

SHERWOOD PLANNING COMMISSION

April 7, 1983

AGENDA

- I. Reading and Approval of the Minutes of March 3, and March 17.
- II. Announcements and Correspondence.
- III. Directors Report
- IV. Review of Sherwood Community Plan for the Unincorporated Urban Area.
- V. Next Meeting Agenda.

APR 1 1983

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 28, 1983

To : Board of County Commissioners
 Planning Commission

From : *R.A.D. by CPA*
 Richard A. Daniels, Planning Director

Subject : STAFF RECOMMENDED CHANGES TO DRAFT
 SHERWOOD COMMUNITY PLAN, JANUARY 1983

Attached please find a number of staff recommended changes to the Draft Sherwood Community Plan. The Draft Sherwood Community Plan, along with the attached changes, is the subject of your joint public hearing on April 4, 1983.

The recommended changes are for the most part relatively small additions or adjustments to the color printed tabloid. In several cases, staff recommends the addition of new material, map designations or a major rewording of a Community Design Element.

Most of the attached new material results from staff analysis and citizen comment on natural (LCDC Goal 5) resources completed in a process formalized during this last December, January and February. New provisions, most particularly those which apply to mapped Areas of Special Concern, were added to help resolve expected conflicts between planned urban development and significant natural resources.

In some cases, more detailed standards are given for future development in the Community Plan than is provided in the Community Development Code. These more detailed design elements are important in addressing unique features or situations in the Sherwood Community Planning Area. However, for the most part, general design policies are given in the Community Plan and implemented through the standard provisions of the Community Development Code.

The attached pages provide the recommended changes side by side with the original (January, 1983) text. The original text appears in full on the left, with portions ~~lined through~~ which are to be omitted or changed. The changes and additions are shown in the right column. Map changes appear on the attached map.

Your decisions regarding the Draft Plan and these recommended changes will be incorporated into the final version of the Plan following formal adoption.

RAD:RM:mbm

SHERWOOD COMMUNITY PLAN CHANGES AND ADDITIONS

Original

Changes and Additions

COMMUNITY PLAN OVERVIEW

The development approach planned for the Sherwood Community Planning Area is related directly to its scattered location around the boundary of the City of Sherwood. Development planned for this Planning Area is intended to be a supportive extension of existing and previously planned development within Sherwood. This approach operates to complete the definition of Sherwood as a distinct, increasingly self-sufficient city with a balance of land uses.

The development pattern for the Planning Area consists generally of 1) a filling out of neighborhood units and commercial and industrial areas currently developing in the City of Sherwood, 2) medium density housing at major access points to and along busy trafficways, and 3) an attractive Special Industrial District planned southwest of the City of Sherwood to fulfill the City's development goals. Road improvements are intended to 1) protect the integrity of the basic development concept of the City of Sherwood, including central business district enhancement and neighborhood protection, 2) provide for safe access to employment and services, and 3) channel through traffic through the Sherwood area with minimum congestion.

Implicit throughout the Sherwood Community Plan is the assumption that policies in the Comprehensive Framework Plan will be implemented through the Community Development Code, the Unified Capital Improvements Plan, and the Transportation and other functional plans. This is particularly important with regard to the county policies on public facilities, which mandate the provision of adequate services before development is permitted. Adherence to these policies is critical to preserving the livability of the Planning Area over time.

COMMUNITY DESIGN

Major development concerns, community design considerations and the land use prescriptions created to address them are enumerated as Community Design Elements in this section of the Plan. The Community Design Elements are central to the Community Plan. They protect what is unique about the Sherwood Community Planning Area and at the same time connect its land uses with the rest of the region.

Community Design Elements are first listed which apply to the whole Planning Area. Then, the land use plan for the Sherwood Community is characterized by subarea and design elements specific to each subarea are presented. Sherwood Community subareas include Northeast of Sherwood, North of Sherwood, Southwest of Sherwood and Southeast of Sherwood. All of the design elements in this Plan, both general to the Planning Area and site specific shall guide land use in the Sherwood Community Planning Area.

A Special Industrial District is also defined in this Community Plan. A small area within the Southwest of Sherwood planning subarea presents special opportunities and ^{potential} problems to the Sherwood community. The Plan calls for a creative site design approach to resolve possible land use conflicts and encourage some important amenities in this area. Special prescriptions for analysis and design and directions for the public review of development proposals are given where this special district is noted. The Special Industrial District is mapped on the Community Plan Map.

General Design Elements

~~1 Existing natural features (100 year flood plains, drainage hazard areas, steep slopes and forested sites) shall be incorporated into site development plans preserved and protected as set forth in the Community Development Code.~~

- 1 In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. preserved and protected to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. where appropriate, interconnected as part of a park and open space system.

General Design Elements - continued

- 2 ~~In all proposed developments, removal of trees shall be subject to provisions in the Community Development Code.~~
- 2 Master Planning - Primary Use or Planned Development procedures and standards shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. An exception to this requirement shall be allowed if all of the Significant Natural Resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.
- 3 ~~In the design of new development, streams, ravines, crests of hills, existing stands of trees, flood plains, drainage hazard areas, and other natural features shall be used to accent, define and separate areas of differing residential densities and differing planned land uses.~~
- 3 Trees located within a Significant Natural Resource area shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds.
- 5 All new subdivisions, attached unit residential development, and commercial development shall provide for pedestrian pathways which allow public access through, or along, the development and connect with adjacent developments and/or shopping areas, schools, public transit parks and recreation sites.
- 6 Noise reduction measures shall be incorporated into all new residential developments located adjacent to Arterials and Major Collectors. Noise reduction alternatives include vegetative buffers, berms, walls, set backs and structured design techniques, such as the orientation of windows away from the road and insulation.
- 4 Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the Community Development Code.
- Major Collectors and rock quarries.

General Design Elements - continued

- p Where the impact of noise and lighting associated with ~~commerical development to adjacent residential areas~~ does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation. or industrial uses adjacent to
- 7 ~~Consistent with the county growth management policies, new development within the Planning Area, with the exception of construction of detached residences on a lot of record, shall be connected to public water and sewer service.~~
- 8 Consistent with the County Growth Management Policies, new development within the Planning Area shall be required to connect to public water and sewer service.
- 9 New development shall dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation Plan and the Sherwood Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
- 10 In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's Transportation Plan shall be included.
- 11 New access onto Arterials and Major Collectors shall be limited. Shared or consolidated access shall be required when new development or redevelopment is proposed along Arterials and Major Collectors. → , as detailed in the Community Development Code.
- 12 ~~Appropriate flood plains, drainage hazard areas, areas of steep slope, and power line easements/rights-of-way shall be established and interconnected as part of a park/open space system.~~ Open space shall be used for a variety of recreational activities, the protection of wildlife habitats, scientific research, or aesthetic purposes, such as scenic views.

SubareasNortheast of Sherwood

This subarea encompasses part of the future Community Business District (CBD) planned by the City of Sherwood. A major objective of the City of Sherwood Comprehensive Plan is to move its central business district to the Pacific Highway location principally because the historic town center is too small and developed to accommodate expected growth. Commercial designations in this subarea are similar to those recommended in the City of Sherwood Plan.

In the eastern portion of this subarea, industrial uses are proposed for several groups of parcels between the Southern Pacific Railroad and Urban Growth Boundary. Similar uses are designated for adjacent land within the city limits of Sherwood.

High medium and medium residential densities of 16-24 and 10-15 units per acre respectively are designated south of Edy Road adjacent to the concentration of shopping and employment at Six Corners and the industrial area immediately to the east. Low medium residential uses at 6-9 units per acre form a transition to the south, adjacent to existing lower density uses further out from the CBD. Medium density residential uses along Pacific Highway and adjacent to the CBD will take advantage of good access to employment, shopping and the regional transportation system. Moreover, these densities will help encourage public transit in this subarea.

A Major Arterial linking Interstate 5 and Sunset Highway via Tonquin, Elsner, Beef Bend and Reusser Roads and 185th Avenue is planned through this subarea west of the Bonneville Power Lines. This regional facility will improve accessibility to the City of Sherwood and the urban core of Washington County, as well as reduce congestion in residential areas and on State Highways 99w and 217.

Northeast of Sherwood - continued

Design Elements:

- 1 Multi-family housing and commercial developments shall include provision for pedestrian access to transit service on North Sherwood Street and Pacific Highway.
- 2 Industrial development shall be designed to include landscaped buffers adjacent to residential areas.
- 3 Traffic circulation associated with industrial development shall be designed so that the impacts of truck traffic on nearby residential and commercial uses are minimal.
- 4 A substantial part of this northeast subarea, as shown on the Plan Map, is Area of Special Concern 1. Development within this Area shall be reviewed and designed in light of the proposed Major Arterial connecting Tonquin and Elsner Roads. Locational, land use or design conditions may be placed on any development proposal in order to allow the future construction of this road.
- 5 The alignment and the structural design of the proposed major arterial connection of Tonquin Road and Elsner Road shall be designed to minimize adverse impacts on significant natural resources.
- 6 Use of powerline easements as open space and wildlife habitat shall be encouraged as appropriate in this subarea.

North of Sherwood

All of this subarea is designated for residential use supportive of the neighborhood unit envisioned by the City of Sherwood north of Pacific Highway. Designated densities generally diminish with distance from Pacific Highway and the Community Business District. Areas most apt to be served directly by transit service on Pacific Highway and closest to the business district at Six Corners are designated for residential uses at 10-15 units per acre and 6-9 units per acre. The areas to the north and more remote from the activity at Six Corners are designated for low density residential use at 2-6 units per acre.

North of Sherwood - continued

Design Elements:

- 1 Housing development at 10-15 units per acre shall include provision for pedestrian access to transit service on Pacific Highway.
- 2 Cedar Creek, its tributaries and their immediately adjacent riparian uplands shall be retained in their natural condition, including topography and vegetation, for a minimum distance of 10 feet from the channel bottom centerline. This land shall be dedicated as public open space for pedestrian access and recreational purposes whenever possible.
- 3 All of the land north and east of Scholls-Sherwood Road in this northern subarea is Area of Special Concern 2. Development within this Area shall be reviewed and designed in light of the proposed Major Arterial connecting Tonquin and Elsner Roads. Locational, land use or design conditions may be placed on any development proposal in order to allow the future construction of this road.
- 4 Use of powerline easements as open space and wildlife habitat shall be encouraged as appropriate in this subarea.
- 5 A scenic view turnout shall be provided as part of major road improvements in the vicinity of the intersection of Edy Road and Cedar Creek.
- 6 The alignment and the structural design of the proposed Major Collector between Scholls-Sherwood Road and Meineke Road shall be designed to minimize impacts on significant natural resources.

Chicken Creek and an unnamed creek northeast of Six Corners,

zone, as defined in the Community Development Code

Southwest of Sherwood

This subarea contains the most significant change of designation over that recommended by the City of Sherwood when it adopted its Comprehensive Plan. The parcels west of the Cedar Creek flood plain and south of Wilsonville Road are designated for industrial use primarily because of City of Sherwood goals for industrial development, general suitability of the land, a regional deficiency of large industrial sites, proximity to the Southern Pacific Railroad and Pacific Highway, and the lack of an employment center on the west side of town.

Areas to the north and east of the industrial area are planned for low medium density housing at 6-9 units per acre. Low density housing at 2-6 units per acre is designated for the extreme southwest corner of the subarea and north of the major east-west Cedar Creek tributary adjacent to existing low density housing within the City of Sherwood. Low medium and medium densities of 6-9 and 10-15 units per acre respectively are designated in the north next to the highway and closer to the town center at Six Corners.

Design Elements:

- 1 Housing development at 10-15 units per acre shall include provision for pedestrian access to transit service on Pacific Highway.
- 2 Cedar Creek, its tributaries and their immediately adjacent riparian ~~uplands~~ shall be retained in their natural condition, including topography and vegetation, ~~for a minimum distance of 10 feet from the channel bottom centerline.~~ This land shall be dedicated as public open space for pedestrian access and recreational purposes whenever ~~possible.~~ ^{feasible.} zone, as defined in the Community Development Code,
- 3 An area including seven existing land parcels north of Wilsonville Road is Area of Special Concern 3. Partitioning of land and building any structures within this Area shall be designed and reviewed for location and orientation as they affect circulation according to the Master Planning-Planned Development provisions of the Community Development Code. A general circulation plan for the Area shall be provided which minimizes 1) crossing of the major Cedar Creek tributary and 2) access onto Wilsonville Road.

Southwest of Sherwood - continued

4 The approximately ¹²¹~~109~~ acres of land designated for industry south of Wilsonville Road, east of Old Highway 99, north of the Urban Growth Boundary and west of the Cedar Creek flood plain ~~shall be considered a Special Industrial District.~~ This District is proposed in order to efficiently accommodate large ventures of specialized light industrial and related uses, as allowed in the Community Development Code. Industrial development in this subarea shall be planned and reviewed under the Special Industrial District provisions of the Community Development Code, which include Master Planning-Planned Development requirements.

is Area of Special Concern 4, and is

~~The development of one or two low impact light manufacturing uses, as described in Section 320-7 of the Community Development Code, totaling at least 30 contiguous acres in size must precede approval of other industrial uses and smaller site development in this District. Subsequent to the initiation of approved construction of this major industrial development, additional development of at minimum two acre sites, may be approved for industrial uses permitted through a Type II procedure for up to ten percent of the Special Industrial District. Also, subsequent to the initial major industrial development, other industrial uses allowed under Type II review procedures and Industrial Parks may be approved on lots of a minimum of ten acres.~~

The impacts of noise, light, odor and dust from these industrial uses shall be buffered from the adjacent residential uses. All borders of industrial development, which are shared with residential uses, shall be landscaped appropriately to be attractive visually. Industrial sites shall be planned so that heavy vehicle access shall not be allowed onto Middleton Road or south of the Special Industrial District, except by means of the Southern Pacific Railroad.

Southwest of Sherwood - continued

5. All of the Ponderosa Pine forest south of Wilsonville Road, or a portion sufficient to protect the unique natural values of the site, as determined by a plant ecologist, shall be preserved as a significant area. For the purposes of this provision, a plant ecologist is an academically trained ecologist or botanist with at least a Masters degree in the sub-discipline of plant ecology. The adjacent pond shall be protected, in conjunction with the Pine forest, as part of the open space requirement of the master plan for development.

Southeast of Sherwood

The rolling uplands southeast of the Sherwood city limits are designated for low density residential uses of 2-6 units per acre, except for a small area designated for low medium uses at 6-9 units per acre adjacent to an existing apartment zone within Sherwood. This subarea is planned an extension of a developing neighborhood within the City of Sherwood mainly because of its distance from major transportation routes, rugged terrain, and proximity to planned neighborhood park and school facilities within the City of Sherwood.

Design Elements:

- 1 ~~Significant features of the Tonquin Seablands geologic area, Rock Creek and its tributaries shall be retained in their natural condition, including topography and vegetation and shall be dedicated, when feasible, as public open space for uses, such as recreation and scientific research.~~

1. An area including six existing land parcels between Wilsonville and Murdock Roads is Area of Special Concern 5. The partitioning of land and building of any structures within this Area shall be designed and reviewed for location and orientation as they affect circulation according to the Master Planning-Planned Development provisions of the Community Development Code. A general circulation plan for the Area shall be provided which minimizes 1) crossing of the major Rock Creek tributary and (2) access onto Wilsonville and Murdock Roads.

Southeast of Sherwood - continued

- 2 All of the land east of Murdock Road within the southeastern subarea is Area of Special Concern 6. This Area is part of what may be the County's most significant natural area.

A. Tonquin Scabland (TSGA) Study

A master study of the significant natural elements of what is known as the Tonquin Scabland Geologic Area shall be conducted by June 30, 1985. The purpose of this study is to further determine the significance of this geologic area and identify critical natural areas for public use or preservation. The results of this study shall be balanced with appropriate uses of mineral and aggregate resources in the rural area. At minimum the study shall include:

- a. examination of significant natural areas both in the urban, and rural and natural resource areas of the County;
- b. participation by responsible agencies, such as Parks and Recreation Branch of the Department of Transportation, Department of Fish and Wildlife, Department of Geology and Mineral Industries, Washington and Clackamas Counties and the Cities of Sherwood and Tualatin;
- c. consideration of geological resources including mineral and aggregate resources and biological, educational scenic and open space/recreational resource potential;
- d. identification and survey of critical sites; and
- e. plan for public and private use and protection, including agency role identification and financing strategies.

B. Review Process

Prior to completion of the Study, the potential critical areas identified on the Significant Natural Resources Map shall be protected from development by the use of transfer of densities, open space requirements and variance to the growth management policies and other requirements consistent with the Community Development Code.

In all cases, prior to and following the completion of the TSGA Study, the Master Planning-Planned Development design and review process shall be required for all development in the natural area (Area of Special Concern 6). Critical subareas of this natural area shall be retained in their natural condition, including topography and vegetation. Density transfers may be allowed from the critical features of the natural area to other parts of the area as determined by the TSGA Study.

Dedication of land as public open space shall be encouraged for subareas identified as critical natural features and for other areas noted as appropriate for public use in the Tonquin Scabland Geologic Area Master Plan. Barring public dedication, every effort should be made for public acquisition of critical areas of this resource site.

- 3 Review of land partitioning and structural development proposals for areas within one half mile of rock quarries (existing and proposed) shall include 1) measurements of noise anticipated from such development or impacting such development and 2) appropriate mitigation measures which ensure that the future land uses meet Oregon Department of Environmental Quality noise standards. Conditions to development, such as requirements for berms, walls and other noise buffers shall be applied to the approval of new development when appropriate.

Both the county-wide development concept and location criteria for development assumed the transportation system as a primary factor in determining composition, orientation and intensity of specific planned uses. For example, increasing costs of roadway improvements were a factor in the self-sufficient, balanced land-use community development concept adopted by the County. Moreover, commercial and medium to high density residential uses are encouraged to locate adjacent to or close to major collector and arterial roads.

In the Sherwood Community Planning Area, existing and planned transportation routes were an important factor in determining its development concept, internal circulation and land use location. The major traffic routes are established in the Planning Area with the exception of ~~a potential~~ extension of 185th Avenue through the Sherwood Community Planning Area to Interstate 5. This potential roadway is under study. A major rail line bisects the Planning Area and helps define the area as a potential industrial center. Major collector roads serve traffic in and out of the developing business district at Six Corners and between that center of activity and the industrial land to the east and outlying rural resource areas. Pacific Highway connects the Planning Area with Portland and the rest of the urban region.

the proposed

Road Improvements

Road improvements included in the Sherwood Community Plan are consistent with the pattern of development just described and are intended to guarantee basic safety and improve the access of future ^{local} residents to shopping, employment and services and provide for uncongested ^{regional} through traffic. Road improvements recommended by this Plan are as follows:

- 1 Connection of Schoils-Sherwood Road in North of Sherwood south to Meinecke Road forming a new signaled intersection at Pacific Highway.

- 2 Connection of S.W. Edy Road in Northeast of Sherwood south to Oregon Street. This traffic route separates and provides access to planned medium density and high medium residential uses in the area.
- 3 Redesign the junction of Wilsonville Road with Murdock Road in Southeast Sherwood to provide a safe and efficient traffic intersection.
- 4 ~~An arterial~~ road connection from Interstate 5, along Tonquin Road, across Pacific Highway east of Six Corners, to Elsner Road and the Schamberg Bridge and north ~~should be studied~~. This road ~~is a segment of a potential arterial~~ road system connecting 185th Avenue at Sunset Highway to Pacific Highway and Interstate 5 south of Tualatin.

A Major Arterial

is proposed for the long-term.

is to be a segment of a regional

Transit Service

Current bus transit service operates along Pacific Highway to the Six Corners intersection in Sherwood. It is anticipated that the densities planned southwest, north and northeast of Sherwood will justify more frequent regular transit service along Pacific Highway ~~to the Meinecke Road intersection and back~~. Bus connections between the City of Sherwood and the City of Tualatin along Tualatin-Sherwood Road and Edy Road are also anticipated to serve future residents and employees in the Sherwood Community Planning Area.

and looping west via Old Pacific Highway and Wilsonville Road and back to 99W along Sherwood Road.

Pedestrian/Bicycle Pathways

The pedestrian and bicycle path system in general shall be designed and developed to connect major activity and residential centers within the community and with other communities. The system shall include the use of power line easements, ~~rights-of-ways, streams and drainage areas,~~ ^{water ways} improved road shoulders and other linear routes both separate from and along automotive traffic routes. Bikeways proposed by the 1975 Washington County Bicycle-Pedestrian Pathway Plan include Pacific Highway. This major bike route will connect with the City of Sherwood's bike and pedestrian system. ^

A bikeway is recommended also for Tualatin-Sherwood Road connecting the Cities of Sherwood and Tualatin.

NATURAL FEATURES

~~Natural features were initially identified in the Resource Document and the Community Plan Background Document. The Natural Features Map generally shows these areas. Additional analysis and citizen review shall be conducted regarding the relationship of these areas to the plan map designations. This work will include the following: determination of significant natural areas, identification of land uses which conflict with natural features, and an assessment of the resulting consequences. This work will ultimately lead to the refinement of policies, design elements, and strategies relating to natural areas.~~

SPECIAL INDUSTRIAL DISTRICT PROCESS

- * Apply through the Master Plan/Plan Development procedure.
- * Designate three area types:
 - Area I: 20% of S.I.D. - 2 ac. minimum
 - Area II: 20% of S.I.D. - 10 ac. minimum
 - Area III: 60% of S.I.D. - 30 ac. minimum
- * Once building permits have been issued on 75% of Area I, Area II may be partitioned to a 5 acre minimum lot size.
- * Once building permits have been issued on 75% of Area I plus Area II, a second Special Industrial District may be applied to any lot in Area III that is 50 acres or greater.

This second S.I.D. would be applied for through the Master Plan/Plan Development procedure.

USES PERMITTED IN S.I.D.

S.I.D. - Special Industrial District

Purpose - Reserve large parcels for single major industrial user.

Intent - Primary - "High Tech"
Secondary - Compatible light manufacturing or accessory uses.

Area I (2 acre lots, 20% of S.I.D.)

Uses Permitted

<u>Section</u>	<u>Use</u>	<u>Permitted</u>
320-6.32	A. Manufacturing	all
	B. Processing & Storage	all
	*C. Accessory	all
320-6.33	Industrial Park (10 ac. minimum)	all

Area II (10 acre lots, 20% of S.I.D.)

Uses Permitted

<u>Section</u>	<u>Use</u>	<u>Permitted</u>
320-6.32	A. Manufacturing	all
	B. Processing & Storage	all
	*C. Accessory	all
320-6.33	Industrial Park (10 ac. minimum)	all

Area III (30 acre minimum lot size, single user)

Uses Permitted

<u>Section</u>	<u>Use</u>	<u>Permitted</u>
320-6.32	A. Manufacturing	all
	B. Processing & Storage	none
	*C. Accessory	1
		3
		5
320-6.33	Industrial Park	6
		7
		9
		11
		12
		13
		none
		none

*Subject to development standards. See Section 430-1.

3. All development in the Special Industrial District shall go through Development Review and through a Planned Development Process prior to the issuance of a development permit.

320-6.3 Uses Permitted in the Special Industrial District

- A. The following lists of uses are uses which may be permitted under the review procedure indicated. When a specific use is not listed, the Planning Director may authorize an application to be processed if the Planning Director determines that the proposed use is substantially similar and has similar impact characteristics to a listed use and probably would have been included in the permitted use list if considered during the adoption of this code. All such uses shall be processed as Type II actions if the use is similar to a Type I or II use. The determination that a use is allowed may be challenged upon appeal of the decision on the merits but shall not in and of itself be a final decision for purposes of appeal.

320-6.31 Uses Permitted Through a Type I Procedure:

- A. Accessory Use - Section 430-1
- B. Temporary Use - Section 430-99
- C. Bus Shelter - Section 430-17
- D. Recycle Drop Box - Section 430-87
- E. Any structure under 2,000 square feet with less than twelve fixtures to be used for any Type II use.

320-6.32 Uses Permitted Through a Type II Procedure:

- A. Manufacture or assembly of:
 1. Communication equipment, electronic equipment and supplies.
 2. Scientific and precision instruments and equipment.
 3. Engineering laboratory, scientific and research instruments.
 4. Electro-medical apparatus, surgical and medical instruments, artificial limbs, hearing aids, dentures, ophthalmic goods, and other medical/dental devices.

B. Processing and Storage:

1. Photographic laboratories, blue printing, photoengraving, photocopying, printing, publishing and bookbinding, including on-site commercial service associated with said use.
2. Wholesale business, storage buildings and warehouses.
3. Storage and distribution.

C. Accessory Uses:

1. Cafeteria, cafe, restaurant or auditorium for employees, contained within the same business premise, accessory with and incidental to the permitted use.
2. Parcel delivery service.
3. Administrative, professional and business office and administrative uses accessory to and associated with permitted industrial uses on the site.
4. Retail outlets for warehousing or manufacturing operations, limited to 10% of total floor area.
5. Trade, skill or industrial schools, including training centers.
6. Laboratory or other physical research and development.
7. Recreation facilities solely for employees.
8. Government and special district facilities.
9. Caretaker residence, including mobile home only during the initial construction phase of development, in conjunction with allowed use.
10. Day care for employees' families.
11. Transit stations or park and ride lots - Sections 430-17 and 430-103.
12. Public utility installations - Section 430-75.
13. Heliport, helipad and airport landing strips - Section 430-45 and 430-7.
14. Solid waste transfer station - Section 430-94.

320-6.33 Uses Which May be Permitted Through a Planned Development Process and Type II Procedure Within Industrial Parks.

The following uses may be permitted under these conditions:

- A) No more than 25% of the combined total building floor area may be utilized for these uses as the primary character of the development is to remain industrial.
- B) Restaurants, commercial and recreation uses must be of a scale which is primarily intended to serve persons working in the development, a maximum 5,000 square feet per business, and only secondarily to serve the residents in the area.
- C) The industrial park development must be a minimum of 10 acres before these uses may be permitted.
 - 1. Offices, provided that at least 50 percent of the gross floor area of any such building is occupied by a single tenant.
 - 2. Restaurant, delicatessen or cafeteria primarily for employees as a separate business.
 - 3. Recreations facilities primarily for employees.
 - 4. Other office and commercial uses related, accessory or serving the industrial uses, when approved as part of an industrial park.
 - 5. Day care facilities primarily for employee families.

320-7 Determination of Violation of Performance Standards

- A. Alleged violations of the performance standards set forth in Article IV shall be determined and enforced as provided in this Code. This procedure is in addition to but not in lieu of any other enforcement mechanism available to the County and authorized by law.
 - 1. County determination. Where a violation can be determined by the Planning Director or state official using equipment and personnel available to the county, the determination shall be so made and an order of compliance requiring correction of the violation within a reasonable time period shall be issued. If necessary to eliminate a violation found to exist, enforcement action shall be taken.

430-1 Accessory Use

Buildings and structures customarily incidental to a permitted use, located on the same lot, subject to the following:

430-1.1 Residential:

No accessory use shall be established prior to the permitted use; Detached accessory buildings or other structures shall comply with the following:

- A. Shall not occupy more than twenty-five (25) percent of a required rear yard.
- B. Shall not be closer than three (3) feet to the side or rear property lines.
- C. Shall not be closer than six (6) feet to the main structure.

430-1.2 Commercial and Industrial:

- A. No separate permits shall be issued for the construction of any type accessory building prior to that of the main building; and,
- B. Accessory buildings shall maintain the same yards and setbacks as required of the main building(s).

430-3 Additional Setbacks Required for Future Right of Way

Additional Setbacks Shall:

- 430-3.1 Include increase in setback where there is insufficient right-of-way.
- 430-3.2 Require an abutting public street or approval through Development Review.
- 430-3.3 Require dedication prior to building permit.
- 430-3.4 Require that setback requirements be determined from future rights-of-way as set forth by the official Washington County Functional Classification System Map and Washington County Urban and Rural Paved Road Standards as follows:
 - A. Arterial 45' from centerline
 - B. Major Collector 35' from centerline

CHAPTER 731 DEFINITIONS

731-1 Rules Apply to the Text. The definitions contained in Chapter 731 are hereby used according to the following rules of construction:

- 731-1.1 Words used in the present tense include the future tense, and the singular includes the plural, unless the context clearly indicates the contrary.
- 731-1.2 The word "person" shall mean and include any natural person, copartnership, association or corporation, whether he, she or it is acting for himself, herself or itself, or as the servant, employee, agent or representative of another.
- 731-1.3 The word "lot" includes the word "plot", "tract", or "parcel".
- 731-1.4 The term "shall" is always mandatory and not discretionary; the word "may" is permissive.
- 731-1.5 The word "used" or "occupied" as applied to any land or structure shall be constructed to include the words "intended, arranged or designed to be used or occupied".
- 731-1.6 Any word or term not herein defined shall be used with a meaning of common standard use.

731-2 Definition Text

- 731-2.1 **ACCESSORY BUILDING** - a detached subordinate building, the use of which is customarily incidental to that of the main building or to the main use of the land which is located on the same tract with the main building or use.
- 731-2.2 **ACCESSORY BUILDING, ATTACHED** - The term "attached accessory building" shall be understood to apply to an accessory building which is attached to the main building or by the roof over a breeze-way connecting the accessory building and the main building. An attached accessory building shall be considered as a part of the main building both as to lot coverage and yard and court regulations.
- 731-2.3 **ACCESSORY USE** - A use customarily incidental and subordinate to the principal use and located on the same lot.
- 731-2.4 **AIRCRAFT LANDING FIELD** - Any landing area, runway or other facility designed, used or intended to be used either publicly or by any person or persons for the landing and taking off of aircraft, including all necessary taxiways, aircraft storage and tie-down areas, hangars, and other necessary buildings and open spaces.

APPROVED
MINUTES

MINUTES
SHERWOOD PLANNING COMMISSION
April 7, 1983

In attendance were: Chairman Ron Tobias, Gene Stewart, Sally Ann Howard, David Crowell and Arthur Horne, Jr.

After the reading of the minutes of March 3, Gene Stewart⁺ stated that it should be recorded that the hearings were closed prior to Commission voting. He also wanted it recorded, regarding the second hearing, that he had no financial interest in the developemnt, and therefore there was no conflict of interest. No other corrections were made, so minutes of March 3rd were approved with the exception of Mr. Stewart's corrections.

Approval was then passed on minutes of March 17th meeting.

There were no announcements or correspondence, so Mr. Dugdale proceeded with the Directors Report. He gave status reports on the major public works projects:

- 1) Cedar Creek Sanitary sewer project is due to start this week. Villa Rd. will be the first part of this construction.
- 2) Willamette St. Storm Sewer project between Division St. and Lincoln St. is due to start next week with the scheduled completion date scheduled for mid summer. This project was financed in part by a Block Grant.
- 3) Willamett St. Improvement project from Norton Ave. to Washington St. is currently having bid documents prepared. Starting date on this project is still being discussed.
- 4) Murdock Rd. Improvement Project is also currently having bid documents prepared. It is hoped that this project will begin this summer.

Mr. Dugdale did announce that the City was notified that there is about \$20,000. for projects in the Washington Hill area. He is recommending that street and sidewalk improvements are completed on Washington St. between Railroad St. and Willamette St. with these additional funds.

Mr. Dugdale also made announcements relating to the City budget. Suggestions are currently being made as to capital projects that will be included in the 1983-84 budget. Comments are welcomed from the Planning Commission members, collectively or individually.

The City Budget Committee will be reviewing the priority of these projects in a worksession on April 16th.

Mr. Dugdale reported on upcoming reviews: 1) Developers of Gregory Park Estates made a request for a minor revision for planning and development. Due to slow market on manufactured units, a request has been made to build stick-built units even though development was initially approved for manufactured units. There would be no change in category of use or in density. (This does not require Planning Commission review, however, Mr. Dugdale felt that it may be a point of interest to the commission.)

2) The City Council ruled that Stanley Park Plaza, a 70 unit congregate housing development for the elderly was in fact a nursing home type facility rather than multi-family units for the elderly. The Council has therefore remanded the project back to the Planning Commission and are asking applicants to resubmit as a conditional use. A legal opinion has not yet been made on this matter.

3) Mr. Dugdale has been consulting the City attorney regarding a Nude Dancing Regulation. A possible approach to regulation of nude dancing would be a planning approach; putting regulations on sites of such establishments. This approach would require an ammendment to the Planning Code, so this issue would come before the Planning Commission.

Mr. Stewart questioned if City and County had reached a decision as to the improvement of Ladd Hill Rd. Mr. Dugdale apologized that he missed that in his discussion on the budget. Ladd Hill Rd. is a suggested project listed in the budget.

Mr. Stewart also raised a question as to the distance requirement between the intersection and the exit to the housing development on Lincoln St. near the fire station. Mr. Stewart was unclear if the code stated 50' or 100'. Mr. Dugdale said he would check into this matter.

Discussion of the Sherwood Community Plan for the Unincorporated Urban Area was opened by Chairman Tobias introducing Mr. Richard Meyer, from Washington County. Mr. Meyer is the Community Planner in charge of the Sherwood Community Plan.

Mr. Meyer explained that the County is currently finished with the design stage of the plan and are now into the Public Hearing stage. Public hearings have been scheduled from March through May, with the public hearing for adoption of the Community Plan to be held April 19. Each plan element will be handled in a public hearing fashion with a final adoption in June to be sent to LCDC.

Mr. Meyer proceeded to explain the Sherwood Community Plan for the Unincorporated Area and pointed out that the County has honored the recommendations that the City of Sherwood gave in the form of the Complementary Plan to the Comprehensive Plan.

Mr. Meyer pointed out that there are 3 major issues that the county's plan conflicts with Sherwood's Plan. The first being a parcel of land in the southeast quaderant of the Sherwood Plan known as the Tonquin Scab land. The county has had tentative observations done on this land and feels that further geographical studies should be done. Another area that the county feels has geographical importance is a creek drainage area located on the westerly portion of the Sherwood Plan area. Bedrock is on the surface and would allow the area to be easily examined. The county has made provisions in their plan so that nothing can be built on these areas until studies have been made. Their aim here is to try to protect some natural resources.

The second major issue is the stripping out of land along 99W. Sherwood has a rather ambitious amount of land designated for retail commercial uses. Mr. Meyer pointed out that a lot of businesses along a major highway causes a lot of traffic slowdown. Major arterials are necessary to make it possible to travel at high speeds. The county has an access policy to encourage businesses to use curb cuts on local roads off of the major highways for their access.

The third and most important issue is 121 acres of buildable land in the Southwest corner of the Sherwood Community Plan. Mr. Meyer stated that in preparing their draft, the county tried to work with the City's Comp. Plan. Sherwood addressed the need for more industrial land and the county felt that this area would be the most appropriate. Because of such a conflict of interest shown on this proposal at a Public Hearing last September, the issue was remanded back to the Planning Commission and the City Council. The County agreed to recommend Sherwood's views on this issue in the tabloid that was to be printed in January of '83. Decision was given on this land, by the City, to be designated as Light Industrial. This parcel of land has continued to be an issue of conflict.

The County Planning Commission, after a major Public Hearing on April 4th, recommended the Sherwood Plan, as changed in their staff report dated March 28, to the board. However, the one issue that was still left unresolved was the 121 acres in the southwest corner of the plan. The County Planning Commission is leaving the decision of this issue up to the board.

Mr. Meyer is asking the Sherwood Planning Commission to recommend that the City Council supports the Sherwood Community Plan. This would show LCDC that the City of Sherwood was in fact included in the proposals made by the County.

Mr. Meyer concluded his presentation and Chairman Tobias invited questions or public comment.

A question was raised from the audience regarding the impact of zoning on schools, taxes and public services. Mr. Meyer stated that he was not sure about the impact on schools. The school districts build schools when they are needed. He added that the zoning factor alone would not be enough to increase taxes. Taxes would increase when property becomes marketable and has services available. In a long term the land that is designated industrial will naturally be taxed more than residential property.

Audience questioning progressed to the discussion that more industrial zoning would raise the tax base so that more money would become available to public services. While Mr. Meyer agreed, he cautioned that it was important to maintain a balance of industrial and residential land uses.

Mr. Stewart asked Mr. Meyer to briefly go over the recommended changes made in the staff report packet. Mr. Meyer stated that most of the changes refer to the balancing of development and streams and greenways. Mr. Meyer went on to briefly explain separate items.

Chairman Tobias noted that a small area in the furthest southwest corner of the map on the original tabloid was left out of the Special Industrial District, but on the map that was attached to the staff report it shows that area included. Mr. Meyer determined that it was just a graphic error in the printing. That small area will remain outside the S.I.D. Mr. Meyer did however point out that the eastern boundary of the S.I.D. would go beyond what the original tabloid map shows to the flood plain. This would give the area a natural buffer.

Chairman Tobias asked if during the public hearing process, the description of the land involved the S.I.D. included the portion east of the railroad tracks.

Mr. Dugdale answered, saying that the plan amendment actually only included land west of the railroad tracks, however during the course of review, it was suggested that we also include the land to the east of the railroad tracks to the flood plain. Mr. Dugdale added that this was not part of the formal amendment, but was added as a recommendation.

Mr. Meyer maintained that the county is asking for recommendations from the City, but that the county is legally in charge of planning and requires no formal change in the City's Comp. Plan.

After testimony by Mr. Meyer and extensive Commission and audience discussion, Chairman Tobias stated that a decision must now be made as to what recommendation should be made to the City Council. If no decision can be reached, and more study time is needed, another meeting or worksession would have to be held prior to April 13th, which will be the last City Council meeting before the April 19th


County Public Hearing on this matter.

Chairman Tobias asked for a motion from the Commission.

Mr. Stewart made the motion that the Planning Commission recommends to the City Council to accept the draft changes as outlined in the Washington County staff report and to give a letter of support to the county. Mr. Stewart also said that staff should get legal interpretation of the area east of the railroad tracks. No second was made to the motion.

Mrs. Howard made the motion to have a worksession prior to the City Council meeting to be held April 13th to further discuss this matter. Motion was seconded by Mr. Crowell. Chairman Tobias called for a roll call vote. A worksession was voted for 4 to 1, and scheduled for Tuesday, April 12th at 7:00 p.m. to further discuss this matter.

Meeting was adjourned.


Prepared by Pam Lammers,
Planning Commission Secretary