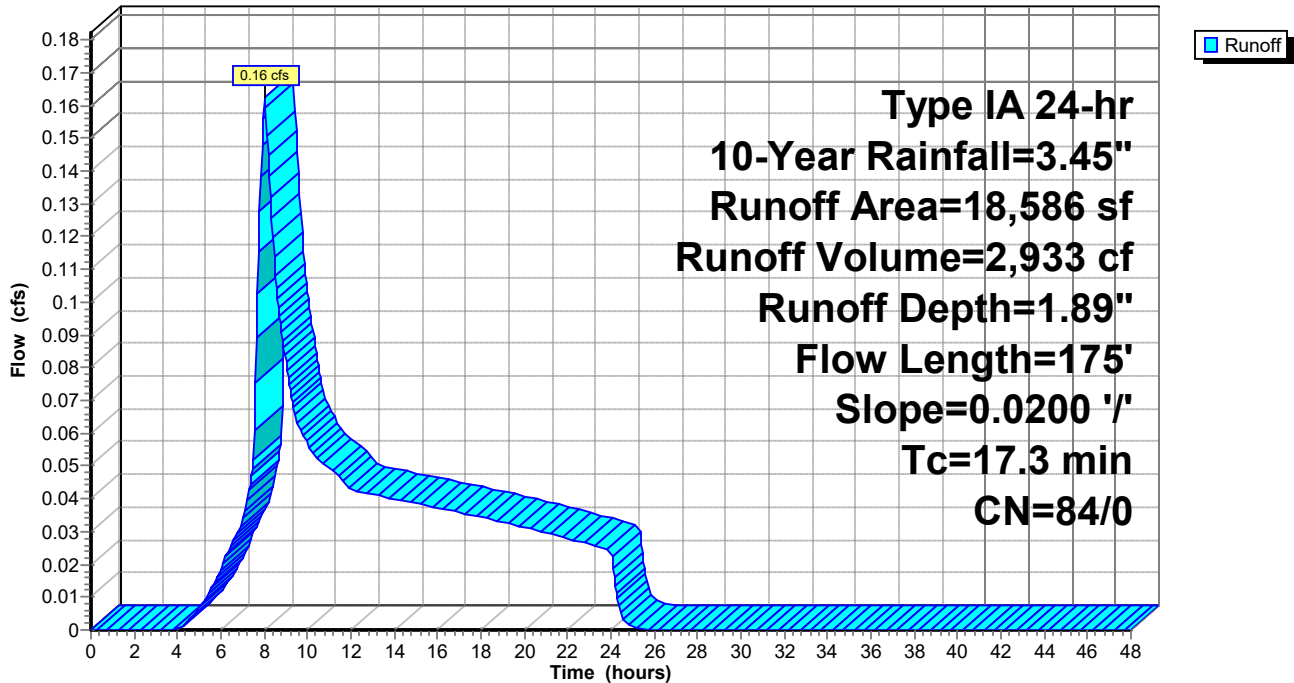
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 10-Year Rainfall=3.45"

Area (sf)	CN	Description
18,586	84	50-75% Grass cover, Fair, HSG D
18,586	84	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
17.3	175	0.0200	0.17		Sheet Flow, Sheetflow Grass: Short n= 0.150 P2= 2.50"

Subcatchment 7S: Pre-Development

Hydrograph



Summary for Subcatchment 10S: Building Frontage

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.06 cfs @ 7.90 hrs, Volume= 818 cf, Depth= 3.22"

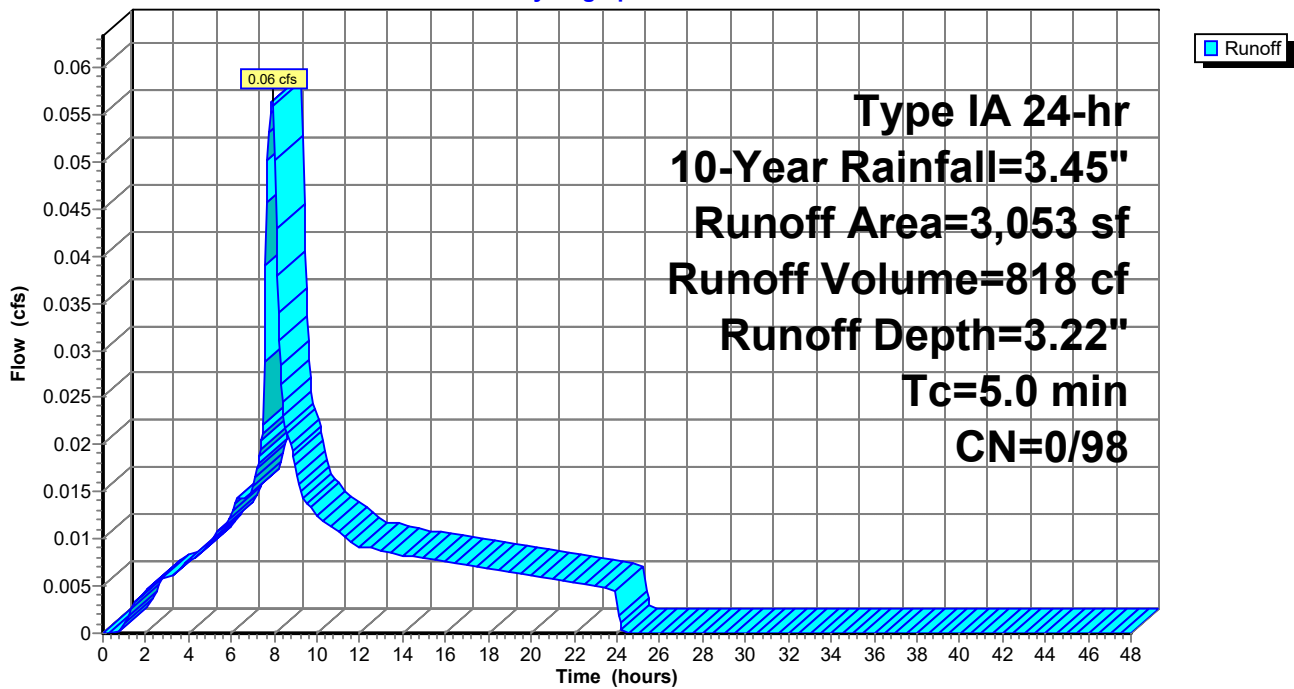
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 10-Year Rainfall=3.45"

Area (sf)	CN	Description
* 3,053	98	Roof run-off
3,053	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 10S: Building Frontage

Hydrograph



Summary for Subcatchment 11S: Basin 2

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.05 cfs @ 7.93 hrs, Volume= 790 cf, Depth= 2.39"

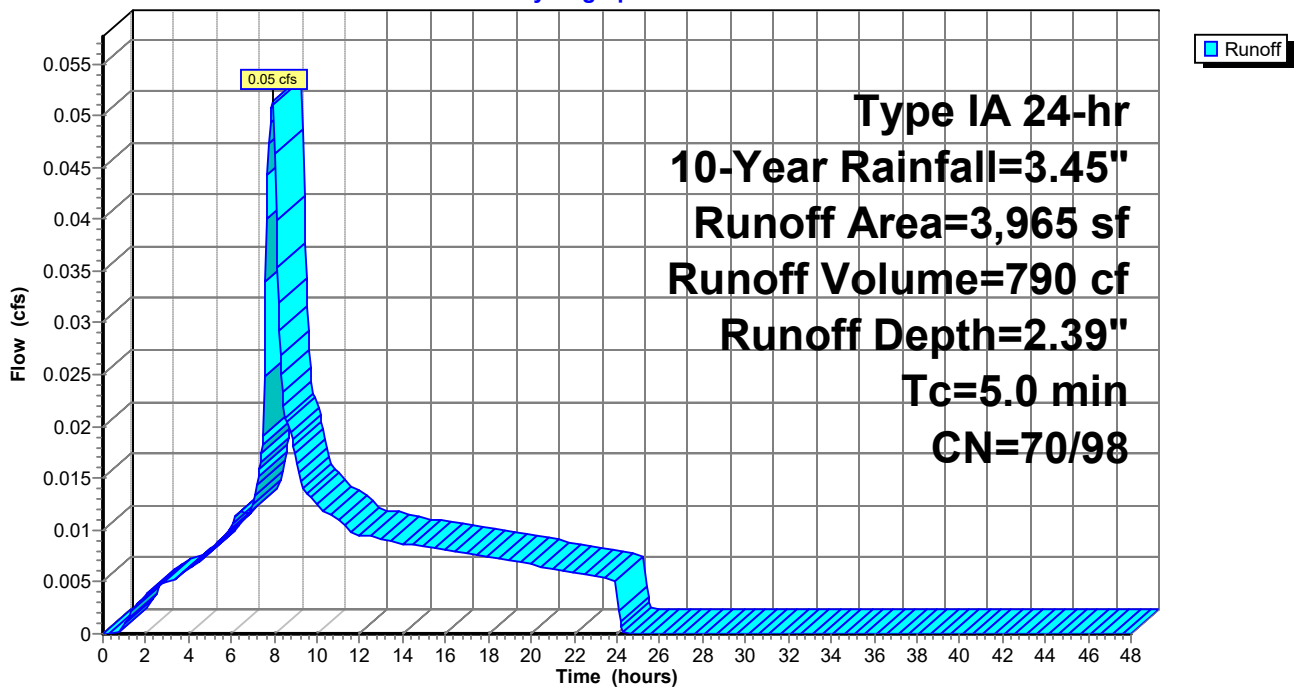
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 10-Year Rainfall=3.45"

	Area (sf)	CN	Description
*	2,505	98	Impervious
*	1,460	70	Pervious
	3,965	88	Weighted Average
	1,460	70	36.82% Pervious Area
	2,505	98	63.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 11S: Basin 2

Hydrograph



Summary for Subcatchment 13S: Basin 3

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.06 cfs @ 7.93 hrs, Volume= 899 cf, Depth= 2.34"

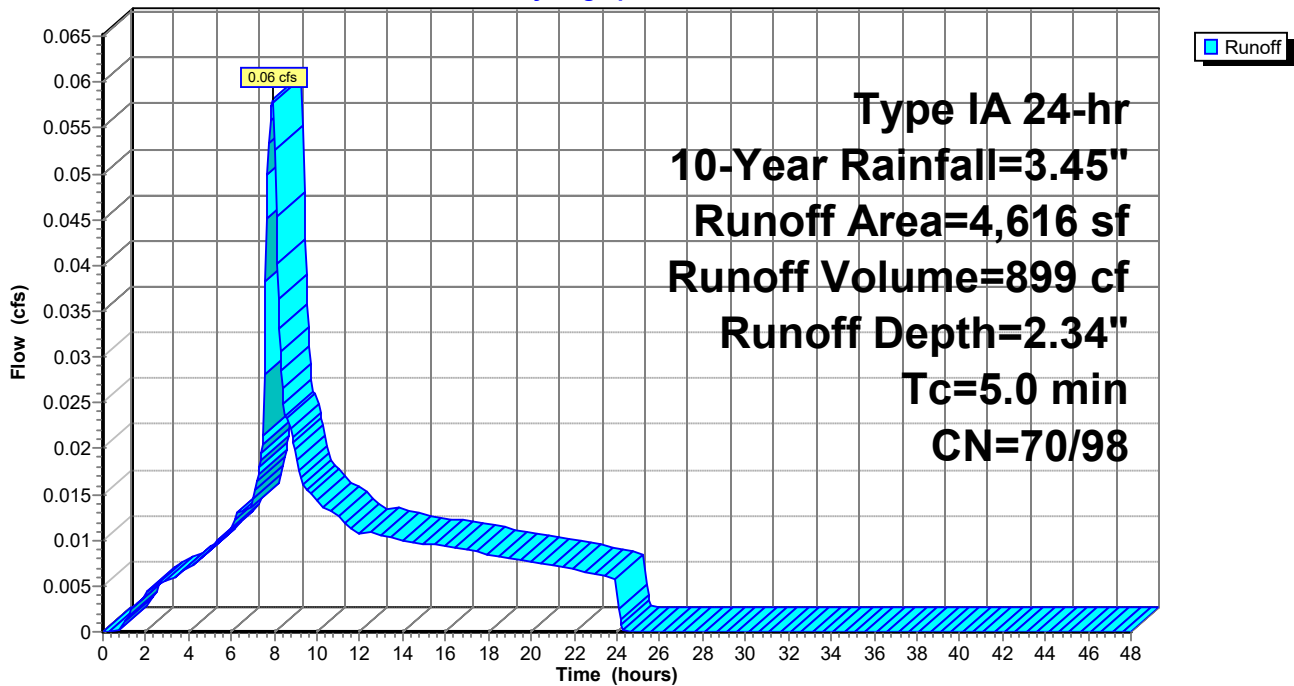
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 10-Year Rainfall=3.45"

	Area (sf)	CN	Description
*	2,805	98	Impervious
*	1,811	70	Pervious
	4,616	87	Weighted Average
	1,811	70	39.23% Pervious Area
	2,805	98	60.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Post Development

Subcatchment 13S: Basin 3

Hydrograph



Underground Detention and Control Structure HydroCAD Computations



Pre-Development



Building Frontage



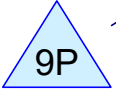
Basin 1



Basin 2



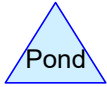
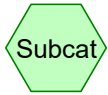
Basin 3



Underground Detention
- ADS Stormtech --low
head--



Public System



Routing Diagram for Prelim - Facility Design - Hydromodification - 031422
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Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 2-Year Rainfall=2.50"

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Page 1

Summary for Pond 9P: Underground Detention - ADS Stormtech --low head--

Inflow Area = 15,533 sf, 61.39% Impervious, Inflow Depth = 1.57" for 2-Year event
 Inflow = 0.13 cfs @ 7.93 hrs, Volume= 2,032 cf
 Outflow = 0.02 cfs @ 12.65 hrs, Volume= 1,921 cf, Atten= 81%, Lag= 282.9 min
 Primary = 0.02 cfs @ 12.65 hrs, Volume= 1,921 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Peak Elev= 102.06' @ 12.65 hrs Surf.Area= 436 sf Storage= 738 cf

Plug-Flow detention time= 436.6 min calculated for 1,921 cf (95% of inflow)
 Center-of-Mass det. time= 397.4 min (1,101.0 - 703.7)

Volume	Invert	Avail.Storage	Storage Description
#1	100.00'	18 cf	12.0" Round 24" Pipe Storage L= 23.0' S= 0.0010 '/'
#2	98.00'	88 cf	4.00'D x 7.00'H Manhole
#3A	99.50'	427 cf	6.25"W x 67.70"L x 3.50'H Field A 1,481 cf Overall - 413 cf Embedded = 1,067 cf x 40.0% Voids
#4A	100.00'	413 cf	ADS_StormTech SC-740 +Cap x 9 Inside #3 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap
		946 cf	Total Available Storage

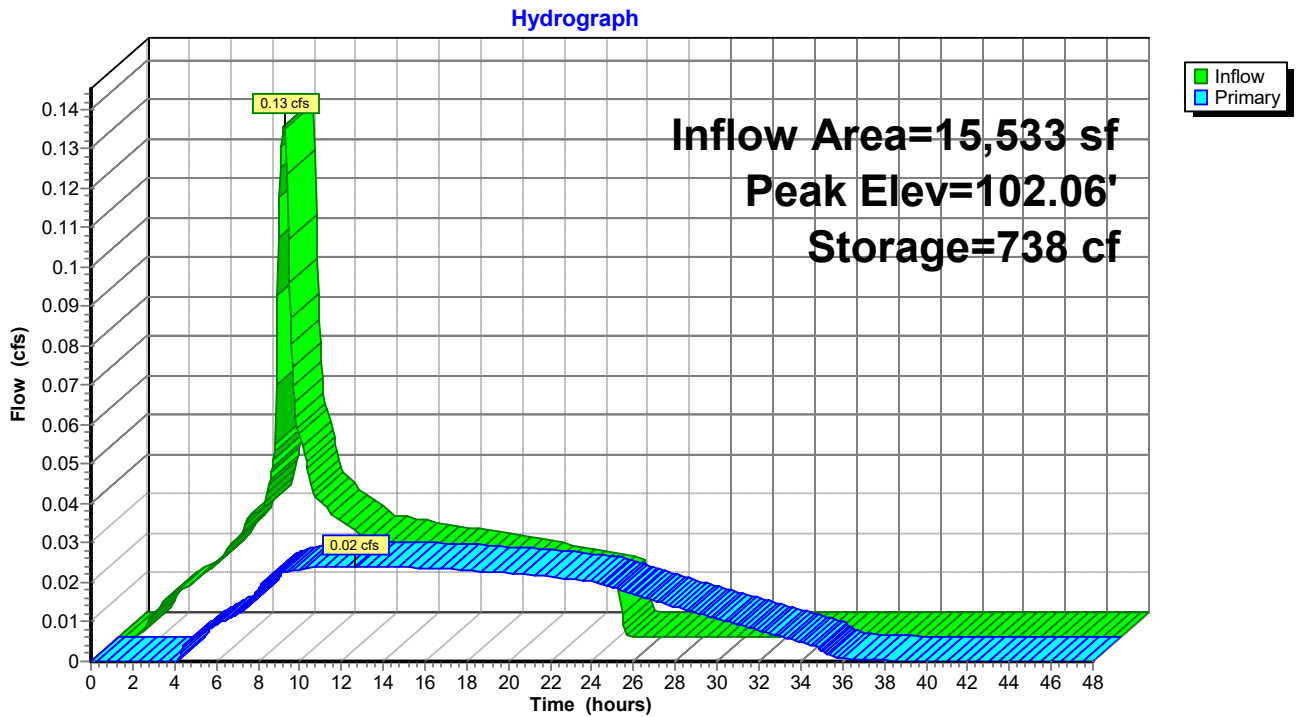
Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	100.00'	12.0" Round Outlet Pipe To Public System L= 60.0' Ke= 0.500 Inlet / Outlet Invert= 100.00' / 99.94' S= 0.0010 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	100.00'	0.8" Horiz. 50% 2-Year Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	102.50'	2.0" W x 2.0" H Vert. 5-Year & 10-Year Orifice C= 0.600
#4	Primary	103.00'	12.0" Horiz. Overflow C= 0.600 Limited to weir flow at low heads

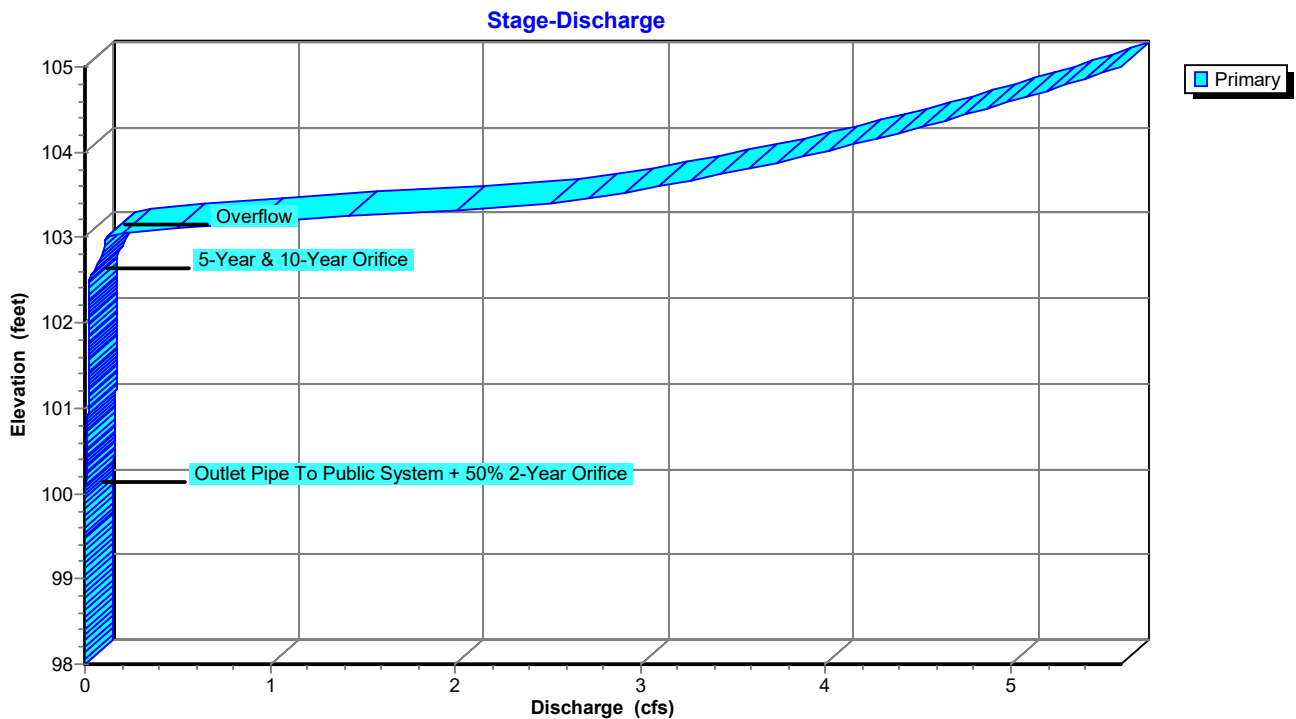
Primary OutFlow Max=0.02 cfs @ 12.65 hrs HW=102.06' TW=0.00' (Dynamic Tailwater)

- 1=Outlet Pipe To Public System (Passes 0.02 cfs of 4.12 cfs potential flow)
- 2=50% 2-Year Orifice (Orifice Controls 0.02 cfs @ 6.91 fps)
- 3=5-Year & 10-Year Orifice (Controls 0.00 cfs)
- 4=Overflow (Controls 0.00 cfs)

Pond 9P: Underground Detention - ADS Stormtech --low head--



Pond 9P: Underground Detention - ADS Stormtech --low head--



Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 5-Year Rainfall=3.10"
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Summary for Pond 9P: Underground Detention - ADS Stormtech --low head--

Inflow Area = 15,533 sf, 61.39% Impervious, Inflow Depth = 2.06" for 5-Year event
 Inflow = 0.17 cfs @ 7.93 hrs, Volume= 2,664 cf
 Outflow = 0.05 cfs @ 9.11 hrs, Volume= 2,552 cf, Atten= 68%, Lag= 70.8 min
 Primary = 0.05 cfs @ 9.11 hrs, Volume= 2,552 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Peak Elev= 102.64' @ 9.11 hrs Surf.Area= 436 sf Storage= 855 cf

Plug-Flow detention time= 412.2 min calculated for 2,550 cf (96% of inflow)
 Center-of-Mass det. time= 382.7 min (1,083.6 - 700.9)

Volume	Invert	Avail.Storage	Storage Description
#1	100.00'	18 cf	12.0" Round 24" Pipe Storage L= 23.0' S= 0.0010 '/'
#2	98.00'	88 cf	4.00'D x 7.00'H Manhole
#3A	99.50'	427 cf	6.25"W x 67.70'L x 3.50'H Field A 1,481 cf Overall - 413 cf Embedded = 1,067 cf x 40.0% Voids
#4A	100.00'	413 cf	ADS_StormTech SC-740 +Cap x 9 Inside #3 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap
		946 cf	Total Available Storage

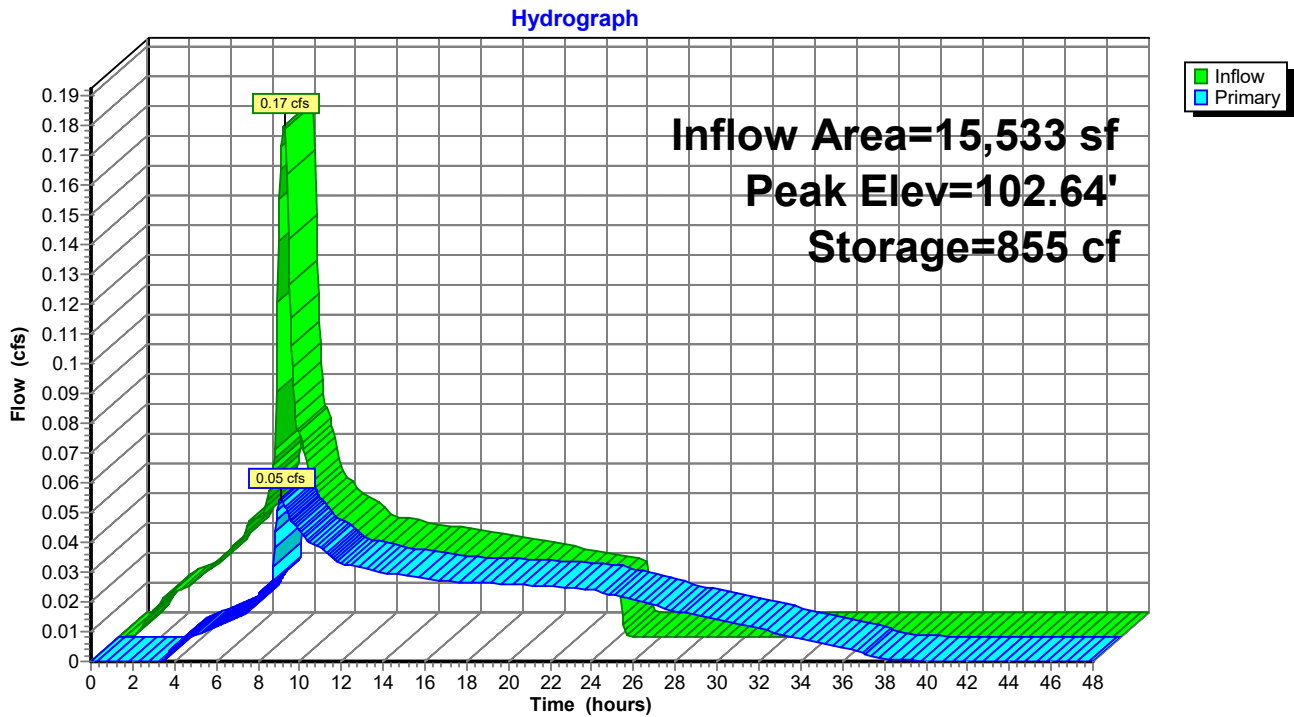
Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	100.00'	12.0" Round Outlet Pipe To Public System L= 60.0' Ke= 0.500 Inlet / Outlet Invert= 100.00' / 99.94' S= 0.0010 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	100.00'	0.8" Horiz. 50% 2-Year Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	102.50'	2.0" W x 2.0" H Vert. 5-Year & 10-Year Orifice C= 0.600
#4	Primary	103.00'	12.0" Horiz. Overflow C= 0.600 Limited to weir flow at low heads

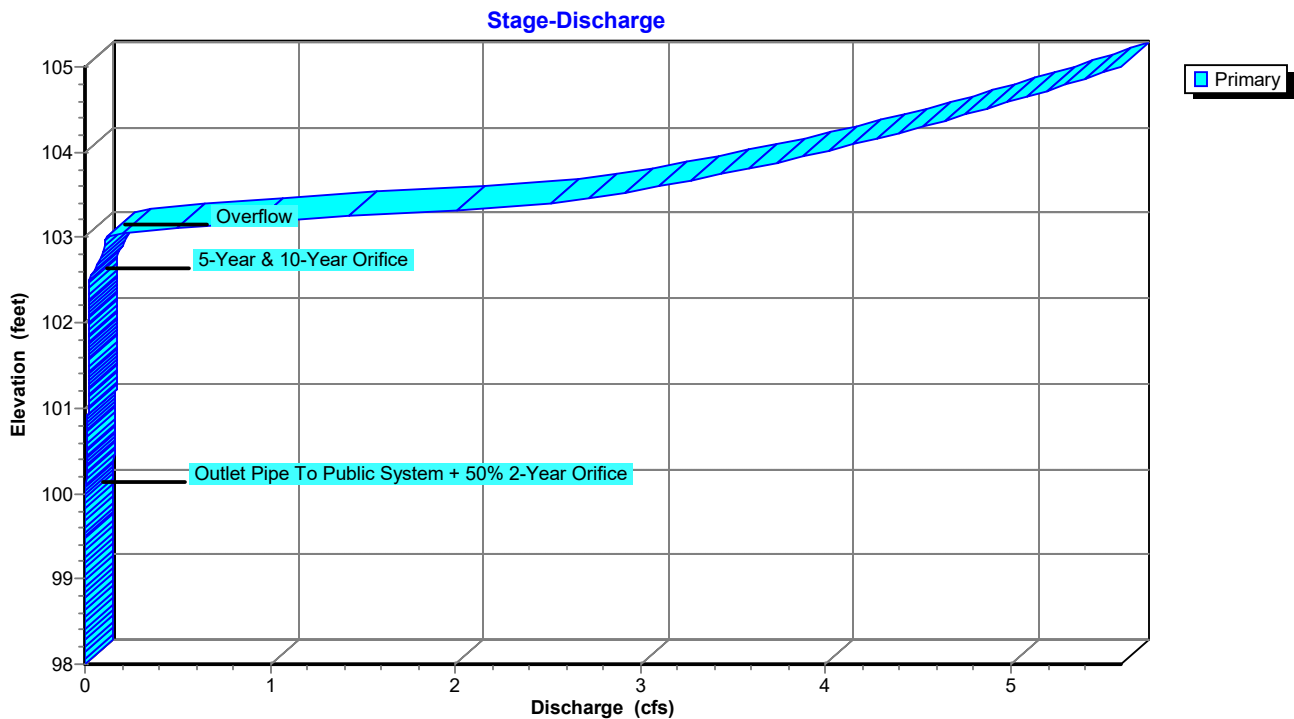
Primary OutFlow Max=0.05 cfs @ 9.11 hrs HW=102.64' TW=0.00' (Dynamic Tailwater)

- 1=Outlet Pipe To Public System (Passes 0.05 cfs of 5.08 cfs potential flow)
- 2=50% 2-Year Orifice (Orifice Controls 0.03 cfs @ 7.82 fps)
- 3=5-Year & 10-Year Orifice (Orifice Controls 0.03 cfs @ 1.18 fps)
- 4=Overflow (Controls 0.00 cfs)

Pond 9P: Underground Detention - ADS Stormtech --low head--



Pond 9P: Underground Detention - ADS Stormtech --low head--



Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 10-Year Rainfall=3.45"

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Summary for Pond 9P: Underground Detention - ADS Stormtech --low head--

Inflow Area = 15,533 sf, 61.39% Impervious, Inflow Depth = 2.35" for 10-Year event
 Inflow = 0.20 cfs @ 7.93 hrs, Volume= 3,045 cf
 Outflow = 0.08 cfs @ 8.51 hrs, Volume= 2,933 cf, Atten= 59%, Lag= 35.0 min
 Primary = 0.08 cfs @ 8.51 hrs, Volume= 2,933 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
 Peak Elev= 102.74' @ 8.51 hrs Surf.Area= 436 sf Storage= 874 cf

Plug-Flow detention time= 375.2 min calculated for 2,930 cf (96% of inflow)
 Center-of-Mass det. time= 349.5 min (1,048.8 - 699.4)

Volume	Invert	Avail.Storage	Storage Description
#1	100.00'	18 cf	12.0" Round 24" Pipe Storage L= 23.0' S= 0.0010 '/'
#2	98.00'	88 cf	4.00'D x 7.00'H Manhole
#3A	99.50'	427 cf	6.25"W x 67.70'L x 3.50'H Field A 1,481 cf Overall - 413 cf Embedded = 1,067 cf x 40.0% Voids
#4A	100.00'	413 cf	ADS_StormTech SC-740 +Cap x 9 Inside #3 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap
		946 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	100.00'	12.0" Round Outlet Pipe To Public System L= 60.0' Ke= 0.500 Inlet / Outlet Invert= 100.00' / 99.94' S= 0.0010 '/ Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	100.00'	0.8" Horiz. 50% 2-Year Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	102.50'	2.0" W x 2.0" H Vert. 5-Year & 10-Year Orifice C= 0.600
#4	Primary	103.00'	12.0" Horiz. Overflow C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.08 cfs @ 8.51 hrs HW=102.74' TW=0.00' (Dynamic Tailwater)

1=Outlet Pipe To Public System (Passes 0.08 cfs of 5.23 cfs potential flow)

2=50% 2-Year Orifice (Orifice Controls 0.03 cfs @ 7.97 fps)

3=5-Year & 10-Year Orifice (Orifice Controls 0.05 cfs @ 1.88 fps)

4=Overflow (Controls 0.00 cfs)

Prelim - Facility Design - Hydromodification - 031422 Type IA 24-hr 10-Year Rainfall=3.45"
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Pond 9P: Underground Detention - ADS Stormtech --low head-- - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

9 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 65.70' Row Length +12.0" End Stone x 2 = 67.70' Base Length

1 Rows x 51.0" Wide + 12.0" Side Stone x 2 = 6.25' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

9 Chambers x 45.9 cf = 413.5 cf Chamber Storage

1,480.9 cf Field - 413.5 cf Chambers = 1,067.4 cf Stone x 40.0% Voids = 427.0 cf Stone Storage

Chamber Storage + Stone Storage = 840.4 cf = 0.019 af

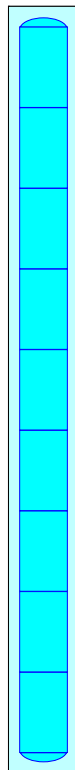
Overall Storage Efficiency = 56.8%

Overall System Size = 67.70' x 6.25' x 3.50'

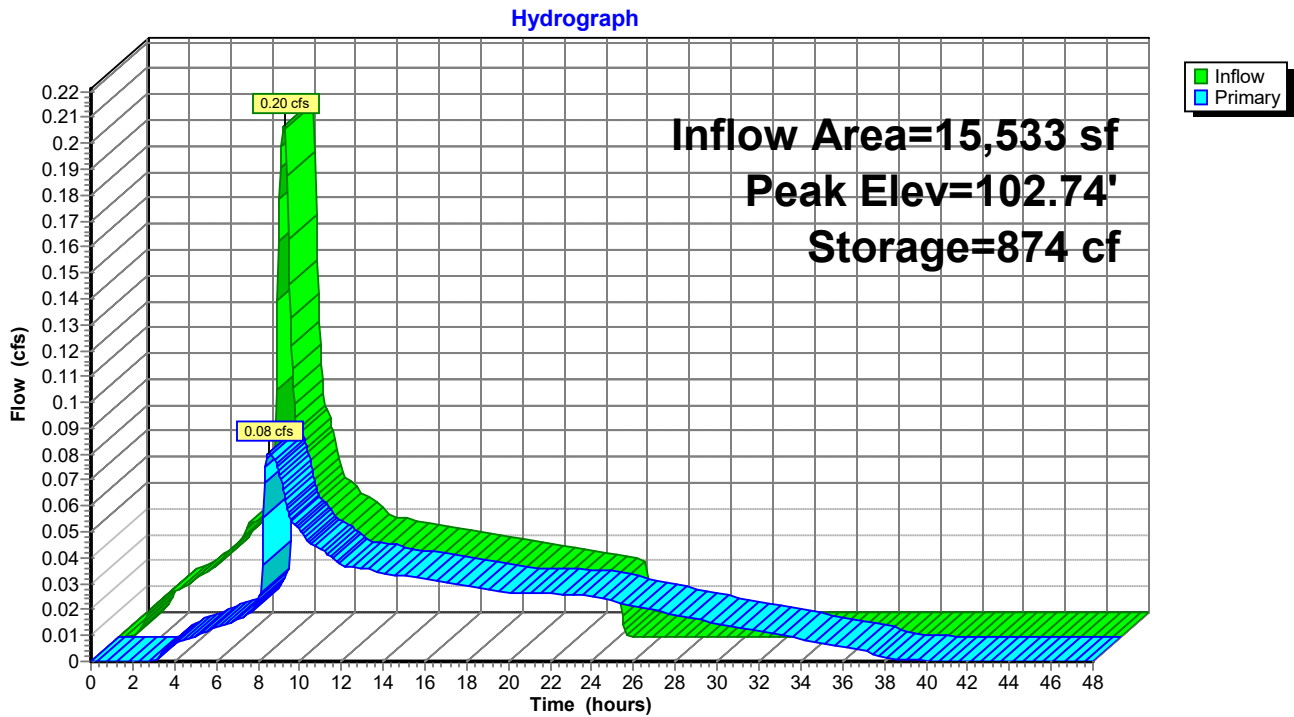
9 Chambers

54.8 cy Field

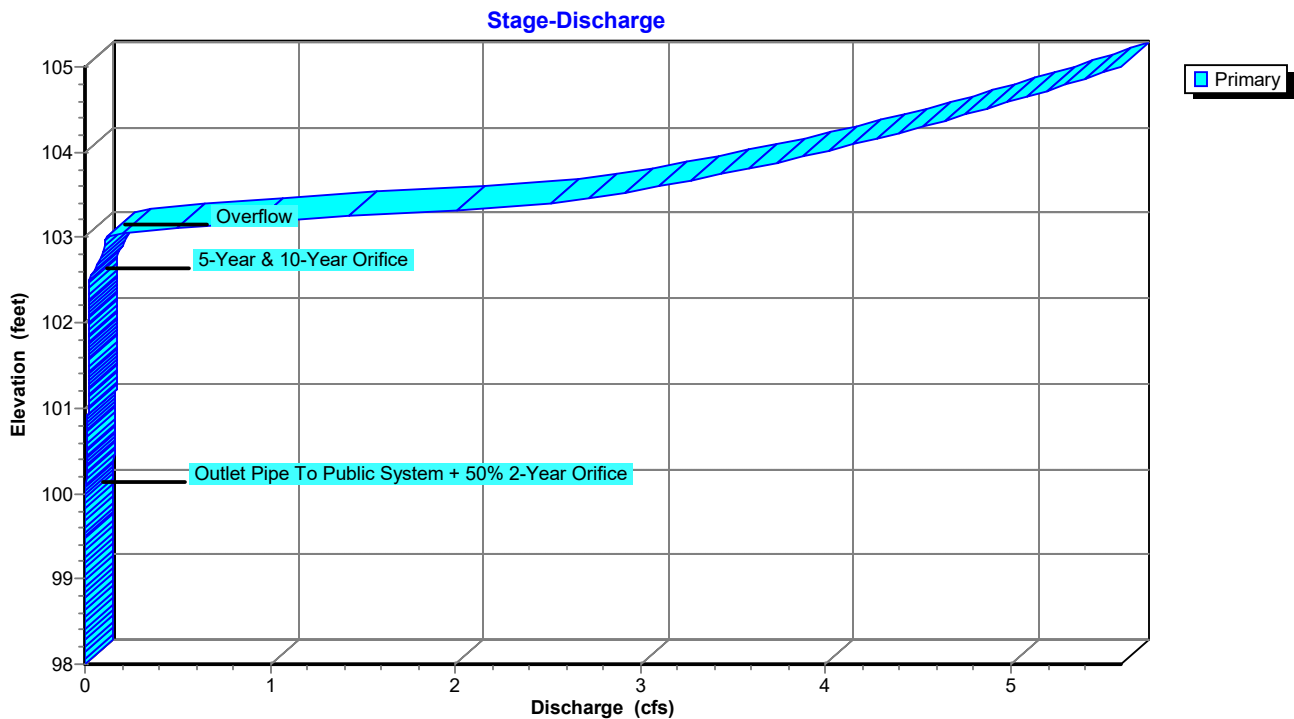
39.5 cy Stone



Pond 9P: Underground Detention - ADS Stormtech --low head--



Pond 9P: Underground Detention - ADS Stormtech --low head--

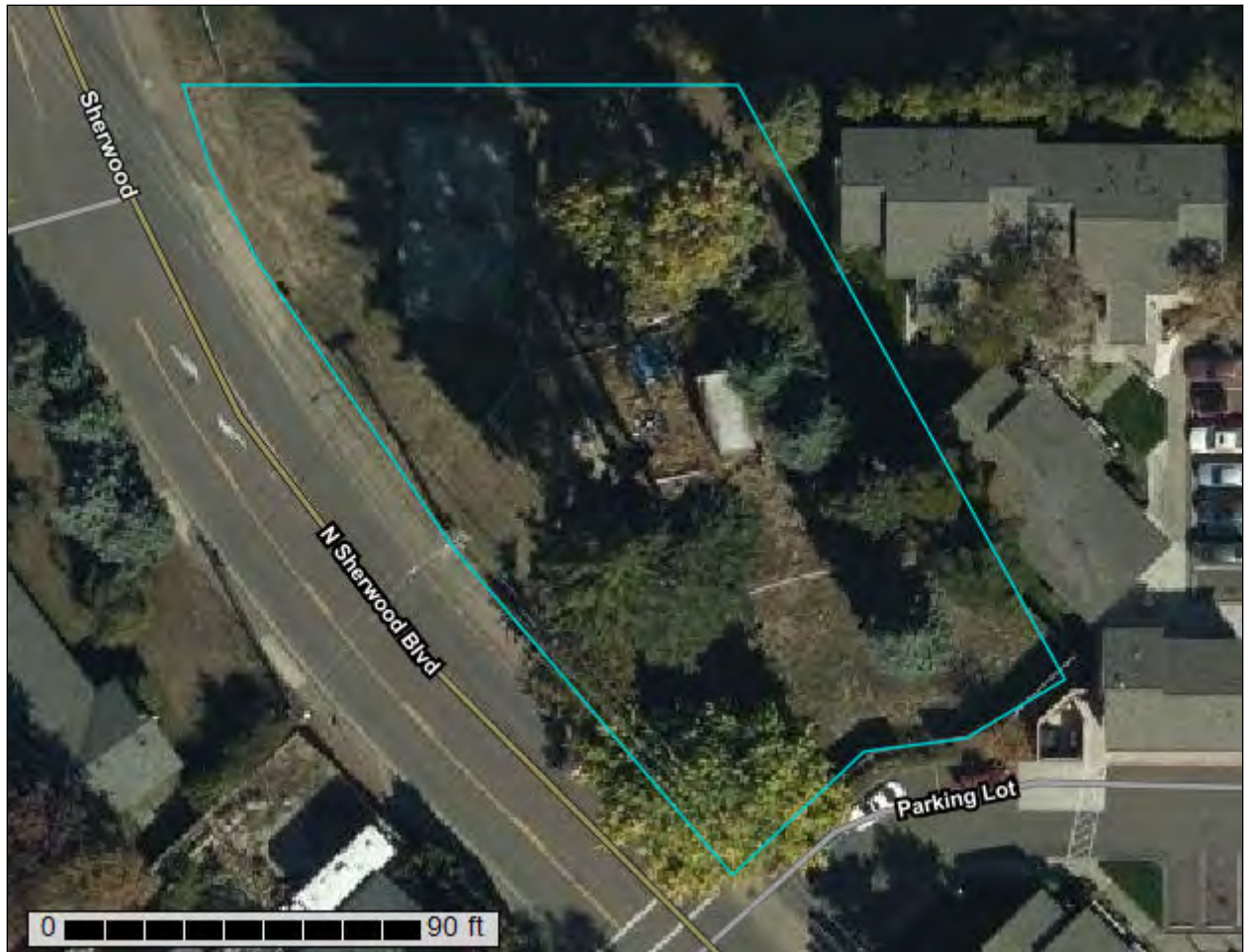


NRCS Soils Report



A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Washington County, Oregon



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

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scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

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identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

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Soil Map



Map Scale: 1:514 if printed on A landscape (11" x 8.5") sheet.

0 5 10 20 30 Meters


0 20 40 80 120 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84


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MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit


 Clay Spot


 Closed Depression

 Gravel Pit

 Gravelly Spot


 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water


 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot


 Sinkhole

 Slide or Slip


 Sodic Spot


 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals


Transportation

 Rails


 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

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

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

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

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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

Soil Survey Area: Washington County, Oregon
 Survey Area Data: Version 21, Oct 27, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 19, 2018—Oct 20, 2018

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

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Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
21A	Hillsboro loam, 0 to 3 percent slopes	0.5	100.0%
Totals for Area of Interest		0.5	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Custom Soil Resource Report

Washington County, Oregon**21A—Hillsboro loam, 0 to 3 percent slopes****Map Unit Setting***National map unit symbol: 21y5**Elevation: 160 to 240 feet**Mean annual precipitation: 40 to 50 inches**Mean annual air temperature: 52 to 54 degrees F**Frost-free period: 165 to 210 days**Farmland classification: All areas are prime farmland***Map Unit Composition***Hillsboro and similar soils: 90 percent**Estimates are based on observations, descriptions, and transects of the mapunit.***Description of Hillsboro****Setting***Landform: Terraces**Landform position (three-dimensional): Tread**Down-slope shape: Linear**Across-slope shape: Linear**Parent material: Silty and loamy old alluvium***Typical profile***H1 - 0 to 15 inches: loam**H2 - 15 to 48 inches: loam**H3 - 48 to 57 inches: fine sandy loam**H4 - 57 to 81 inches: fine sand***Properties and qualities***Slope: 0 to 3 percent**Depth to restrictive feature: More than 80 inches**Drainage class: Well drained**Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high
(0.57 to 1.98 in/hr)**Depth to water table: More than 80 inches**Frequency of flooding: None**Frequency of ponding: None**Available water supply, 0 to 60 inches: High (about 10.6 inches)***Interpretive groups***Land capability classification (irrigated): 1**Land capability classification (nonirrigated): 1**Hydrologic Soil Group: B**Ecological site: R002XC008OR - Valley Terrace Group**Hydric soil rating: No*

Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

Soil Qualities and Features

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

Hydrologic Soil Group

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

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

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

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

Custom Soil Resource Report

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

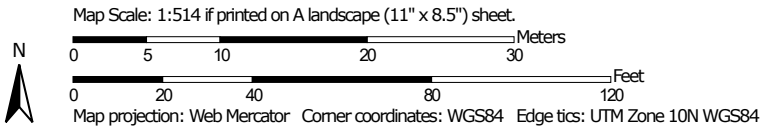
Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over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

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

Custom Soil Resource Report
Map—Hydrologic Soil Group




Soil Map may not be valid at this scale.



Custom Soil Resource Report

MAP LEGEND

Area of Interest (AOI)









 Area of Interest (AOI)

Soils

Soil Rating Polygons





-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

Soil Rating Lines


-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

Soil Rating Points






-  A
-  A/D
-  B
-  B/D

-  C
-  C/D
-  D
-  Not rated or not available


Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

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

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

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

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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

Soil Survey Area: Washington County, Oregon
 Survey Area Data: Version 21, Oct 27, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 19, 2018—Oct 20, 2018

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

Custom Soil Resource Report

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
21A	Hillsboro loam, 0 to 3 percent slopes	B	0.5	100.0%
Totals for Area of Interest			0.5	100.0%

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

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United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf



Sherwood Blvd Multi-Family Development

Arborist Report

January 14, 2022

Submitted To: **The City of Sherwood**

Owner: **West Coast Home Solutions, LLC**

Prepared by:

Christopher D Huggett, Certified Arborist #279086

LEI Engineering & Surveying of Oregon

2564 19th Street SE

Salem, Oregon 97302

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3 OBSERVATIONS.....	1
4 CONCLUSIONS AND RECOMMENDATIONS	2
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1 Introduction

As the State of Oregon's population continues to increase, the demand for housing is constantly on the rise. There are many great aspects to increasing an area's occupancy, including more affordable housing and amenities for the community, but some issues continue to arise. Urban sprawl and increased population density with little regard for the impact on the environment are constant struggles for the modern development of land. With the increase of building construction, commonly comes a decrease in wooded areas and natural habitat. There is often a simple trade off, but it is the goal of this arborist report to mitigate the removal of natural native tree species with planting and maintain the natural aesthetic that has made Oregon so famous over the years. By removing non-native landscape trees and planting native large-canopied trees, the goal for increased shade coverage and natural habitat will be achieved.

2 Purpose

This Arborist report describes tree removal and preservation plan for the Sherwood Multi-Family Development located at 21742 SW Sherwood Boulevard. It will explain the location, size, and condition of trees on and around the site, as well as explain the required treatments to the trees, including removal and special consideration, and replanting to maintain a 30% canopy cover at maturity. This plan will adhere, in detail, to the written regulations and requirements of Chapter 16.142 of the Sherwood City Codes and Ordinances. This report and associated field observations was completed by LEI Engineering & Surveying of Oregon (LEI Oregon) Certified Arborist Christopher D Huggett, Certified Arborist # 279086.

3 Observations

The project location is in Sherwood, Oregon, at 21742 SW Sherwood Boulevard. The site sits just to the west of Stewart Terrace Apartments. It has 17 trees of various species in and around the property. 10 trees are on site and 7 trees are offsite. On the property, the site is approximately 18,806 sqft and is mostly empty except for a concrete pad which is scheduled for removal and a temporary electrical meter. The development is to be a new construction of nine units as well as all requirements and accommodations for said units including parking and a storm water system.

In and around the site there are 7 different species, identified and shown in **Exhibit 1** below, including: Douglas-fir (*Pseudotsuga menziesii*), Freeman maple (*Acer Freemanii*), Bigleaf maple (*Acer macrophyllum*), Blue spruce (*Picea pungens*), Englemann spruce (*Picea engelmannii*), Sweet cherry (*Prunus avium*), and Lodgepole pine. (*Pinus contorta*). Each of these trees has a differing tolerance to construction damage (**See Tree Table below.**) In general conifers have a low tolerance to construction damage, while many broadleaf trees tend to do better in that regard. The table provided below shows the location, name, size, condition, comments, and treatments for the trees.

4 Conclusions and Recommendations

This Arborist Report specifies which trees are to be preserved and which trees are planned for removal during the development. Trees to be preserved are shown in Tree Table below. Of the ten trees on site, all are planned to be removed and replaced. Of the seven trees off-site, but influenced by construction, all will be retained with special treatments to maintain their vigor, form, and overall health. This will include, but not be limited to, construction fences made of 6' tall metal chain-link fencing with 8' posts driven into the ground. On said fences, there will be signs indicating the punishments to occur if fences or trees are disturbed. In areas where the Critical Root Zones of trees are to be encroached upon, sharp, clean tools will be used to sever roots. No ripping or tearing roots is to occur. During and post construction, trees are to be observed for decline. Remedies for decline may include bark mulching over the top of the root system to negate potential compaction, slow-release fertilizers, and if necessary, trimming the outer branches of damaged trees. Trimming root-damaged trees allows for the tree to only maintain a smaller percentage of its total canopy. Using these tactics, the trees off-site should maintain good health. During and post construction, these trees shall be visited by an Arborist to maintain assurance that these tree's special considerations are being observed.

Because of the on-site tree removal, there will be no use of the x2 multiplier of the retained native trees for canopy cover. The 30% canopy cover (7522 sqft) will have to be created by planting native landscape trees around the site post development. According to the University of Minnesota's Urban Forestry Outreach & Research program, a Bigleaf maple's canopy grows from 40'-75' wide at maturity. The average of this is around 55' at maturity which equates to approximately 2,375 sqft or a little under four individuals to attain the 7522 sqft required. Additionally, there are other options to acquire the required canopy cover, including the use of Pacific dogwoods, Douglas-firs, or Pacific madrones whose average canopy spreads at maturity are around 20 feet or 314 sqft, 16 feet or 201 sqft, and 20 feet or 314 sqft, respectively. Using these metrics, one could plant any number of combinations of native landscape trees to suit the needs of the site and form a quality habitat for the Pacific Northwest plants, animals, and fungi.

Respectfully,

Christopher D. Huggett, ISA #279086

Exhibit 1: Site Map

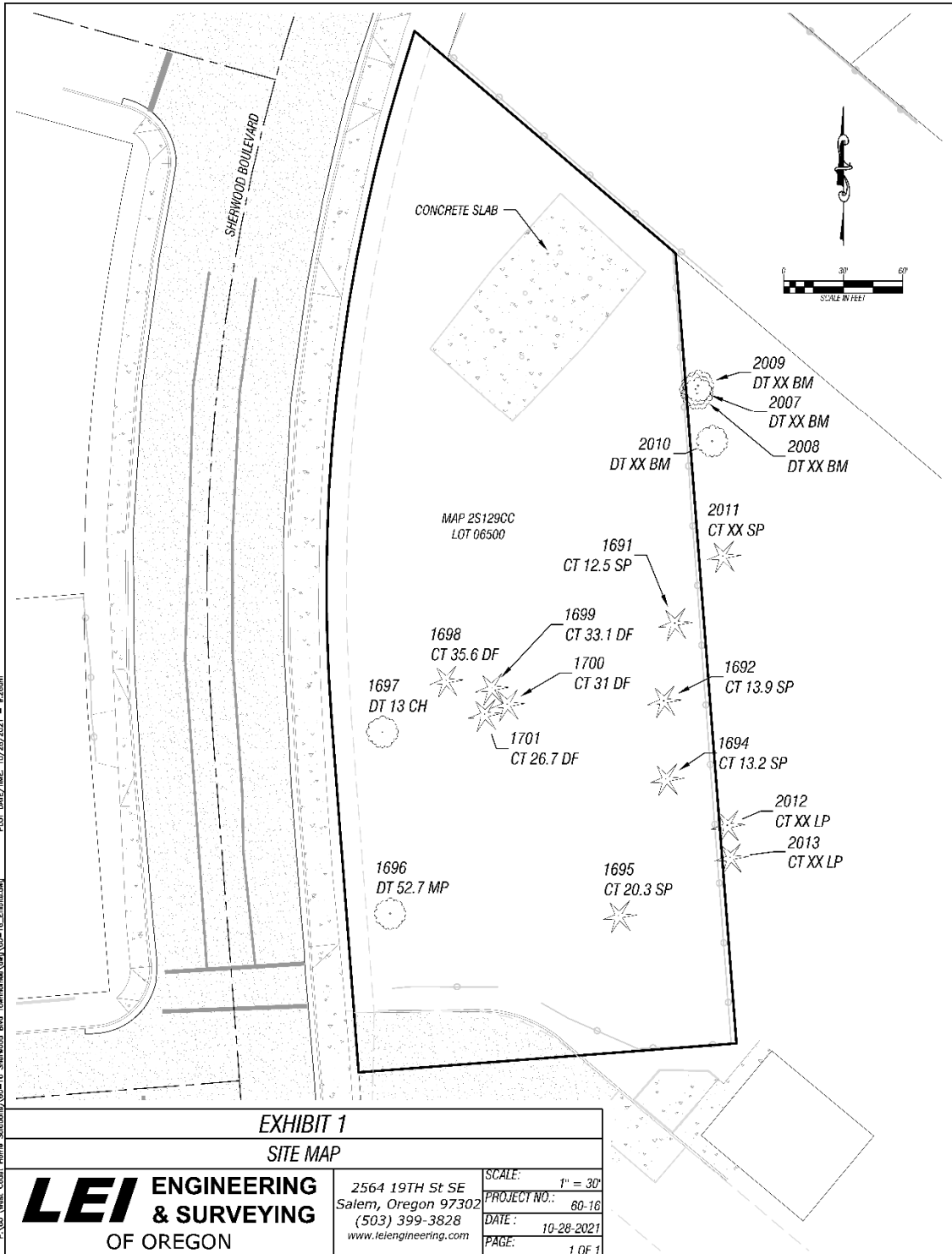


Exhibit A - Sub Exhibit E - Arborist Report
SHERWOOD BLVD MULTI-FAMILY DEVELOPMENT
ARBORIST REPORT

Table 2: Tree Table

Number	Location	Type	Common Name	Species Name	DBH	C-Radius	Condition	Comments	Treatment	Reason
1691	On-Site	CT	Blue Spruce	<i>Picea pungens</i>	12.5	12.6	G	No issues	Remove	Required construction space
1692	On-Site	CT	Blue Spruce	<i>Picea pungens</i>	13.9	10	G	No issues	Remove	Required construction space
1694	On-Site	CT	Blue Spruce	<i>Picea pungens</i>	13.2	13	G	Slight lean	Remove	Required construction space
1695	On-Site	CT	Blue Spruce	<i>Picea pungens</i>	20.3	11.9	F	Significant forked top	Remove	Required construction space
1696	On-Site	DT	Freeman Maple	<i>Acer freemanii</i>	52.7	29.4	F	Lean over road and sidewalk	Remove	Required construction space
1697	On-Site	DT	Sweet Cherry	<i>Prunus Avium</i>	13	14.1	F	Lean over road and sidewalk a grown into power lines	Remove	Required construction space
1698	On-Site	CT	Douglas-fir	<i>Pseudotsuga menziesii</i>	35.6	21.1	G	No issues	Remove	Required construction space
1699	On-Site	CT	Douglas-fir	<i>Pseudotsuga menziesii</i>	33.1	23.1	G	Crook	Remove	Required construction space
1700	On-Site	CT	Douglas-fir	<i>Pseudotsuga menziesii</i>	31	25.6	G	No issues	Remove	Required construction space
1701	On-Site	CT	Douglas-fir	<i>Pseudotsuga menziesii</i>	26.7	23	G	Slight lean	Remove	Required construction space
2007	Off-Site	DT	Bigleaf Maple	<i>Acer macrophyllum</i>	12.1	9.1	F	Lean	Retain	Not located in property boundary
2008	Off-Site	DT	Bigleaf Maple	<i>Acer macrophyllum</i>	21.1	12.3	F	Lean	Retain	Not located in property boundary
2009	Off-Site	DT	Bigleaf Maple	<i>Acer macrophyllum</i>	21.9	13.8	F	Lean	Retain	Not located in property boundary
2010	Off-Site	DT	Bigleaf Maple	<i>Acer macrophyllum</i>	33.3	19.5	F	Dead branches	Retain	Not located in property boundary
2011	Off-Site	CT	Engelmann Spruce	<i>Picea engelmannii</i>	14.4	10.2	G	No issues	Retain	Not located in property boundary
2012	Off-Site	CT	Lodgepole Pine	<i>Pinus contorta</i>	17.5	10.1	G	Slight lean	Retain	Not located in property boundary
2013	Off-Site	CT	Lodgepole Pine	<i>Pinus contorta</i>	17.2	10.3	F	Significant lean	Retain	Not located in property boundary

SENSITIVE AREA PRE-SCREENING SITE ASSESSMENT

Clean Water Services File Number

21-003068

1. Jurisdiction: Sherwood

2. Property Information (example: 1S234AB01400)

Tax lot ID(s): _____
2S129CC06500OR Site Address: 21742 SW Sherwood BoulevardCity, State, Zip: Sherwood, OR, 97140Nearest cross street: SW Gleneagle Dr.

4. Development Activity (check all that apply)

- Addition to single family residence (rooms, deck, garage)
- Lot line adjustment Minor land partition
- Residential condominium Commercial condominium
- Residential subdivision Commercial subdivision
- Single lot commercial Multi lot commercial
- Other New construction of a 9 units on 0.48 acres.

3. Owner Information

Name: _____

Company: West Coast Home SolutionsAddress: 25030 SW Parkway Ave., #110City, State, Zip: Wilsonville, OR, 97070Phone/fax: (503) 509-5916Email: eugenel.wchs@gmail.com

4. Applicant Information

Name: Gretchen StoneCompany: CBTWO ArchitectsAddress: 500 Liberty Street SE, Suite 100City, State, Zip: Salem, OR, 97301Phone/fax: 5034808700Email: gretchen@cbtwoarchitects.com6. Will the project involve any off-site work? Yes No Unknown

Location and description of off-site work: _____

7. Additional comments or information that may be needed to understand your project: _____

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/type name Gretchen StonePrint/type title Project CoordinatorSignature ONLINE SUBMITTALDate 11/3/2021

FOR DISTRICT USE ONLY

- Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.
- Based on review of the submitted materials and best available information sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider Letter as required by Resolution and Order 19-5, Section 3.02.1, as amended by Resolution and Order 19-22. All required permits and approvals must be obtained and completed under applicable local, State and federal law.
- Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider Letter as required by Resolution and Order 19-5, Section 3.02.1, as amended by Resolution and Order 19-22. All required permits and approvals must be obtained and completed under applicable local, state and federal law.
- THIS SERVICE PROVIDER LETTER IS NOT VALID UNLESS 1 CWS APPROVED SITE PLAN(S) ARE ATTACHED.**
- The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). **NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.**

Reviewed by Stacy BenjaminDate 12/8/2021Once complete, email to: SPLReview@cleanwaterservices.org • Fax: (503) 681-4439

OR mail to: SPL Review, Clean Water Services, 2550 SW Hillsboro Highway, Hillsboro, Oregon 97123

Revised 2/2020

SITE STATISTICS		
DESCRIPTION	AREA (SF)	% OF SITE
BUILDING FOOTPRINT	5,222 SF	25%
PAVING	7,954 SF	38%
SIDEWALKS	1,530 SF	8%
LANDSCAPE AREA	6,223 SF	29%
TOTAL SITE AREA	20,929 SF	

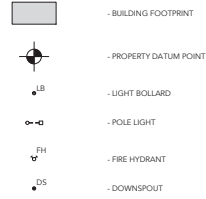
PARKING STATISTICS		
DESCRIPTION	# REQUIRED	# PROVIDED
FULL-SIZE PARKING STALLS	14	14
VISITOR PARKING STALLS	3	3
TOTAL ON-SITE PARKING	17	17

- BASED ON PARKING RATIO OF 1.5 SPACES PER 2 BEDROOM
- 15% OF RED D. SPACES FOR VISITOR PARKING

SITE PLAN LEGEND

(NOTE: SEE A0 SHEETS FOR ADDITIONAL GENERAL LEGEND INFORMATION)

OBJECT/PATTERN	DESCRIPTION(S)
---	- PROPERTY LINE
---	- SETBACK LINES
---	- ROOF OUTLINE
---	- FENCE LINE
---	- ACCESSIBLE PATH FROM BUILDING TO PUBLIC WAY
---	- WATER LINE
---	- FIRE SERVICE LINE
---	- STORM SEWER LINE
---	- SANITARY SEWER LINE
---	- GREASE WASTE LINE
---	- NATURAL GAS LINE
---	- ELECTRICAL SERVICE LINE

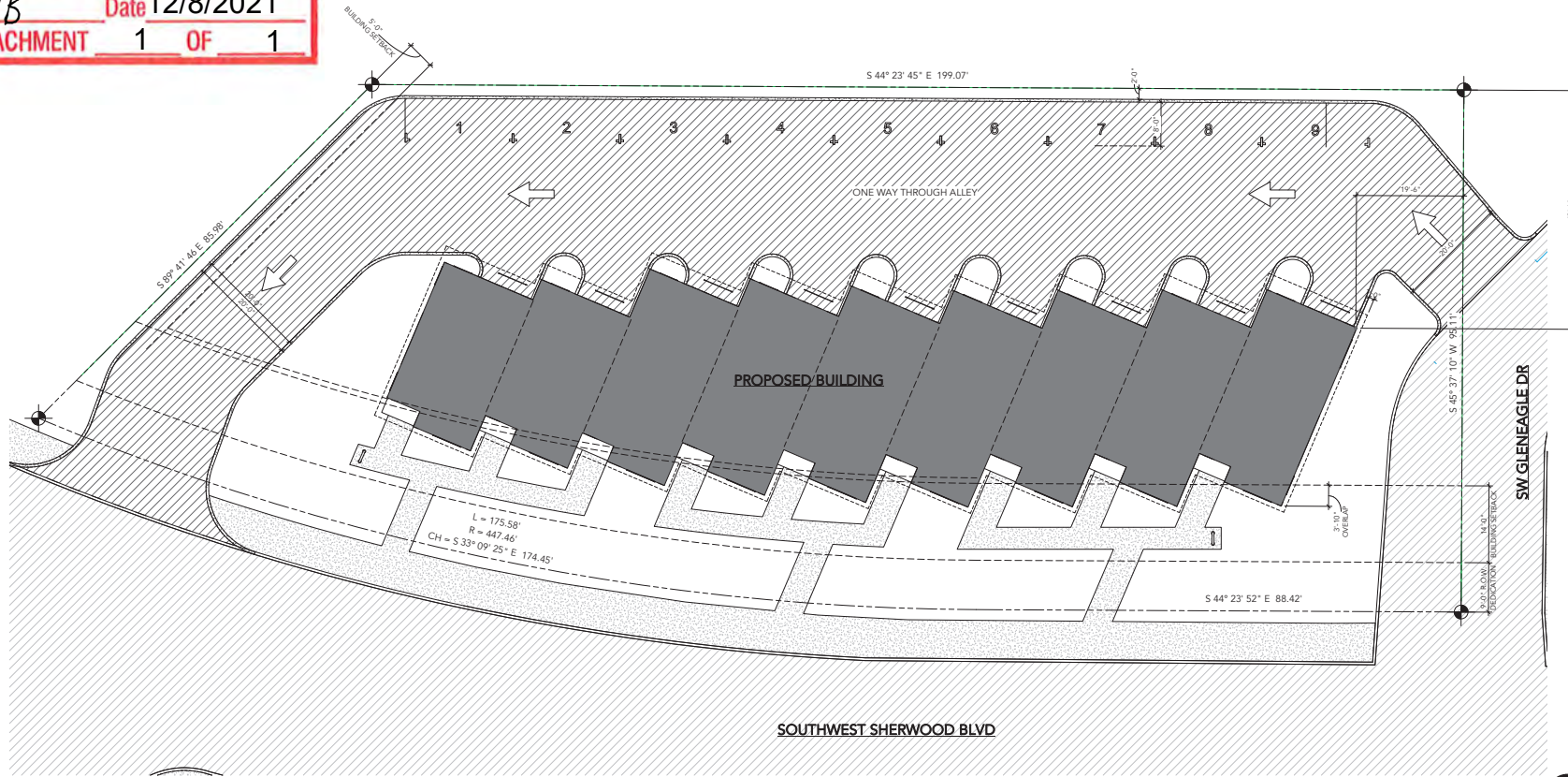


SITE PLAN GENERAL NOTES:

- REFER TO LANDSCAPE PLANS FOR ADDITIONAL PEDESTRIAN WALKS AND PLANTING INFORMATION.
- ANY GRADING AND UTILITIES (BOTH EXISTING AND NEW) ARE SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- SITE PAVEMENT MATERIAL AND DESIGN PER CIVIL. MAX. SPACE BETWEEN JOINTS TO BE 10'-0".
- REFER TO PLUMBING DRAWINGS FOR HOSE BIB LOCATIONS.
- LIGHTING TO BE INSTALLED AT PATHS ALONG THE REQUIRED EXIT WAYS - REFER TO ELECTRICAL SITE PLAN.
- ALL GROUND MOUNTED UTILITY EQUIPMENT SHALL BE SCREENED FROM THE STREET AND THE BUILDING WITH LANDSCAPE - VERIFY LOCATION WITH EACH UTILITY PROVIDER AND COORDINATE WITH LANDSCAPING AS NEEDED.
- ANY WALL PACK LIGHTING PROVIDED TO BE SHIELDED.
- THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48.
- PARKING SPACES AND ACCESS AISLES SHALL HAVE A SURFACE SLOPES NOT STEEPER THAN 1:50 (2%) PER IBC.
- ANY RETAINING WALLS, BERMS, SWALES, ETC. SHOWN FOR REFERENCE ONLY - REFER TO CIVIL DRAWINGS.
- ALL WALL MOUNTED UTILITIES AND ASSOCIATED EQUIPMENT SHALL BE PAINTED TO MATCH ADJACENT BUILDING COLOR.

KEYNOTES

CWS FILE NO. 21-003068
Approved
Clean Water Services
FOR ENVIRONMENTAL REVIEW
 By SNB Date 12/8/2021
SPL ATTACHMENT 1 OF 1



1 SITE PLAN
SCALE: 1" = 10'-0"

NOT FOR CONSTRUCTION

DD
% DESIGN DEVELOPMENT

CBTWO
ARCHITECTS ^{LLC}
500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
PH: 503-460-8700 / FX: 503-460-8701

GEO/TECHNICAL
Company name
PI:

CIVIL
Company name
PI:

STRUCTURAL
Company name
PI:

MECH., ELEC. & PLUMBING
Company name
PI:

KITCHEN
Company name
PI:

JURISDICTION
City of _____
PI:

WEST COAST HOME SOLUTIONS
SHERWOOD, OREGON

CLIENT LOGO

Issue	Issue name	
Date:	xx.xx.xxxx	
Rev.	Description	Date

SITE PLAN

A1.00

10/11/2021 8:28:29 PM

EXHIBIT H

FIRE CODE / LAND USE / BUILDING REVIEW APPLICATION

Exhibit A - Sub Exhibit H



North Operating Center
11945 SW 70th Avenue
Tigard, OR 97223
Phone: 503-649-8577

South Operating Center
8445 SW Elligsen Rd
Wilsonville, OR 97070
Phone: 503-649-8577

REV 6-30-20

Project Information

Applicant Name: Gretchen Stone – CBTWO Architects for West Coast Home Solutions

Address: 500 Liberty Street SE, Suite 100, Salem, OR 97301

Phone: (503) 480-8700

Email: gretchen@cbtwoarchitects.com

Site Address: 21742 SW Sherwood Boulevard

City: Sherwood, OR

Map & Tax Lot #: 2S129CC06500

Business Name: WCHS Multi-Family Sherwood

Land Use/Building Jurisdiction: City of Sherwood

Land Use/ Building Permit # TBD

Choose from: Beaverton, Tigard, Newberg, Tualatin, North Plains, West Linn, Wilsonville, Sherwood, Rivergrove, Durham, King City, Washington County, Clackamas County, Multnomah County, Yamhill County

Project Description

New construction of a 9 unit multi-family development. The building will be approximately 13,500 square feet in 3 stories.

Permit/Review Type (check one):

XLand Use / Building Review - Service Provider Permit

Emergency Radio Responder Coverage Install/Test

LPG Tank (Greater than 2,000 gallons)

Flammable or Combustible Liquid Tank Installation (Greater than 1,000 gallons)

* Exception: Underground Storage Tanks (UST) are deferred to DEQ for regulation.

Explosives Blasting (Blasting plan is required)

Exterior Toxic, Pyrophoric or Corrosive Gas Installation (in excess of 810 cu.ft.)

Tents or Temporary Membrane Structures (in excess of 10,000 square feet)

Temporary Haunted House or similar

OLCC Cannabis Extraction License Review

Ceremonial Fire or Bonfire (For gathering, ceremony or other assembly)

For Fire Marshal's Office Use Only

TVFR Permit # 2022-0029

Permit Type: SPP

Submittal Date: _____

Assigned To: _____

Due Date: _____

Fees Due: _____

Fees Paid: _____

Approval/Inspection Conditions

(For Fire Marshal's Office Use Only)

This section is for application approval only

Ty Darby 3/15/22

Fire Marshal or Designee _____ Date _____

Conditions:

See Attached Conditions: Yes No

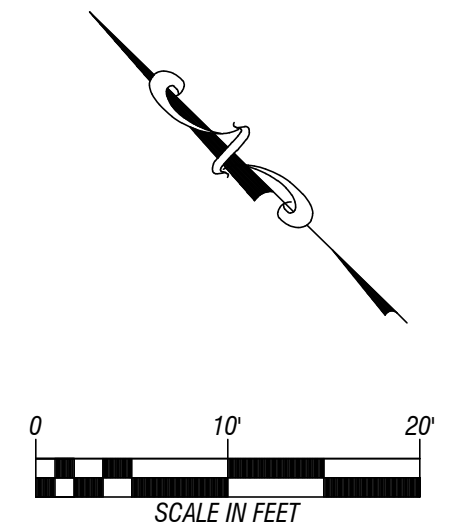
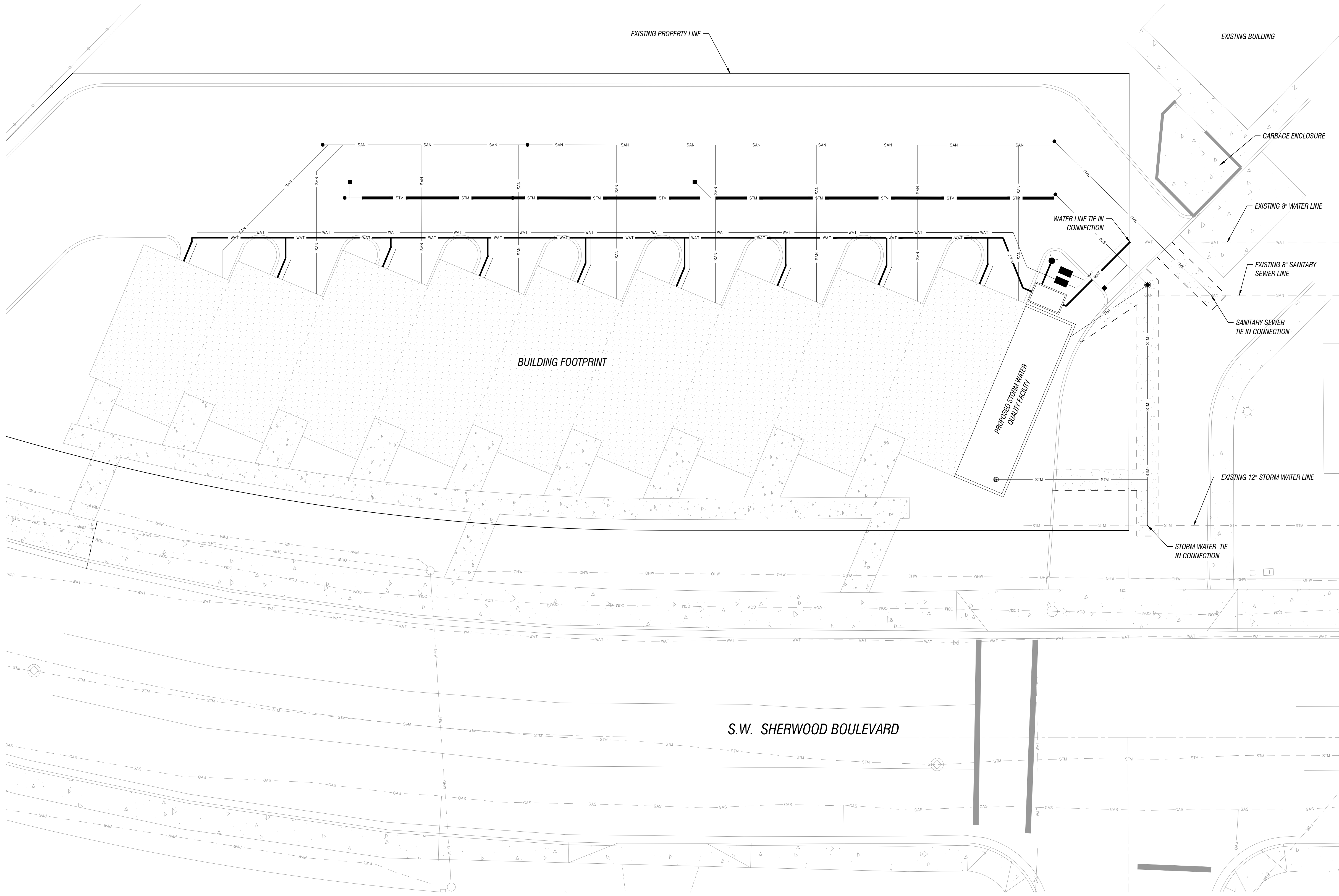
Site Inspection Required: Yes No

This section used when site inspection is required

Inspection Comments:

Final TVFR Approval Signature & Emp ID _____ Date _____

PRELIMINARY



CONDITIONALLY APPROVED PLANS
(see attached letter)

APPROVAL OF PLANS IS NOT AN APPROVAL
OF OMISSIONS OR OVERSIGHTS.

TY DARBY
Deputy Fire Marshal II

21742 SW SHERWOOD BLVD
WEST COAST HOME SOLUTIONS, LLC

2564 19TH STREET SE
Salem, Oregon 97302
(503) 999-3828
www.leiengineering.com

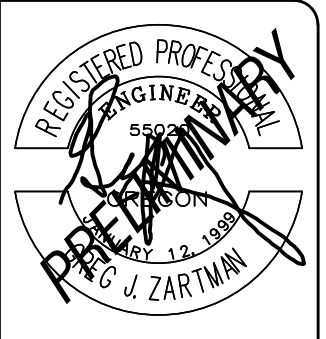
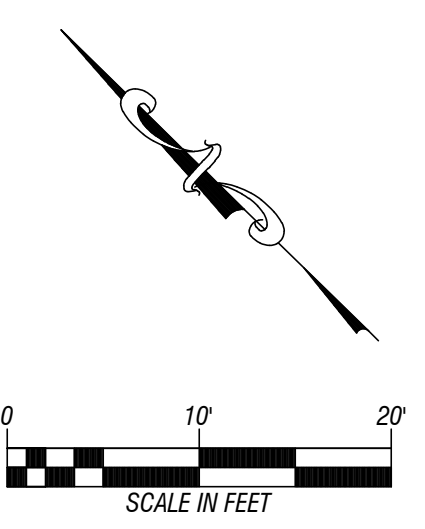
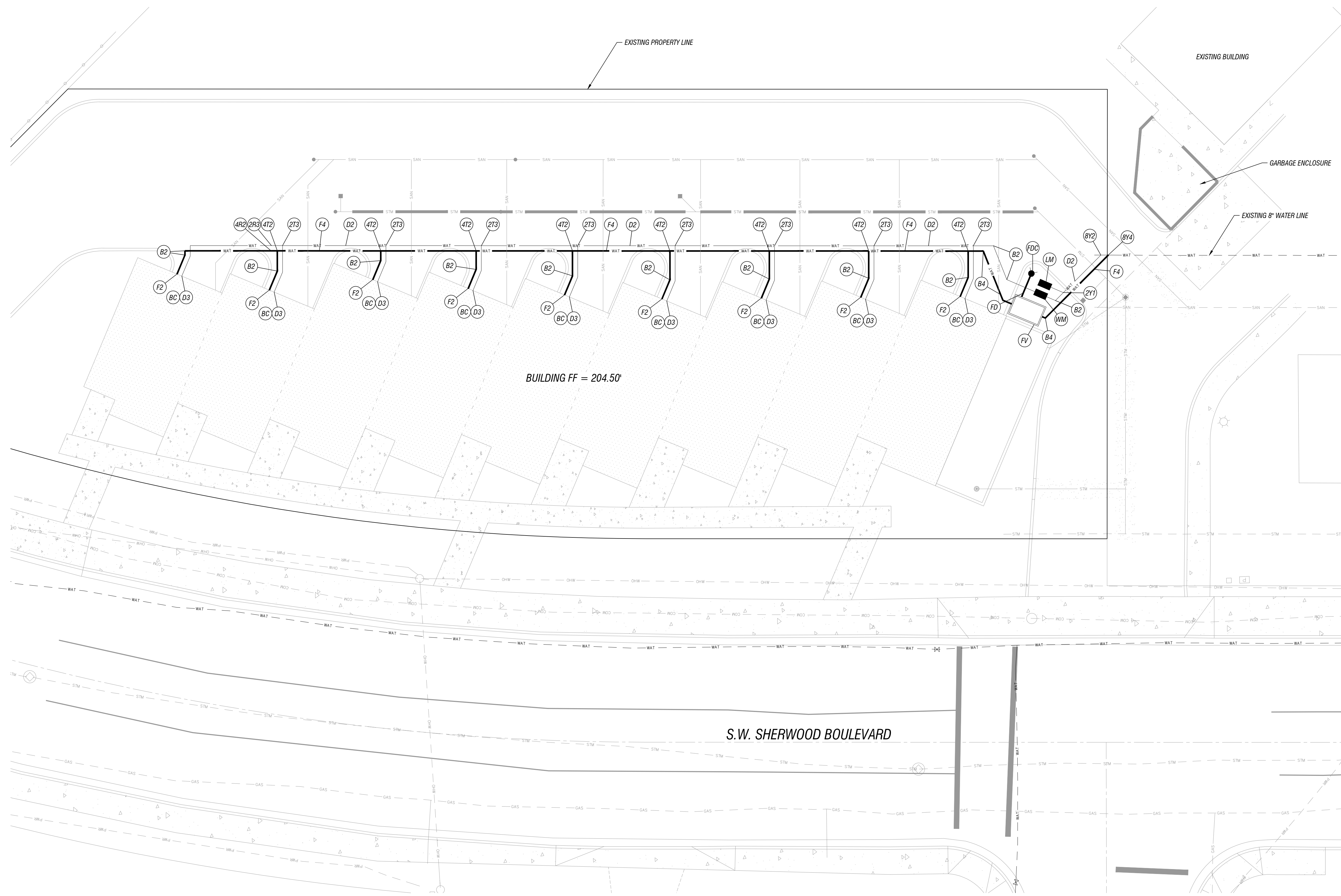
LEI ENGINEERING & SURVEYING
OF OREGON

COMPOSITE
UTILITY LAYOUT

SCALE: 1" = 10'
PROJECT NO: 60-16
SHEET: 05 OF 18
FS-1
UT-1

- GENERAL NOTES:**
- THE UTILITIES, SHOWN HEREON, HAVE BEEN DRAWN BY OBSERVATIONS OF ABOVE GROUND EVIDENCE, IN THE FIELD, TOGETHER WITH AS-BUILT DRAWINGS IN THE LOCAL AREA PROVIDED BY THE CITY OF SHERWOOD. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES, PRIOR TO COMMENCEMENT OF WORK, BY POT-HOLING. LEI MAKES NO WARRANTIES TO THE LOCATION, BOTH HORIZONTALLY AND VERTICALLY, OF THE UTILITIES SHOWN HEREON.
- NO ON-SITE PRIVATE UTILITY LOCATES HAVE BEEN PERFORMED AT THIS TIME.
- ALL ELECTRICAL SHALL BE PLACED BELOW GROUND. ELECTRICAL FACILITY SPECIFICATIONS AND LAYOUT SHALL BE SUPPLIED BY OTHERS.
 - ALL TELECOMMUNICATION FACILITY SPECIFICATIONS AND LAYOUT SHALL BE PROVIDED BY OTHERS.
 - ALL NATURAL GAS FACILITY SPECIFICATIONS AND LAYOUT SHALL BE PROVIDED BY OTHERS.
 - CONTRACTOR SHALL INSTALL TRACER WIRE ON ALL PUBLIC SEWER, STORM DRAINAGE, AND WATER LINE PIPES.
 - ALL PROPOSED ON-SITE UTILITY SYSTEMS, INCLUDING STORM SEWER, SANITARY SEWER, AND WATER, SHALL BE MAINTAINED BY THE OWNER IN PERPETUITY.
 - ALL PUBLIC SEWER, STORM DRAINAGE, AND WATER MAIN PIPING REQUIRE TRACER WIRES, INCLUDING DUCTILE IRON PIPES AND SERVICES TO AND FROM THE MAIN TO PROPERTY LINES. GAUGE OF WIRE USED SHALL CONFORM TO CITY OF SHERWOOD SPECIFICATIONS, OR OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, IN THAT ORDER.

LEI ENGINEERING & SURVEYING OF OREGON, INC. 2564 19TH STREET SE, SALEM, OREGON 97302 (503) 999-3828 www.leiengineering.com
 PROJECT NO: 60-16 SHEET: 05 OF 18
 DATE: 05/17/2024
 DRAWN BY: J. W. HARRIS
 CHECKED BY: G. J. HARRIS
 APPROVED BY: G. J. HARRIS



EXPIRES	
BY	
REVISION	
NO.	DATE

CONSTRUCTION NOTES:

- (B2) CONTRACTOR SHALL INSTALL 2" BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (B4) CONTRACTOR SHALL INSTALL 4" BEND, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (D3) CONTRACTOR SHALL INSTALL 3/4" SOFT COPPER "K TYPE" DOMESTIC SERVICE LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE TO CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (D2) CONTRACTOR SHALL INSTALL 2" DUCTILE IRON CLASS 52 DOMESTIC SERVICE LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE TO CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (F2) CONTRACTOR SHALL INSTALL 2" FIRE PROTECTION LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE TO CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (F4) CONTRACTOR SHALL INSTALL 4" FIRE PROTECTION LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE TO CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (FD) CONTRACTOR SHALL INSTALL 4" FDC LINE, AS SHOWN, BACKFILL AND BED IN ACCORDANCE TO CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (FDC) CONTRACTOR SHALL INSTALL FDC (FIRE DEPARTMENT CONNECTION), AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (FV) CONTRACTOR SHALL INSTALL FIRE VAULT (FIRE DEPARTMENT CONNECTION), AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-71 ON SHEET DT-3. VAULT: OLDCASTLE 577-WA.
- (LM) CITY FORCES SHALL INSTALL 1" LANDSCAPE WATER METER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-60 ON SHEET DT-3. BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (WM) CITY FORCES SHALL INSTALL 2" WATER METER, AS SHOWN, PURSUANT TO CITY OF SHERWOOD STANDARD DRAWING W-60 ON SHEET DT-3. BACKFILL AND BED IN ACCORDANCE WITH CITY OF SHERWOOD STANDARD DRAWING RD-47 ON SHEET DT-1.
- (2T3) CONTRACTOR SHALL INSTALL 2" X 3/4" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4T4) CONTRACTOR SHALL INSTALL 4" X 4" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4T2) CONTRACTOR SHALL INSTALL 4" X 2" TEE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (2R3) CONTRACTOR SHALL INSTALL 2" TO 3/4" REDUCER, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (4R2) CONTRACTOR SHALL INSTALL 4" TO 2" REDUCER, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (2Y1) CONTRACTOR SHALL INSTALL 2" X 1" WYE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (8Y2) CONTRACTOR SHALL INSTALL 8" X 2" WYE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.
- (8Y4) CONTRACTOR SHALL INSTALL 8" X 4" WYE, AS SHOWN, PURSUANT TO MANUFACTURES SPECIFICATIONS.

GENERAL NOTES:

- (BC) REFERENCE PLUMBING PLANS FOR BUILDING CONNECTION DETAILS.

21742 SW SHERWOOD BLVD
 WEST COAST HOME SOLUTIONS, LLC

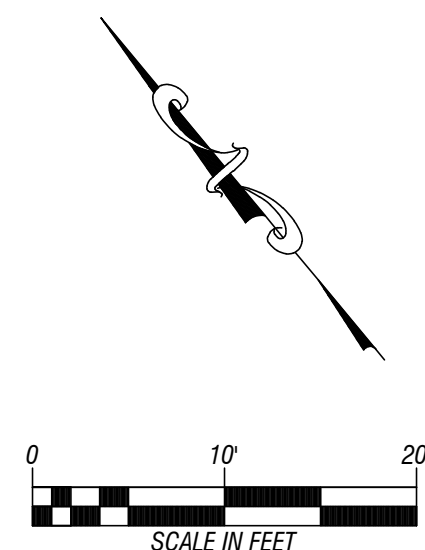
2564 19TH STREET SE
 SEASIDE, OREGON 97132
 (503) 399-3828
 www.leiengineering.com

LEI ENGINEERING & SURVEYING
 OF OREGON

WATERLINE
 SITE PLAN

SCALE: 1" = 10'
 PROJECT NO: 60-16
 SHEET: 09 OF 18
 FS-2
 WL-1

G:\PROJECTS\2024\21742 SW SHERWOOD BLVD\21742 SW SHERWOOD BLVD - WATERLINE SITE PLAN.dwg
 DATE: 09/11/24 10:51 AM
 USER: GREGJZ
 PLOT: 09/11/24 10:51 AM
 PLOTTER: HP DesignJet T1100e



NOTES:

- (F2) 2" FIRE PROTECTION LINE
- (F4) 4" FIRE PROTECTION LINE
- (FD) 4" FDC LINE
- (FDC) FDC (FIRE DEPARTMENT CONNECTION)
- (FV) FIRE VAULT (FIRE DEPARTMENT CONNECTION)

GENERAL NOTES:

NO OVERHEAD HEIGHT RESTRICTIONS ARE PRESENT WITH PROPOSED FIRE ACCESS PLAN.
 ALL PULL ROUTES BETWEEN AND BEHIND BUILDINGS ARE LESS THAN 300' FROM THE FIRE ACCESS DRIVE AISLES.

PRELIMINARY

NO.	DATE	REVISION	BY	DATE	EXPIRES

21742 SW SHERWOOD BLVD
 PREPARED FOR: WEST COAST HOME SOLUTIONS, LLC

2554 19TH STREET SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

LEI ENGINEERING & SURVEYING OF OREGON

FIRE ACCESS PLAN

SCALE: 1" = 10'
 PROJECT NO: 60-16
 SHEET: 14 OF 18
 FS-3
 FA-1

DATE: 02/17/2020 10:00 AM USER: JACOB.SCHMIDT@LEIENGINEERING.COM PROJECT: 21742 SW SHERWOOD BLVD SHEET: 14 OF 18

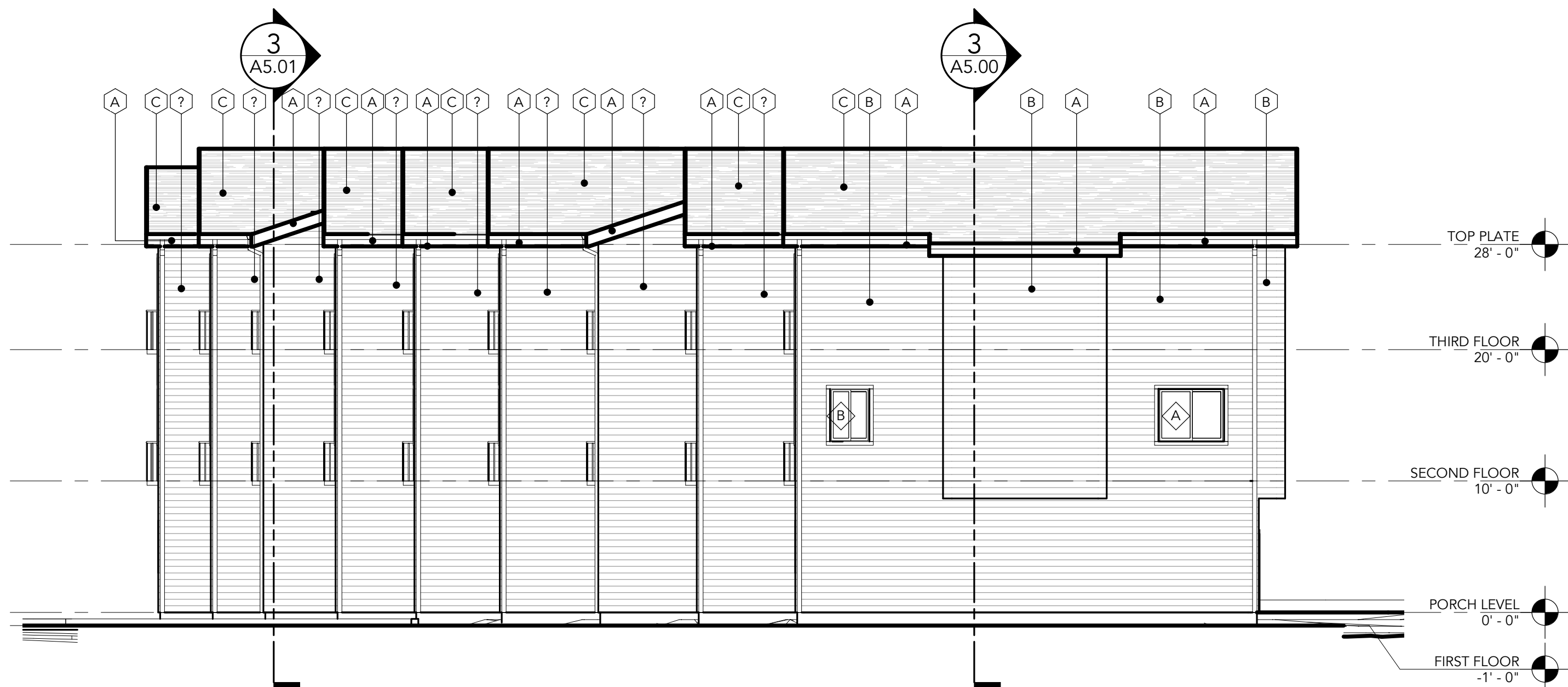
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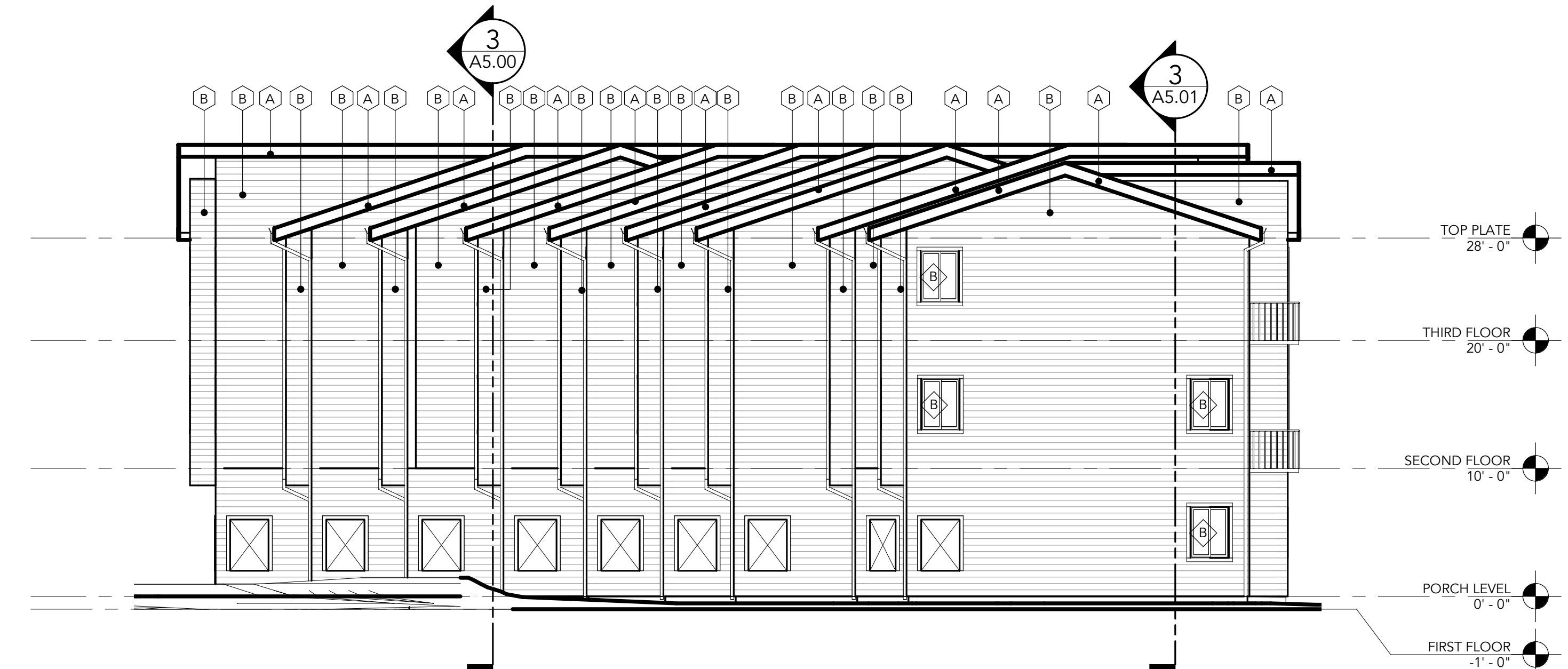
1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION GENERAL NOTES

1. THERE IS NO SIDING MATERIAL OR PAINT COLOR CHANGE ON AN OUTSIDE CORNER OF THE BUILDING.
2. ALL COLOR & MATERIAL CHANGES OCCUR ON AN INSIDE CORNER.
3. SEE WINDOW SCHEDULE FOR FRAME MATERIAL AND COLOR OF WINDOWS
4. DOORS AND DOOR FRAME COLOR TO MATCH COLOR OF ADJACENT MATERIAL.
5. FOR TYPICAL PIPE PENETRATIONS THROUGH EXTERIOR WALLS, (ADD VIEW REFERENCE TAG TO DETAIL)

EXTERIOR ELEVATION COLOR & FINISH LEGEND

- (A) MATERIAL: FIBER CEMENT FASCIA
- (B) MATERIAL: FIBER CEMENT LAP SIDING
- (C) MATERIAL: ARCHITECTURAL COMPOSITION ROOF

NOT FOR CONSTRUCTION

DD

% DESIGN DEVELOPMENT

CBTWO

ARCHITECTS

500 Library Street SE, Suite 100 / Salem, Oregon 97301
Ph: 503.480.8700 / Fax: 503.480.8701

LANDSCAPE LAURUS DESIGNS, LLC
Ph: 503.784.6494

CIVIL LEI ENGINEERING & SURVEYING OF OREGON, LLC
Ph: 503.399.3828

STRUCTURAL MSC ENGINEERS INC.
Ph: 503.399.1399

JURISDICTION CITY OF SHERWOOD
Ph: 503.625.4242

WEST COAST HOME SOLUTIONS

SHERWOOD, OREGON

West Coast Home Solutions, LLC

Issue:	Issue name
Date:	xx.xx.xxxx
Rev: Description:	Date:

OVERALL EXTERIOR ELEVATIONS

FS-4
A3.00

1/11/2022 4:00:27 PM



Engineering Land Use Application Comments

To: Eric Rutledge, Associate Planner

From: Craig Christensen, P.E., Engineering Department

Project: Sherwood Boulevard Multi-Family (LU 2022-006)

Date: May 31, 2022

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

Sanitary Sewer

Currently a public sanitary sewer main exists within a public easement within the property southeast of the subject property. This sanitary sewer is stubbed to the southeast end of the subject property. Since the subject property is the only property that does not have sanitary sewer service in this area, the public sanitary sewer only needs extending as necessary to provide public sanitary sewer service to the subject property.

Any private sanitary sewer extending through neighboring properties needs to meet CWS standards and needs to be within a private easement.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use/extend the existing public sanitary sewer as necessary to supply service to the new building meeting the approval of the Sherwood Engineering Department.

CONDITION: 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.

CONDITION: Prior to Final Acceptance of the Constructed Public Improvements, any private sanitary sewer facilities to be located on neighboring private property shall have a recorded private sanitary sewer easement encompassing the related private sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.

Project: Sherwood Boulevard Multi-Family (LU 2022-006)
Date: May 31, 2022
Page: 2 of 6

CONDITION: Prior to Final Acceptance of the Constructed Public Improvements, any public sanitary sewer facilities to be located on private property shall have a recorded public sanitary sewer or utility easement encompassing the related public sanitary sewer improvements meeting the approval of the Sherwood Engineering Department.

Water

Currently there is a public water main existing within SW Sherwood Boulevard along the subject property frontage. There is also a public water main within a public easement within the property to the southeast of the subject property. This water line is stubbed to the southeast end of the subject property. Since this is the only property that does not have water service in this area, the public water system only needs extending as necessary to provide public water service to the subject property.

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

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

CONDITION: 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: 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 the approval of the Sherwood Engineering Department.

CONDITION: 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: 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 the approval of the Sherwood Engineering department.

Storm Sewer

Currently a public storm sewer main exists within a public easement within the property southeast of the subject property. This storm sewer is stubbed to the southeast end of the subject property. Since the subject property is the only property that does not have

Project: Sherwood Boulevard Multi-Family (LU 2022-006)
Date: May 31, 2022
Page: 3 of 6

public storm sewer service in this area, the public storm sewer only needs extending as necessary to provide public storm sewer service to the subject property.

The existing storm sewer to the southeast does not flow to any public regional water quality facility or hydro-modification facility. Water quality and hydro-modification is required for all new/modified impervious area in compliance with CWS standards.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to use/extend the existing public storm sewer as necessary to supply service to the subject property meeting the approval of the Sherwood Engineering Department.

CONDITION: 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.

CONDITION: 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: 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.

Transportation

The subject property has frontage on SW Sherwood Boulevard (Arterial). Currently the existing street has a 3-lane street section with no bike lanes and a curb tight sidewalk. City standards are for a 25-foot wide paved street section with 5-foot wide landscape strip and an 8-foot wide sidewalk within a 39-foot wide half street right-of-way section. Right-of-way to a 39-foot half street width will need to be dedicated. The existing sidewalk will need to be removed with a new 8-foot wide sidewalk installed at standard location providing for a landscape strip.

Typically the street would be required to be widened. However this would make the width in this area inconsistent with the rest of SW Sherwood Boulevard and it would be better to accept a payment in lieu of the street widening (asphalt widening and curb and gutter) and widen the paving with a future improvement project for SW Sherwood Boulevard. Street lighting at a location to not interfere with future street widening improvements will be required.

There is a mid-block sidewalk ramp within SW Sherwood Boulevard partially in front of the subject property at the northwest end of the site. The sidewalk ramp currently does not meet ADA standards and it is at a location where a mid-block crossing is not

Project: Sherwood Boulevard Multi-Family (LU 2022-006)
Date: May 31, 2022
Page: 4 of 6

desirable. This ramp will need to be removed and replaced with a standard sidewalk section and signage installed to discourage pedestrian crossings at this location.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing curb-tight sidewalk, create a landscape strip and install new 8-foot wide sidewalk in its ultimate location along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to remove the existing sidewalk ramp on SW Sherwood Boulevard at the northwest end of the subject property and replace with a standard sidewalk section and signage meeting the approval of the Sherwood Engineering Department.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for a one-way driveway access onto SW Sherwood Boulevard across from SW 10th Street meeting the approval of the Sherwood Engineering Department.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design to install street lighting along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION: 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 (local street pavement structure) for the additional width necessary for a 25-foot wide half street section meeting the approval of the Sherwood Engineering Department.

CONDITION: Prior to Acceptance of Public Improvements, the proposed development shall set monuments for and dedicate right-of-way along the subject property frontage of SW Sherwood Boulevard to a 39-foot half-street right-of-way width.

Grading and Erosion Control:

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 of the public improvements is reviewed, approved and released as part of the public improvement plans.

Project: Sherwood Boulevard Multi-Family (LU 2022-006)
Date: May 31, 2022
Page: 5 of 6

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.

Since the proposed parcel is less than 1 acre in size, only a city issued grading and erosion control permit is required for this development.

CONDITION: Prior to Issuance of Building Permits, a grading and erosion control permit shall be obtained from the Sherwood Building Department.

Other Engineering Issues:

Clean Water Services has issued a Service Provider Letter and has noted that this development will not significantly impact water quality sensitive areas.

An 8-foot wide PUE will be needed along the outside of the right-of-way dedication along the subject property frontage of SW Sherwood Boulevard.

Sherwood Broadband exists aerially along the subject property frontage of SW Sherwood Boulevard. Therefore Sherwood Broadband conduits and vaults will be required along the frontage of SW Sherwood Boulevard.

Overhead utilities exist along the subject property frontage of SW Sherwood Boulevard. Due to the layout of the overhead utilities and that undergrounding of the facilities along the frontage potentially resulting in having to cross SW Sherwood Boulevard multiple times and that the remainder of SW Sherwood Boulevard has overhead utilities that likely will not be placed underground until a capital project occurs, the best course of action will be to have conduit and vaults installed within the new PUE for future undergrounding of overhead utilities.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for the installation of vaults and conduit for future undergrounding of the overhead utilities (including Sherwood Broadband) along the subject property frontage of SW Sherwood Boulevard meeting the approval of the Sherwood Engineering Department.

CONDITION: Prior to Approval of the Engineering Public Improvement Plans, the proposed development shall design for utility services to the new building to be underground.

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

CONDITION: Prior to Acceptance of Public Improvements, the proposed development shall dedicate a minimum 8-foot wide PUE along the subject property street frontage meeting the approval of the Sherwood Engineering Department.

Project: Sherwood Boulevard Multi-Family (LU 2022-006)
Date: May 31, 2022
Page: 6 of 6

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

END OF COMMENTS.

M E M O R A N D U M

Date: June 9, 2022

To: Eric Rutledge, Associate Planner, City of Sherwood

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

Subject: Sherwood Blvd Multi-Family, LU 2022-006 SP/VAR, 2S129CC06500

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

PRIOR TO ANY WORK ON THE SITE

A Clean Water Services (CWS) Storm Water Connection Permit Authorization must be obtained. Application for CWS Permit Authorization must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order No. 19-5 as amended by R&O 19-22, or prior standards as meeting the implementation policy of R&O 18-28, and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
- b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans.
- c. Detailed plans showing the development having direct access by gravity to public storm and sanitary sewer.
- d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 19-5, Section 4.04. Access shall be provided for maintenance of facility per R&O 19-5, Section 4.07.6.
- e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.

- f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
- g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
- h. Application may require additional permitting and plan review from CWS Source Control Program. For any questions or additional information, please contact Source Control at (503) 681-5175.
- i. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.

CONCLUSION

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

From: [Kristen Tabscott](#)
To: [Eric Rutledge](#)
Subject: RE: LU 2022-006 SP / VAR Sherwood Blvd Multifamily - Opportunity for Agency Comment
Date: Wednesday, June 29, 2022 2:43:33 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

The only issue is if cars are parked in the alleyway. If we cannot access the carts on the private drive then we will need to pick up carts on the nearest public road SW Sherwood Blvd.

Kristen Tabscott

EXECUTIVE ASSISTANT

—

[Pride Disposal & Recycling Company](#)

503-625-6177

pridedisposal.com

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From: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Sent: Wednesday, June 29, 2022 2:31 PM
To: Kristen Tabscott <kTabscott@pridedisposal.com>
Subject: RE: LU 2022-006 SP / VAR Sherwood Blvd Multifamily - Opportunity for Agency Comment

Hi Kristen,

Any comments on this application? It looks like the proposal is for individual totes with alley / private drive access. I wanted to make sure your vehicles and provide service.

Thanks,

Eric Rutledge
City of Sherwood
Associate Planner
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315

From: Eric Rutledge
Sent: Monday, May 16, 2022 12:08 PM
To: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Subject: LU 2022-006 SP / VAR Sherwood Blvd Multifamily - Opportunity for Agency Comment

Hi Agency Partners:

The City of Sherwood Planning Department is requesting agency comments on the following land use application:

- **Proposal:** The applicant is proposing a new 9-unit multifamily building to be located at 21742 SW Sherwood Blvd. The 0.48-acre site is zoned High Density Residential (HDR) and is currently vacant. The applicant is proposing two Class A Variances for a reduction to the minimum front yard setback and a reduction to the visual corridor width abutting an arterial street. The development will include 18 parking stalls and will be accessed via the existing driveway serving the Stewart Terrace Apartments. Vehicle egress will be provided via a new driveway across from SW 10th St.
- **Location:** 21742 SW Sherwood Blvd., Sherwood OR 97140
- **Comment Deadline:** Monday May 30, 2022 for consideration in the staff report
- **Hearing Date:** Hybrid In-Person / Virtual Sherwood Planning Commission Hearing on Tuesday June 14, 2022 at 7pm. Agencies impacted by the proposal are welcome to participate.
- **Applicable code criteria:** SZCDC Chapter 16.12 Residential Land Use Districts; Chapter 16.50 Accessory Structures, Architectural Features and Decks; Chapter 16.58 Clear Vision and Fence Standards; Chapter 16.60 Yard Requirements; Chapter 16.72 Procedures for Processing Development Permits; Chapter 16.84 Variances; 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 16.144 Wetland, Habitat, and Natural Areas; Chapter 16.156 Energy Conservation
- **Application materials (City website):** <https://www.sherwoodoregon.gov/planning/project/lu-2022-006-sp-var-sherwood-blvd-multifamily>

Eric Rutledge
City of Sherwood
Associate Planner
rutledgee@sherwoodoregon.gov
Desk 503.625.4242
Work Cell 971.979.2315



From: [Bonnie Harris](#)
To: [Eric Rutledge](#)
Subject: Re: Form submission from: Contact Us
Date: Thursday, May 26, 2022 2:03:14 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hi Eric,

I understand they are saying that.

But, if the new project is using their half of the drive for a one way access only, we cannot also use it for egress, as we would be going the wrong way. Since we won't be able to see if someone is coming, with the intention of turning into the one-way access, there could be accidents.

Of course, if you are saying that the new project residents will be pulling into the one-way access from the right side of the drive, of course, they will be crossing over the path of outgoing cars from Stewart Terrace. Indeed, it would be wise of the new project to put in a curb alongside their one-way, so that ST residents do not meet them head on while going out.

On the other hand, if WE access from the same one-way, we will still have to cross over the path of another vehicle to get back to the right side of the drive. Because these people have been driving on the right-hand side of the road all of their lives, I can certainly see problems with them trying to go in on the left side and go out on the left side. Some of these people have varying degrees of dementia, and it is hard enough to communicate some things to them, much less how to do something backwards from what they have known for 70-80 years or more.

Perhaps someone from either project and/or the City, could come out and show us how this is going to work, because I can't see it.

Not to mention, several people here walk almost everyday down the drive to the sidewalk south. They don't walk fast. They will be confused if a car turns directly toward them.

I don't believe anyone is considering the type of people that live here and what you are expecting of them. I am also quite familiar with how some teenagers drive, and I know some will come flying around that turn at high speed. You know it, too.

I am speaking for people here who are either too frightened or too confused to speak for themselves. No one even told us this was happening until we saw the sign. We have a special needs group here that I believe are not having those needs considered. Some of these folks cannot hear! Some cannot see well. There is even a sign on the drive that says: "A blind person crosses here."

I believe that I must do all that I can to protect these people. I am one of the "youngsters", at 67, but I cannot move fast, either. Our "manager" has made clear that our safety is not at the top of her list, but that's another issue.

You have a bunch of old people here. We have been trying to explain to some of them how this will be in the future, but they aren't getting it.

By "sharing" with a one-way access, that still means we will need egress going out the wrong way on a one-way lane.

I think it would be very helpful if some of you came over here with some chalk and SHOWED us exactly how you think this is going to work.

Sincerely, Bonnie

Harris

On Thu, 26 May 2022 at 12:48, Eric Rutledge <RutledgeE@sherwoodoregon.gov> wrote:

Hi Bonnie,

Thank you for your message. I will include your email in the record for the land use application unless you tell me otherwise.

Regarding the proposed driveway access, the code allows and actually encourages multiple properties to use the same driveway. This is to reduce the number of direct driveway approaches to public streets. In this case, the existing driveway that serves SW Steward Terrace will remain 30 ft. wide and serve as both ingress and egress for residents, guests, and emergency vehicles. The minimum width in our code for this type of driveway is 24 ft. Since the driveway is 30 ft. wide, it meets current code requirements. The applicant has also obtained a pre-approval letter from Tualatin Valley Fire & Rescue for the design. Finally, the owners of Stewart Terrace Apartments have agreed to the shared access with the proposed development. A copy of a shared access agreement was provided to the City.

Let me know if you have any additional questions or concerns. I would be happy to talk with you in more detail.

Thank you,

Eric Rutledge

City of Sherwood

Associate Planner

rutledgee@sherwoodoregon.gov

Desk 503.625.4242

Work Cell 971.979.2315

From: City of Sherwood Oregon <Website@sherwoodoregon.gov>
Sent: Thursday, May 26, 2022 12:01 PM
To: WebsiteRequests <WebsiteRequests@sherwoodoregon.gov>
Subject: Form submission from: Contact Us

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Submitted on Thursday, May 26, 2022 - 12:00pm

Submitted by anonymous user: [24.20.139.25](#)

Submitted values are:

CONTACT INFORMATION

Full Name Bonnie Harris

Email wildairbc@gmail.com

Phone Number 2086400330

Question/Comment

In regards to:

https://www.sherwoodoregon.gov/sites/default/files/fileattachments/planning/project/50387/lu_2022-006_public_notice.pdf

I am just a poor, old, handicapped person who happens to live at Stewart Terrace apartments, which are closely adjacent to this project. I am not a landowner, so I am aware that I have no say on this project.

While I believe this is an ugly, inappropriate construction for this neighborhood, I nevertheless understand that if the law allows, the owners of that property can build what they wish.

But here is my concern, and it is not about THEM. It is about the owners of Stewart Terrace.

They don't seem to realize what it will mean with this project takes their rightful half of the driveway, which is the ONLY entry/exit to Stewart Terrace apartments. They seem to think we can "share" this driveway.

Except, the new construction will have ONLY one-way entry on their half of the drive. They have an exit at the other end of the property.

We, however, have only this soon-to-be half a driveway for entry/exit. I have measured this and that leaves us fifteen feet to the edge of their access point. Is this big enough legally for entry/exit? Please note that we are all old and handicapped here and there are frequently calls to first responders whether fire, ambulance, police. We also have large trucks for our lawn mowers and vendors doing deliveries. There is no other entry or exit point on the property.

I am picturing cars stopped on Sherwood Blvd waiting for cars trying to exit our one lane before they can go in. We will not be able to exit on the right side of the driveway anymore because it will be a one way entry only. That, along with this project blocking the view of traffic from the right, seems like a really bad idea.

I must also admit, that there are people here who are not as adept at driving as they once were.

I have tried to talk to the management company (Guardian) about this, and they say the owners are aware of the project, and we will share the drive. But, we can't with the current plan. I have been told that The City does not allow new drives off the curb onto Sherwood Blvd, but surely ours will have to be widened past the current width (30') to accommodate both properties.

I have asked Guardian if they or any of the owners have actually LOOKED at this, but, no reply.

I would appreciate any info. Thanks!

Bonnie Harris
Stewart Terrace Apts #2

The results of this submission may be viewed at:

<https://www.sherwoodoregon.gov/node/7/submission/46966>

“It is not who is right, but what is right, that is of importance.” – Thomas Huxley”

From: [Bonnie Harris](#)
To: [Eric Rutledge](#)
Subject: LU 2022-006 SP / VAR Sherwood Blvd, TL# 2S129CC06500
Date: Friday, June 3, 2022 10:03:30 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Well, this is a start.

1. I just heard that the plan DOES include taking out the existing fence. I am hoping it will be replaced with a solid vinyl fence to cut noise and sight. Something solid, perhaps with plantings on development side to buffer even more. My apartment, my bedroom, actually, is only about 10 feet from the fence line. Plus, before the existing fence was put in, there was a lot of trouble with people partying on that lot and coming over to Stewart Terrace to use the restroom in our laundry room. There was theft, also, and littering. A much more impervious, sturdy fence to replace the old one would be so appreciated. They aren't actually thinking of leaving it open, I hope? That would be very detrimental to both properties.
2. Consider using the drive already at the end of project, near drainage gully, for entry and the shared drive as the exit. This would result in everyone going out the same way at the exit lane, with no cutting across Stewart Terrace traffic that is exiting. This would also keep project traffic on the half of the drive that actually belongs to the project owner. Having a substantial amount of new traffic cutting across in front of existing ST traffic seems highly likely to cause accidents. The ST tenants are handicapped senior citizens, with varying amounts of capability. The new traffic will no doubt include younger people, and having been a teenager myself once, (I admit, maybe into my twenties, it WAS the era of muscle cars, after all) I believe that we can all see some of the project tenants coming in that drive at a higher speed and cutting across before they should. I do not want to see someone hurt before a future, more expensive, fix has to be done. Of course, using the other drive at the project for entrance, would solve a lot of this. If they do agree to that, perhaps a slow down sign before the exit on the shared drive for new project tenants, would help, also.
3. Since this area of Sherwood Blvd has high pedestrian traffic, with the handicapped seniors, residents on surrounding streets, and a school, I would request a lot of signage. Children generally ride bikes and scooters by the ST drive at high speed, because currently, there is not a lot of traffic in and out. Many ST tenants regularly walk out the drive to go to the bus stop or just for exercise. Most are not able to move quickly, and many have loss of hearing/vision.
4. Why is the proposed shared drive labeled Gleneagle Dr? Is the city proposing taking over the drive as an extension of Gleneagle? What would that mean for tenants of both properties?
5. The tenants of ST are very alarmed that one of the proposed open/play areas would be right next to the shared drive, I mean, within feet. With no barrier? There is also a rise at that end of the project, a few feet above the drive. A small child through play or misadventure could easily tumble down that rise directly into the path of traffic on the drive. This would be a tragedy beyond horrific. I, personally, could not live with hurting or killing a child.
6. Clearly designated signs for both properties that clarify parking for both. I do not believe that 18 parking spaces for the amount of people who could be living in the proposed project is

nearly enough, and ST barely has enough for one space per resident. We get by, because several residents at ST do not own a car. Parking here at ST is, in fact, being worked on by management currently, so everyone has easily accessible parking as near their apartments as possible, because of mobility problems with many residents. We may have a couple of spaces for visitors. We don't want any tenants of the new project to think they can ever park over here-we just don't have room.

7. Perhaps signs on the (new?) fence asking project residents to not throw trash over the fence, especially cigarette butts. A solid fence would also help keep cigarette smoke on their side, since ST is a No Smoking property. Many residents of ST have mild to severe lung disease, and it cannot be tolerated. Perhaps even signs that say, "No Smoking Next to Fence"? There are vulnerable people here, in many ways, and I am worried they can be negatively affected to the detriment of their health. This would include smoking pot, of course. Any kind of smoke. Surely there will be an area closer to the proposed buildings where the project residents could smoke?

8. The residents of ST realize that a project like this WILL affect us, and we also know that we will have to adjust to a certain extent. Taking out the trees on the project site makes is all very sad, but we know it has to be. More noise and traffic will be a reality, and we will hopefully be able to adjust before anyone gets hurt. A lot of wildlife still lives on that small patch, and that saddens us, as well, but, we don't own the property, so we have to accept that, as well. We do not have AC in these units, so when it is hot, a lot of us keep our windows open at night, and, of course, they will be more noise at night. We will deal, I suppose. (or, perhaps, we can get HUD or management to allow AC that is effective and affordable, but...)

These are just some of my concerns, many of them shared, that I hope can be accommodated.

In general, however, most residents of ST do not like this project at all. It simply doesn't fit the area, and, even though we are just outside Old Town Sherwood, the ambiance here is much the same. This project will stick out. It doesn't fit. It will cause massive new traffic that this area does not need, or is equipped to handle. Emergency vehicles will have to park on Sherwood Blvd to service the new project, which will block the one and only lane on that side. Granted, that wouldn't be happening all of the time (we hope), but, still a concern for a heavily used street that leads to the center of Oldtown. Of course, the city cannot possibly deflect every single thing that 'could' happen, but some of these concerns above are more in the 'probably will happen' category.

I might also mention, just in passing, that last summer, I did notice the police using this contested "shared" drive to sit and wait and to turn around. Will they be notified?

Will the school be notified of the changing traffic patterns so, maybe, they could talk about it with the kids? We are very worried about the kids around here.

Thanks for everything, Eric and I hope the Board will consider these comments. We all WANT to attend the hearing, but 8PM is getting on bedtime for some of us, plus good days/bad days with many of our handicaps. But we do want to come. Hopefully, at least a few of us can make it.

Thank you again for giving us a voice. No one else has.

Bonnie Harris
Sherwood Terrace Apts

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"It is not who is right, but what is right, that is of importance." – Thomas Huxley"

From: [Bonnie Harris](#)
To: [Eric Rutledge](#)
Subject: Re: New plans for Sherwood Blvd
Date: Friday, July 1, 2022 10:36:37 PM

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Thanks, Eric,

Please do give this to the Board and anything else I have written that may add to it.

We are becoming even more insistent on the upgraded fence, with, perhaps, even an 8' section behind the part next to the one building. They would be parking just 12 feet from our bedrooms, so the fence seems like a fair compromise for their variance. Plus, the health problems of many over here, with lung disease not being uncommon, a solid barrier would at least alleviate the transfer of fumes somewhat. An addition of the clumping bamboo along their fence on their side would provide even more cushion against these things and be a low cost, low maintenance planting. This is a real concern and one woman, with severe breathing problems, lives just across from me in the front, and she is very worried. The noise and lights will be significant, as well, especially with the sanitation trucks going through and other kind of large vehicles.

Speaking of large vehicles, we would also like to know where they plan to park the heavy equipment during construction? Or personal cars of workers?

I also wanted to ask if the project residents will be supplied with the large trash containers, as we have had problems in the past with people dropping their trash in our dumpsters. We seem to fill them up pretty well all by ourselves, so it could be problematic. Especially if they take down the section of fence in front of our dumpsters, since it would be easy for anyone to stop on their drive and run their trash to the dumpsters right there. It would be nice to have signs on the brick around the dumpsters saying "Stewart Terrace only", or something like that. Same with the driveway and parking. We just had a guy down street leave a huge pickup parked here for almost a week, because he didn't have anywhere to park it on Gleneagle. No, he didn't ask.

Speaking of Gleneagle, some clarification on why the drive is being called Gleneagle on the plans would be appreciated. Even GPS calls it Gleneagle.

Then there are the utilities hook up. We are wondering why they are hooking into the same sewer line as us, because we have had a lot of problems with sewers backing up here recently. It's an old pipeline, I assume, since this place has been here forever. Why don't they go straight out to the street with new hookups? I am not an engineer, of course, but I have seen a lot of problems with trying to move or dig up old pipe. What if it does go sideways and ends up being a much bigger job? How will we be able to in and out? Of course, going onto Sherwood Blvd has risks and problems, as well, but at least out there they could have flaggers and steel plates for cars to go by.

I am sure I sound like an idiot, as I am not familiar with this stuff like you are. I am just trying to make this as easy as possible for the people already here. It is our home. Things will

be different. People are already mourning the trees and wanting to just say NO to the whole thing. I, for one, like to live in reality, as hard as it can be at times. So, I know better than to ask for the moon. I know we have to have our say and do our best. I don't think that asking for the bigger, solid, perhaps taller (taller, at least behind the one building next to the fence) so that they can have their variance, which really is, at least, a little brazen for them to ask for. But we would be willing to go along with it for the fence, and ideally, the clumping bamboo on their side, as well, which would provide a higher barrier without making an 8 foot fence. But 6' minimum.

I know, engineers and all, but more and more of us are wanting the entry switch to happen as well. Maybe, if we could see some actual numbers on what the turning in problem when entering from the other direction is, we could put it to rest. In fact, that would make it a right hand turn, and probably be easier, especially if it is weighed against the potential hazards of coming in our drive and cutting across. But on paper, I have to tell you, it just doesn't look like that big of a deal, when it would mean a much safer exit drive.

Speaking of engineers and architects, we are also not in love with the appearance of the structure. It just doesn't fit and seems more like a downtown or other mixed business/residential neighborhood. Just wondering if the facade could be softened some, or made to look more residential, so it would blend in better. Surely the City can also see value in maintaining at least a little of the "small town" ambience that Sherwood used to have all over. Surely, some people want to live here because of that? There are a lot of cities around here with steel and concrete that people who want to live in the city can choose from. Maybe Sherwood could be the place to get a break from that. Yes, I am aware of tax revenue and stuff like that. I came from northern Idaho, fifth generation. I saw what developers did to it in a very short time. I can barely stand to go to Coeur d' Alene anymore. But, there are still actual small towns outside CdA, and people are moving there in droves for just that. Of course, they are destroying the thing they seek in doing so, but that's another story.

Thank you for giving this to the Board, and thank you again for reminding us that we DO have a voice. I, personally, have no desire to rain on someone using their own property legally, but I am hoping they will stop and consider the special nature of our little community. I am hoping for some accommodation and compromise.

Bonnie Harris
Stewart Terrace Apts
Sherwood, OR

On Fri, 1 Jul 2022 at 14:54, Eric Rutledge <RutledgeE@sherwoodoregon.gov> wrote:

Hi Bonnie,

Thanks for this email and sorry on the delay. I wanted to clarify if your email below was intended as testimony for the record? I can include it if you would like.

As a reminder we will be releasing the staff report for the application on July 5. You can obtain a copy on the project page at the link below.

<https://www.sherwoodoregon.gov/planning/project/lu-2022-006-sp-var-sherwood-blvd-multifamily>

My best,

Eric Rutledge

City of Sherwood

Associate Planner

rutledgee@sherwoodoregon.gov

Desk 503.625.4242

Work Cell 971.979.2315

From: Bonnie Harris <wildairbc@gmail.com>
Sent: Sunday, June 26, 2022 10:21 AM
To: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Subject: New plans for Sherwood Blvd

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hi Eric,

I have just lightly gone over the amended variances for the Sherwood Blvd nine unit construction.

Have the architects or owners seen any of the accommodations we at Stewart Terrace have asked for? If so, they seem to be ignoring us.

Now I have to go all in on the request for a new, solid vinyl fence, with perhaps the clumping bamboo on their side to further buffer this property from the new one. The existing fence already has broken and loose boards, and once kids start climbing/leaning/kicking on it, it will be nonexistent before long.

I am assuming the Board has seen our complaints and requests. The noise and air quality on this side of the fence is a very big deal to the special residents here. (not the construction noise, the "living there" noise) Any kind of smoke or other such fumes on a regular basis represent a very real health hazard to many of our tenants, as I have said before. For the amount of money they are investing in this, it seems asking for a much better fence is little enough to ask.

Then there is the issue of the 2' variance they are asking for. As you know, some units back right up to that fence. I don't think it would be too much to ask for that section of new fence to be even higher and thicker. They will be taking most of us out of here in a bag, and we would rather not have whatever peace we find here rolled over without some accommodations.

We would still very much like to see them exchange their exit and outlet drives. At least we would all be going in the same direction on exit, and no one will be making a flat corner into the existing drive to cut across our exiting vehicles. Or, consequently, backing up traffic on the street. Would traffic backups be better in the driveways than on the street?

Nothing new, I know. But if they are insisting on the 2' variance, I believe that they themselves should have planned to beef up the barrier between the properties and not just leave the same rickety fence.

Also, it seems inevitable that young people will be going over that fence to cut through here. There is a gap between the board fence and the chainlink that the City has around the drainage ditch. People do go through there as a shortcut, already, which we have tried to discourage. It would be very nice if a sturdier fence also closed that gap. And there were lots of signs on the development side banning going over the fence.

We also have to plan for the future, as this is our home. And kids will be kids. And even adults will not always be considerate. As you may be aware, old people are often scorned and even hated, if not ignored, by this society. (unless you are filthy rich or a politician)

Please do not let these developers run over us. I know it is not up to you individually, but please do whatever you can, and we will do our part, as well. Evidently, Eric, we have no one to rely on except you and the rest of the planning department. Not even our owners or managers.

Thanks very much, Bonnie Harris

Stewart Terrace Apts, Sherwood #2

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"It is not who is right, but what is right, that is of importance." – Thomas Huxley"

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"It is not who is right, but what is right, that is of importance." – Thomas Huxley"

From: [J Lindgren](#)
To: [Planning Mailbox](#)
Subject: Case File No.: LU 2022-006 SP / VAR
Date: Monday, May 30, 2022 1:32:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Attn: Eric Rutledge, Associate Planner - City of Sherwood, Oregon

I want to provide **written testimony for the public hearing to be held on 6/14/2022** regarding the two proposed Class A Variances requested by the applicant for **Case File No.: LU 2022-006 SP / VAR** and parking concerns.

1. **Proposed variance to reduce the minimum front yard setback.** I oppose this. The proposed three-story development is very dense and is surrounded on three of four sides by single-family homes. The fourth side is Stewart Terrace Senior Apartments which is a one-story complex. Reducing the front yard setback to less than required by Sherwood City Code reduces the open space on the sidewalk in front of the property along a very busy SW Sherwood Boulevard along which there is no parking and it is a primary arterial street through the city. This increases danger to pedestrians along that main road and is visually not harmonious with the surrounding neighborhood. City Code requires a minimum front yard setback for the best interests of the community and should be followed as intended.

2. **Proposed variance to reduce the visual corridor width abutting an arterial street.** I oppose this. As noted above, the surrounding neighborhood is primarily single-family homes. The visual corridor width required by City Code is needed for the proposed development to be in harmony with the surrounding neighborhood. Reducing the visual corridor width will visually make the development look like a high-rise crammed onto a very small property in a neighborhood that doesn't have that same density. The site is 0.48 acres and is to have 9 units!

3. This issue was not mentioned in the Notice of Public Hearing: Each unit appears to have a one-car garage and the site has one outside **parking** space for each unit. This totals to 2 parking spaces for each unit, with only 1 of the 2 available to visitors if unoccupied. This is 18 spaces on a 0.48 site of 9 units. As we have seen elsewhere in Sherwood with recent developments, the parking provided will be insufficient and will spill over onto adjoining neighborhood residential streets, such as SW 10th Street and SW Gleneagle Drive, since there is no parking along SW Sherwood Boulevard. Experience shows that residents will use some of the garages for storage, not vehicles, (and the units don't have their own driveways to park in), each unit will have multiple vehicles, and each unit will have visitors who arrive in vehicles. This results in a need for parking that is not met with the parking spaces proposed. As much as planners want everyone to ride the bus, they don't, and they own multiple vehicles. **Examples of this** can be seen in other similar existing new dense developments in Sherwood:

- Oregon Street Town Homes on SW Oregon Street. Residents use the Sherwood City Hall/Library parking lot.
- Creekview Crossing apartment complex on Cedar Brook Way. Residents park as far away to the west near the roundabout and on SW Handley Street.
- Townhomes on SW Heatherwood Lane. Residents park outside the development along SW Pinehurst Drive.
- The Cannery Row Apartment complexes on SW Highland Drive. Residents park along SW Columbia Street.

Go by those developments at night when everyone is home and you will see the overflowing

parking that is not contained within or near each of those developments. Try visiting any of those developments at night and try to find nearby parking - there isn't any. This appears to be a growing problem with new dense developments allowed in Sherwood. I request that city planners realize what is happening and how this is making our community less accessible and livable due to a growing lack of parking. Any proposed development should provide sufficient parking for itself within the footprint of the proposed development. If the response to is "it is allowed by City Code", then the code needs to be changed for our community to grow in a functional and desirable way. This is not downtown Portland with dense high-rise buildings and light-rail transit systems.

Please consider my comments above in rendering a decision regarding the proposed development and similar future developments.

Thank you,

Jeff Lindgren
Sherwood, Oregon resident
(I live in the residential subdivision to the northeast of the proposed development)

From: [J Lindgren](#)
To: [Eric Rutledge](#)
Cc: [Planning Mailbox](#)
Subject: Re: Case File No.: LU 2022-006 SP / VAR
Date: Sunday, July 3, 2022 2:02:55 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Mr. Rutledge,

I received notice that there will be another public hearing on 7/12/22. I want to provide additional **written testimony for the public hearing to be held on 7/12/2022** regarding the three proposed Class A Variances requested by the applicant for **Case File No.: LU 2022-006 SP / VAR** and parking concerns. Please add this to my prior submitted written testimony for the prior hearing (see my 5/30/22 email below).

I see that with the latest notice there is a third **additional new variance** being requested: "*a reduction to the perimeter landscaping buffer abutting a vehicle use area*". I oppose this.

As noted previously, the surrounding neighborhood is primarily single-family homes. The landscaping buffer required by City Code is needed for the proposed development to be in harmony with the surrounding neighborhood. Reducing the landscape buffer makes the development look like a high-rise crammed onto a very small property in a neighborhood of existing developments that have landscape buffers, less density, and a lower height. Why create problems by approving a development that adversely affects the existing neighborhood?

Thank you,

Jeff Lindgren

Sherwood, Oregon resident

(I live in the residential subdivision to the northeast of the proposed development)

On Wednesday, June 1, 2022 at 09:34:51 AM PDT, Eric Rutledge <rutledge@sherwoodoregon.gov> wrote:

Hi Jeff,

Thank you – the email will be included in the record and considered in the staff report.

Eric Rutledge

City of Sherwood

Associate Planner

rutledge@sherwoodoregon.gov

Desk 503.625.4242

Work Cell 971.979.2315

From: Planning Mailbox <planning@sherwoodoregon.gov>
Sent: Wednesday, June 1, 2022 9:31 AM
To: Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Subject: FW: Case File No.: LU 2022-006 SP / VAR

Joy L. Chang
Senior Planner

DURING THIS TIME OF HEALTH EMERGENCY WE ARE ENCOURAGING THE USE OF EMAIL AND MAKING APPOINTMENTS WITH STAFF. THANK YOU FOR UNDERSTANDING

From: J Lindgren <snowflakearizona@yahoo.com>
Sent: Monday, May 30, 2022 1:32 PM
To: Planning Mailbox <planning@sherwoodoregon.gov>
Subject: Case File No.: LU 2022-006 SP / VAR

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Attn: Eric Rutledge, Associate Planner - City of Sherwood, Oregon

I want to provide **written testimony for the public hearing to be held on 6/14/2022** regarding the two proposed Class A Variances requested by the applicant for **Case File No.: LU 2022-006 SP / VAR** and parking concerns.

1. **Proposed variance to reduce the minimum front yard setback.** I oppose this. The proposed three-story development is very dense and is surrounded on three of four sides by single-family homes. The fourth side is Stewart Terrace Senior Apartments which is a one-story complex. Reducing the front yard setback to less than required by Sherwood City Code reduces the open space on the sidewalk in front of the property along a very busy SW Sherwood Boulevard along which there is no parking and it is a primary arterial street through the city. This increases danger to pedestrians along that main road and is visually not harmonious with the surrounding neighborhood. City Code requires a minimum front yard setback for the best interests of the community and should be followed as intended.

2. **Proposed variance to reduce the visual corridor width abutting an arterial street.** I oppose this. As noted above, the surrounding neighborhood is primarily single-family homes. The visual corridor width required by City Code is needed for the proposed development to be in harmony with the surrounding neighborhood. Reducing the visual corridor width will visually make the development look like a high-rise crammed onto a very small property in a neighborhood that doesn't have that same density. The site is 0.48 acres and is to have 9 units!

3. This issue was not mentioned in the Notice of Public Hearing: Each unit appears to have a one-car garage and the site has one outside **parking** space for each unit. This totals to 2 parking spaces for each unit, with only 1 of the 2 available to visitors if unoccupied. This is 18 spaces on a 0.48 site of 9 units. As we have seen elsewhere in Sherwood with recent developments, the parking provided will be insufficient and will spill over onto adjoining neighborhood residential streets, such as SW 10th Street and SW Gleneagle Drive, since there is no parking along SW Sherwood Boulevard. Experience shows that residents will use some of the garages for storage, not vehicles, (and the units don't have their own driveways to park in), each unit will have multiple vehicles, and each unit will have visitors who arrive in vehicles. This results in a need for parking that is not met with the parking spaces proposed. As much as planners want everyone to ride the bus, they don't, and they own multiple vehicles. **Examples of this** can be seen in other similar existing new dense developments in Sherwood:

- Oregon Street Town Homes on SW Oregon Street. Residents use the Sherwood City Hall/Library parking lot.
- Creekview Crossing apartment complex on Cedar Brook Way. Residents park as far away to the west near the roundabout and on SW Handley Street.
- Townhomes on SW Heatherwood Lane. Residents park outside the development along SW Pinehurst Drive.
- The Cannery Row Apartment complexes on SW Highland Drive. Residents park along SW Columbia Street.

Go by those developments at night when everyone is home and you will see the overflowing parking that is not contained within or near each of those developments. Try visiting any of those developments at night and try to find nearby parking - there isn't any. This appears to be a growing problem with new dense developments allowed in Sherwood. I request that city planners realize what is

happening and how this is making our community less accessible and livable due to a growing lack of parking. Any proposed development should provide sufficient parking for itself within the footprint of the proposed development. If the response to is "it is allowed by City Code", then the code needs to be changed for our community to grow in a functional and desirable way. This is not downtown Portland with dense high-rise buildings and light-rail transit systems.

Please consider my comments above in rendering a decision regarding the proposed development and similar future developments.

Thank you,

Jeff Lindgren

Sherwood, Oregon resident

(I live in the residential subdivision to the northeast of the proposed development)

From: [Barry Kennedy](#)
To: [Eric Rutledge](#)
Cc: [Sabrina Bear](#)
Subject: West Coast Homes Solution Application for Multifamily Development on North Sherwood Blvd.
Date: Tuesday, June 7, 2022 10:56:20 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hi Eric:

I read WCHS application proposing to build a three story apartment complex of nine units on a 0.48 acre lot on North Sherwood Blvd. There are four large Douglas Fir trees, one wild cherry tree, four blue spruce trees, and a over 150 years old Silver Maple tree on this plot I propose this development is totally incompatible with surrounding single story houses and apartments. It will add to the existing traffic congestion on North Sherwood Blvd. I believe the City needs to declare the maple tree on the City's right-of-way tree and to acquire the plot to be a City Park for Gleneagle who does not have a park. If not it will result in the residents of the apartment using Gleneagle to park their cars. The children of Gleneagle now have to play in the streets. We feel this effort to urbanize Sherwood with high rise apartments and to cut down the trees that make Sherwood beautiful is wrong. We and other SWAT (SherWood Adores Trees) team members ask the City Council to. preserve these trees including perhaps the oldest living tree in Sherwood and make this plot into a City Park.

I agree with the arborist report that all offsite trees need to be preserved including the 150 year old Maple Tree.

If the apartment is approved, I recommend that a pedestrian crosswalk with a traffic light be provided due to the increased traffic on North Sherwood Blvd. resulting from the development.

I recommend that there be at least 13 parking places be provided by the developer as required by the ordinance (1.5 per unit) since the garages under the units can be used for storage instead of parking.

I recommend the City Planning Commission and Council not grant WCHS the requested setback variance and deny their application.

Sincerely yours,
Barry Kennedy, 16518 SW Gleneagle Dr., Sherwood, OR
President of SWAT (SherWood Adores Trees)

Sent from my iPad

From: [STEPHANY_HALE](#)
To: [Eric Rutledge](#)
Subject: LU 2022-006 SP
Date: Monday, July 4, 2022 1:44:26 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Mr. Rutledge*:

As Sherwood begins to burst at the seams, we citizens and caretakers of this most livable city, have the precious rights and responsibilities to enhance the city's present and ensure its best possible future. That is why I think it is imperative that we carefully examine any and all possible planning proposals put before our planning board, especially those calling for variances.

Case in point: Case File LU 2022-0060SP

21742 SW Sherwood Blvd.

- Most environmentally conscious urban planners have realized the wisdom of integrating an already hearty urban canopy into any new development in order to cut down on pollution, reduce speeding of traffic along roadways, naturally cool homes, cities and sidewalks, provide for better mental and physical health, and lower water usage. The more established trees a city has, the more the city lowers its overall temperature and water usage, something to think about especially in an area prone to drought and wildfires. West Coast Home Solutions proposes clearcutting all existing old growth from this lot.
- Currently, West Coast Home Solutions proposes a variance for a 2 foot clearance rather than the 10 foot clearance now required between the back of the Stewart Terrace property and their "alley". We see no reason why this variance should be permitted. The residents of Stewart Terrace (a non-smoking apartment complex) are either seniors or disabled, many with breathing disorders, and having car exhausts and/or smokers right up against our complex is untenable.
- Which brings us to a fence between these properties. We would like to see a durable, tall fence put along the property line between Stewart Terrace and the "alley".
- It has been brought to our attention that West Coast Home Solutions proposes to tap the water line under the driveway at Stewart Terrace rather than running their line out into the city main on Sherwood Blvd. As residents of Sherwood Terrace who have encountered many issues with the demands on this already overtaxed subsystem, we propose that West Coast Home Solutions be required to tap the far more plentiful water main under Sherwood Blvd. rather than tax the already overtaxed subsystem utilized by our complex.
- In proposing such a large complex in this spot, I question if anyone has bothered to do any kind of traffic study along Sherwood Blvd. This is a very

busy street, especially during school hours. Sidewalks and streets are packed with parents and young children. Cars lining up. School buses. Teens. And, yet, there's room for a high-density apartment complex, with only one and one half parking spaces per unit? Perhaps, before making any final decisions, I hope decision makers will come by and look at the space. In the plans, the complex stands alone on the page. In real life, there's a lot of real life crowded around it.

- Speaking of traffic: The current proposal has the West Coast Home Solutions residents entering through the south shared driveway and exiting through the north driveway of their complex. In order to avoid backups in the Stewart Terrace parking lot and driveway and in the turn lane on Sherwood Blvd., and to avoid potential accidents with children at play in the West Coast Home Solutions playground, we, at Stewart Terrace, propose, switching it so that the West Coast Home Solutions residents exit thru the south driveway and enter the north driveway.

In summation, I think most of us living in Sherwood are here because we choose to live in a non-urban environment. We prefer a small town with both its pluses and its minuses. As such, I admit to finding this West Coast Home Solutions proposal (as an option/done deal?) for my neighborhood perplexing. It is a very urban plan for a very small town part of Sherwood. Had wanted to live behind a high-rise, I'd have opted to live in the city. Why would the city planners of Sherwood not take care to maintain what has made this town so livable?

Thank you for your time.

Stephany L. Hale

Resident

*Please feel free to share this letter with any other decision makers. Your's was the only email address I had.

Sandra Beckwith

21754 SW Sherwood Blvd, #24
Sherwood, OR 97140
(541) 760-9582
meganbd@gmail.com

July 4th, 2022

RE: Case File Number: LU 2022-006 SP
21742 SW Sherwood Blvd
Sherwood, OR 97140

To: Planning Department at Sherwood City Hall Attn. Eric Rutledge

Thank you for your on-site review of the proposed new development plans for 21742 SW Sherwood Blvd. As a tenant of Sherwood Terrace Apartments, which is a long-standing community of seniors and/or disabled citizens, I, and others, will definitely be impacted by the development.

Specific concerns are:

- Upholding the 10 foot minimum set back for parking. This will help mitigate exhaust fumes and perhaps other issues that we residents need to avoid.
- Requiring the developers to replace the existing fence on the property line with a vertical 6-8 foot fence. Again, privacy and safety concerns. This also will maintain present standards for future “live better” developments.
- My understanding is that a variance has been requested to allow the building to be moved closer to the street. Please deny. The foot traffic on Sherwood Blvd sidewalk is very busy and with all the other traffic plans being proposed, it will greatly increase vehicular traffic, congestion, and the safety risk to pedestrians. Please vote no.

If moved closer to the street would that not eliminate space for trees thus preventing climate change protections?

- The plans, as presented, are too large for the lot which is just under half an acre. Additionally, the plans show the developers desire to redesignate their driveway and alley? and/or perhaps an extension of Gleneagle Drive. That would include large signs of “Do not Enter” and “Wrong Way”. Very confusing! Please say no.
- Hook-up to sewer and water lines utilizing the present 8-inch water and sewer lines presently located on Sherwood Terrace property is proposed.

If true, what are the impacts? Can the rerouting of those lines not be done on the developers site? Plans already show there will be tie-ins for natural gas lines across Sherwood Blvd. Why not tie-in the water and sewer lines and bypass all construction on Stewart Terrace properties?

Another main concern-can those present 8-inch lines accommodate the increase in demand for water, sewer, etc.?

Suggestions for Developers!!

- Change the footprint.
- Downsize to 7 units only.
- Flip design to face south rather than north, which allows easy access to underground carports and also allows entering and exiting driveway on north side where there is a curve on the lot.
- Limit to 2-story buildings. By reducing units, the building could be able to have a kitchen/living on the first floor and bedrooms/den on the second floor.

I would also suggest that you reach out to the Sherwood community to tour the property in question. The long-term effects may promote more involvement with Sherwood citizens in the future.

Sincerely,

Sandra Beckwith

From: [Jo Hankins](#)
To: [Eric Rutledge](#)
Subject: Re: LU 2022-006 SP, 21742 SW Sherwood Blvd.
Date: Tuesday, July 5, 2022 12:17:42 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

I am contacting you in regard to the proposed development on the above property also know as the Barn Property. The plans and pictures I have been given show a 3-story white building which includes nine apartments. This 3-story building does not fit into the surrounding area of single family homes and 2-story apartment buildings. It will stick out like the proverbial green thumb. It will not add to the impression of Sherwood as a small town but will give a more commercial look to our residential area. This will only detract from the ambiance of coming into "Old Town" Sherwood.

If this proposal is adopted by Sherwood I have some other concerns.

1. The residents of the Stewart Terrace Apartments will be sharing a driveway with the new apartments. It would be best if the entrance to the 3-story building be put on the far side of their parking area with a one-way drive through exiting on the shared driveway. Otherwise there will be a chance of collision if drivers are exiting Stewart Terrace and other drivers are entering the proposed apartments. Drivers will be crossing in front of other drivers in an area that does not have full visibility for all drivers.
2. Stewart Terrace is a property that allows absolutely no smoking. This a residence for seniors and handicapped people, some of whom have major health issues such as COPD and heart problems. Cigarette smoke and exhaust fumes coming into this property creates a health hazard for these residents. It would be most beneficial to have at least a nine foot tall between the two properties for their protection.
3. If there are children living in these proposed apartments where will they be able to play safely away from the street and the alley entrance?
4. Since Stewart Terrace has limited parking, there is a concern that visitors to the proposed apartments would park in our parking lot and make it even more crowded than it already is.

These are just a few of my concerns about the above propose property. Thank you for your considerations in this mattter.

Jo Hankins
21754 SW Sherwood Blvd. Apt. 12
Sherwood, OR 97140
503-625-2797

From: [Gretchen Stone](#)
To: [Eric Rutledge](#)
Cc: [Eugene Labunsky \(eugenel.wchs@gmail.com\)](mailto:eugenel.wchs@gmail.com)
Subject: Continuance of Public Hearing for LU 2022-006 SP / VAR Sherwood Blvd. Multifamily
Date: Monday, June 6, 2022 5:25:33 PM
Attachments: [image001.png](#)
[image002.png](#)

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Eric,

On behalf of Eugene Labunsky, West Coast Home Solutions, and the rest of the design team I respectfully request a continuance of our public hearing before the Sherwood Planning Commission scheduled for June 14, 2022 at 7:00 pm to their July 12, 2022 meeting. Please advise as to whether this request can be granted and if you need any additional information to support this.

Thank you,

Gretchen Stone
Land Use / Interior Design



500 Liberty St. SE Suite 100
Salem, Oregon 97301
P 503.480.8700 M 503.510.5510



Please consider the environment
before printing this email.



Time Extension Form

I, Gretchen Stone, pursuant to ORS 227.178(5), hereby request to extend the 120-day period set forth in ORS 227.178(1) and/or the 100-day period set forth in ORS 197.311, whichever may be applicable, for LU 2022-006SP/VAR (LU case file #). Any applicable statutory deadline(s) for final action on the above-referenced matter(s) is/are hereby extended to September 30, 2022.

Gretchen Stone



06/06/2022

Signed

Date