

RESOLUTION NO. 400

A RESOLUTION ADOPTING FINDINGS IN SUPPORT OF ANNEXATION OF TAX LOTS 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701, 1800, 3100 and 3200, T3S-R1W, SECTION 11; AND AUTHORIZING SUBMITTAL OF A TRIPLE MAJORITY ANNEXATION PETITION TO THE PORTLAND METROPOLITAN AREA BOUNDARY COMMISSION.

WHEREAS, NIKE, Inc., representing the above referenced properties, has submitted an application for annexation and development, in accordance with the procedures set forth in Chapter 4 of the Wilsonville Code; and

WHEREAS, the Planning Director has prepared a report on the subject application which is attached hereto as Exhibit "A"; and

WHEREAS, said report was duly considered by the Planning Commission at a regularly scheduled meeting, conducted on May 14, 1984, at which time said report, together with findings and public testimony, were entered into the public record; and

WHEREAS, the findings, recommendations and record of the Planning Commission, set forth in their Resolution 84PC4, attached hereto as Exhibit "A", were forwarded to the City Council; and

WHEREAS, the Council duly considered the matter at a public hearing, held on June 4, 1984, at which time findings and public testimony were entered into the public record; and

WHEREAS, appropriate legal notice of the proposed action has been provided to Clackamas County and affected property owners, and further interested parties have had an opportunity to be heard on the subject; and

WHEREAS, based on the findings of the Planning Commission and those set forth herein, the City Council finds the annexation to be consistent with the city's acknowledged Comprehensive Plan, Growth Management Ordinance and Capital Improvements Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Wilsonville, does hereby approve the annexation request as submitted, together with Tax Lot 1800, T3S-R1W, Section 11, and does further authorize the Planning Director to submit the modified petition and supporting documents to the Portland Metropolitan Area Local Government Boundary Commission for final action.

BE IT FURTHER RESOLVED that upon issuance of a final order from the Boundary Commission, authorizing the annexation, the Council directs staff to prepare a zone change order, consistent with the Planning Commission's actions, set forth in Resolution 84PC4, for adoption by the City Council.

FINDINGS

The following findings are hereby adopted by the City Council as confirmation of its consideration of the application as submitted:

1. The application, as received, represents a triple majority petition of the properties herein described.
2. The Council concurs with and hereby adopts by reference, the findings and supplemental findings set forth in the Planning Commission Resolution 84PC4. (Exhibits A and B)
3. The Council acknowledges and shares the concerns over traffic, at the Stafford (North Wilsonville) interchange, raised by representatives of Burns-Western, LTD., developers of Parkway Center. However, the Council agrees with the Planning Commission, in that the city, through its Capital Improvements Plan, assumes responsibility to ensure adequate traffic circulation and street improvements.

Further, the scheduling and funding of needed improvements must be coordinated with actual development.

While additional development, such as NIKE's distribution Center, will increase the need for improvements, the development will also assist in funding such improvements. The same is true for development of Parkway Center. Essentially, if the development does not occur, then the improvements are not needed. If it does occur, it automatically participates in funding improvements.

The city will continue to work diligently on Capital Improvements so as to not unduly restrict continued development, due to inadequate facilities.

4. The Council acknowledges the request made to the Planning Commission to attach the Freeman Property (Tax Lot 1800) to the subject application. The Council further acknowledges and concurs with the Commission's findings on this property, together with the other properties within the Future Urban Area. However, in order to give appropriate consideration of this matter, and not uphold processing of the NIKE petition, the Council has elected to conduct separate hearings. Further, the Planning staff has provided special notice, with a petition for signature, to all other properties within the Future Urban Area. Those parties returning signed petitions will be considered together with the Freeman property for annexation separate from the NIKE petition.

On June 4, 1984, the Council held a separate hearing to consider annexation of the Freeman property (Tax Lot 1800) together with other properties returning signed petitions. A total of seven petitioners were returned as a result of the special notice provided. Based on

the petitions and testimony received, the Council finds as follows:

- a) The sever petitions returned do not constitute a triple majority fo the remaining properties in the Future Urban Area, outside of the NIKE petition.
- b) These properties are further not fully contiguous to each other and would create pockets of unincorporated land, in annexed, at this time.
- c) The Freeman property, (Lot 1800), however, is fully contiguous to the properties within the NIKE petition, and if attached to said petition, would maintain a triple majority without creating any isolated islands of unincorporated land. Further, it is separated from other properties which returned petitions, upon special notice, by the Bonneville Power Administration property (Tax Lot 2300) for which no petition was received.
- d) The Freeman property is equally appropriate for annexation as the properties within the NIKE petition, and if attached to said petition, would maintain a logical boundary extension. The Council further, specifically adopts the supplemental findings and conditions of approval

for the Freeman property, as set forth in the
Planning Commission Resolution 84PC4, Exhibit "B".

CONDITIONS OF APPROVAL

The following Conditions of Approval are hereby adopted by
the City Council to assure completion of the project in compliance
with the Comprehensive Plan, Zoning and Site Development Regulations.

1. Stage I zoning is subject to acknowledgement by the
City Council and further shall not take effect until
annexation to the city is executed.
Upon execution of annexation, staff shall bring forward
a zone change order, consistent with the Planning
Commission's recommendation for adoption by the City
Council.
2. Within one year following the annexation of the property,
Stage II Development Plans shall be submitted for review
by the Planning Commission, unless a request for an
extension has been granted by the Commission.
3. The applicants and owners of each property within the
annexation area, shall waive the right of remonstrance
against the formation of any local improvement district
which may be formed to provide needed public facilities
to serve the subject properties.
4. The applicant shall cooperate with the city in upgrading

traffic analysis, relative to freeway access. Further, they shall, as part of their Stage II Development Plans, submit a Transportation Management Plan to minimize peak-hour impacts on the interchanges.

5. The zoning for the properties shall restrict partitioning or subdivision of lots under common ownership for a period of five years. Except for existing lots of record 900, 1000, 1100 and 1300, T3S-R1W, Section 11, no parcels of less than thirty acres shall be created prior to July 1, 1989, unless specifically authorized by the Planning Commission, supported by findings as to the relative need for large-lot versus small-lot industrial development.
6. That the applicant process a minor partition of Tax Lots 3100 and 3200, Section 11, to separate parcels east and west of the railroad tracks, to accommodate the proposed NIKE development. The partitioning shall identify appropriate access to the parcels west of the tracks.

EXHIBITS

The following exhibits are hereby entered into the public record by the City Council as confirmation of its consideration of the application as submitted:

- A. Findings and Conditions of Approval (Resolution 84PC4).
1. City of Wilsonville Comprehensive Plan.
 2. Chapter 4 of the Wilsonville Code.
 3. Applicant's submittal documents.
 4. Master Public Facilities and Capital Improvements Plan (Resolution No. 217) including 1984 updates adopted by Resolution No. 393.
 5. Community Development and Land Use Inventory, March, 1984.
 6. City Council Resolution No. 292, Denial of Plan Amendment, Robert Randall Company.
 7. SRI International Phase I Report, dated July, 1982 (SRI Project 4397). Strength and Weaknesses of the Portland Area as an Industrial Location.
 8. Preliminary Public Facilities Impact Report by Public Works Director.
 9. Petition for Annexation (PMALGBC Form No. 8), List of property owners (PMALGBC Form No. 5) and Tax Lot Map of annexation area.
 10. Current Zoning Map.
 11. Minutes of the Planning Commission hearing held May 14, 1984.
 12. Letter from Clackamas County Economic Development


Committee - Ronald D. Johnson

13. Letter from Wilsonville Economic Development
Committee - Will Plumlee.

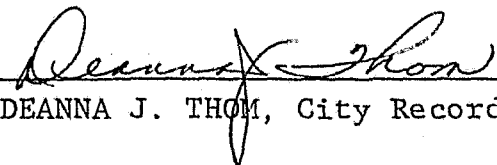
14. City Council minutes of June 4, 1984 meeting
for NIKE annexation hearing and the hearing for
annexation of the Freeman and other properties.

B. Supplemental findings in consideration of annexation
of other properties within the Future Urban Area.

ADOPTED by the City Council of the City of Wilsonville
at a regular meeting thereof this 4th day of June, 1984,
and filed with the City Recorder this same day.


WILLIAM G. LOWRIE, Mayor

ATTEST:


DEANNA J. THOM, City Recorder

CITY OF



Wilsonville

P.O. Box 220 / Wilsonville, Oregon 97070

503 / 682-1011

PLANNING COMMISSION MINUTES

May 14, 1984

Wilsonville City Hall

30000 S. W. Town Center Loop East
Wilsonville, Oregon

Members present: Arland Andersen, Rich Drew, Marian Wiedemann,
Lew Hendershott and Helen Burns

Members absent: Mike Williams and Stan Maves

Staff present: Ben Altman, Steve Winstead and Judee Emison

Legal Counsel: Mike Kohlhoff

Chairman Drew called the meeting to order at 7:05 p.m.

NIKE, INC. - Annexation and Stage I PDI Zoning approval for NIKE
Western Regional Distribution Center to be located on
Tax Lots 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601,
1700, 1701, 3100 and 3200, T3S-R1W, Section 11

Ben Altman presented the staff report noting the area involved is designated Future Urban, but within the existing Urban Growth Boundary. Said boundary was acknowledged by the State as part of our Comprehensive Plan. The property is designated for industrial development on our Comp Plan and designated as industrial on the County's Comprehensive Plan and the City and County have a joint Plan Area Management Agreement which regulates the use of this land until it is annexed to the City. Under this Agreement the County has this property zoned as large lot Farm Forest-10-acre minimum as interim zoning until this area is annexed to the City. The total area involved is 159 acres. There was a representative for the Freeman property to the north present. This property was not a part of the specific application which is the reason it is not specifically referenced in the staff report. There are some properties to the south of NIKE's property and Boeckman Road which are included in the annexation so as to not leave an island. Generally the area has been a part of the planning process all along and it is tied to our planning process with the public facilities.

There is already sewer through the area and the water lines exist both at Boeckman Road and Ridder Road. The storm drainage by natural flow runs down through the property. It is tied directly to our facilities and all our planning has anticipated this area coming in.

The specific NIKE development is a combination of distribution - 636,000 sq. ft. of warehouse with 45,000 sq. ft. of office development. The office will be a combination of marketing and product research. Their access will be directly to Boones Ferry Road. NIKE's access and how it will tie in directly with the potential realignment of Boones Ferry Road in conjunction with the Boeckman interchange will be addressed at Stage II.

The traffic volumes on Boones Ferry Road are low and the anticipated traffic from this proposal will not be more than the area can handle. Signalization and widening of the ramps at the Stafford interchange will begin in August. NIKE's traffic will be coming off the ramp and turning right which is the least restrictive at the interchange. Ben has required, as part of the Stage II Development Plans, that NIKE provide a Traffic Management Plan which will assist us in controlling the peak-hour impact.

He added a supplemental finding which deals with the City's initial intent to focus on the future urban area and the providing of opportunities for large-lot industrial development. To insure this, we will attach some conditions that if for some reason NIKE did not develop the property, that the zoning would protect the consolidated properties for a five-year period to allow the market to determine whether or not there is a continuing need for the large-lot configuration. During this time, if there are sufficient findings shown for a need for smaller lots versus the larger lots, then this can be processed.

Tax Lots 3100 and 3200 go across the railroad tracks. The Development Plans for NIKE create a partition of said lots. The City will have to acknowledge this through our process of partitioning the lots which create a separation of ownership.

Rich Drew asked how many acres were not to be annexed in the Future Urban Growth area. Ben replied that there were 259 acres north of the NIKE proposal.

Ben noted the Boundary Commission will have two primary concerns in their review - one being the consistency with the adopted Plan and two, the ability to support the annexation.

Joe Deutsch - Director of Distribution for NIKE, stated that two years ago they started looking at consolidation of their western distribution facilities. There are nine such facilities now. They looked at cities from San Francisco up to the Seattle area. They needed access to I-5 and 205, rail capabilities and within a reasonable

proximity of the Port of Portland. They looked at 40+ acreages from Aloha to Gresham, from Woodburn to Woodland, Washington and chose Wilsonville.

Helen Burns asked if there was someone present from NIKE who could tell the Planning Commission where they stand regarding the river property. Joe Deutsch replied that the company has not decided where they will build.

Lew Hendershott questioned what NIKE planned to do with the portions of Tax Lots 3100 and 3200 which are across the railroad tracks. Joe Deutsch replied that part of the two tax lots were not part of the sale. He noted that NIKE still has to decide whether they will own the building and the land or lease the building. NIKE does not own any of their distribution facilities. Rich Drew questioned Joe if there was access to the property to the west. Joe replied yes, there will be access to the property and they are hoping to be able to do this by granting an easement.

Chairman Drew opened the public hearing, asking for proponents.

Diane Spies, representing Freeman and Sons, stated they, too, wished to be annexed to the City and wanted their tax lot included with the NIKE property to the Boundary Commission. She noted she had spoken with Lindsay Stewart, legal counsel for NIKE and they agreed to the plan provided it did not impede their Plans in any way.

Richard Hayden, attorney for Parkway Center, noted they were very concerned about the traffic load and felt this would burden the Stafford interchange. They felt some consideration should be given to put a condition in that if the other parcels are annexed into the City, that they not be annexed unless they were considered for a specific use. In summary, he noted that some definite findings should be made regarding the traffic and how the new problems would be handled and paid for.

Arland Andersen stated he did not see how the Commission could tell one developer he had more rights to develop a piece of property over another developer. When the need for the traffic lights arise, it will be handled

Chairman Drew asked for opponents and questions. Hearing none, he closed the public hearing.

There was discussion regarding whether or not to combine NIKE and Freeman & Sons in a public hearing at City Council level. There was concern expressed that the Commission did not want to hold NIKE back in any way. Lew Hendershott suggested separate motions - one to adopt staff findings and conditions of approval on the NIKE application, and another to City Council if they wish to consider adjacent properties for annexation.

Lew Hendershott moved that Planning Commission approve the application and Resolution No. 84PC4 for annexation and Stage I PDI zoning approval for NIKE Western Regional Distribution Center to be located on Tax Lots 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701, 3100 and 3200, T3S-R1W, Section 11, and adopt the Findings 1 through 16 and Conditions of Approval 1 through 6. Helen Burns seconded the motion which passed 5-0.

Lew Hendershott moved that Planning Commission recommend to City Council that they give consideration to the application from Freeman and Sons and any other properties within the Future Urban Area for consideration by the Boundary Commission simultaneous with the NIKE application and that the Findings and Conditions of Approval as attached to the NIKE property be likewise attached where applicable. Helen Burns seconded the motion which passed 5-0.

Lew Hendershott emphasized that the reason he worded the motions the way he did was to move NIKE along and not hold them back in any way.

PLANNER'S CONCERNS

Memo on continuation of advisors

Chairman Drew noted he agreed with Ben's Memo on advisors.

Rich Drew moved to accept Ben's recommendation that the current list of advisors not be reappointed, but that the Commission maintain the option to recommend individuals to the City Council who demonstrate an interest in participating as advisors in a training capacity. Arland Andersen seconded the motion which passed 5-0.

Willamette Bank Townhouses

Steve Winstead noted that Duane Petersen has withdrawn his request for Willamette Bank Townhouse approval because of the fact that the property owners refuse to sign a reciprocal agreement to allow him to use the easement which was granted for access to his property.

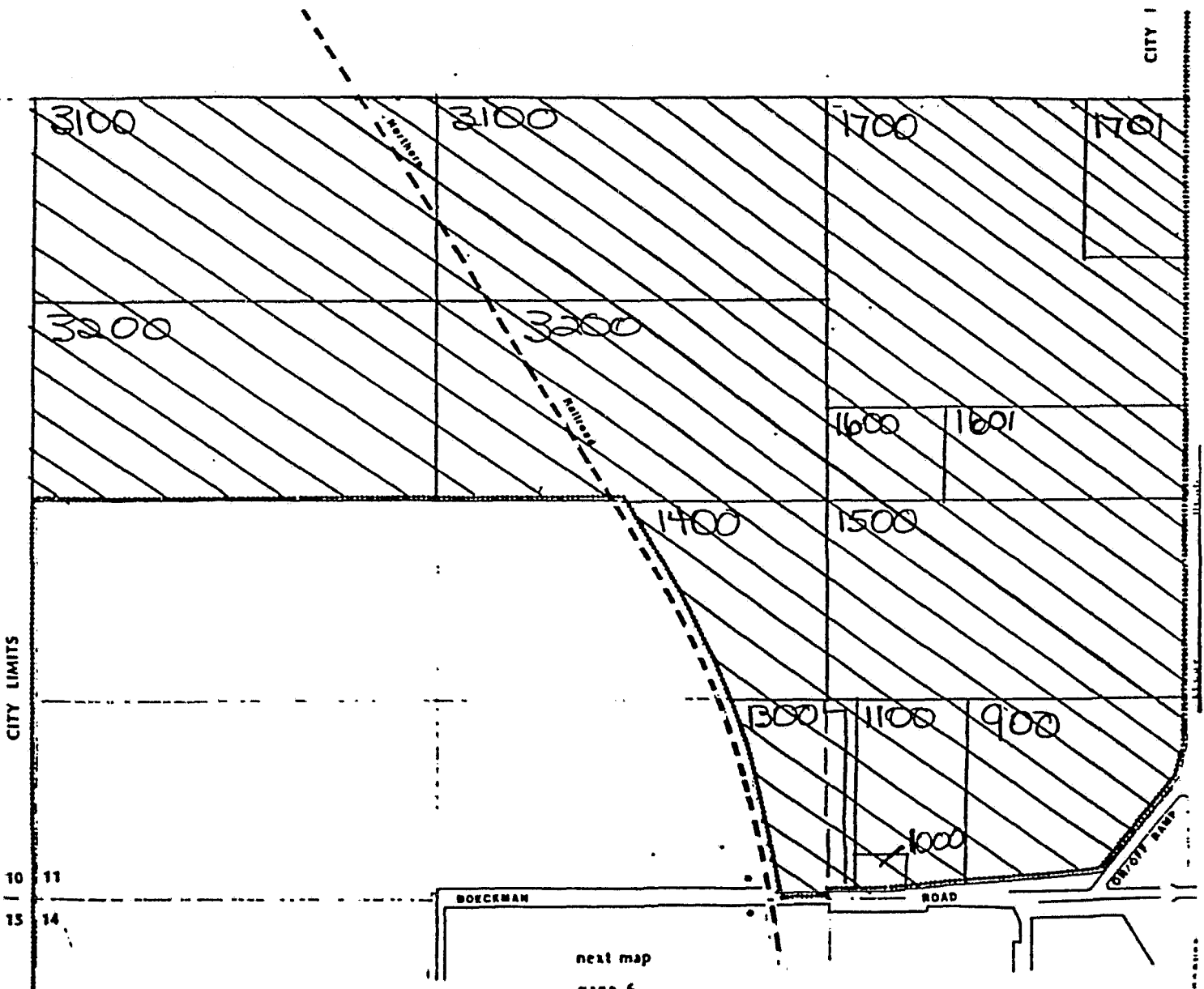
Meeting was adjourned at 8:45 p.m.

NOTICE OF PUBLIC HEARING

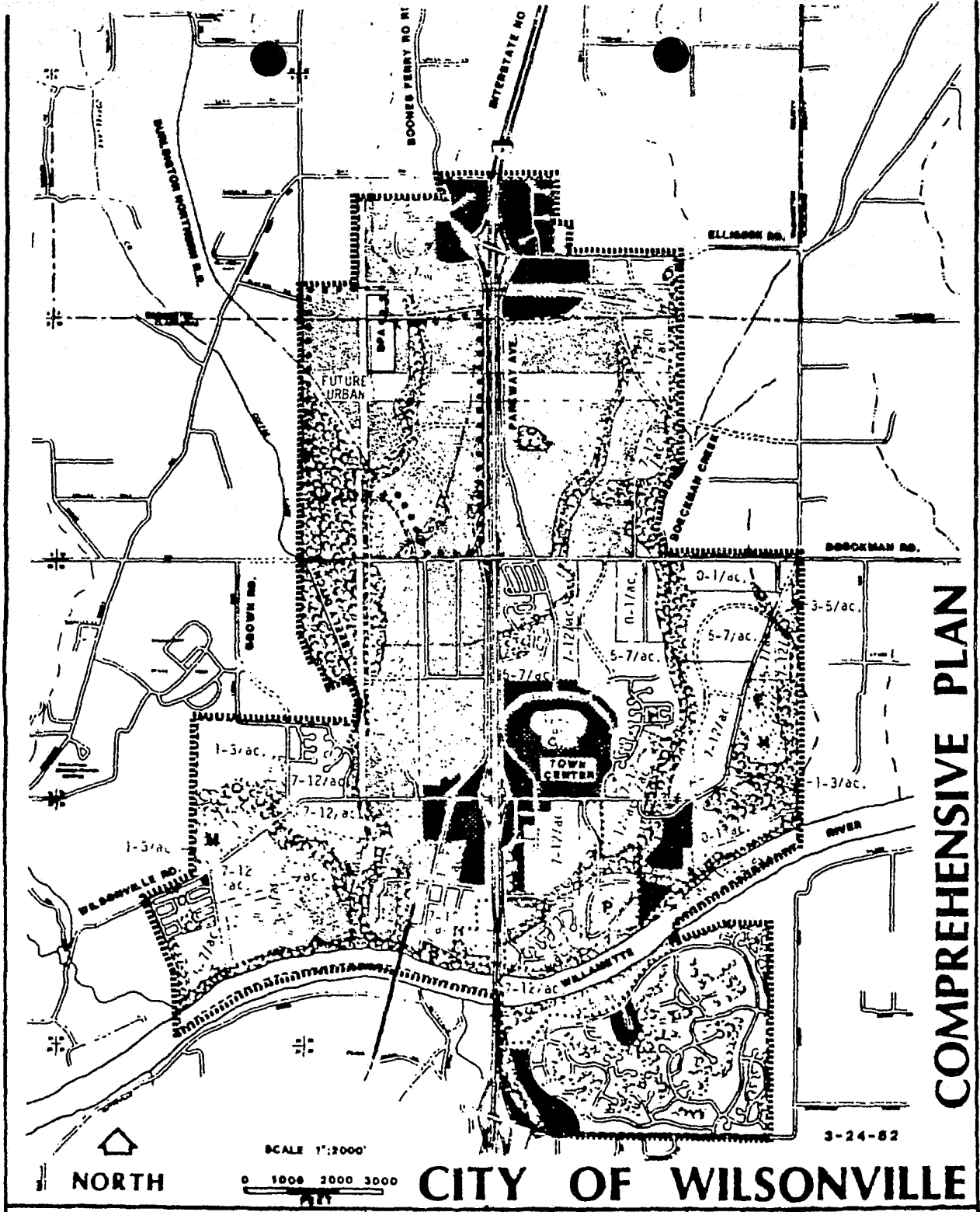
NOTICE IS HEREBY GIVEN whereas the Wilsonville City Council will hold a public hearing on Monday, June 4, 1984 at 7:30 p.m. at City Hall, 30000 SW Town Center Loop East, Wilsonville, Clackamas County, Oregon, or at such other time or place to which the Council may adjourn.

The application, submitted by property owners of Tax Lots 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701, 3100 and 3200, T3S-R1W, Section 11, and NIKE, Inc., is for annexation of 158.67 acres, including above-noted Tax Lots, to the City of Wilsonville and Stage I PDI Zone Change.

Inquiries pertaining to the application may be made by contacting City Hall at 682-1011. Written statements may be submitted prior to the date of the hearing and will be entered into the public record. Public testimony in favor of or in opposition to the proposed application will be taken at the public hearing.



NIKE ANNEXATION AND ZONE CHANGE



COMPREHENSIVE PLAN

<p>RESIDENTIAL dwelling units per acre</p> <p>COMMERCIAL</p> <p>INDUSTRIAL PARK</p> <p>OPEN SPACE only open space is not shown on map - See Plat text</p> <p>CONTINUING AGRICULTURE future conversion density</p>	<p>PUBLIC LANDS</p> <p>----- CITY LIMITS</p> <p>P - PARKS</p> <p>E - ELEMENTARY SCHOOL</p> <p>M - MIDDLE SCHOOL</p> <p>H - HIGH SCHOOL</p>	<p>--- POWER LINE EASEMENTS</p> <p>..... WILLAMETTE RIVER GREENWAY BOUNDARY</p> <p>----- PROPOSED STREETS</p> <p>..... URBAN GROWTH BOUNDARY</p> <p>..... FUTURE URBAN GROWTH BOUNDARY</p>
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PLANNING COMMISSION
RESOLUTION NO. 84PC4

A RESOLUTION RECOMMENDING APPROVAL OF THE ANNEXATION OF TAX LOTS 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701, 3100 AND 3200, T3S-R1W, SECTION 11; AND STAGE I PDI ZONING FOR NIKE WESTERN REGIONAL DISTRIBUTION CENTER, NIKE, INC., APPLICANT

WHEREAS, an application, together with planning exhibits for the above-captioned annexation and development, has been submitted in accordance with the procedures set forth in Chapter 4 of the Wilsonville Code, and

WHEREAS, the Planning Director has prepared a report on the above-captioned subject which is attached hereto as Exhibit "A", and

WHEREAS, said planning exhibits and staff report were duly considered by the Planning Commission at a regularly scheduled meeting conducted on May 14, 1984, at which time said exhibits, together with findings and public testimony, were entered into the public record, and

WHEREAS, the Commission has duly considered the subject and the recommendation(s) contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Wilsonville does hereby adopt the staff report attached hereto as Exhibit "A", with the findings, recommendation(s) and Conditions of Approval contained therein and further forwards their recommendation for approval to the City Council for acknowledgment and referral to the Portland Metropolitan Area Boundary Commission.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 14th day of May, 1984, and filed with the Wilsonville City Recorder this same day.


Chairman, Planning Commission

Attest:



FINDINGS

The following Findings are hereby adopted by the Planning Commission and entered into the public record in consideration of the application as submitted in conformance with the City's Comprehensive Plan and zoning regulations.

1. NIKE, Inc., together with the owners of the above-referenced Tax Lots have submitted a petition for a triple majority annexation for approximately 158.67 acres to the City of Wilsonville.

Owners of all properties listed on the PMALGBC Form No. 8, except Tax Lots 900 and 1300, have signed the petition as of the date of this report. The two owners who have not signed have been contacted and have not indicated opposition to the annexation, but have not come to City Hall to sign the documents.

The owners signed on Form no. 8 do, however, represent a triple majority (land area, land owners and total assessed value) of the area proposed for annexation.

Further, the annexation area is a fully contiguous extension of the existing City limits. No islands of unincorporated land would be created.

2. NIKE, Inc. has also submitted an application to rezone the subject property to PDI, Planned Development Industrial. They have further submitted Stage I preliminary Development Plans for approximately 100 acres (Tax Lots 1400, 1500, 1600, 1601, 1700 and 1701 and portions of 3100 and 3200). The Development Plans identify improvements for NIKE's Western Region Distribution Center. Phase I improvements are outlined as follows:

Building:	Warehouse	635,000 sq. ft.
	Office	<u>45,000 sq. ft.</u>
	Total	680,000 sq. ft.
Employees:	Number	300 to 350
Parking:	Trucks	150,000 sq. ft.
	Employees	<u>160,000 sq. ft.</u>
	Total	310,000 sq. ft.

No specific Development Plans are proposed for the remaining properties at this time.

However, the Commission finds that the owners of Tax Lots 1000 and 1100, currently operate a small scale import business as a home occupation. It is their immediate desire to continue said business, with a potential for expansion, including a new structure to house the operations.

Comprehensive Plan Compliance

3. The subject properties are located within the City's acknowledged Urban Growth Boundary (Policy 2.1.1), but are classified "Future Urban" with an Industrial land use designation. Further, the City and Clackamas County have executed a Dual Interest Area Agreement to jointly manage the urbanization of the Future Urban Area (Policy 2.3.5).

This Agreement acknowledges that urban services and facilities will most appropriately be provided by the City of Wilsonville. Therefore, urban development is to follow annexation to the City. Such Boundary amendments are to be considered in conformance to the following Plan policies:

Immediate Growth Boundary Policies

POLICY 2.2.1: Because the I.G.B. includes the entire City limits, changes in the boundary will require normal annexation procedures, as prescribed by State law. All such changes shall not be reviewed more frequently than on an annual basis. I.G.B. amendments shall be based on consideration of:

1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's Capital Improvements Plan to be available within a 3 to 5 year period. Depending on the service level capacity of the existing primary facilities, an area annexed to the I.G.B. may be classified as a primary or a secondary growth area.
2. Availability of sufficient land for the various uses to insure choices in the market place for a 3 to 5 year period.
3. L.C.D.C. goals; and

4. Encouragement of development within urban areas before conversion of urbanizable areas.

POLICY 2.2.2: To insure timely, orderly and efficient use of public facilities and services, while maintaining livability within the community, the City shall establish a Growth Management Program consistent with the City's regional growth allocation and coordinated with a Capital Improvements Plan.

- a. Annually the Planning Commission shall review growth related data, e.g., availability of public facilities, scheduled capital improvements, need for housing, commercial development and/or industrial development, etc.; and shall, as determined necessary following a public hearing, recommend to the City Council a Growth Management Plan.
- b. To maximize design quality and conformity to the Comprehensive Plan the City shall encourage master planning of large land areas. However, as an added growth control, the Planning Commission may, as a condition of approval, set an annual phasing schedule coordinated with scheduled Capital Improvements, particularly streets and related transportation facilities.

POLICY 2.2.3: To discourage speculative zoning and to provide for maximum responsiveness to new design concepts and a changing market, zone changes and site plan approvals shall carry an expiration date with substantial progress towards site development required to preserve the approval.

4. In accordance with Policy 2.2.1, in February, 1983, the City Council and the Planning Commission held a joint public hearing for a scheduled periodic review of the Comprehensive Plan.

Coincidentally, this review and evaluation followed a recent consideration of a Plan Amendment proposed by the Robert Randall Company. The proposal was to redesignate 100 acres of residential land to industrial. The proposal was prompted by a Report prepared for the Portland Metropolitan Chamber of Commerce by SRI International, attached hereto as Exhibit 7. Phase I of the SRI Report identified a serious lack of serviceable and buildable, large lot industrial sites (50 - 100 acres) within the Portland Metropolitan

Area. Thus, the Randall Amendment sought to provide such a site. However, in adopting Resolution No. 292, attached hereto as Exhibit 6, the City denied the Amendment. Major findings made in denying the Amendment are summarized as follows:

- It would contradict the planned balance of residential and employment growth (LCDC Goals 9 and 10).
- Planned Industrial activities were placed by locational criteria such as, adjacent to the I-5 corridor and interchanges and railroad lines.
- It would require significant changes in the public facilities Master Plans and Capital Improvements Plan (CIP). It would further result in traffic flows in conflict with the transportation policies of the Plan.
- While there was an identified lack of large lot industrial sites in the region, there were, in fact, opportunities within the City's adopted Plan to provide such lots. Therefore, the most logical and effective way to stimulate such industrial development is to implement the existing Plan. This would include construction of scheduled capital improvements, definition of an economic development strategy, which may include target industries and, if necessary, promoting assemblage of large industrial sites.

Based on the discussions during the February periodic review, the Council and Commission concluded that, in response to the Randall Amendment, it would be appropriate to promote annexation of the future urban area. It was found that this area provided the greatest opportunities to assemble large lot industrial sites from 30 to 200-plus acres. Further, the area had already been included in planning and designing the public facilities Master Plans and CIP, with scheduled improvements already identified within the next five-year period.

Thus, such actions would be consistent with Policy 2.2.1. That is, both previous and proposed investments (orderly and economic provision) in the public facilities are integrally linked to the future urban area. Many of these scheduled improvements are, in fact, necessary to upgrade services to existing developed areas as well as to expand services to undeveloped properties, including the future urban area.

5. The City finds (Resolution No. 292) a sufficient need for large lot industrial sites. It further

has found (Land Use Survey, Exhibit 5) that within Wilsonville's Urban Growth Boundary the greatest opportunities for providing market choices for 30, 50, 100 and 200-plus acre industrial sites is within the Future Urban area. While there is a significant number of undeveloped acres within the existing City limits, the majority of these areas have been committed through zoning and by ownerships, e.g., Tektronix, Payless, Parkway Center, etc. They are, therefore, not available to prospective large lot users, such as NIKE.

The Future Urban area is, however, essentially vacant large parcels, in excess of 30 acres each that can be assembled to form various large sites. These sites can be readily serviced and have adequate access, making them highly desirable.

The instant application, by NIKE, is a prime example of both the need for and the desirability of this area for large lot development. It is found that the subject site was selected from an extensive analysis of over 40 sites from Los Angeles to Seattle. Given these factors, it is found necessary to make the property available for development, through annexation. Further, it is found that other industrial properties within the current City limits are predominantly committed to development through various Master Plans. Annexation of the subject site will not detract from development of these properties. If anything, it will promote and compliment other developments.

6. The relevant LCDC Goals affected by this proposal are Goals 9 (Economy), 11 (Public Facilities), 12 (Transportation) and 14 (Urbanization). Each of these Goals will be addressed within the context of the City's Comprehensive Plan.
7. In accordance with Policy 2.2.2, the City has adopted both a Growth Management Process (Ordinance No. 211) and a Capital Improvements Plan (CIP)(Resolution No. 217, amended by Resolution No. 393). These two documents are interrelated and function as a package in implementing the Comprehensive Plan policies.

The City has recently (April, 1984) completed its annual Growth Management evaluation. Subsequently, the CIP schedule was updated and extended based on current and anticipated development patterns. The new schedule of improvements is to be supported by current funding plus anticipated revenues from

continued development. In this regard, the City finds it necessary to emphasize that continued funding and efficient use of the City's public facilities is dependent upon continued development. Without exception, one cannot occur without the other. Further, as previously noted, the findings of the annual CIP and Growth Management evaluation support annexation of the Future Urban area. This action will simultaneously promote implementation of scheduled capital improvements and continued economic development.

8. Compliance with Policy 2.2.2(b) and Policy 2.2.3 will be provided through the Stage I and Stage II PDI zoning procedures set forth in Chapter 4 of the Wilsonville Code.

Public Facilities and Services

9. The City's public facilities systems are well established with Master Facility Plans. Systematic upgrading of known deficiencies and facility expansions are carefully coordinated through the City's Capital Improvements Plan. The CIP has a proven track record since its adoption in May, 1982. In fact, the City's success with planning, scheduling and constructing needed improvements earned an award from the League of Oregon Cities as the most outstanding program of Capital Improvements Planning and finance of all Oregon cities. The City has taken a very aggressive and pro-active role in this program to insure adequate facilities are available to support planned economic and community development.

The following summary findings compare system capacities to existing and anticipated demands. In evaluating total system adequacy, however, it is important to recognize that both the Comprehensive Plan and CIP Master Plans are full development designs. Whereas, actual implementation occurs in five-year planned segments with annual construction activities. It is impractical to assume that all systems would be expanded to full development design prior to development. The systems must be incrementally developed in conjunction with specific demands. This is particularly true since the City's system development is largely funded through connection fees.

Evaluation of the system impacts of the proposed NIKE development has been prepared by the Public Works Director (Exhibit 8). The Report does not indicate any major system deficiencies. Minor deficiencies noted are all easily correctable. Most of them have been anticipated within the CIP, with funding allocated for improvement.

A. Sanitary Sewer

- Current system capacity is 2.5 MGD
- Average daily flows are .575 MGD
- Peak daily flows are .930 MGD

System capacity is capable of serving an additional 5,233 residential equivalent hookups. This is calculated to be adequate at least, through 1990. Connection fees provide for system maintenance and expansion. Historically, the system has been totally self-sufficient, including retirement of Revenue Bonds used for major treatment system improvements.

In addition, an annual maintenance program has been established, including sealing to control inflow/infiltration of storm water. The maintenance program insures maximum system efficiency.

B. Water

- Reservoir storage capacity is 2.95 M.G.
- Storage capacity required for system pressurization and fire reserve is 1.81 M.G.
- Reserve storage capacity is 1.14 M.G.
- System pumping/recharge capacity is 2.5 M.G.D.
- Average daily demands are .425 M.G.D. (10 hours per day pumping of one well)
- Peak daily demands (summer) are 1.2 M.G.D.

The City has recently drilled a new well (Gesellschaft) which has been test pumped at 1100 GPM or .66 M.G.D. This well is scheduled to be connected to the system in fiscal year 1984-85. When connected, the system pumping capacity will be approximately 3.1 M.G.D. The Fy 84-85 CIP schedule also includes drilling of another new well (NIKE) which

will provide additional supply. The current surplus supply is 1.3 M.G.D. which is capable of providing service for 4,333 residential equivalent hookups.

Fire protection within the UGB is provided by the Tualatin Rural Fire District. The District maintains one fully-manned station at Elligsen Road, with a volunteer engine company on Wilsonville Road. The District operations combined with the City's water system provide a Class III fire insurance rating for the City.

C. Roads and Transportation

The annexation area abuts the western right-of-way of Boones Ferry Road and the northern right-of-way of Boeckman Road. Freeway access to the area is provided by either the Stafford or Wilsonville interchanges. The area is also served by the Burlington Northern Railroad. Transit service is available at the southeast corner of the area at Boeckman Road. The area north of Boeckman Road is, however, currently not served by transit.

1. Boones Ferry Road is classified as a major arterial with an "E" section design standard (60' row, 48' paved). It is also a designated truck route.

Existing improvements provide a 22-foot paved section, without curbs, etc. The design capacity is 11,000 ADT, while current traffic volumes are approximately 3,000 ADT.

2. Boeckman Road is classified as a minor arterial with a "D" section design standard (60' row, 48' paved). It is also a designated truck route and transit service crosses the Freeway via the Boeckman overpass from Boones Ferry Road to Parkway Avenue.

Existing improvements provide 35 feet of pavement, without curbs, etc. The existing design capacity is 10,000 ADT, while current traffic volumes are approximately 800-1,000 ADT.

3. Both the Stafford and Wilsonville interchanges have current off-ramp capacity limitations and are operating at "D" to "E" level service during peak hours. At the Stafford interchange the southbound off-ramp suffers significant backups and delays during the a.m. peak. At

the Wilsonville interchange the breakdown occurs at the southbound off-ramp during p.m. peaks.

Signalization improvements are funded for both Freeway interchanges with construction scheduled for the fall of 1984. Although, it is acknowledged that new capacity calculations have not yet been completed for the interchanges with signalization. An overlay and widening project is scheduled on Boones Ferry Road during Fy 84-85. Project funding has been coordinated with ODOT and Clackamas County, under the City's street jurisdiction transfer program and the City's system development funds.

In addition, an interchange with I-5 is being planned at Boeckman Road. The City has completed preliminary analysis of the proposed interchange. The proposal is currently being considered as part of Metro's Southwest Corridor Study of the Regional Transportation Plan (RTP). To date, no Federal access permit has been obtained. The City is, however, desirous of expediting approvals and initiating construction within the next three years. This interchange is intended to relieve congestion at the other two interchanges.

If, for some reason, necessary approvals are not obtained for the Boeckman interchange, then the CIP must be modified to provide additional improvements to both the Wilsonville and Stafford interchanges. Funding for full interchange improvements has not been secured. However, again, it is found that any such funding will be integrally tied to developing properties and, in particular, industrial developments.

D. Storm Drainage

The annexation area is drained by the Seely Ditch Basin. The CIP Master Plan identifies some structure (culverts and ditches) deficiencies within this basin. These would have to be corrected to support development. Such improvements can and will be coordinated with the CIP which currently includes improvements to upper Seely Ditch in the Fy 84-85 schedule. Some on-site retention may also be required as development occurs.

Economic Development

10. A detailed Economic Development Plan has not yet been developed by the City, although

strategy planning is in progress at this time. The Comprehensive Plan, however, recognizes the industrial development potential of Wilsonville. In particular, its geographic location on or near major transportation corridors (I-5, I205, Rail) is acknowledged as being highly suitable for warehousing and distribution facilities.

Policy 4.1.5 seeks to protect industrial lands from incompatible uses and further to minimize deterrants to desired industrial development. Consistent with this policy, the City has protected the subject area by its future urban designation, supported by interim FF10 zoning and a Dual Interest Area Agreement with Clackamas County.

The City has further taken an aggressive proactive role in planning and scheduling public facility improvements needed to support continued economic development. Given these efforts by the City, it is now found that the primary deterrent to the desired, orderly development of the subject area is that it is not within the City limits. Therefore, under the terms of the City/County Plan Agreement, urban development cannot occur until annexation is accomplished.

Annexation of the area will provide opportunities for desired industrial development. It will specifically provide an opportunity for development of the proposed NIKE distribution facility. Again, it is emphasized that the subject site was selected from over 40 alternative locations from Los Angeles to Seattle. By making this site available, an Oregon-based company can meet its growth needs while remaining in Oregon. If the site is not made available, the company's needs for space will most probably be satisfied out of state.

Conclusionary Findings (Annexation)

11. The properties proposed for annexation are within the acknowledged Urban Growth Boundary. The City is the designated urban services provider for this area and Clackamas County supports the annexation proposal.

12. The City's public facilities systems are reasonably adequate to support the additional 158 acres. Further, the City has adopted implementing a Growth Management program supported by a highly successful Capital Improvements Plan. This coordinated program coupled with the City's planned development zoning regulations provide ample control over coordinating development and support services. The City's track record is living proof of its commitment and ability to support continued development.
13. The annexation is consistent with applicable LCDC goals through compliance with the City's acknowledged Plan. It will further specifically promote needed and desired development of an Oregon-based industry.
14. The proposed zone change to PDI, Planned Development Industrial is consistent with the Comprehensive Plan.
15. It is the City's intent to promote large-lot industrial development or, at least, preserve to option for this scale of development within the Future Urban Area. In this regard, the City is interested in and supportive of consolidation of ownership within this area in order to assemble lots from 30 to 100-plus acres. Conversely, the City, at least for the next five years, would not encourage partitioning or subdivision of this area to smaller lots.
16. The NIKE development will require a minor partition of Tax Lots 3100 and 3200 to separate the parcels east and west of the railroad tracks. This can be accomplished as part of the Stage II review.

FINDINGS - STAGE I PDI

The following Findings are hereby adopted by the Planning Commission and entered into the public record in consideration of the application as submitted in conformance with the City's Comprehensive Plan, Zoning and Site Development Regulations.

PDC OR PDI NON-RESIDENTIAL SITE DEVELOPMENT STANDARDS

Code Standard Proposed Code Compliance
(NA = Not applicable)

14. Land/Building Improvements

1. Lot size

	<u>Code Standard</u>	<u>Proposed</u>	<u>Yes</u>	<u>No</u>	<u>See Finding No.</u>
A. Total site area	<u>100 acres</u>				
B. Minimum lot size	<u>.5 acres</u>	<u>100 acres</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>
C. If subdivision, no. of lots	<u>NA</u>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>	<u>NA</u>

2. Building setbacks (minimum)

<u>30</u> ft. Front	<u>392</u> ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>
<u>30</u> ft. R.side	<u>160</u> ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>
<u>30</u> ft. L.side	<u>72</u> ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>
<u>0</u> ft. Rear	<u>160</u> ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>On rail</u>

3. Building size

- A. Phase I
1. Footprint 681,500 sq. ft.
 2. Total floor area (gross) 681,500 sq. ft.
 3. Total floor area (net rentable) --- sq. ft.
 4. Type of Use
 - a. Office 45,000 sq. ft.
 - b. Warehouse 636,500 sq. ft.
 - c. Manufacturing sq. ft.

B. Building height Not provided ft. stories

C. Total all phases - gross floor area 636,500 sq. ft.

D. Consideration of sun exposure plane yes no

E. Occupancy Load

	<u>Code Standard</u>	<u>Proposed</u>	<u>Code Compliance</u>
1. Phase I (UBC)	<u> </u>	<u>300-350</u>	<u> </u>
2. Total future phases	<u> </u>	<u> </u>	<u> </u>
3. Office	<u> </u>	<u> </u>	<u> </u>
4. Manufacturing	<u> </u>	<u> </u>	<u> </u>
5. Warehouse	<u> </u>	<u> </u>	<u> </u>

8. Open Space/Slope Protection

A. Existing vegetation protected

B. Slopes over 20% restricted to 30% impervious coverage

C. River and stream corridors protected

D. Adequate erosion control provided

<input type="checkbox"/>	<input type="checkbox"/>	For DRB
<input type="checkbox"/>	<input type="checkbox"/>	NA
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

No.

Previous approval actions and applicable Conditions of Approval:

9. A. Zoning None File no. _____; see Findings nos. _____

B. Design Review None Preliminary Final; File no. _____
see Findings nos. _____

10. Inter-Agency Review Comments: None See attached Exhibit Nos. _____

11. Intra-Agency Review Comments, including City Engineer and other consultants:
 None See attached Reports - Exhibits nos. 8 and
Findings nos. _____

A. Public Streets

Name	Right-of-Way Width			Pavement Width		
	Existing or New	CIP Std.	Proposed	Existing	CIP Std.	Proposed
Boones Ferry Road.	60'	60'	60'	22'	48"	Not specified
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

B. Traffic impact analysis

Name	Existing Capacity	Existing Volumes	Proj. Trip Generation			Adequate to Serve		see Finding no.
			Phase One	Level of Service	All Phases	Yes	No	
Boones Ferry Road	11,000	3,000	1,152	A	---	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____

C. For new street, see also Design Standards page _____

D. Public water line size 12 Distance from site see Exhibit 8 _____

E. Sanitary sewer line size _____ Distance from site see Exhibit 8 _____

F. Storm drainage basin - Seely , Boeckman , Willamette

No. on-site catch basins _____ nearest culvert/ditch _____ ft. Stage II

size culvert/ditch _____ inches

On-site retention no yes, storage capacity _____ cu. ft. Stage II

13. Complies with CIP yes no - see Finding no. _____

14. Other Plan or Code Regulations:

The subject property is located within the Urban Growth Boundary, but is currently designated Future Urban. Therefore, zoning of the property to PDI is subject to annexation to the City (see Findings Exhibit A).

15. The property is currently zoned FF-10 (10-acre minimum lots, farm/forest use) by Clackamas County. It is, however, designated industrial on the Comprehensive Plan. Further distribution facilities are specifically acknowledged within the Plan as particularly appropriate for the industrial areas west of I-5, and adjacent to the railroad.

16. Stage II final Development Plans and Design Review Board approval will be required prior to issuance of Building Permits. All relevant facility impacts identified by the Public Works Director's preliminary Report can be addressed at the time of Stage II review.

CONDITIONS OF APPROVAL

The following Conditions of Approval are hereby adopted to assure completion of the project in compliance with the Comprehensive Plan, Zoning and Site Development Regulations.

1. Stage I zoning is subject to acknowledgment by the City Council and further shall not take effect until annexation to the City is executed.
2. Within one year following the annexation of the property, Stage II Development Plans shall be submitted for review by the Planning Commission.
3. The applicants and owners of each property within the annexation area shall waive right of remonstrance against the formation of any local improvement district which may be formed to provide needed public facilities to serve the subject properties.
4. The applicant shall cooperate with the City in updating traffic analysis, relative to Freeway access. Further, they shall, as part of their Stage II Development Plans submit a Transportation Management Plan to minimize peak-hour impacts on the interchanges.
5. The zoning for the properties shall restrict partitioning or subdivision of lots under common ownership for a period of five years. Except for existing lots of record 900, 1000, 1100 and 1300, T3S-R1W, Section 11, no parcels of less than 30 acres shall be created prior to July 1, 1989, unless specifically authorized by the Planning Commission, supported by findings as to the relative need for large-lot versus small-lot industrial development.
6. That the applicant process a minor partition of Tax Lots 3100 and 3200, Section 11, to separate parcels east and west of the railroad tracks, to accommodate the proposed NIKE development. The partitioning shall identify appropriate access to the parcels west of the tracks.

EXHIBITS

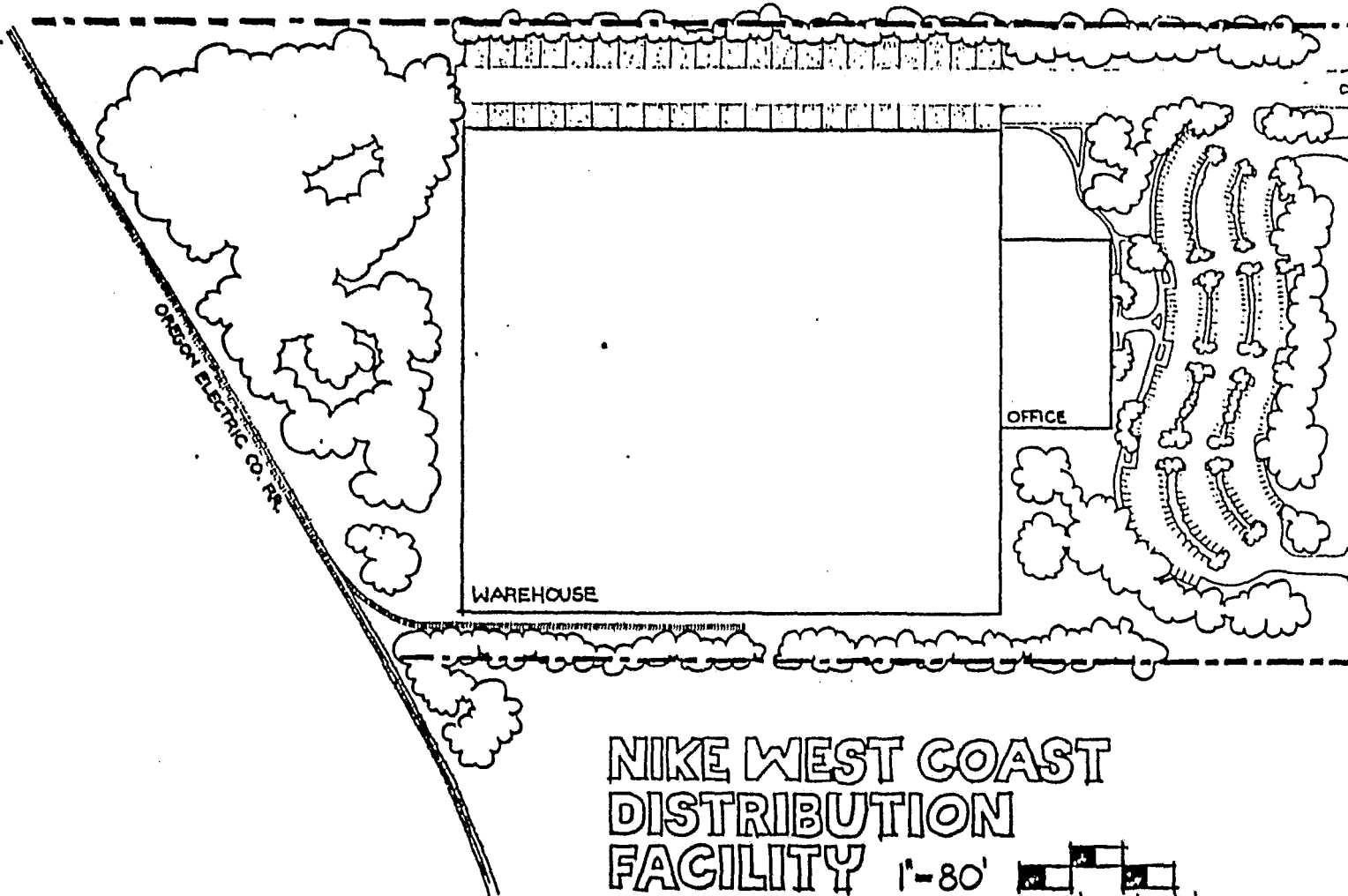
The following Exhibits are hereby entered into the public record by the Planning Commission as confirmation of its consideration of the application as submitted.

- A. Findings and Conditions of Approval.
 1. City of Wilsonville Comprehensive Plan.
 2. Chapter 4 of the Wilsonville Code.
 3. Applicants' submittal documents.
 4. Master Public Facilities and Capital Improvements Plan (Resolution No. 217) including 1984 updates adopted by Resolution No. 393.
 5. Community Development and Land Use Inventory, March, 1984.
 6. City Council Resolution No. 292, Denial of Plan Amendment, Robert Randall Company.
 7. SRI International Phase I Report, dated July, 1982 (SRI Project 4397). Strengths and Weaknesses of the Portland Area as an Industrial Location.
 8. Preliminary Public Facilities Impact Report by Public Works Director.
 9. Petition for Annexation (PMALGBC Form No. 8), List of property owners (PMALGBC Form No. 5) and Tax Lot Map of annexation area.
 10. Current Zoning Map.

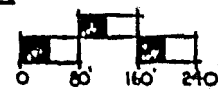


TO PORTLAND

TRUCKS
ENTER HERE



NIKE WEST COAST DISTRIBUTION FACILITY 1'-80'



WAREHOUSE 636,500 S.F. OFFICE 45,000 S.F.

FRONTAGE

ILLIS

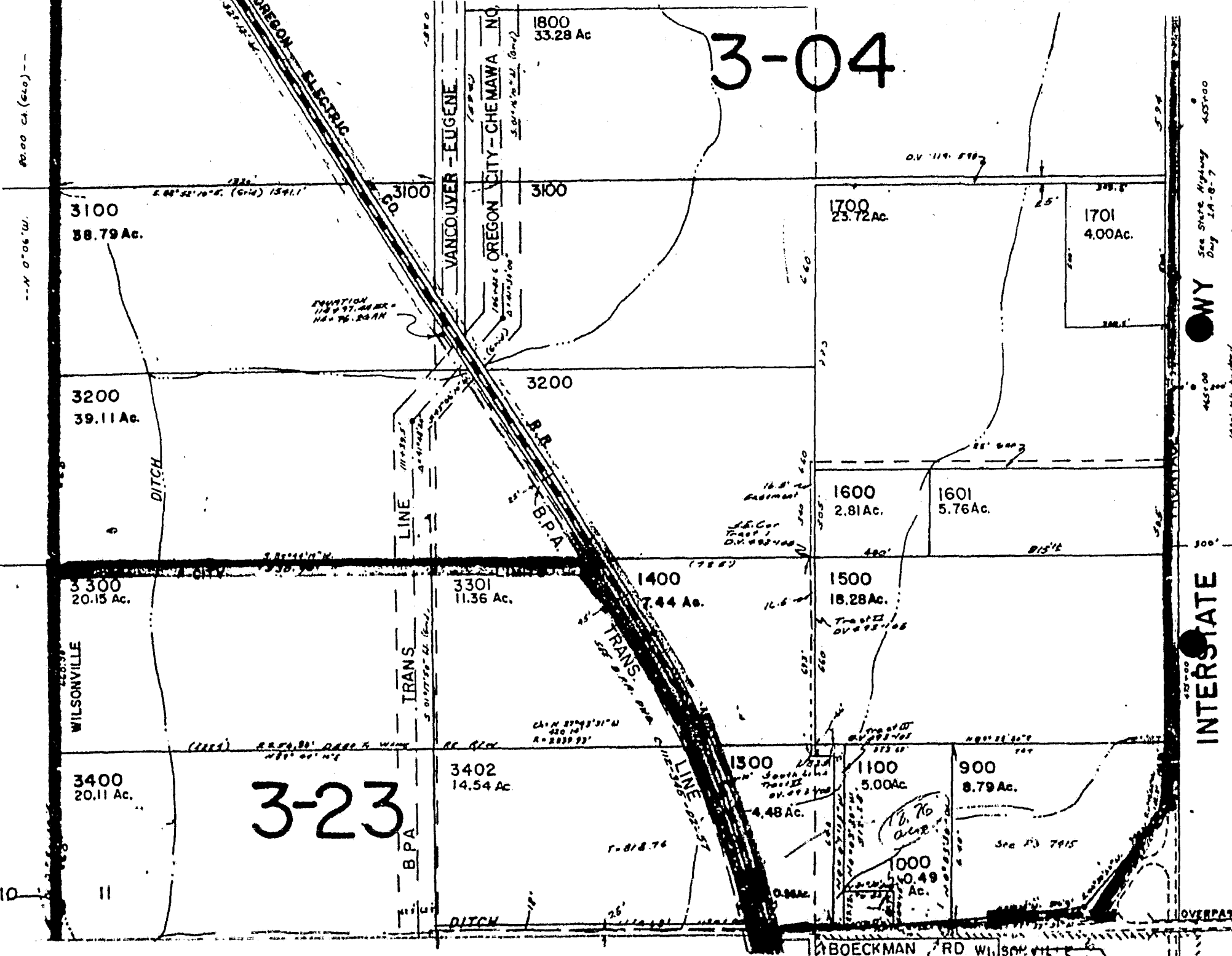
BOECKMAN RD.

RECEIVED
MAY 11 1964
CITY OF WILSONVILLE,

90.00 CA. (620) --

--N 0°06'W.

3-04



3100
58.79 Ac.

1800
33.28 Ac

1700
23.72 Ac.

1701
4.00 Ac.

3200
39.11 Ac.

3200

1600
2.81 Ac.

1601
5.76 Ac.

3300
20.15 Ac.

3301
11.36 Ac.

1400
7.44 Ac.

1500
18.28 Ac.

3400
20.11 Ac.

3402
14.54 Ac.

1300
4.48 Ac.

1100
5.00 Ac.

900
8.79 Ac.

3-23

1000
0.49 Ac.

OWY

INTERSTATE

OVERPASS

See State Highway Day 1A-B-7
45500
45500
45500

BOECKMAN RD WILSONVILLE

SUPPLEMENTAL FINDINGS

The following Findings are hereby adopted by the Planning Commission in consideration of annexation of other properties within the Future Urban area, and specifically, the Freeman property, Tax Lot 1800, T3S-R1W, Section 11.

1. Representatives of the Freeman property, Tax Lot 1800, testified in favor of the proposed NIKE annexation and requested that their property be annexed simultaneously. They have a long history dating back to 1969 of seeking annexation to the City, to allow development of their property.
2. The Freeman property lies within the legal notice area of the proposed annexation. The owners, therefore, have appropriate interest and standing in this matter.
3. The Findings prepared for the NIKE annexation apply generally to all properties within the Future Urban area. That is, the City's Land Use and Capital Improvements planning process has always anticipated and carefully considered the entire Urban Growth Boundary, not just the existing City limits. The entire Future Urban area is designated industrial and is generally equal as to the availability of support services.

Further, the City has previously made an extra-territorial water line extension along Ridder Road (Oregon Glass). Included with the Boundary Commission's authorization for the extension, the City secured signed consents to annex agreements from property owners of parcels abutting Ridder Road and having potential access to the water line. Therefore, these properties are subject to annexation, at the discretion of the City, with the confirmation of the Boundary Commission.

4. The City has worked diligently for over five years planning and anticipating development of the Future Urban area. With this lengthy consideration, the Commission now considers the annexation request to be a routine event.

The Commission, therefore, finds it equally appropriate to support annexation of each property within the Future Urban area at this point in time. However, there are actual development plans proposed by NIKE for properties within the original annexation request. The Commission is desirous of promoting the NIKE development and does not want to jeopardize this project by considering annexation of additional properties. Therefore, the Commission will support simultaneous annexation of all properties within the Future Urban area, to the extent that such action will not delay or otherwise hinder annexation and development of the NIKE Distribution Center. In such a case, the consideration of properties outside the original petition should be severed and processed separately.

Lew Hendershott moved that Planning Commission recommend to City Council that they give consideration to the application from Freeman and Sons and any other properties within the Future Urban area for consideration by the Boundary Commission simultaneous with the NIKE application and that the Findings and Conditions of Approval as attached to the NIKE property be likewise attached where applicable. Helen Burns seconded the motion which passed 6-0.

RECOMMENDED SUPPLEMENTAL FINDINGS AND CONDITIONS

Conclusionary Findings on Zone Change

14. The proposed zone change to PDI, Planned Development Industrial is consistent with the Comprehensive Plan.
15. It is the City's intent to promote large-lot industrial development or, at least, preserve to option for this scale of development within the Future Urban Area. In this regard, the City is interested in and supportive of consolidation of ownership within this area in order to assemble lots from 30 to 100-plus acres. Conversely, the City, at least for the next five years, would not encourage partitioning or subdivision of this area to smaller lots.
16. The NIKE development will require a minor partition of Tax Lots 3100 and 3200 to separate the parcels east and west of the railroad tracks. This can be accomplished as part of the Stage II review.

Conditions of Approval

4. The applicant shall cooperate with the City in updating traffic analysis, relative to Freeway access. Further, they shall, as part of their Stage II Development Plans submit a Transportation Management Plan to minimize peak-hour impacts on the interchanges.
5. The zoning for the properties shall restrict partitioning or subdivision of lots under common ownership for a period of five years. Except for existing lots of record 900, 1000, 1100 and 1300, T3S-R1W, Section 11, no parcels of less than 30 acres shall be created prior to July 1, 1989, unless specifically authorized by the Planning Commission, supported by findings as to the relative need for large-lot versus small-lot industrial development.
6. That the applicant process a minor partition of Tax Lots 3100 and 3200, Section 11, to separate parcels east and west of the railroad tracks, to accommodate the proposed NIKE development. The partitioning shall identify appropriate access to the parcels west of the tracks.

MAY 10 1984

Purpose For Site Annexation

CITY OF WILSONVILLE

Presently, NIKE utilizes nine warehouses in the Portland/Beaverton area for its Western region footwear and apparel distribution operations.

The proposal is to consolidate the function into one central facility. In addition to the distribution function, the office portion will most likely house the Western region footwear and apparel sales groups.

Summary Of Site Selection

NIKE reviewed several West Coast areas to build its consolidated distribution center. The areas included Los Angeles, San Francisco/Stockton, Seattle/Tacoma and Portland/Vancouver. The decision was made to stay in the Portland metro area.

Over 40 sites were considered in the search process.

The proposed Wilsonville site offers the conditions preferred for a major distribution facility, i.e., proximity to I-5 and I-205 freeways, railroad spur access, and adequate acreage with sufficient utility services.

Summary Of Site Development

The majority of the site will be occupied by the distribution center.

The following are approximate statistics relative to the proposed facility:

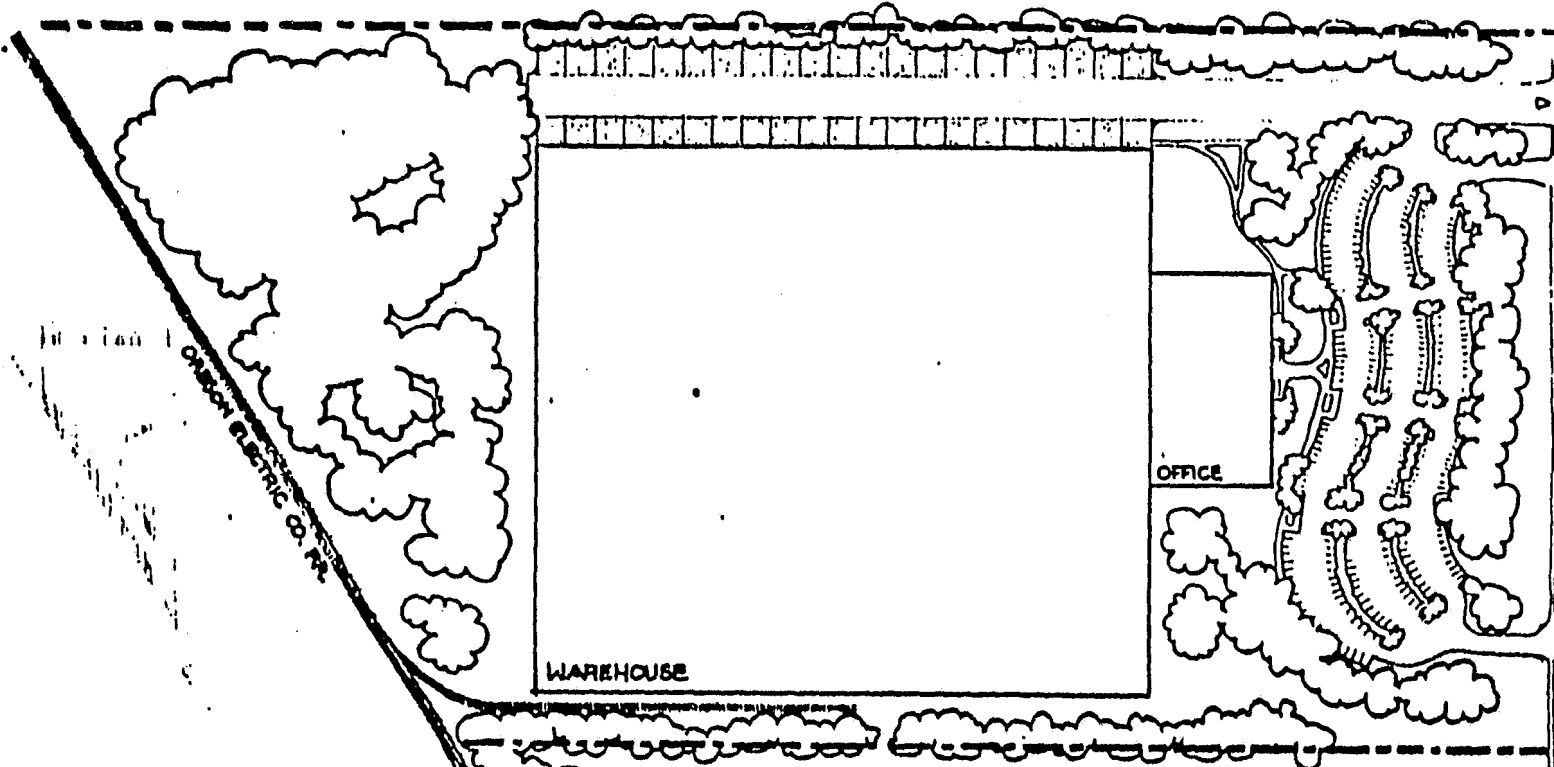
1.	Building:	Warehouse	635,000 square feet	
		Office	<u>45,000 square feet</u>	
		Total	680,000 square feet	
2.	Employees:	Number	300 to 350	
3.	Parking:	Trucks	150,000 square feet	
		Employees	<u>160,000 square feet</u>	
		Total	310,000 square feet	
4.	Water Demand:	GPM	2,000 to 2,300 (peak fire flow)	
5.	Storm Discharge:			
6.	Sanitary Sewer:			
7.	Traffic Count:		<u>Cars</u>	<u>Trucks</u>
		5 am to 7 am	240	5
		7 am to 9 am	165	15
		9 am to 3 pm	230	55
		3 pm to 5 pm	250	25
		5 pm to 7 pm	150	5
		7 pm to 5 am	10	2



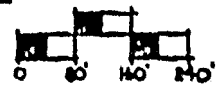
TRUCKS ENTER HERE

FRONTAGE

51



NIKE WEST COAST DISTRIBUTION FACILITY 1"=80'



WAREHOUSE 636,500 SF. OFFICE 45,000 SF.

RECEIVED
MAY 11 1984
CITY OF WILSONVILLE,

BOECKMAN RD.

CITY COUNCIL RESOLUTION
COMPREHENSIVE PLAN AMENDMENT
FROM RESIDENTIAL TO INDUSTRIAL
TAX LOTS 1800, 1801 AND 1900, T3S-R1W, SECTION 13A
AND A PORTION OF TAX LOT 300, T3S-R1W, SECTION 13
ROBERT RANDALL COMPANY, APPLICANT

RESOLUTION NO. 292

WHEREAS, Robert Randall Company, represented by Doug Seely, has submitted planning exhibits for a Comprehensive Plan Amendment from Residential - 5 to 7 and 7 to 12 dwelling units per acre - to Industrial Park, and

WHEREAS, said planning exhibits were submitted in accordance with the procedures set forth in the Wilsonville Comprehensive Plan, and

WHEREAS, said planning exhibits, together with findings and public testimony, were entered into the public record at a regularly scheduled meeting of the Planning Commission conducted on October 11, 1982, and further that said hearing was continued to November 8, 1982, for additional discussion and testimony and for the consideration of modified findings, and

WHEREAS, the Planning Commission found the application to be consistent with the goals and objectives of the Comprehensive Plan and has subsequently recommended approval of the Plan Amendment together with a zone change from PDR to PDI, and

WHEREAS, the Planning Commission's administrative record, findings and recommendations, together with additional public testimony, were considered by the City Council at a hearing held January 3, 1983, and

WHEREAS, the City Council finds the Planning Commission's findings insufficient to justify a Plan Amendment and further finds the application to be inconsistent with the intent and defined goals and objectives of the Comprehensive Plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Wilsonville City Council does hereby deny the Plan Amendment as requested.

FINDINGS

The following Findings are hereby adopted by the City Council as confirmation of its consideration of the application as submitted.

1. The applicant submitted an application for a Plan Amendment in August, 1982. Consistent

with the Plan Amendment procedures set forth in the Comprehensive Plan, a public hearing was scheduled before the Planning Commission on October 11, 1982, with said hearing continued to November 8, 1982, for further discussion, testimony and consideration of modified findings.

The Commission considered the Planning Director's initial staff report which recommended denial of the Amendment. The recommendation was based on a conflict perceived between the housing and economic development goals and objectives, together with a negative impact on the public facility systems. However, the Commission rejected the staff report and directed staff to modify the report by formulating findings in support of the Plan Amendment. The Commission asked that findings be prepared addressing the following issues:

- There is a need to promote economic development.
- The proposed campus style development can be controlled and designed to be compatible with the surrounding residential area through performance standards.
- The request conforms to the Plan Amendment criteria and the applicant has presented a case for change in economic conditions and new information regarding industrial site availability since adoption of the Plan.
- There is a demonstrated shortage of large lot industrial sites in the Metro region.
- The Amendment will not result in a significantly greater impact on the public facility systems, and performance standards can control any such impacts.
- The request complies with LCDC Goals 9, 10 and 11, and others are not affected.
- The City's Housing Goal can still be obtained and the Metro regional standard of eight units per acre average can still be met even with the reduction of residential land.

Subsequently, the Commission considered the revised findings, together with additional testimony, including supplemental reports from Carl Buttke regarding transportation impacts and Westech Engineers regarding impacts on sewer, water and storm drainage systems.

Based on the testimony and the modified findings prepared by the Planning staff, the Planning Commission adopted a Resolution, dated November 8, 1982, recommending approval of the Plan Amendment and Zone Change as requested, attached hereto as part of Exhibit 13.

The Council notes that during the Commission's consideration of the request, the only negative testimony other than the staff report was submitted by Jim Farrell and Charles Paulson. Conversely, several adjoining property owners testified in support of the Amendment.

2. The Planning Commission's administrative record was forwarded to the Council for final consideration. Council considered the Planning Commission's recommendations, together with additional testimony from the Planning Director, and other interested parties, on January 3, 1983.

The Planning Director reviewed the Planning Commission's consideration of the request, and outlined reasoning for the original negative staff report. Subsequently, he re-emphasized his original concerns regarding the conflict between housing and economic development. He stated the Comprehensive Plan objectives directly link housing and economic development together and provided a framework for establishing a balance in the development pattern between housing and employment. The Director cautioned the Council regarding the creation of an evening ghost town resulting from an overdevelopment of employment opportunities and underdevelopment of housing.

It was further noted that the current records indicate that existing development has resulted in over 5,000 jobs in the City. Conversely, residential development has resulted in a certified population of only 3,385 people.

3. Contrary to the Planning Commission's hearing, the Council heard substantial negative testimony from surrounding property owners, including some that had previously testified in favor of the Amendment. Besides the applicant

no further testimony in support of the change was heard.

This factor raises concerns with the Council and compels them to re-evaluate the Commission's conclusions.

4. In evaluating this issue, the Council finds it necessary to consider the purpose or function of the Comprehensive Plan. In this regard, the Council finds that comprehensive plans have been referred to as local constitutions to guide land use decisions. Therefore, while subject to periodic interpretation, they are intended to provide long-term reliability and continuity in land use decisions. Further, under LCDC Goals and Guidelines, plans are expected to provide a 20-year framework for balancing the various Goals. In addition, the consistency of the land use pattern is a critical element in planning and scheduling orderly and economic development of the public facilities system to support urban development under LCDC Goal 11.

The City has previously investigated the concept of open performance zoning similar to that proposed by the Planning Commission in recommending approval of this Amendment. However, a decision was made to reject performance zoning on the basis that it provided no reliability in anticipating the type of development that might occur on any given property. It was concluded that this would frustrate orderly Capital Improvement Planning and would not give individuals enough to rely on in making real estate investments, in particular, the purchase of a home.

The right of property owners to know what to expect and to be able to rely on the Comprehensive Plan in purchasing a home or investing in real estate was emphasized in the development of the current Plan. Many individuals had invested money in property based on the envisioned development plan established in 1971. Therefore, the need to provide consistency between the original 1971 General Plan and the updated Plan was identified as a major reason for rejecting performance zoning and for not making major changes in the established land use pattern.

Further both the Planning Commission and Council have previously recorded findings that certain proposed developments were not

consistent with the established land use pattern or anticipated by property owners in the neighborhood, and, therefore, were not consistent with the Comprehensive Plan.

For these reasons, the Council finds that major changes in the land use development pattern should be avoided. In addition, any such Amendment would necessarily carry a substantial burden of proof that the Amendment was justified based on significantly different circumstances than those considered in development of the existing Plan and in the public interest.

5. The proposed Plan Amendment clearly represents a significant change in the anticipated development pattern, therefore, it carries with it a substantial burden of proof to justify the need for the Amendment and further to clearly demonstrate that the Amendment is based on a substantial change of conditions and is otherwise consistent with the Goals and Objectives of the Plan.

6. The Council is concerned that a Plan Amendment of the nature proposed would destroy the integrity of the City's Plan. The Amendment would set a dangerous precedent for consideration of future amendments.

The Planning Commission has recommended approval based on performance criteria to control the industrial impact similar to that anticipated in a residential development. However, as noted in Finding 4, during the development of the Comprehensive Plan, the City specifically rejected a proposal to establish pure performance zoning within the City. It has been determined that such a development pattern would not provide enough reliability and consistency in the planning process.

Consequently, the major land use pattern established by the 1971 Plan was maintained. This Plan created specific districts for residential, commercial and industrial uses. It further placed industrial and commercial adjacent to the I-5 freeway corridor, with residential predominantly around the perimeter of the City. While mixed-use provisions were designed into the planned development zoning,

it was envisioned that the predominant use within a planned development would be the use designated by the Land Use Plan.

The subject Amendment would place a totally industrial site within a residential area. The Council finds this to be inconsistent with the intent of the mixed-use element of the planned development zoning. It would further set a precedent moving the City towards pure performance zoning which has previously been rejected.

7. The Council concurs with the Commission's conclusion that the Amendment request only affects LCDC Goals nos. (9) Economy, (10) Housing, (11) Public Facilities and (12) Transportation. Consequently, it further affects the City's Goals, Objectives and Policies relative to compliance with these LCDC Goals.

8. The Council agrees with the Planning Commission's conclusion that the applicant's submittal documents clearly define a lack of large-lot industrial sites that are readily available in the Metro area. However, the Council disagrees with the Planning Commission's conclusion that the public interest, in particular the City's, is best served by reducing the potential housing stock by 829 units for the sake of providing a single large industrial site.

Rather, the Council finds that LCDC Goal No. 9, Economic Development, and Goal No. 10, Housing, were intended to be balanced one against the other and not one at the expense of the other. In addition, the City's Plan in compliance with the State goals, clearly outlines an intent to balance housing and economic development.

Specifically, the Council finds that the Plan states as follows:

-Objective 2.1.2 - Allow urbanization to occur to provide adequate housing for employment within the City.

-Objective 2.1.3 - Encourage a balance between housing, industrial and commercial land use (emphasis added).

The Plan further contains the following language:

"Industrial development is the basic element of economic growth as it produces goods for marketing as well as being a primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. It also provides support services for industry and personal goods and services, e.g., doctors and lawyers, food, clothing, etc. for local residents and workers.

"While commercial and industrial developments are generally associated with economic growth, housing is also an important element of the local economy (emphasis added). Housing development provides employment in planning, engineering, architecture, construction and real estate. More importantly, however, it is the relationship of the availability of affordable housing to the local labor market . . ." (emphasis added).

Based on these findings, the Council concludes the Amendment would contradict the objective of the Plan to balance the ratio between industrial and residential growth. The Plan emphasizes the fact that existing development has been heavily weighted towards employment and that there is a current lack of residential opportunities for locally employed people. The Plan Amendment, by reducing zoned residential land, would frustrate the City's objective to promote residential development consistent with the employment base.

It is further anticipated that a reduction of available residential land would result in an increase in the value of the remaining residential land. This would tend to conflict with the City's objectives to provide affordable housing.

Therefore, the Council finds that the Amendment is in direct conflict with the housing element of the Plan.

9. The Comprehensive Plan establishes a development pattern that places the industrial development adjacent to the transportation system and, in particular, the I-5 corridor and railroad lines. Specifically, Objective 4.2.4 states "site industries where they can take advantage of existing transportation corridors such as the freeway, river and railroad." Further, Policy 4.1.6 states through the City's Public Facilities and Transportation Capital Improvements Plan, policies will be established to insure adequate public facilities are available to support desired industrial and commercial developments

The proposed Amendment would establish industrial property over a mile away from the freeway and its interchanges. It is, therefore, inconsistent with the objectives of the Plan for siting industrial development to take advantage of the freeway corridor. In addition, while the traffic volumes are not substantially greater than the anticipated residential traffic, they would result in transportation improvements specific to the location of industry at this site, and could result in the necessity to modify the CIP. It would also result in industrial traffic flows through a residential area which further conflicts with the transportation policies of the Plan.

10. The Council further finds that adequate consideration was not given to vacant land or land which is presently planned and/or zoned for industrial use. In reviewing the documentation relative to industrial site inventory, the Council recognizes that there is an apparent lack of large-lot industrial sites in the Metro region. However, it has been demonstrated by the Planning staff that some opportunities are available for assemblage of such sites within the framework of the existing City Plan. In addition, the Council finds that the City has not yet developed an economic development plan. Such an effort is, however, underway. The resulting strategy plan may or may not specifically emphasize large versus small industrial development as best serving the City.

It is noted by the Council that small businesses are the predominant generator of

jobs in Oregon. Seventy-five percent (75%) of the states non-government jobs are with small businesses. Ninety percent (90%) of these jobs are in companies of less than 50 employees, while sixty-six percent (66%) are in companies with less than 20 employees.

Therefore, the Council finds that a Plan Amendment based on a policy to promote large lot industrial development may be a precedent setting, premature decision regarding the City's future economic development policies.

11. The Council finds the applicant carries a substantial burden to justify a Plan Amendment and has failed to do so. While the applicant has demonstrated a shortage of large industrial sites in the Metro area, the record fails to demonstrate a specific demand for such sites sufficient to compel the City to sacrifice residential land to satisfy this purpose

The Council further finds that the applicant's reliance upon the SRI International Report attached hereto as Exhibit 3 is largely taken out of context. As noted by the Planning Director's original findings, the Study also identified that industrial developers tend to seek sites that are not contiguous to residential areas. In particular, "high tech" industries emphasized such factors as supporting educational services and local housing stock as critical to their site selection process.

The applicant has ignored these findings in proposing to eliminate housing opportunities. This error is compounded by attempting to place an industrial site in the middle of a residential area. Therefore, the Council concludes the proposal actually flies in the face of the very study it is based on.

12. The Planning Commission's recommendation proposes restrictions for a single user, even though such a user remains unidentified. The Council finds this to be an unreasonably restrictive planning concept and not within the context of the City's Plan.

The Comprehensive Plan and development code were designed to discourage speculative zoning and further to provide maximum flexibility within a Planned Development framework. Conversely, this proposal is speculative in

nature, in that a specific user is yet to be identified. In addition, the single user restriction diminishes the availability of the site to a specific market, and, therefore, frustrates the intended flexibility of the Plan.

It is recognized that a single user precedent was set in the NIKE Amendment. However, this was for a known development with quantifiable impacts coupled with an acknowledged desirability by the City for the specific user. At the same time, however, a potential remarketing of the site was not necessarily restricted to a single user. Only the type and intensity of use was regulated.

13. The applicant has, in part, attempted to justify the request based on changed economic conditions. Thus, necessitating more industrial land, specifically, large lots to stimulate the state's poor economy.

However, the Council finds that the current economic recession has stalled housing development as well as commercial and industrial growth. Therefore, there is a need to stimulate both segments of the economy, not just industrial development.

The Council further finds that the most logical and effective way to stimulate needed growth in the City is through implementation of the existing Plan. This would include:

- Construction of scheduled and needed capital improvements, and
- Definition of an economic development strategy, which may include target industries and, if necessary, assemblage of large industrial sites.

14. The Council acknowledges the applicant's last-minute request to withdraw the Amendment request (submitted January 11, 1983). However, because of the pending reversal of the Planning Commission's findings and recommendations, the Council finds it necessary to establish a clear record of their interpretation of the intent of the Plan. The issues raised in this request may reappear in the future. Therefore, it is vital that good communication between the Council and Commission are

maintained. For this reason, the Council cannot stop short of responding to the Commission's action. The Council is, therefore, compelled to render a final decision.

EXHIBITS

The following Exhibits are hereby entered into the public record by the City Council as confirmation of its consideration of the application as submitted.

1. City of Wilsonville Comprehensive Plan.
2. Chapter 4 of the Wilsonville Code.
3. SRI International Phase I Report dated July, 1982 (SRI Project 4397) Strengths and Weaknesses of the Portland Area as an Industrial Location.
4. Letter from Richard Benner, 1000 Friends of Oregon, dated September 14, 1982, reference Light Industrial Sites.
5. Metro Report on Industrial Land Market Assessment, Supplement No. 1 and Analysis of Large Parcels, August, 1982.
6. A. Report on Transportation, Wilsonville, Oregon, prepared by Carl Buttke, dated March 23, 1981.
B. Traffic and Impact Analysis dated November 1, 1982, prepared by Carl Buttke.
7. Wilsonville Capital Improvements Plan dated March, 1982, adopted by Resolution No. 217.
8. Conditions of Approval of Tolovana, Gesellschaft and NIKE.
9. Applicant's submittal documents, including supplemental submittals.
10. Westech Engineering, Inc. Analysis of Facility Impacts, letter dated November 1, 1982.

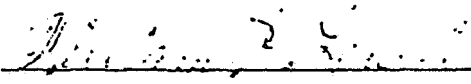
11. Maps of Industrial Land prepared by the Planning Department, together with tables.

12. Letter from Charles Paulson, dated November 3, 1982.

13. Planning Commission administrative record (82PC20) and specifically including the staff report in the form of Commission Resolutions recommending denial of the Plan Amendment dated October 4, 1982, and Planning Commission's revised Resolution adopting Findings and recommending approval of the Plan Amendment dated November 8, 1982.


14. Letter from Doug Seely on behalf of Robert Randall Company dated January 11, 1983.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 17th day of January, 1983, and filed with the Wilsonville City Recorder this same day.



WILLIAM G. LOWRIE, Mayor

ATTEST:



DEANNA J. THOM, City Recorder

CITY OF WILSONVILLE

MEMO

May 9, 1984

DATE

TO: Ben Altman, Planning Director
FROM: Larry Blanchard, Public Works Director
RE: NIKE Distribution Center - Preliminary Plan Assessment

The following information has been given to the Public Works Department in order for their review regarding the NIKE site development.

1. Building - Warehouse has 635,000 square feet. Office has 45,000 square feet for a total building square footage of 680,000 square feet.
2. Employees - There will be between 300 and 350 employees.
3. Parking - There is approximately 150,000 square feet of parking area. There will be approximately 160,000 square feet of employee parking area for a total of 310,000 square feet.
4. Water Demand - In gallons per minute it is rated between 2,000 and 2,300 gallons per minute. There is no information, as of this date, on storm discharge, sanitary sewer discharge.
5. Traffic Count Information - Will attempt to provide the Planning Commission and the Planning staff with some preliminary analysis of potential utility needs.

The location of the facility will be on 158.67 acres of land on Tax Lots 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701, 3100 and 3200 of T3S-R1W, Section 11. This property is designated PDI (Planned Development Industrial).

WATER SYSTEM

At the present time this property is not serviced by water and the nearest location of a waterline would be a 12-inch on Boeckman Road. Future plans for looping of this area is to extend the 12-inch

to tie into a 14-inch that would parallel basically the sewer line that extends north to Ridder Road. This, in turn, would tie into a 12-inch line on Ridder Road which would loop the entire Urban Growth Area that NIKE is located in. Static level readings in this area are 97 psi, the residual readings in this area are 67 psi. In order to determine the types of extension through the property for water service, the City would need to evaluate the estimated consumption for both domestic use and irrigation use for this site. Fire flows are determined to be as suggested in the Capital Improvements Plan, 4,000 gallons per minute. That is the maximum per the Comprehensive Plan and this is for industrial properties. Development of the water system within this area is not a major concern at this point. I will bring up some clarification points that need to be reviewed and can be easily determined once NIKE provides the information.

WASTEWATER COLLECTION SYSTEM

The NIKE development will be constructed in Basin DRT 4. This basin has a total service area of 332 acres, basically industrial zoned. At the present time, it does not have an existing system on line. In looking at the City's Master Capital Improvements Plan, this area is to be developed by the installation of a 15-inch and a 12-inch sanitary sewer line through Basins SD 6, BT 4 and DRT 4. This would also pick up discharge from Basin BE 2 which is located in the northeast quadrant of the City.

NIKE's development is affected by basically three categories. One, total discharge; two, the effect that the discharge has on existing basins and, three, potential improvements necessary in order to service this area. The City has recently installed an 8-inch sewer line on Boberg Road and Boeckman Road, which was constructed to service remaining areas of Boberg and Boeckman. However, this sewer line was not constructed to pick up any additional discharge from properties to the north.

The other factor involved in trying to tie into this 8-inch sewer line would be topography. Sewer line is relatively shallow and there would be some potential grade conflicts in order to service it with conventional gravity wastewater sewer mainline. There will be some fairly extensive review of the sanitary sewer needs for this area.

A prime example by utilizing the industrial estimate for discharge of industrial properties per acre, and using the number 5,000 gallons per acre per day. NIKE's site has the potentiality depending upon the type of flow that comes from this property of contributing 793,350 gallons per day. However, looking at the type of development and the number of employees, that number will be substantially less than that total figure. Further information will be necessary in order to determine the total design for their sanitary sewer system.

STORM SEWER SYSTEM

Again, we are in a situation where information is necessary in order to determine the discharge of this development and the on-site improvements necessary to service the area. It must be kept in mind that this development is in Basin S3A, B and C. However, it also affects Basin S1, S7, S9 and S10. Capital Improvements Plan where it was established, indicates the storm design frequency for this basin can be a 25-year storm with a 24-hour precipitation of 4 inches. This would be based on a site development of over 40 acres. In review of the basins, it must be kept in mind that this area would service into a 36-inch line that was installed by G. I. Joe's and a 30-inch line that was installed by the City in 1979 adjacent to Boeckman Road.

It also must be kept in mind that in Basin S3A you have structures nos. 3, 4, 5 and 6 which are basically a 36-inch system with a restriction that structure 4 must be a 27-inch culvert. The Capital Improvements Plan identifies the maximum of 61 acres of service area with a 25-year discharge of 25 cfs. At the present time this area's capacity is approaching the maximum. The Capital Improvements Plan identified a 5.18 acre retention basin in the vicinity of the NIKE development property. In identifying the different approaches to storm water management for this area, the City identified basically five types of approaches which the City could use in development of areas for storm water management.

Approach 1 is to make drainage facilities large enough to handle projected peak storm water flows and allowing storm water runoff.

Approach 2 is to restrict storm water flows to reasonable levels by utilizing community water detention facilities.

Approach 3 is to restrict runoff by requiring individual on-site detention basins.

Approach 4 is to divert excess flow into facilities having excess capacity.

Approach 5 is a combination of one or more of the above approaches.

In order to determine which approach the City will be using, we would first need to evaluate the entire discharge of this system to determine which basin we would need to discharge in, either S3, S2 or which structures would need to be improved in order to handle the discharge.

As I have discussed earlier, the City could estimate the discharge coming from a site, but more precise information will be necessary for the final evaluation.

STREET SYSTEM DESIGN

This site will utilize for transportation needs Boones Ferry Road, which is now under City jurisdiction and Boeckman Road which is already under City jurisdiction. Each of these street systems are identified in our Capital Improvements Plan and as a normal process, NIKE would be asked to waive their right to remonstrate against the improvement for these street systems.

In order to do a complete review of the NIKE project as it pertains to a City facility, I would need a Site Plan, Site Development Plan, with proposed utility locations in order to complete that review. Also, it would be helpful to meet with the project engineer for this facility in order to pre-determine locations for utilities. This would enable us to reduce the number of modifications to the Plan and take care of all these items in one step.

PMALGBC FORM #5

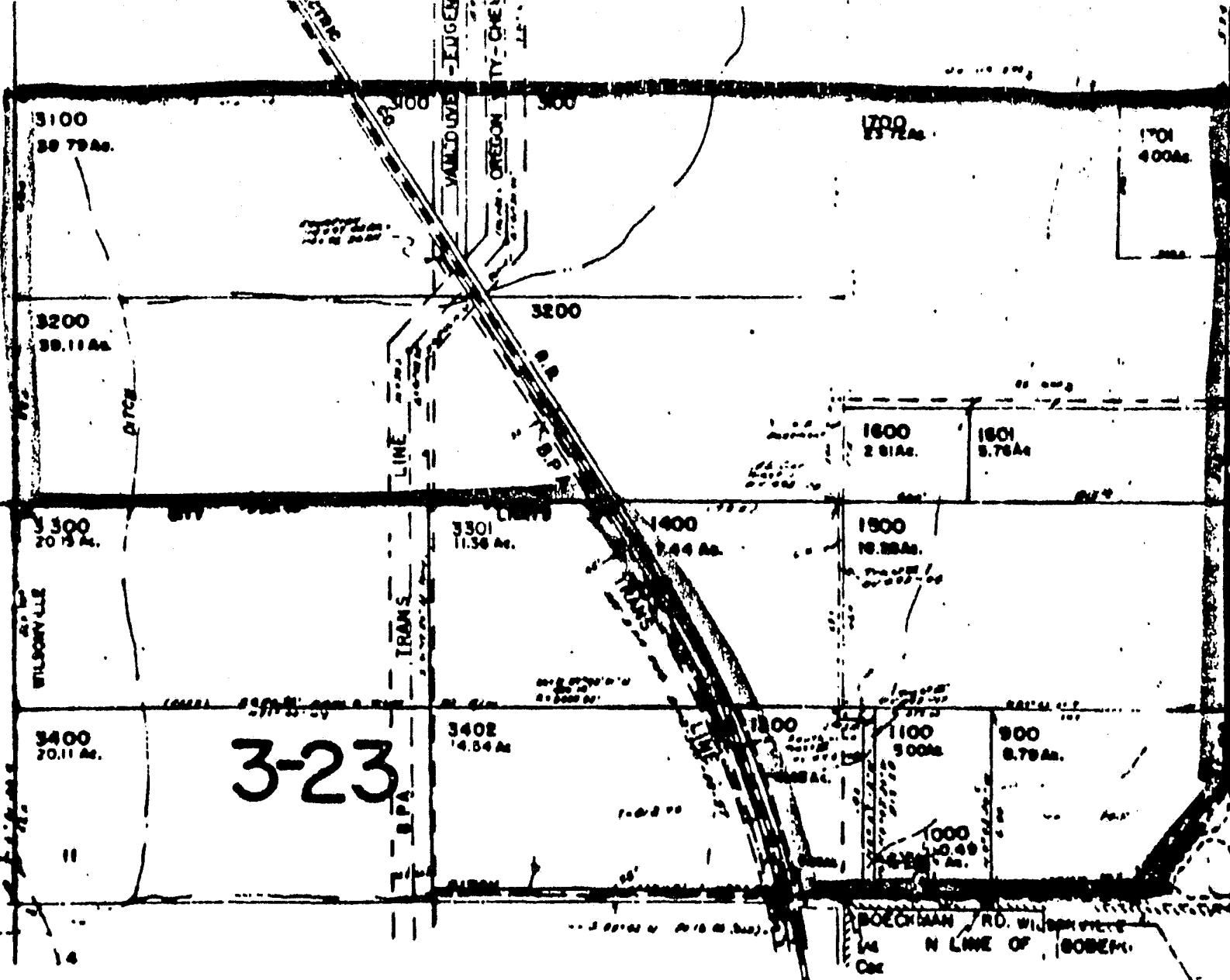
(This Form is NOT the Petition)

ALL THE OWNERS OF PROPERTY INCLUDED IN BOUNDARY CHANGE PROPOSAL AREA

(To be completed IF the proposal contains 10 or fewer properties-- tax lots or parcels). Please indicate the name and address of all owners of each property regardless of whether or not they signed an annexation petition. This is for notification purposes.

	NAME OF OWNER	ADDRESS	PROPERTY DESIGNATION (Indicate Tax Lot, Section Number, and Township Range)
(1)	Richard H. Boeckman	27007 S.W. Boones Ferry Road	Tax Lots 3100 and 3200,
	Eleanore M. Boeckman	Wilsonville, Oregon 97070	Sec. 11, T3S, R1W, W.M.
(2)	Estate of Emma Boeckman	27701 S.W. 95th Lane	Tax Lot 1500, Sec. 11,
	Attn.: Vernon E. Boeckman	Wilsonville, Oregon 97070	T3S, R1W, W.M.
(3)	Elmer G. Boeckman	27400 S.W. 95th Lane	Tax Lots 1600 and 1601,
	Hilda H. Boeckman	Wilsonville, Oregon 97070	Sec. 11, T3S, R1W, W.M.
(4)	Vernon E. Boeckman	27701 S.W. 95th Lane	Tax Lot 1400, Sec. 11,
	Vera Lucille Boeckman	Wilsonville, Oregon 97070	T3S, R1W, W.M.
(5)	Orland O. Ogden	4035 S.E. 82nd Street	Tax Lots 1700 and 1701,
	Joan M. Ogden	Portland, Oregon 97206	Sec. 11, T3S, R1W, W.M.
(6)	David Helgesson	9445 S.W. Boeckman Road	Tax Lots 1000 and 1100,
	Patricia Helgesson	Wilsonville, Oregon	Sec. 11, T3S, R1W, W.M.
(7)	Willis Harmon	27927 S.W. 95th Lane	Tax Lot 1300, Sec. 11,
	Carolyn J. Pitts	Wilsonville, Oregon 97070	T3S, R1W, W.M.
(8)	Earl DeHaven	11818 S.E. Main Street	Tax Lot 900, Sec. 11,
	Evelyn DeHaven	Portland, Oregon	T3S, R1W, W.M.
(9)			
0)			

SEE MAP 3



HWY 27

INTERSTATE

301
1.24 Ac.

800
4.82 Ac.

700
3.24 Ac.

701
2.00 Ac.

SEE

REF MAP 3 IW 148

SEE MAP 3 IW 14

PMALGBC FORM #8

PETITION FOR ANNEXATION TO THE CITY OF Wilsonville, OREGON

TO: The Council of the City of Wilsonville, Oregon

We, the undersigned property owners of the area described below, hereby petition for, and give our consent to, annexation of the area to the City of Wilsonville. If approved by the city, we further request that this petition be forwarded to the Portland Metropolitan Area Local Government Boundary Commission for the necessary procedures as prescribed by ORS 199.490 (2).

The property to be annexed is described as follows: (Insert Legal Description here OR attach it as Exhibit "A")

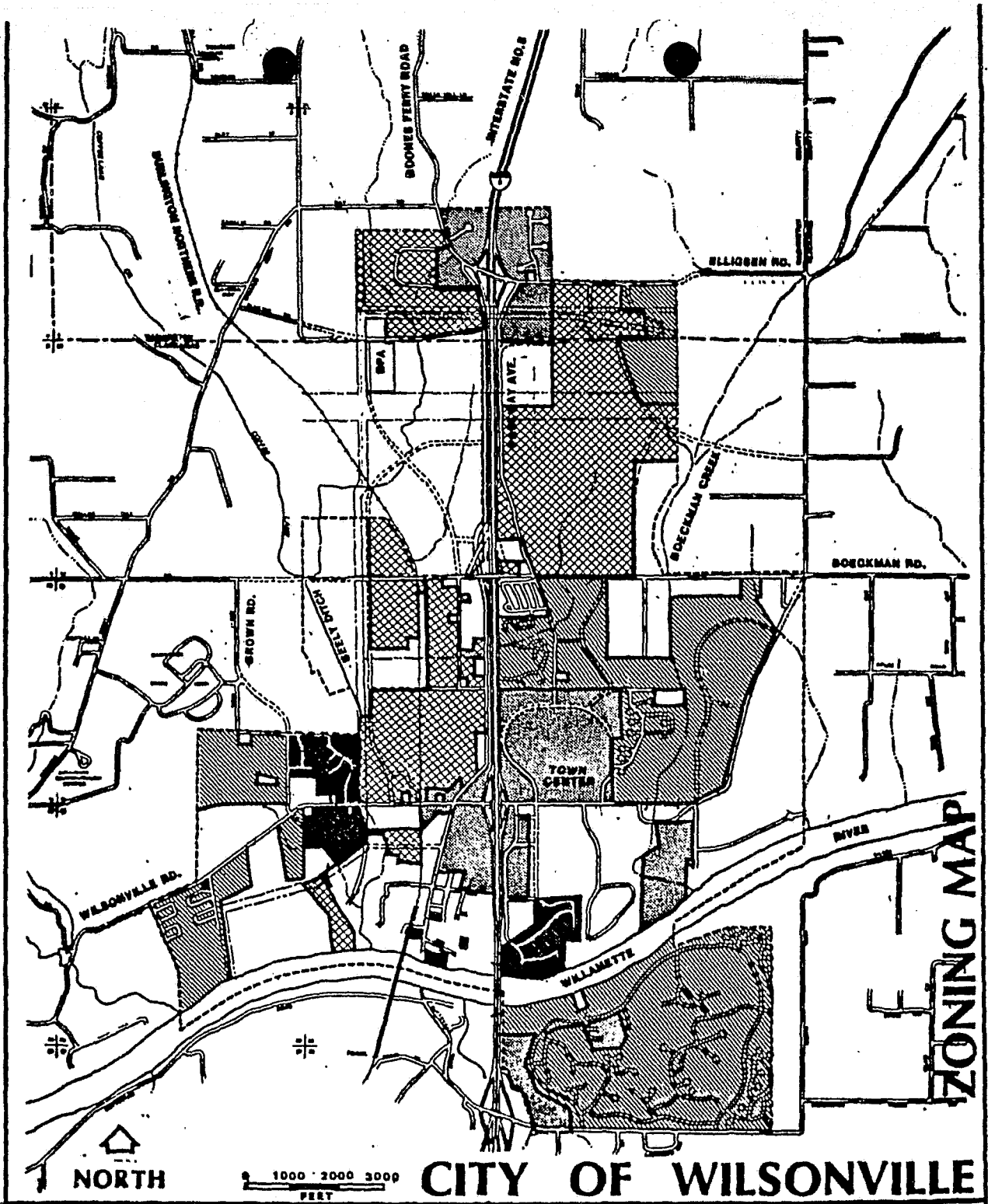
See attached map, made a part hereof.






PETITION SIGNERS

... persons may be signed by qualified persons, even though they may not know their tax lot numbers.

Signature of Legal Owner(s)	Address	Tax Lot Numbers					
		Lot #	1/4	1/4	Sec.	Twp	R
<i>Eleanor Beckman</i>	27007 S.W. Boones Ferry Rd.	3100			11	3S	1W
<i>Richard H. Beckman</i>	Wilsonville, Oregon	3200					
<i>Simon E. Beckman</i>	27701 S.W. 95th Lane	1500			11	3S	1W
<i>Wilson E. Beckman</i>	Wilsonville, Oregon						
<i>Wanda E. Beckman</i>	27400 S.W. 9th Lane	1600			11	3S	1W
<i>Edward E. Beckman</i>	Wilsonville, Oregon	1601					
<i>Simon E. Beckman</i>	27701 S.W. 95th Lane				11	3S	1W
<i>Wanda E. Beckman</i>	Wilsonville, Oregon	1400					
<i>Gilbert C. Kuylenstierna</i>	4035 S.E. 82nd Street	1700			11	3S	1W
<i>Portland, Oregon</i>		1701					
<i>James M. Peterson</i>	9445 S.W. Boeckman Road	1000			11	3S	1W
<i>Patricia Peterson</i>	Wilsonville, Oregon	1100					
<i>L. J. Helgeson</i>	27927 S.W. 95th Lane	1300			11	3S	1W
	Wilsonville, Oregon						
	11818 S.E. Main Street				11	3S	1W
	Portland, Oregon	900					

(IF MORE SPACE IS NEEDED, PLEASE USE A SEPARATE PAGE)



-  RA1 RESIDENTIAL AGRICULTURAL ZONE
-  R RESIDENTIAL ZONE
-  PDR PLANNED DEVELOPMENT RESIDENTIAL
-  PDC PLANNED DEVELOPMENT COMMERCIAL
-  PDI PLANNED DEVELOPMENT INDUSTRIAL

NOTICE OF PROPOSED ACTION

OFFICE USE ONLY

LCDC FILE # _____

TO: DEPARTMENT OF LAND CONSERVATION & DEVELOPMENT
1175 Court Street N.E.
Salem, Oregon 97310-0590

Action: (Check all that apply)

 Comprehensive
Plan Amendment

 XX Land Use
Regulation Amendment

 New Land Use
Regulation

DATE: 5-11-84

FROM: City of Wilsonville

(City or County)

LOCAL FILE NUMBER: 84PC4

DATE SET FOR FINAL HEARING ON ADOPTION: July 2, 1984

(Note: Notice must be received in Salem at least 45 days prior to the final hearing. This date must be provided when filed at DLCD because provisions for comments are tied to the date of final hearing).

TIME AND PLACE FOR HEARING: City Hall, 30000 S. W. Town Center Loop East
Wilsonville, OR. 97070 7:30 p.m.

(1) SUMMARY AND PURPOSE OF PROPOSED ACTION:

A zone change of 158 acres (to follow annexation). The property is currently zoned FF 10 (Clackamas County) and is designated Future Urban Industrial on the City and County Comprehensive Plans.

The zone change is proposed to City zoning of PDI, Planned Development Industrial, in accordance with the Comprehensive Plan. Approximately 100 acres of the area is proposed for immediate development for NIKE, Inc. as their West Coast Distribution Center (see attached Planning Commission Findings Report). The final zone change Order will not be considered by the City Council until after the Boundary Commission has authorized annexation.

a. Size of Affected Area: 158 acres

b. Location of Affected Area: _____

(2) List Statewide Goals which may apply to the proposal:

LCDC Goals 9, 11, 12 and 14.

(3) List any state or federal agencies, local government or local special service districts which may be interested in or impacted by the proposal:

Clackamas County, Tualatin Fire District, West Linn School District, Oregon Department of Economic Development and ODOT

Direct questions and comments to: Ben Altman, Planning Director (Phone) 682-1011

Address: P. O. Box 720
Wilsonville, Oregon 97070

NOTE: ATTACH 3 COPIES OF THE PROPOSAL TO THIS FORM

CITY OF



P.O. Box 220, Wilsonville, Oregon 97070
503/682-1011

PLANNING COMMISSION APPLICATION FORM

CHECK TYPE OF APPLICATION:

- COMPREHENSIVE PLAN AMENDMENT
- ZONE CHANGE - STAGE I
- ZONE CHANGE - STAGE II
- CITY CENTER DISTRICT-STAGE II
- WILSONVILLE SQUARE 76-STAGE II

- ANNEXATION
- CONDITIONAL USE
- VARIANCE
- WILLAMETTE GREENWAY PERMIT
- NON-CONFORMING USE EXPANSION
- USE DEFINITION

- TEMPORARY USE
- MINOR PARTITION
- MAJOR PARTITION
- PRELIMINARY PLAT
- FINAL PLAT

APPLICANT'S NAME NIKE, Inc.
 ADDRESS 3900 S. W. Murray Boulevard Business Phone 641-6453
 CITY Beaverton STATE & ZIP OR 97005 Home Phone _____

APPLICANT'S CONTACT PERSON (If not same as Applicant) Joseph Deutsch
 ADDRESS _____ Business Phone _____
 CITY _____ STATE & ZIP _____ Home Phone _____

PROPERTY OWNER _____
 ADDRESS _____ Business Phone _____
 CITY _____ STATE & ZIP _____ Home Phone _____

ALSO NOTIFY _____
 ADDRESS _____ Business Phone _____
 CITY _____ STATE & ZIP _____ Home Phone _____

TAX LOT 900, 1000, 1100, 1300, 1400, 1500, 1600, 1601, 1700, 1701 TAX MAP Section 11
 LOT SIZE 3100 and 3200 158.67 ACRES _____ SQ. FT.

Please attach legal description.

EXISTING USE _____

PROPOSED USE _____

EXISTING ZONING _____ PROPOSED ZONING _____

COMPREHENSIVE PLAN DESIGNATION _____

IF RESIDENTIAL, NUMBER AND TYPE OF UNITS _____

ANTICIPATED DEVELOPMENT DATE _____

I hereby submit the required filing fee, together with twelve (12) copies, folded to 9" x 12", 11 of which may be reduced to 8½" x 11", if legible at that scale, of the planning documents as requested, identifying the proposal to be reviewed by the Planning Commission.

I understand the Applicant's responsibility to request a pre-application planning conference prior to the public hearing and that I, or my authorized agent, will be required to present the Application pursuant to the provisions as set forth in Ordinance No. 76.

SIGNATURE OF APPLICANT _____ DATE _____

SIGNATURE OF PROPERTY OWNER _____ DATE _____

NOTE: If the Applicant is not the property owner, the property owner must also sign this Application giving the Applicant the authority to act as agent for this Application.

PRE-APPLICATION CONFERENCE BY:

COMPLETE APPLICATION ACCEPTED:

Staff Signature

Staff Signature

Date

Date

FEE AMOUNT PAID: _____

NOTE: Pre-application conference required. All Applications must be complete prior to placement on Agenda.