

Galbreath Rd Barker Cabinets Building

Project Narrative

Site Plan Review

Prepared for:

City of Sherwood

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Project Location and Identification

The project property is located between SW Wildrose Place and SW Cipole Road, abutting SW Tualatin Sherwood Road, within the City of Sherwood. More specifically the property is composed of three tax lots with the following legal descriptions; 2S18AD01800, 2S18AD01900, 2S18AD00503. A Lot Line Adjustment application will be submitted to address building encroachment between 2 of the lots.

Proposal

This project proposed new construction of an industrial park composed of three buildings, with associated parking, loading, utilities and landscape.

Applicable Standards

The following narrative addresses the compliance of this project with all applicable codes and standards.

City of Sherwood

Title 16 - Zoning and Community Development Code

Division II

Chapter 16.31 - Industrial Land Use Districts

Division V

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

Division VI

Chapter 16.106 - Transportation Facilities

Chapter 16.108.040.D. - Clear Vision Areas

Chapter 16.112 - Water Supply

Chapter 16.114 - Storm Water

Chapter 16.116 - Fire Protection

Division VII

Chapter 16.124 - Property Line Adjustments and Lot Consolidations

Division VIII

Chapter 16.142 - Parks, Trees and Open Space

Chapter 16.146 - Noise

Chapter 16.148 - Vibrations

Chapter 16.150 - Air Quality

Chapter 16.152 - Odors

Chapter 16.154 - Heat and Glare/Lighting

Chapter 16.156 - Energy Conservation

Attachments:

Tax Map and Title Report

CWS Service Provider Letter

Vicinity Map and Surrounding Land Uses

Tree Inventory Report

Incomplete Memo Response

Surrounding Land Uses

City of Sherwood

Title 16 - Zoning and Community Development Code

Division II

Chapter 16.31 - Industrial Land Use Districts

16.31.010 - Purpose

C. General Industrial (GI) - The GI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products from previously prepared or raw materials, providing such activities can meet and maintain minimum environmental quality standards and are situated so as not to create significant adverse effects to residential and commercial areas of the City. The minimum contiguous area of any GI zoning district shall be fifty (50) acres.

16.31.020 - Uses

INDUSTRIAL

- Manufacture, compounding, processing, assembling, packaging, treatment, fabrication of products contained wholly within an enclosed building provided exterior odor and noise is consistent with municipal code standards and there is no unscreened storage and not otherwise regulated elsewhere in the code
- Manufacture, compounding, processing, assembling, packaging, treatment, fabrication of products not otherwise prohibited elsewhere in the code provided other off-site impacts are compliant with local, state and federal regulations
- Distribution, warehousing and storage associated with a permitted use operating on the same site
- Distribution and warehousing up to 150,000 square feet, provided product(s) are stored within an enclosed building. (For stand alone warehousing and distribution only. Warehousing and distribution associated with another approved use is ancillary and permitted without size limitations.)

RESPONSE: Anticipated use of building is Barker Cabinets, storage of their cabinet materials to be shipped. This condition can be met.

16.31.030 - Development Standards

B. Development Standards

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

General Industrial - GI

Lot area - Industrial Uses:	20,000 SF
Lot width at front property line:	100 feet
Lot width at building line:	100 feet
Front yard setback:	None
Side yard setback:	None
Rear yard setback:	None
Corner lot street side:	None
Height:	50 feet

When a yard is abutting a residential zone or public park, there shall be a minimum setback of forty (40) feet provided for properties zoned Employment Industrial and Light Industrial Zones, and a minimum setback of fifty (50) feet provided for properties zoned General Industrial. Structures located within one-hundred (100) feet of a residential zone shall be limited to the height requirements of that residential zone.

RESPONSE: This property currently encompasses three existing lots. Baker Cabinets proposed building to be built on Lot 2S128B000700 only. Lot line adjustments to reduce SF or frontage of a lot are not proposed. None of the lots abut a residential zone or public park, therefore, there are no required building yard setbacks. Building will not exceed 50-feet in height. These standards are met.

Building square footage: 29,500 SF

Parking lot square footage: 34,995 SF

Evidence of the east easement termination is providing in Exhibit "H'.

16.58.030 – Clear Vision and Fence Standards

16.58.010 Clear Vision Areas

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.

Response: Clear Vision Areas are shown on C2 Site plan, which demonstrating that the design meets the requirement.

Division V

Chapter 16.90 - Site Planning

Chapter 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 for a new building or structure, or for the substantial alteration of an existing structure or use.

RESPONSE: A Site Plan Review is required for this project.

D. Required Findings

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

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

RESPONSE: As proposed, the project meets or exceeds all applicable code requirements and standards.

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

RESPONSE: As proposed, the project can be adequately served and will not put undue stress on public services and facilities. This is evidenced by the discussion within this narrative document as well as the Service Provider Letters which are included in the application package.

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

RESPONSE: Agreements regarding easements and maintenance will be established as required. Acknowledged.

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

RESPONSE: The project site does not contain significant natural features, this criteria does not apply.

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.

RESPONSE: Not applicable. See attached letter in Exhibit "D" from proposed owner relating to number of daily trips.

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:

RESPONSE: This project proposes one Industrial Buildings and must therefore meet the Industrial Design Standards as put forth below. (16.90.030.D.7). Proposed building to be 29,500 SF. Parking lot impervious area 35, 210 SF.

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

a. Portions of the proposed industrial development within 200 feet of an arterial or collector street and visible to the arterial or collector (i.e. not behind another building) must meet any four of the following six design criteria:

- (1) A minimum 15% window glazing for all frontages facing an arterial or collector.
- (2) A minimum of two (2) building materials used to break up vertical facade street facing frontages (no T-111 or aluminum siding).
- (3) Maximum thirty-five (35) foot setback for all parts of the building from the property line separating the site from all arterial or collector streets (required visual corridor falls within this maximum setback area).
- (4) Parking is located to the side or rear of the building when viewed from the arterial or collector.
- (5) Loading areas are located to the side or rear of the building when viewed from the arterial or collector. If a loading area is visible from an arterial or collector, it must be screened with vegetation or a screen made of materials matching the building materials.
- (6) All roof-mounted equipment is screened with materials complimentary to the building design materials.

RESPONSE: This project will meet four following design criteria.

1. Minimum 15% window glazing on north frontage.

Front building frontage total area = 6,318 SF

6,318 SF x .15 = 947 SF

Total area window glazing = 968 SF

2. This project will make use of concrete tilt-up panels, metal canopies, and glass as well as varied textures, colors, planes and parapet heights to break up the massing.

5. Loading area is visible from collector street but will be screened with vegetation at the front landscaping setback. Please see landscaping plan.

4. The parapets will be tall enough to adequately screen roof-mounted equipment from view. Refer to section on elevation sheets for typical view. Office wall parapet taller at front of building.

Mechanical units will be set back from front face of building to further reduce viewing.

Additionally, the architecture of the buildings within the project will be a contemporary and cohesive combination of various design elements. The design will address the constraints of:

- the attractive design and durability necessary for industrial uses
- a level of design equal to "institutional level" parks throughout the country
- the internal requirement of a high level warehousing and logistics facility
- the various requirements of the City of Sherwood Building, Planning and Fire Departments

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.

RESPONSE: This project proposes two access driveways on to public streets. Both of these driveways exceed 24-feet in width. (northernmost). Driveway to the north will align with existing driveway.

E. Approvals

F. Time Limits

RESPONSE: Noted.

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.

RESPONSE: A Landscape Plan is included in this application package.

16.92.030 - Site Area Landscaping and Perimeter Screening Standards

A. Perimeter Screening and Buffering

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.

RESPONSE: A 10-foot landscape strip is provided along the perimeter of site along Galbreath Dr. Property is surrounded by like uses and is proposing to reduce the 10 ft buffer requirement to 5 since the adjacent properties already have a 10 ft landscape buffer.

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.

RESPONSE: Forty-five (45) square feet of parking area landscaping is provided adjacent to the proposed parking. The proposed parking spaces (35) requires 1,575 square feet of parking lot landscape, 1,938 square feet of parking lot landscaping is proposed. Please see landscape plans for landscape location. Condition is met.

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.

RESPONSE: Parking lot trees proposed based on 37 parking spaces.

PARKING LOT TREES PROPOSED	QUANTITY	PARKING SPACES
1 large per 4 spaces	6	24
1 medium per 3 spaces	4	12
1 small per 2 spaces	2	4
TOTAL PARKING LOT TREES & SPACES	12	40

MIN. 5% EVERGREEN = 1

EVERGREEN PROPOSED = 6

Assume all spaces without the front 2'-0" of landscape equals 37 x 2 shrubs per space = 75 parking lot shrubs.

Total parking lot shrubs required = 75 shrubs.

Total parking lot shrubs proposed = 82 shrubs.

5. Individual Landscape Islands Requirements

- a. Individual landscaped areas (islands) shall be at least ninety (90) square feet in area and a minimum width of five (5) feet and shall be curbed to protect the landscaping.
- b. Each landscape island shall be planted with at least one (1) tree.
- c. Landscape islands shall be evenly spaced throughout the parking area.
- d. Landscape islands shall be distributed according to the following:
(3) Industrial uses: one (1) island for every twelve (12) contiguous parking spaces.
- e. Storm water bio-swales may be used in lieu of the parking landscape areas and may be included in the calculation of the required landscaping amount.
- f. Exception to Landscape Requirement
Linear raised or marked sidewalks and walkways within the parking areas connecting the parking spaces to the on-site buildings may be included in the calculation of required site landscaping provide that it:
 - (1) Trees are spaced a maximum of thirty (30) feet on at least one 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.

RESPONSE: Parking lot landscape islands are a minimum of 5'-0" wide with a minimum area of 90 SF. Each island contains one tree and are evenly spaced throughout the parking areas. One island per every 12 contiguous parking spaces are proposed. No bio swales or exceptions are proposed. This criteria has been 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.

RESPONSE: Landscaping adjacent to intersections has been specified to maintain minimum site distances.

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.

RESPONSE: Equipment and utilities located at ground level have been screened with evergreen shrubs.

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.

RESPONSE: Galbreath Dr is classified as a Collector. As such, both are required to have Visual Corridors. The required width of the corridor for a collector is 10-feet. The visual corridors have been landscaped with a variety of native shrubs, groundcovers, trees and evergreens.

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.

RESPONSE: As proposed, the project provides the required parking for the project use. This criteria has been met.

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.

RESPONSE: No long term storage or sale of materials will be allowed within the parking/loading/maneuvering areas of the project. All parking, loading and maneuvering area will be legally established to serve the project tenants.

E. Location

2. For other uses, required off-street parking spaces may include adjacent onstreet 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

RESPONSE: No off site parking is proposed. This criteria does not apply.

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.

RESPONSE: Project to employ less than (40) employees. This criteria does not apply.

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.

RESPONSE: All proposed parking, loading and maneuvering areas within the project site are clearly marked and signed.

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 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

RESPONSE: All of the above referenced items are clearly delineated as required on the Site Plan, included in this application package.

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)

	Minimum	Maximum
General office	2.7 (370 sf)	3.4
Warehouse (gross square feet; parking ratios apply to warehouses ≥50,000 gsf or greater)	0.3	0.4
Industrial	1.6	None

RESPONSE:

The project proposes a total square footage of 29,560 SF.

The uses for the total square footage have been delineated as such:

27,560 SF warehouse = 9 spaces (min) and 12 spaces (max)

2,000 SF office = 6 spaces (min) and 7 spaces (max)

This break down requires a minimum of 15 vehicular parking spaces. The project proposes 37 vehicular parking spaces. There is no maximum restriction.

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.

RESPONSE: As proposed, the project has only standard sized (9' x 20') spaces.

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.

RESPONSE: As proposed, some parking spaces do not have wheel stops as they are adjacent to landscape areas. Wheel stops will be provided at the parking spots near the entry of the building. This criteria has been met.

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-ofway line, and a straight line joining said lines through points fifteen (15) feet from their intersection.

RESPONSE: No specific Service Drives are proposed. This criteria does not apply.

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.

RESPONSE: This project proposes 35 vehicular parking spaces. Therefore, 2 bicycle spaces ($35/40 = 0.88$) are required. Short term bicycle parking is located at front of building under overhang and will comply with the bicycle parking standards.

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

RESPONSE: All bicycle parking areas have been designed and are provided in compliance with the above standards.

Table 4: Minimum Required Bicycle Parking Spaces

Use Categories	Minimum Required Spaces
Industrial Categories	
Industrial	2 or 1 per 10 spaces, whichever is greater

16.94.030 - Off-Street Loading Standards

A. Minimum Standards

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.

RESPONSE: Acknowledge requirements for Off-Street Loading. We have provided a designated area loading/unloading.

B. Separation of Areas

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

RESPONSE: Loading areas (docks) are isolated from vehicular parking areas to the greatest extent possible and have been placed on the site to eliminate the potential for encroachment on to public rights-of-way.

Chapter 16.96 - On-site Circulation

16.96.010 - On-Site Pedestrian and Bicycle Circulation

A. Purpose

On-site facilities shall be provided that accommodate safe and convenient pedestrian access within new subdivisions, multi-family developments, planned unit developments, shopping centers and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Neighborhood activity centers include but are not limited to existing or planned schools, parks, shopping areas, transit stops or employment centers. All new development, (except single-family detached housing), shall provide a continuous system of private pathways/sidewalks.

RESPONSE: The buildings, parking and circulation were carefully considered in the planning of this site to create safe and convenient pedestrian access. Separate auto and truck traffic as much as possible as the vehicles reach their destination.

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.

RESPONSE: Noted.

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.

RESPONSE: Sidewalk connections are provided throughout the project, connecting each primary building entrance to the closest right-of-way and project access point.

E. Maintenance of Required Improvements

RESPONSE: Noted.

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:

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.

RESPONSE: No access onto Highway 99 is proposed. This project provides access to the facility via SW Galbreath Dr.

G. Service Drives

Service drives shall be provided pursuant to Section 16.94.030.

RESPONSE: No use specific Service Drives are proposed.

16.96.030 - Minimum Non-Residential Standards

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

A. Driveways

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

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

RESPONSE: Acknowledge Minimum Non-Residential Standards. Per parking requirements, we have provided one (1) driveway with a minimum width of 24 feet for two-way traffic. Interior pathways/sidewalks have been connected to the public right of way.

3. Surface materials are encouraged to be pervious when appropriate considering soils, anticipated vehicle usage and other pertinent factors.

RESPONSE: Due to the use and anticipated truck traffic all driveways will be paved with a non-porous surface.

B. Sidewalks and Curbs

1. A private pathway/sidewalk system extending throughout the development site shall be required to connect to existing development, to public rights-of-way with or without improvements, to parking and storage areas, and to connect all building entrances to one another. The system shall also connect to transit facilities within five hundred (500) feet of the site, future phases of development, and whenever possible to parks and open spaces.

RESPONSE: A private sidewalk system is provided throughout the project, connecting each primary building entrance to the closest right-of-way and project access point.

2. Curbs shall also be required at a standard approved by the Hearing Authority. Private pathways/sidewalks shall be connected to public rights-of-way along driveways but may be allowed other than along driveways if approved by the Hearing Authority.

3. Private Pathway/Sidewalk Design. Private pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other pervious durable surface. Primary pathways connecting front entrances to the right of way shall be at least 6 feet wide and conform to ADA standards. Secondary pathways between buildings and within parking areas shall be a minimum of four (4) feet wide and/or conform to ADA standards. Where the system crosses a parking area, driveway or street, it shall be clearly marked with contrasting paving materials or raised crosswalk (hump). At a minimum all crosswalks shall include painted striping.

RESPONSE: The primary on-site sidewalk system is paved (concrete), a minimum of 5-feet in width, separated from vehicular areas by curbs or other markings and ADA accessible. Secondary on-site sidewalk system also meets the above requirements, except these sidewalks are a minimum of 4-feet in width

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

RESPONSE: No exceptions are requested.

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

B. Joint Access [See also Chapter 16.108]

Two (2) or more uses, structures, 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.

**RESPONSE: Ingress and egress to the facility is provided off of SW Galbreath Dr
Joint access, circulation and parking easements will be established when future lot is developed.**

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.

RESPONSE: A private sidewalk system is provided throughout the project, connecting each primary building entrance to the closest right-of-way and project access point.

Chapter 16.98 - On-Site Storage

16.98.010 - Recreational Vehicles and Equipment

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

Response: Recreational Vehicle and Equipment section is not applicable.

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.

RESPONSE: There will be one trash enclosure included in the project. Acknowledge Solid Waste and Recycling Storage requirements and designated area has been provided and shown on site plan. Additionally, the enclosure will be surrounded/screened by a 6-foot wall with gated access.

16.98.030 - Material Storage

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

RESPONSE: No external material storage will be permitted within this development. This criteria can be met.

B. Standards. Except as per Section 16.98.040, all service, repair, storage, and merchandise display activities carried on in connection with any commercial or industrial activity, and not conducted within an enclosed building, shall be screened from the view of all adjacent properties and adjacent streets by a six (6) foot to eight (8) foot high, sight obscuring fence subject to chapter 16.58.020. In addition, unless adjacent parcels to the side and rear of the storage area have existing solid evergreen screening or sightobscuring fencing in place, new evergreen screening no less than three (3) feet in height shall be planted along side and rear property lines. Where other provisions of this Code require evergreen screening, fencing, or a landscaped berm along side and rear property lines, the additional screening stipulated by this Section shall not be required.

RESPONSE: No external material storage will be permitted within this development. This criteria can be met.

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.

RESPONSE: Any future storage of hazardous, corrosive, flammable or explosive materials will be required to comply with all local fire codes and Federal and State regulations. This criteria can be met.

16.98.040 - Outdoor Sales and Merchandise Display

A. Sales Permitted

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

1. Permanent outdoor sales and merchandise display are in use year round or in excess of four (4) months per year and require the location to be reviewed through a site plan review. They will be reviewed as conditional uses in accordance with Chapter 16.82. Permanent outdoor and merchandise display are subject to the standards outlined in subsection B, below.

2. Temporary outdoor sales and merchandise display are seasonal and are not displayed year round and must meet the requirements of Chapter 16.86(temporary uses). When the temporary use is not occurring the site shall return to its original state.
3. Food vendors including food carts, ice cream trucks, hotdog stands or similar uses are only permitted as a permanent outdoor sale use as described in A.1 above.

RESPONSE: Permanent, temporary, and seasonal outdoor sales and merchandise display will not occur. This criteria can be met.

Division VI

Chapter 16.106 - Transportation Facilities

16.106.020 - Required Improvements

A. Generally

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.

RESPONSE: Acknowledge required improvement.

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 eight (8) foot wide sidewalks/multi- use path, located as required by this Code.

RESPONSE: Sidewalks along Galbreath Dr is proposed at a width of 8-feet which meets the minimum width requirement.

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. (Ord. No. 2014-012, § 3, 7-17-2014; Ord. No. 2011-011, § 1, 10-4-2011)

Editor's note— Ord. No. 2014-012, § 3, adopted July 17, 2014, amended the Code by repealing former § 16.106.070 in its entirety, and renumbering former § 16.106.080 as a new § 16.106.070. Former § 16.106.070 pertained to the Hwy. 99W Capacity Allocation Program (CAP), and derived from Ord. No. 2011-011, adopted October 4, 2011.

Response: Section Not Applicable.

16.106.080 - Traffic Impact Analysis (TIA)

A. Purpose

The purpose of this section is to implement Sections 660-012-0045(2)(b) and 0045(2)(e) of the State Transportation Planning Rule (TPR), which require the City to adopt performance standards and a process to apply conditions to land use proposals in order to minimize impacts on and protect transportation facilities. This section establishes requirements for when a traffic impact analysis (TIA) must be prepared and submitted; the analysis methods and content involved in a TIA; criteria used to review the TIA; and authority to attach conditions of approval to minimize the impacts of the proposal on transportation facilities.

This section refers to the TSP for performance standards for transportation facilities as well as for projects that may need to be constructed as mitigation measures for a proposal's projected impacts. This section also relies on the City's Engineering Design Manual to provide street design standards and construction specifications for improvements and projects that may be constructed as part of the proposal and mitigation measures approved for the proposal.

B. Applicability

A traffic impact analysis (TIA) shall be required to be submitted to the City with a land use application at the request of the City Engineer or if the proposal is expected to involve one (1) or more of the following:

1. An amendment to the Sherwood Comprehensive Plan or zoning map.
2. A new direct property approach road to Highway 99W is proposed.
3. The proposed development generates fifty (50) or more PM peakhour trips on Highway 99W, or one hundred (100) PM peak-hour trips on the local transportation system.
4. An increase in use of any adjacent street or direct property approach road to Highway 99W by ten (10) vehicles or more per day that exceed the twenty thousand-pound gross vehicle weight.
5. The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles

are likely to queue or hesitate at an approach or access connection, thereby creating a safety hazard.

6. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

C. Requirements

The following are typical requirements that may be modified in coordination with Engineering Staff based on the specific application.

1. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with Washington County and ODOT when an approach road to a County road or Highway 99W serves the property, so that the TIA will meet the requirements of all relevant agencies.
2. Preparation. The TIA shall be prepared by an Oregon Registered Professional Engineer qualified to perform traffic Engineering analysis and will be paid for by the applicant.
3. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE), shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate.
4. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where the analysis shows that fifty (50) or more peak hour vehicle trips can be expected to result from the development
5. Transportation Planning Rule Compliance. The requirements of OAR 660-012-0060 shall apply to those land use actions that significantly affect the transportation system, as defined by the Transportation Planning Rule.

D. Study Area

The following facilities shall be included in the study area for all TIAs:

1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed development site. If the site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
2. Roads and streets through and adjacent to the site.
3. All intersections needed for signal progression analysis.
4. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

E. Analysis Periods

To adequately assess the impacts of a proposed land use action, the following study periods, or horizon years, should be addressed in the transportation impact analysis where applicable:

1. Existing Year.
2. Background Conditions in Project Completion Year. The conditions in

the year in which the proposed land use action will be completed and occupied, but without the expected traffic from the proposed land use action. This analysis should account for all City-approved developments that are expected to be fully built out in the proposed land use action horizon year, as well as all planned transportation system improvements.

3. Full Buildout Conditions in Project Completion Year. The background condition plus traffic from the proposed land use action assuming full build-out and occupancy.

4. Phased Years of Completion. If the project involves construction or occupancy in phases, the applicant shall assess the expected roadway and intersection conditions resulting from major development phases. Phased years of analysis will be determined in coordination with City staff.

5. Twenty-Year or TSP Horizon Year. For planned unit developments, comprehensive plan amendments or zoning map amendments, the applicant shall assess the expected future roadway, intersection, and land use conditions as compared to approved comprehensive planning documents.

F. Approval Criteria

When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying land use proposal:

1. The analysis complies with the requirements of 16.106.080.C;
2. The analysis demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the City Engineer and, when County or State highway facilities are affected, to Washington County and ODOT;
3. For affected non-highway facilities, the TIA demonstrates that mobility and other applicable performance standards established in the adopted City TSP have been met; and
4. Proposed public improvements are designed and will be constructed to the street standards specified in Section 16.106.010 and the Engineering Design Manual, and to the access standards in Section 16.106.040.
5. Proposed public improvements and mitigation measures will provide safe connections across adjacent right-of-way (e.g., protected crossings) when pedestrian or bicycle facilities are present or planned on the far side of the right-of-way.

G. Conditions of Approval

The City may deny, approve, or approve a development proposal with conditions needed to meet operations and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the future planned transportation system. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities, pursuant to Section 16.106.090. Findings in the development approval shall indicate

how the required improvements are directly related to and are roughly proportional to the impact of development.
(Ord. No. 2014-012, § 3, 7-17-2014)

Response: Acknowledge Traffic Impact Analysis requirement. Please see attached Traffic Impact Statement Exhibit "D" from proposed building owner Barker Cabinets.

Chapter 16.108.040.D. - Clear Vision Areas

RESPONSE: Clear vision areas have been maintained as required.

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.

16.112.020 - 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.

Response: Water and fire services will be provided to the building to meet the code requirements with the correct backflows and meter. Fire hydrant calculations will also be completed to determine the requirements of any additional public or private fire hydrants.

Chapter 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.

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.

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 the 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. (Ord. No. 2010-015, § 2, 10-5-2010; Ord. 2006-021; 2000-1092 § 3; 91-922; Ord. 86-851 § 3)

RESPONSE: Stormwater management will be accomplished with use of existing stormwater pond and new proposed stormwater pond which meet the water quality requirements of the project. All stormwater has been modeled to sheet flow into the catch basins at different locations, resulting in a conservatively modeled water quality treatment. The flow control will be managed through pond system systems through flow-control manholes, The conveyance system will be sized to handle up to the 25 yr storm. A down stream analysis is not required as the proposed storm system will limit flows to predevelopment rates before leaving the site. Please see storm water calculations Exhibit "B".

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 for new development to be served by existing storm water drainage systems shall include certification by the City that existing or proposed drainage facilities are adequate to serve the development. (Ord. 86-851, § 3)

Response: Storm management will be installed to meet code without the requirement of any public main extensions or new mains.

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.

RESPONSE: Buildings is considered industrial building within 250 ft. from adequate water supply for fire protection. Water and fire services will be provided to the building to meet the code requirements with the correct backflows and meter. Fire hydrant calculations will also be completed to determine the requirements of any additional public or private fire hydrants.

Chapter 16.116.020 - Standards

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.

RESPONSE: All fire protection facilities have been sized and located to adequately protect life and property for the proposed development and complies with applicable standards and codes.

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.

RESPONSE: Fire flows will be determined and the system will be designed to meet all applicable standards and code requirements, for review during the Building Permit process.

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.

RESPONSE: Paved accesses are proposed to provide adequate maneuvering for District firefighting equipment to meet widths, height clearances, and ingress and egress requirements.

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.

RESPONSE: All hydrants along private, access ways will have curbs painted yellow or marked to prohibit parking within 15 ft. of a hydrant. These items will be reviewed during the Building Permit process.

Chapter 16.124 - Property Line Adjustments and Lot Consolidations

16.124.020 - Approval Criteria

A. The City Manager or his/her designee shall approve or deny a request for a property line adjustment in writing based on findings that the following criteria are satisfied:

1. No new lots are created
2. The adjusted lots comply with the applicable zone requirements.
3. The adjusted lots continue to comply with other regulatory agency or department requirements.

B. If the property line adjustment is processed with another development application, all applicable standards of the Code shall apply.

RESPONSE: We propose to consolidate the lots 2S1128B000700 and 2S128B001050. Paperwork for lot consolidation is included in Exhibit "G". This is to be approved with City of Sherwood and recorded with the County prior to Building Permit approval. Above criteria are met.

1. **No new lots are created.**
2. **The adjusted lots comply with applicable zone requirements.**
3. **The adjusted lots comply with all regulatory agency and department requirements**

16.124.030 - Filing and Recording Requirements

A. Recording Requirements If a property line adjustment is approved by the City, it does not become final until reviewed and approved by County in accordance with its property line adjustment recording requirements.

B. Time Limit The applicant shall submit the copy of the recorded property line adjustment survey map to the City within 30 days of recording and shall be completed prior to the issuance of any building permits on the re-configured lots.

RESPONSE: Noted

Chapter 16.126 – Replating, Lot Consolidations, and Vacation of Plats

16.126.010 - Generally

- A. Any plat or portion thereof may be re-platted, consolidated or vacated upon receiving an application signed by all of the owners as appearing on the deed.
- B. All applications for a plat shall be made in accordance with the subdivision or the partition provisions within this Division and processed under the Type I procedure.

RESPONSE. Application is signed by property owners. Application processed as Type I procedure.

16.126.020 - Basis for Denial

The application may be denied if it abridges or destroys any public right in any of its public uses, improvements, streets or alleys.

RESPONSE: Lot consolidation will not abridge or destroy any public right in any of its public uses, improvements, streets, or alleys.

16.126.050 - Lot Consolidations

Upon approval of a Type I lot consolidation by the City Manager or designee, and upon demonstrating compliance with approval conditions:

- A. For the consolidation of lots or parcels of a recorded plat, the lot consolidation shall be finalized by a re-plat of the subdivision or partition.
- B. The County may consolidate parcels or tracts of land that are not within a recorded plat.

RESPONSE: Noted

Chapter 16.142 - Parks, Trees and Open Space

16.142.040 - Visual Corridors

A. Corridors Required

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

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.

RESPONSE: SW Galbreath DR is designated as a Collector roadway and therefore a 10-foot, landscaped, visual corridor is required. Please refer to the Landscape Plan for clarification and details

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.

RESPONSE: As proposed, the planting of both visual corridors complies with the above criteria.

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.

RESPONSE: Noted, but not anticipated.

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).

RESPONSE: Section not applicable.

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.

RESPONSE: Street trees are required and proposed along abutting streets SW Galbreath Dr.

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

RESPONSE: Street trees have been specified to meet the criteria discussed in this section.

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.

RESPONSE: The Site Plan Review for this project is a type IV application. As such trees and/or woodlands must be preserved as described above. None on site currently.

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.

RESPONSE: No tree and woodlands inventory on site. Section not applicable.

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.

RESPONSE: No trees slated for removal. Section not applicable.

2. Required Tree Canopy - Residential Developments.

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.

RESPONSE: A tree canopy table is located on the Landscape plan that indicates proposed tree canopy and site coverage requirements. Site is 81,800 square feet, 30% or 24,540 square feet of tree canopy coverage is required. Greater than 24,540 square feet of tree canopy is proposed. This criterion 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:

RESPONSE: Noted, but not anticipated.

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.

RESPONSE: Noted.

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.

RESPONSE: No existing vegetation on property slated for dedication to the City of Sherwood. Section not applicable.

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).

RESPONSE: Noted.

F. Additional Preservation Incentives

1. General Provisions. To assist in the preservation of trees, the City may apply one or more of the following flexible standards as part of the land use review approval. To the extent that the standards in this section conflict with the standards in other sections of this Title, the standards in this section shall apply except in cases where the City determines there would be an unreasonable risk to public health, safety, or welfare. Flexibility shall be requested by the applicant with justification provided within the tree preservation and protection report as part of the land use review process and is only applicable to trees that are eligible for credit towards the effective tree canopy cover of the site. A separate adjustment application as outlined in Section 16.84.030.A is not required

RESPONSE: This project will not require flexible standards to preserve additional existing trees, therefore this criteria does not apply.

3. Sidewalks. Location of a public sidewalk may be flexible in order to preserve existing trees or to plant new large stature street trees. This flexibility may be

accomplished through a curb-tight sidewalk or a meandering public sidewalk easement recorded over private property and shall be reviewed on a case by case basis in accordance with the provisions of the Engineering Design Manual, Street and Utility Improvement Standards. For preservation, this flexibility shall be the minimum required to achieve the desired effect. For planting, preference shall be given to retaining the planter strip and separation between the curb and sidewalk wherever practicable. If a preserved tree is to be utilized as a street tree, it must meet the criteria found in the Street Tree section, 16.142.060.

RESPONSE: Proposed sidewalk locations do not need to be adjusted to retain existing trees, therefore this criteria does not apply.

G. Tree Protection During Development

The applicant shall prepare and submit a final Tree and Woodland Plan prior to issuance of any construction permits, illustrating how identified trees and woodlands will be retained, removed or protected as per the Notice of Decision. Such plan shall specify how trees and woodlands will be protected from damage or destruction by construction activities, including protective fencing, selective pruning and root treatments, excavation techniques, temporary drainage systems, and like methods. At a minimum, trees to be protected shall have the area within the drip line of the tree protected from grading, stockpiling, and all other construction related activity unless specifically reviewed and recommended by a certified arborist or other qualified professional. Any work within the dripline of the tree shall be supervised by the project arborist or other qualified professional onsite during construction.

RESPONSE: A final Tree Plan will be included in the construction drawings for this project, however, as noted, no existing trees on site to protect.

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.

RESPONSE: Street trees are required and proposed along the abutting street. All street trees have been specified to meet the criteria discussed in this section. There are new 9 Street Trees proposed.

16.142.090 - Recommended Street Trees

A. Recommended Street Trees:

RESPONSE: Street trees have been specified from the Recommended Street Trees list that is located in the City of Sherwood Code.

Chapter 16.146 - Noise

16.146.010 - Generally

All otherwise permitted commercial, industrial, and institutional uses in the City shall comply with the noise standards contained in OAR 340-35-035. The City may require

proof of compliance with OAR 340-35-035 in the form of copies of all applicable State permits or certification by a professional acoustical engineer that the proposed uses will not cause noise in excess of State standards.

RESPONSE: The site plan and the three proposed buildings have been designed to accommodate a warehouse storage and distribution use. As such it will not produce machinery production noise. The only noise produced will be via the trucks and vehicles that arrive and leave the site.

16.146.020 - Noise Sensitive Uses

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

RESPONSE: This property adjoins land that is zoned industrial and commercial, therefore this criteria does not apply.

Chapter 16.148 - Vibrations

16.148.010 - Generally

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

RESPONSE: The site plan and proposed building have been designed to accommodate a warehouse storage and distribution use. This use will not produce unacceptable vibration levels.

16.148.020 - Exceptions

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

RESPONSE: Noted.

Chapter 16.150 - Air Quality

16.150.010 - Generally

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

A. All such uses shall comply with standards for dust emissions as per OAR 340-21-060.

B. Incinerators, if otherwise permitted by Section 16.140.020, shall comply with the standards set forth in OAR 340-25-850 through 340-25-905.

C. Uses for which a State Air Contaminant Discharge Permit is required as per OAR 340-20-140 through 340-20-160 shall comply with the standards of OAR 340-220 through 340-20-276.

RESPONSE: The site plan and proposed building have been designed to accommodate a warehouse storage and distribution use. Warehousing and Distribution uses do not require a State Air Contaminant Discharge Permit, per Table-1, Part A of OAR 340-216-8010. All vehicular maneuvering areas will be paved to reduce dust emissions and all applicable State air quality rules and statues will be met.

Chapter 16.152 - Odors

16.152.010 - Generally

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

16.152.020 - Standards

The applicant shall submit a narrative explanation of the source, type and frequency of the odorous emissions produced by the proposed commercial, industrial, or institutional use. In evaluating the potential for adverse impacts from odors, the City shall consider the density and characteristics of surrounding populations and uses, the duration of any odorous emissions, and other relevant factors.

RESPONSE: The site plan and proposed building have been designed to accommodate a warehouse storage and distribution use. Manufacturing has not been identified as a potential use. Therefore, it is anticipated that the future tenants will not be produce any objectionable odors.

Chapter 16.154 - Heat and Glare/Lighting

16.154.010 - Generally

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

RESPONSE: Operations creating the potential for excessive heat or glare will be required to be conducted within a building. Exterior lighting has been designed to maintain light on site and eliminated off-site glare.

Chapter 16.156 - Energy Conservation

16.156.010 - Purpose

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

16.156.020 – Standards

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

RESPONSE: Acknowledged.

B. Wind - The cooling effects of prevailing summer breezes and shading vegetation shall be accounted for in site design. The extent solar access to adjacent sites is not impaired vegetation shall be used to moderate prevailing winter wind on the site.

RESPONSE: Acknowledged. Solar access to surrounding properties is not impaired. Trees and shrubs are placed to mitigate northern winds.