

CITY OF SHERWOOD, OREGON

ORDINANCE NO. 785

AN ORDINANCE ADOPTING FINDINGS WITH RESPECT TO THE RECOMMENDATION OF THE CITY PLANNING COMMISSION FOR AN AMENDMENT TO THE COMPREHENSIVE PLAN MAP (PMA 82-04) TO CHANGE THE DESIGNATION OF APPROXIMATELY 93 ACRES OF LAND WITHIN THE URBAN GROWTH BOUNDARY LYING WEST OF THE SOUTHERN PACIFIC RAILROAD TRACKS, NORTH OF THE URBAN GROWTH BOUNDARY, EAST OF THE WESTERN URBAN GROWTH BOUNDARY, AND SOUTH OF WILSONVILLE ROAD, EXCEPT THOSE PORTIONS OF TAX LOTS 600,700,800 and 900, ASSESSOR'S TAX MAP 2S1 31CC LYING WITHIN THE URBAN GROWTH BOUNDARY

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THE CITY OF SHERWOOD DOES ORDAIN AS FOLLOWS:

Section 1. The Council finds that the recommendation for plan map amendment was initiated by the Planning Commission as a result of suggestions originating at the three County Town Hall Meetings as outlined in the minutes of the Planning Commission meeting of August 17, 1982, and that pursuant to prescribed procedures a public hearing was held at the Planning Commission meeting on October 5, 1982. Subsequent to that hearing the Planning Commission issued its first Notice of Decision approving said recommendation, a copy of which notice, marked Exhibit A, is attached hereto.

Section 2. The Council further finds that after due and legal notice a public hearing was held on October 14, 1982 before an impartial council, and at said hearing all parties were afforded an opportunity to be heard. The Council received in evidence the City Staff Report dated September 29, 1982, a copy of which, marked Exhibit B, is attached hereto. On October 27, 1982 the matter was remanded to the Planning Commission for further hearing and consideration. Accordingly, further hearings were held on November 18, 1982 before the Planning Commission. On December 2, 1982 the Planning Commission, on motion made, seconded and carried, recommended approval of the proposal and issued its Notice of Decision December 3, 1982, a copy of which is marked Exhibit C, attached hereto, and by this reference incorporated herein.

Section 3. After due consideration of the recommendation of the Planning Commission and the Staff Report, and after receipt of additional testimony at an additional hearing before the Council on December 15, 1982, the Council further finds:

(a) That the plan map designation should be changed from Low Density Residential (LDR) to Light Industrial (LI) with respect to the subject land.

(b) The Council adopts as its findings of fact the findings set forth in the City Staff Report dated September 29, 1982, Exhibit B, under headings "Basic Facts" and "Findings". The Council finds the relevant criteria to be those of the Staff Report, and that each of those criteria for granting an approval have been satisfied.

(c) The Council also finds that Tax Lots 600, 700, 800 and 900, Assessor's Tax Map 2S1 31CC are devoted to residential use on small parcels grouped in the Southwest corner and are not appropriately designated Light Industrial. Therefore, said parcels should be excluded from the proposed plan map amendment.

(d) The Council further finds that the condition imposed by the Planning Commission on its second recommendation of approval to the Council is reasonable and will, together with the city's design review requirements, assure that the designation of LI and future light industrial development will not create land use conflicts and will assure compatibility with existing residential uses in the area adjacent to said LI designated lands.

(e) The Council further finds that at its meeting of December 15, 1982 the Council approved said amendment and adopted said findings, which are hereby confirmed by formal ordinance.

Section 4. The proposed amendment of the city's comprehensive plan map is hereby approved to change the map designation from Low Density Residential (LDR) to Light Industrial (LI) with respect to approximately 93 acres of land in the southwest corner of the Urban Growth Boundary, more particularly described on Exhibit D attached hereto, subject to the following conditions:

- (a) The area designated LI by this action shall be required to develop under the provisions of Chapter 2, Section 3.00 governing Planned Unit Developments.
- (b) Special attention shall be given to the application of standards relating to lot size, environmental and design standards which will insure the compatability of the new uses with established residential uses in the adjacent area.

Section 5. This ordinance shall become effective on the 31st day after its enactment by the City Council.

PASSED:

By the City Council by unanimous vote of all Council members present, after being read by caption three times, this 12 day of January, 1983.

Polly Blankenbaker  
City Recorder

APPROVED:

By the Mayor this 12<sup>th</sup> day of January, 1983.

Clyde R. Lit  
Mayor



P.O. Box 167  
Sherwood, Oregon 97140  
625-5522 625-5523

TAX LOT: See Staff Report

CASE NO: PMA-82-04

DATE: 10-6-82

NOTICE OF DECISION

To: City Council

The Planning Commission of the City of Sherwood, Oregon, decided to recommend approval of a Planning Commission initiated plan map amendment on October 5, 1982.

The decision was based on the following major findings;

The findings in the attached staff report dated September 29, 1982.

The following conditions were placed on approval of the application:

None

Signed Joel Dugdale  
Title City Administrator

STATUS OF PLAN COMPLIANCE REVIEW

X Additional Required Action

X City Council

October 14, 1982 meeting

*City Council remanded proposal to Planning Commission for further hearings.*

STAFF REPORT

September 29, 1982

CASE NO: PMA-82-04  
SUBJECT: A Planning Commission initiated amendment to the Comprehensive Plan Map to change the following tax lots from L.D.R. designation to Light Industrial: 2S1 31C : 700, 703; 2S1 31D : 501; 2S1 31CC : 100, 200, 300, 400, 500, 501, 502, 600, 700, 800, 900.  
LOCATION: The map amendment is designed to include all those parcels within the U.G.B. that lie West of the Southern Pacific Tracks, North of the U.G.B., East of the Western U.G.B., and South of Wilsonville Road.

APPLICABLE STANDARDS FOR REVIEW:

Chapter 1 Section 3.00 of the Community Development Code, Amendment Procedure/Criteria for Review.

BASIC FACTS

Growth Management

The site is within the U.G.B. and outside of Sherwood City limits. Therefore, until the area is annexed to the City, the County Plan Designations apply. Currently the area is designated urban intermediate by Washington County for Future Urban by the City.

Land Use

Current Zoning: All tax lots are zoned RS-1 by the County and L.D.R. by the City. County zoning is a rural residential designation and allows 1 D/U per lot, minimum lot size of 10 acres. The City designation allows 4-5 D/U per acre.

Acreage, Existing Structures and Uses:

2S1 31C : 700	54.74 ac.
703	3.71 ac.
2S1 31D : 501	15.00 ac.
2S1 31CC: 100	1.73 ac.
200	.23 ac.
300	1.57 ac.
400	2.18 ac.
500	4.36 ac.
501	5.18 ac.
502	4.30 ac.
600	2.00 ac. approx.
700	2.00 ac. approx.
800	1.00 ac. approx.
900	1.00 ac. approx.
Total	99.09 acres

Current Uses: Predominately agricultural, containing some dwelling units.

### Environmental Resources

Topography: Gently sloping, with no more than a 50' elevation difference over the entire parcel.

Soils:

Type: A mix of silt loams.

Agricultural Classes: II and III.

Limitation: Poorly drained.

Flood Plain: Not applicable

Recreation Resources: Not applicable

### Community Facilities and Services

Water: No existing urban services. Water mains are scheduled along three perimeters of the proposed industrial area with 8" mains along the southern and western U.G.B. and a 10" main along Wilsonville Rd.

Sewer: A 10" Cedar Creek Trunk line is scheduled to be constructed to Wilsonville Rd.

Public Safety: Police: Currently, Washington County Sheriff's Department. Fire: Tualatin Rural Fire Protection District.

Transportation: Vehicle access: Major arterial - Wilsonville Rd. Rail: Southern Pacific Right-of-Way. Transit: No existing service. Bike and Pedestrian: No existing facilities.

### FINDINGS:

Required findings for granting a Plan Amendment are set forth in the Community Development Code, Chapter 1, Section 3.00:

1. "The proposed amendment is in conformance to map and text portions of the Comprehensive Plan not being considered for Amendment."

The proposed use is consistent with Comprehensive Plan policies for both site development and for the orderly development of adjacent properties.

Site Development: The proposal is consistent with economic development policy goals that call for a balance between residential and non-residential land uses. (see finding 2 below). The proposal encourages sound industrial development by utilizing existing rail and highway transportation access. Water and sewer systems are planned for residential development. Since light industrial development requires the same level of service - or slightly less - than residential, sewer and water will be adequately provided for. The land mass of the proposed use allows for adequate room for expansion, parking, and buffering.

Adjacent Development: The proposed land use change will not

require altering planned services for the immediate or adjacent properties; the provision of essential services will be unchanged. It will be possible to buffer proposed industrial uses from adjacent residential uses by taking advantage of existing features such as Wilsonville Rd., the railroad right-of-way, and of the large land mass.

It should be noted that special arrangements may need to be taken to ensure adequate hearing and notice of affected land-owners with property beyond Sherwood's Urban Growth Boundary.

2. "The public interest is best served by granting the amendment at this time."

The proposed action is consistent with the following public goals and policies:

- a. Recognizing the need to provide for more local job opportunities and to expand the property tax base. The Comprehensive plan sets a goal of 60% residential/40% non-residential land use for Sherwood's U.G.B. The existing land use ratio is 80% residential and 20% non-residential. Currently, nearly 85% of Sherwood's labor force commutes outside of the planning area to work. As a result, the City has too few local employment opportunities, and homeowners pay disproportionately large property tax and local improvement district assessments. The proposed amendment improves the land use balance to 74% residential and 26% non-residential.
- b. Recognizing that industrial development in Sherwood is dominated by primary goods manufacturing (i.e.; general industrial), the City's economic development policies specifically seek to diversify the local economy by encouraging Light industrial development. Generally, Light industrial development is more labor-intensive, less disruptive to the ecology, and requires a lower level of basic services than General Industrial development.
- c. Recognizing the importance of regional transportation to local development, the City's economic policies encourage maximum use of the railroad corridor and improved access to Highway 99. This proposal would allow for greater utilization of the railroad corridor by amending the current plan designation from Low Density Residential (L.D.R.) to Light Industrial (L.I.). Furthermore, efficient access to Highway 99 is provided by Wilsonville Road and Old Hwy. 99, both of which are designated minor arterials and capable of handling the traffic loads imposed by Light Industrial development.

- d. The amendment is a timely proposal in that further delay may cause greater expense in achieving the stated Land use and economic development goals. The proposed site has unique attributes in the Sherwood U.G.B.: efficient access to Highway 99, railroad access, sufficient parcel size, existing natural and man-made buffers, sufficient planned basic services. To expedite the transition from rural to industrial use, it is necessary to express the public interest in this land use change at the earliest opportunity.
3. "The land use related factors in ORS 215.055 were consciously considered...."

There is a demonstrated need for increased industrial acreage in the Sherwood area. The site that is described in this amendment is particularly well-suited for Light Industrial development.

At present, the entire site is unintensively developed, thereby facilitating the future transition from rural agricultural/residential to urban industrial. Urban services are planned that can adequately serve the proposed development. The proposed site is unique in the Sherwood U.G.B. since it is the largest, undeveloped contiguous parcel that is accessed by both rail and highway. The proposed site is large enough to accommodate industrial uses safely, economically, and aesthetically.

**RECOMMENDATION:**

Staff recommends adoption of the proposed amendment based on the above facts and findings.



P.O. Box 167  
Sherwood, Oregon 97140  
625-5522 625-5523

CASE NO: PMA-82-04

December 3, 1982

NOTICE OF DECISION

TO: City Council

The Planning Commission of the City of Sherwood, Oregon decided to recommend approval of a Planning Commission initiated amendment of the Comprehensive Plan Map on Thursday, December 2, 1982.

The decision was based on the following major findings:

On the direction of the City Council, the Planning Commission held an additional public hearing on PMA-82-04 (see P.C. minutes of November 18, 1982). Based on the additional testimony received the Planning Commission decided on December 2, 1982 to reaffirm its previous action recommending approval of the application with the following condition.

That the area designated LI (light industrial) by this action be required to develop under the provisions of Chapter 2, Section 3.00 governing Planned Unit Developments. Special attention shall be given to the application of standards relating to lot size, environmental and design standards which will insure the compatibility of new uses with established residential uses in the adjacent area.

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Chairman

STATUS OF PLAN COMPLIANCE REVIEW

Additional Required Action  
Review Body

City Council  
Meeting to be held December 15, 1982

EXHIBIT C



PROPERTY INCLUDED IN PLAN MAP AMENDMENT

1982 Washington County Assessor's Map #

2S1 31 C	Tax Lot 700
	Tax Lot 703

2S1 31 D	Tax Lot 501
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2S1 31 CC	Tax Lot 100
	" 200
	" 300
	" 400
	" 500
	" 501
	" 502

EXHIBIT D