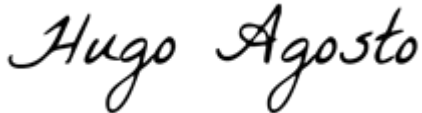


To: Planning Commission

Hearing Date: February 24, 2026

FROM:



Hugo Agosto
Associate Planner

Proposal: An amendment to the Sherwood Zoning and Community Development Code to allow Food Cart Pods in the Light Industrial (LI) Zone District as a Conditional Use Permit (CUP), provided the use is entirely sited within 500 feet of Tualatin-Sherwood Road. The proposed amendments would allow the development of Food Cart Pods subject to the following:

- Conditionally allow in the Light Industrial (LI) zone;
- Process as a Type IV Site Plan Review with a concurrent Type III Conditional Use Permit;
- Meet all applicable standards within Chapter 16.39 – Food Cart Pods.

A. Applicant: ORWA Sherwood LLC
Attn: Brenda Christina
8320 NE Highway 99
Vancouver, WA 98665

B. Location: City Wide

C. Review Type: The proposed text amendment requires a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission is scheduled to consider the matter on February 24, 2026. At the close of this hearing, the Planning Commission will forward a recommendation to the City Council, who will consider the proposal and make the final decision whether to approve, modify, or deny the proposed language. The City Council public hearings are tentatively scheduled for March 17, 2026, and April 7, 2026. Any appeal of the City Council's final decision relating to this matter will be considered by the Oregon Land Use Board of Appeals (LUBA).

D. Public Notice and Hearing: Notice of the February 24, 2026, Planning Commission hearing and tentative March 17, 2026, City Council hearing on the proposed amendment were published in *The Times* on January 30 and February 13, 2026.

Notice of the proposed code amendment was posted in five public locations around town and on the website on January 20, 2026. Notice to the Oregon Department of Land

Conservation and Development (DLCD) was submitted on January 20, 2026, and notice to agencies was sent via email on January 2, 2026.

- E. **Review Criteria:** The required findings for Plan Amendments are identified in Section 16.80.030 of the Sherwood Zoning and Community Development Code (SZCDC).
- F. **Background:** In the Fall of 2024, the City Council amended sections of the Sherwood Zoning and Community Development Code to allow for the development and operation of Food Cart Pods in Retail Commercial (RC) and General Commercial (GC) zone districts as a Conditional Use Permit (CUP), subject to planning commission approval. By allowing mobile food units, the city provides opportunities for small-scale entrepreneurship and creation of unique eating establishments that provide a community gathering spaces for the public.

On January 30, 2025, the subject property owner(s), located at 15028 SW Century Drive, held a Pre-Application Conference with City Staff, for a proposed Food Cart Pod development on a property zoned Light Industrial (LI), which included a Plan Text Amendment to allow the development and operation of Food Cart Pods in the Light Industrial (LI) zone district.

The applicant conducted a Neighborhood Meeting (**Attachment A, Appendix C**) at the Marjorie Stewart Senior Community Center, for property owners within 1,000 feet of the affected parcels and all other interested community members. No members of the public attended the meeting.

A complete application submittal was received by staff on December 19, 2026. The proposed amendments to Sherwood Municipal Code, Title 16 (Zoning and Community Development Code), would alter Chapter 16.31 – Industrial Land Use Districts, and include minor changes to Chapter – 16.39 Food Cart Pods, as to better align the proposed amendment with the adopted code language.

II. PUBLIC COMMENTS

As of this writing, no public comments have been received. Comments from the community are welcomed up to the close of the public hearing.

III. AGENCY COMMENTS

Notice to DLCD was sent on January 20, 2026, and an e-notice to Metro and agency partners was sent on January 2, 2026.

City of Sherwood, Engineering Department provided comments during the initial adoption of Chapter 16.39 – Food Cart Pods (Ord. 2024-004), stating that during land use reviews (Site Plan Review and Condition Use Permit) engineering staff can adequately condition the necessary public improvements under adopted procedures. Additional comments related to screening, minimum required parking, traffic mitigation/enforcement are codified under Title 16 – Sherwood Zoning and Community Development Code and will be addressed at time of land use review.

An Engineering memorandum dated January 23, 2026 (**Attachment B**) stated none of the codified language within the food cart pod section of the Sherwood Municipal Code will be changed sufficiently to warrant new comments or conditions. Therefore, the submittal requirements for off-site and on-site standards to develop a Food Cart Pod are unchanged except for the addition of a Conditional Use Permit (CUP) being required for properties within the LI zone district. Once a Food Cart Pod is proposed and traffic flows need to be addressed, conditions of approval through the land use review process allows engineering staff to require mitigation or enforcement to resolve the traffic issue.

Pride Disposal and Recycling Company, Kristen Tabscott, Executive Assistant, states they currently have no comments. However, they will need to verify that adequate service is available once a food truck pod site is located and proposed for development. Correspondence dated January 30, 2026, is under **Attachment C**.

Oregon Department of Transportation (ODOT), Transportation Region 1 – Marah Danielson, Senior Planner, stated that the proposed amendments to Title 16 – Sherwood Zoning and Community Development Code will not impact the State highway, so no formal comments are provided. Correspondence dated January 23, 2026, is under **Attachment D**.

Oregon Department of Transportation (ODOT), Commerce and Compliance Division – Ruth Price, Rail Crossing Program Coordinator, states that ODOT Rail Crossing do not have any concerns/comments. Correspondence dated January 23, 2026, is under **Attachment E**.

IV. REQUIRED FINDINGS FOR PLAN TEXT AMENDMENT

The applicable Plan Text Amendment review criteria are SZCDC §16.80.030.A and §16.80.030.C

SZCDC 16.80.030 - Review Criteria

A. Text Amendment: An amendment to the text of the Comprehensive Plan or the Zoning and Community Development Code must be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment must be consistent with the intent of the adopted Sherwood Comprehensive Plan, and with all other provisions of the Plan, the Transportation System Plan, and this Code, and with any applicable State or City statutes and regulations, including this Section.

Community Need

Food Cart Pods are a response to a public desire for gathering places and local food choices. The applicant has identified the various community needs for food cart pods in Sherwood's Light Industrial (LI) zone districts, including:

- *“Encouraging business growth by providing a venue for small business food cart operators.”*
- *“Increasing the range of services available to industrial-zoned land and serving as a valuable, convenient amenity to local employers and employees within short travel distances from places of employment during the workday for breaks.”*
- *“Providing active gathering spaces and offering an expanded variety of food options within short travel distances from places of employment and from the nearby residential developments west of Langer Farms Parkway. If any future food cart pods operate on*

nights and weekends, then these gathering spaces could serve as an additional community amenity for residents.”

- *“Making employment areas more desirable and marketable for current and prospective employees, helping employers attract and retain workers.”*
- *“Increasing activity and foot traffic in areas that may otherwise be underutilized, in turn improving neighborhood safety and vitality.”*
- *“Increasing the visibility of other businesses nearby.”*
- *“Providing opportunities for local entrepreneurs to establish new food and beverage-related businesses.”*
- *“Potentially leading to trip sharing, carpooling, and/or combined deliveries based on proximity to complementary industrial and commercial uses.”*

Food cart pods, by their nature, offer development flexibility and site adaptability, due to their modular design, relatively low infrastructure demands, and ability to be scaled over time, therefore making them a valuable asset in fostering economic growth and enhancing the local amenities.

The proposal seeks to amend SZCDC Chapter 16.39 – Food Cart Pods and the Industrial Use Table of Section 16.31.020 to conditionally allow for Food Cart Pods in the Light Industrial (LI) Zone District within Sherwood.

The area encapsulated by these amendments is approximately 8.4 developable acres within the Light Industrial zone. These developable areas are dispersed evenly along Tualatin-Sherwood Road, with sites ranging from 0.5 acres to 2.8 acres. These lands would accommodate the establishment of a food cart pod, but not large enough to constitute high employment-industrial use sites.

FINDING: As discussed above, the proposed amendments allow for greater entrepreneurial opportunities that can meet the needs of the Sherwood community including businesses.

Consistency with the Comprehensive Plan

The adopted 2040 Comprehensive Plan, Thriving and Diversified Economy, has specific goals and policies that are applicable to the proposed standards as discussed below:

Thriving and Diversified Economy

Goal 1 Accelerate the growth of local businesses and attract new businesses that balance the City’s tax base, provide stable, high-wage jobs and capitalize on Sherwood’s location and enhance the high-quality of life.

POLICY 1.1 Existing Business Retention, New Business Development, and Attraction of New Businesses: The City will support retention and expansion of existing businesses, growth and creation of entrepreneurial business, and attraction of new businesses that align with Sherwood’s Community Vision and provide a diverse mix of economic activity. The types of businesses the City wants to attract most are non-polluting businesses with wages at or above the Washington County average, such as the industries identified in the most recent Economic Opportunities Analysis.

Policy 1.5 Retain and encourage growth of existing and new businesses in Sherwood. Allow and encourage development of commercial and industrial areas.

Policy 1.6 Support the creation, development, and retention of small, entrepreneurial businesses in Sherwood.

Policy 1.8 Support growth of businesses that create destinations and experiences for residents of Sherwood and visitors.

Goal 2 Prioritize and promote economic development to balance the city's tax base by maintaining a supply of land to target growth industries and accelerate Sherwood's desired economic growth.

Policy 2.6 Support and encourage infill and redevelopment, especially in existing commercial areas, as a way to use land and existing infrastructure more efficiently. The City will develop and implement policies and programs to encourage office commercial and mixed-use development across Sherwood.

Policy 2.8 Explore options for more mixed-use development in Sherwood to provide additional space for office commercial, flexible and startup development within the City limits.

FINDING: By allowing Food Cart Pods in the Light Industrial (LI) Zone District under a Conditional Use Permit (CUP) approval, the City retains its ability to determine when the proposed use may be appropriate on certain industrial zoned properties, when carefully reviewed and conditioned against applicable criteria.

The proposed amendments further advance Goal 1 by creating additional opportunities for small-scale business development within the city. Food Cart Pods provide a lower-barrier entry point for entrepreneurs, which accelerates the growth of local businesses and supports economic diversification. Through allowing opportunities along Tualatin-Sherwood Road, a natural transition area between industrial and commercial activity. This is in alignment with Policy 1.1, 1.5-8.

A conditional use process provides a mechanism to address considerations such as traffic circulation, customer intensity, hours of operation, and potential conflicts with nearby industrial uses, thereby preserving the overall function of the area, with consideration to each property's highest and best use; the proposed amendments encourage the efficient use of lands and support appropriate infill and redevelopment of land, while utilizing existing infrastructure more efficiently (Policy 2.6), and explore options for more mixed-use developments and areas (Policy 2.8)

Overall, the proposed text amendments are consistent with the Sherwood 2040 Comprehensive Plan as they further allow an expansion of entrepreneurial opportunities for small businesses while providing a diverse mix of economic activity.

Consistency with the City's Transportation System Plan

The proposed text amendment is consistent with the City's Transportation System Plan (TSP). The TSP integrates the Comprehensive Plan land uses with Sherwood's transportation, as to promote systems that serve statewide, regional and local transportation needs.

Sherwood's approach to developing the TSP placed more value on investments in smaller cost-effective solutions for the transportation system rather than larger, more costly solutions; this included community visions regarding the development of bicycles and pedestrian facilities, reliable convenient transit service, efficient and effective freight transportation infrastructure is developed and maintained, etc.

The proposal would not present any impacts to the existing City transportation system, the Transportation System Plan, or how the City analyzes future transportation impacts. At the time of land use application submittal and review, transportation impacts are analyzed and addressed.

FINDING: The proposed text amendments are consistent with the City's Transportation System Plan.

Consistency with other City Planning Documents

The proposed text amendments impact only Title 16 of the Municipal Code and do not impact any other City Planning documents. Therefore, the proposed text amendments are consistent with other City Planning documents.

FINDING: As noted above, the proposed text amendments are consistent with other City Planning documents since amendments are only to Title 16.

Consistency with Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

It is the purpose of this Goal to develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

FINDING: The City's development code ensures the opportunity for public engagement consistent with Statewide Planning Goal 1. The applicant conducted a Neighborhood Meeting on October 30, 2025, in compliance with Section 16.70.020 - *Neighborhood Meeting*, while the Type V process requires a hearing before the Planning Commission and City Council and will be open for public testimony. The applicant submitted a narrative stating:

"Goal 1 broadly requires that local governments have mechanisms in places which solicit public participation in both legislative and quasi-judicial land use decisions. The City's acknowledged Comprehensive Plan contains public involvement policies and the SZCDC includes citizen involvement procedures with which the review of this application complies. This process allows interested parties to communicate their input into the Plan Text Amendment review conducted by the City at public hearings or by submitting written comments. Prior to submitting the application, the applicant held a neighborhood meeting on October 30, 2025, as documented in [Attachment A, Appendix C]. The Planning Commission will review the proposed amendment in a public hearing and make a recommendation to the City Council regarding the application. The City Council will then hold a public hearing to evaluate the request. In summary, within the Plan Text Amendment process, a neighborhood meeting is held, public notice is published in the newspaper, posted in additional locations, and distributed by mail, and public hearings are held. This process complies with the Goal."

Staff concur with the above analysis. The City of Sherwood's legislative amendment and hearing process provides numerous opportunities for citizens to be involved in all phases of the planning process. The amendments have been developed with the opportunity for public

involvement and have been noticed in accordance with Sherwood Zoning and Community Development Code Chapter 16.72, Procedures for Processing Development Permits.

As presented above, the proposed text amendments are consistent with Goal 1.

Goal 2: Land Use Planning

It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

FINDING: The development of the proposed amendments has followed the City's established land use planning process and included public meetings, public outreach through information on the city's website, and opportunities for public comment. As stated above, the proposed Food Cart Pod amendments help meet state Goal 2 through the expansion of economic opportunities within the adopted land use regulations and processes. The applicant narrative stated the following:

“Goal 2 requires that each jurisdiction have a comprehensive plan and implementation measures such as a zoning ordinance. As a legislative land use action, the proposed Plan Text Amendment is based on its conformance with relevant elements of Sherwood’s Comprehensive Plan and considerations related to that plan’s established zoning districts. The procedural requirements for the proposed Plan Text Amendment involve assessment of the application’s merits, public notice, and public hearings. The proposal is to amend the text of the SZCDC in limited circumstances affecting urban land within City Limits, in compliance with Goal 2. Notice of the proposed amendment is provided by the city to the Oregon Department of Land Conservation and Development (DLCD) as required. Other agencies such as the Oregon Department of Transportation (ODOT), Metro, and Washington County may also be provided the opportunity to comment. The City’s decision is based on findings of fact. The review process for the proposed Plan Text Amendment is consistent with this Goal.”

Staff concur with the above analysis. Compliance with local, regional, and state requirements are addressed throughout this staff report. As presented above, the proposed text amendments are consistent with Goal 2.

Goal 3: Agricultural Lands

The purpose of this Goal is to identify farmland, designate it as such on the comprehensive plan map, and zone it exclusive farm use (EFU).

FINDING: The applicants' narrative stated the following:

“This Goal is not applicable because the Comprehensive Plan does not designate any Agricultural Lands within the Urban Growth Boundary or City Limits. Furthermore, the scope of the proposed amendment is focused on the LI zone, an urban industrial land designation. The proposed Plan Text Amendment does not conflict with this Goal.”

Staff concur with the above statement. This statewide land use goal is not applicable to the City of Sherwood.

Goal 4: Forest Lands

This Goal requires counties to identify forest land, designate it as such on the comprehensive plan map, and zone it consistently with state rules.

FINDING: This statewide land use goal is not applicable to the City of Sherwood.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

It is the purpose of this Goal to protect natural resources and conserve scenic and historic areas and open spaces.

FINDING: The applicant submitted a narrative stating,

“Goal 5 is a wide-ranging policy initiative intended to protect natural and historic resources and is typically implemented through sensitive lands/critical areas ordinances that protect streams, riparian corridors, trees, wildlife habitat, and open space. The proposed Plan Text Amendment does not affect the City’s existing regulations pertaining to protection of these areas, as the LI zone is not designated scenic or open space. Goal 5 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

“Examination of the area affected by the proposed Plan Text Amendment reveals that the National Wetlands inventory map [Attachment A, Appendix E] and Statewide Wetlands inventory map [Attachment A, Appendix F] identify Rock Creek and nearby wetlands. Likewise, the Local Wetlands Inventory identifies wetlands in the vicinity of the creek. Any impacts to wetlands or waterways would require approval by applicable jurisdictions including the City, Clean Water Services, Oregon Department of State Lands, and/or the U.S. Army Corps of Engineers, as applicable. Goal 5 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

The State of Oregon’s Historic Sites Map [Attachment A, Appendix G] depicts properties eligible for listing in the National Register of Historic Places in the general area, but none of them falls within the Affected Area [Attachment A, Appendix H] and none of them is listed within the Register.

The proposed Plan Text Amendment does not conflict with this Goal.”

Staff concur with the above analysis. The proposed text amendments are not applicable to goals and policies in the City’s Comprehensive Plan pertaining to the protection of natural resources and conservation of scenic and historic areas and open spaces.

As presented, Goal 5 is not applicable to the proposal.

Goal 6: Air, Water and Land Resources Quality

This Goal instructs local governments to consider the protection of air, water, and land resources from pollution and pollutants when developing comprehensive plans.

FINDING: The proposed text amendments are not applicable to goals and policies in the City’s Comprehensive Plan pertaining to the protection of air, water, and land resources from pollution and pollutants. The applicant submitted a narrative stating:

“The proposed Plan Text Amendment does not affect any of the City’s existing regulations pertaining to preservation of air, water, and land resources. Goal 6 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment. The proposed Plan Text Amendment does not conflict with this Goal.”

Staff concur with the above statement. As presented Goal 6 is not applicable to these amendments.

Goal 7: Natural Hazards:

This Goal requires local comprehensive plans to address Oregon's natural hazards.

FINDING: The applicant stated within their narrative,

“The proposed Plan Text Amendment does not affect any of the City’s existing regulations pertaining to natural disasters and hazards. Goal 7 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.”

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 41067C0602F, dated October 19, 2018, some of the Affected Area near Rock Creek is within a Special Flood Hazard Area. Floodplain considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.”

Staff concur with the above statement. Staff have attached a National Flood Hazard Layer 'FIRMette' (Attachment F) map for additional context. As presented, the proposed text amendments are not applicable to identified natural hazards within the Sherwood community.

Goal 8: Recreational Needs

It is the purpose of this Goal to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.

FINDING: The applicant submitted a narrative stating,

“The City of Sherwood Plan and Zone Map designates specific sites as Open Space and others as the Institutional Public (IP) zone. The proposed amendment affects property zoned LI and does not alter any standards related to the IP zone. The proposed Plan Text Amendment does not conflict with this Goal.”

Staff concur with the above statement. Recreational needs of Sherwood can be confined to designated Open Spaces or located within a variety of zone districts designated throughout the city. In general, the proposed text amendments are not applicable to the recreational needs within the Sherwood community, as defined within the Sherwood adopted Parks and Recreation Master Plan or outlined within any other adopted master plans.

Goal 9: Economic Development

The purpose of Goal 9 planning is to make sure cities and counties have enough land available to realize economic growth and development opportunities.

FINDING: Food cart pods, by their nature, offer development flexibility and site adaptability, due to their modular design, relatively low infrastructure demands, and ability to be scaled over time. They can meet various community needs, making them a valuable asset in fostering economic growth and enhancing the local culture. The proposed amendments would further extend the development opportunities for Food Cart Pods within Sherwood, creating entrepreneurial opportunities for small businesses while providing a diverse mix of economic activity. In response to the above goal, the applicant submitted a narrative stating,

“Goal 9 requires that land be designated for commercial and industrial uses according to the needs of the local and regional economy, current economic base, workforce, availability of land,

and availability of key public facilities. Goal 9 encourages communities to preserve employment land. Decisions based on Goal 9 considerations consider more than the simple amount of buildable acreage, but also carefully evaluate the suitability of land to accommodate industrial development that would further economic opportunities. The proposed amendment affects property zoned LI by expanding the list of uses that could be allowed within a limited geographic area that includes approximately 8.4 developable acres, while continuing to provide for a variety of employment uses on the Affected Area. The developable areas are dispersed sites ranging from 0.5 acres to 2.8 acres which would accommodate the scale of a food cart pod, but not large employment uses. This change does not preclude the development of employment uses that are currently allowed in the Light Industrial zone and does not have a direct impact on the City's supply of developable employment land. The proposed Plan Text Amendment does not conflict with this Goal and would have no significant impact on the City's planning for commercial or industrial economic activity."

Staff concur with the above analysis. The proposed amendments would only be applicable to a narrow section of Light Industrial – LI properties within 500 feet of Tualatin-Sherwood Road. This ensures the continued viability of light industrial development and the associated economic development opportunities of Sherwood's industrial zoning districts. As presented, the proposed amendments meet the intent of Goal 9, Economic Development.

Goal 10: Housing

The purpose of this Goal is to make sure that a community has adequate housing supply for the twenty-year planning period through a range of densities to choose from and serves people at a variety of income levels.

FINDING: The applicant submitted a narrative stating the following:

"Goal 10 requires that land be designated for residential use to accommodate a community's housing needs. The proposed Plan Text Amendment applies to land designated Light Industrial. Since the amendment does not affect land designated for housing, the proposed amendment would have no effect on compliance with this Goal."

Staff concur with the above statements. The proposed text amendments are not applicable to housing needs within the Sherwood community.

Goal 11: Public Facilities and Services

It is the purpose of this Goal is to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING: The applicant submitted a narrative stating:

"Goal 11 is primarily implemented by the city, which has adopted public facilities plans and standards. It is therefore not directly applicable to Plan Text Amendments which do not entail significant changes in public facilities plans. The proposed Plan Text Amendment would allow food cart pods within a limited geographic area of the LI zone as conditional uses, thereby making food cart pods eligible for approval pursuant to City rules for conditional uses codified in SZCDC Chapter 16.82 and additional rules outlined in Chapter 16.39 (Food Cart Pods).

The limited supply of undeveloped land within the Affected Area moderates the potential scope and scale of any future food cart pods. Therefore, any approved food cart pods would result in only minor changes to public facilities service needs. As future food cart pods will be subject to

conditional use review (which includes an evaluation of affected public facilities and services), the proposal is consistent with Goal 11.”

Staff concur with the above analysis. Future development within the affected parcels will be evaluated for consistency with adopted plans related to public facilities and services at the time of submittal. No conflicts with this goal are presented with these amendments.

As presented, the intent of Goal 11 is met.

Goal 12: Transportation

This Goal requires cities, counties, and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian.

FINDING: The applicant submitted a narrative stating,

“This Goal requires the City to prepare and implement a Transportation System Plan (TSP), which creates a functional classification system and establishes levels for acceptable transportation operations. The effect of the amendment on the transportation system is anticipated to be minimal and would not require amendments to the TSP as it would not require changing roadway functional classifications or standards [Attachment A, Appendix I]. The Affected Area is located along an Arterial (Tualatin-Sherwood Road) and near Collectors (Century Drive, Langer Farms Parkway, and Baler Way) as designated in the Sherwood TSP. As detailed in [Attachment A, Appendix], allowing food cart pods to be authorized as conditional uses within the LI zone would not necessitate any change in functional classification. Any future development proposals would be subject to transportation review under applicable provisions of the SZCDC and the City’s TSP.

Furthermore, as discussed below in the findings related to the Oregon TPR codified at OAR 660-012-0060, cities need to analyze whether a proposed amendment to a land use regulation would have a significant effect on the transportation system. In this instance, per [Attachment A, Appendix I], approval of the application would not have a significant effect on the transportation system.

The proposed Plan Text Amendment does not conflict with this Goal.”

Planning staff concur with the above analysis. Staff find the proposed amendments to allow the establishment of Food Cart Pods within the LI zone district to be consistent similar commercial restaurant uses outlined under *Chapter 16.31 – Industrial Land Use Districts*; establishment of a new use would similarly be evaluated for traffic impacts and consistency with the adopted TSP at land use. As presented, the proposed text amendments are consistent with the City’s Transportation System Plan and therefore, this goal.

Goal 13: Energy

This Goal requires local governments to consider the effects of its comprehensive planning decision on energy consumption.

FINDING: The applicant submitted a narrative stating,

“The proposed Plan Text Amendment would authorize food cart pods as a Conditional Use within the LI zone, making it possible for them to be sited on a variety of sites, some of which may have shapes or sizes that would not be conducive to other industrial uses. In this manner,

the amendment will allow efficient use of existing sites. The Affected Area is located near complementary industrial and commercial uses, potentially leading to trip sharing, carpooling, and/or combined deliveries, thereby increasing energy efficiency. The proposed Plan Text Amendment is consistent with this Goal."

Staff concur with the analysis. As presented the proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

Goal 14: Urbanization

The purpose of this goal is to ensure land inside a UGB, is considered urbanizable. A city must plan to include a twenty-year supply of land for housing, employment, industry, open space and recreational needs. A UGB should also provide plans for transition from urban to rural land uses to avoid conflicts and encourage efficient use of the land to provide more livable, walkable, and densely built communities.

FINDING: The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

The following State Land Use Goals are not applicable to this proposal:

Goal 15: Willamette River Greenway,

Goal 16: Estuarine Resources,

Goal 17: Coastal Shorelands,

Goal 18: Beaches and Dunes; and

Goal 19: Ocean Resources

Metro's Regional Framework Plan

The Functional Framework Plan Six Outcomes are statements adopted by the Metro Council that synthesize the 2040 Growth Concept and regional policies.

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

FINDING: The proposed amendments are consistent with the City's Comprehensive Plan; therefore, the amendment is consistent with the 2040 Growth Concept and regional policies, as described below.

Title 4: Industrial and Other Employment Areas

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of

goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

3.07.430 Protection of Industrial Areas

- a. necessary, to include measures to limit new buildings for retail commercial uses— such as stores and restaurants—and retail and professional services that cater to daily customers—such as financial, insurance, real estate, legal, medical and dental offices—in order to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:
 1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and
 2. Training facilities, whose primary purpose is to provide training to meet industrial needs.
- b. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for the uses described in subsection (a) to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors shown on the Regional Freight Network Map in the RTP. Such measures may include, but are not limited to, restrictions on access to freight routes and connectors, siting limitations and traffic thresholds. This subsection does not require cities and counties to include such measures to limit new other buildings or uses.
- c. No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection (a) of this section that were not authorized prior to July 1, 2004.

FINDING: The parcels affected by this amendment are identified within Title 4 - Industrial and other Employment Areas Map (Attachment G) under “Industrial Area,” and therefore subject to the criteria under Sections 3.07.410 & 3.07.430 of the Urban Growth Management Functional Plan (UGMFP).

The proposed amendments would list Food Cart Pods under the parameters of “eating and drinking establishments,” pursuant to Section 16.31.020 – Uses, and would be similar to restaurant uses, conditionally allowed, within the Light Industrial – LI Zone District; however, a key distinguishing feature between multiple restaurants within a single building and a Food Cart Pod is the manner in which each vendor operates, in and of itself. “Eating and drinking

establishments,” specifically restaurants were authorized within the Light Industrial (LI) Zone District prior to July 1, 2004, as mandated above under Section 3.07. 430.c

Furthermore, the proposed amendments will maintain consistency with the established size limitations applicable to restaurant use within the area, as mandated by the UGMFP. Specifically, the amendment does not authorize restaurant development exceeding 5,000 square feet of sales or service area for any individual outlet, nor does it permit multiple outlets within a single building or development project to exceed 20,000 square feet of total sales or service area. As such, the amendment ensures that restaurant uses remain scaled to primarily serve the needs of workers and daily customers in the area and does not result in broader commercial intensification.

As presented, the applicable criteria are met.

SZCDC Review Criteria 16.80.030.C – Transportation Planning Rule Consistency (TPR)

FINDING: This amendment does not substantially impact the state Transportation Planning Rule. New land use applications are reviewed for transportation impacts at the time of submittal. The applicant provided a narrative stating,

“[The] Transportation Planning Rule analysis requires examination of a theoretical ‘reasonable worst case’ scenario. The area affected by the proposed Plan Text Amendment would become eligible for food cart pods pursuant to City rules for conditional uses. The traffic levels associated with food cart pods are within the same order of magnitude as other uses already permitted within the LI zone. As explained in [Attachment A, Appendix I], based on ODOT guidance, a threshold of up to 400 average daily trips is used to determine whether an amendment constitutes a small increase in traffic. The applicant’s transportation engineer analyzed trip generation potential for a worst-case scenario within the Affected Area, estimating a potential net increase of 40 PM peak hour trips and 380 daily trips compared to uses allowed under current regulations. Therefore, the reasonable worst-case scenario for the Affected Area would be classified as a small increase that does not significantly affect transportation facilities. ... This standard is met.”

The applicant provided a Transportation Planning Rule (TPR) Analysis by Lancaster Mobley, dated December 9, 2025, detailing the potential trip generation associated with the proposed amendment and evaluated the criteria under the Oregon Transportation Planning Rule. Their findings concluded the following,

“Based on this comparison of reasonable worst case trip generation, the existing and planned transportation system can accommodate the proposed zoning code amendments and the TPR criteria are satisfied. Therefore, no long-term analysis of traffic operations in the study area is warranted as part of the proposed amendment code.”

Staff concur with above statement and analysis. The proposed amendments and supplemental materials were further reviewed by Sherwood planning and engineering staff for compliance with the Transportation Systems Plan (TSP) and found the proposal does not need to demonstrate additional compliance with the TPR.

As presented this criteria is satisfied.

V. RECOMMENDATION

As proposed, the draft amendments to Title 16 (Zoning and Community Development Code,) supports and meets the intent of City's Comprehensive Plan, and all applicable state and regional criteria.

PLANNING COMMISSION ALTERNATIVES

1. Approve the findings in this staff report and recommend approval to City Council.
2. Modify the findings and approve the staff report as modified in compliance with all applicable criteria and recommend approval to City Council.
3. Modify the findings and deny the proposed amendments based on the Commission's findings, and recommend denial of the proposal to City Council; or
4. Continue the Public Hearing to a date certain if more information is needed.

STAFF RECOMMENDATION

Based on the above findings and applicable code criteria, staff recommend that the Planning Commission forward a recommendation of approval of the proposed Food Cart Pods text amendments to Title 16 of the Municipal Code, Case File LU 2025-018 PA, to the Sherwood City Council.

VI. ATTACHMENTS

A. Applicant Submittal and Narrative*

- Appendix A – Application Form
- Appendix B – Applicants' Narrative and Proposed Amendments
- Appendix C – Neighborhood Meeting Documentation
- Appendix D – Food Cart Conceptual Drawing
- Appendix E – National Wetlands inventory map
- Appendix F – Statewide Wetlands inventory map
- Appendix G – State of Oregon's Historic Sites Map
- Appendix H – Parcels Affected by Text Amendment
- Appendix I – Transportation Planning Rule Analysis

B. Engineering memorandum dated January 23, 2026

C. Pride Disposal and Recycling Company Correspondence dated January 30, 2026

D. Oregon Department of Transportation (ODOT) Correspondence dated January 23, 2026

E. Oregon Department of Transportation (ODOT), Commerce and Compliance Division Correspondence dated January 23, 2026

F. National Flood Hazard Layer 'FIRMette' Map

G. Title 4 - Industrial and other Employment Areas Map

H. Staff Proposed Code Amendments (Track Changes)

I. Staff Proposed Code Amendments (Clean Version)



Home of the Tualatin River National Wildlife Refuge

Case No. _____
 Fee _____
 Receipt # _____
 Date _____
 TYPE _____

City of Sherwood Application for Land Use Action

Type of Land Use Action Requested: (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Annexation
<input type="checkbox"/> Plan Amendment (Proposed Zone _____)
<input type="checkbox"/> Planned Unit Development
<input type="checkbox"/> Site Plan (square footage of building and parking area)
<input type="checkbox"/> Variance (list standards to be varied in description) | <input type="checkbox"/> Conditional Use
<input type="checkbox"/> Partition (# of lots _____)
<input type="checkbox"/> Subdivision (# of lots _____)
<input checked="" type="checkbox"/> Other: <u>Plan Text Amendment</u> |
|---|---|

By submitting this form the Owner, or Owner's authorized agent/ representative, acknowledges and agrees that City of Sherwood employees, and appointed or elected City Officials, have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related specifically to the project site.

Note: See City of Sherwood current Fee Schedule, which includes the "Publication/Distribution of Notice" fee, at www.sherwoodoregon.gov. Click on Government/Finance/Fee Schedule.

Owner/Applicant Information:

Applicant: <u>ORWA Sherwood LLC, Att: Brenda Christina</u>	Phone: <u>(360) 513-3593</u>
Applicant Address: <u>8320 NE Highway 99, Vancouver, WA 98665-8819</u>	Email: _____
Owner: <u>Multiple owners of affected properties</u>	Phone: _____
Owner Address: _____	Email: _____
Contact for Additional Information: <u>Mackenzie, Att: Brian Varricchione, (971) 346-3742, bvarricchione@mcknze.com</u>	

Property Information:

Street Location: Light Industrial zoned properties within 500' of Tualatin-Sherwood Road

Tax Lot and Map No: Map: 02S01W. TLIDs listed in the margin:

Existing Structures/Use: Various

Existing Plan/Zone Designation: Light Industrial (LI)

Size of Property(ies) Approx. 104 acres, of which 50 acres would be affected by the amendment

2S129A000400
 2S129A000500
 2S129A001100
 2S129A001652
 2S129A001800
 2S129A002400
 2S129A002500
 2S129A002600
 2S129A003300
 2S129A003400
 2S129B000900
 2S129B000901
 2S129D000150
 2S129D000151
 2S129DB00100
 2S129DB00200
 2S129DB00300
 2S129DB00400
 2S129DB00500

Proposed Action:

Purpose and Description of Proposed Action:

Plan Text Amendment to allow food cart pods as conditional uses within 500' of Tualatin-Sherwood Road.

Proposed Use: No development proposed as part of this text amendment application



Proposed No. of Phases (one year each): N/A

LAND USE APPLICATION FORM

Authorizing Signatures:

I am the owner/authorized agent of the owner empowered to submit this application and affirm that the information submitted with this application is correct to the best of my knowledge.

I further acknowledge that I have read the applicable standards for review of the land use action I am requesting and understand that I must demonstrate to the City review authorities compliance with these standards prior to approval of my request.

<p><small>Signed by:</small>  _____ <small>Applicant's Signature</small></p>	<p>11/20/2025 13:09 PST _____ <small>Date</small></p>
<p><small>Signed by:</small>  _____ <small>Owner's Signature</small></p>	<p>11/20/2025 13:09 PST _____ <small>Date</small></p>

The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review. Applicant can verify submittal includes specific materials necessary for the application per checklist.

- ☒ **3 Copies of Application Form*** completely filled out and signed by the property owner (or person with authority to make decisions on the property).
- ☐ **Copy of Deed** to verify ownership, easements, etc. Not applicable for a text amendment
- ☒ **At least 3 folded** sets of plans*
- ☒ **At least 3 copies** of narrative addressing application criteria*
- ☒ **Fee** (along with calculations utilized to determine fee if applicable)
- ☒ **Neighborhood Meeting Verification** including affidavit, sign-in sheet and meeting summary (required for Type III, IV and V projects)

*** Note** that the required numbers of copies identified on the checklist are required for completeness; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, the required number of copies identified on the checklist and one full electronic copy will be required to be submitted.

MACKENZIE.

PLAN TEXT AMENDMENT

To
City of Sherwood

For
ORWA Sherwood LLC

Dated
December 19, 2025
(Revised January 21, 2026)

Project Number
2250232.00



MACKENZIE
Since 1960
© 2026 Mackenzie Inc.

RiverEast Center | 1515 SE Water Avenue, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mackenzie.inc

TABLE OF CONTENTS

I.	PROJECT SUMMARY	1
II.	INTRODUCTION	4
	Background Information	4
	Proposed Plan Text Amendment	4
	Benefits of Approving Text Amendment.....	5
	Preservation of Light Industrial Areas	5
	No Changes to Existing Food Cart Pod Development Standards	6
	Public Services Impact Analysis	6
	Oregon Transportation Planning Rule.....	6
III.	PROPOSED PLAN TEXT AMENDMENT	7
	Chapter 16.31 – Industrial Land Use Districts.....	7
IV.	NARRATIVE AND COMPLIANCE.....	13
	Statewide Planning Goals.....	13
	Goal 1, Citizen Involvement	13
	Goal 2, Land Use Planning.....	13
	Goal 3, Agricultural Lands.....	13
	Goal 4, Forest Lands	14
	Goal 5, Open Spaces, Scenic and Historic Areas and Natural Resources	14
	Goal 6, Air, Water and Land Resources Quality	14
	Goal 7, Areas Subject to Natural Disasters and Hazards.....	15
	Goal 8, Recreational Needs	15
	Goal 9, Economic Development	15
	Goal 10, Housing	16
	Goal 11, Public Facilities and Services.....	16
	Goal 12, Transportation	16
	Goal 13, Energy Conservation	17
	Goal 14, Urbanization.....	17
	Goal 15, Willamette River Greenway	17
	Goal 16, Estuarine Resources	17
	Goal 17, Coastal Shorelands.....	17
	Goal 18, Beaches and Dunes	18
	Goal 19, Ocean Resources.....	18
	Oregon Administrative Rules.....	18
	Transportation Planning Rule.....	18
	Metro Urban Growth Management Functional Plan	19
	Title 4: Industrial and Other Employment Areas.....	19
	City of Sherwood Comprehensive Plan	22
	Comprehensive Plan Vision	22
	Thriving and Diversified Economy	23
	Strong Community, Culture, and Heritage	26
	Strategic and Collaborative Governance.....	26
	Coordinated and Connected Infrastructure	28
	Sherwood Zoning and Community Development Code (Title 16)	29

Chapter 16.70 – General Provisions	29
Chapter 16.72 – Procedures for Processing Development Permits	29
Chapter 16.80 – Plan Amendments	30
Chapter 16.82 – Conditional Uses	31
Chapter 16.106 – Transportation Facilities	32
V. CONCLUSION.....	34

I. PROJECT SUMMARY

Applicant: ORWA Sherwood LLC
Att: Brenda Christina
bchristina@mobinv.net
8320 NE Highway 99
Vancouver, WA, 98665-8819

Tax Lot Information: **Tax Lot: 2S129A000400**
Owner: Sherwood Pacific LLC Et Al
Mailing Address: PO Box 230968, Tigard, OR 97281
Site Address: 14841 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Tax Lot: 2S129A000500
Owner: Ralston & Ralston LLC
Mailing Address: 2959 SW Bennington Drive, Portland, OR 97205
Site Address: 15025 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Tax Lot: 2S129A001100
Owner: Portland General Electric Co
Mailing Address: 121 SW Salmon Street, Portland, OR 97204
No address assigned

Tax Lot: 2S129A001652
Owner: Portland General Electric Co
Mailing Address: 121 SW Salmon Street, Portland, OR 97204
Site Address: 20520 SW Langer Farms Parkway, Sherwood, OR 97140

Tax Lot: 2S129A001800
Owner: J&J Legacy LLC
Mailing Address: 14130 SW Hargis Road, Beaverton, OR 97008
Site Address: 20833 SW Olds Place, Sherwood, OR 97140

Tax Lot: 2S129A002400
Owner: Arrow Street LLC
Mailing Address: 20746 SW Olds Place, #301, Sherwood, OR 97140
Site Address: 15114 SW Arrow Street, Sherwood, OR 97140

Tax Lot: 2S129A002500
Owner: Daisy & Peach LLC
Mailing Address: 8420 SW Power Court, Portland, OR 97225
Site Address: 20900 SW Olds Place, Sherwood, OR 97140

Tax Lot: 2S129A002600
Owner: Aviatrix Ventures LLC
Mailing Address: 20952 SW Olds Place, Sherwood, OR 97140
Site Address: 20952 SW Olds Place, Sherwood, OR 97140



Tax Lot: 2S129A003300

Owner: G&T Sherwood LLC
Mailing Address: PO Box 23051, Tigard, OR 97281
Site Address: 20941 SW Olds Place, Sherwood, OR 97140

Tax Lot: 2S129A003400

Owner: Nelmun Management LLC
Mailing Address: 21370 SW Langer Farms Parkway #142-171, Sherwood, OR 97140
Site Address: 20861 SW Olds Place, Sherwood, OR 97140

Tax Lot: 2S129B000900

Owner: Sentinel Self Storage LLC
Mailing Address: 28185 SW Heater Road, Sherwood, OR 97140
Site Address: 15555 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Tax Lot: 2S129B000901

Owner: Langer Clarence D Jr Irrev Trust & Langer Pamela A Irrev Trust
Mailing Address: 15585 SW Tualatin-Sherwood Road, Sherwood, OR 97140
Site Address: 15705 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Tax Lot: 2S129D000150

Owner Name: ORWA Sherwood LLC
Mailing Address: 8320 NE Highway 99, Vancouver, WA 98665
Site Address: 14872 SW Century Drive, Sherwood, OR 97140

Tax Lot: 2S129D000151

Owner: ORWA Sherwood LLC
Mailing Address: 8320 NE Highway 99, Vancouver, WA 98665
No address assigned

Tax Lot: 2S129DB00100

Owner: Langer Gramor LLC
Mailing Address: 19767 SW 72nd Avenue, #100, Tualatin, OR 97062
Site Address: 21174 SW Langer Farms Parkway, Sherwood, OR 97140

Tax Lot: 2S129DB00200

Owner: Wal-Mart Real Estate Business Trust
Mailing Address: PO Box 8050 MS 0555, Bentonville, AR 72716
Site Address: 21320 SW Langer Farms Parkway, Sherwood, OR 97140

Tax Lot: 2S129DB00300

Owner: Langer Gramor LLC
Mailing Address: 19767 SW 72nd Avenue, #100, Tualatin, OR 97062
Site Address: 21370 SW Langer Farms Parkway, Sherwood, OR 97140



Tax Lot: 2S129DB00400

Owner: FLRF LLC

Mailing Address: 204 N Robinson Avenue, #709, Oklahoma City, OK 73102

Site Address: 14962 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Tax Lot: 2S129DB00500

Owner: Glen Wetzel

Mailing Address: PO Box 3451, Tualatin, OR 97062

Site Address: 14960 SW Tualatin-Sherwood Road, Sherwood, OR 97140

Affected Acreage:	Approximately 50.4 acres would be affected by the proposed amendment
Zoning:	Light Industrial
Comprehensive Plan:	Light Industrial
Request:	Plan Text Amendment to authorize food cart pods as conditional uses in the Light Industrial zone within 500 feet of Tualatin-Sherwood Road
Project Contact:	Mackenzie Att: Brian Varricchione, Land Use Planner bvarricchione@mcknze.com 1515 SE Water Avenue, Suite 100 Portland, OR 97214 971.346.3742

II. INTRODUCTION

Background Information

In 2024, the City of Sherwood adopted rules regulating the design and operation of food cart pods, codified in Chapter 16.39 of the Sherwood Zoning and Community Development Code (SZCDC). This chapter specifies that food cart pods must have at least five food carts, together with a permanent covered dining pavilion and restroom facilities.

As part of the 2024 process, the City specified that food cart pods could only be allowed in the General Commercial (GC) and Retail Commercial (RC) zones, and then only following Planning Commission approval of a Conditional Use Permit. The GC and RC zones are primarily located along Oregon Highway 99W, with small areas at the western end of Tualatin-Sherwood Road and in Old Town. The total size of the GC zone is approximately 71 acres, while the total size of the RC zone¹ is approximately 117 acres. Mackenzie analyzed the parcels within these two zones and estimates that approximately 30 acres within these two zones are undeveloped and potentially available for development with a food cart pod under current regulations. The available sites include portions of properties without buildings or paved parking, not under high-voltage power lines, and not within the wetlands or floodplains.

Proposed Plan Text Amendment

The available sites in the GC and RC zones that could accommodate food cart pods are primarily in the western portion of the City. As the City's industrial land base (653 acres, according to the 2023 Economic Opportunities Analysis) is primarily in the eastern portion of the City, the applicant is requesting a Plan Text Amendment to permit food cart pods in a limited area within the eastern portion of the City. The proposed amendment would allow food cart pods as conditional uses in the Light Industrial zone for only those sites within 500 feet of Tualatin-Sherwood Road (the "Affected Area", denoted in Exhibit 2).² The 500-foot offset from Tualatin-Sherwood Road is proposed for several reasons:

- Tualatin-Sherwood Road is a commercial corridor so it is reasonable to site food cart pod(s) along the corridor, and this would allow dining opportunities for nearby employment centers.
- A conceptual test fit of a potential food cart pod on the applicant's property (Washington County tax lot 2S129D000150, see Exhibit 6) indicates that a food cart pod and associated parking and circulation would fit comfortably within the 500-foot limitation.
- Imposing a geographic boundary on the Affected Area ensures that other property within the LI zone would continue with the current list of allowable uses and would not be eligible for food cart pods (see "Preservation of Light Industrial Areas" discussion below).

This amendment would not change allowable uses for other LI-zoned properties farther than 500 feet from Tualatin-Sherwood Road and would not change allowable uses for industrial land in other zones.

The full text of the applicant's proposed Plan Text Amendment is included in Section III of this report.

¹ RC acreage includes sites in Planned Unit Development (PUD) overlays.

² The affected area includes some LI-zoned sites within PUD overlays, which may or may not allow food cart pods depending on the specific rules associated with each PUD.

Benefits of Approving Text Amendment

Allowing food cart pods within a portion of the LI zone would have a number of positive benefits for the City and community, including:

- Encouraging business growth by providing a venue for small business food cart operators.
- Increasing the range of services available to industrial-zoned land and serving as a valuable, convenient amenity to local employers and employees within short travel distances from places of employment during the workday for breaks.
- Providing active gathering spaces and offering an expanded variety of food options within short travel distances from places of employment and from the nearby residential developments west of Langer Farms Parkway. If any future food cart pods operate on nights and weekends, then these gathering spaces could serve as an additional community amenity for residents.
- Making employment areas more desirable and marketable for current and prospective employees, helping employers attract and retain workers.
- Increasing activity and foot traffic in areas that may otherwise be underutilized, in turn improving neighborhood safety and vitality.
- Increasing the visibility of other businesses nearby.
- Providing opportunities for local entrepreneurs to establish new food and beverage-related businesses.
- Potentially leading to trip sharing, carpooling, and/or combined deliveries based on proximity to complementary industrial and commercial uses.

Preservation of Light Industrial Areas

The Plan Text Amendment narrowly expands the list of uses that could be allowed on LI properties while ensuring that the text change does not use up all industrial land by leading to construction of new food cart pods throughout the entirety of the Light Industrial zone. The City currently has approximately 257 acres in the LI zone (including sites in PUD overlays). As depicted in Exhibit 2, approximately 50 acres within the LI zone (including portions within PUDs) fall within the Affected Area within 500 feet of Tualatin-Sherwood Road. Mackenzie performed a site-by-site analysis of each of the parcels within the Affected Area to identify sites that could potentially accommodate food cart pods—namely, those portions of properties without buildings or paved parking, not under high-voltage power lines, not within the natural areas along Rock Creek, and excluding sites with approved land use applications for new development. The resulting analysis indicates that approximately 8.4 acres within the Affected Area are undeveloped and potentially available for development with a food cart pod. This constitutes approximately 17% of the Affected Area, approximately 3% of the City’s Light Industrial land supply, and approximately 1% of the City’s overall industrial land supply.

It is unlikely that the economy would support numerous food cart pods in the Affected Area, given that there is a finite demand so it would not be financially viable for all available sites to construct food cart pods. Therefore, it is not anticipated that all 8.4 acres identified as potentially available would be occupied by food cart pods, and it seems more likely that the market could support perhaps one or two food cart pods in the Affected Area. Furthermore, conditional use review for any food cart pod proposal gives the Planning Commission the opportunity to ensure that an adequate supply of land is available for the full range of uses allowed in the Light Industrial zone.

Consistent with Metro rules that require cities to limit the size of retail uses and services in areas designated by Metro as a Title 4 Industrial Area, the proposed amendment would stipulate that food cart pods are subject to footnote 3 of the Use table in SZCDC 16.31.020, which indicates that the use is “Limited

in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.” Based on discussions with City staff and with staff from other cities subject to this same Metro provision, the applicant understands that each “outlet” refers to an individual business (e.g., a food cart or a vendor within the dining pavilion) and that the 20,000 square foot limit would apply to the combined area of food carts, customer queuing/waiting areas, dining pavilion, and any covered outdoor seating areas.

No Changes to Existing Food Cart Pod Development Standards

The applicant is not proposing any text amendments to SZCDC Chapter 16.39 (Food Cart Pods), which codify the City’s development standards for food cart pods.

Public Services Impact Analysis

The proposed Plan Text Amendment by itself does not cause impacts on public services (utilities, parks, police, fire and rescue, and transportation) as it does not authorize a specific development. Following passage of the Plan Text Amendment, if a property owner within the Affected Area were to propose a food cart pod, the proposal would be governed by SZCDC Chapter 16.82 (Conditional Uses) and subject to Planning Commission review for compliance with the entire Development Code including Chapter 16.39 (Food Cart Pods). In such a situation, the burden of proof would be on the applicant to demonstrate that the affected public facilities are adequate.

Oregon Transportation Planning Rule

The Oregon Transportation Planning Rule (TPR) requires local governments to analyze whether a proposed amendment to a land use regulation would have a significant effect on the transportation system. If the analysis demonstrates that a significant effect would occur, then the City must either deny the application or require mitigation to offset the traffic impact. Determinations of significance are made by the City in consultation with the roadway authority (which in some instances may be the City, Washington County, or Oregon Department of Transportation).

The applicant engaged a transportation engineer to analyze compliance with the TPR. As documented in Exhibit 4, approval of the Plan Text Amendment application would not have a significant effect on the transportation system. Full discussion of the TPR is provided in Section IV of this report.

III. PROPOSED PLAN TEXT AMENDMENT

The applicant proposes the following text amendment to certain portions of Chapter 16.31 (Industrial Land Use Districts) of the Sherwood Zoning and Community Development Code (SZCDC). In the text below, only those sections of the SZCDC with proposed text amendments are listed. Proposed language additions are double underlined in red text.

Chapter 16.31 – Industrial Land Use Districts

16.31.010 – Purpose

- A. *Employment Industrial (EI) - The EI zoning district provides employment areas that are suitable for, and attractive to, key industries and industry clusters that have been identified by the State of Oregon and the City's economic development strategy as important to the state and local economy. The following are preferred industry sectors for areas zoned EI: Clean Technology; Technology and Advanced Manufacturing; and Outdoor Gear and Active Wear. Land zoned EI shall provide for large and medium-sized parcels for industrial campuses and other industrial sites that can accommodate a variety of industrial companies and related businesses. Areas zoned EI are also intended to provide the opportunity for flex building space within small- and medium-sized industrial campuses and business parks to accommodate research and development companies, incubator/emerging technology businesses, related materials and equipment suppliers, and/or spin-off companies and other businesses that derive from, or are extensions of, larger campus users and developments. Retail and commercial uses are allowed only when directly supporting area employers and employees. Industrial establishments and support services shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Hearing Authority.*
- B. *Light Industrial (LI) - The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Commission.*
- 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

- A. *The table below identifies the land uses that are permitted outright (P), permitted conditionally (C) and not permitted (N) in the industrial zoning districts. The specific land use categories are described and defined in Chapter 16.88.*
- B. *Uses listed in other sections of this Code, but not within this specific table are prohibited.*
- C. *Any use not otherwise listed that can be shown to be consistent or associated with the uses permitted outright or conditionally in the industrial zones or contribute to the achievement of the objectives of the industrial zones may be permitted outright or conditionally, utilizing the provisions of Chapter 16.88.*
- D. *Additional limitations for specific uses are identified in the footnotes of this table.*

Uses			
Uses	LI	GI	EI¹
RESIDENTIAL			
▪ Single dwelling unit, including a manufactured home, for one (1) security person employed on the premises and their immediate family	P	P	P
CIVIC			
▪ Hospitals	C	N	N
▪ Police and fire stations and other emergency services	C	C	C
▪ Vehicle testing stations	C	C	C
▪ Postal services – Public	C	C	C
▪ Postal substations when located entirely within and incidental to a use permitted outright	C	C	C
▪ Public and private utility structures, including but not limited to telephone exchanges, electric substations, gas regulator stations, treatment plants, water wells, and public work yards	P	P	C
▪ Small-scale power generation facilities	P	P	P
▪ Large-scale power generation facilities	C	P	C
▪ Public recreational facilities including parks, trails, playfields and sports and racquet courts on publicly owned property or under power line easements	C	C	C
COMMERCIAL			
▪ Commercial Trade Schools, commercial educational services and training facilities	P	P	C
Entertainment/recreation			
▪ Country clubs, sports and racquet clubs and other similar clubs	C	C	C
▪ Indoor recreation facilities such as arcades, mini-golf, or bounce house facilities ^{2,3}	C	C	C
Hospitality and lodging			
▪ Hotel/Motel	CU ¹²	N	N
Motor vehicle related			
▪ Motorized vehicle and sport craft repairs and service	C	C	N
▪ Motorized vehicle and sport craft repair and service clearly incidental and secondary to and customarily associated with a use permitted outright or conditionally	P	P	P
▪ Automotive, boat, trailer and recreational vehicle storage	C	C	C ⁴
▪ Vehicle fueling stations or car wash facilities ⁵	C	C	C
▪ Junkyards and salvage yards	N	N	N
▪ Manufactured home sales and display area	N	N	N
Office and professional support services			
▪ Business and professional offices ³	P	P	P
▪ Business support services such as duplicating, photocopying, mailing services, fax and computer facilities ³	P	P	P
▪ Any incidental business, service, processing, storage or display, not otherwise permitted, that is essential to and customarily associated	P	P	P

<i>with a use permitted outright, provided said incidental use is conducted entirely within an enclosed building</i>			
Childcare			
▪ <i>Day cares, preschools, and kindergartens, when clearly secondary to a permitted use</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Day cares, preschools, and kindergartens as a stand-alone use³</i>	<i>C</i>	<i>C</i>	<i>C</i>
General retail – sales oriented			
▪ <i>Incidental retail sales or display/showroom directly associated with a permitted use and limited to a maximum of 10% of the total floor area of the business³</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Medical and recreational marijuana facilities</i>	<i>P⁶</i>	<i>P⁶</i>	<i>N</i>
▪ <i>Tool and equipment repair, rental and sales, including truck rental⁷</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Retail plant nurseries and garden supply stores (excluding wholesale plant nurseries)</i>	<i>P</i>	<i>P</i>	<i>N</i>
▪ <i>Wholesale building material sales and service</i>	<i>C</i>	<i>P</i>	<i>N</i>
▪ <i>Retail building material sales and lumber yards³</i>	<i>C</i>	<i>P</i>	<i>N</i>
Personal services			
▪ <i>Health clubs and studios less than 5,000 square feet in size</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Psilocybin Service Centers</i>	<i>N</i>	<i>P¹³</i>	<i>N</i>
▪ <i>Personal services catering to daily customers where patrons pay for or receive a service rather than goods or materials, including but not limited to financial, beauty, pet grooming, and similar services⁸</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Public or commercial parking (non-accessory)</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>Veterinarian offices and animal hospitals</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Animal boarding/kennels and pet daycare facilities with outdoor recreation areas⁸</i>	<i>C</i>	<i>C</i>	<i>C</i>
Eating and drinking establishments:			
▪ <i>Restaurants, taverns, and lounges without drive-thru³</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Restaurants with drive-thru services</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>On-site cafeteria that is secondary to, and serving employees of, a permitted use</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i><u>Food Cart Pods^{3, 14}</u></i>	<i><u>C</u></i>	<i><u>N</u></i>	<i><u>N</u></i>
INDUSTRIAL			
▪ <i>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</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>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</i>	<i>C</i>	<i>P</i>	<i>C</i>
▪ <i>Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of acids, paints, dyes, soaps, ammonia, chlorine, sodium compounds, fertilizer, herbicides, insecticides and similar chemicals</i>	<i>N</i>	<i>C</i>	<i>N</i>

▪ <i>Psilocybin Manufacturing Facilities</i>	<i>N</i>	<i>P¹³</i>	<i>N</i>
▪ <i>Distribution, warehousing and storage associated with a permitted use operating on the same site</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Distribution and warehousing up to 150,000 square feet, provided product(s) are stored within an enclosed building⁹</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Distribution and warehousing greater than 150,000 square feet provided product(s) are stored within an enclosed building⁹</i>	<i>N</i>	<i>P</i>	<i>C</i>
▪ <i>Mini-warehousing or self-storage</i>	<i>N</i>	<i>P</i>	<i>N</i>
▪ <i>Medical or dental laboratories, including biomedical compounding</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Laboratories (not medical or dental)</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Research and development and associated manufacturing</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Contractors' storage and equipment yards</i>	<i>C</i>	<i>P</i>	<i>C⁴</i>
▪ <i>Building, heating, plumbing or electrical contractors and suppliers, building maintenance services, and similar uses¹⁰</i>	<i>P</i>	<i>P</i>	<i>P</i>
▪ <i>Industrial laundry, dry cleaning, dyeing, or rug cleaning plants</i>	<i>C</i>	<i>P</i>	<i>N</i>
▪ <i>Sawmills</i>	<i>C</i>	<i>C</i>	<i>N</i>
▪ <i>Sand and gravel pits, rock crushing facilities, aggregate storage and distribution facilities or concrete or asphalt batch plants</i>	<i>N</i>	<i>C</i>	<i>N</i>
▪ <i>Solid waste transfer stations</i>	<i>N</i>	<i>C</i>	<i>N</i>
<i>The following uses are specifically prohibited in all industrial zones because they have been determined to have adverse environmental, public and aesthetic impacts and are not suitable for location in any of the industrial zones in the City</i>			
▪ <i>Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of toxins or explosive materials, or any product or compound determined by a public health official to be detrimental to the health, safety and welfare of the community</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>Pulp and paper mills</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>Distillation of oil, coal, wood or tar compounds and the creosote treatment of any products</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>Metal rolling and extraction mills, forge plants, smelters and blast furnaces</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>Meat, fish, poultry and tannery processing</i>	<i>N</i>	<i>N</i>	<i>N</i>
▪ <i>General purpose solid waste landfills, incinerators, and other solid waste facilities not otherwise permitted in this Code</i>	<i>N</i>	<i>N</i>	<i>N</i>
WIRELESS COMMUNICATION FACILITIES			
▪ <i>Radio, television, and similar communication stations, including associated transmitters</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Wireless communication towers¹¹ and transmitters</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Wireless communication facilities on City-owned property</i>	<i>C</i>	<i>C</i>	<i>C</i>
▪ <i>Wireless communication antennas co-located on an existing tower or on an existing building or structure not exceeding the roof of the structure</i>	<i>P</i>	<i>P</i>	<i>P</i>
OTHER			
<i>Agricultural uses including but not limited to:</i>			
▪ <i>Farm equipment sales and rentals</i>	<i>N</i>	<i>N</i>	<i>N</i>

▪ Farming and horticulture	P	P	P
▪ Raising of animals other than household pets	N	N	N
▪ Truck and bus yards	N	P	N

¹ See special criteria for the EI zone, 16.31.050 and the Tonquin Employment Area (TEA), 16.31.060.

² If use is mixed with another, such as a restaurant, it is considered secondary to that use and permitted, provided it occupies less than fifty (50) percent of the total area.

³ Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁴ On constrained land where structures would not otherwise be permitted, provided that no natural resources such as wetland or floodplains are impacted.

⁵ Limited to Cardlock, wholesale or facilities incidental to and solely serving an associated permitted or conditional use - no public retail fuel sales.

⁶ See Special Criteria for Medical and Recreational Marijuana Facilities in Chapter 16.38, Special Uses.

⁷ Sales and rental area Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁸ Animal boarding/kennels and pet daycare facilities entirely within an enclosed building are considered "other personal service."

⁹ For standalone warehousing and distribution only. Warehousing and distribution associated with another approved use is ancillary and permitted without size limitations.

¹⁰ These businesses are involved in the servicing and supplying of materials and equipment primarily intended for industrial, institutional, or commercial businesses. On-site sales are limited as most activity occurs electronically or off-site. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products are generally delivered to the customer. Few customers, especially the general public, come to the site.

¹¹ Except for towers located within one thousand (1,000) feet of the Old Town District which are prohibited.

¹² See special standard criteria for hospitality and lodging uses within the Light Industrial Land Use District SZCDC 16.31.040.

¹³ See Special Criteria for Psilocybin Service Centers and manufacturing facilities under Section 16.38.040.

¹⁴ [See special standard criteria for Food Cart Pod uses within the Light Industrial Land Use District SZCDC 16.31.041.](#)

16.31.040 – Special Standards Hospitality and Lodging Uses Within the Light Industrial Zones

A. Siting

- Hotels/motels within the Light Industrial zone must be sited within 1/4 mile from the General Commercial and/or Retail Commercial zone.

B. Development and Design

- The development of hotels/motels in the Light Industrial zone shall use the urban design standards in SZCDC Section 16.90.20.D.6.a—c. As an alternative to the standards in Section 16.90.20.D.6.a—c the commercial design review matrix may be applied (Section 16.90.020.D.6.d). A development must propose a minimum of sixty (60) percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a—c.
- A hotel/motel shall provide a minimum of 200 square feet of interior floor area for conference and/or meeting rooms, exclusive of dining, breakfast and lobby areas.

16.31.041 – Special Standards Food Cart Pods Within the Light Industrial Zones

A. Siting

1. Food Cart Pod developments (including food carts, structures, seating, parking, driveways, vehicle maneuvering areas, and trash receptacles and enclosures) within the Light Industrial zone must be entirely sited within 500 feet of Tualatin-Sherwood Road.

B. Development and Design

1. The development of Food Cart Pods in the Light Industrial zone shall conform to the standards and criteria for Food Cart Pods in Chapter 16.39.
2. Per footnote 3 of the table in Section 16.31.020, use is limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

IV. NARRATIVE AND COMPLIANCE

This action proposes a Plan Text Amendment as detailed in Section III. Text amendments are required to meet standards set forth in Chapter 16.80 of the SZCDC. Therefore, the following addresses the applicable SZCDC criteria, together with Statewide Planning Goals, Oregon Administrative Rules, Metro Urban Growth Management Functional Plan, and the Sherwood Comprehensive Plan. Pertinent goals and standards are cited either in their entirety or in a summation and are followed by a response.

Statewide Planning Goals

Goal 1, Citizen Involvement

Goal: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: Goal 1 broadly requires that local governments have mechanisms in place which solicit public participation in both legislative and quasi-judicial land use decisions. The City's acknowledged Comprehensive Plan contains public involvement policies and the SZCDC includes citizen involvement procedures with which the review of this application complies. This process allows for interested parties to communicate their input into the Plan Text Amendment review conducted by the City at public hearings or by submitting written comments. Prior to submitting the application, the applicant held a neighborhood meeting on October 30, 2025, as documented in Exhibit 5. The Planning Commission will review the proposed amendment in a public hearing and make a recommendation to the City Council regarding the application. The City Council will then hold a public hearing to evaluate the request. In summary, within the Plan Text Amendment process, a neighborhood meeting is held, public notice is published in the newspaper, posted in additional locations, and distributed by mail, and public hearings are held. This process complies with the Goal.

Goal 2, Land Use Planning

Goal: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: Goal 2 requires that each jurisdiction have a comprehensive plan and implementation measures such as a zoning ordinance. As a legislative land use action, the proposed Plan Text Amendment is based on its conformance with relevant elements of Sherwood's Comprehensive Plan and considerations related to that plan's established zoning districts.

The procedural requirements for the proposed Plan Text Amendment involve assessment of the application's merits, public notice, and public hearings. The proposal is to amend the text of the SZCDC in limited circumstances affecting urban land within City Limits, in compliance with Goal 2. Notice of the proposed amendment is provided by the City to the Oregon Department of Land Conservation and Development (DLCD) as required. Other agencies such as the Oregon Department of Transportation (ODOT), Metro, and Washington County may also be provided the opportunity to comment. The City's decision is based on findings of fact. The review process for the proposed Plan Text Amendment is consistent with this Goal.

Goal 3, Agricultural Lands

Goal: To preserve and maintain agricultural lands.

Response: This Goal is not applicable because the Comprehensive Plan does not designate any Agricultural Lands within the Urban Growth Boundary or City Limits. Furthermore, the scope of the proposed

amendment is focused on the LI zone, an urban industrial land designation. The proposed Plan Text Amendment does not conflict with this Goal.

Goal 4, Forest Lands

Goal: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Response: This Goal is not applicable because the Comprehensive Plan does not designate any Forest Lands within the Urban Growth Boundary or City Limits. Furthermore, the scope of the proposed amendment is focused on the LI zone, an urban industrial land designation. The proposed Plan Text Amendment does not conflict with this Goal.

Goal 5, Open Spaces, Scenic and Historic Areas and Natural Resources

Goal: To protect natural resources and conserve scenic and historic areas and open spaces.

Response: Goal 5 is a wide-ranging policy initiative intended to protect natural and historic resources and is typically implemented through sensitive lands/critical areas ordinances that protect streams, riparian corridors, trees, wildlife habitat, and open space. The proposed Plan Text Amendment does not affect the City's existing regulations pertaining to protection of these areas, as the LI zone is not designated scenic or open space. Goal 5 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

Examination of the area affected by the proposed Plan Text Amendment reveals that the National Wetlands inventory map³ and Statewide Wetlands inventory map⁴ identify Rock Creek and nearby wetlands. Likewise, the Local Wetlands Inventory identifies wetlands in the vicinity of the creek. Any impacts to wetlands or waterways would require approval by applicable jurisdictions including the City, Clean Water Services, Oregon Department of State Lands, and/or the U.S. Army Corps of Engineers, as applicable. Goal 5 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

The State of Oregon's Historic Sites Map (Exhibit 3) depicts properties eligible for listing in the National Register of Historic Places in the general area, but none of them falls within the Affected Area (Exhibit 2) and none of them is listed within the Register.

The proposed Plan Text Amendment does not conflict with this Goal.

Goal 6, Air, Water and Land Resources Quality

Goal: To maintain and improve the quality of the air, water and land resources of the state.

Response: Goal 6 requires local governments to establish plans which:

- Designate suitable sites for development which is likely to cause pollution discharge;
- Designate urban and rural residential areas only where appropriate sewer services are available;
- Buffer incompatible uses; and

³ National Wetlands Inventory Map <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>

⁴ Statewide Wetlands Inventory Map <https://maps.dsl.state.or.us/swi/>

- Consider the carrying capacity of affected airsheds and watersheds.

Furthermore, development must be consistent with Federal and State standards related to air and water pollution and with City regulations regarding off-site impacts to minimize potential harmful effects on air, water, and land resource quality.

The proposed Plan Text Amendment does not affect any of the City's existing regulations pertaining to preservation of air, water, and land resources. Goal 6 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment. The proposed Plan Text Amendment does not conflict with this Goal.

Goal 7, Areas Subject to Natural Disasters and Hazards

Goal: To protect people and property from natural hazards.

Response: Pursuant to Goal 7, comprehensive plans include measures to reduce risk to people and property from natural hazards such as floods. The proposed Plan Text Amendment does not affect any of the City's existing regulations pertaining to natural disasters and hazards. Goal 7 considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 41067C0602F, dated October 19, 2018, some of the Affected Area near Rock Creek is within a Special Flood Hazard Area. Floodplain considerations could apply to a specific development proposal, but that is not proposed as part of this amendment.

The proposed Plan Text Amendment does not conflict with or affect compliance with this Goal.

Goal 8, Recreational Needs

Goal: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The City of Sherwood Plan and Zone Map designates specific sites as Open Space and others as the Institutional Public (IP) zone. The proposed amendment affects property zoned LI and does not alter any standards related to the IP zone. The proposed Plan Text Amendment does not conflict with this Goal.

Goal 9, Economic Development

Goal: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: Goal 9 requires that land be designated for commercial and industrial uses according to the needs of the local and regional economy, current economic base, workforce, availability of land, and availability of key public facilities. Goal 9 encourages communities to preserve employment land. Decisions based on Goal 9 considerations consider more than the simple amount of buildable acreage, but also carefully evaluate the suitability of land to accommodate industrial development that would further economic opportunities. The proposed amendment affects property zoned LI by expanding the list of uses that could be allowed within a limited geographic area that includes approximately 8.4 developable acres, while continuing to provide for a variety of employment uses on the Affected Area. The developable areas are dispersed sites ranging from 0.5 acres to 2.8 acres which would accommodate the scale of a food cart pod, but not large employment uses. This change does not preclude the development of employment uses that are currently allowed in the Light Industrial zone and does not

have a direct impact on the City's supply of developable employment land. The proposed Plan Text Amendment does not conflict with this Goal and would have no significant impact on the City's planning for commercial or industrial economic activity.

Goal 10, Housing

Goal: To provide for the housing needs of citizens of the state.

Response: Goal 10 requires that land be designated for residential use to accommodate a community's housing needs. The proposed Plan Text Amendment applies to land designated Light Industrial. Since the amendment does not affect land designated for housing, the proposed amendment would have no effect on compliance with this Goal.

Goal 11, Public Facilities and Services

Goal: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: Goal 11 is primarily implemented by the City, which has adopted public facilities plans and standards. It is therefore not directly applicable to Plan Text Amendments which do not entail significant changes in public facilities plans. The proposed Plan Text Amendment would allow food cart pods within a limited geographic area of the LI zone as conditional uses, thereby making food cart pods eligible for approval pursuant to City rules for conditional uses codified in SZCDC Chapter 16.82 and additional rules outlined in Chapter 16.39 (Food Cart Pods).

The limited supply of undeveloped land within the Affected Area moderates the potential scope and scale of any future food cart pods. Therefore, any approved food cart pods would result in only minor changes to public facilities service needs. As future food cart pods will be subject to conditional use review (which includes an evaluation of affected public facilities and services), the proposal is consistent with Goal 11.

Goal 12, Transportation

Goal: To provide and encourage a safe, convenient and economic transportation system.

Response: This Goal requires the City to prepare and implement a Transportation System Plan (TSP), which creates a functional classification system and establishes levels for acceptable transportation operations. The effect of the amendment on the transportation system is anticipated to be minimal and would not require amendments to the TSP as it would not require changing roadway functional classifications or standards (see Exhibit 4).

The Affected Area is located along an Arterial (Tualatin-Sherwood Road) and near Collectors (Century Drive, Langer Farms Parkway, and Baler Way) as designated in the Sherwood TSP. As detailed in Exhibit 4, allowing food cart pods to be authorized as conditional uses within the LI zone would not necessitate any change in functional classification. Any future development proposals would be subject to transportation review under applicable provisions of the SZCDC and the City's TSP.

Furthermore, as discussed below in the findings related to the Oregon TPR codified at OAR 660-012-0060, cities need to analyze whether a proposed amendment to a land use regulation would have a significant effect on the transportation system. In this instance, per Exhibit 4, approval of the application would not have a significant effect on the transportation system.

The proposed Plan Text Amendment does not conflict with this Goal.

Goal 13, Energy Conservation

Goal: To conserve energy.

Response: The proposed Plan Text Amendment would authorize food cart pods as a Conditional Use within the LI zone, making it possible for them to be sited on a variety of sites, some of which may have shapes or sizes that would not be conducive to other industrial uses. In this manner, the amendment will allow efficient use of existing sites. The Affected Area is located near complementary industrial and commercial uses, potentially leading to trip sharing, carpooling, and/or combined deliveries, thereby increasing energy efficiency. The proposed Plan Text Amendment is consistent with this Goal.

Goal 14, Urbanization

Goal: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: The proposed Plan Text Amendment affects property within City Limits and within the Urban Growth Boundary (UGB) and does not amend the UGB. The Plan Text Amendment would continue to make efficient use of land that has already been planned for urban use, accommodating the needs of urban employers and nearby residents by modestly expanding the range of allowable uses for LI-zoned land within 500 feet of Tualatin-Sherwood Road. The Plan Text Amendment would promote the City's livability by supporting employment uses, businesses, and nearby residents, increasing the range of services available to owners of LI-zoned land within a limited geographic area. The proposed Plan Text Amendment would not negatively affect the City's Goal 14 compliance.

Goal 15, Willamette River Greenway

Goal: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Response: The area affected by this Plan Text Amendment is not within the Willamette River Greenway, so Goal 15 is not applicable.

Goal 16, Estuarine Resources

Goal: To recognize and protect the unique environmental, economic and social values of each estuary and associated wetlands; and

To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response: The area affected by this Plan Text Amendment is not within an estuary, so Goal 16 is not applicable.

Goal 17, Coastal Shorelands

Goal: To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and

To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and

wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The area affected by this Plan Text Amendment is not within coastal shorelands, so Goal 17 is not applicable.

Goal 18, Beaches and Dunes

Goal: To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and

To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The area affected by this Plan Text Amendment does not contain beaches or dunes, so Goal 18 is not applicable.

Goal 19, Ocean Resources

Goal: To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Response: The area affected by this Plan Text Amendment does not abut the ocean, so Goal 19 is not applicable.

Oregon Administrative Rules

Transportation Planning Rule

OAR 660 Division 12 – Transportation Planning

660-012-0060 Plan and Land Use Regulation Amendments

(1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule.*

A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

Response: As noted in Exhibit 4, the proposed Plan Text Amendment would not change the functional classification of an existing or planned transportation facility.

(b) *Change standards implementing a functional classification system; or*

Response: As noted in Exhibit 4, the proposed Plan Text Amendment would not change any transportation standards that implement a functional classification system.

(c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited*

to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response: Transportation Planning Rule analysis requires examination of a theoretical “reasonable worst case” scenario. The area affected by the proposed Plan Text Amendment would become eligible for food cart pods pursuant to City rules for conditional uses. The traffic levels associated with food cart pods are within the same order of magnitude as other uses already permitted within the LI zone. As explained in Exhibit 4, based on ODOT guidance, a threshold of up to 400 average daily trips is used to determine whether an amendment constitutes a small increase in traffic. The applicant’s transportation engineer analyzed trip generation potential for a worst-case scenario within the Affected Area, estimating a potential net increase of 40 PM peak hour trips and 380 daily trips compared to uses allowed under current regulations. Therefore, the reasonable worst-case scenario for the Affected Area would be classified as a small increase that does not significantly affect transportation facilities. The amendment would not result in any of the effects listed in paragraphs (A) through (C). This standard is met.

Metro Urban Growth Management Functional Plan

Title 4: Industrial and Other Employment Areas

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of “clustering” to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

Response: According to Section 3.07.410, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Metro’s Title 4 *Industrial and Other Employment Areas* map does not identify the Affected Area as a Regionally Significant Industrial Area (RSIA), so Section 3.07.420 does not apply. However, all of the parcels in the Affected Area are designated Industrial or Employment on Metro’s Title 4 map, so discussion of applicable Metro provisions is provided below.

3.07.430 Protection of Industrial Areas

- (a) *Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for retail commercial uses— such as stores and restaurants—and retail and professional services that cater to daily customers—such as financial, insurance, real estate, legal, medical and dental offices—in order to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:*
 - (1) *Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and*
 - (2) *Training facilities whose primary purpose is to provide training to meet industrial needs.*
- (b) *Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for the uses described in subsection (a) to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors shown on the Regional Freight Network Map in the RTP. Such measures may include, but are not limited to, restrictions on access to freight routes and connectors, siting limitations and traffic thresholds. This subsection does not require cities and counties to include such measures to limit new other buildings or uses.*
- (c) *No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection (a) of this section that were not authorized prior to July 1, 2004.*

Response: The eastern portion of the Affected Area depicted in Exhibit 2 is designated by Metro as a Title 4 Industrial Area. The applicant is not proposing that the City amend its regulations in a manner inconsistent with Metro’s provisions to protect Industrial Areas. In accordance with Section 3.07.430, SZCDC Section 16.31.020 already limits the size and scope of retail commercial and professional services buildings within the LI zone to 20,000 square feet (SF) in accordance with this provision. The proposed Plan Text Amendment would not lift or alter these existing limitations, and per the proposed text in Section 16.31.041, these existing limitations would apply to food cart pods in the LI zone. Based on discussions with City staff and with staff from other cities subject to this same Metro provision, the applicant understands that each “outlet” refers to an individual business (e.g., a food cart or a vendor within the dining pavilion) and that the 20,000 square foot limit would apply to the combined area of food carts, customer queuing/waiting areas, dining pavilion, and any covered outdoor seating areas.

Furthermore, placement of a food cart pod within the Light Industrial area would provide a valuable amenity to employees that is accessible within short travel distances from places of employment. This standard is met.

- (d) *Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:*
 - (1) *Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels.*
 - (2) *Lots or parcels 50 acres or larger may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size.*

- (3) *Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed with uses described in subsection (a) of this section.*
- (4) *Notwithstanding paragraphs (2) and (3) of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:*
 - (A) *To provide public facilities and services;*
 - (B) *To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;*
 - (C) *To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or*
 - (D) *To allow the creation of a lot solely for financing purposes when the created lot is part of a master planned development.*
 - (E) *Notwithstanding subsection (b) of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floor space and 10 percent more land area.*

Response: The proposed Plan Text Amendment does not propose any alterations to land division policies. This standard does not apply.

3.07.440 Protection of Employment Areas

- (a) *Except as provided in subsections (c), (d), and (e), in Employment Areas mapped pursuant to Metro Code section 3.07.450, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.*
- (b) *Except as provided in subsections (c), (d) and (e), a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of gross leasable area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right of-way.*
- (c) *A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.*

Response: The western portion of the Affected Area depicted in Exhibit 2 is designated by Metro as a Title 4 Employment Area. The applicant is not proposing that the City amend its regulations in a manner inconsistent with Metro's provisions to protect Employment Areas. In accordance with Section 3.07.440, SZCDC Section 16.31.020 already limits the size and scope of retail commercial and professional services buildings within the LI zone to 20,000 SF in accordance with the stricter limitations on Industrial areas per 3.07.430 above. The proposed Plan Text Amendment would not lift nor alter these existing limitations, and per the proposed text in Section 16.31.041, these existing limitations would apply to food cart pods in the LI zone. Furthermore, placement of a food cart pod within the Light Industrial area would provide a valuable amenity to employees that is accessible within short travel distances from places of

employment and similarly would benefit nearby residents by providing convenient access to food options. This standard is met.

- (d) *A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if:*
- (1) *The ordinance authorized those uses on January 1, 2003;*
 - (2) *Transportation facilities adequate to serve the commercial retail uses will be in place at the time the uses begin operation; and*
 - (3) *The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.*
- (e) *A city or county may authorize new commercial retail uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:*
- (1) *Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and*
 - (2) *Meet the Maximum Permitted Parking – Zone A requirements set forth in Table 3.08-3 of Title 4 of the Regional Transportation Functional Plan.*

Response: The proposed Plan Text Amendment does not fall within these categories. This standard does not apply.

City of Sherwood Comprehensive Plan

Comprehensive Plan Vision

In the year 2040, residents of Sherwood appreciate their safe, connected, family-oriented and friendly community. Those who grew up in Sherwood stay for family wage jobs and a high quality of life, and those who raised their families here can retire in the place they proudly call home. Sherwood is renowned for its excellent schools, parks, thriving local businesses, small town feel and access to metropolitan amenities, jobs and natural areas.

Response: Allowing food cart pods in a portion of the Light Industrial zone is consistent with Sherwood's Comprehensive Plan Vision. Light Industrial areas provide the type of family wage jobs described in this vision, and the introduction of food cart pods will enhance these areas by:

- Serving as a valuable, convenient amenity to local employees.
- Providing active gathering spaces and offering an expanded variety of food options within short travel distances from places of employment.
- Making employment areas more desirable for current and prospective employees, helping employers attract and retain workers.
- Increasing activity and foot traffic in areas that may otherwise be underutilized, in turn improving neighborhood safety and vitality.
- Increasing the visibility of other businesses nearby.
- Providing opportunities for local entrepreneurs to establish new food and beverage-related businesses.

The proposed Plan Text Amendment to allow food cart pods in the Light Industrial zone within 500 feet of Tualatin-Sherwood Road will advance Sherwood's vision of providing a high quality of life and fostering a thriving local business community, providing opportunities for food cart operators and supporting existing businesses and employees with convenient food options during business hours.

Thriving and Diversified Economy

In 2040, the Sherwood economy has grown to include a variety of businesses big and small that offer stable employment opportunities, higher-wage jobs, and balance the tax base to protect and maintain Sherwood's quality of life. Sherwood provides great destinations and experiences for both residents and visitors.

Goal 1. Accelerate the growth of local businesses and attract new businesses that balance the City's tax base, provide stable, high-wage jobs and capitalize on Sherwood's location and enhance the high-quality of life.

Response: Allowing food cart pods in a portion of the Light Industrial zone will support Sherwood's economy and local businesses by providing a valuable amenity to employees that is accessible within short travel distances from places of employment. This mutually benefits large businesses (industrial/commercial employers) and small businesses (food carts/entrepreneurs). Additionally, food cart pods can attract residents and visitors with unique food and beverage options and destination-like amenities, enhancing quality of life. The proposed Plan Text Amendment is consistent with this goal.

Policy 1.1 Existing Business Retention, New Business Development, and Attraction of New Businesses: The City will support retention and expansion of existing businesses, growth and creation of entrepreneurial business, and attraction of new businesses that align with Sherwood's Community Vision and provide a diverse mix of economic activity. The types of businesses the City wants to attract most are non-polluting businesses with wages at or above the Washington County average, such as the industries identified in the most recent Economic Opportunities Analysis.

Response: Retail and restaurant uses—which are similar to food cart pods—are identified among the targeted industries in the 2023 Economic Opportunities Analysis. Food cart pods support the retention and expansion of existing businesses and the attraction of new businesses by providing valuable and convenient amenities for employees, residents, and visitors. They also serve as small business incubators by providing opportunities for food/beverage-related entrepreneurial businesses to start and establish, contributing to a diverse and healthy mix of economic activity consistent with this policy.

Policy 1.2 Encourage development of employment to increase the city's tax base through a faster growth rate of jobs.

Response: The proposed Plan Text Amendment supports the ability of local employers to retain and grow their workforce, which is consistent with this policy. Furthermore, the City requires that food cart pods include pavilions, which would increase the City's tax base. The proposed Plan Text Amendment is consistent with this policy.

Policy 1.3 Pursue development of higher employment densities in areas with planned or existing public facilities, utilities, and transportation infrastructure.

Response: The proposed Plan Text Amendment supports growth but does not directly affect employment densities. Indirectly, having a nearby food cart pod as an amenity could induce some additional employment in the Light Industrial zone, consistent with this policy.

Policy 1.4 Support business growth in Sherwood to diversify and expand commercial and industrial development in order to provide employment opportunities and expand the tax base.

Response: Food cart pods support commercial and industrial growth in industrial zones by providing valuable and convenient amenities to local employees, benefitting employers and increasing the desirability of the area to operate a business. Food cart operators are small businesses, so allowing a food cart pod in a portion of the Light Industrial zone furthers this policy of supporting business growth.

Policy 1.5 Retain and encourage growth of existing and new businesses in Sherwood. Allow and encourage development of commercial and industrial areas.

Response: Food cart pods contribute to the retention and growth of existing and new business by providing valuable and convenient amenities to local employees, benefitting employers and increasing the desirability of the area to operate a business. Furthermore, food cart pods promote entrepreneurship by accommodating small business operators. The proposed Plan Text Amendment is consistent with this policy.

Policy 1.6 Support the creation, development, and retention of small, entrepreneurial businesses in Sherwood.

Response: Food cart pod owners typically lease space to multiple food/beverage vendors, providing relatively low-cost and low-risk opportunities for local entrepreneurs to start, develop, and establish new food/beverage-related businesses. The proposed Plan Text Amendment is consistent with this policy.

Policy 1.7 Attract businesses identified as Target Industries in Sherwood's most recent Economic Opportunities Analysis.

Response: The 2023 Economic Opportunities Analysis identifies a range of target industries, including retail and restaurant uses, which are similar to food cart pods. Additional target industries include Technology and Advanced Manufacturing, Machinery Manufacturing, and Clean Tech. Food cart pods will help to attract industrial businesses in the industrial areas because they provide valuable and convenient amenities for employees, improving the vitality and desirability of that area for employers. The proposed Plan Text Amendment is consistent with this policy.

Policy 1.8 Support growth of businesses that create destinations and experiences for residents of Sherwood and visitors.

Response: The onsite eating areas and variety of food options typically associated with food cart pods provide a destination for local employees, residents, and visitors. The proposed Plan Text Amendment is consistent with this policy.

Policy 1.9 Encourage opportunities for workforce development and training that meets the needs of new and existing businesses in Sherwood.

Response: Food cart pods do not directly affect opportunities for workforce development in Light Industrial zones.

Goal 2. Prioritize and promote economic development to balance the City's tax base by maintaining a supply of land to target growth industries and accelerate Sherwood's desired economic growth.

Response: The proposed Plan Text Amendment would apply to a limited area consisting of approximately 8.4 developable acres (see Exhibit 2), so the code change would not lead to massive consumption of the City's employment land base. The proposed Plan Text Amendment would promote economic development by increasing opportunities to use land that may otherwise be underutilized, and by providing valuable and convenient amenities to area employers and employees. The proposed Plan Text Amendment is consistent with this goal.

Policy 2.1 Land Supply: The City will provide a 20-year supply of suitable commercial and industrial land on sites with a variety of characteristics (e.g., site sizes, locations, visibility) and manage the supply of employment land to make most efficient use of commercial and industrial land.

Response: The proposed Plan Text Amendment does not affect the City's obligation or ability to provide a 20-year supply of suitable commercial and industrial land. The proposed amendment increases opportunities to use land that may otherwise be underutilized, thereby preserving larger sites for

industrial uses. This change does not preclude the development of employment uses that are currently allowed in the Light Industrial zone and does not have a direct impact on the City's supply of developable employment land. The proposed amendment is consistent with this policy.

Policy 2.2 Provide for an adequate supply of commercial and industrial land to accommodate the types and amount of economic development and growth anticipated in the future, as described in the City's most recent Economic Opportunities Analysis (EOA).

Response: The proposed Plan Text Amendment would apply only to a limited geographic area (approximately 50 acres). As food cart pods can fit on smaller sites or undeveloped portions of larger properties, they can serve as infill without consuming the entirety of large sites that would be more appropriate for the manufacturing uses identified in the EOA or other uses allowed in the Light Industrial zone. The proposed Plan Text Amendment does not preclude the development of employment uses that are currently allowed in the Light Industrial zone and does not have a direct impact on the City's supply of developable employment land. The proposed Plan Text Amendment is consistent with this policy.

Policy 2.3 Provide a range of site sizes and locations to accommodate the market needs of a variety of office-commercial, retail commercial, and industrial employment uses.

Policy 2.4 Maintain an adequate short-term supply of suitable office commercial, retail commercial and industrial land to respond to economic development opportunities as they arise. "Short-term supply" means suitable land that is ready for construction usually within one year of an application for a building permit or request for service extension.

Policy 2.5 Monitor and replenish the short-term supply and total available commercial and industrial land on a regular, periodic basis.

Response: Allowing food cart pods within a limited area in the Light Industrial zone does not preclude those areas from being developed with or providing short-term supply for office-commercial, retail commercial, or industrial employment uses. The 2023 Economic Opportunities Analysis identified a short-term supply of approximately 24 acres in the LI zone. As the proposed Plan Text Amendment would still require conditional use review of any future food cart pod, the City has an appropriate mechanism to ensure that an adequate supply of land is available for the full range of uses allowed in the Light Industrial zone. The proposed Plan Text Amendment is consistent with these policies.

Policy 2.6 Support and encourage infill and redevelopment, especially in existing commercial areas, as a way to use land and existing infrastructure more efficiently. The City will develop and implement policies and programs to encourage office commercial and mixed-use development across Sherwood.

Response: The proposed Plan Text Amendment would allow food cart pods on approximately 8.4 developable acres within the Light Industrial zone (see Exhibit 2). The developable areas are dispersed sites ranging from 0.5 acres to 2.8 acres which would accommodate the scale of a food cart pod, but not large employment uses. Therefore, the proposed Plan Text Amendment would provide increased opportunities for infill development, consistent with this policy.

Policy 2.7 Continue to provide flexibility in Sherwood's development code to support non-retail commercial and industrial development with the Target Industries identified in the recent EOA, most of which will need space in an existing building, sites smaller than five acres, or sites between five and 15 acres in size.

Response: The proposed Plan Text Amendment does not modify development standards that apply to non-retail commercial and industrial development, so it does not affect the City's ability to provide

flexibility in regulating those uses. Many of the sites within the Affected Area depicted in Exhibit 2 fall within the site size range noted within this policy.

Policy 2.8 Explore options for more mixed-use development in Sherwood to provide additional space for office commercial, flexible and startup development within the City limits.

Response: The proposed Plan Text Amendment allows the City to provide more options for new development in a limited geographic area, which will support small businesses and economic development in that area consistent with this policy. Food cart pods serve as small business incubators by providing opportunities for food/beverage-related entrepreneurial businesses to start and establish, contributing to a diverse and healthy mix of economic activity. The proposed Plan Text Amendment is consistent with this policy.

Policy 2.9 Develop criteria, in conjunction with objectives of this chapter, to identify industrial or commercial areas that are more appropriate for other uses (e.g., industrial land redesignated for commercial uses) based on their site characteristics (e.g., location, size, configuration, or transportation access), as needed.

Response: The applicant's responses in this narrative address Comprehensive Plan policies and zoning code criteria, demonstrating the proposed Plan Text Amendment is appropriate for the defined area within the Light Industrial zone. Consistent with this policy, the proposed Plan Text Amendment could lead to development of underutilized areas within the Light Industrial zone.

Strong Community, Culture, and Heritage

In 2040, Sherwood successfully retains its treasured small-town character and strong sense of community while welcoming diverse businesses and residents. Old Town preserves its historic atmosphere as an attractive place to shop, dine, and gather. The library and performing arts center play a vital role as place of learning and sharing, and art and creativity are woven into the fabric of the city. A variety of community events uphold a legacy of bringing the community together and giving Sherwood a sense of place.

Response: Food cart pods positively contribute to this purpose by providing community gathering areas and places for new and diverse food/beverage-related businesses to start and grow.

Goal 3. Foster a culture of collaboration and partnership between residents, community groups, businesses, service providers and government.

Policy 3.5 Collaborate with public and private partners to expand and co-locate community gathering spaces and multi-purpose venues across Sherwood to help meet civic, institutional, arts and cultural use needs.

Response: Food cart pods provide opportunities for community gathering, consistent with this goal and policy.

Strategic and Collaborative Governance

In 2040, residents enjoy well-funded police, fire, and emergency response services that keep Sherwood safe. The city is governed in a fiscally responsible and responsive manner that allows for strategic, well-planned growth and the adequate provision of services.

Governance and Growth Management

Goal 1. Coordinate with adjacent jurisdictions, local service providers and regional and state governmental agencies to manage growth and development in Sherwood.

Response: Prior to developing food cart pods in areas affected by the proposed Plan Text Amendment, coordination with local service providers and regulatory agencies will occur through the applicable land use review procedures.

Policy 1.1 Maintain a Comprehensive Plan and associated implementation tools consistent with the Metro Urban Growth Management Functional Plan, Regional Framework Plan, and Regional Transportation Plan; the Oregon Statewide Planning Goals; and all other applicable state and federal regulations.

Policy 1.2 Ensure that land use and plan administration procedures are compatible with the goals and policies in the Comprehensive Plan, consider relevant agreements with and plans by other local jurisdictions, and comply with regional, state, and federal plans and regulations.

Response: This Plan Text Amendment request addresses consistency with Metro plans, Statewide Planning Goals, Sherwood's Comprehensive Plan, and the Sherwood Zoning and Community Development Code, enabling the City to find that the amendment does not conflict with applicable plans and regulations.

Policy 1.3 Routinely verify whether the City's supply of developable land is sufficient to meet short- and long-term employment and housing needs and coordinate with Metro and Washington County to request additional lands for urbanization when Sherwood's growth areas will not accommodate the 20-year projected demand for employment and/or housing.

Response: The proposed Plan Text Amendment applies to a limited geographic area that includes approximately 8.4 developable acres. This change does not preclude the development of employment uses that are currently allowed in the Light Industrial zone and does not have a direct impact on the City's supply of developable employment land. As the proposed Plan Text Amendment would require conditional use review of any future food cart pod, the City has an appropriate mechanism to ensure that an adequate supply of land is available for the full range of uses allowed in the Light Industrial zone.

Policy 1.4 Establish and periodically update urban service, urban planning, and other formal intergovernmental agreements as needed to support urbanization, annexation, and urban service provision.

Response: City staff will coordinate with other governmental partners to review this proposed Plan Text Amendment, and the proposed Plan Text Amendment does not preclude the City from coordinating intergovernmental agreements needed to support urbanization, annexation, or provision of urban services.

Community Health and Safety

Goal 7. Encourage land use patterns that locate land use activities in close proximity, reduce or shorten vehicle trips and encourage energy conservation through sustainable site planning, landscaping and construction practices.

Response: Allowing food cart pods in the Light Industrial zone is consistent with this policy because it provides opportunities to establish food and beverage options in close proximity to places of employment, reducing and shortening vehicle trips.

Policy 7.1 Encourage habitat-friendly development practices for developments with Regionally Significant Fish and Wildlife Habitats.

Response: Consistent with this policy, future development of food cart pods in areas affected by the proposed Plan Text Amendment will be subject to Sherwood's habitat-friendly development regulations as applicable based on specific site locations and characteristics.

Policy 7.3 Address public safety in development and redevelopment through building and site design, including Crime Prevention Through Environmental Design principles.

Response: Food cart pods will generally improve public safety through increased foot traffic and visibility. Site-specific safety standards may be applied by the City during future conditional use and development review procedures.

Policy 7.4 Promote compact mixed-use areas, innovative design, and limited neighborhood serving commercial uses compatible within existing residential neighborhoods to reduce transportation demand.

Policy 7.5 Advance resource efficiency in the built environment through the integration of energy-conserving features and innovative construction methods in new development, redevelopment and retrofits.

Policy 7.6 Advance adaptive reuse when designing buildings and sites to respond to changing economic, environmental, and energy needs and conditions while remaining compatible with adjacent development and uses.

Response: Development standards implementing these policies may be applied by the City as applicable during future land use and development review procedures. Consistent with these policies, allowing food cart pods may encourage use of existing undeveloped infill sites, promoting compact development and efficient use of employment land.

Coordinated and Connected Infrastructure

In 2040, the city's transportation system is efficient, safe, and provides transportation options. The town has an active and connected transportation network where residents enjoy walking and bicycle paths between neighborhoods, parks, schools, the Tualatin National Wildlife refuge and Old Town. Quality public facilities, services, and utilities contribute to a high quality of life. Sherwood has an excellent school system, an asset that draws families to the community. Sherwood residents of all ages enjoy the city's robust park system, community centers and state-of-the-art athletic and recreation facilities.

Response: Food cart pods will generally enhance the livability of Sherwood by providing community gathering spaces with a variety of food and beverage options. Locating food cart pods in a portion of the Light Industrial zone near employment areas may also support increased use of pedestrian, bicycle, and transit modes by employees.

Goal 1. Plan and implement a transportation system that is forward-looking, responsive and innovative to maximize capacity and ensure safety, efficiency and retention of Sherwood's livability and small-town character.

Policy 1.1 Develop, implement and regularly update the City's Transportation System Plan (TSP).

Policy 1.2 Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.

Policy 1.3 Promote access and utilization of a multi-modal transportation system.

Policy 1.4 Encourage complementary infrastructure for bicycles and pedestrian facilities providing a diverse range of transportation choices for city residents.

Response: The proposed Plan Text Amendment to allow food cart pods in the Light Industrial zone would apply only within 500 feet of Tualatin-Sherwood Road. This proximity of future food cart pods to Tualatin-

Sherwood Road will ensure they are easily accessible by pedestrians and transit, consistent with these policies.

Policy 1.5 Manage the transportation network in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.

Policy 1.6 Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, cyclists, emergency responders, transit users and motorists based on street context and function.

Policy 1.7 Promote the development of new vehicle technology, such as electric charging stations, in existing development, new development, and redevelopment.

Response: As detailed in Exhibit 4, the amendments are consistent with the Transportation Planning Rule. Future food cart pod proposals will be subject to Sherwood Zoning and Community Development Code standards related to transportation facilities, which will ensure consistency with and implementation of these policies.

Sherwood Zoning and Community Development Code (Title 16)

Chapter 16.70 – General Provisions

16.70.020 – Neighborhood Meeting

- A. *The purpose of the neighborhood meeting is to solicit input and exchange information about the proposed development.*
- B. *Applicants of Type III, IV and V applications are required to hold a meeting, at a public location for adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject application, prior to submitting their application to the City. Notification of the neighborhood meeting shall be mailed 14 calendar days prior to the meeting date. Affidavits of mailing, sign-in sheets and a summary of the meeting notes must be included with the application when submitted. Applicants for Type II land use action are encouraged, but not required to hold a neighborhood meeting.*
 - 1. *Projects requiring a neighborhood meeting in which the City or Urban Renewal District is the property owner or applicant shall also provide published and posted notice of the neighborhood meeting consistent with the notice requirements in 16.72.020.*

Response: A neighborhood meeting was conducted on October 30, 2025, to discuss the proposed Plan Text Amendment, as documented in Exhibit 5. No members of the public attended this meeting. This standard is met.

Chapter 16.72 – Procedures for Processing Development Permits

16.72.010 – Generally

- A. *Classifications*
Except for Final Development Plans for Planned Unit Developments, which are reviewed per Section 16.40.030, all ministerial, administrative, and quasi-judicial development permit applications and legislative land use actions shall be classified as one of the following:
 - 6. *Type V*
The following legislative actions shall be subject to a Type V review process:
 - a. *Plan Map Amendments.*
 - b. *Plan Text Amendments.*

c. *Planned Unit Development — Preliminary Development Plan and Overlay District.*

Response: The proposed Plan Text Amendment requires a Type V review process, with hearings by both the Planning Commission and the City Council. This standard is met.

Chapter 16.80 – Plan Amendments

16.80.010 – Initiation of Amendments

An amendment to the City Zoning Map, the text of the Comprehensive Plan, or the text of the Zoning and Community Development Code may be initiated by the Council, Commission, or an owner of property within the City.

Response: The applicant owns property within the Affected Area. This standard is met.

16.80.030 – Review Criteria

A. *Text Amendment*

An amendment to the text of the Comprehensive Plan or the Zoning and Community Development Code must be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment must be consistent with the intent of the adopted Sherwood Comprehensive Plan, and with all other provisions of the Plan, the Transportation System Plan and this Code, and with any applicable State or City statutes and regulations, including this Section.

Response: Demonstration of consistency with the Statewide Planning Goals, applicable Oregon Administrative Rules, Metro Urban Growth Management Functional Plan, and Sherwood Comprehensive Plan is provided in the findings above. Additionally, transportation analysis of the proposed amendment is detailed in Exhibit 4.

The proposed Plan Text Amendment would allow food cart pods to be located within a specific portion of the Light Industrial zone. The need for the proposed amendment arises from the current regulations, which limit food cart pods to the GC and RC zones but do not allow them elsewhere. The available sites in the GC and RC zones that could accommodate food cart pods are primarily in the western portion of the City, while the City's industrial land base is primarily in the eastern portion of the City. Based on Mackenzie's analysis, under current regulations, approximately 30 acres within the GC and RC zones may be available to accommodate food cart pods, while the proposed amendment would add approximately 8.4 acres that could accommodate a food cart pod within the LI zone in the eastern portion of the City. Allowing food cart pods as conditional uses in a subset of the LI properties (limited to sites within 500 feet of Tualatin-Sherwood Road) expands the areas where they could be located, potentially putting undeveloped and underdeveloped LI land into productive use.

The 500-foot offset from Tualatin-Sherwood Road is proposed because Tualatin-Sherwood Road is a commercial corridor, so it is reasonable to site food cart pod(s) along the corridor. Furthermore, a conceptual test fit of a potential food cart pod on the applicant's property (Washington County tax lot 2S129D000150, shown in Exhibit 6) indicates that a food cart pod and associated parking and circulation would fit comfortably within the 500-foot limitation.

Within the proposed amendment, provisions are imposed to ensure that not all LI-zoned land would be eligible for a food cart pod, and the conditional use review requirement ensures that the Planning Commission will have the ability to evaluate the appropriateness and compatibility of proposed food cart pod locations or designs. This mechanism provides a level of compromise that balances community interest in high-quality development with economic considerations for property owners.

Encouraging food cart pod development supports the local economy and benefits the City financially through continuing property tax payments. Food cart pods provide opportunities for entrepreneurs to operate their own small business with limited capital expense, stimulating the economy while providing additional services for residents and for employees of the industrial areas. Adopting a narrowly focused amendment prevents the construction of food cart pods throughout the LI zone, reducing the sale of any possible impacts from new construction on nearby properties and roadways.

This standard is met.

B. Map Amendment

An amendment to the City Zoning Map may be granted, provided that the proposal satisfies all applicable requirements of the adopted Sherwood Comprehensive Plan, the Transportation System Plan and this Code, and that:

- 1. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.*
- 2. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.*
- 3. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.*
- 4. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.*

Response: The applicant has not requested a Map Amendment. This standard does not apply.

C. Transportation Planning Rule Consistency

- 1. The applicant shall demonstrate consistency with the Transportation Planning Rule, specifically by addressing whether the proposed amendment creates a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to Section 16.106.080.*

Response: While the applicant has not requested to amend the Comprehensive Plan or Zoning Map, discussion of compliance with the TPR is included above under the heading “Oregon Administrative Rules.” As detailed in Exhibit 4, the proposed Plan Text Amendment is anticipated to have no significant effect on transportation facilities. This standard is met.

Chapter 16.82 – Conditional Uses

16.82.010 – Generally

A. Authorization

Uses permitted in zoning districts as conditional uses may be established, enlarged, or altered by authorization of the Commission in accordance with the standards and procedures established in this Chapter. If the site or other conditions are found to be inappropriate for the use requested, the Commission or Hearings Officer (cited below as Hearing Authority) may deny the conditional use.

Response: If the Plan Text Amendment is approved, then any future food cart pods in the LI zone would be required to obtain conditional use approval from the Planning Commission, matching the approval

path already specified for food cart pods in other zones. This approval would be contingent upon satisfying the Conditional Use approval criteria in Chapter 16.82 and the Food Cart Pods approval criteria in Chapter 16.39.

Chapter 16.106 – Transportation Facilities

16.106.080 – Traffic Impact Analysis (TIA)

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.*

Response: No amendment to the Comprehensive Plan or zoning map is proposed as part of this application.

2. *A new direct property approach road to Highway 99W is proposed.*

Response: No direct approach to Highway 99W is proposed as part of this application.

3. *The proposed development generates fifty (50) or more PM peak-hour trips on Highway 99W, or one hundred (100) PM peak-hour trips on the local transportation system.*

Response: The applicant is proposing a Plan Text Amendment rather than a specific food cart pod development. Therefore, a full traffic impact analysis is not warranted as part of this application; however, the applicant's transportation engineer analyzed trip generation potential for a worst-case scenario within the Affected Area, estimating a potential net increase of 40 PM peak hour trips compared to uses allowed under current regulations. See Exhibit 4.

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.*

Response: The area affected by the proposed Plan Text Amendment, depicted in Exhibit 2, does not have frontage on Highway 99W. Furthermore, the proposed Plan Text Amendment would not authorize additional trips by vehicles that exceed the twenty-thousand-pound gross vehicle weight threshold. At the time of a specific conditional use application for a food cart pod, this criterion may trigger a required TIA.

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.*

Response: No changes to existing driveways are proposed as part of this application, and no new driveways are proposed as part of this application.

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.*

Response: No changes to internal traffic patterns are proposed as part of this application.

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.*

Response: The applicant met with City Engineering, City Planning, and Washington County staff to secure direction on the appropriate level of transportation analysis to include for this proposed Plan Text Amendment. City and County staff concluded that a TIA was not required at this time, though one may be required for future conditional use applications for specific food cart pods. The Transportation Planning Rule analysis in Exhibit 4 provides sufficient detail for the proposed Plan Text Amendment.

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.*

Response: As the applicant is proposing amendments to land use regulations, Transportation Planning Rule compliance is demonstrated in Exhibit 4. This analysis indicates that the proposed Plan Text Amendment does not have a significant effect on transportation facilities. This standard is met.

V. CONCLUSION

The proposed Plan Text Amendment would allow food cart pods in a portion of the Light Industrial zone (within 500 feet of Tualatin-Sherwood Road) subject to Conditional Use approval. This action would support property owners in a manner consistent with the Statewide Planning Goals, Oregon Administrative Rules, Metro Urban Growth Management Functional Plan, and the Sherwood Comprehensive Plan. Based on the information presented and discussed in this narrative and the attached supporting documentation, this application meets applicable standards necessary for land use approval. The applicant respectfully requests approval by the City.



PLANNING DEPARTMENT NEIGHBORHOOD MEETING PACKET

(Required for all Type III, IV or V projects)

Submit the following with land use application materials to the City of Sherwood Planning Department, 22560 SW Pine St., Sherwood, OR 97140: (503) 625-5522.

The purpose of the neighborhood meeting is to solicit input and exchange information about the proposed development per Sherwood Zoning and Community Development Code 16.70.020.

The meeting must be held in a public location **prior** to submitting a land use application.

- ☒ Affidavits of mailing to adjacent property owners that are within 1,000 feet of the subject application.
- ☒ Sign-in sheet(s)
- ☒ Summary of the meeting notes

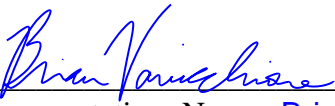
(Projects requiring a neighborhood meeting in which the City or Urban Renewal District is the property owner or applicant shall also provide published and posted notice of the neighborhood meeting consistent with the notice requirements in 16.72.020.)

Affidavit of Mailing

DATE: 10/14/2025

STATE OF OREGON)
)
Multnomah County)

I, Brian Varricchione, representative for the ORWA Sherwood LLC proposed plan text amendment do hereby certify that the attached notice to adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject project, was placed in a U.S. Postal receptacle on 10/14/2025.


Representatives Name: Brian Varricchione
Name of the Organization: Mackenzie

NOTICE OF NEIGHBORHOOD MEETING

October 14, 2025

Re: Neighborhood Meeting for **Plan Text Amendment to allow Food Cart Pods on a limited basis** in Light Industrial zone

Dear Interested Party:

You are cordially invited to attend a neighborhood meeting to learn about a proposed amendment to the Sherwood Zoning and Community Development Code (SZCDC) that Mackenzie is preparing on behalf of a property owner on SW Century Drive (ORWA Sherwood LLC). The upcoming meeting will be held on **October 30, 2025**, as noted below.

The proposed application would consist of a request that the City of Sherwood amend the SZCDC to allow food cart pods to be developed on properties zoned Light Industrial located within 500 feet of Tualatin-Sherwood Road, as pictured on the attached map. This affected area spans from SW Baler Way at the west to property east of Rock Creek at the east, and is approximately 50 acres combined.

The purpose of this meeting is to provide an opportunity for the applicant team and surrounding property owners to discuss this proposal and for attendees to ask questions.

The meeting is scheduled for:

Thursday, October 30, 2025, at 6:00 PM
Marjorie Stewart Senior Community Center
21907 SW Sherwood Boulevard
Sherwood, OR 97140

The meeting will be held in the large classroom in the Marjorie Stewart Senior Community Center.

Please note that this is an informational meeting only, and the proposal may change before the application is submitted to the City. We look forward to sharing the Plan Text Amendment concept with you and hearing your thoughts. If you have any questions, please feel free to contact me at (503) 224-9560 or bvarricchione@mcknze.com.

Sincerely,



Brian Varricchione
Land Use Planning

Enclosure(s): Attachment A – Summary of Proposal
Attachment B – Preliminary map of affected area

Summary of Proposal

Background Information

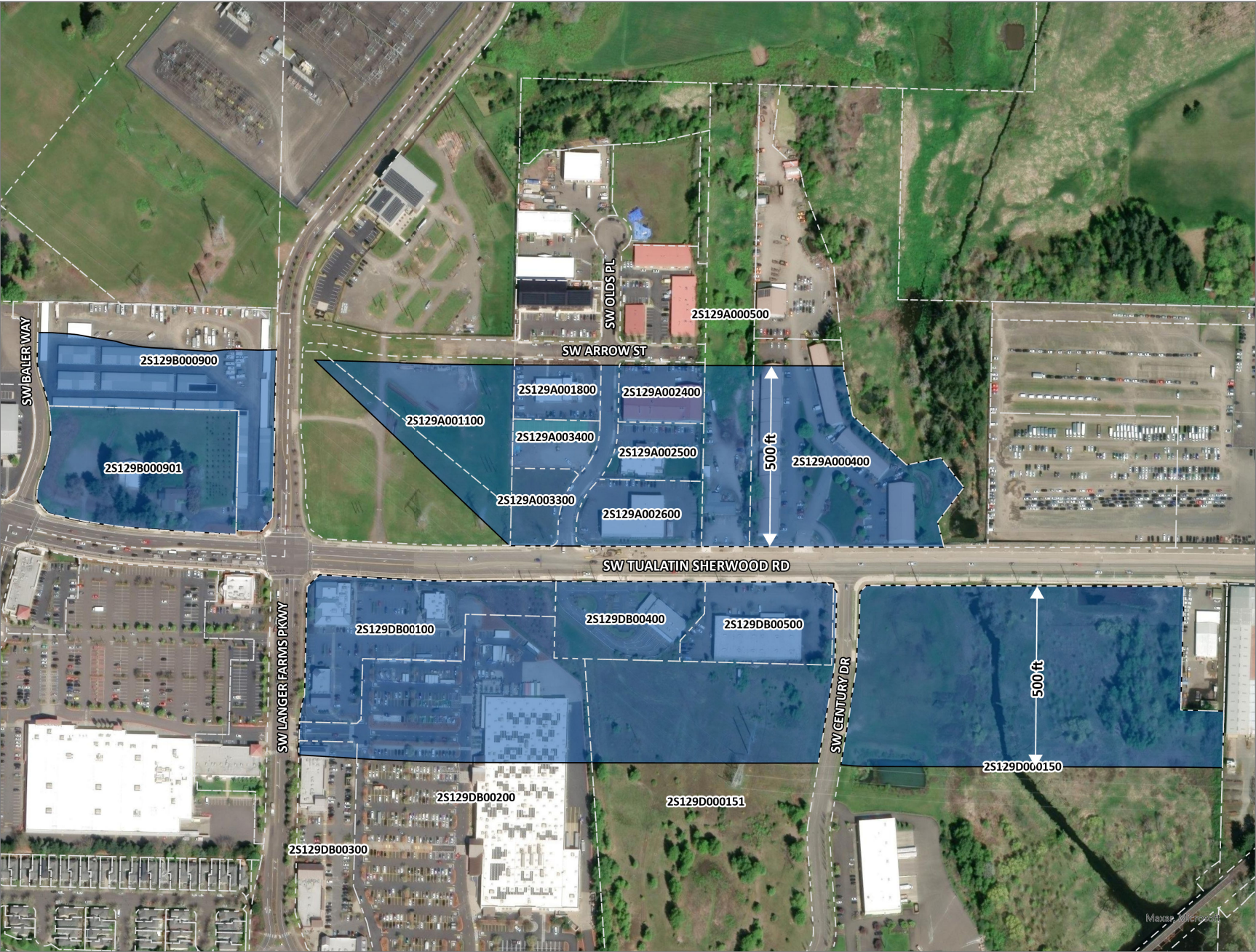
- In 2024, the City of Sherwood adopted rules regulating the design and operation of food cart pods, found in [Chapter 16.39](#) of the Sherwood Zoning and Community Development Code (SZCDC).
- This chapter specifies that food cart pods must have at least 5 food carts, together with a permanent covered dining pavilion and restroom facilities.
- As part of the 2024 process, the City specified that food cart pods could only be allowed in the General Commercial (GC) and Retail Commercial (RC) zones, and only following Planning Commission approval of a Conditional Use Permit.

Current Proposal

- The applicant (ORWA Sherwood LLC) intends to request that the City amend the SZCDC to allow food cart pods as conditional uses in the Light Industrial zone for sites within 500 feet of Tualatin-Sherwood Road.
- See map in Attachment B for the affected area.

Next Steps

- The applicant will formally submit the request to the Sherwood Planning Department.
- The Sherwood Planning Department will review the application and schedule hearings by the Planning Commission and the City Council.
- The Planning Commission will review the application, hold a public hearing, and make a recommendation to the City Council.
- The City Council will review the application, hold a public hearing, and decide whether to approve or deny the applicant's request.
- If the City Council agrees to amend the SZCDC as requested, property owners in the affected area would then have the ability to seek a Conditional Use Permit and Site Plan Review, which the Planning Commission would review to ensure compliance with the food cart pod rules in Chapter 16.39.



**Plan Text Amendment
Affected Area
Sherwood, Oregon**

LEGEND

- Light Industrial Zone
- Tax Lots

0 125 250 500 Feet

SOURCE DATA:
Metro RUS Life Base Data,
June 2025

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North
Lambert Conformal Conic

Date: 9/11/2025
Map Created By: AAF
File: SherwoodFoodCartExploratoryMappingv2
Project No: 2150331.00

Sources: Esri, TomTom,
Garmin, FAO, NOAA,
USGS, ©
OpenStreetMap
Contributors, and the
GIS User Community

PROJECT NUMBER: 2250232.00 ISSUE DATE: November 3, 2025
PROJECT NAME: Sherwood Food Cart Pod

RECORDED BY: Chelsey Reinoehl, Land Use Planner
TO: City of Sherwood Planning Staff
PRESENT: Chelsey Reinoehl, Brian Varricchione – Mackenzie

SUBJECT: Food Cart Pod Plan Text Amendment Neighborhood Meeting (October 30, 2025)

PURPOSE OF MEETING NOTES

These meeting notes have been prepared to identify discussion topics from the Food Cart Pod Plan Text Amendment neighborhood meeting held on October 30, 2025. Sherwood Zoning and Community Development Code 16.70.020 specifies that the notes shall include a summary of issues raised.

MEETING INFORMATION

Neighborhood Meeting
Thursday, October 30, 2025 (6:00 PM)
Majorie Stewart Senior Community Center
21907 SW Sherwood Boulevard
Sherwood, OR 97140

PRESENTATION TOPIC

This meeting was scheduled with the intention of discussing the proposed text amendment to allow food cart pods within a portion of the Light Industrial zone. None of the notified neighbors opted to attend the meeting.

DISCUSSION

There were no attendees at the meeting.

Enclosure(s): Attachment A – Sign-in sheet
Attachment B – Meeting agenda
Attachment C – Meeting graphics

NEIGHBORHOOD MEETING SIGN IN SHEET

Proposed Project: Food Cart Pod Plan Text Amendment for LI properties within 500 feet of Tualatin-Sherwood Road

Proposed Project Location: LI zone within 500 feet of Tualatin-Sherwood Road

Project Contact: Mackenzie, Att: Brian Varricchione, (503) 224-9560, bvarricchione@mcknze.com

Meeting Location: Marjorie Stewart Senior Community Center

Meeting Date: October 30, 2025

Name	Address	E-Mail	Please identify yourself (check all that apply)			
			Resident	Property owner	Business owner	Other
(No members of the public attended the meeting.)						

MACKENZIE.

Portland, OR ■ Vancouver, WA ■ Seattle, WA ■ Sacramento, CA

W MACKENZIE.INC

MEETING AGENDA

PROJECT NUMBER: 2250232.00**TODAY'S DATE:** October 30, 2025**PROJECT NAME:** Sherwood Food Cart Pod**MEETING DATE:** October 30, 2025**MEETING TIME:** 6:00 PM**MEETING PLACE:** Marjorie Stewart Senior Community Center
21907 SW Sherwood Blvd
Sherwood, OR 97140**PARTICIPANTS:** Affected property owners and interested parties**FACILITATOR:** Mackenzie**SUBJECT:** Neighborhood Meeting for Plan Text Amendment

I. INTRODUCTIONS

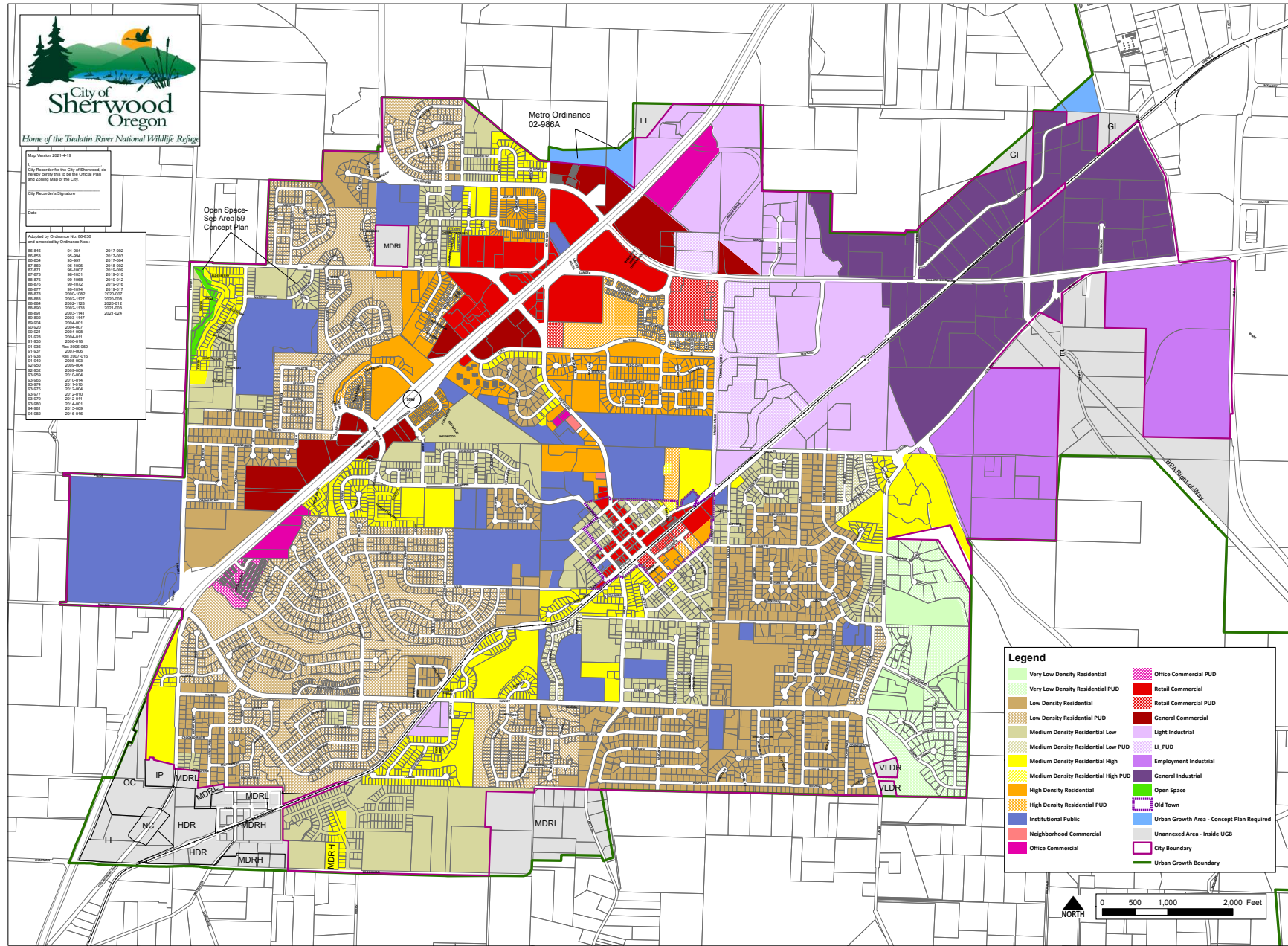
II. DESCRIPTION OF PROPOSAL

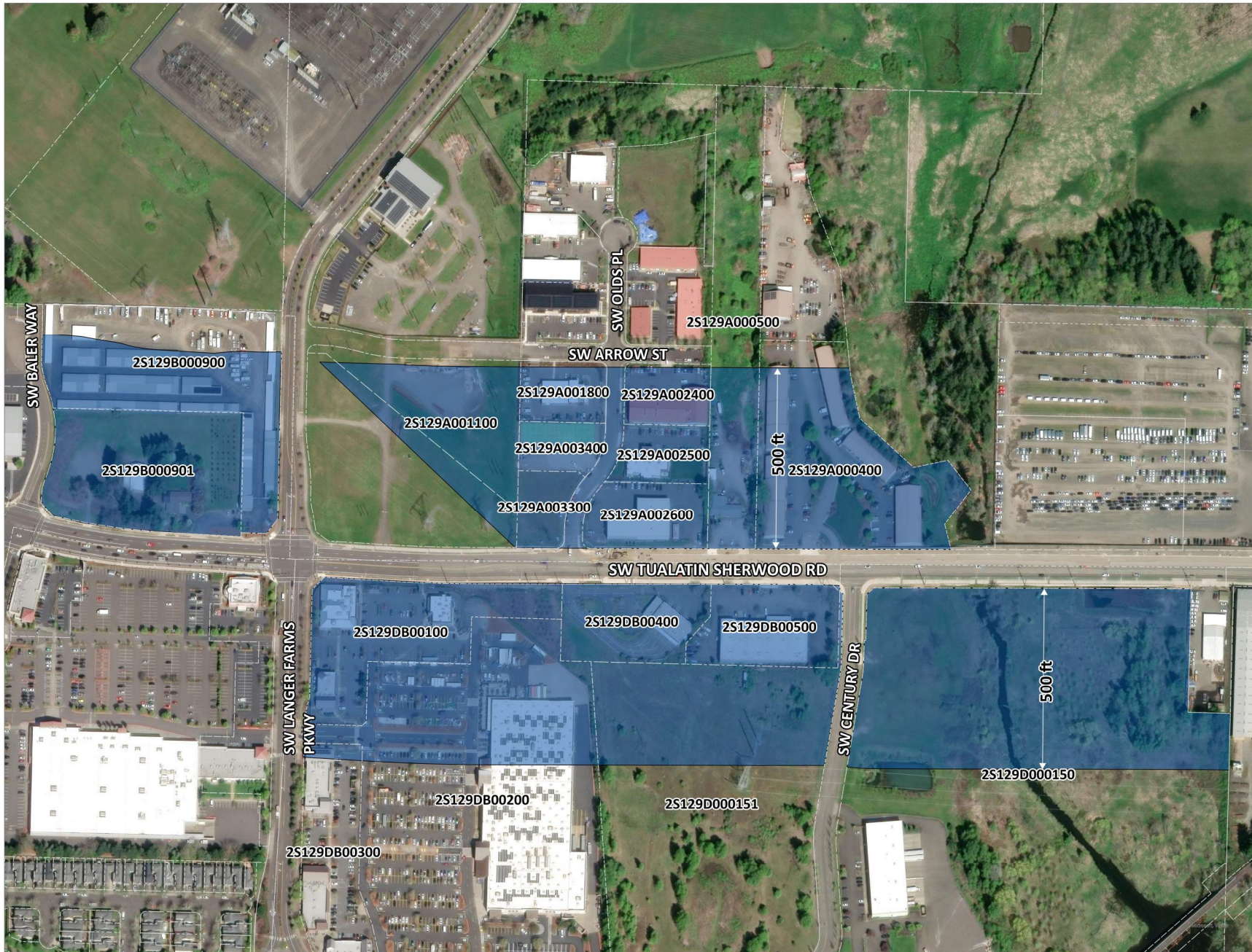
III. DISCUSSION & QUESTIONS BY MEETING ATTENDEES

IV. NEXT STEPS

c: Participants

City of Sherwood Plan and Zone Map





Plan Text Amendment Affected Area Sherwood, Oregon

LEGEND

- Light Industrial Zone
- Tax Lots



SOURCE DATA:
Metro RUS Life Base Data,
June 2025

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North
Lambert Conformal Conic

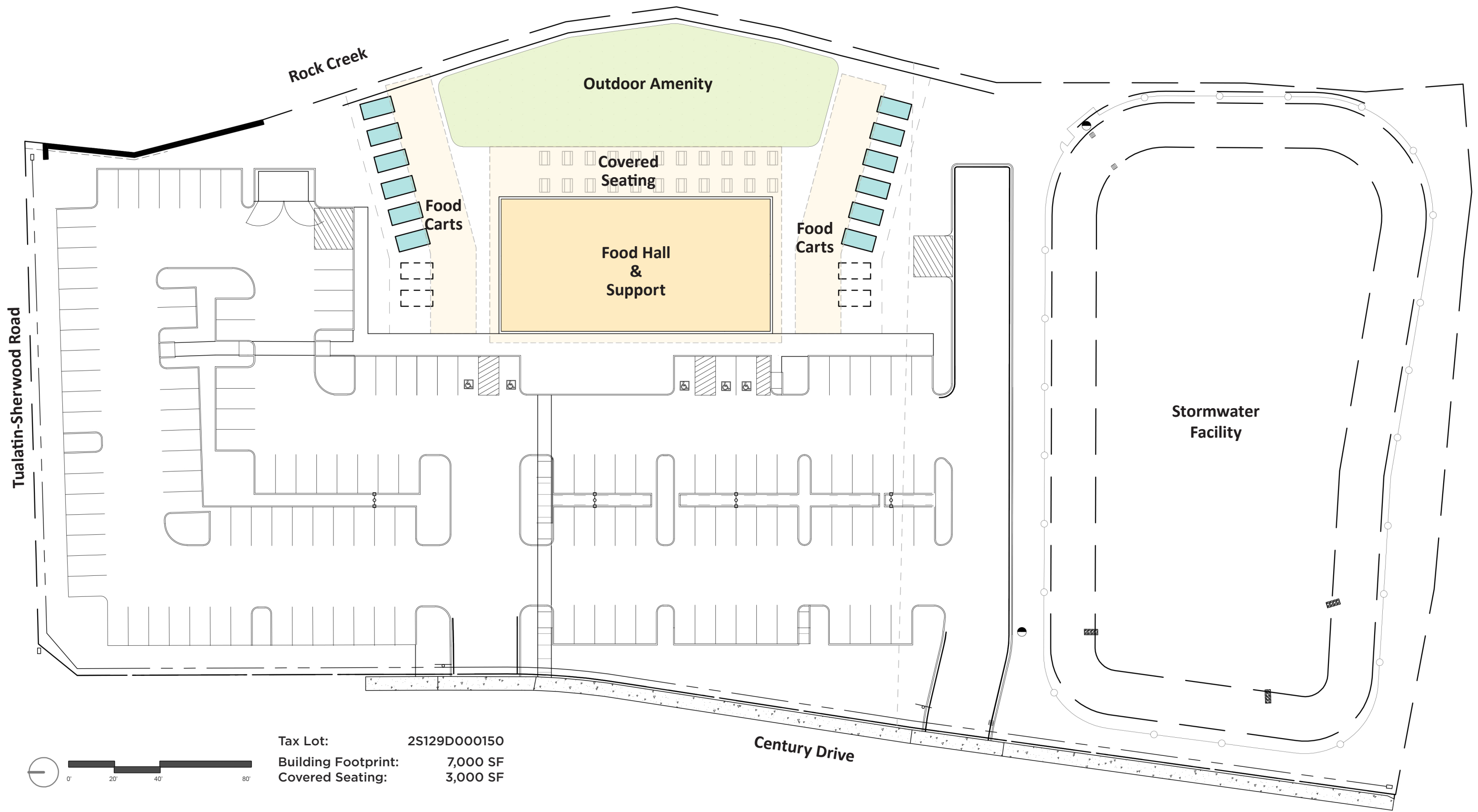
Date: 9/11/2025 Map Created By: AAF
File: SherwoodFoodCart Project No: 2250032.00



MACKENZIE.
Portland, OR • Vancouver, WA • Seattle, WA • Sacramento, CA

RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214
P 503.224.9560 • W MACKENZIE.INC

© 2025 MACKENZIE ALL RIGHTS RESERVED



Tax Lot: 2S129D000150
Building Footprint: 7,000 SF
Covered Seating: 3,000 SF





U.S. Fish and Wildlife Service

National Wetlands Inventory

National Wetlands inventory map



February 17, 2026

Wetlands

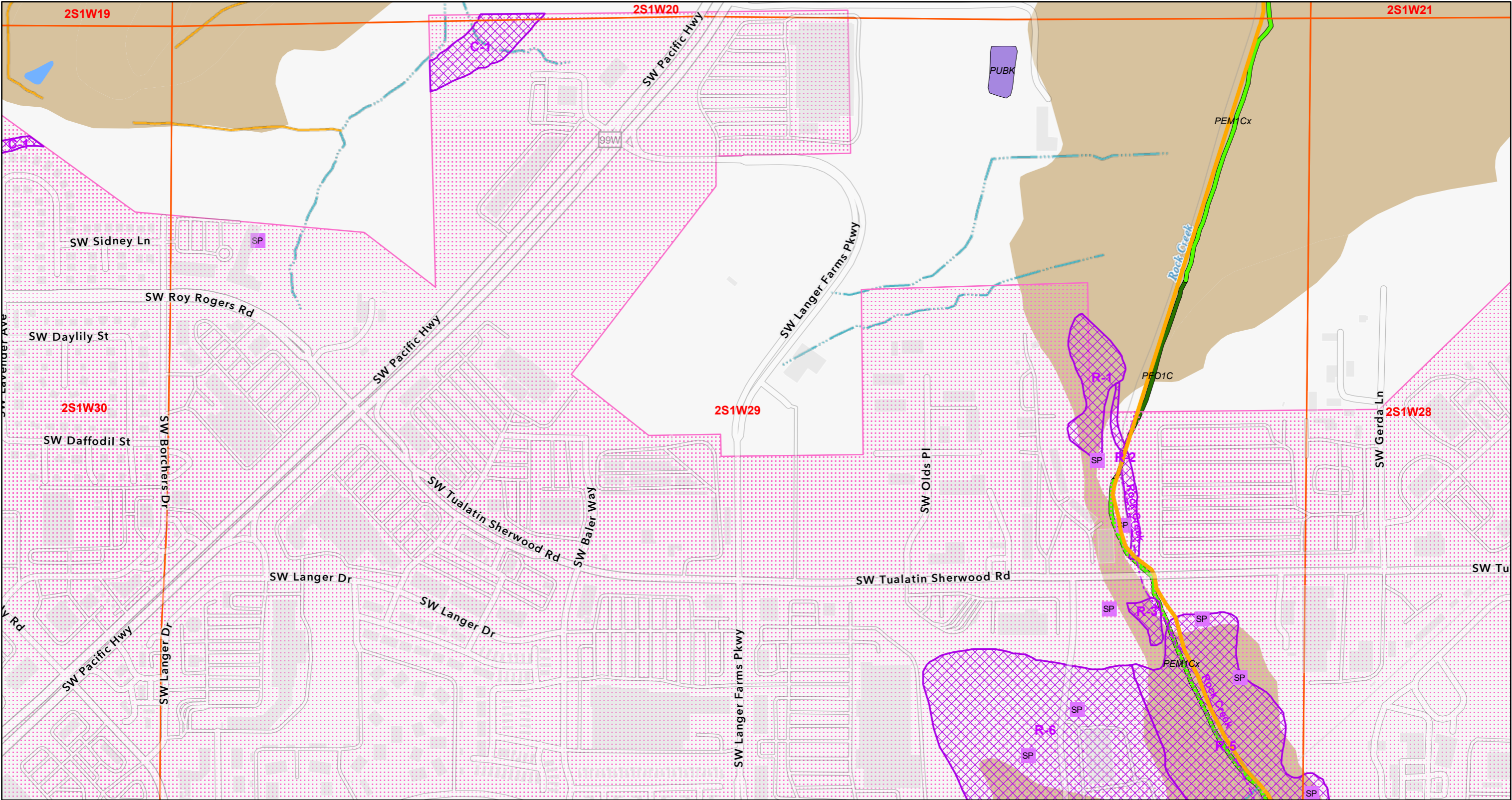
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Statewide Wetlands Inventory

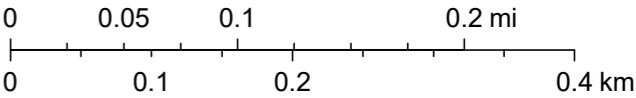


2/17/2026, 12:36:08 PM

1:7,619

- Sections
-
- Essential Salmonid Habitat 2025

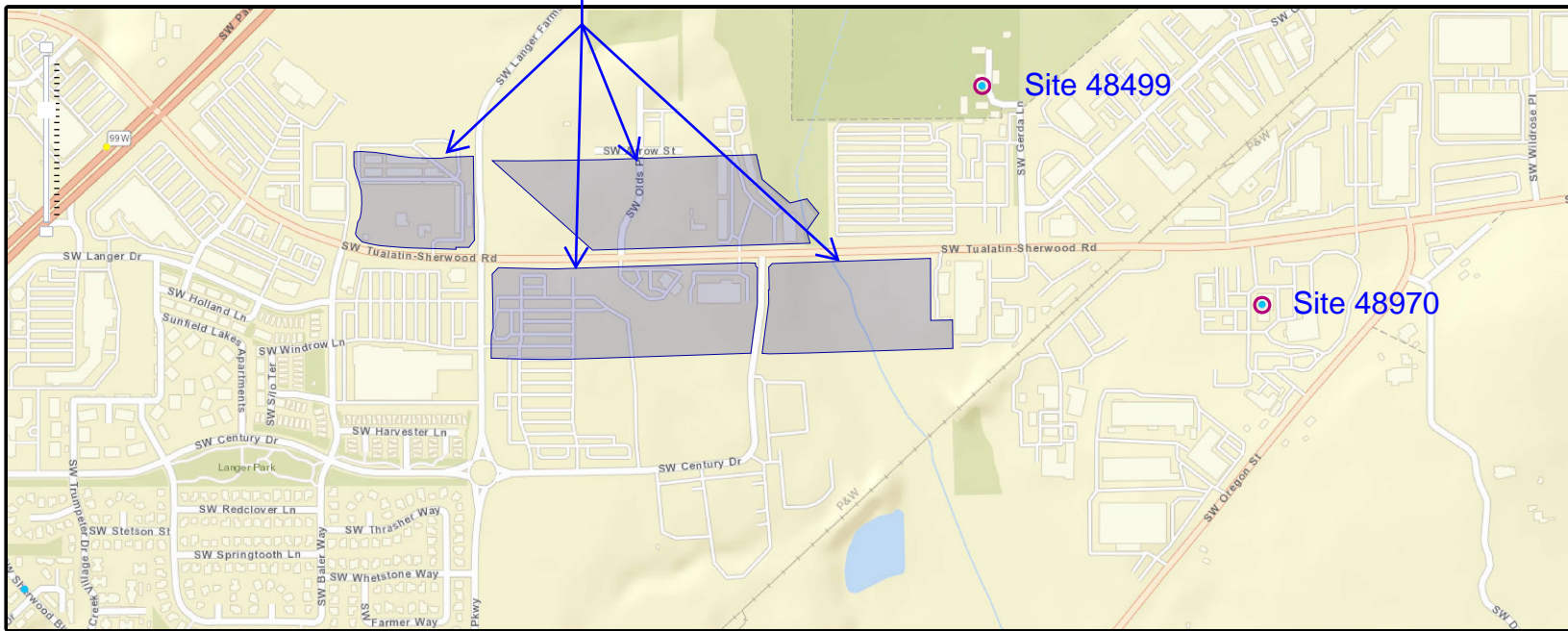
SP



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, USGS TNM – National Hydrography Dataset. Data Refreshed January, 2026.

Approximate area affected by
proposed Plan Text Amendment

Oregon Historic Sites Map



Select Sites / Legend

Legend

- Eligible/Listed
- Eligible
- Not Eligible/Listed
- Not Eligible
- Undetermined/Listed
- Undetermined
- Demolished/Listed
- Demolished

Measurement

Switch Basemap

	Resource ID	Name	Address	City	County	Eligibility	Nat. Register Status	Yr Built
	48499	Cereghinos Barn	Edy Rd	Sherwood	Washington	eligible/contributing		c.1928
	48970	Eldridge, Fredricka, House	13980 SW Tualatin-Sherwood Rd	Sherwood	Washington	eligible/contributing		c.1875

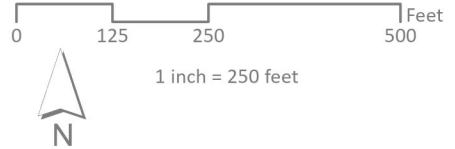
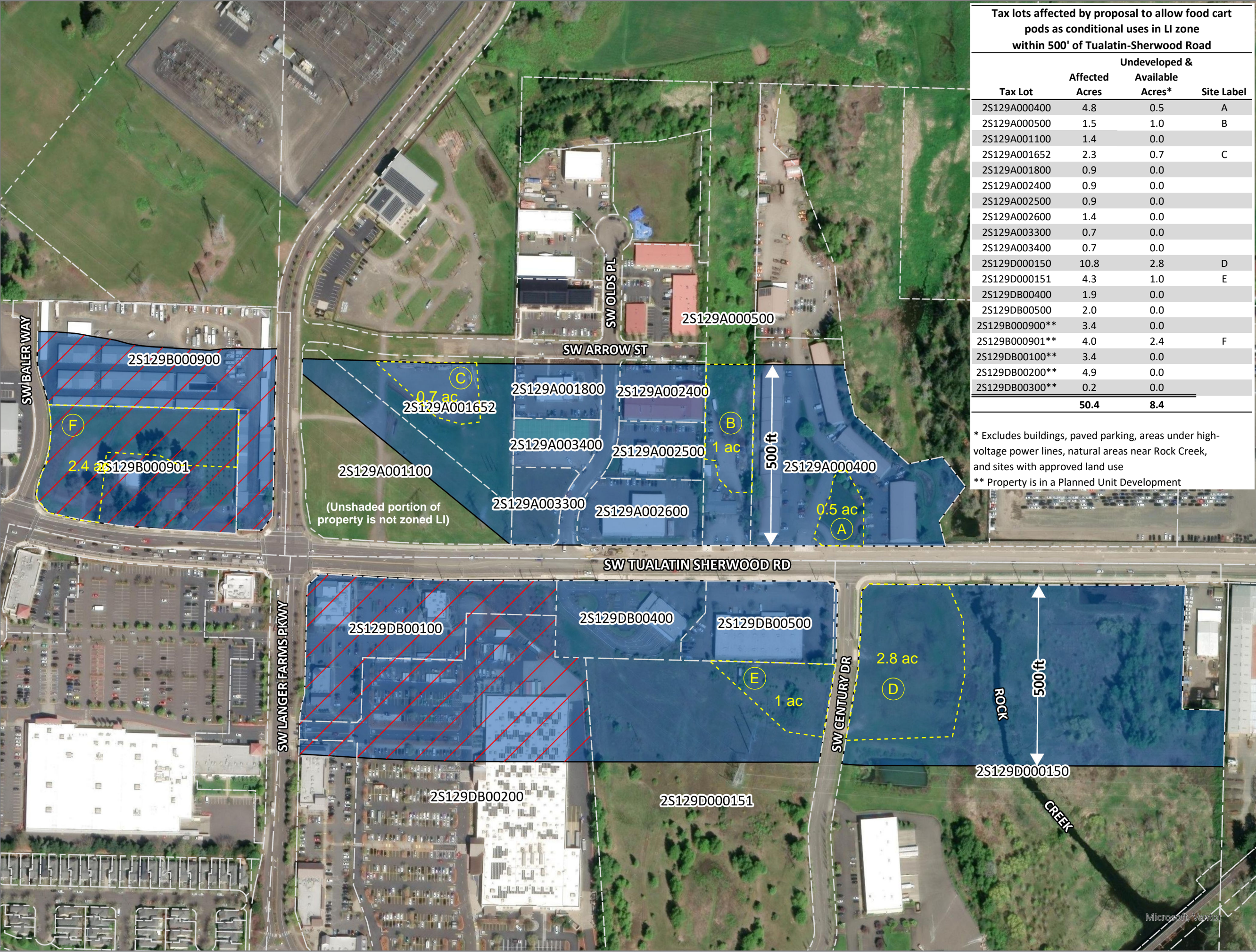
Plan Text Amendment
Affected Area
Sherwood, Oregon

LEGEND

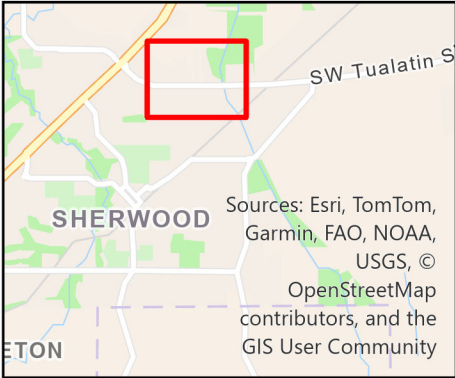
- Light Industrial Zone
- Sites in Planned Unit Developments
- Tax Lots
- Site with undeveloped area that could potentially accommodate a food cart pod

Tax lots affected by proposal to allow food cart pods as conditional uses in LI zone within 500' of Tualatin-Sherwood Road			
Tax Lot	Affected Acres	Undeveloped & Available Acres*	
		Acres*	Site Label
2S129A000400	4.8	0.5	A
2S129A000500	1.5	1.0	B
2S129A001100	1.4	0.0	C
2S129A001652	2.3	0.7	
2S129A001800	0.9	0.0	
2S129A002400	0.9	0.0	D
2S129A002500	0.9	0.0	
2S129A002600	1.4	0.0	
2S129A003300	0.7	0.0	E
2S129A003400	0.7	0.0	
2S129D000150	10.8	2.8	
2S129D000151	4.3	1.0	F
2S129DB00400	1.9	0.0	
2S129DB00500	2.0	0.0	
2S129B000900**	3.4	0.0	F
2S129B000901**	4.0	2.4	
2S129DB00100**	3.4	0.0	
2S129DB00200**	4.9	0.0	F
2S129DB00300**	0.2	0.0	
50.4		8.4	

* Excludes buildings, paved parking, areas under high-voltage power lines, natural areas near Rock Creek, and sites with approved land use
** Property is in a Planned Unit Development



SOURCE DATA: Metro RLIS Lite Base Data, June 2025
GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic
Date: 11/12/2025
File: SherwoodFoodCartMapping
Map Created By: AAF
Project No: 2250232.00



Memorandum

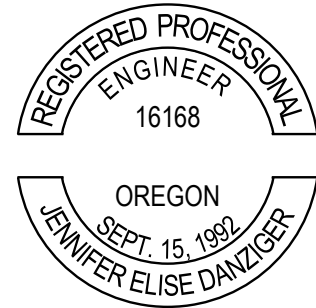
To: City of Sherwood

Copy: Mackenzie

From: Jennifer Danziger, PE

Date: December 9, 2025

Subject: Zoning Code Amendment - Food Cart Pods
Transportation Planning Rule Analysis



RENEWS: 12/31/2025

Introduction

A zone code amendment is proposed for Chapter 16.31 – Industrial Land Use Districts of the Sherwood Municipal Code (SMC). The amendment would add Food Cart Pods as a conditional use in the Light Industrial (LI) zone. It includes language consistent with Food Cart Pods in other zones but includes a further restriction that limits the location of the use in LI zones to within 500 feet of Tualatin-Sherwood Road.

This memorandum details the potential trip generation associated with the proposed amendment and evaluates the criteria of the Oregon Transportation Planning Rule. Detailed information on trip generation calculations and are included as attachments to this report.

Location Description

Figure 1 presents an aerial image of the areas where the proposed amendment would apply. The undeveloped available acreage where food cart pods could potentially be developed are outlined with a dashed yellow line.

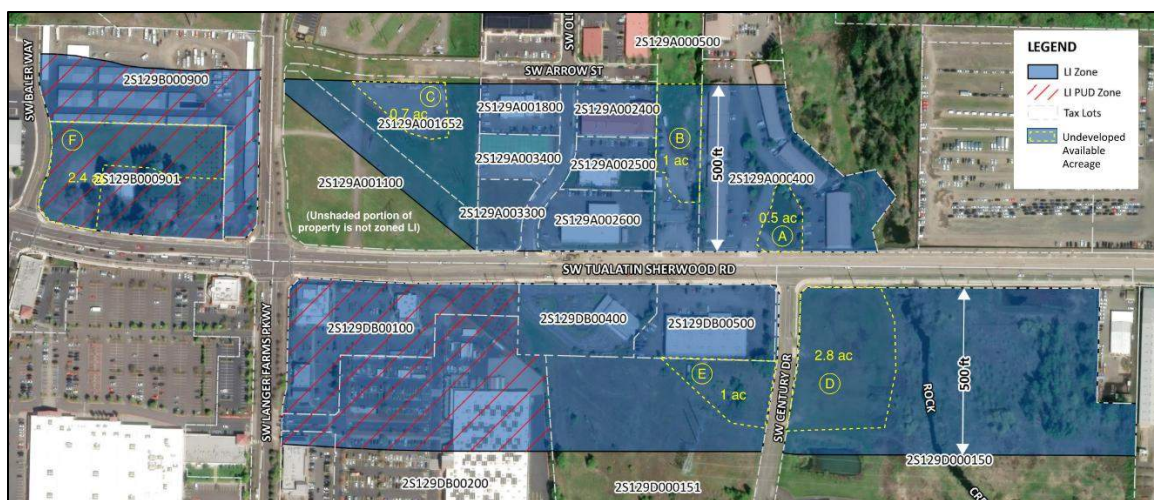


Figure 1: Project Location (Source: Mackenzie)

There are six potential areas where a food cart pod could be sited. Table 1 lists the areas by tax lot number and shows the undeveloped and available acreage for each lot.

Table 1: Potential Areas for Food Cart Pods

Site	Tax Lot	Acres	Zoning
A	2S129A000400	0.5	LI
B	2S129A000500	1.0	LI
C	2S129A001652	0.7	LI
D	2S129D000150	2.8	LI
E	2S129D000151	1.0	LI
F	2S129B000901	2.4	LI-PUD
	Total	8.4	-

Potential Development Assumptions

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system can support possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations. The TPR requires an analysis of a reasonable worst-case development scenario of the site under existing and proposed zoning.

Existing Zoning Code Scenarios

Because the proposed zoning amendments would allow food cart pods as a conditional use, the potential development assumptions for the worst-case development scenarios consider other conditional uses in the LI Zone. Chapter 16.31 of the SMC currently allows Office as a permitted use and Retail (limited options), Personal Services, and Restaurant (no drive-through) as conditional uses in the LI Zone.

Potential development scenarios were developed for each site listed in Table 1 with undeveloped acreage based on the following assumptions:

- 20 percent of the developable area will be dedicated to supporting infrastructure and setbacks
- Potential site development options provide the minimum parking standards required in Table 1 of Chapter 16.94.020 - Off-Street Parking Standards of the SMC
- The average parking space requires 400 square feet (SF), which accounts for the parking space, drive aisles, and landscaping requirements
- Non-industrial uses are limited in size to 5,000 SF in a single outlet and no more than 20,000 SF in multiple outlets in the same development project
- The remainder of the site will be developed as general light industrial land use with a lot coverage of 50 percent and a minimum building size of 5,000 SF



Using these assumptions for potential development scenarios for each site in Table 1 were developed including:

- Office
- Retail strip with a mix of sales and personal services
- Restaurant – assumed to be sit-down with table service
- Mixed use – retail strip with up to 5,000 SF of restaurant assumed to be sit-down with no or limited table service

Table 2 summarizes the development scenarios under existing zoning for each site with developable area based on the assumptions outlined above. Attachment A includes more detailed calculations for each site and development scenario.

Table 2: Potential Development Scenarios Under Existing Zoning

Site	Undeveloped & Available		Building Size (SF)			
	Tax Lot	Acres	Office/ Industrial	Retail/ Industrial	Restaurant/ Industrial	Mixed Use/ Industrial
A	2S129A000400	0.5	8,370 / 0	6,590 / 0	2,440 / 0	3,930 / 0
B	2S129A000500	1.0	16,750 / 0	13,200 / 0	4,890 / 0	7,860 / 0
C	2S129A001652	0.7	11,720 / 0	9,230 / 0	3,420 / 0	5,500 / 0
D	2S129D000150	2.8	20,000 / 34,990	20,000 / 27,990	13,700 / 0	20,000 / 13,990
E	2S129D000151	1.0	16,750 / 0	13,200 / 0	4,890 / 0	7,860 / 0
F	2S129B000901	2.4	20,000 / 26,270	20,000 / 19,270	11,740 / 0	18,860 / 7,950

Proposed Zoning Code Scenarios

The proposed zoning code amendments would allow the development of food cart pods that conform to the standards and criteria for Food Cart Pods in Chapter 16.39 and are limited to a total area of 20,000 SF.

Development of potential scenarios focused on food carts used the same assumptions outlined for the existing zoning code scenarios. Additionally, observations of other food cart pods (Happy Valley Station, BGs Food Cartel in Beaverton, Midtown Beer Garden in Portland, Hawthorne Asylum Food Cart Pod in Portland, Piknik Park in Sellwood, Breakside Food Carts in Beaverton) were used to estimate an average area per cart including shared spaces. The average areas ranged from approximately 900 SF per cart to 1,200 SF per cart. For a conservative estimate in this analysis an average area of 900 SF per cart was assumed with the following breakdown:

- 200 SF per food cart, which assumes cart size of approximate 10 feet x 20 feet.
- 200 SF per food cart dedicated to seating (covered and/or uncovered, rest areas, etc.) assuming a minimum of 5 carts in a pod for a minimum of 1,000 SF
- 500 SF per food cart for storage, circulation, and access



Table 3 presents the development scenarios with the proposed zoning code amendments to allow food carts for each site with developable area based on the assumptions outlined above. Attachment A includes more detailed calculations for each site for the food cart development scenario.

Table 3: Potential Development Scenarios Under Proposed Zoning

Site	Undeveloped & Available		Food Carts	Covered Area (SF)	Industrial Building (SF)
	Tax Lot	Acres			
A	2S129A000400	0.5	10	2,000	0
B	2S129A000500	1.0	20	4,000	0
C	2S129A001652	0.7	14	2,800	0
D	2S129D000150	2.8	22	4,400	37,610
E	2S129D000151	1.0	20	4,000	0
F	2S129B000901	2.4	22	4,400	28,900

Trip Estimates

Assumptions

To compare trips that could be generated by the proposed zoning code amendments versus the current zoning code, trip rates from the *Trip Generation Manual*¹ (TGM) were used based on either square footage of gross floor area or number of food carts. The following land use codes (LUC) were used in the estimates:

- LUC 110 – General Light Industrial – used for industrial buildings in any scenario
- LUC 710 – General Office Building or LUC 712 – Small Office Building – used for Office scenarios
- LUC 822 – Strip Retail Plaza (<40k) – used for Retail scenarios and Mixed-Use scenarios
- LUC 926 – Food Cart Pods – used for Food Cart Scenarios
- LUC 930 – Fast Casual Restaurant – used for Mixed Use scenarios
- LUC 932 – High-Turnover (Sit-Down) Restaurant – used for Restaurant Scenarios

Some of the land uses will have pass-by trips (trips that are already on the adjacent roadway network). The following pass-by rates were used based on the 2025 data in the current TGM or the most similar use with data available:

- LUC 822 – Strip Retail Plaza (<40k) – 40 percent pass-by trips based on closest use - LUC 821 – Shopping Plaza (40-150k)
- LUC 926 – Food Cart Pods – 49 percent pass-by trips based on average of LUC 932- High-Turnover (Sit-Down) Restaurant and LUC 934 – Fast Food Restaurant with Drive-Through Window

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition, 2025.



- LUC 930 – Fast Casual Restaurant – 43 percent pass-by trips based on LUC 932- High-Turnover (Sit-Down) Restaurant
- LUC 932 – High-Turnover (Sit-Down) Restaurant – 43 percent pass-by trips

Trip Comparison

After completing the calculations for all scenarios, the mixed-use retail/restaurant scenario was consistently the highest trip generator following the existing zoning code. Therefore, the mixed-use scenario served as the basis for the comparison with the food cart pod scenario in Table 4. Trip estimates are compared for the PM peak hour and the average weekday. Detailed trip estimates, including the AM peak hour, and comparisons for each potential developable area are included in Attachment B.

Table 4: Trip Generation Comparison for Existing and Proposed Zoning (Sites A-C)

ITE Code	SITE A - Tax Lot 2S129A000400			SITE B - Tax Lot 2S129D000150			SITE C - Tax Lot 2S129A001652		
	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips
Existing Zoning Code									
110 - General Light Industrial	0 SF	0	0	0 SF	0	0	0 SF	0	0
822 - Strip Retail Plaza (<40k)	2,358 SF	15	128	4,716 SF	30	256	3,300 SF	21	180
<i>Pass-By Trips (40%)</i>	-	-6	-52	-	-12	-102	-	-8	-72
Primary Trips	-	9	76	-	18	154	-	13	108
930 - Fast Casual Restaurant	1,572 SF	23	356	3,144 SF	45	710	2,200 SF	32	496
<i>Pass-By Trips (43%)</i>	-	-10	-154	-	-20	-306	-	-14	-214
Primary Trips	-	13	202	-	25	404	-	18	282
Total Primary Trips	-	22	278	-	43	558	-	31	390
Proposed Zoning Code									
110 - General Light Industrial	0 SF	0	0	0 SF	0	0	0 SF	0	0
926 - Food Cart Pods	10 Carts	62	734	20 Carts	123	1,468	14 Carts	86	1,028
<i>Pass-By Trips (43%)</i>	-	-30	-360	-	-60	-720	-	-42	-504
Primary Trips	-	32	374	-	63	748	-	44	524
Total Primary Trips	-	32	374	-	63	748	-	44	524
Net Change									
Proposed - Existing	-	10	96	-	20	190	-	13	134



Table 4: Trip Generation Comparison for Existing and Proposed Zoning (Sites D-F)

ITE Code	SITE D - Tax Lot 2S129D000150			SITE E - Tax Lot 2S129D000151			SITE F - Tax Lot 22S129B000901		
	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips
Existing Zoning Code									
110 - General Light Industrial	11,190 SF	5	40	0 SF	0	0	7,950 SF	4	28
822 - Strip Retail Plaza (<40k)	15,000 SF	94	816	4,716 SF	30	256	14,145 SF	89	770
<i>Pass-By Trips (40%)</i>	-	-38	-326	-	-12	-102	-	-36	-308
Primary Trips	-	56	490	-	18	154	-	53	462
930 - Fast Casual Restaurant	5,000 SF	72	1,130	3,144 SF	45	710	4,715 SF	68	1,066
<i>Pass-By Trips (43%)</i>	-	-30	-486	-	-20	-306	-	-30	-458
Primary Trips	-	42	644	-	25	404	-	38	608
Total Primary Trips	-	103	1,174	-	43	558	-	95	1,098
Proposed Zoning Code									
110 - General Light Industrial	36,710 SF	18	132	0 SF	0	0	28,900 SF	14	104
926 - Food Cart Pods	22 Carts	136	1,614	20 Carts	123	1,468	22 Carts	136	1,614
<i>Pass-By Trips (43%)</i>	-	-66	-790	-	-60	-720	-	-66	-790
Primary Trips	-	70	824	-	63	748	-	70	824
Total Primary Trips	-	88	956	-	63	748	-	84	928
Net Change									
Proposed - Existing	-	-15	-218	-	20	190	-	-11	-170

For each site, the potential trip generation for the reasonable worst-case scenario under the existing zoning code was subtracted from the reasonable worst-case scenario with the proposed zoning code amendments. For the four smaller sites, the scenarios with the proposed zoning code were estimated to generate a greater number of trips than the existing zoning code. For the two larger sites, the trip generation under the existing code was greater than the proposed zoning code.

Worst-Case Scenario

Although there are six sites that could potentially develop with food carts under the proposed zoning code amendments, it is unlikely that more than two sites would concurrently support a food cart pod. Therefore, to develop a worst-case scenario for the TPR evaluation, the net change for two sites, B and E, were combined, as shown in Table 5. The result is a potential net increase of 40 PM peak hour trips and 380 daily trips.



Table 5: Worst-Case Trip Generation Calculation

Undeveloped & Available			Existing Zoning Code		Proposed Zoning Code		Net Change	
Site	Tax Lot	Acres	PM Trips	Weekday Trips	PM Trips	Weekday Trips	PM Trips	Weekday Trips
A	2S129A000400	0.5	22	278	32	374	10	96
B	2S129A000500	1.0	43	558	63	748	20	190
C	2S129A001652	0.7	31	390	44	524	13	134
D	2S129D000150	2.8	103	1,174	88	956	-15	-218
E	2S129D000151	1.0	43	558	63	748	20	190
F	2S129B000901	2.4	95	1,098	84	928	-11	-170
Worst-Case (Sites B + E)							40	380

Transportation Planning Rule Findings

The applicable elements of the TPR are each quoted directly in *italics* below, with responses following.

OAR 660-012-0060

(1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

(a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

Response: Subsection (a) is not triggered because the functional classification of an existing or planned transportation facility is not changed by the proposal.

(b) *Change standards implementing a functional classification system; or*

Response: Subsection (b) is not triggered because the standards for implementing a functional classification system are not changed by the proposal.

(c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*



- (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response:

Regarding paragraph (A), five of the six areas that could potentially accommodate a food cart pod would take access from a Collector Street while the sixth would share an access on SW Tualatin-Sherwood Road with existing development. According to the Sherwood Transportation System Plan (TSP)², “collector streets provide both access and circulation within and between residential and commercial/industrial areas.” As a commercial use, the proposed food cart pods are an appropriate use along a collector street. The potential PM peak hour trip generation with a food cart pod on any of these sites is estimated to be 20 trips or less compared with other conditional uses that could be developed on these sites. Thus, the level of travel will remain consistent with the collector classification of these roadways. Although Site A could share a direct access on SW Tualatin-Sherwood Road, the potential increase of 10 PM peak hour trips and 140 daily trips over other conditional uses that could be developed is nominal compared with the nearly 19,000 vehicles per day that travel in the corridor.

Regarding paragraphs (B) and (C), neither the City of Sherwood nor Washington County have a defined threshold that can be used to determine when a project is likely to degrade the performance of a facility. However, the Oregon Department of Transportation (ODOT) defines a threshold at which a project would “significantly affect” a transportation facility in relation to mobility targets. This threshold is detailed in the Oregon Highway Plan (OHP) Action 1F.5, with the relevant sections quoted below:

If an amendment subject to OAR 660-012-0060 increases the volume to capacity ratio further or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.

...

The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- Any proposed amendment that does not increase the average daily trips by more than 400.

This volume has been accepted by many agencies as a reasonable threshold for determining whether additional traffic analysis is needed to understand the consequences of the proposed amendment.

As described in the Trip Generation section, the net increase for the worst-case scenario where two potential sites are developed with food cart pods is estimated at 380 trips with the proposed zoning code changes. This daily trip generation is below the 400-trip impact threshold that is considered a small increase in traffic.

² City of Sherwood, 2014 Sherwood Transportation System Plan (Adopted June 17, 2014).



Therefore, the proposed zoning code amendments will not cause further degradation of the nearby transportation facilities.

Based on this assessment, no TPR analysis that includes future-year traffic operations will be required and the proposed text amendment will not significantly affect a transportation facility.

Conclusion

Based on this comparison of reasonable worst case trip generation, the existing and planned transportation system can accommodate the proposed zoning code amendments and the TPR criteria are satisfied. Therefore, no long-term analysis of traffic operations in the study area is warranted as part of the proposed code amendment.



Attachment A

Potential Development Scenarios Detailed Calculations



Potential Sites for Food Cart Development

Undeveloped & Available					20% Misc.	Cart Area Capped at 20,000 SF						Other	
Site	Tax Lot	Acres	Zone	SF		Max Carts	Allowed Carts	Building Size (SF)	Total Cart Area (SF)	Parking Spaces	Total Area (SF)	Available Area	Building Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	10	10	2,000	9,000	20	21,250	0	0
B	2S129A000500	1.0	LI	43,560	8,710	20	20	4,000	18,000	40	42,500	0	0
C	2S129A001652	0.7	LI	30,490	6,100	14	14	2,800	12,600	28	29,750	0	0
D	2S129D000150	2.8	LI	121,970	24,390	57	22	4,400	19,800	44	46,750	75,220	37,610
E	2S129D000151	1.0	LI	43,560	8,710	20	20	4,000	18,000	40	42,500	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	49	22	4,400	19,800	44	46,750	57,790	28,900
Total		8.4											

Area Assumptions (SF)

- 200 Minimum area per food cart (~10x20)
- 500 Storage + other miscellaneous outdoor space
- 200 Building area per food cart (based on min 1000 per 5 carts)
- 400 Area per parking space
- 1,700 Total per cart

Parking Requirement 2 per cart

Potential Sites for Food Cart Development - Office Use

Undeveloped & Available					20% Misc.	Building Area Capped at 20,000 SF				Other Industrial	
Site	Tax Lot	Acres	Zone	SF		Max Units	Building Size (SF)	Parking Spaces	Total Area (SF)	Available Area (SF)	Building Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	8.37	8,370	23	21,760	0	0
B	2S129A000500	1.0	LI	43,560	8,710	16.75	16,750	46	43,550	0	0
C	2S129A001652	0.7	LI	30,490	6,100	11.72	11,720	32	30,470	0	0
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	52,000	69,970	34,990
E	2S129D000151	1.0	LI	43,560	8,710	16.75	16,750	46	43,550	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	20.00	20,000	54	52,000	52,540	26,270
Total		8.4									

Area Assumptions (SF)

1,000 Building Unit

400 Area per parking space

2,080

Parking Requirement 2.7 per KSF

Potential Sites for Food Cart Development - Retail Use

Undeveloped & Available					20% Misc.	Building Area Capped at 20,000 SF				Other Industrial	
Site	Tax Lot	Acres	Zone	SF		Max Units	Building Size (SF)	Parking Spaces	Total Area (SF)	Available Area (SF)	Building Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	6.59	6,590	18	21,750	0	0
B	2S129A000500	1.0	LI	43,560	8,710	13.20	13,200	36	43,560	0	0
C	2S129A001652	0.7	LI	30,490	6,100	9.23	9,230	25	30,460	0	0
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	66,000	55,970	27,990
E	2S129D000151	1.0	LI	43,560	8,710	13.20	13,200	36	43,560	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	20.00	20,000	54	66,000	38,540	19,270
Total		8.4									

Area Assumptions (SF)

1,000 Building Unit

400 Area per parking space

2,640

Parking Requirement 4.1 per KSF

Potential Sites for Food Cart Development - Restaurant Use

Undeveloped & Available					20% Misc.	Building Area Capped at 20,000 SF				Other Industrial	
Site	Tax Lot	Acres	Zone	SF		Max Units	Building Size (SF)	Parking Spaces	Total Area (SF)	Available Area (SF)	Building Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	2.44	2,440	7	21,720	0	0
B	2S129A000500	1.0	LI	43,560	8,710	4.89	4,890	14	43,520	0	0
C	2S129A001652	0.7	LI	30,490	6,100	3.42	3,420	10	30,440	0	0
D	2S129D000150	2.8	LI	121,970	24,390	13.70	13,700	37	121,930	0	0
E	2S129D000151	1.0	LI	43,560	8,710	4.89	4,890	14	43,520	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	11.74	11,740	32	104,490	0	0
Total		8.4									

Area Assumptions (SF)

1,000 Building Unit

400 Area per parking space

7,120

Parking Requirement 15.3 per KSF

Potential Sites for Food Cart Development - Mixed Retail/Restaurant

Undeveloped & Available					20% Misc.	Building Area Capped at 20,000 SF				Other Industrial		Rest. %
						Max Units	Building Size (SF)	Parking Spaces	Total Area (SF)	Available Area (SF)	Building Size (SF)	
Site	Tax Lot	Acres	Zone	SF	Misc.	Units	Size (SF)	Spaces	Area (SF)	Area (SF)	Size (SF)	Misc.
A	2S129A000400	0.5	LI	21,780	4,360	3.93	3,930	11	18,470	0	0	40%
B	2S129A000500	1.0	LI	43,560	8,710	7.86	7,860	22	36,940	0	0	40%
C	2S129A001652	0.7	LI	30,490	6,100	5.50	5,500	15	25,850	0	0	40%
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	94,000	27,970	13,990	25%
E	2S129D000151	1.0	LI	43,560	8,710	7.86	7,860	22	36,940	0	0	40%
F	2S129B000901	2.4	LI-PUD	104,540	20,910	18.86	18,860	51	88,640	15,900	7,950	25%
		8.4										

Area Assumptions (SF)

1,000	Building Unit
400	Area per parking space
3,760	25%
3,984	30%
4,208	35%
4,432	40%

Parking Requirement	15.3	per KSF	Restaurant
Parking Requirement	4.1	per KSF	Retail
Percent Restaurant	25-40%		

Attachment B

Trip Generation Estimates Summaries and Detailed Calculations



SITE A
Tax Lot 2S129A000400

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
712 - Small Office Building	8.370	1000 SF GFA	12	2	14	6	12	18	120
822 - Strip Retail Plaza (<40k)	6.590	1000 SF GFA	14	12	26	21	20	41	358
Pass-By Trips	40%		-5	-5	-10	-8	-8	-16	-144
Primary Trips			9	7	16	13	12	25	214
932 - High-Turnover (Sit-Down) Restaurant	2.440	1000 SF GFA	12	10	22	13	9	22	254
Pass-By Trips	43%		-5	-5	-10	-5	-5	-10	-110
Primary Trips			7	5	12	8	4	12	144
822 - Strip Retail Plaza (<40k)	2.358	1000 SF GFA	5	4	9	8	7	15	128
Pass-By Trips	40%		-2	-2	-4	-3	-3	-6	-52
Primary Trips			3	2	5	5	4	9	76
930 - Fast Casual Restaurant	1.572	1000 SF GFA	1	1	2	13	10	23	356
Pass-By Trips	43%		0	0	0	-5	-5	-10	-154
Primary Trips			1	1	2	8	5	13	202
Total Primary Trips			4	3	7	13	9	22	278
Proposed Zoning									
926 - Food Cart Pods	10.000	Food Carts	12	6	18	31	31	62	734
Pass-By Trips	49%		-4	-4	-8	-15	-15	-30	-360
Primary Trips			8	2	10	16	16	32	374

SITE B
Tax Lot 2S129D000150

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	16.750	1000 SF GFA	18	3	21	3	17	20	132
822 - Strip Retail Plaza (<40k)	13.200	1000 SF GFA	29	23	52	42	41	83	718
Pass-By Trips	40%		-10	-10	-20	-17	-17	-34	-288
Primary Trips			19	13	32	25	24	49	430
932 - High-Turnover (Sit-Down) Restaurant	4.890	1000 SF GFA	24	20	44	27	18	45	508
Pass-By Trips	43%		-9	-9	-18	-10	-10	-20	-218
Primary Trips			15	11	26	17	8	25	290
822 - Strip Retail Plaza (<40k)	4.716	1000 SF GFA	10	9	19	15	15	30	256
Pass-By Trips	40%		-4	-4	-8	-6	-6	-12	-102
Primary Trips			6	5	11	9	9	18	154
930 - Fast Casual Restaurant	3.144	1000 SF GFA	3	2	5	26	19	45	710
Pass-By Trips	43%		-1	-1	-2	-10	-10	-20	-306
Primary Trips			2	1	3	16	9	25	404
Total Primary Trips			8	6	14	25	18	43	558
Proposed Zoning									
926 - Food Cart Pods	20.000	Food Carts	22	13	35	62	61	123	1,468
Pass-By Trips	49%		-9	-9	-18	-30	-30	-60	-720
Primary Trips			13	4	17	32	31	63	748

SITE C
Tax Lot 2S129A001652

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	11.720	1000 SF GFA	13	2	15	2	12	14	92
822 - Strip Retail Plaza (<40k)	9.230	1000 SF GFA	20	16	36	29	29	58	502
Pass-By Trips	40%		-7	-7	-14	-12	-12	-24	-200
Primary Trips			13	9	22	17	17	34	302
932 - High-Turnover (Sit-Down) Restaurant	3.420	1000 SF GFA	17	14	31	19	12	31	354
Pass-By Trips	43%		-7	-7	-14	-7	-7	-14	-152
Primary Trips			10	7	17	12	5	17	202
822 - Strip Retail Plaza (<40k)	3.300	1000 SF GFA	7	6	13	11	10	21	180
Pass-By Trips	40%		-3	-3	-6	-4	-4	-8	-72
Primary Trips			4	3	7	7	6	13	108
930 - Fast Casual Restaurant	2.200	1000 SF GFA	2	1	3	19	13	32	496
Pass-By Trips	43%		-1	-1	-2	-7	-7	-14	-214
Primary Trips			1	0	1	12	6	18	282
Total Primary Trips			5	3	8	19	12	31	390
Proposed Zoning									
926 - Food Cart Pods	14.000	Food Carts	16	9	25	43	43	86	1,028
Pass-By Trips	49%		-6	-6	-12	-21	-21	-42	-504
Primary Trips			10	3	13	22	22	44	524

SITE D
Tax Lot 2S129D000150

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
110 - General Light Industrial	34.990	1000 SF GFA	15	2	17	4	13	17	126
710 - General Office Building	20.000	1000 SF GFA	22	3	25	4	20	24	156
Total Primary Trips			37	5	42	8	33	41	282
110 - General Light Industrial	27.990	1000 SF GFA	11	2	13	3	11	14	100
822 - Strip Retail Plaza (<40k)	20.000	1000 SF GFA	43	36	79	63	63	126	1,090
Pass-By Trips	40%		-16	-16	-32	-25	-25	-50	-436
Primary Trips			27	20	47	38	38	76	654
Total Primary Trips			38	22	60	41	49	90	754
932 - High-Turnover (Sit-Down) Restaurant	13.700	1000 SF GFA	68	55	123	77	49	126	1,422
Pass-By Trips	43%		-26	-26	-52	-27	-27	-54	-612
Primary Trips			42	29	71	50	22	72	810
110 - General Light Industrial	11.190	1000 SF GFA	4	1	5	1	4	5	40
822 - Strip Retail Plaza (<40k)	15.000	1000 SF GFA	32	27	59	47	47	94	816
Pass-By Trips	40%		-12	-12	-24	-19	-19	-38	-326
Primary Trips			20	15	35	28	28	56	490
930 - Fast Casual Restaurant	5.000	1000 SF GFA	5	3	8	42	30	72	1,130
Pass-By Trips	43%		-2	-2	-4	-15	-15	-30	-486
Primary Trips			3	1	4	27	15	42	644
Total Primary Trips			27	17	44	56	47	103	1,174
Proposed Zoning									
110 - General Light Industrial	36.710	1000 SF GFA	15	3	18	4	14	18	132
926 - Food Cart Pods	22.000	Food Carts	25	14	39	68	68	136	1,614
Pass-By Trips	49%		-10	-10	-20	-33	-33	-66	-790
Primary Trips			15	4	19	35	35	70	824
Total Primary Trips			30	7	37	39	49	88	956

SITE E
Tax Lot 2S129D000151

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	16.750	1000 SF GFA	18	3	21	3	17	20	132
822 - Strip Retail Plaza (<40k)	13.200	1000 SF GFA	29	23	52	42	41	83	718
Pass-By Trips	40%		-10	-10	-20	-17	-17	-34	-288
Primary Trips			19	13	32	25	24	49	430
932 - High-Turnover (Sit-Down) Restaurant	4.890	1000 SF GFA	24	20	44	27	18	45	508
Pass-By Trips	43%		-9	-9	-18	-10	-10	-20	-218
Primary Trips			15	11	26	17	8	25	290
822 - Strip Retail Plaza (<40k)	4.716	1000 SF GFA	10	9	19	15	15	30	256
Pass-By Trips	40%		-4	-4	-8	-6	-6	-12	-102
Primary Trips			6	5	11	9	9	18	154
930 - Fast Casual Restaurant	3.144	1000 SF GFA	3	2	5	26	19	45	710
Pass-By Trips	43%		-1	-1	-2	-10	-10	-20	-306
Primary Trips			2	1	3	16	9	25	404
Total Primary Trips			8	6	14	25	18	43	558
Proposed Zoning									
926 - Food Cart Pods	20.000	Food Carts	22	13	35	62	61	123	1,468
Pass-By Trips	49%		-9	-9	-18	-30	-30	-60	-720
Primary Trips			13	4	17	32	31	63	748

SITE F
Tax Lot 22S129B000901

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
110 - General Light Industrial	26.270	1000 SF GFA	11	2	13	3	10	13	94
710 - General Office Building	20.000	1000 SF GFA	22	3	25	4	20	24	156
Total Primary Trips			33	5	38	7	30	37	250
110 - General Light Industrial	19.270	1000 SF GFA	8	1	9	2	7	9	70
822 - Strip Retail Plaza (<40k)	20.000	1000 SF GFA	43	36	79	63	63	126	1,090
Pass-By Trips	40%		-16	-16	-32	-25	-25	-50	-436
Primary Trips			27	20	47	38	38	76	654
Total Primary Trips			35	21	56	40	45	85	724
932 - High-Turnover (Sit-Down) Restaurant	11.740	1000 SF GFA	58	47	105	66	42	108	1,218
Pass-By Trips	43%		-23	-23	-46	-23	-23	-46	-524
Primary Trips			35	24	59	43	19	62	694
110 - General Light Industrial	7.950	1000 SF GFA	3	1	4	1	3	4	28
822 - Strip Retail Plaza (<40k)	14.145	1000 SF GFA	31	25	56	45	44	89	770
Pass-By Trips	40%		-11	-11	-22	-18	-18	-36	-308
Primary Trips			20	14	34	27	26	53	462
930 - Fast Casual Restaurant	4.715	1000 SF GFA	4	3	7	39	29	68	1,066
Pass-By Trips	43%		-2	-2	-4	-15	-15	-30	-458
Primary Trips			2	1	3	24	14	38	608
Total Primary Trips			25	16	41	52	43	95	1,098
Proposed Zoning									
110 - General Light Industrial	28.900	1000 SF GFA	12	2	14	3	11	14	104
926 - Food Cart Pods	22.000	Food Carts	25	14	39	68	68	136	1,614
Pass-By Trips	49%		-10	-10	-20	-33	-33	-66	-790
Primary Trips			15	4	19	35	35	70	824
Total Primary Trips			27	6	33	38	46	84	928



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods

Land Use Code: 926

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: Food Carts

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 10

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	12	6	18

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	31	31	62

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	367	367	734

Average based on Time of Day Data for LUC 930 & 932



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Small Office Building

Land Use Code: 712

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **8.37**

AM PEAK HOUR

Trip Rate: 1.64

	Enter	Exit	Total
Directional Split	83%	17%	
Trip Ends	12	2	14

PM PEAK HOUR

Trip Rate: 2.16

	Enter	Exit	Total
Directional Split	34%	66%	
Trip Ends	6	12	18

WEEKDAY

Trip Rate: 14.39

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	60	60	120



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **6.59**

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	14	12	26

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	21	20	41

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	179	179	358

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **2.44**

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	12	10	22

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	13	9	22

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	127	127	254



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 2.358

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	5	4	9

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	8	7	15

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	64	64	128

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 1.572

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	13	10	23

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	178	178	356



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods
Land Use Code: 926
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: Food Carts
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 20

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	22	13	35

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	62	61	123

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	734	734	1,468

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Office Building
Land Use Code: 710
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **16.75**

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	18	3	21

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	3	17	20

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 13.2

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	29	23	52

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	42	41	83

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	359	359	718

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **4.89**

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	24	20	44

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	27	18	45

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	254	254	508



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **4.716**

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	10	9	19

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	128	128	256

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **3.144**

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	26	19	45

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	355	355	710



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods

Land Use Code: 926

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: Food Carts

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **14**

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	16	9	25

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	43	43	86

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	514	514	1,028

Average based on Time of Day Data for LUC 930 & 932



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Office Building
Land Use Code: 710
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 11.72

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	13	2	15

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	2	12	14

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	46	46	92



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 9.23

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	20	16	36

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	29	29	58

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	251	251	502

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 3.42

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	17	14	31

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	19	12	31

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	177	177	354



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 3.3

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	7	6	13

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	11	10	21

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	90	90	180

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 2.2

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	2	1	3

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	19	13	32

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	248	248	496



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **36.71**

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	15	3	18

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	4	14	18

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods

Land Use Code: 926

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: Food Carts

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 22

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	25	14	39

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	68	68	136

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	807	807	1,614

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **34.99**

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	15	2	17

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	4	13	17

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Office Building
Land Use Code: 710
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 20

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	22	3	25

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	4	20	24

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	78	78	156



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 27.99

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	11	2	13

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	11	14

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	50	50	100

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 20

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	43	36	79

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	545	545	1,090

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 13.7

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	68	55	123

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	77	49	126

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	711	711	1,422



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 11.19

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	4	1	5

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	1	4	5

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	20	20	40

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 15

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	32	27	59

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	47	47	94

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	408	408	816

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 5

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	5	3	8

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	42	30	72

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	565	565	1,130



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods

Land Use Code: 926

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: Food Carts

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 20

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	22	13	35

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	62	61	123

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	734	734	1,468

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Office Building
Land Use Code: 710
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **16.75**

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	18	3	21

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	3	17	20

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 13.2

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	29	23	52

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	42	41	83

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	359	359	718

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **4.89**

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	24	20	44

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	27	18	45

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	254	254	508



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **4.716**

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	10	9	19

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	128	128	256

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **3.144**

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	26	19	45

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	355	355	710



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **28.9**

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	12	2	14

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	11	14

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	52	52	104

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Food Cart Pods

Land Use Code: 926

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: Food Carts

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 22

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	25	14	39

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	68	68	136

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	807	807	1,614

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **26.27**

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	11	2	13

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	10	13

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	47	47	94

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Office Building
Land Use Code: 710
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 20

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	22	3	25

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	4	20	24

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	78	78	156



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 19.27

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	8	1	9

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	2	7	9

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	35	35	70

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 20

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	43	36	79

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	545	545	1,090

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **11.74**

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	58	47	105

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	66	42	108

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	609	609	1,218



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 7.95

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	3	1	4

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	1	3	4

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	14	14	28

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **14.145**

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	31	25	56

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	45	44	89

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	385	385	770

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use: Fast Casual Restaurant
Land Use Code: 930
Land Use Subcategory: All Sites
Setting/Location: General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 4.715

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	4	3	7

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	39	29	68

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	533	533	1,066

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	930		
Land Use	Fast Casual Restaurant		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	4		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	Food Carts Not Open		
1:00 - 2:00 AM			
2:00 - 3:00 AM			
3:00 - 4:00 AM			
4:00 - 5:00 AM			
5:00 - 6:00 AM			
6:00 - 7:00 AM			
7:00 - 8:00 AM	0.0%	0.0%	0.0%
8:00 - 9:00 AM	1.5%	1.5%	1.5%
9:00 - 10:00 AM	2.9%	2.9%	2.9%
10:00 - 11:00 AM	0.7%	1.5%	0.0%
11:00 - 12:00 PM	5.9%	7.4%	4.4%
12:00 - 1:00 PM	14.7%	19.1%	10.3%
1:00 - 2:00 PM	14.7%	13.2%	16.2%
2:00 - 3:00 PM	6.6%	5.9%	7.4%
3:00 - 4:00 PM	4.4%	1.5%	7.4%
4:00 - 5:00 PM	2.9%	2.9%	2.9%
5:00 - 6:00 PM	7.4%	7.4%	7.4%
6:00 - 7:00 PM	9.6%	14.7%	4.4%
7:00 - 8:00 PM	12.5%	8.8%	16.2%
8:00 - 9:00 PM	14.0%	13.2%	14.7%
9:00 - 10:00 PM	Food Carts Not Open		
10:00 - 11:00 PM			
11:00 - 12:00 AM			
	97.8%	100.0%	95.6%
AM vs PM	0.20		
Daily vs PM	13.30		

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	932		
Land Use	High-Turnover (Sit-Down) Restaurant		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	38		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	Food Carts Not Open		
1:00 - 2:00 AM			
2:00 - 3:00 AM			
3:00 - 4:00 AM			
4:00 - 5:00 AM			
5:00 - 6:00 AM			
6:00 - 7:00 AM			
7:00 - 8:00 AM	2.2%	2.7%	1.8%
8:00 - 9:00 AM	3.2%	3.4%	3.0%
9:00 - 10:00 AM	3.6%	3.9%	3.3%
10:00 - 11:00 AM	4.9%	5.6%	4.3%
11:00 - 12:00 PM	9.5%	12.1%	6.8%
12:00 - 1:00 PM	12.3%	12.3%	12.2%
1:00 - 2:00 PM	8.8%	6.6%	11.2%
2:00 - 3:00 PM	4.7%	4.1%	5.3%
3:00 - 4:00 PM	3.8%	3.6%	4.1%
4:00 - 5:00 PM	5.2%	6.3%	4.0%
5:00 - 6:00 PM	8.6%	10.1%	7.0%
6:00 - 7:00 PM	9.4%	10.1%	8.8%
7:00 - 8:00 PM	8.2%	7.1%	9.3%
8:00 - 9:00 PM	5.6%	4.2%	7.1%
9:00 - 10:00 PM	Food Carts Not Open		
10:00 - 11:00 PM			
11:00 - 12:00 AM			

90.1%

92.0%

88.2%

AM vs PM

0.37

Daily vs PM

10.52

Engineering Department Land Use Application Review Comments & Conditions



Home of the Tualatin River National Wildlife Refuge

To: Hugo Agosto, Associate Planner
From: Craig Christensen P.E., Senior Civil Engineer
Project: Food Cart Text Amendment (LU 2025-018)
Date: February 9, 2026

Engineering staff has reviewed the information provided for the above referenced private development project. Final construction plans will need to meet the standards established by the City of Sherwood Engineering Department and Public Works Department, Clean Water Services (CWS) and Tualatin Valley Fire & Rescue (TVF&R), in addition to requirements established by other jurisdictional agencies providing land use comments. City of Sherwood Engineering Department comments are as follows:

General Information

The land use application is for a text amendment to the Sherwood Municipal Code to allow food cart pods (SMC 16.39) in light industrial zones (SMC 16.31) within 500 feet of SW Tualatin-Sherwood Road with a conditional use permit.

Engineering Summary

The land use application only modifies Sherwood Municipal Code sections 16.31 and 16.39 to accommodate allowing for the development of food cart pods within 500 feet of SW Tualatin-Sherwood Road with a conditional use permit. None of the other language within the food cart pod section of the Sherwood Municipal Code will be changed. Thereby the submittal requirements for the application of and site standards for the development of a food cart pod are unchanged except for the addition of a conditional use permit being required.

Therefore, the Sherwood Engineering Department has no conditions in relation to this Sherwood Municipal Code text amendment.

END OF ENGINEERING CONDITIONS OF APPROVAL

Hugo Hamblin-Agosto

From: Kristen Tabscott <kTabscott@pridedisposal.com>
Sent: Friday, January 30, 2026 9:54 AM
To: Hugo Hamblin-Agosto
Subject: RE: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

I realize this is just a concept drawing so we don't have any comments on that. But we would need to approve any garbage/recycling enclosures prior to an actual site plan being submitted.

Kristen Tabscott
 EXECUTIVE ASSISTANT

—

Pride Disposal & Recycling Company

503-625-6177

pridedisposal.com

Follow the latest Pride news:

[Facebook](#) | [Twitter](#) | [newsletter](#)

From: Hugo Hamblin-Agosto <hamblinagostoh@sherwoodoregon.gov>
Sent: Tuesday, January 27, 2026 8:51 AM
To: Ryan Winfree <Ryan.Winfree@nwnatural.com>; Henry English <henry.english@pgn.com>; Travis Smallwood <Travis.Smallwood@pgn.com>; Jose Marquez <Jose.Marquez@pgn.com>; Jackie Humphreys <humphreysj@CleanWaterServices.org>; Marvin Spiering <spieringm@CleanWaterServices.org>; CWS Comments <LUComments@cleanwaterservices.org>; Kinder Morgan <kmenroachmentspacific@kindermorgan.com>; Kristen Tabscott <kTabscott@pridedisposal.com>; Emily McBride <raindrops2refuge@gmail.com>; Eva Kristofik <eva_kristofik@fws.gov>; Mark Werner <mwerner@pwrr.com>; Darin Smith <dxsmith@bpa.gov>; bstrutz@sherwood.k12.or.us; Gary Bennett <gbennett@sherwood.k12.or.us>; Jessica Tump <tumpj@trimet.org>; ben Baldwin <baldwinb@trimet.org>; Trimet Review <DevelopmentReview@trimet.org>; Metro Notification <landusenotifications@oregonmetro.gov>; CCDRailCrossingLUR@odot.oregon.gov; Jill Hendrickson <Jill.M.HENDRICKSON@odot.state.or.us>; ODOT_R1_DevRev@odot.state.or.us; tony Mills <anthony_mills@washingtoncountyor.gov>; Naomi Vogel <Naomi_Vogel@co.washington.or.us>; LUT Transportation <lutdevtransportation@Washingtoncountyor.gov>; Stephen Roberts <stephen_roberts@co.washington.or.us>; Theresa Cherniak <Theresa_Cherniak@co.washington.or.us>; Bryan Robb <Bryan_Robb@co.washington.or.us>; jason.arn@tvfr.com; Brad Crawford <CrawfordB@SherwoodOregon.gov>; Richard Sattler <SattlerR@SherwoodOregon.gov>; Jason Waters <WatersJ@SherwoodOregon.gov>; Craig Christensen <ChristensenC@SherwoodOregon.gov>; Katie Corgan <CorganK@SherwoodOregon.gov>; Andrew Stirling <StirlingA@SherwoodOregon.gov>; Colleen Resch <ReschC@SherwoodOregon.gov>; Jared Bradbury <BradburyJ@sherwoodoregon.gov>; Ty Hanlon <HanlonT@SherwoodOregon.gov>; Hoon Choe <hoon.choe@USPS.gov>; isaaca@hbapdx.org; Land Use Notice <mlrr.info@oregon.gov>
Subject: RE: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

Morning,

Hugo Hamblin-Agosto

From: DANIELSON Marah B <Marah.B.DANIELSON@odot.oregon.gov>
Sent: Friday, January 23, 2026 1:28 PM
To: ODOT Region 1; Hugo Hamblin-Agosto
Subject: RE: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hi Hugo,
 Thanks for providing ODOT the opportunity to review and comment. It looks like minor code changes not near the State highway, so we do not plan to submit comments.

Have a good weekend 😊

Marah Danielson, Senior Planner

Development Review Program
 Oregon Department of Transportation, Region 1
Marah.b.danielson@odot.oregon.gov
 503.731.8258
 Cell: 503.979.7628

Please note: This email, related attachments and any response may be subject to public disclosure under state law.

From: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.oregon.gov>
Sent: Friday, January 23, 2026 1:10 PM
To: DANIELSON Marah B <Marah.B.DANIELSON@odot.oregon.gov>
Subject: FW: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

Hi Marah,

City of Sherwood is going through a text amendment to add in food cart pod language. Can you review and let me know if there are any concerns/comments?

Thanks!

Melissa Gonzalez-Gabriel (she/her)
 Associate Transportation Planner, ODOT Region 1
 C: (971) 337-6681

Please note: This email, related attachments and any response may be subject to public disclosure under state law.

From: Hugo Hamblin-Agosto <hamblinagostoh@sherwoodoregon.gov>
Sent: Wednesday, January 21, 2026 9:36 AM
To: Ryan Winfree <Ryan.Winfree@nwnatural.com>; Henry English <henry.english@pgn.com>; Travis Smallwood <Travis.Smallwood@pgn.com>; Jose Marquez <Jose.Marquez@pgn.com>; Jackie Humphreys <humphreysj@CleanWaterServices.org>; Marvin Spiering <spieringm@CleanWaterServices.org>; CWS Comments <LUComments@cleanwaterservices.org>; Kinder Morgan <kmenroachmentspacific@kindermorgan.com>; Kristin Tabscott <kTabscott@pridedisposal.com>; Emily McBride <raindrops2refuge@gmail.com>; Eva Kristofik

Hugo Hamblin-Agosto

From: CCD Rail Crossing LUR <CCDRailCrossingLUR@odot.oregon.gov>
Sent: Friday, January 23, 2026 12:20 PM
To: Hugo Hamblin-Agosto
Cc: CCD Rail Crossing LUR
Subject: RE: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hello Hugo,

ODOT Rail Crossing does not have any concerns/comments. Thank you for the opportunity to review.

Have a good day,

Ruth Price

Rail Crossing Program Coordinator
 ODOT | Commerce and Compliance Division
 455 Airport Rd SE, Building A | Salem, OR 97301
 C: 541-250-6788

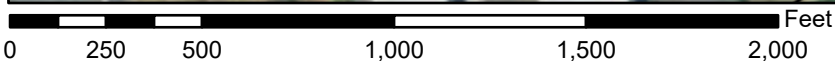
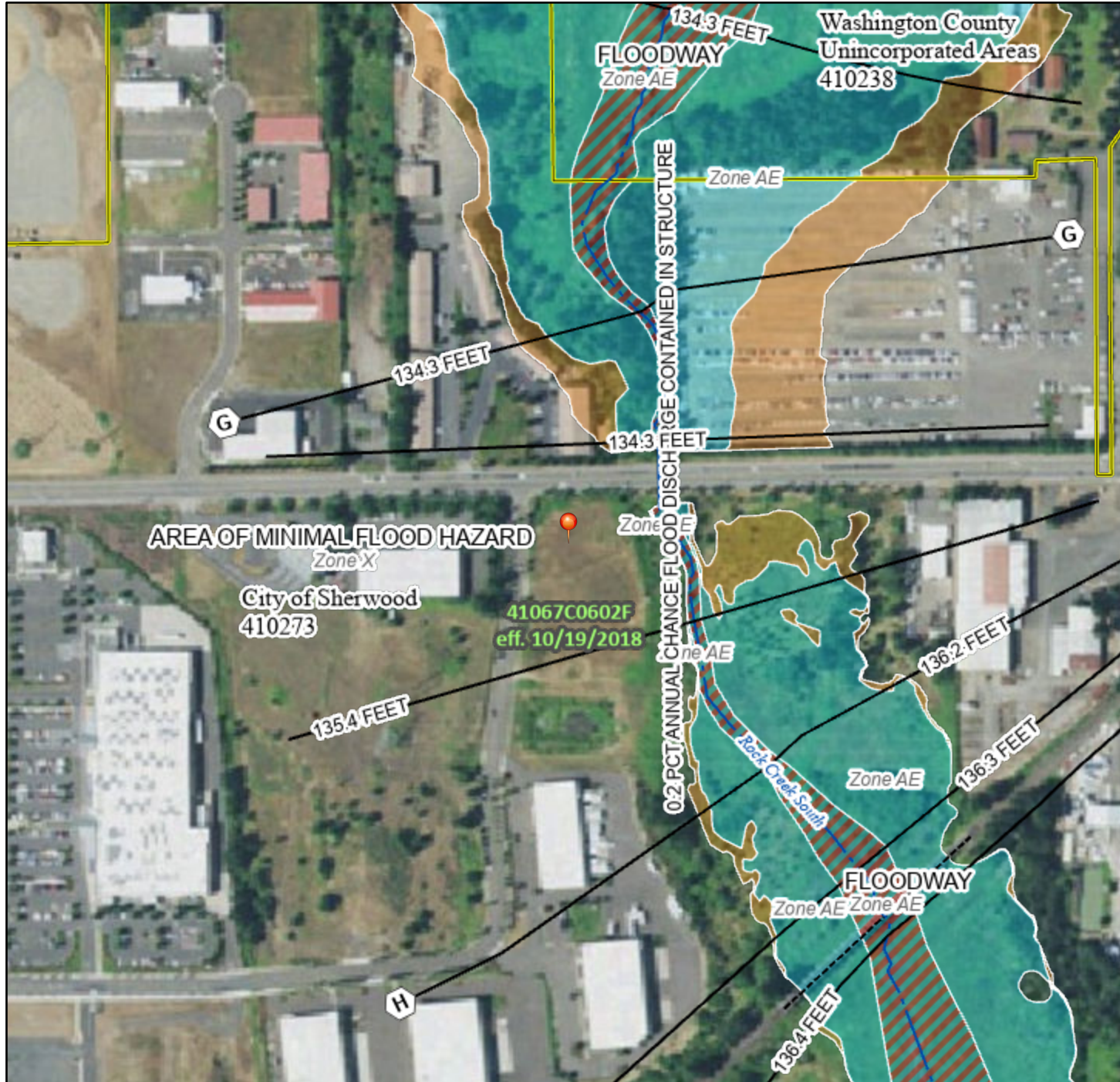
From: Hugo Hamblin-Agosto <hamblinagostoh@sherwoodoregon.gov>
Sent: Wednesday, January 21, 2026 9:36 AM
To: Ryan Winfree <Ryan.Winfree@nwnatural.com>; Henry English <henry.english@pgn.com>; Travis Smallwood <Travis.Smallwood@pgn.com>; Jose Marquez <Jose.Marquez@pgn.com>; Jackie Humphreys <humphreysj@CleanWaterServices.org>; Marvin Spiering <spieringm@CleanWaterServices.org>; CWS Comments <LUComments@cleanwaterservices.org>; Kinder Morgan <kmenroachmentspacific@kindermorgan.com>; Kristin Tabscott <kTabscott@pridedisposal.com>; Emily McBride <raindrops2refuge@gmail.com>; Eva Kristofik <eva_kristofik@fws.gov>; Mark Werner <mwerner@pwrr.com>; Darin Smith <dxsmith@bpa.gov>; bstrutz@sherwood.k12.or.us; Gary Bennett <gbennett@sherwood.k12.or.us>; Jessica Tump <tumpj@trimet.org>; ben Baldwin <baldwinb@trimet.org>; Trimet Review <DevelopmentReview@trimet.org>; Metro Notification <landusenotifications@oregonmetro.gov>; CCD Rail Crossing LUR <CCDRailCrossingLUR@odot.oregon.gov>; HENDRICKSON Jill M <Jill.M.HENDRICKSON@odot.oregon.gov>; ODOT_R1_DevRev <ODOT_R1_DevRev@odot.oregon.gov>; tony Mills <anthony_mills@washingtoncountyor.gov>; Naomi Vogel <Naomi_Vogel@co.washington.or.us>; LUT Transportation <lutdevtransportation@Washingtoncountyor.gov>; Stephen Roberts <stephen_roberts@co.washington.or.us>; Theresa Cherniak <Theresa_Cherniak@co.washington.or.us>; Bryan Robb <Bryan_Robb@co.washington.or.us>; jason.arn@tvfr.com; Brad Crawford <CrawfordB@SherwoodOregon.gov>; Richard Sattler <SattlerR@SherwoodOregon.gov>; Jason Waters <WatersJ@SherwoodOregon.gov>; Craig Christensen <ChristensenC@SherwoodOregon.gov>; Katie Corgan <CorganK@SherwoodOregon.gov>; Andrew Stirling <StirlingA@SherwoodOregon.gov>; Colleen Resch <ReschC@SherwoodOregon.gov>; Jared Bradbury <BradburyJ@sherwoodoregon.gov>; Ty Hanlon <HanlonT@SherwoodOregon.gov>; Hoon Choe <hoon.choe@USPS.gov>; isaaca@hbapdx.org; Land Use Notice <mlrr.info@oregon.gov>
Subject: [FINAL COMMENTS]_LU 2025-018 PA [Food Cart Pod - Text Amendment (785-25-000124-PLNG)]_Type V – Plan Text Amendment.

National Flood Hazard Layer FIRMette



Attachment F

122°50'6"W 45°22'15"N



1:6,000

122°49'28"W 45°21'50"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped

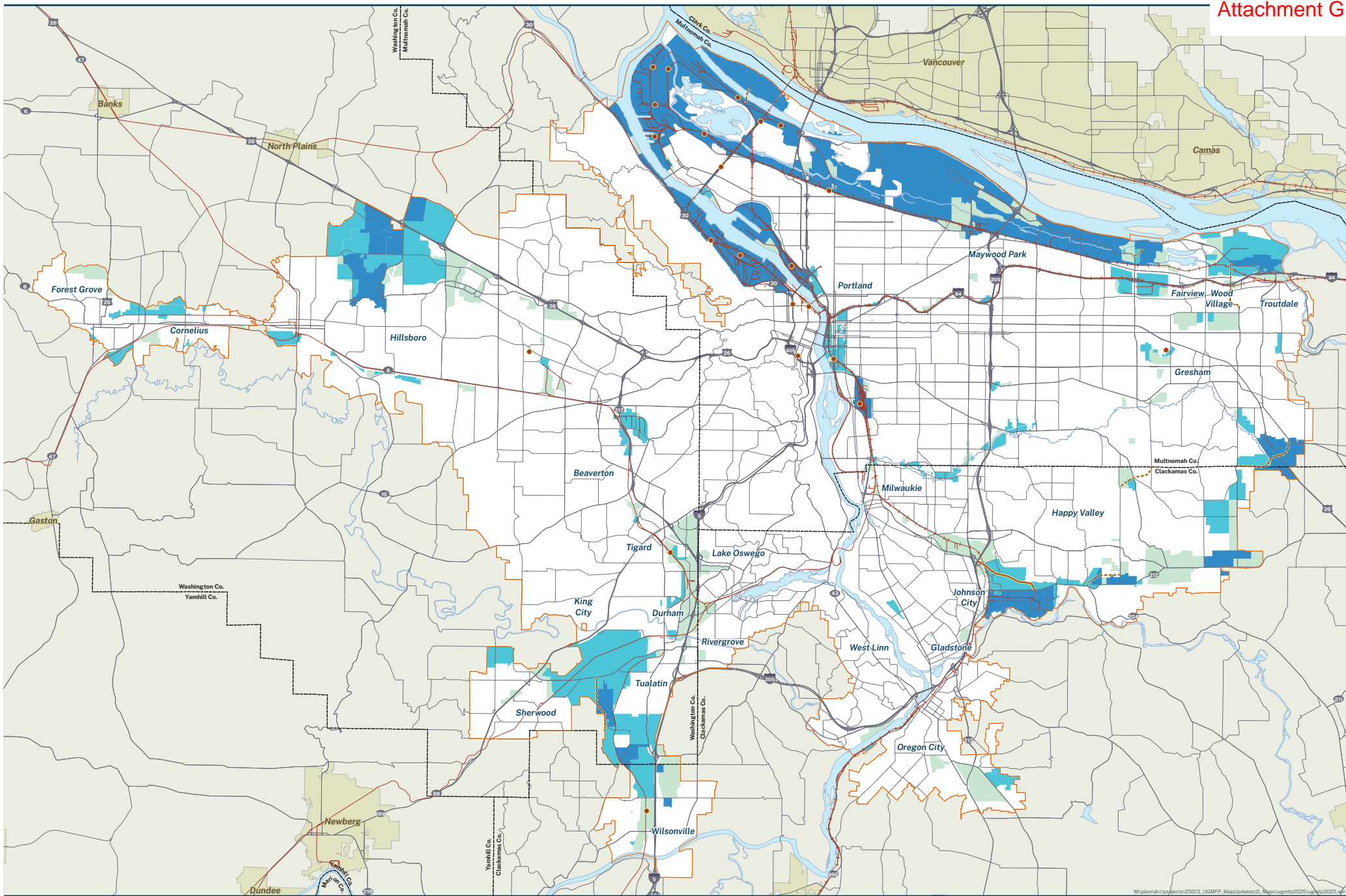


The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **2/17/2026 at 9:17 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



Title 4

Industrial and other Employment Areas

April 2025

- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- - - Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city

0 1.25 2.5 5 Miles
0 1.75 3.5 7 Kilometers



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

Title 16 - ZONING AND COMMUNITY DEVELOPMENT CODE
Division II. - LAND USE AND DEVELOPMENT
Chapter 16.31 INDUSTRIAL LAND USE DISTRICTS

Chapter 16.31 INDUSTRIAL LAND USE DISTRICTS¹

16.31.010 Purpose

- A. Employment Industrial (EI) - The EI zoning district provides employment areas that are suitable for, and attractive to, key industries and industry clusters that have been identified by the State of Oregon and the City's economic development strategy as important to the state and local economy. The following are preferred industry sectors for areas zoned EI: Clean Technology; Technology and Advanced Manufacturing; and Outdoor Gear and Active Wear.

Land zoned EI shall provide for large and medium-sized parcels for industrial campuses and other industrial sites that can accommodate a variety of industrial companies and related businesses. Areas zoned EI are also intended to provide the opportunity for flex building space within small- and medium-sized industrial campuses and business parks to accommodate research and development companies, incubator/emerging technology businesses, related materials and equipment suppliers, and/or spin-off companies and other businesses that derive from, or are extensions of, larger campus users and developments. Retail and commercial uses are allowed only when directly supporting area employers and employees.

Industrial establishments and support services shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Hearing Authority.

- B. Light Industrial (LI) - The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well- landscaped sites and attractive architectural design, as determined by the Commission.
- 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.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

16.31.020 Uses

- A. The table below identifies the land uses that are permitted outright (P), permitted conditionally (C) and not permitted (N) in the industrial zoning districts. The specific land use categories are described and defined in Chapter 16.88.
- B. Uses listed in other sections of this Code, but not within this specific table are prohibited.

¹Editor's note(s)—Ord. No. 2012-011, adopted August 7, 2012, amended the Code by consolidating the provisions of Chs. 16.31, 16.32 and 16.34. Former Ch. 16.31, §§ 16.31.010—16.31.100, pertained to the Employment Industrial district, and derived from Ord. 2010-014, adopted October 5, 2010. See Chs. 16.32 and 16.34 for specific derivation.

- C. Any use not otherwise listed that can be shown to be consistent or associated with the uses permitted outright or conditionally in the industrial zones or contribute to the achievement of the objectives of the industrial zones may be permitted outright or conditionally, utilizing the provisions of Chapter 16.88.
- D. Additional limitations for specific uses are identified in the footnotes of this table.

Uses	LI	GI	EI ¹
RESIDENTIAL			
• Single dwelling unit, including a manufactured home, for one (1) security person employed on the premises and their immediate family	P	P	P
CIVIC			
• Hospitals	C	N	N
• Police and fire stations and other emergency services	C	C	C
• Vehicle testing stations	C	C	C
• Postal services - Public	C	C	C
• Postal substations when located entirely within and incidental to a use permitted outright	C	C	C
• Public and private utility structures, including but not limited to telephone exchanges, electric substations, gas regulator stations, treatment plants, water wells, and public work yards	P	P	C
• Small-scale power generation facilities	P	P	P
• Large-scale power generation facilities	C	P	C
• Public recreational facilities including parks, trails, playfields and sports and racquet courts on publicly owned property or under power line easements	C	C	C
COMMERCIAL			
• Commercial Trade Schools, commercial educational services and training facilities	P	P	C
Entertainment/recreation			
• Country clubs, sports and racquet clubs and other similar clubs	C	C	C
• Indoor recreation facilities such as arcades, mini-golf, or bounce house facilities ^{2,3}	C	C	C
Hospitality and lodging			
• Hotel/Motel	CJ ¹²	N	N
Motor vehicle related			
• Motorized vehicle and sport craft repairs and service	C	C	N
• Motorized vehicle and sport craft repair and service clearly incidental and secondary to and customarily associated with a use permitted outright or conditionally	P	P	P
• Automotive, boat, trailer and recreational vehicle storage	C	C	C ⁴
• Vehicle fueling stations or car wash facilities ⁵	C	C	C
• Junkyards and salvage yards	N	N	N
• Manufactured home sales and display area	N	N	N
Office and professional support services			
• Business and professional offices ³	P	P	P
• Business support services such as duplicating, photocopying, mailing services, fax and computer facilities ³	P	P	P
• Any incidental business, service, processing, storage or display, not otherwise permitted, that is essential to and customarily associated with a use permitted outright, provided said incidental use is conducted entirely within an enclosed building	P	P	P
Childcare			
• Day cares, preschools, and kindergartens, when clearly secondary to a permitted use	P	P	P
• Day cares, preschools, and kindergartens as a stand-alone use ³	C	C	C
General retail - sales oriented			

Created: 2025-12-07 12:26:14 [EST]

(Supp. No. 24, Update 2)

• Incidental retail sales or display/showroom directly associated with a permitted use and limited to a maximum of 10% of the total floor area of the business ³	P	P	P
• Medical and recreational marijuana facilities	p ⁶	p ⁶	N
• Tool and equipment repair, rental and sales, including truck rental ⁷	P	P	P
• Retail plant nurseries and garden supply stores (excluding wholesale plant nurseries)	P	P	N
• Wholesale building material sales and service	C	P	N
• Retail building material sales and lumber yards ³	C	P	N
Personal services			
• Health clubs and studios less than 5,000 square feet in size	P	P	P
• Psilocybin Service Centers	N	p ¹³	N
• Personal services catering to daily customers where patrons pay for or receive a service rather than goods or materials, including but not limited to financial, beauty, pet grooming, and similar services ⁸	C	C	C
• Public or commercial parking (non-accessory)	N	N	N
• Veterinarian offices and animal hospitals	C	C	C
• Animal boarding/kennels and pet daycare facilities with outdoor recreation areas ⁸	C	C	C
Eating and drinking establishments:			
• Restaurants, taverns, and lounges without drive-thru ³	C	C	C
• Restaurants with drive-thru services	N	N	N
• On-site cafeteria that is secondary to, and serving employees of, a permitted use	P	P	P
• Food Cart Pods ^{3,14, 15}	<u>C</u>	<u>N</u>	<u>N</u>
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	P	P	P
• 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	C	P	C
• Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of acids, paints, dyes, soaps, ammonia, chlorine, sodium compounds, fertilizer, herbicides, insecticides and similar chemicals	N	C	N
• Psilocybin Manufacturing Facilities	N	p ¹³	N
• Distribution, warehousing and storage associated with a permitted use operating on the same site	P	P	P
• Distribution and warehousing up to 150,000 square feet, provided product(s) are stored within an enclosed building ⁹	P	P	P
• Distribution and warehousing greater than 150,000 square feet provided product(s) are stored within an enclosed building ⁹	N	P	C
• Mini-warehousing or self-storage	N	P	N
• Medical or dental laboratories, including biomedical compounding	P	P	P
• Laboratories (not medical or dental)	P	P	P
• Research and development and associated manufacturing	P	P	P
• Contractors' storage and equipment yards	C	P	C ⁴
• Building, heating, plumbing or electrical contractors and suppliers, building maintenance services, and similar uses ¹⁰	P	P	P
• Industrial laundry, dry cleaning, dyeing, or rug cleaning plants	C	P	N
• Sawmills	C	C	N

• Sand and gravel pits, rock crushing facilities, aggregate storage and distribution facilities or concrete or asphalt batch plants	N	C	N
• Solid waste transfer stations	N	C	N
The following uses are specifically prohibited in all industrial zones because they have been determined to have adverse environmental, public and aesthetic impacts and are not suitable for location in any of the industrial zones in the City			
• Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of toxins or explosive materials, or any product or compound determined by a public health official to be detrimental to the health, safety and welfare of the community	N	N	N
• Pulp and paper mills	N	N	N
• Distillation of oil, coal, wood or tar compounds and the creosote treatment of any products	N	N	N
• Metal rolling and extraction mills, forge plants, smelters and blast furnaces	N	N	N
• Meat, fish, poultry and tannery processing	N	N	N
• General purpose solid waste landfills, incinerators, and other solid waste facilities not otherwise permitted in this Code	N	N	N
WIRELESS COMMUNICATION FACILITIES			
• Radio, television, and similar communication stations, including associated transmitters	C	C	C
• Wireless communication towers ¹¹ and transmitters	C	C	C
• Wireless communication facilities on City-owned property	C	C	C
• Wireless communication antennas co-located on an existing tower or on an existing building or structure not exceeding the roof of the structure	P	P	P
OTHER			
Agricultural uses including but not limited to:			
• Farm equipment sales and rentals	N	N	N
• Farming and horticulture	P	P	P
• Raising of animals other than household pets	N	N	N
• Truck and bus yards	N	P	N

¹See special criteria for the EI zone, 16.31.050 and the Tonquin Employment Area (TEA), 16.31.060.

²If use is mixed with another, such as a restaurant, it is considered secondary to that use and permitted, provided it occupies less than fifty (50) percent of the total area.

³Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁴On constrained land where structures would not otherwise be permitted, provided that no natural resources such as wetland or floodplains are impacted.

⁵Limited to Cardlock, wholesale or facilities incidental to and solely serving an associated permitted or conditional use - no public retail fuel sales.

⁶See Special Criteria for Medical and Recreational Marijuana Facilities in Chapter 16.38, Special Uses.

⁷Sales and rental area Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁸Animal boarding/kennels and pet daycare facilities entirely within an enclosed building are considered "other personal service."

⁹ For standalone warehousing and distribution only. Warehousing and distribution associated with another approved use is ancillary and permitted without size limitations.

¹⁰ These businesses are involved in the servicing and supplying of materials and equipment primarily intended for industrial, institutional, or commercial businesses. On-site sales are limited as most activity occurs electronically or off-site. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products are generally delivered to the customer. Few customers, especially the general public, come to the site.

¹¹ Except for towers located within one thousand (1,000) feet of the Old Town District which are prohibited.

¹² See special standard criteria for hospitality and lodging uses within the Light Industrial Land Use District SZCDC 16.31.040.

¹³ See Special Criteria for Psilocybin Service Centers and manufacturing facilities under Section 16.38.040.

¹⁴ [See criteria for Food Cart Pods in Chapter 16.39.](#)

¹⁵ [Food Cart Pod developments \(including structures, seating, parking, driveways, vehicular maneuvering areas, and trash receptacles and enclosures\) within the light industrial zone must be entirely sited within 500 feet of Tualatin-Sherwood Road.](#)

(Ord. No. 2023-002, § 2, 3-7-2023; Ord. No. 2022-002, § 2, 3-15-2022; Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2015-005, § 2, 5-5-2015; Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2012-011, § 2, 8-7-2012)

16.31.030 Development Standards

A. Generally

No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, or other site dimension or requirement, existing on, or after, the effective date of this Code shall be reduced below the minimum required by this Code. Nor shall the conveyance of any portion of a lot, for other than a public use or right-of-way, leave a lot or structure on the remainder of said lot with less than minimum Code dimensions, area, setbacks or other requirements, except as permitted by Chapter 16.84 (Variances and Adjustments).

B. Development Standards

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

Development Standards by Zone	LI	GI	EI
Lot area - industrial uses:	10,000 SF	20,000 SF	3 acres ⁹
Lot area - commercial uses (subject to Section 16.31.050):	10,000 SF	20,000 SF	10,000 SF
Lot width at front property line:	100 feet		
Lot width at building line:	100 feet		
Front yard setback ¹¹	20 feet	None	20 feet
Side yard setback ¹⁰	None	None	None
Rear yard setback ¹¹	None	None	None
Corner lot street side ¹¹	20 feet	None	20 feet
Height ¹¹	50 feet		

⁹ Lots within the EI zone that were legal lots of record prior to October 5, 2010 and smaller than the minimum lot size required in the table below may be developed if found consistent with other applicable requirements of Chapter 16.31 and this Code. Further subdivision of lots smaller than three acres shall be prohibited unless Section 16.31.050 applies.

¹⁰ 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.

¹¹ Structures located within one hundred (100) feet of a residential zone shall be limited to the height requirements of that residential zone.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016)

16.31.040 Special Standards Hospitality and Lodging Uses Within the Light Industrial Zone

A. Siting

1. Hotels/motels within the Light Industrial zone must be sited within 1/4 mile from the General Commercial and/or Retail Commercial zone.

B. Development and Design

1. The development of hotels/motels in the Light Industrial zone shall use the urban design standards in SZCDC Section 16.90.20.D.6.a—c. As an alternative to the standards in Section 16.90.20.D.6.a—c the commercial design review matrix may be applied (Section 16.90.020.D.6.d). A development must propose a minimum of sixty (60) percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a—c.
2. A hotel/motel shall provide a minimum of 200 square feet of interior floor area for conference and/or meeting rooms, exclusive of dining, breakfast and lobby areas.

(Ord. No. 2020-006, § 2, 7-21-2020)

Editor's note(s)—Ord. No. 2020-006, § 2, adopted July 21, 2020, amended the Code by renumbering former §§ 16.31.040—16.31.070 as §§ 16.31.050—16.31.080, and adding a new § 16.31.040.

16.31.050 Employment Industrial (EI) Restrictions

A. Use Restrictions

1. Retail and professional services that cater to daily customers, such as restaurants and financial, insurance, real estate, legal, medical and dental offices, shall be limited in the EI zone.
 - a. New buildings for stores, branches, agencies or other retail uses and services shall not occupy more than five thousand (5,000) square feet of sales or service area in a single outlet and no more than twenty thousand (20,000) square feet of sales or service area in multiple outlets in the same development project, and
 - b. New buildings for stores, branches, agencies or other retail uses and services shall not be located on lots or parcels smaller than five acres in size. A "development project" includes all improvements proposed through a site plan application.
2. Notwithstanding the provisions of Section 16.31.050 "Commercial Nodes Use Restrictions," commercial development permitted under 16.31.050(1)(a) may only be proposed concurrent with or after

industrial development on the same parcel. Commercial development may not occur prior to industrial development on the same parcel.

B. Land Division Restrictions

1. Lots of record prior to October 5, 2010 that are smaller than the minimum lot size required in the EI zone may be developed if found consistent with other applicable requirements of Chapter 16.31 and this Code. Further subdivision of lots smaller than three acres shall be prohibited unless Section 16.31.050 applies.
2. Lots or parcels larger than fifty (50) acres may be divided into smaller lots and parcels pursuant to a planned unit development approved by the city so long as the resulting division yields at least one lot or parcel of at least fifty (50) acres in size.
3. Lots or parcels fifty (50) acres or larger, including those created pursuant to subsection (2) above, may be divided into any number of smaller lots or parcels pursuant to a planned unit development approved by the city so long as at least forty (40) percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.040. See editor's note, § 16.31.040.

16.31.060 Tonquin Employment Area (TEA) Commercial Nodes Use Restrictions

- A. Within the Tonquin Employment Area (TEA), only commercial uses that directly support industrial uses located within the TEA are permitted as conditional uses.
- B. Commercial development, not to exceed a total of five contiguous acres in size, may be permitted.
- C. Commercial development may not be located within three hundred (300) feet of SW 124th Avenue or SW Oregon Street, and must be adjacent to the proposed east-west collector street.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.050. See editor's note, § 16.31.040.

16.31.070 Community Design

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, the applicable provisions of Divisions V, VIII and IX will apply.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.060. See editor's note, § 16.31.040.

16.31.080 Floodplain

Except as otherwise provided, Section 16.134.020 shall apply.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.070. See editor's note, § 16.31.040.

Chapter 16.39 FOOD CART PODS

16.39.010 Purpose and Definitions

- A. **Purpose.** Mobile food units can provide opportunities for small scale entrepreneurship and provide unique eating establishments and community gathering spaces for the public. The purpose of this section is to allow for mobile food unit sites or "food cart pod" sites where mobile food units or "food carts" can be parked on a long-term basis. As defined below, a minimum of five (5) food carts are required in a food cart pod.

The standards in this section are intended to ensure that food carts and food cart pods are developed and operated as lawful uses and in a manner that is not detrimental or disruptive in terms of appearance or operation to neighboring properties and residents.

- B. **Exemptions.**

1. Mobile food units operated as part of an approved special event permit application.

- C. **Definitions.**

1. Mobile Food Unit (Food Cart) - any vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, highway or waterway, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer.
2. Mobile Food Unit Site (Food Cart Pod) - a site that consists of 5 or more mobile food units anchored by a permanent covered dining pavilion and restroom facilities.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.020 Food Cart Pod Permit Procedures

- A. Mobile food cart pod site permits will be processed as follows:

1. **Site Plan Review and Conditional Use Permit.** All mobile food cart pod sites are required to be reviewed as a Type IV Site Plan and Type III Conditional Use Permit in accordance with Chapter 16.72 of this code.
2. **Submittal Requirements.** An application for a mobile food cart pod shall include the following:
 - a. A completed land use application form and supplemental documentation as required by the form. Supplemental documentation may include:
 - i. Clean Water Services Service Provider Letter
 - ii. Tualatin Valley Fire and Rescue Service Provider Letter
 - iii. Preliminary Stormwater Report
 - iv. Traffic Impact Analysis
 - v. Written narrative describing the project and addressing the applicable code standards and criteria.

-
- b. Information and plan details described in the Site Plan Review checklist provided by the City, including existing conditions and proposed development plans. In addition to the information listed in the Site Plan.

Review checklist, the following information is required for review of a Food Cart Pod:

- i. Within the boundaries of the mobile food cart pod site, the location of all mobile food units, seating areas, on-site utilities and any accessory items or structures.
- ii. The proposed distance between the mobile food units and adjacent lot lines, other mobile food units and other on-site structures.
- iii. The orientation of service windows and doors on the mobile food units and the location of queuing areas.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.030 Food Cart Pod Development Standards.

The following standards apply to food cart pod sites.

- A. **Optional Storage Structures** - a maximum of two enclosed accessory storage buildings or structures are permitted per site, provided that the combined square footage does not exceed four hundred (400) square feet and the height of each does not exceed 10 ft. Outdoor storage of equipment and material for the site and/or for individual food carts is prohibited.
- B. **Required Trash Receptacles and Enclosures**
 - 1. Individual trash receptacles (i.e. not a shared enclosure) are required and shall be dispersed throughout the food cart pod for customer use.
 - 2. A minimum of one screened trash enclosure for the site is required meeting the approval of Pride Disposal.
- C. **Required Structures**
 - 1. ~~All required structures shall meet setback requirements of the Retail Commercial (RC) and General Commercial zones, as well as the separation and setback requirements of the Building Code.~~ All structures shall comply with the applicable setback standards of the underlying zoning district.
 - 2. A minimum of one permanent indoor restroom adequately sized to serve the site is required. Portable toilets are not permitted. The design of a detached restroom structure shall meet the design standards in subsection (4) of this section.
 - 3. Existing Structures may be utilized as the dining building or pavilion. The structure shall meet the design standards in subsection (4 a-d) of this section.
 - 4. Food Cart Pod Dining Building or Pavilion. A site shall have a pavilion or building of no less than 1,000 square feet to provide weather protection and comfort to dining customers. Proposed structures located on lots within the Old Town Overlay District shall meet the design standards of Section 16.162 of this code. The following design standards apply to dining building or pavilion:
 - a. **Primary Exterior Finish Materials** - The purpose of this standard is to encourage high-quality materials that are complementary to the traditional materials used in Sherwood. Natural building materials are preferred, such as wood, cedar shake, brick, and stone. Composite boards manufactured from wood in combination with other products, such as

hardboard or fiber cement board (i.e. HardiPlank) may be used when the board product is less than six (6) inches wide.

- b. **Secondary Exterior Finish Materials** - These materials may include plain or painted concrete block, plain concrete, corrugated metal, full-sheet plywood, fiberboard or sheet pressboard (i.e., T-111), vinyl and aluminum siding, and synthetic stucco (i.e. DryVit and stucco board). Secondary materials shall cover no more than ten percent (10%) of a surface area of each facade and shall not be visible from the public right-of-way.
- c. **Color of Structures** - The color of all painted or colored exterior materials shall be earth tone. A color palette shall be submitted and reviewed as part of the land use application review process and approved by the hearing authority.
- d. **Roof-Mounted Equipment.** The purpose of this standard is to minimize the visual impact of roof-mounted equipment. All roof-mounted equipment, including satellite dishes and other communications equipment, must be screened using at least one of the methods listed below. Solar heating panels are exempt from this standard.
 - 1. A parapet as tall as the tallest part of the equipment.
 - 2. A screen around the equipment that is as tall as the tallest part of the equipment.
 - 3. The equipment is set back from the street-facing perimeters of the building, 3 feet for each foot of height of the equipment. On corner lots with two street-facing areas, all equipment shall be centered.
- e. **Roof.** The purpose of this standard is to encourage traditional roof forms consistent with existing development patterns in Sherwood. Roofs should have significant pitch, or if flat, be designed with a cornice or parapet. Buildings must have either:
 - 1. A sloped roof with a pitch no flatter than 6/12; or
 - 2. A roof with a pitch of less than 6/12 and a cornice or parapet that meets the following:
 - a) There must be two parts to the cornice or parapet. The top part must project at least six (6) inches from the face of the building and be at least two (2) inches further from the face of the building than the bottom part of the cornice or parapet.
 - b) The height of the cornice or parapet is based on the height of the building as follows:
 - 1. Buildings sixteen (16) to twenty (20) feet in height must have a cornice or parapet at least twelve (12) inches high.
 - 2. Buildings greater than twenty (20) feet and less than thirty (30) feet in height must have a cornice or parapet at least eighteen (18) inches high.
 - 3. Buildings thirty (30) feet or greater in height must have a cornice or parapet at least twenty-four (24) inches high.
- f. **Base of Buildings.** Buildings must have a base on all street-facing elevations. The base must be at least two (2) feet above grade and be distinguished from the rest of the building by a different color and material.

-
- D. **Minimum Setbacks and Separation Distance of Food Carts.** Food Carts on the site shall be located at a minimum of:
1. Ten (10) feet from any front lot line
 2. Five (5) feet from any side or rear lot line, except if a site abuts a residential district the minimum setback of mobile food units to the side and rear lot line shall be twenty (20) feet.
 3. Windows and doors used for service to customers shall be located a minimum of ten (10) feet from loading areas, driveways, and on-site circulation drives, and a minimum of five (5) feet from bicycle parking spaces.
- E. **Screening from residential properties**
1. If the food cart pod site is adjacent to a residentially zoned property, the food cart pod shall be screened from the property. Screening shall be provided by a continuous, sight-obscuring fence. Fences shall be constructed of wood, metal, brick, concrete, or other appropriate material as determined by the Hearing Authority. Chain-link fencing with slats shall not be accepted. Hedges may be used in addition to fencing but shall not replace the fence requirement.
- F. **Obstruction of Vehicular and Pedestrian Use Areas and Landscape Areas.** No mobile food unit or associated elements, such as aboveground power cords, seating areas, trash receptacles, signs, and customer queuing areas, shall occupy bicycle parking spaces, loading areas, or walkways. Mobile food units shall not occupy landscaping areas.
- G. **Surfacing.** All mobile food units shall be placed on hard-surfaced area and all walkways within the site shall be hard surfaced as determined by the Hearing Authority. Parking, loading, and maneuvering areas for vehicles shall be constructed of concrete or asphalt.
- H. **Driveway access and drive aisles providing off-street parking and loading for vehicles shall meet the requirements of Chapter 16.94, Off-Street Parking Standards.**
- I. **Signs.**
1. Signs shall comply with the requirements of Section 16.101 Permanent Signs and 16.102 Temporary, Portable, and Banner Signs of this code.
 2. Additional portable signs within a food cart pod site are permitted but shall not be located within pedestrian walkways and shall not be visible from the public right of way.
- J. **Intersection Sight Distance and Clear Vision Areas.** The mobile food unit and any attachments or accessory items shall comply with the intersection sight distance and clear vision areas.
- K. **Lighting.** Exterior site lighting shall be provided to ensure safety for businesses and customers but shall be designed to minimize impacts to adjacent properties. Heat and light glare associated with a Food Cart Pod shall also meet the requirements of Section 16.152 Heat and Glare of this code.
- L. **Required Vehicular and Bicycle Parking.**
1. Minimum two (2) vehicle parking spaces per food cart, for lots or parcels not within the CFEC parking Delineated Area.
 2. Minimum 0.5 bike parking spaces per food cart.
 3. For every five (5) food carts a site, provide one (1) long-term bicycle space with weather protection.
- M. **Landscaping, Visual Corridor, Street Trees.** All sites shall be required to meet the requirements in Chapter 16.92 Landscaping, 16.140.040, Visual Corridors, and 16.140.060 Street Trees.

-
- N. **Hours of Operation.** A food cart pod site abutting a residential zone may operate during day hours between 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 9:00 p.m. Saturday and Sunday. The Hearing Authority may further limit hours of operation to ensure compatibility with abutting residential uses.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.040 Food Cart Pod Utility Standards

- A. Food Cart Pods sites are subject to the following utility standards:
1. All permanent utilities shall be placed underground.
 2. Food carts and restrooms shall connect to a permanent sanitary sewer system in conformance with state plumbing code.
 3. Food carts shall provide an approved grease interceptor for the disposal of fats, oils, and grease.
 4. Food carts shall connect to a permanent water source in conformance with state plumbing code.
 5. Food carts and on-site structures (i.e. restrooms and pavilion) shall connect to a permanent power source. Power connections must be undergrounded. Generators are prohibited.
 6. All utilities shall be placed or otherwise screened, covered, or hidden from view of the right-of-way as to minimize visual impacts and prevent tripping hazards or other unsafe conditions.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.050 Food Cart Design Standards

The following standards apply to each mobile food unit on the site.

- A. **Attachments.** Attachments to the food cart, such as awnings or canopies, are permitted only if they are supported entirely by the unit and do not touch the ground. Neither the food cart nor any item relating to the unit shall lean against or hang from any structure or pole. No structures such as decks shall be attached to the mobile food unit.
- B. **Accessory Storage.** Items relating to the food cart shall be stored in or under the unit.
- C. **Interior Seating or Vending.** Customer seating or vending inside the mobile food unit is prohibited.
- D. **Accessory items.** Food carts shall enclose or screen from view of the right of way and abutting residentially zoned property all accessory items not used by customers, including but not limited to, tanks, barrels, grills, smokers, and other accessory items.
- E. **Skirting.** Skirting shall be placed around the entire perimeter of the food cart.
- F. **Drive-Thru Service.** Drive-thru service or sales at a mobile food unit is prohibited.
- G. **Other Licenses Required.** In addition to the requirements of this section, the operator of a mobile food unit must have an active City and State business license and must comply with the permit requirements of the Washington County Environmental Health Department, Tualatin Valley Fire and Rescue, and the Oregon Liquor and Cannabis Commission.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.060 Food Cart Pod Conditions of Approval

- A. A conditional use permit is required for a food cart pod site, and shall meet the requirements of Chapter 16.82, Conditional Uses. The applicant is required to meet the approval criteria in Section 16.82.020(C). The Hearing Authority may impose conditions of approval pursuant to Section 16.82.020(D) to protect the best interests of the surrounding properties and neighborhood.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.070 Food Cart Pod Approval Period and Time Extension

- A. A food cart pod site approval is valid for two years from the date of the final Notice of Decision. An extension of the Site Plan approval may be granted pursuant to Section 16.90.020(F) of this code.
- B. Upon approval for a Mobile Food Cart Pod development by the Hearing Authority, the applicant shall prepare a final site plan for review and approval pursuant to Chapter 16.72, Procedures for Processing Development Permits. The final site plan shall include any revisions or other features, or conditions required by the Hearing Authority at the time of the approval of the Food Cart Pod development.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.080 Food Cart Pod Code Compliance

- A. After reviewing a complaint, the Community Development Director or designee shall compel measures to ensure compliance with the land use approval, compatibility with the neighborhood, and conformance with this section. Complaints may be originated by the City of Sherwood or the public. Complaints from the public shall clearly state the objection to the mobile food cart site, such as:
1. Generation of excessive traffic;
 2. Generation of excessive noise or litter;
 3. Other offensive activities not compatible with the surrounding area.

(Ord. No. 2024-004, § 2, 10-15-2024)

Title 16 - ZONING AND COMMUNITY DEVELOPMENT CODE
 Division II. - LAND USE AND DEVELOPMENT
 Chapter 16.31 INDUSTRIAL LAND USE DISTRICTS

Chapter 16.31 INDUSTRIAL LAND USE DISTRICTS¹

16.31.010 Purpose

- A. Employment Industrial (EI) - The EI zoning district provides employment areas that are suitable for, and attractive to, key industries and industry clusters that have been identified by the State of Oregon and the City's economic development strategy as important to the state and local economy. The following are preferred industry sectors for areas zoned EI: Clean Technology; Technology and Advanced Manufacturing; and Outdoor Gear and Active Wear.

Land zoned EI shall provide for large and medium-sized parcels for industrial campuses and other industrial sites that can accommodate a variety of industrial companies and related businesses. Areas zoned EI are also intended to provide the opportunity for flex building space within small- and medium-sized industrial campuses and business parks to accommodate research and development companies, incubator/emerging technology businesses, related materials and equipment suppliers, and/or spin-off companies and other businesses that derive from, or are extensions of, larger campus users and developments. Retail and commercial uses are allowed only when directly supporting area employers and employees.

Industrial establishments and support services shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Hearing Authority.

- B. Light Industrial (LI) - The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well- landscaped sites and attractive architectural design, as determined by the Commission.
- 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.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

16.31.020 Uses

- A. The table below identifies the land uses that are permitted outright (P), permitted conditionally (C) and not permitted (N) in the industrial zoning districts. The specific land use categories are described and defined in Chapter 16.88.
- B. Uses listed in other sections of this Code, but not within this specific table are prohibited.

¹Editor's note(s)—Ord. No. 2012-011, adopted August 7, 2012, amended the Code by consolidating the provisions of Chs. 16.31, 16.32 and 16.34. Former Ch. 16.31, §§ 16.31.010—16.31.100, pertained to the Employment Industrial district, and derived from Ord. 2010-014, adopted October 5, 2010. See Chs. 16.32 and 16.34 for specific derivation.

- C. Any use not otherwise listed that can be shown to be consistent or associated with the uses permitted outright or conditionally in the industrial zones or contribute to the achievement of the objectives of the industrial zones may be permitted outright or conditionally, utilizing the provisions of Chapter 16.88.
- D. Additional limitations for specific uses are identified in the footnotes of this table.

Uses	LI	GI	EI ¹
RESIDENTIAL			
• Single dwelling unit, including a manufactured home, for one (1) security person employed on the premises and their immediate family	P	P	P
CIVIC			
• Hospitals	C	N	N
• Police and fire stations and other emergency services	C	C	C
• Vehicle testing stations	C	C	C
• Postal services - Public	C	C	C
• Postal substations when located entirely within and incidental to a use permitted outright	C	C	C
• Public and private utility structures, including but not limited to telephone exchanges, electric substations, gas regulator stations, treatment plants, water wells, and public work yards	P	P	C
• Small-scale power generation facilities	P	P	P
• Large-scale power generation facilities	C	P	C
• Public recreational facilities including parks, trails, playfields and sports and racquet courts on publicly owned property or under power line easements	C	C	C
COMMERCIAL			
• Commercial Trade Schools, commercial educational services and training facilities	P	P	C
Entertainment/recreation			
• Country clubs, sports and racquet clubs and other similar clubs	C	C	C
• Indoor recreation facilities such as arcades, mini-golf, or bounce house facilities ^{2,3}	C	C	C
Hospitality and lodging			
• Hotel/Motel	CJ ¹²	N	N
Motor vehicle related			
• Motorized vehicle and sport craft repairs and service	C	C	N
• Motorized vehicle and sport craft repair and service clearly incidental and secondary to and customarily associated with a use permitted outright or conditionally	P	P	P
• Automotive, boat, trailer and recreational vehicle storage	C	C	C ⁴
• Vehicle fueling stations or car wash facilities ⁵	C	C	C
• Junkyards and salvage yards	N	N	N
• Manufactured home sales and display area	N	N	N
Office and professional support services			
• Business and professional offices ³	P	P	P
• Business support services such as duplicating, photocopying, mailing services, fax and computer facilities ³	P	P	P
• Any incidental business, service, processing, storage or display, not otherwise permitted, that is essential to and customarily associated with a use permitted outright, provided said incidental use is conducted entirely within an enclosed building	P	P	P
Childcare			
• Day cares, preschools, and kindergartens, when clearly secondary to a permitted use	P	P	P
• Day cares, preschools, and kindergartens as a stand-alone use ³	C	C	C
General retail - sales oriented			

Created: 2025-12-07 12:26:14 [EST]

(Supp. No. 24, Update 2)

• Incidental retail sales or display/showroom directly associated with a permitted use and limited to a maximum of 10% of the total floor area of the business ³	P	P	P
• Medical and recreational marijuana facilities	p ⁶	p ⁶	N
• Tool and equipment repair, rental and sales, including truck rental ⁷	P	P	P
• Retail plant nurseries and garden supply stores (excluding wholesale plant nurseries)	P	P	N
• Wholesale building material sales and service	C	P	N
• Retail building material sales and lumber yards ³	C	P	N
Personal services			
• Health clubs and studios less than 5,000 square feet in size	P	P	P
• Psilocybin Service Centers	N	p ¹³	N
• Personal services catering to daily customers where patrons pay for or receive a service rather than goods or materials, including but not limited to financial, beauty, pet grooming, and similar services ⁸	C	C	C
• Public or commercial parking (non-accessory)	N	N	N
• Veterinarian offices and animal hospitals	C	C	C
• Animal boarding/kennels and pet daycare facilities with outdoor recreation areas ⁸	C	C	C
Eating and drinking establishments:			
• Restaurants, taverns, and lounges without drive-thru ³	C	C	C
• Restaurants with drive-thru services	N	N	N
• On-site cafeteria that is secondary to, and serving employees of, a permitted use	P	P	P
• Food Cart Pods ^{3,14, 15}	C	N	N
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	P	P	P
• 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	C	P	C
• Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of acids, paints, dyes, soaps, ammonia, chlorine, sodium compounds, fertilizer, herbicides, insecticides and similar chemicals	N	C	N
• Psilocybin Manufacturing Facilities	N	p ¹³	N
• Distribution, warehousing and storage associated with a permitted use operating on the same site	P	P	P
• Distribution and warehousing up to 150,000 square feet, provided product(s) are stored within an enclosed building ⁹	P	P	P
• Distribution and warehousing greater than 150,000 square feet provided product(s) are stored within an enclosed building ⁹	N	P	C
• Mini-warehousing or self-storage	N	P	N
• Medical or dental laboratories, including biomedical compounding	P	P	P
• Laboratories (not medical or dental)	P	P	P
• Research and development and associated manufacturing	P	P	P
• Contractors' storage and equipment yards	C	P	C ⁴
• Building, heating, plumbing or electrical contractors and suppliers, building maintenance services, and similar uses ¹⁰	P	P	P
• Industrial laundry, dry cleaning, dyeing, or rug cleaning plants	C	P	N
• Sawmills	C	C	N

• Sand and gravel pits, rock crushing facilities, aggregate storage and distribution facilities or concrete or asphalt batch plants	N	C	N
• Solid waste transfer stations	N	C	N
The following uses are specifically prohibited in all industrial zones because they have been determined to have adverse environmental, public and aesthetic impacts and are not suitable for location in any of the industrial zones in the City			
• Manufacture, compounding, processing, assembling, packaging, treatment, or fabrication of toxins or explosive materials, or any product or compound determined by a public health official to be detrimental to the health, safety and welfare of the community	N	N	N
• Pulp and paper mills	N	N	N
• Distillation of oil, coal, wood or tar compounds and the creosote treatment of any products	N	N	N
• Metal rolling and extraction mills, forge plants, smelters and blast furnaces	N	N	N
• Meat, fish, poultry and tannery processing	N	N	N
• General purpose solid waste landfills, incinerators, and other solid waste facilities not otherwise permitted in this Code	N	N	N
WIRELESS COMMUNICATION FACILITIES			
• Radio, television, and similar communication stations, including associated transmitters	C	C	C
• Wireless communication towers ¹¹ and transmitters	C	C	C
• Wireless communication facilities on City-owned property	C	C	C
• Wireless communication antennas co-located on an existing tower or on an existing building or structure not exceeding the roof of the structure	P	P	P
OTHER			
Agricultural uses including but not limited to:			
• Farm equipment sales and rentals	N	N	N
• Farming and horticulture	P	P	P
• Raising of animals other than household pets	N	N	N
• Truck and bus yards	N	P	N

¹See special criteria for the EI zone, 16.31.050 and the Tonquin Employment Area (TEA), 16.31.060.

²If use is mixed with another, such as a restaurant, it is considered secondary to that use and permitted, provided it occupies less than fifty (50) percent of the total area.

³Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁴On constrained land where structures would not otherwise be permitted, provided that no natural resources such as wetland or floodplains are impacted.

⁵Limited to Cardlock, wholesale or facilities incidental to and solely serving an associated permitted or conditional use - no public retail fuel sales.

⁶See Special Criteria for Medical and Recreational Marijuana Facilities in Chapter 16.38, Special Uses.

⁷Sales and rental area Limited in size to five thousand (5,000) square feet in a single outlet and no more than twenty thousand (20,000) square feet in multiple outlets in the same development project.

⁸Animal boarding/kennels and pet daycare facilities entirely within an enclosed building are considered "other personal service."

⁹ For standalone warehousing and distribution only. Warehousing and distribution associated with another approved use is ancillary and permitted without size limitations.

¹⁰ These businesses are involved in the servicing and supplying of materials and equipment primarily intended for industrial, institutional, or commercial businesses. On-site sales are limited as most activity occurs electronically or off-site. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products are generally delivered to the customer. Few customers, especially the general public, come to the site.

¹¹ Except for towers located within one thousand (1,000) feet of the Old Town District which are prohibited.

¹² See special standard criteria for hospitality and lodging uses within the Light Industrial Land Use District SZCDC 16.31.040.

¹³ See Special Criteria for Psilocybin Service Centers and manufacturing facilities under Section 16.38.040.

¹⁴ See criteria for Food Cart Pods in Chapter 16.39.

¹⁵ Food Cart Pod developments (including structures, seating, parking, driveways, vehicular maneuvering areas, and trash receptacles and enclosures) within the light industrial zone must be entirely sited within 500 feet of Tualatin-Sherwood Road.

(Ord. No. 2023-002, § 2, 3-7-2023; Ord. No. 2022-002, § 2, 3-15-2022; Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2015-005, § 2, 5-5-2015; Ord. No. 2015-003, § 2, 3-17-2015; Ord. No. 2012-011, § 2, 8-7-2012)

16.31.030 Development Standards

A. Generally

No lot area, setback, yard, landscaped area, open space, off-street parking or loading area, or other site dimension or requirement, existing on, or after, the effective date of this Code shall be reduced below the minimum required by this Code. Nor shall the conveyance of any portion of a lot, for other than a public use or right-of-way, leave a lot or structure on the remainder of said lot with less than minimum Code dimensions, area, setbacks or other requirements, except as permitted by Chapter 16.84 (Variances and Adjustments).

B. Development Standards

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

Development Standards by Zone	LI	GI	EI
Lot area - industrial uses:	10,000 SF	20,000 SF	3 acres ⁹
Lot area - commercial uses (subject to Section 16.31.050):	10,000 SF	20,000 SF	10,000 SF
Lot width at front property line:	100 feet		
Lot width at building line:	100 feet		
Front yard setback ¹¹	20 feet	None	20 feet
Side yard setback ¹⁰	None	None	None
Rear yard setback ¹¹	None	None	None
Corner lot street side ¹¹	20 feet	None	20 feet
Height ¹¹	50 feet		

⁹ Lots within the EI zone that were legal lots of record prior to October 5, 2010 and smaller than the minimum lot size required in the table below may be developed if found consistent with other applicable requirements of Chapter 16.31 and this Code. Further subdivision of lots smaller than three acres shall be prohibited unless Section 16.31.050 applies.

¹⁰ 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.

¹¹ Structures located within one hundred (100) feet of a residential zone shall be limited to the height requirements of that residential zone.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016)

16.31.040 Special Standards Hospitality and Lodging Uses Within the Light Industrial Zone

A. Siting

1. Hotels/motels within the Light Industrial zone must be sited within 1/4 mile from the General Commercial and/or Retail Commercial zone.

B. Development and Design

1. The development of hotels/motels in the Light Industrial zone shall use the urban design standards in SZCDC Section 16.90.20.D.6.a—c. As an alternative to the standards in Section 16.90.20.D.6.a—c the commercial design review matrix may be applied (Section 16.90.020.D.6.d). A development must propose a minimum of sixty (60) percent of the total possible points to be eligible for exemption from the standards in Section 16.90.020.D.6.a—c.
2. A hotel/motel shall provide a minimum of 200 square feet of interior floor area for conference and/or meeting rooms, exclusive of dining, breakfast and lobby areas.

(Ord. No. 2020-006, § 2, 7-21-2020)

Editor's note(s)—Ord. No. 2020-006, § 2, adopted July 21, 2020, amended the Code by renumbering former §§ 16.31.040—16.31.070 as §§ 16.31.050—16.31.080, and adding a new § 16.31.040.

16.31.050 Employment Industrial (EI) Restrictions

A. Use Restrictions

1. Retail and professional services that cater to daily customers, such as restaurants and financial, insurance, real estate, legal, medical and dental offices, shall be limited in the EI zone.
 - a. New buildings for stores, branches, agencies or other retail uses and services shall not occupy more than five thousand (5,000) square feet of sales or service area in a single outlet and no more than twenty thousand (20,000) square feet of sales or service area in multiple outlets in the same development project, and
 - b. New buildings for stores, branches, agencies or other retail uses and services shall not be located on lots or parcels smaller than five acres in size. A "development project" includes all improvements proposed through a site plan application.
2. Notwithstanding the provisions of Section 16.31.050 "Commercial Nodes Use Restrictions," commercial development permitted under 16.31.050(1)(a) may only be proposed concurrent with or after

industrial development on the same parcel. Commercial development may not occur prior to industrial development on the same parcel.

B. Land Division Restrictions

1. Lots of record prior to October 5, 2010 that are smaller than the minimum lot size required in the EI zone may be developed if found consistent with other applicable requirements of Chapter 16.31 and this Code. Further subdivision of lots smaller than three acres shall be prohibited unless Section 16.31.050 applies.
2. Lots or parcels larger than fifty (50) acres may be divided into smaller lots and parcels pursuant to a planned unit development approved by the city so long as the resulting division yields at least one lot or parcel of at least fifty (50) acres in size.
3. Lots or parcels fifty (50) acres or larger, including those created pursuant to subsection (2) above, may be divided into any number of smaller lots or parcels pursuant to a planned unit development approved by the city so long as at least forty (40) percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.040. See editor's note, § 16.31.040.

16.31.060 Tonquin Employment Area (TEA) Commercial Nodes Use Restrictions

- A. Within the Tonquin Employment Area (TEA), only commercial uses that directly support industrial uses located within the TEA are permitted as conditional uses.
- B. Commercial development, not to exceed a total of five contiguous acres in size, may be permitted.
- C. Commercial development may not be located within three hundred (300) feet of SW 124th Avenue or SW Oregon Street, and must be adjacent to the proposed east-west collector street.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.050. See editor's note, § 16.31.040.

16.31.070 Community Design

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, the applicable provisions of Divisions V, VIII and IX will apply.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.060. See editor's note, § 16.31.040.

16.31.080 Floodplain

Except as otherwise provided, Section 16.134.020 shall apply.

(Ord. No. 2020-006, § 2, 7-21-2020; Ord. No. 2016-008, § 2, 6-21-2016; Ord. No. 2012-011, § 2, 8-7-2012)

Note(s)—Former § 16.31.070. See editor's note, § 16.31.040.

Chapter 16.39 FOOD CART PODS

16.39.010 Purpose and Definitions

- A. **Purpose.** Mobile food units can provide opportunities for small scale entrepreneurship and provide unique eating establishments and community gathering spaces for the public. The purpose of this section is to allow for mobile food unit sites or "food cart pod" sites where mobile food units or "food carts" can be parked on a long-term basis. As defined below, a minimum of five (5) food carts are required in a food cart pod.

The standards in this section are intended to ensure that food carts and food cart pods are developed and operated as lawful uses and in a manner that is not detrimental or disruptive in terms of appearance or operation to neighboring properties and residents.

- B. **Exemptions.**

1. Mobile food units operated as part of an approved special event permit application.

- C. **Definitions.**

1. Mobile Food Unit (Food Cart) - any vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, highway or waterway, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer.
2. Mobile Food Unit Site (Food Cart Pod) - a site that consists of 5 or more mobile food units anchored by a permanent covered dining pavilion and restroom facilities.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.020 Food Cart Pod Permit Procedures

- A. Mobile food cart pod site permits will be processed as follows:

1. **Site Plan Review and Conditional Use Permit.** All mobile food cart pod sites are required to be reviewed as a Type IV Site Plan and Type III Conditional Use Permit in accordance with Chapter 16.72 of this code.
2. **Submittal Requirements.** An application for a mobile food cart pod shall include the following:
 - a. A completed land use application form and supplemental documentation as required by the form. Supplemental documentation may include:
 - i. Clean Water Services Service Provider Letter
 - ii. Tualatin Valley Fire and Rescue Service Provider Letter
 - iii. Preliminary Stormwater Report
 - iv. Traffic Impact Analysis
 - v. Written narrative describing the project and addressing the applicable code standards and criteria.

-
- b. Information and plan details described in the Site Plan Review checklist provided by the City, including existing conditions and proposed development plans. In addition to the information listed in the Site Plan.

Review checklist, the following information is required for review of a Food Cart Pod:

- i. Within the boundaries of the mobile food cart pod site, the location of all mobile food units, seating areas, on-site utilities and any accessory items or structures.
- ii. The proposed distance between the mobile food units and adjacent lot lines, other mobile food units and other on-site structures.
- iii. The orientation of service windows and doors on the mobile food units and the location of queuing areas.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.030 Food Cart Pod Development Standards.

The following standards apply to food cart pod sites.

- A. **Optional Storage Structures** - a maximum of two enclosed accessory storage buildings or structures are permitted per site, provided that the combined square footage does not exceed four hundred (400) square feet and the height of each does not exceed 10 ft. Outdoor storage of equipment and material for the site and/or for individual food carts is prohibited.
- B. **Required Trash Receptacles and Enclosures**
 - 1. Individual trash receptacles (i.e. not a shared enclosure) are required and shall be dispersed throughout the food cart pod for customer use.
 - 2. A minimum of one screened trash enclosure for the site is required meeting the approval of Pride Disposal.
- C. **Required Structures**
 - 1. All structures shall comply with the applicable setback standards of the underlying zoning district.
 - 2. A minimum of one permanent indoor restroom adequately sized to serve the site is required. Portable toilets are not permitted. The design of a detached restroom structure shall meet the design standards in subsection (4) of this section.
 - 3. Existing Structures may be utilized as the dining building or pavilion. The structure shall meet the design standards in subsection (4 a-d) of this section.
 - 4. Food Cart Pod Dining Building or Pavilion. A site shall have a pavilion or building of no less than 1,000 square feet to provide weather protection and comfort to dining customers. Proposed structures located on lots within the Old Town Overlay District shall meet the design standards of Section 16.162 of this code. The following design standards apply to dining building or pavilion:
 - a. **Primary Exterior Finish Materials** - The purpose of this standard is to encourage high-quality materials that are complementary to the traditional materials used in Sherwood. Natural building materials are preferred, such as wood, cedar shake, brick, and stone. Composite boards manufactured from wood in combination with other products, such as hardboard or fiber cement board (i.e. HardiPlank) may be used when the board product is less than six (6) inches wide.

-
- b. **Secondary Exterior Finish Materials** - These materials may include plain or painted concrete block, plain concrete, corrugated metal, full-sheet plywood, fiberboard or sheet pressboard (i.e., T-111), vinyl and aluminum siding, and synthetic stucco (i.e. DryVit and stucco board). Secondary materials shall cover no more than ten percent (10%) of a surface area of each facade and shall not be visible from the public right-of-way.
 - c. **Color of Structures** - The color of all painted or colored exterior materials shall be earth tone. A color palette shall be submitted and reviewed as part of the land use application review process and approved by the hearing authority.
 - d. **Roof-Mounted Equipment.** The purpose of this standard is to minimize the visual impact of roof-mounted equipment. All roof-mounted equipment, including satellite dishes and other communications equipment, must be screened using at least one of the methods listed below. Solar heating panels are exempt from this standard.
 - 1. A parapet as tall as the tallest part of the equipment.
 - 2. A screen around the equipment that is as tall as the tallest part of the equipment.
 - 3. The equipment is set back from the street-facing perimeters of the building, 3 feet for each foot of height of the equipment. On corner lots with two street-facing areas, all equipment shall be centered.
 - e. **Roof.** The purpose of this standard is to encourage traditional roof forms consistent with existing development patterns in Sherwood. Roofs should have significant pitch, or if flat, be designed with a cornice or parapet. Buildings must have either:
 - 1. A sloped roof with a pitch no flatter than 6/12; or
 - 2. A roof with a pitch of less than 6/12 and a cornice or parapet that meets the following:
 - a) There must be two parts to the cornice or parapet. The top part must project at least six (6) inches from the face of the building and be at least two (2) inches further from the face of the building than the bottom part of the cornice or parapet.
 - b) The height of the cornice or parapet is based on the height of the building as follows:
 - 1. Buildings sixteen (16) to twenty (20) feet in height must have a cornice or parapet at least twelve (12) inches high.
 - 2. Buildings greater than twenty (20) feet and less than thirty (30) feet in height must have a cornice or parapet at least eighteen (18) inches high.
 - 3. Buildings thirty (30) feet or greater in height must have a cornice or parapet at least twenty-four (24) inches high.
 - f. **Base of Buildings.** Buildings must have a base on all street-facing elevations. The base must be at least two (2) feet above grade and be distinguished from the rest of the building by a different color and material.
- D. **Minimum Setbacks and Separation Distance of Food Carts.** Food Carts on the site shall be located at a minimum of:
- 1. Ten (10) feet from any front lot line

-
2. Five (5) feet from any side or rear lot line, except if a site abuts a residential district the minimum setback of mobile food units to the side and rear lot line shall be twenty (20) feet.
 3. Windows and doors used for service to customers shall be located a minimum of ten (10) feet from loading areas, driveways, and on-site circulation drives, and a minimum of five (5) feet from bicycle parking spaces.
- E. **Screening from residential properties**
1. If the food cart pod site is adjacent to a residentially zoned property, the food cart pod shall be screened from the property. Screening shall be provided by a continuous, sight-obscuring fence. Fences shall be constructed of wood, metal, brick, concrete, or other appropriate material as determined by the Hearing Authority. Chain-link fencing with slats shall not be accepted. Hedges may be used in addition to fencing but shall not replace the fence requirement.
- F. **Obstruction of Vehicular and Pedestrian Use Areas and Landscape Areas.** No mobile food unit or associated elements, such as aboveground power cords, seating areas, trash receptacles, signs, and customer queuing areas, shall occupy bicycle parking spaces, loading areas, or walkways. Mobile food units shall not occupy landscaping areas.
- G. **Surfacing.** All mobile food units shall be placed on hard-surfaced area and all walkways within the site shall be hard surfaced as determined by the Hearing Authority. Parking, loading, and maneuvering areas for vehicles shall be constructed of concrete or asphalt.
- H. **Driveway access and drive aisles providing off-street parking and loading for vehicles shall meet the requirements of Chapter 16.94, Off-Street Parking Standards.**
- I. **Signs.**
1. Signs shall comply with the requirements of Section 16.101 Permanent Signs and 16.102 Temporary, Portable, and Banner Signs of this code.
 2. Additional portable signs within a food cart pod site are permitted but shall not be located within pedestrian walkways and shall not be visible from the public right of way.
- J. **Intersection Sight Distance and Clear Vision Areas.** The mobile food unit and any attachments or accessory items shall comply with the intersection sight distance and clear vision areas.
- K. **Lighting.** Exterior site lighting shall be provided to ensure safety for businesses and customers but shall be designed to minimize impacts to adjacent properties. Heat and light glare associated with a Food Cart Pod shall also meet the requirements of Section 16.152 Heat and Glare of this code.
- L. **Required Vehicular and Bicycle Parking.**
1. Minimum two (2) vehicle parking spaces per food cart, for lots or parcels not within the CFEC parking Delineated Area.
 2. Minimum 0.5 bike parking spaces per food cart.
 3. For every five (5) food carts a site, provide one (1) long-term bicycle space with weather protection.
- M. **Landscaping, Visual Corridor, Street Trees.** All sites shall be required to meet the requirements in Chapter 16.92 Landscaping, 16.140.040, Visual Corridors, and 16.140.060 Street Trees.
- N. **Hours of Operation.** A food cart pod site abutting a residential zone may operate during day hours between 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 9:00 p.m. Saturday and Sunday. The Hearing Authority may further limit hours of operation to ensure compatibility with abutting residential uses.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.040 Food Cart Pod Utility Standards

- A. Food Cart Pods sites are subject to the following utility standards:
1. All permanent utilities shall be placed underground.
 2. Food carts and restrooms shall connect to a permanent sanitary sewer system in conformance with state plumbing code.
 3. Food carts shall provide an approved grease interceptor for the disposal of fats, oils, and grease.
 4. Food carts shall connect to a permanent water source in conformance with state plumbing code.
 5. Food carts and on-site structures (i.e. restrooms and pavilion) shall connect to a permanent power source. Power connections must be undergrounded. Generators are prohibited.
 6. All utilities shall be placed or otherwise screened, covered, or hidden from view of the right-of-way as to minimize visual impacts and prevent tripping hazards or other unsafe conditions.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.050 Food Cart Design Standards

The following standards apply to each mobile food unit on the site.

- A. **Attachments.** Attachments to the food cart, such as awnings or canopies, are permitted only if they are supported entirely by the unit and do not touch the ground. Neither the food cart nor any item relating to the unit shall lean against or hang from any structure or pole. No structures such as decks shall be attached to the mobile food unit.
- B. **Accessory Storage.** Items relating to the food cart shall be stored in or under the unit.
- C. **Interior Seating or Vending.** Customer seating or vending inside the mobile food unit is prohibited.
- D. **Accessory items.** Food carts shall enclose or screen from view of the right of way and abutting residentially zoned property all accessory items not used by customers, including but not limited to, tanks, barrels, grills, smokers, and other accessory items.
- E. **Skirting.** Skirting shall be placed around the entire perimeter of the food cart.
- F. **Drive-Thru Service.** Drive-thru service or sales at a mobile food unit is prohibited.
- G. **Other Licenses Required.** In addition to the requirements of this section, the operator of a mobile food unit must have an active City and State business license and must comply with the permit requirements of the Washington County Environmental Health Department, Tualatin Valley Fire and Rescue, and the Oregon Liquor and Cannabis Commission.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.060 Food Cart Pod Conditions of Approval

- A. A conditional use permit is required for a food cart pod site, and shall meet the requirements of Chapter 16.82, Conditional Uses. The applicant is required to meet the approval criteria in Section 16.82.020(C). The

Hearing Authority may impose conditions of approval pursuant to Section 16.82.020(D) to protect the best interests of the surrounding properties and neighborhood.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.070 Food Cart Pod Approval Period and Time Extension

- A. A food cart pod site approval is valid for two years from the date of the final Notice of Decision. An extension of the Site Plan approval may be granted pursuant to Section 16.90.020(F) of this code.
- B. Upon approval for a Mobile Food Cart Pod development by the Hearing Authority, the applicant shall prepare a final site plan for review and approval pursuant to Chapter 16.72, Procedures for Processing Development Permits. The final site plan shall include any revisions or other features, or conditions required by the Hearing Authority at the time of the approval of the Food Cart Pod development.

(Ord. No. 2024-004, § 2, 10-15-2024)

16.39.080 Food Cart Pod Code Compliance

- A. After reviewing a complaint, the Community Development Director or designee shall compel measures to ensure compliance with the land use approval, compatibility with the neighborhood, and conformance with this section. Complaints may be originated by the City of Sherwood or the public. Complaints from the public shall clearly state the objection to the mobile food cart site, such as:
 - 1. Generation of excessive traffic;
 - 2. Generation of excessive noise or litter;
 - 3. Other offensive activities not compatible with the surrounding area.

(Ord. No. 2024-004, § 2, 10-15-2024)