

City of Sherwood, Oregon
Ordinance No. 2000-2001

AN ORDINANCE APPROVING SHERWOOD COMPLIANCE WITH THE METRO GOVERNMENT'S 2040 URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, TITLE 2 REGIONAL PARKING POLICY AND TITLE 5 NEIGHBOR CITIES AND RURAL RESERVES.

WHEREAS, the Functional Plan was adopted by the Metro Council November 1996 and came into effect February 19, 1997; and

WHEREAS, local jurisdictions were given two years to come into compliance with the Plan, the deadline being February 19, 1999; and

WHEREAS, the City requested and was approved various extensions to Titles 1-6; and

WHEREAS, a consultant was engaged to insure staffing would be adequate to meet the present deadline extension of December, 2000,

NOW, THEREFORE, THE CITY ORDAINS AS FOLLOWS:

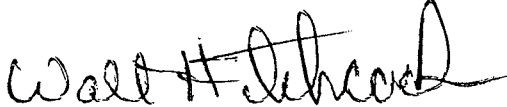
Section 1. Public Hearing. The proposed amendments to the Sherwood Plan and Code necessary to comply with Title 2 Regional Parking Policy, and Title 5 Neighbor Cities and Rural Reserves of the Metro "Urban Growth Functional Plan," were properly noticed and reviewed by the Council.

Section 2. Findings. That after full and due consideration of the application, the City Staff report, the record, findings, and of the evidence presented at the public hearing, the Council adopts the findings of fact contained in the staff report.

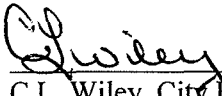
Section 3. Approval. That a request for the subject Plan Text Amendment is hereby APPROVED subject to the language contained in Exhibit A.

Section 4. Effective Date. This ordinance shall become effective thirty (30) days after passage and approval.

Duly passed by the City Council this 24th day of October 2000.


Walt Hitchcock, Mayor

ATTEST:


C.L. Wiley, City Recorder

	AYE	NAY
Fox	<u>X</u>	_____
Whiteman	<u>X</u>	_____
Krause	<u>X</u>	_____
Cottle	<u>X</u>	_____
Hitchcock	<u>X</u>	_____

Metro Urban Growth Functional Plan
Compliance with Titles 2 & 5
Sherwood, Oregon

Introduction

In July, 2000 the Sherwood City Council adopted Plan and Code amendments to comply with Titles 3 (water quality) and 4 (retail in employment areas) of the regional "Urban Growth Functional Plan." Completion of the remaining Titles 1, 2, 5 & 6 are to be adopted by December 2000. The following is an explanation and proposed Plan and Code amendments for Titles 2 & 5.

Title 2 Regional Parking Policy

Purpose

A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking can result in less efficient land usage and lower floor to area ratios. The state's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro Plan calls for more compact development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. Further, The Sherwood Comprehensive Plan Chapter 6, page 25-26 states that, "As environmental changes occur the dependency on the motor vehicle may vary. Evaluation of parking requirements should be updated periodically."

A. Requirements

Cities and counties are required to amend their comprehensive plan and implementing ordinances to meet or exceed the following minimum standards:

1. Require no more parking than the minimum as shown on the attached Table 3.07-2 Regional Parking Ratios.
2. Establish parking maximums no greater than those listed in the table. Both Zone A & B standards apply to Sherwood. The Tri-Met route correlates with Zone A and the rest of the City is in Zone B because there is not 20-minute transit service in those areas.

3. Establish a variance procedure to permit parking spaces either in excess of the maximums or less than the minimums.
4. Where mixed land uses are planned, provide for blended parking rates. Metro recommends further that cities count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
5. Provide parking data on an annual basis for Metro that demonstrates compliance with the minimum and maximum parking standards and describes approved variances.
6. Cities shall provide for the designation of residential parking districts.
7. Cities shall require that parking lots more than 3 acres in size provide street-like features along major driveways; including curbs, sidewalks, and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections.

Other

8. The City is interested in eliminating the off-street parking requirement for property and uses within the Old Town Overlay Zone.

Option: Use categories of measurements other than those found in the Regional Parking Ratios Table supported by findings that the effect of the local regulations will be substantially the same.

B. Implementation - Proposed Plan and Code Amendments for Title 2

The following are recommended Plan and Code amendments to comply with Title 2 requirements:

- No Plan amendments necessary since there are few and only general references to parking in the Plan.
1. **Code Section 5.301.03 Joint Use:** Two or more uses, structures or parcels of land may utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap provided that satisfactory evidence is presented to the City, in the form of deeds, leases, or contracts clearly establishing the joint use.

2. **Code Section 5.301.01 Off-Street Parking Required:** No building permit shall be issued until plans are approved providing for off-street parking...unless additional off-street parking or loading areas are provided in accordance with Section 5.302, or unless a variance from the minimum or maximum parking standards is approved in accordance with Section 4.400 Variances.
3. **Code Section 5.301.04 Multiple Uses:** When several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately, with a reduction of 10 – 25% to account for cross-patronage of adjacent businesses or services.
4. **Code Section 5.301.10 Parking and Loading Plan**

H. Parking lots more than 3 acres in size shall provide street-like features along major driveways including curbs, sidewalks, and street trees or planting strips.

1. **Code Section 5.301.11 Parking Districts**

The City may establish a parking district (i.e., permits or signage) in residential areas in order to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed-use areas, or other uses that generate a high demand for parking. The district request shall be made to the City Manager who will forward a recommendation to the City Council for a decision.

2. **Code Section 5.302.02 Minimum & Maximum Parking Standards**
(Metro spaces are based on 1 per 1,000 sq.ft. of gross leasable area)

	Current	Minimum	Max A	Max B
• Single, two-family & MFH on lot*	2 per du	1 per du	None	None
• Multi-Family	3 per 2 du	1 under 500sf 1.25 per 1 bdr 1.5 per 2 bdr 1.75 per 3 bdr	None	None
• Hotel or Motel	1 per rm. +	1 per room	None	None
Boarding House	2 per 3 rm.	None	None	None
• General Retail or Personal Service	1 per 200sf	4.1 (244sf)	5.1	6.2
• Vehicle Sales, Nursery	1 per 1000sf + 1 per 2 employ.	4.1	5.1	6.2
• Furniture/Appliance Store	1 per 500sf	4.1	5.1	6.2
• Tennis Racquetball Court	None	1.0	1.3	1.5
Golf Course	8 per hole	None	None	None
• Sports Club/Recreation Facility	None	4.3 (233sf)	5.4	6.5
• General Office	1 per 300sf	2.7 (370sf)	3.4	4.1
• Bank with drive-in	1 per 300sf	4.3 (233sf)	5.4	6.5
• Medical or Dental Office	1 per 200sf	3.9 (256sf)	4.9	5.9
• Eating or Drinking Establishment	1 per 100sf	15.3 (65sf)	19.1	23
• Fast Food Drive-thru	1 per 100sf	9.9 (101sf)	12.4	14.9
• Movie Theater	1 per 4 seats	0.3 per seat	0.4	0.5
• Daycare	1 per 2 employ + 1 per 5 child	None	None	None
• Elem. & Jr High.	2 per teacher	None	None	None
• High School & College	2 per class + 1 per 10 stud.	0.2 per stud. + teacher	0.3	0.3
• Church	1 per 4 seats	0.4 per seat	0.6	0.8
• Nursing Home	1 per 2 beds, patients	None	None	None
• Library	1 per 400sf + 1 per 2 employ.	None	None	None
• Industrial	1 per employee on large shift	1.6	None	None

The table denotes an * for single family parking requirements. The Commission recommends that the table have a footnote here as follows:

- An enclosed building or garage associated with any residential dwelling type cannot be counted towards the parking space requirement for that unit. Further, if the street on which the house has access is less than 28 feet wide, 2 off-street parking spaces are required per single family residential unit (includes single family detached or attached, two family dwelling or a manufactured home on an individual lot). If the abutting street is 28 feet or wider, one standard (9'x18') parking space is required.

The above parking table combines Sherwood and Metro uses. It is recommended that some uses be deleted from the Sherwood list such as sorority & fraternity, manufactured home park (standards already in the MFH Park section), PUD, barber shop or beauty parlor, dance hall or skating rink, amusement park, service station, hospital and utility. It is also recommended that the city parking standard for elementary schools, library and nursing homes be retained as they are not covered by the Metro list.

Note that as transit service expands to other neighborhoods in Sherwood those areas will become subject to Zone A maximum parking standards. Zone A is the area of Sherwood within one-quarter mile of a bus stop with 20-minute service or better in the am peak hours. This description would be added as a footnote to the parking table.

1. **Code Section 5.301.06 Location:** Residential parking spaces shall be located on the same lot as the residential use. For other uses, required off-street parking may include adjacent on-street parking spaces, nearby public parking and shared parking located within 500 feet of the use.
2. **Code Section 9.202.06 Old Town Overlay Zone**

C. Off-Street Parking

~~Required residential, home occupation, and commercial off street parking spaces may be located on the same property as the use which the parking serves, or off site within five hundred (500) feet of the use served. Off site parking shall be permitted only if satisfactory evidence is presented to the City, in the form of deeds, leases or contracts, established control of the site by the proposed use for vehicle parking purposes.~~

~~2. Except as otherwise provided in this Section, minimum standards for off street parking spaces for commercial uses and home occupations shall be one half (1/2) of the standards established under Section 5.302.02B.~~

~~For Blocks 1 and 2, and the southern halves of Blocks 5 and 6, all on Washington County Assessors Map 2S1-32BC, off street parking is not required. **For, all**~~

property and uses within the Old Town Overlay Zone off street parking is not required.

~~2. Minimum requirements for off street parking established by Section 9.202.06C2, may be further reduced by a percentage equal to the number of public off street parking spaces provided within the OT overlay zone, compared to the total off street parking for existing and proposed uses, as computed by the City, that would otherwise be required in the OT overlay zone.~~

~~2. Up to fifty percent (50%) of required off street parking spaces may have minimum dimensions of eight (8) feet in width and eighteen (18) feet in length.~~

Title 5 Neighbor Cities and Rural Reserves

Purpose

The intent of this title is to clearly define Metro policy with regard to areas outside the Metro urban growth boundary. Land outside of the Sherwood urban growth boundary and outside the Metro UGB is designated rural reserve or green corridor. Washington County has shown Metro zoning compliance with the policies. The Concept Map identifies Hwy 99W as a green corridor. Sherwood is required to amend its Plan and ordinances to acknowledge the green corridor policies described in the Functional Plan in the event those lands are ever annexed into the City.

A. Plan and Code Amendments

The following amendment to the Plan is recommended to comply with Title 5:

1. Comprehensive Plan Part 2, Chapter 3 Growth Management, page 6:

O. Growth Management Policy

- a. Urban Growth Area Boundary Policies

Policy 4 – The city recognizes that green corridors as described in the Metro 2040 Growth Concept are critical to interurban connectivity and the visual separation between cities. If the city at some future date annexes an area that includes a green corridor, the city will consider policies and standards to maintain and protect the rural, landscaped character of the corridor. —