

Minutes  
Planning Commission  
Special Worksession  
April 12, 1983

All members of the Planning Commission were present.

Chairman Tobias called meeting to order and gave a brief overview of the Commission meeting of April 7th to clarify the need of this special worksession for the benefit of the members not present at that meeting.

Sally Howard opened discussion with some concerns that she had regarding the document that was handed out by Mr. Meyer of Washington County at the previous meeting entitled "Special Industrial District Process". This document refers to the southwest portion of the Comp. Plan. Mrs. Howard feels that some of the stated uses listed in this document are incompatible with the area. I.e.: Storage building, warehouses, heliports, airport landing strips and solid waste transfer stations.

Mrs. Howard spoke of a possibility of the area being designated for a residential high-tech park development. She had discussed this option with several developers. One contractor, from Black Bull Construction, didn't feel that this was a very feasible location due to the distance from the highway. Plus, he said that many high-tech developers had already "over-bought" land, and were even looking to sell property.

Discussion followed regarding the need for railroad tracks on Light Industrial zoned property. Mr. Tobias posed pros and cons of railroad useage. He mentioned that he thought that light industry would do their shipping by truck, therefore, he didn't feel that railroad tracks were 100% meaningful.

Mr. Horne said that per a phone conversation with Mr. Meyer, he learned that larger companies like Nike and Tektronics do use rail to bring in raw materials, however, he felt that due to most light industrial companies shipping locally, that trucking would be the major transportation factor. Mr. Horne was concerned with where the responsibility of improving the connector roads would lie.

Mr. Dugdale replied that the City has a Centerline Standard Improvement Code. The developer would be responsible for 30' from the center line. In addition to requirements on abutting properties, a System Development Charge can be imposed. This is a fund that developers would pay into so much per unit for the City's side of road improvements. As for connecting roadways beyond industrial development property, there are no formal requirements. If, however, existing roadways provide to be inadequate, it would be incumbant on the developers to see that the link was made.

Mr. Stewart interjected that the minor collector status of street design is also for light industrial traffic. There would be no additional burden to increase the status of street further than how it is already proposed.

Mr. Tobias initiated a discussion on the issue of the Aloha Bypass. This is still in the planning stage and exact alignment has not yet been resolved. The starting point and direction is yet to be determined. Mr. Tobias said that the county is still very vague on this issue, but he felt that this highway should be considered when planning the SID, even though the bypass is 10 years into the future.

Mr. Dugdale pointed out that Sherwood is the only incorporated urban area in the path of the Aloha Bypass. He added that it would be very important that the City get some sort of commitment that this will occur and where the alignment will be so that a right-of-way can be developed. It is also critical that the County and State make a decision soon whether the bypass will tie into Norwood or Stafford Rd.

Marge Stewart, from the audience, voiced her concern of the Aloha Bypass using a large portion of the property zoned for industrial designation. Mr. Tobias stated that it was his understanding that the City could recapture areas from property outside our UGB. Discussion followed regarding possible zoning changes. Mr. Tobias commented that if a major highway does come into Sherwood, that zoning changes would have to take place. He added that other major highways in Washington County are bordered by commercial and industrial business. Currently the area surrounding parts of the proposed alignment of the Aloha Bypass is zoned for residential. It would be more appropriate that commercial or industrial zoning parallel a major highway for transportation reasons and because of the noise factor.

Cathy Navarra asked if the City Council could make zoning changes after property was annexed into the City. Mr. Tobias thought there was a one year hiatus. Mr. Dugdale stated that this is the County's recommendation in the Urban Planning Area, but that it was subject to agreement by both the City and the County. Therefore, after land use category has been approved, there would be a one year hiatus after the time of annexation.

Mr. Horne reported to the commission on a conversation that he had with Mr. Meyer discussing some options for the location of the industrial area. Mr. Horne had questioned Mr. Meyer on the area south and east of Tualatin-Sherwood Road between Rock Creek and Cipole Road. Mr. Meyer answered saying that this area was very rocky. It is also a part of the geographical area that the county is hoping to study. Mr. Horne also suggested the area north of Frontier Leather Co. on E. Oregon Street continuing north to Edy Road. This would be of comparable size to the Southwest Industrial Area proposal. This area does have additional features of accessibility, railroad tracks, it is relatively flat, and basically surrounded by industry currently with the exception of the Langer Farm. Discussion followed.

Mr. Tobias made the point that the proposed Southwest Industrial Area was originally set aside as 93 acres by an ordinance of the City Council. Already the county has increased the S.I.D. to 121 acres. His concern was that after a land use was created that it would become easier to increase its size. Mr. Tobias added that we may be looking at the potential of an additional S.I.D.

Mr. Stewart rebutted that this issue was brought up at the time the original 93 acres of land was approved for the S.I.D. It was recommended to the Planning Commission that the S.I.D. continue to the flood plain as a natural cut of at that time. Mr. Stewart felt that basically the decision was made all at one time.

Discussion continued regarding the possible growth of the S.I.D.

David Crowell commented that he felt stronger restrictions would have to be imposed on industry in the proposed Southwest Industrial Area by the County so that industrial zoning would be more compatible with surrounding residents. He stated that wider set backs should be required with heavy plantings so that industry would be completely separated from residential useage. Mr. Crowell said that a landscaped park-like business would be just a dream without the proper requirements.

Mr. Crowell was also a little concerned with the documents entitled "Special Industrial District Process." Originally the county claimed that this large area was needed to offer large parcels of land to larger employers. The latest rules, as stated on the first page of this document contradicts this plan.

Gene Stewart asked if the City wouldn't have their own set of requirements seeing that annexation would have to take place before development.

Mr. Dugdale answered that the county's regulations would be advisory since City Code provisions would be the controlling factor. So if light industry did come in, it would have to be developed as a Planned Unit Development.

Mrs. Howard asked if there was a time limit where the Planning Commission, the City Council and the Design Review Board could set up the City's own Light Industrial regulations. She wanted to see a real tightening up of regulations.

Mr. Dugdale again stated that property would be developed under city code provisions, but added that it was important that the scope of permitted uses would have to be similar with the County's provision designations.

Mr. Tobias asked if this dividing up of land in the Southwest Industrial Area, as stated on the "Special Industrial District Process" document was part of the scope that the City's provisions would be bound.

Mr. Dugdale assumed that when property is annexed into the city that we would not be bound by those allocations. The City will implement the plan that the county comes up with, but with the City's own ordinances.  
Discussion continued

Gene Stewart made a motion that the Planning Commission recommends to the City Council that they concur with the draft Sherwood Community Plan of Washington County with the one exception being the Special Industrial District, as they have outlined in their document, does not coincide with Sherwood's intent. And that we hope that it will be kept in large parcels and that siting will be more stringent and that proposed uses would be narrowed down.

Motion was seconded by Clarence Langer. A roll call vote was taken. Motion failed 4 - 3.

David Crowell motioned that Planning Commission recommend to the City Council that the county's plan along with changes, be approved with the exception of the Special Industrial District. Mr. Crowell added that proposed area is not appropriate for a S.I.D. However, if the Council does approve of this S.I.D. in the proposed location, that the Council also incorporates those additional restrictions as set forth by Mr. Stewart in the previous motion.

Motion was seconded by Sally Ann Howard. Roll call vote was taken. Motion passed 5 - 2.

Mr. Tobias declared worksession adjourned.