Home of the Tualatin River National Wildlife Refuge

CITY COUNCIL MEETING PACKET

FOR

Tuesday, February 4, 2014

Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon

6:00 pm City Council Executive Session
(Pursuant to ORS 192.660(2)(i), Performance Evaluation)

6:15 pm Council Work Session

7:00 pm City Council Regular Meeting

City of Sherwood Oregon

Home of the Tualatin River National Wildlife Refuge

AGENDA

SHERWOOD CITY COUNCIL
February 4, 2014

6:00 pm Executive Session
(ORS 192.660(2)(i), Performance Evaluation)

6:15 pm Work Session

7:00 pm City Council Regular Meeting

Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140

6:00 PM EXECUTIVE SESSION

1. ORS 192.660(2)(i), Performance Evaluation

6:15 PM WORK SESSION

1. Transportation SDC's

REGULAR CITY COUNCIL MEETING

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. CONSENT

- **A. Approval of January 7, 2014 City Council Meeting Minutes**
- **B. Approval of January 21, 2014 City Council Meeting Minutes**
- **C. Resolution 2014-004 Appointing Jennifer Harlow to the Cultural Arts Commission**
- **D. Resolution 2014-005 Appointing Ramin Rouhbakhsh to the Cultural Arts Commission**
- **E. Resolution 2014-006 Authorizing the City Manager to sign an Operating Agreement between the City of Sherwood and Meals On Wheels People, Inc.**

5. PRESENTATIONS

- **A. City Audit, Rob Moody with TKW CPA's and Consultants**

6. NEW BUSINESS

- **A. City Recorder Performance Evaluation**

7. PUBLIC HEARINGS

- **A. Ordinance 2014-001 Amending the Comprehensive Plan and Zoning Map to re-designate a parcel from General Commercial to High Density Residential** (Michelle Miller, Sr. Planner)

- **B. Ordinance 2014-002 Amending Section 16.40 of the Zoning and Community Development Code relating to Planned Unit Developments** (Michelle Miller, Sr. Planner)

8. CITIZEN COMMENTS

9. COUNCIL ANNOUNCEMENTS

10. CITY MANAGER AND DEPARTMENT REPORTS

11. ADJOURN

How to Find Out What's on the Council Schedule:
City Council meeting materials and agenda are posted to the City web page at www.sherwoodoregon.gov, by the Friday prior to a Council meeting. Council agendas are also posted at the Sherwood Library/City Hall, the YMCA, the Senior Center, and the City's bulletin board at Albertson's. Council meeting materials are available to the public at the Library.

To Schedule a Presentation before Council:
If you would like to appear before Council, please submit your name, phone number, the subject of your presentation and the date you wish to appear to the City Recorder Sylvia Murphy by calling 503-625-4246 or by e-mail to: murphys@sherwoodoregon.gov

SHERWOOD CITY COUNCIL MEETING MINUTES
22560 SW Pine St., Sherwood, Or
January 7, 2014

EXECUTIVE SESSION

1. **CALL TO ORDER:** Mayor Middleton called the meeting to order at 6:18 pm.

2. **COUNCIL PRESENT:** Mayor Bill Middleton, Council President Linda Henderson, Councilors Dave Grant, Robyn Folsom, Krisanna Clark, and Bill Butterfield. Councilor Matt Langer arrived at 6:36 pm.

3. **STAFF AND LEGAL COUNSEL PRESENT:** City Manager Joseph Gall, City Recorder Sylvia Murphy and City Attorney Pam Beery.

4. **TOPICS:**

   A. Performance Evaluation of City Recorder, Pursuant to ORS 192.660(2)(i).

5. **ADJOURN:**

   Mayor Middleton adjourned the executive session at 6:55 pm and convened to the regular Council meeting.

CITY COUNCIL MEETING

1. **CALL TO ORDER:** Mayor Middleton called the meeting to order at 7:02 pm.

2. **PLEDGE OF ALLEGIANCE:**

3. **COUNCIL PRESENT:** Mayor Bill Middleton, Council President Linda Henderson, Councilors Bill Butterfield, Dave Grant, Krisanna Clark, Robyn Folsom and Matt Langer.

4. **STAFF AND LEGAL COUNSEL PRESENT:** Joseph Gall City Manager, Tom Pessemier Assistant City Manager, Jeff Groth Police Chief, Julia Hajduk Community Development Director, Bob Galati City Engineer, Mark Daniel Police Captain, Colleen Resch Administrative Assistant and Sylvia Murphy City Recorder. City Attorney Pam Beery.

5. **CONSENT AGENDA:**

A. Approval of December 17, 2013 City Council Meeting Minutes
B. Resolution 2014-001 Appointing Shelly Lamb to the Cultural Arts Commission
C. Resolution 2014-002 Appointing Vicki Poppen to the Cultural Arts Commission
D. Resolution 2014-003 Removing James Copfer from the Planning Commission

MOTION: FROM MAYOR MIDDLETON TO AMEND THE AGENDA AND MOVE RESOLUTION 2014-003 TO NEW BUSINESS, SECONDED BY COUNCIL PRESIDENT HENDERSON, MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

MOTION: FROM COUNCIL PRESIDENT HENDERSON TO ADOPT THE AMENDED CONSENT AGENDA, SECONDED BY COUNCILOR FOLSOM, MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Middleton addressed the next agenda item.

6. PRESENTATIONS:

A. Proclamation, National School Board Month

Mayor Middleton read the proclamation and stated that school boards create a vision for what students should know and be able to do. He said they establish clear standards for student performance, ensure that student assessments are tied to established standards and are accountable to the community for operating schools that support student achievement. They align school district resources to ensure that students meet standards, create a climate that supports the philosophy that all children can learn at high levels, build collaborative relationships based on trust, teamwork and shared accountability, and are committed to continuous education and training on issues related to student achievement. He proclaimed the month of January 2014 to be School Board Recognition Month and urged all citizens to recognize the dedication and hard work of local school board members in preparing today's students for tomorrow's world. He noted that he will be attending the next School Board meeting to read the proclamation.

Mayor Middleton addressed the next agenda item.

7. NEW BUSINESS

A. Council President Selection

MOTION: FROM COUNCILOR BILL BUTTERFIELD TO NOMINATE COUNCILOR LINDA HENDERSON AS COUNCIL PRESIDENT, SECONDED BY COUNCILOR DAVE GRANT, MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

B. City Recorder Performance Evaluation

Mayor Middleton stated the Council held the evaluation in an Executive Session and will bring back a memo in a few weeks to determine what will be done with the contract.

C. Resolution 2014-003 Removing James Copfer from the Planning Commission

Mayor Middleton stated that he brought the resolution forward due to attendance and lack of communication regarding attendance. He stated this has been reviewed with Commissioner Copfer.

Councilor Clark clarified whether attendance was the issue and commented that as the Council liaison to the Planning Commission, she receives multiple notification and reminders from staff regarding the meeting schedule asking whether she will be in attendance. She referred to the need for a planning commission meeting quorum and the importance of the issues before the commission. She asked if Commissioner Copfer notified staff whether he would or would not be in attendance. Julia Hajduk recalled he did not communicate with staff very often regarding his attendance.

Councilor Clark asked whether the other commissioners informed staff of their attendance. Julia replied yes.

Councilor Clark asked when Mr. Copfer applied for the commission, how many other applications were received. Julia replied she recalled receiving the standard 4 to 5 applications. Councilor Clark commented that others were turned away who wanted to serve.

Mayor Middleton suggested tabling Resolution 2014-003 to a date not certain to allow Mr. Copfer to show a willingness to be on the planning commission.

Councilor Butterfield clarified that the purpose for postponing the resolution was to allow time to evaluate his performance.

Councilor Langer asked if there was a back surgery involved that caused some of the lack of attendance. Julia referred to a meeting that she, Mayor Middleton and Council President Henderson recently had with Commissioner Copfer and said that issue was raised.

Mayor Middleton stated that we needed that information communicated to us and referred to a planning commission meeting on December 10, 2013 that involved an important issue and said 5 staff members from the County were presenting information and Commissioner Copfer communicated that he would be in attendance and did not come, and that put the planning commission on the spot. He said that Mr. Copfer missed 40% of the meetings last year. Mayor Middleton noted the importance of commissioners to let staff know whether they will be attending meetings so staff can plan accordingly.

MOTION: FROM MAYOR MIDDLETON TO AMEND AND TABLE RESOLUTION 2014-003 TO A DATE NOT CERTAIN, SECONDED BY COUNCIL PRESIDENT HENDERSON, MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Middleton addressed the next agenda item.

8. CITIZEN COMMENTS

Jim Claus, 22211 SW Pacific Hwy, came forward and referred to limiting freedom of speech. He commented on staff overspending and forming the Urban Renewal and using it as a piggy bank. He commented on having a high priced City and referred to fees and water rates. He said in order to do that, they had to shut down public input. He commented on an American city having an armed police in

the room. He commented that Sherwood has a contract Attorney, not a City Attorney. He referred to suppressing information in order to vote the Urban Renewal and then bullied the rules. He commented on discriminatory enforcement of the code. He said the URA was a bad idea but not allowing people to look at the information was worse.

Susan Claus, 22211 SW Pacific Hwy, approached the Council and asked for a follow up on E-sheets and said they are as simple as mail in ballots which we have been doing for a long time. She said they have a City opinion driven by a staff member and the City Attorney and it is a City Council decision. She stated they asked the City Recorder to provide the back and forth communication that arrived at that interpretation and they have not received a response. She asked where do we go in that process and commented on the lack of response to her questions. She asked how they reached the interpretation. She said she understands the interpretation was made by Attorney Paul Elsner and the City Recorder. She asked if Council was going to make a decision or allow the staff to interpret the code. She commented on the need for information that she requested and the need for resolution.

Mayor Middleton said that they will discuss the issue at their Monday meeting and staff will get back her.

The City Recorder responded that she contacted the State and they have a process for processing E-sheets. She said the County did not have a process in place as of December 2013 and there was not a county in Oregon that had processed E-sheets. She said when she inquired with the Washington County Elections Officer she polled the elections officers across the state and those are the records that she will provide to Susan, which basically say that the State has not established a process at the jurisdiction level. She noted the newly released 2014 State Election Manuals does have a form that can be used to process E-sheets. She said the hurdle we face in Sherwood is the Code language that she interpreted, not the City Attorney, the interpretation that a circulator and a signer indicate two different individuals. The City Recorder stated the argument that Susan has indicated is, the person signing the E-sheet can also witness their own signature. The City Recorder noted the code indicates language of a circulator and a signer, which she interprets as two different people. She said that if the Council chooses to accept an E-sheet process for the City she would recommend amending the Code to clarify that language.

Council President Henderson clarified that the current Code stipulates that the petition circulator must witness the signer of their sheet.

The City Recorder responded yes, the Code indicates that the circulator must witness the signing of the petition.

Councilor Folsom noted that she has seen that information.

The City Recorder stated that the Council has been included in all of the correspondence that she has had with the Clauses regarding this issue.

Susan Claus asked if that correspondence includes that communication that Sylvia has had with the contract Attorney.

The City Recorder responded that the interpretation of the Code was solely her interpretation.

Susan Claus stated that her problem with this is Sylvia, is a staff member and does not have the background to make an interpretation and it does not say it has to be two people and the State has accepted these E-sheets where the signer is the circulator and that goes to the chief petitioner and the signatures are verified by the County. She commented on the 90 day deadline on two of the petitions and said this has been going on since November. She said you have to stretch to say that it is two different people. She commented on the rules of notice before the Court of Appeals. She stated that now that the State has allowed E-sheets we have allowed a staff member, not an elected official, who now is saying that it is solely her interpretation.

Mayor Middleton commented on how new this information is and the need for a Council work session to discuss this matter, if they are going to amend the Code.

Susan Claus said that Council does not have to amend the code as it is a Code interpretation and the Council has the right and the responsibility to interpret the Code. She urged the Council to not go through a text amendment process.

Mayor Middleton said he needs more education on the matter.

Councilor Folsom stated that no county in the State of Oregon is accepting E-sheets.

Susan Claus responded that she spoke with the County and they are accepting E-sheets.

The City Recorder clarified that the counties can accept the E-sheet process as the State accepts the E-sheet process, but the problem is that a process was not established for local jurisdictions. She said that process was just established on January 1, 2014 in the newly released manuals, but prior to a week ago those forms did not exist.

Susan Claus stated she disagrees and said there is a way to make it happen.

Eugene Stewart, Sherwood property owner came forward with concerns about the Senior Center maintenance of gutters. He said the boards in the patios need to be replaced and this happens over time. He said it seems like we don't have a good procedure to maintain our buildings. He asked if we have maintenance procedures in place before we take on new projects that will require maintenance. He said we need a better policy on how to take care of our properties. He commented on the black berries behind the Senior Center and the ivy. He suggested setting up volunteers to help with the maintenance.

Mayor Middleton addressed the next agenda item.

9. COUNCIL ANNOUNCEMENTS

Councilor Folsom announced that Friday at 4:00 pm will be the groundbreaking for the Community Center and she invited everyone to come and enjoy.

Council Butterfield commented that he is a citizen and gets to enjoy free speech and he will begin using that privilege.

Council President Henderson reported that in the last budget cycle that ended June 30, 2013 we had an additional $970,000 in the general fund contingency. She commented on the budget goal to have no less than 20% in the contingency fund. She said this is a testament to our staff to have a contingency fund 11% above our goal. She thanked staff for their continued hard work and the Budget Committee for making hard decisions. She reminded everyone about the groundbreaking event on Friday.

Mayor Middleton addressed the next agenda item.

10. CITY MANAGER REPORT

Mr. Gall invited everyone to the Ribbon Cutting Ceremony at the Cannery Row lobby on Wednesday, January 8, 2014.

11. ADJOURN

Mayor Middleton reconvened to an Executive Session at 7:38 pm.

EXECUTIVE SESSION

1. **CALL TO ORDER:** Mayor Middleton called the meeting to order at 7:52 pm.

2. **COUNCIL PRESENT:** Mayor Bill Middleton, Council President Linda Henderson, Councilors Dave Grant, Robyn Folsom, Krisanna Clark, Bill Butterfield and Matt Langer.

3. **STAFF AND LEGAL COUNSEL PRESENT:** City Manager Joseph Gall, City Recorder Sylvia Murphy and City Attorney Pam Beery.

4. **TOPICS:**

   A. Performance Evaluation of City Manager, Pursuant to ORS 192.660(2)(i).

5. **ADJOURN:**

Mayor Middleton adjourned the Executive Session at 8:44 pm and convened to the regular Council meeting to adjourn the session. Regular Council session adjourned at 8:45 pm.

Submitted by:

Sylvia Murphy, MMC, City Recorder

Bill Middleton, Mayor

SHERWOOD CITY COUNCIL MEETING MINUTES
City Council Work Session
Annual Strategic Planning
22560 SW Pine St., Sherwood, Or
January 21, 2014

WORK SESSION

1. **CALL TO ORDER:** Mayor Middleton called the meeting to order at 5:32 pm.

   COUNCIL PRESENT: Mayor Bill Middleton, Council President Linda Henderson, Councilors Dave Grant, Krisanna Clark, Bill Butterfield, Matt Langer and Councilor Robyn Folsom via conference call.

   STAFF AND LEGAL COUNSEL PRESENT: Joseph Gall City Manager, Tom Pessemier Assistant City Manager, Ty Hanlon Police Captain, Julia Hajduk Community Development Director, Julie Blums Finance Director, Craig Sheldon Public Works Director, Kristen Switzer Community Services Director, Lisa Layne Municipal Court Administrator, Colleen Resch Administrative Assistant and Sylvia Murphy City Recorder. City Attorney Chris Crean and Municipal Court Judge Jack Morris.

2. **Meeting Overview**

   City Manager Gall welcomed everyone to the City Council Work Session and Annual Strategic Planning and said the meeting would consist of a series of presentations, a discussion of Council projects and priorities and issues that staff will be looking for direction from the Council.

3. **Municipal Court Annual Report**

   Court Administrator Lisa Layne and Judge Jack Morris came forward and presented the Sherwood Municipal Court 2013 Annual Report to Council (see record, Exhibit A). Ms. Layne referred to the information on Citations January 2010 - December 2013 and reminded the Council of situations that may have affected the numbers, such as photo red light introduction in 2011, ODOT changes to right turn lanes, and construction on Hwy 99. She discussed the information regarding the top 4 violation types in 2013, which included photo red light, cellphones, speeding and failure to obey traffic devices. Ms. Layne referred to the budget highlights which included the court revenue and expenses for 2012 and 2013 and noted the percentage collected of cases referred to collections was 24% in 2012 and 36% in 2013 and said if they continue to consistently send cases to collections these percentages will get better. She referred to the court workload information which included citations per month, staffing (FTE) and citations per FTE per month and gave an example that in 2013, 430 people appeared for trials and 1800 appeared for arraignments and said that is not the gross amount in the docket, and said usually only 50% show up. She stated that they have tried to be efficient with staffing and noted that the online payment system has saved staff time.

Mayor Middleton noted that court expenses went down $100,000 from 2012 to 2013. Finance Director Julie Blums explained that part of this was the result of staff reductions due to layoffs. She referred to the right lane change which reduced citations dramatically so they reduced staff in the last couple of years. Mayor Middleton asked about the increase in the collections from 24% to 36% and noted the significance of the increase. Julie Blums noted that the City has been using a new collection agency which may have contributed to the increase.

Council President Henderson asked about cell phone fines. Ms. Layne said they increased in January 2014 to $160.00 and they can be as high as $500. Councilor Henderson asked if payment plans were available. Ms. Layne responded yes and said staff uses their discretion and have accepted payments as low as $25 a month but most payments are $50 a month, with a small fee based on the unpaid balance. Councilor Henderson asked if everyone realizes that is an option and if it is explained clearly in court. Judge Morris stated that he does not bring up the option of payment plans and does not want to encourage it and would rather it be taken care of all at once.

Mayor Middleton commended the Court for doing a great job and said he has never heard anything negative.

Council President Henderson said she has watched the Court proceedings and stated the staff does an amazing job and Judge Morris is respectful with a level of kindness that is not always seen in municipal courts.

Judge Morris responded that he likes to make it positive and thanked the Council for allowing them to report on an annual basis.

Councilor Henderson asked if the City Hall location for Municipal Court works better than the Police Department. Ms. Layne responded that City Hall is more practical. Judge Morris added that it is better for appearance to be independent of the Police Department.

4. New Budget Forecast Modeling Tool

City Manager Gall stated that he and Finance Director Julie Blums would be introducing a new budget forecasting model that they will be using this budget cycle. He reminded the Council that this is Julie's first budget cycle as Finance Director and his second budget. He said based on Council feedback, they have developed a more sophisticated tool to use throughout the process to get better forecasts. He said Rob Moody from our auditors at TKW worked with the Finance Department to create this model to allow them to look at a 3 to 5 year horizon.

Finance Director Julie Blums referred to the model and said they put together the budget to actual history and noted this is just the General Fund that staff has started with. She said staff has put together basic assumptions that they will be looking at over the next few years based on population, property taxes, increases in personal services and the Community Center operation. She said staff put them in the model and can change these as they go along and it will automatically recalculate so we can see what the different changes will do to the budget. She stated staff will get nice charts and graphs with this model to make it easier to understand. She said staff will be adding to the tool and will continue to add so they can refine the assumptions.

Mr. Gall clarified that this tool was not used last year. Julie replied no, this is more sophisticated and can have more detail.

Mayor Middleton asked if long-term maintenance will be in the forecasting tool. Julie replied yes, as we move through the budget process we will add the numbers and see what it does to the budget overall. She reminded the Council that we have a higher fund balance than required.

Mr. Gall noted that the tool will help us see the impact of the "what ifs" and we can easily extend it out 5 years, but thought 3 years was more reasonable.

Councilor Henderson clarified that this is a tool for the General Fund and asked if it would be used on other funds as well. Julie replied yes and City Manager Gall explained that they focused on the General Fund but would extend it to all the major funds. Julie noted that the General Fund is more volatile and has more sway in it and commented that it will make her job easier. City Manager Gall commented that this tool would help deal with the questions and concerns of long-term costs.

Mayor Middleton commented that it will be easier to read and more understandable.

Councilor Henderson asked if staff was going to introduce this to the Budget Committee. Julie said yes at the next budget meeting. City Manager Gall said they needed to see this as they will see it in the budget process.

Councilor Henderson asked if this will change how department heads put their budgets together. Julie responded that it will in terms of personal services costs. She said she does that portion of the budget, as we can make assumptions about COLAs and PERs changes which are our biggest expense and the hardest to make changes to. She said this will make it easier. She said we will use it with the managers to determine what changes they need from year to year.

Councilor Clark asked about the forecasting element and asked who makes the decision of what is forecasted. City Manager Gall explained that the departments will continue to put their numbers together and present the information to him and he would use this information to present the Council with a balanced budget. He stated that if departments don't include an item that Council has identified as important he will add it into the forecasting model.

5. FY 2014-15 Budget Schedule

City Manager Gall said we are about to start the budget process and Julie Blums will present two options for the budget schedule and is looking for direction from Council.

Julie Blums noted this is her first year of leading the budget process and she is looking for ways to be more efficient, get more public involvement and make it a better process for everyone. She presented a document which discussed two options for the budget schedule for FY 2014-2015 (see record, Exhibit B). She suggested as noted in Option 1, instead of evening meetings the committee could meet on a Saturday from maybe 9 am to 2 pm and get through the entire budget in one meeting. She said the Saturday meeting allows staff more time to refine their numbers and she is hoping that we would get more public involvement on a Saturday and said it is more efficient to get it done in one day. She stated the downside to a Saturday meeting is time away from family and it shortens the time to respond to

questions. She explained the goal was to increase public participation, eliminate late meetings after people get off work and would allow the committee to meet later in the year and staff could be better prepared. She stated that this budget will be much more detailed for each line item which should eliminate a lot of the follow up questions. She said Option 2 is for 2 or 3 evening meetings and asked the Council for feedback.

Mr. Gall noted this was Julie's idea for more citizen participation and could be a one year experiment. He said we need feedback before we bring it to the entire Budget Committee.

Mayor Middleton said he does not mind a Saturday meeting but suggested doing a survey monkey type survey to ensure that Budget Committee members are available.

Councilor Grant stated he does not mind a Saturday but is concerned about a committee member being unable to attend and they would miss all the discussions of one meeting. He asked if all of the staff would be prepared to answer questions on the spot.

Julie suggested they could do a short follow up meeting to answer the questions that were not answered.

Councilor Clark said she is also concerned about someone not being able to make the meeting and a Saturday meeting doesn't allow us time to think about it or have a gestation period to get input. She would also like to hear from the rest of the Budget Committee as to what they would prefer.

Mayor Middleton noted that the meeting could be videoed for those unable to attend.

Councilor Butterfield stated he likes how we could eliminate the guesswork, and the closer we can get to the numbers the better and he likes the Saturday idea.

Council President Henderson noted that she is not opposed to something new and said we will need everyone on the Budget Committee to be there. She said a follow-up meeting between May 17 and June 17 would be helpful.

Councilor Langer said he likes the idea of survey monkey and that would allow members to notify staff regarding partial attendance as well.

Mayor Middleton asked if there would be alternative dates. Julie Blums stated the weekend before is Mother's Day and the weekend after is Memorial Day. City Manager Gall said they could do a survey monkey for the Mother's Day weekend as well.

City Manager Gall said he heard that Council would like staff to explore option 1 for a Saturday meeting and asked Julie when she needs a decision.

Julie said she would need a decision within a week or two and will ask the Budget Committee next week.

Councilor Langer suggested putting the information on the website to encourage participation.

6. Medical Marijuana Dispensaries

City Manager Gall introduced the topic of medical marijuana dispensaries, and said all cities will face this in early March and noted that some cities are being proactive and trying to enact regulations that will reduce or prevent the chances of having medical marijuana dispensaries in their boundaries. He said Police Captain Ty Hanlon has been following this issue along with City Attorney Chris Crean. Mr. Gall referred to the efforts in Hillsboro and provided the Council with information and said he would encourage Council to do something similar (see record, Exhibit C). He said that he is looking for direction from the Council regarding the dispensaries.

Police Captain Ty Hanlon came forward and referred to HB 3460 which was passed by the legislature, and said on March 3, 2014 it will be legal to open dispensaries to medical marijuana patients. He stated that he is on the Legislative Committee for the Oregon Association of the Chief of Police and has been looking at the impact it will have statewide and said cities are juggling with how to handle this issue.

Councilor Butterfield asked if we have a choice.

Captain Hanlon stated that it is not up to him, but it is coming and the question is how it will be handled in each city and said that is up for debate right now.

Councilor Butterfield asked if we can stop it.

City Attorney Chris Crean said he would give a brief overview of the legal landscape and where their firm stands on this issue. He said he does not know that it preempts legal authority to regulate pursuant to your home rule authority. He stated the legislative council ruled that is does but he suspects their firm is a better expert on that than they are. He said the other question is are you required to permit a use that on its face violates federal law as marijuana is still a class 1 on the controlled substance list. He noted that any jurisdiction that tries to ban this outright is begging for a lawsuit and the medical marijuana community is very organized and motivated and it will be a substantial legal battle. He said you have to decide if you want to be the test case on this or is there another way to go about it. He responded to Councilor Butterfield's comments of whether you can ban it outright and said there are very good legal arguments that you can, but there are good legal arguments on the other side as well and the only one that can determine that is the judge and possibly several judges up the ladder of which someone is going to have to pay for. He said there are a number of regulatory ways to address this issue and referred to the efforts in Happy Valley regarding the site requirements that say the use has to be sited in an industrial commercial mixed use zone or agriculture zone. He stated Happy Valley said lets allow it in our industrial zones because it is away from everything else and the provisions in their development code require improvements that would be so substantial it would likely scare off a small distributor. He said they are complying with the state law as a practical matter but it will be a long time before you see one out there. Mr. Crean said he spoke to the planning staff and it would not be that simple here but there are regulatory ways of addressing this to minimize the impact in Sherwood.

Mr. Gall said that Julia Hajduk, Community Development Director has a map of Sherwood showing where dispensaries would be prohibited (see record, Exhibit D).

Julia noted that one of the provisions is that dispensaries are banned from being within a 1000' radius of a public or private school.

Mayor Middleton asked Mr. Crean if the Hillsboro ordinance would stand up. Mr. Crean said yes, if anyone brought suit to challenge it, it would probably fail. He explained that it is only 120 days and referred to the timeframe of processing the permits with the state and said by the time they come to the city and find out it is not allowed and file a lawsuit and have a hearing scheduled, the temporary ban would have expired and the lawsuit would be mute at that point. He stated it is buying them time to figure out the regulatory responses they need. Mr. Gall said it is referred to as temporary prohibition and said he passed out the Hillsboro staff report and ordinance which is before their Council tonight (see record, Exhibit C).

Mayor Middleton noted this would give us breathing room and commented that they are now growing it in cities and dispensing out of their houses and that is the only way they can do it. Captain Hanlon said they can have 6 adult plants and 18 baby plants and you can only have 4 patients including yourself as a grower. He said Multnomah County allows it and has dispensaries that growers provide them with marijuana and they can dispense it for them. He commented that there is a $4000 application fee that has to be renewed every year, which may slow down the process.

City Manager Gall informed Council that Tualatin has been trying to go the route of business license applicant compliance with local, state and federal law but decided not to and said they will probably do the same thing as Hillsboro but look at it from a land use standpoint regarding where to site them.

Mayor Middleton asked if that will have a bearing on where they grow it and said now they don't report where it is grown and someone could stumble upon it.

Captain Hanlon stated that they cannot grow and dispense at the same location, but where they grow is another issue.

City Manager Gall asked about the 3 initiatives that may be on the November ballot.

Captain Hanlon said there are three initiatives aiming for the November ballot, Initiatives 21, 22, and 37. He said they have qualified with the minimum signatures but are still gathering signatures and waiting to see if the legislature is going to address these issues or if it is going to an election. He said initiative 37 resembles what Washington and Colorado did.

Councilor Butterfield asked if this business would be lucrative. Captain Hanlon said it would be considered a business and they can buy from growers at wholesale and sell to patients at retail.

Councilor Butterfield commented that to come to Sherwood they would have to have a number of people wanting to buy marijuana. Captain Hanlon noted that Oregon as of January 1 had 60,516 medical marijuana patients and Washington County had 4,295, Yamhill County had 1,000, Multnomah County had 10,377 and Clackamas County had 4,392. He noted there are plenty of patients in the surrounding areas of Sherwood.

Mr. Crean addressed Councilor Butterfield's question and read a portion of HB 3460 at the end of section 2, which discusses the cost and how much money can be made, and states a cardholder may reimburse a medical marijuana facility registered under this section for the normal and customary cost of doing business, including costs related to transferring, handling, securing, testing, packaging and

processing usable marijuana, including the costs of supplies, utilities and rent or mortgage. He said it also states the medical marijuana facility may reimburse the grower for these same costs. He stated it appears to suggest that you are allowed to get reimbursed for the cost of doing business but begs the question of what is your salary and is your salary the cost of doing business. He said on the face they are prohibited from making money but there are ways around it. He mentioned that these dispensaries can't open bank accounts because the banks don't want their money.

Councilor Grant asked if it makes sense to enact an ordinance like Hillsboro to prevent something from happening and we can still have applications coming in. Captain Hanlon clarified that the action in November is to legalize recreation use and the action in March is for dispensaries being able to dispense to patients. Councilor Grant asked if you need to do something before March. Captain Hanlon stated they can apply in March to be a brick and mortar dispensary in Sherwood. Councilor Grant suggested we see how it plays out in Hillsboro.

City Manager Gall said it buys us time to see what happens next month in the legislature. He noted that Hillsboro is also changing the 1000' radius from schools to 1500'. He said there may be state minimums but we could set a higher bar and buying time allows the policy makers and planning commission to do an actual ordinance and see how things turn and see what the legislature does. He said he agrees with the Mayor that it buys us time to consider options instead of seeing what is done in other communities.

Councilor Langer asked if the next step is to direct staff to draft an ordinance for the next meeting.

City Manager Gall asked if there was a consensus from the Council for staff to move ahead and draft an ordinance similar to Hillsboro. No objections were received.

Council President Henderson asked when the initiatives would take effect. Captain Hanlon said the initiatives are for recreational use and are separate from dispensaries. Councilor Henderson noted that if the legalizing recreational use passes then the issue of dispensaries goes away. She asked if a dispensary sets up, are they limited to the number of patients they can sell to? Captain Hanlon said no, growers can have 4 patients but dispensaries are bricks and mortar locations and patients and caretakers can come in and buy marijuana.

Mr. Crean clarified that we are talking about two separate piece of legislation. He said the Oregon Marijuana Act was passed in 2005 and now there are 65,000 plus medical marijuana patients. He noted the dispensary legislation was just added onto the Oregon Marijuana Act to allow dispensaries for patients that are unable to get it on their own from a grower and that takes place in March.

Council President Henderson asked if dispensaries are required to service a regional area or can patients come from all over. Captain Hanlon replied from all over and said that we had the program, but there was no place for patients to go and everything was on the black market.

Mayor Middleton said there is a Council consensus and asked staff to draft an ordinance and we can have time to think and get public feedback.

City Manager Gall said he would do that as soon as possible and asked about a prohibition time. Mayor Middleton asked Mr. Crean for advice. Mr. Crean said to consider, you are buying time to do what? He

noted when you determine what you want to do you can determine how much time you need. He said you have to build in all of the timelines.

Julia said staff could come back with a schedule and see how much time we need and said 120 days may be on the short side.

7. Possible Police Staffing Study

City Manager Gall said he has discussed the police staffing study with Mayor Middleton and wanted to bring it to the Council. He said Matrix is a company that does this around the country and he can provide some samples that are consistent with what the Mayor is looking for and wanted to give the mayor an opportunity to explain why he thinks this is necessary and how it would help us. He said then the question would be does the council want staff to proceed with this study as there will be a cost that is currently not in the budget.

Mayor Middleton asked if City Manager Gall had a form that she previously shared with the Mayor and Mr. Gall said not with him but offered to provide it.

Mayor Middleton stated what they do is they go into a department…he referred to other jurisdictions and counties receiving this service, and said they look over the entire department to see where the needs are. They take a matrix, crimes and all the mapping of where crimes occur, all personal data and if they are being utilized right, they look at shift staffing and if it's adequate. He said sometimes if this is done internally you tend to jumble the facts to keep your staffing levels high or it may be low. He said we don't know. He said the study would cost money but in the long run it could save us a lot of money. He said right now, much of our staff is on one shift, they come in and do a review. He gave an example of a jurisdiction and the analysis saving that jurisdiction about $200,000. He said they take the facts and strictly look at facts of crimes, when they occur, what the current resources are and it gives a very good overall broad view of the future and what you're looking for. He said you can utilize it in many ways and gave examples of departments being heaving in clerical staff and using sworn personnel for these job functions. He said he personally feels we are top heavy on the day time and we need someone to come in and make a valued judgment on it. He said this is the way of the future and they are doing it mainly in police departments and fire departments is there second area of review. He commented about not building and building and utilizing what you have, and utilizing it in the most efficient manner possible. He said this takes the guess work out of it as well. He said everybody likes to grow, not just the police and you need to make sure that growth is needed. He referenced a report from the City of Vernon that he shared with Council President Henderson. He said it's very informative and staff doesn't need to come in and sell the council on stuff, the council knows what the facts are and how we can use the resources. He said it's cost effective in the long run to see how they do it. He gave an example of number of calls for service and the surveying company breaking down this information to determine what they calls were for, he said a lot of these calls are unnecessary. He said they use a different method and he would have like to have had this service when he was the Police Chief. He said the information gives ideas to think outside the box and utilize what you have. He said he believes now we are staffed pretty good and we just may need to move things around. He said often times there are only two on a shift and there may be nine on another shift. He said the company tells us how to utilize what we have and he is looking for cost efficiency in getting the most for our dollar. He suggested reading the surveys as they are informative. He said this is his main push for this, it give us a five year future of what we are looking for.

City Manager Gall said that has sample reports from Matrix as they are the biggest nationally. He said there is valuable information in the reports and believes it provides an outside sense for an expert coming in and taking a look at a department based on national standards and trends. He said it's an outside perspective rather than only having an inside perspective. He said it's the biggest expense we spend money on in the City and most people would argue that public safety is the one thing that local government does. He said it's not going to get any cheaper and he is looking for a green light from the Council to move forward, knowing there will be a cost. He referred to a study in Des Moines, Washington with 29,000 people that cost was about $30,000, but included a performance audit as well. He said he is guessing it could cost $10,000-$20,000 for this type of study.

Mayor Middleton said he doesn't believe we need a performance audit and he was looking at a staff report. He referenced the City of Vernon report.

Councilor Butterfield asked the Mayor why he wants to do this.

Mayor Middleton said it gives long term plan on how to staff the police department, rather than coming in and asking for 5 officers and not being able to explain the need. He said this report will say because it indicates information on crime and paperwork. He referenced examples of other jurisdictions where command staff were put on different schedules. He gave other examples of the information that is provided in the report. He said the information is all about cost and ensuring the public is getting what they are paying for. He said the information may indicate cost saving or it may indicate the need for more officers. He said he would feel comfortable with the facts and indicating why the need for staff. He said it's difficult when additional staffing is requested without a reason. He gave an example of information on detectives and how much time should be spent on certain crimes. He said it's about efficiency and the department is going to be our biggest expense. He said it's not something to punish a department, it's to get a plan, much like Craig Sheldon did with his maintenance information, it provides information 5 years out on what is needed, rather than every year thinking more staff is needed. He said it's a long term tool and feels the public would feel more comfortable as well.

City Manager Gall said he is bringing it up now because the Mayor would like to get started and not wait for the budget process. Mayor Middleton said it could save us money.

Councilor Langer stated generally he would expect the department heads to come ask for this and asked what the Chief thought of this, did he bring this to us? City Manager Gall replied no, and unfortunately Chief Groth is sick tonight.

Mayor Middleton stated it's not normally the Chief's requesting the information, it's the Council's and administrations. He commented regarding the need to an outside evaluation of how business is done. He said it gives the citizen a look at how the money is being spent.

Councilor Langer said he recalled last year during the budget process, did we not all decide to add an officer.

Mayor Middleton said, but what for. Mr. Langer said he thought we determined we needed it, but doesn't recall all the details. Mayor Middleton replied he did not believe we received a response as to why.

Councilor Grant stated it was clear to him because we were under-patrolled.

Mayor Middleton asked why and said our crime rate is very low, and would you think they could take from other positions and put them into patrol rather than special detail.

Councilor Grant said he does not find himself in a position to micromanage his job and said the Chief made his case very well last year, and doesn't want to paraphrase his reasons of why on a day to day basis. He said it was clear to him that the council had reliable information from the Chief at that time. He said if he comes to us during the budget process and wants to spend the money as he sees a benefit, he believes it would be a great thing for the whole budget committee to weigh in. He said he doesn't want the Chief living in a fish bowl instead of the other things he needs to be doing. He said he is not seeing a need for this.

Mayor Middleton said he does not see it as living in a fishbowl but as being progressive. He said we are spending tax payers money for that police department. He referenced information he reads in the newspapers on the number of police calls per week and said they are all low level and said maybe we can take some of our resources that we use on our dayshift and put them on nights. He said it's not micromanaging it's taking the citizens money and spending it properly, being progressive and thinking outside the box. He commented regarding the number of people on day shift and why, he commented on the canine program and how often this is used.

Councilor Langer said he understands and hears what the Mayor is saying but we have not talked about this before. He said normally before we go and spend a lot of money on a study there is some discussion, like a work session and the department dead is involved and we figure out a plan and what we are going to do with it. He gave the example of the Goal Setting session form 2013 and talking about wanting a police dog and that was one of the things that ended up on our priority list and we did it. He commented regarding having multiple discussions regarding the police dog. He said he would just like to talk about it a bit more as this is the first time he has heard of it and commented reagdrign the Chief not being present to answer questions.

Mayor Middleton said that is fine and said he doesn't have a problem with that if the police department gives us actual calls that they do. He said statistics can be used in any way and facts are what you deal with. He said his main thing is when asking for staff he wants to know why.

Councilor Langer said then let's get some of those statistics and judge them for ourselves and see if we aren't getting accurate and sufficient data for the police department to be making their own decisions. Maybe that justifies we need a study and said he doesn't know how we determine we aren't making the right decisions.

Mayor Middleton said that he has a different perspective and has worked in law enforcement for over 35 years and believes the statistics are being jacked up. He said our main thing is crime reduction.

Councilor Langer replied show me how they are being jacked around and that would be the justification that we need a legitimate study.

Councilor Clark commented that this is a work session and asked Council President Henderson about the Vernon report she read and said that City Manager Gall feels there's some merit to having an outsider look at something on the inside and having nothing to do with saying there's something that is not correct. She said she has spoken to many different police officers and one of the reasons our streets are safe is because they are out there and making public contact during the day and night and are in the schools and are visible and are positive influences. She asked with all those components built it, not just looking at patrol placement or detective placement, did Ms. Henderson think the report she read was inclusive of all the components that make our City safe.

Councilor Henderson said the Vernon, California report is like comparing an apple and an orange. She said this town has 400 residents and 1000 businesses. She said they take data and analyze it, but she does not know what models they use. She said we often hear about how we compare nationally or locally per thousand and that is a national standard that someone came up with. She said Matrix must employ people who have expertise in law enforcement or are retired or are military. She commented the Vernon study determined that they were understaffed for dispatch and added three dispatchers. She said she would be interested in the Des Moines report to see what they received for $30,000 and how long it took and if it was disruptive to the department. She said if you're going to do something, let's do it well and have the data. She asked City Manager Gall if there would be an RFP for the study. Mr. Gall said yes. She commented regarding other companies similar to Matrix that have different models and others that focus more in residential or metropolitan areas versus smaller more rural areas. She said the report was very objective and they looked at where the staffing was and made recommendations. She commented regarding the difference City dynamics of Vernon in comparison to Sherwood.

City Manager Gall said he would provide the Council with copies of two reports that would be similar to Sherwood and he sensed that the Council has interest and wants to learn more. He said he can provide this information and needs to learn more about the costs. He said there is a draft RFP that he has put together that the Mayor has seen and offered to share this with the Council. He said we can keep this moving forward and have another work session in the near future as to whether we want to do this right away or should it be in the budget as part of next year's work plan.

Councilor Langer asked Mr. Gall to find out in the other cities what the driving force was to have these studies. Mr. Gall said yes and said he believes the Mayor hit the nail on the head and said when you think about the expense of law enforcement it's your biggest expense and you want to spend taxpayer dollars wisely and this an outside expertise looking at your department and possibly finding that we are understaffed in some areas. He said this gives an outside set of eyes and believes there is value, and said we just need to ask the right questions and know what those questions are before we jump in.

City Manager Gall commented on Council President Henderson's comment about the disruption the study may cause and said that is important information. Mayor Middleton stated that they use mostly statistics and they do talk to some people but it is just like an outside audit.

Mr. Gall reminded the Council that this information would be useful if Sherwood ever has to go out for a levy for additional law enforcement in the future. He said it sounds like this is a continuing discussion and Ms. Henderson replied in a work session.

Councilor Grant stated he would like to hear what the Chief has to say about it.

Break: Council took a break at 6:57 pm and reconvened at 7:12 pm.

8. Review & Update Council Priorities

City Manager Gall provided the Council with a document summarizing the Council Goals and Priorities for FY 2013-14, (see record, Exhibit E). He said the summary includes the goals and activities, the department responsible, and the current status. He suggested the Council go through the list and asked if there is anything on the list that has not been initiated that needs to be removed, and is there anything that needs to be added to the list. He stated the timeframe they are dealing with is now through the end of the next fiscal year, June 30, 2015, basically 18 months.

Councilor Butterfield asked if the light project is on the list. Mr. Gall said no, it is not identified and asked if he would like to add it and assumed he was referring to the lighting project at the Edy Ridge campus and the Hopkins/Sherwood Middle School campus. Councilor Butterfield stated he would like the project added to the list.

City Manager Gall reminded the Council that this is a list of the top projects we are working on and said not everything we do is on the list. He said if it is on the list it is a priority of the Council. He stated there may be some projects that came out of last year's discussion and may not need to be on the list. He gave the example of the goal to research and study feasibility of a parks and recreation district that has not been initiated and asked the Council if they would like it removed from the list.

Mayor Middleton and Councilor Butterfield indicated that it is no longer a priority and could be removed from the list.

Mayor Middleton referred to goal 2.4, and said that is part of the Charter review discussion and could be removed from this list.

City Manager Gall noted that development of a Water Advisory Board could be included in the Charter or could be done by a resolution, which could be done sooner but it wouldn't be in the constitution.

Councilor Henderson commented that we don't have any other Boards in the Charter, but we do have significant investment in our water system. She asked what they envisioned a Water Board to comprise of?

Mayor Middleton referred to the Oregon City and the West Linn Charters where it is in the Charter. Mr. Crean said this is the Southwest Water Board that has existed for a long time and is the combined water departments of West Linn and Oregon City and it is in the Charter as a recognition of the existence and it the consists of 6 city councilor, 3 from West Linn and 3 from Oregon City and the meet once a month.

Mayor Middleton said we are looking for more of a Recreation Board which will involve citizens.

Mr. Crean discussed a number of examples of various commissions and their powers and suggested Council think about the amount of power a Water Commission should have.

Mayor Middleton suggested more of an informational group that would give the public the chance to get involved and provide recommendations. He stated water has been a big issue in this town and it would empower the public to know what is going on.

City Manager Gall said that they are ready to bring something to the Council in a work session and asked do we want to explore adding it into the Charter? Mayor Middleton said no, not after hearing Mr. Crean.

Council President Henderson clarified that the Council is interested in adding code that creates a Water Advisory Board of some kind and it would function with a liaison.

Mr. Gall said yes and agreed with the Mayor that water has been an issue and this provides an opportunity for people to get involved.

Council President Henderson referred to Councilor Grant's experience with this issue and noted he would be a good liaison.

Councilor Grant said that this would be useful to get more information out to the public but he cautioned that the commission may want action items to feel a part of the situation and said that we have not had a lot of water related action items in the past few years.

Councilor Henderson suggested that they would need to only meet monthly or perhaps quarterly and said water is an issue with a lot of communities now and people could learn about our situation and stated that Sherwood is lucky that we control our own destiny with water.

Councilor Clark said there could be several action plans such as regional planning.

Mr. Gall agreed to continue pursuing this issue.

Mr. Gall referred to Item 4.1 to explore the development of a Public Safety Advisory Board and asked the Council if this was still a priority. He said he has seen this in other communities and they have it because public safety is a large expense and they have citizens involved as an advisory committee. He said it is not a citizen review board but an advisory board.

Councilor Clark asked would this be something CERT would be involved with?

Mr. Gall said public safety is a broad spectrum. He said it is an opportunity to get more citizen involvement and this was part of the Council discussion last year and Chief Groth is in favor of this but does not want oversight.

Mayor Middleton noted that this would be helpful at budget time.

Councilor Langer asked about Item 3.3 to Formulate a Future Annexation Plan/Strategy. Mr. Gall said that has not been initiated and commented on the Brookman Road initiative and said Sherwood West will be studied this year with a Metro grant and asked Julia if it would be helpful to have a plan.

Julia said the idea was to identify what a community can accommodate with growth and said they received a grant for Sherwood West to identify the appropriate phasing for our community and we need to continue looking at all of the urban reserves areas.

Mr. Gall said we have not started this yet and asked if the Council would like it on the priority list or removed?

Julia said this would help the community development and planning staff and the Council when they attend regional meetings to at least clarify a strategy and priorities. She said staff will be working on the Sherwood West Concept Plan and annexation strategy will be a part of the discussion. She said whether it is on the priority list or not they will be working on this.

Councilor Henderson asked if the Sherwood West Plan would be done through the Planning Commission. Julia said partly but will involve a lot of community involvement because it is a large area and they need to identify the long term. She reminded Council that the Urban Reserve Area is a 50 year supply of land for the region.

Councilor Henderson asked how long the plan will take? Julia responded about a year and a half.

Mr. Gall reminded the Council that if it drops off this list it does not mean it won't get done.

Mayor Middleton suggested leaving it on the list as ongoing.

Councilor Clark asked about Item 2.6 to Develop Future Operation for the Senior Center. She referred to prior concerns about the facility and the lack of a maintenance plan. Mr. Gall noted that the City will be extending the agreement with Loaves and Fishes for two years, which is a short term solution but we haven't figured out long term about what we are going to do with the facility. He said it is still an ongoing issue and can't drop off the radar.

Councilor Clark said she has heard testimony regarding the issues there that we could be talking about and she would like to keep this item on the list. Mr. Gall suggested continued discussion and possibly speaking with the Director and noted the demographics show a rising senior population and the recent investment the City made in the facility.

Councilor Clark stated the facility is not only used by seniors but by several groups in the community. Mr. Gall said Public Works Director Craig Sheldon is working on maintenance plans for all the City's facilities.

Councilor Clark asked about why the recreation facility was not on the list and are we going to make sure it has an operations schedule. Mr. Gall noted that is important and the 20 year contract expiration is on the horizon and decisions will have to be made. He asked if she is proposing adding language.

Councilor Clark asked Mr. Gall to craft some language so that we don't approach the deadline without a plan. Mr. Gall agreed to do that.

Council President Henderson said the Senior Center is used by many groups in the community and she would like to hear from them if they have any input or feedback about their wishes for the facility.

Council President Henderson said the Senior Center is used by many groups in the community and she would like to hear from them if they have any input or feedback about their wishes for the facility.

Councilor Folsom said she is concerned about theft at the Senior Center and the need to be sure that things get locked up. She commented on the maintenance issues and the need to have a plan.

Councilor Langer asked for the status of Item 5.1 to Initiate Neighborhood Social Events. Mr. Gall said we talked about this last year and did not get to it this last summer but felt the item was important and a way to engage with citizens in their neighborhoods. Mr. Gall said if they are interested he could make it happen.

Mayor Middleton asked if they reach out to HOA's? Mr. Gall responded yes.

Mayor Middleton said the Woodhaven 4th of July celebration may be a good time.

Mr. Gall said his experience is that is allows you to reach out to citizens that you normally wouldn't hear from. Councilor Langer noted that we should get a couple events on the calendar. Councilor Grant said that they have done this before. Councilor Henderson said yes, we did one for the opening of Snyder Park and one for the Summer Solstice and commented on the success.

Councilor Henderson asked Mr. Gall about the issue of a quorum. Mr. Gall said that you have to open a meeting but would not be conducting business.

Mayor Middleton suggested National Night Out would be a good one too. Mr. Gall said they have talked about the National Night Out and will continue to work on this and leave it on the list.

Mayor Middleton said that we already do this with other venues and suggested putting a list together about the activities they already participate in throughout the year.

Councilor Langer referred to discussion he has heard about the method and timing of which the Board and Commission members are appointed and it is cumbersome. He asked if something is being done or should we put this on the list.

Mr. Gall referred to Beaverton where all of the member's terms expire on the same date, such as December 31. He noted our member's terms are all over the place and he suggested that instead of the staff liaison for boards keeping track of this in cities such as Beaverton the City Recorder is responsible for managing that on a consistent basis.

Mayor Middleton said the problem is would we have to interview them again every term. Mr. Gall said that we can explore how other cities do it for more effective and efficient way to do it.

Mayor Middleton asked him to bring back some ideas.

Councilor Henderson referred to the appointing members to partial terms and that is why we have so many staggered appointments and we haven't been consistent. Mr. Gall suggested if we appoint someone to finish a members term, they should serve the remainder of that term and then be reappointed to a full term.

Mayor Middleton commented that there is a consensus to consider a drop dead date with an annual or a biannual date and commented that the Planning Commission would be different. He said we do need to do something different with the system because it is time consuming.

The Council discussed the YMCA contract and the need for a maintenance schedule in the agreement.

Councilor Henderson said this should be done for every City building. Mayor Middleton said that we will see that as soon as they are done with the audit, and they will discuss the contract. Mr. Gall noted that they will get to look at the finances and recommendations to improve the contract.

Council President Henderson commented on the Charter Review Committee and noted that they are using a two phase system and working on the sections of the Charter that deals with elections first so they can get those on the May ballot and will be addressing the other issues for the November ballot.

Mayor Middleton addressed Council Liaison Assignments, (see record, Exhibit G) before addressing the next agenda item and stated that the only change is Councilor Folsom will be the alternate on the Planning Commission and Councilor Grant will go back on the Water Board and those are the only two changes.

9. Review Parks Maintenance Plan (Craig Sheldon, Public Works Director)

City Manager Gall said they have been working on long-term facility needs and park replacement needs and this is the Councils opportunity to ask Public Works Director Craig Sheldon specific questions about this document.

Public Works Director Craig Sheldon came forward and provided the Council with a document (see record, Exhibit F). He explained it provides information for the next ten years with a total of $3.9 million, and noted the $1 million in 2017 is accounting for the turf replacement at the High School and said the School District is putting aside $25,000 a year for that turf replacement and suggested the Council not focus on this right now as it might get pushed out.

He addressed the current budget and stated that we normally set aside $25,000 for Park Trails Maintenance and that was reduced to $5,000. He commented that beside the turf replacement which came in at $430,000 as well as the Murdock Park playground equipment there was not much else in the budget.

He addressed the FY 2014-2015 figures and said Snyder Park included $5,000 for the baseball infill as well as to seal coat walkways. He said Stella Olsen will need a new playground, which he figured $170,000 and some seal coating and money set aside for the stage repair. He said Murdock Park needs an observation deck and work on the shelter for $5,000 and Pioneer Park needs work on the shelter for $2,500. He said Atley Estates is off of Roy Street and the 35 year old concrete needs to be removed for new material for $15,000. He stated there is $15,000 for the High School soccer field infill. He said there is $5,000 set aside for the Sherwood Middle School field. He commented on the money set aside for trail maintenance and signs and reminded the Council that they did cut $20,000 out of the budget last year and some of the deferred maintenance will have to be addressed.

He addressed the FY 2015-16 figures and said he hoped the Snyder Park turf field will not need to be replaced until 2019, but they planned $10,000 for the base cut outs. He said there is money designated for the crack sealing and log seating which needs to be replaced. He noted the observation deck at Stella Park will need repaired and the observation deck at Murdock Park. He stated that Langer Park is the next playground that will need to be replaced and there is an agreement with the HOA so they will have to work on that. He said there are small purchases for schools but a lot of times those change. He said there are trails to seal.

He addressed the FY 2016-17 figures and said that water pumps will be coming due at Snyder Park as well as the turf baseball field, but that might be pushed out. He stated they will need to seal coat the parking lot off Division and brick sealing on the restrooms at Snyder as well. He said there is money set aside for crack sealing at Stella Olsen Park and Oregon Trail Park will need a new playground structure. He said Langer Park will need benches, trash receptacles, and the pump filter and nozzle replacements. He said the Field House will need turf replacement, but may be extended. He stated the High School turf is also due to be replaced that year for $500,000 and some replacement of gravel in driveway and varsity baseball field bases need to be replaces and the softball field parking lot will need to seal coated. He said there are also a number of trail repairs with a total budget of over $1,000,000. He commented on the importance of facility planning and said the Council will see a couple million dollars' worth of facility plans over the next ten years and the plan will be available in a few weeks. He stated these are all facilities that have been built and we need to maintain and the budget will consist of fleet replacement programs and that will be a high number. He said we have a plan for the Senior Center and the YMCA.

Councilor Folsom commented on the price of playground structures and asked why they cost $170,000. Craig said you have removal of the material and installing the structure in addition to the structure. He said the community has expressed interest in a shade structure so that figure was included.

Councilor Folsom asked if the Parks Board will vet this, and asked about replacing bases and asked if we are getting fees from the leagues and what does that fee cover. Julie Blums said the fee is for ongoing maintenance and we don't bring in any extra revenue or collect money for replacement. Councilor Folsom clarified that this is a big problem and we have been discussing this over the last few years. Councilor Langer said we were talking about getting a designated fee for something like turf replacement so there would be a reserve fund. Discussion followed about previous discussions over the years.

Julie Blums clarified that we have explored it and the fee would be exorbitant and said the community would not support that. Discussion followed about the importance of the issue and the need for an open dialogue with citizens and users of the fields. Julie commented the Council needs to decide what the city is willing to subsidize and what we need to collect from the users.

City Manager Gall said this is a two tiered process where Craig Sheldon is laying out what we will need to do in the future and the second part is to figure out how we can pay for it and who pays.

Councilor Folsom said the document is good for planning and this discussion is a priority and the $1,000,000 year is not too far away.

Council President Henderson referred to our partnerships in town and asked if we have had a discussion with the School District about the number of these facilities that we don't own but maintain

and what the long term capital needs are and understands they have budget concerns as well and commented on the IGA with landscaping and said the High School field was built with a partnership and she doesn't believe we should bare 100% of the burden. She asked about the State Parks and Recreation granting opportunities and asked if staff would look into this and knows we have not been successful in the past but we have a large list. She asked if we could use it for Stella Olsen Park.

Mr. Gall replied and said we have spoken with the Superintendent but not the School Board and they are just starting to look at their long-term facility needs and the timing would be good for perhaps a joint work session.

Community Services Director Kristen Switzer said yes we could use it for Stella Olsen as long as it was for a total replacement structure. She agreed to look into the grant opportunities and she reminded the Council of the match requirements and said the money has to be designated.

Councilor Butterfield clarified that we need about $300,000 a year and if you suggest that 3200 kids use the field it is a big number and we have to figure out how to take care of it. Craig Sheldon said cost recovery is somewhere along those lines and said all communities face this issue. Discussion occurred regarding safety.

Councilor Grant said he would like to determine how much it would cost for turf alone and that may be something to consider.

Councilor Henderson asked how will this be used in the next budget? She commented on the $20,000 cut in the last budget and asked what that would have been spent on? Craig said they deferred trail maintenance and it has not been a high priority as we only have 4 miles of trails. Councilor Henderson asked about the Woodhaven HOA trails and asked if we have a partnership. Craig said yes, but the City is responsible for the asphalt. She asked if they have a list of the worst trails. He said the worst trail is behind St. Charles and he could provide some information.

Councilor Henderson asked about the budget process. Craig said that everything he talked about for FY 2014-15 will be in the budget as well as facility repairs, facilities refurbish plan and our equipment replacement.

City Manager Gall referred to the budget process and said the next step will be to asked Craig if everything is covered in the budget and if the answer is no we have to determine how to pay for some of this and consider saving for the future years. He said it will be challenging to meet next year's demands and planning for the future. He referred to last year's budget process and said this started due to feedback and he will do it differently this year and provide the Budget Committee with the cuts he makes in order to provide a balanced budget. He said this will be better than last year.

10. Council Liaison Assignments

Councilor Grant asked Mayor Middleton if he would be doing the Budget Committee interviews. Mayor Middleton said yes.

Mayor Middleton reiterated that Councilor Folsom will replace Councilor Butterfield as the alternate liaison on the Planning Commission.

Mr. Gall said that Julie Blums will coordinate with the Mayor to schedule the 8 applicant interviews.

Mayor Middleton referred to the Westside Economic Alliance and said any Councilor may attend and noted to add the Charter Review Committee and add Councilor Henderson as the liaison.

11. Other or Open Council Discussion

Council President Henderson asked when the Budget Committee Meeting Agenda would be available. Mr. Gall replied tomorrow.

12. Adjourn

Mayor Middleton adjourned the meeting at 8:30 pm.

Submitted by:

Sylvia Murphy, MMC, City Recorder

Bill Middleton, Mayor

Council Meeting Date: February 4, 2014

Agenda Item: Consent Agenda

TO: Sherwood City Council

FROM: Kristen Switzer, Community Services Director

Through: Joseph Gall, ICMA-CM, City Manager

SUBJECT: **Resolution 2014-004, Appointing Jennifer Harlow to the Cultural Arts Commission**

ISSUE:
Should the City Council appoint Jennifer Harlow to the Cultural Arts Commission?

BACKGROUND:
The Cultural Arts Commission currently has 2 vacancies. Jennifer was interviewed on January 24, 2014 by Chair Alyse Vordermark, Council Liaison Robyn Folsom and staff. Jennifer is not a current resident of Sherwood but the interview committee, with the support of the Mayor, is recommending her for appointment.

The current Municipal Code does not have language that pertains to the makeup of the Cultural Arts Commission. The Commission was formed by Resolution 2001-918 with an adopted Exhibit A-Cultural Arts Charter. The Charter specifies the number of members, but does not have language regarding residency requirements.

There have been several members who have served on the commission in the past that have not been residents of Sherwood, but have been brought on because of their expertise and involvement in the community. It is the interview committee's opinion that Jennifer fits these criteria and would be an excellent addition to the Commission. Therefore, Council Liaison Robyn Folsom, the Chair of the Cultural Arts Commission Alyse Vordermark, with assistance of staff, and support of the Mayor, are recommending Jennifer Harlow for appointment.

According to Chapter 2.08.010 of the Sherwood Municipal Code, members of the Cultural Arts Commission shall be appointed by the Mayor with consent of the City Council for a two year term.

RECOMMENDATION:
Staff respectfully recommends that City Council approve Resolution 2014-004, appointing Jennifer Harlow to the Cultural Arts Commission.

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

RESOLUTION 2014-004

APPOINTING JENNIFER HARLOW TO THE CULTURAL ARTS COMMISSION

WHEREAS, the Cultural Arts Commission currently has 2 vacancies; and

WHEREAS, Council Liaison Robyn Folsom and the Chair of the Cultural Arts Commission Alyse Vordermark, with assistance from staff, are recommending Jennifer Harlow for appointment; and

WHEREAS, according to Chapter 2.08.010 of the Sherwood Municipal Code, members of the Cultural Arts Commission shall be appointed by the Mayor with consent of the City Council for a two year term.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The Mayor is authorized to appoint Jennifer Harlow to a two year term, expiring February 2016.

Section 2: This Resolution is effective upon its approval and adoption.

Duly passed by the City Council this 4th day of February 2014.

_____
Bill Middleton, Mayor

Attest:

_____
Sylvia Murphy, MMC, City Recorder

Council Meeting Date: February 4, 2014

Agenda Item: Consent Agenda

TO: Sherwood City Council

FROM: Kristen Switzer, Community Services Director

Through: Joseph Gall, ICMA-CM, City Manager

SUBJECT: **Resolution 2014-005, appointing Ramin Rouhbakhsh to the Cultural Arts Commission**

ISSUE:
Should the City Council appoint Ramin Rouhbakhsh to the Cultural Arts Commission?

BACKGROUND:
The Cultural Arts Commission currently has 2 vacancies. Council Liaison Robyn Folsom and the Chair of the Cultural Arts Commission Alyse Vordermark, with assistance of staff, are recommending Ramin Rouhbakhsh for appointment. Ramin was interviewed on January 24, 2014 and Alyse Vordermark, Robyn Folsom and staff all feel that Ramin would be a great addition to the Commission.

According to Chapter 2.08.010 of the Sherwood Municipal Code, members of the Cultural Arts Commission shall be appointed by the Mayor with consent of the City Council for a two year term.

RECOMMENDATION:
Staff respectfully recommends City Council approve Resolution 2014-005, appointing Ramin Rouhbakhsh to the Cultural Arts Commission.

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

RESOLUTION 2014-005

APPOINTING RAMIN ROUHBAKHSH TO THE CULTURAL ARTS COMMISSION

WHEREAS, the Cultural Arts Commission currently has 2 vacancies; and

WHEREAS, Council Liaison Robyn Folsom and the Chair of the Cultural Arts Commission Alyse Vordermark, with assistance from staff, are recommending Ramin Rouhbakhsh for appointment; and

WHEREAS, according to Chapter 2.08.010 of the Sherwood Municipal Code, members of the Cultural Arts Commission shall be appointed by the Mayor with consent of the City Council for a two year term.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The Mayor is authorized to appoint Ramin Rouhbakhsh to a two year term, expiring February 2016.

Section 2: This Resolution is effective upon its approval and adoption.

Duly passed by the City Council this 4th day of February 2014.

_____
Bill Middleton, Mayor

Attest:

_____
Sylvia Murphy, MMC, City Recorder

Council Meeting Date: February 4, 2014

Agenda Item: Consent Agenda

TO: Sherwood City Council

FROM: Kristen Switzer, Community Services Director
Through: Joseph Gall, ICMA-CM, City Manager

SUBJECT: **Resolution 2014-006, Authorizing the City Manager to sign an Operating Agreement between the City of Sherwood and Meals on Wheels People, Inc**.

ISSUE:
Should the City Manager sign an Operating Agreement with Meals on Wheels People, Inc. for the Sherwood Senior Center?

BACKGROUND:
In October 2006, Meals on Wheels People, Inc. (MOWP), formerly known as Loaves & Fishes, was awarded a four year nutrition services contract from Washington County. Shortly after MOWP took over the nutrition program, it was determined that it would be in the best interest of all parties involved if MOWP also took over the day to day operations of the Senior Center.

In May 2007, MOWP and the City entered into an operating agreement and since that time MOWP has been the operator of the Sherwood Senior Center. The Friends of the Senior Center and Faith in Action remain great partners and continue to supplement fundraising and programs at the Center.

The agreement was reviewed by legal counsel when the document was originally created. Since that time, the only changes are minor modifications to clarify language, updating the property inventory and changing the name from Loaves & Fishes to Meals on Wheels People Inc. There are no significant changes.

At this time, we would like to renew the operating agreement for an additional two year term from the date the agreement is signed.

RECOMMENDATION:
Staff respectfully recommends City Council approval of Resolution 2014-006, authorizing the City Manager to sign an Operating Agreement between the City of Sherwood and Meals on Wheels People, Inc.

RESOLUTION 2014-006

AUTHORIZING THE CITY MANAGER TO SIGN AN OPERATING AGREEMENT BETWEEN THE CITY OF SHERWOOD AND MEALS ON WHEELS PEOPLE, INC.

WHEREAS, in October 2006, Meals on Wheels (MOWP), formerly known as Loaves and Fishes, was awarded the nutrition contract from Washington County to provide meals in Sherwood; and

WHEREAS, in 2007, 2009 and 2011, the City signed operating agreements with MOWP to operate the Sherwood Senior Center; and

WHEREAS, MOWP and the City would like to renew the operating agreement for an additional two year term.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Manager is hereby authorized to sign and extend the operating agreement, attached as Exhibit "A," between the City of Sherwood and Meals on Wheels People, Inc., for a two year term from the date the agreement is signed.

Section 2. The Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 4th day of February 2014.

_____
Bill Middleton, Mayor

Attest:

_____
Sylvia Murphy, MMC, City Recorder

AGREEMENT FOR OPERATION OF THE SHERWOOD SENIOR/COMMUNITY CENTER

THIS AGREEMENT FOR OPERATION hereinafter called "Agreement", entered into this ___ day of_____, 2014 between the CITY OF SHERWOOD, Oregon, a municipal corporation, hereinafter referred to as "City", and MEALS ON WHEELS PEOPLE, INC., an Oregon nonprofit corporation hereinafter referred to as "MOWP."

Section 1. GENERALLY

Based upon the terms and conditions in this Agreement, City grants MOWP a license to provide services, activities and programs for the benefit of seniors and other community members within and on the grounds of the Sherwood Senior/Community Center, 21907 SW Sherwood Boulevard, hereinafter referred to as "Center."

MOWP acknowledges it has no property interest (nor will it make any claim of ownership in the improved real property constituting the Center. Ownership of personal property used at the Center shall be as per Exhibit "A" and this Agreement.

MOWP will continue the current programs and activities it offers at the Center. A Center program budget will be established reflecting the cost(s) for all on-going programs and activities. In addition to food and nutrition services, MOWP will offer recreational, educational, wellness, health and social gatherings to enhance the lives of seniors in Sherwood. MOWP will work with a steering committee to plan and develop programs and activities to encourage ownership, involvement and growth in the Center. City shall appoint one (1) nonvoting member to serve on the steering committee for the usual length of term served by other board members

Section 2. TERM:

This Agreement will be for a period of two (2) years from the date set out above. The Agreement shall automatically renew for like periods thereafter for four (4) successive terms (for a total of ten (10) years unless either party wishes to terminate it in which case they shall give the other party not less than 180 days written notice of their intent to do so prior to the end of the then-existing two year term.

Section 3. REPORTS AND INFORMATION:

A. MOWP maintains reports and records of operations available for review by the City upon request. Records available include:

1. MOWP operating budget for the Center for the preceding fiscal year and the adopted budget for the current fiscal year.

2. List of the MOWP employees, position titles and descriptions.

3. Personnel rules and policies.

4. Names, addresses and telephone numbers of the MOWP officers and Board of Directors.

5. MOWP bylaws and Articles of Incorporation.

6. Current outside contracts and arrangements for services or funding at the Center and reports and audits for above.

7. Copies of all MOWP active insurance policies.

8. Report of activities and services provided by MOWP and other groups including records of attendance as available.

9. Maintenance Log containing all routine and preventive maintenance performed on all fixtures and appliances.

B. Financial Statement.

MOWP shall annually make available to City on or before August 1st a copy of its financial statement.

Section 4. OBLIGATIONS OF MOWP:

A. Performance Obligations.

MOWP shall (except as specifically provided otherwise in Section 5) do the following:

1. Routine interior cleaning, repair, operation, maintenance of the kitchen, including range hood.[1]

2. Routine repair, operation and maintenance of any fixtures, appliances, or other property owned by City but regularly used by MOWP.[2] MOWP will be responsible for the first $2,000 of maintenance, repair and replacement of any City owned kitchen fixture(s) or appliance(s) used by MOWP. If repairs or replacement costs exceed $2,000, the City will be responsible for the 2nd $2,000. If repairs exceed $4,000, the City and MOWP will share the cost 50/50. If replacement is needed for items over $4,000, the City and MOWP will come to an agreement as to how the equipment will be replaced. The City will retain ownership of all equipment purchased by the City and if MOWP purchases equipment, they shall retain ownership.

3. Interior redecoration or remodeling of Center unless required by City, in which case the City would be responsible for.

4. Cleaning, repair, maintenance and replacement to Center, grounds, appurtenant structures, fixtures and utilities, necessitated by the fault of MOWP, its agents, employees, invitees, or other third-parties.

B. Payment Obligations.

MOWP shall (except as specifically otherwise provided by Section 5) be obligated to pay or obtain the following:

1"routine cleaning" is defined as sweeping, mopping, cleaning and disinfecting the kitchen and kitchen equipment. Repair, operation and maintenance refer to all minor repairs & preventative maintenance to all fixtures & appliances in the kitchen, and the replacement of disposable items such as toilet paper and paper towels. etc., and any other activity not specifically made an obligation of the City under Section 6. 2

1. Charges for telephone and internet service used by MOWP at Center, except as otherwise set out in Section 5.B.1.

2. Casualty and Liability Insurance as per Section 9 of this Agreement.

C. Other Obligations.

In connection with the use of Center, MOWP shall:

1. Comply with all applicable local, state and federal laws and regulations affecting the use of the Center and correcting (at MOWP'S sole expense and cost) any violation created through MOWP' use. However, it is understood that MOWP shall not be required to make any structural change(s) to Center to effect compliance with such laws or regulations.

2. Refrain from any activity which would make it impossible to obtain casualty/liability insurance for the Center or would unreasonably, in the City's determination, increase insurance rates.

3. Refrain from any use or activity which would be unreasonably offensive to the City, third party users, owners of adjoining premises and which would tend to create a common law nuisance or damage the reputation of the Center.

4. Provide for regular and full representation before and liaison with the Washington County Department of Aging, its standing and ad-hoc committees and any other agencies having an impact on Center policies, programs, and funding.

D. Center Alterations.

MOWP shall not make alteration to the Center except those Performance Obligations set out in Section 4.A above without the prior written approval of the City Manager. Any alteration to the Center by either City or MOWP shall be deemed to become property of the City when installed, except for fixtures, appliances, and personal property listed on Exhibit A.

E. Property Inventory.

MOWP shall maintain an ongoing inventory of all personal property acquired or deleted by MOWP. The City will not be responsible or liable for loss or damage to any personal property of a third party or of MOWP.

Section 5. OBLIGATIONS OF CITY:

A. Performance Obligations.

The City shall do the following:

Maintenance, repair, and replacement[3] of the Center, its grounds, appurtenant structures, fixtures and utilities necessitated by structural disrepair, defect or obsolescence, fire, war, earthquake or other natural disaster, vandalism or malicious mischief or to achieve compliance with local, state or federal laws including:

1. Exterior painting and roofing

[3] As used in this Section, the phrase "Maintenance, repair, and replacement" is defined as any activity not covered by the definition of "routine" contained in section 4.A of this Agreement.

2. the Center's water, storm water, sanitary, heating and ventilating systems, natural gas, electrical, cable television and other utilities to the point of entry into the Center;
3. Exterior lighting including landscaping
4. Interior walls, ceilings, doors, windows, floors and floor coverings
5. Sound and public address systems
6. Fire exit lights & extinguishers
7. Requests for repairs or Repair Obligation.

The City's obligations under this section shall not arise until the City has received written notice from MOWP concerning the particular issue. Except when repair or replacement of the Center, its component parts or its appliances and fixtures is deemed by the City to be (1) an emergency (2) minor in scope or nature or (3) necessary to protect the Centers' structural integrity or routine operations, MOWP is expected to submit its requests for repairs in writing to City no later than January 1st so that the matter may be considered by the City Council during its budget considerations.

B. Payment of Obligations.

City shall be obligated to pay or obtain the following during term of this Agreement:

1. Water, gas, electricity, sanitary sewer and storm water utility charges.

2. Casualty and liability insurance as per Section 9 of this Agreement.

3. 3 x per week janitorial service to include regular cleaning if interior floors (except kitchen), restrooms, classrooms, library, activity room, gift shop, offices and entry way. Floor cleaning shall include stripping and waxing the floors twice per year.

4. Regular maintenance and repair of exterior and interior lighting fixtures, including florescent tubes, soffits and fittings for installed lighting in interior and exterior of the Center.

5. Regular maintenance and repair of interior and exterior walls, ceilings, doors, windows, floors and floor coverings (except as listed in Section 4.5).

C. Inspections.

Provided said activity does not interfere with the use of Center by MOWP, City shall have the right to enter upon, inspect and use the Center for City purposes. The City may also come upon the property, at all times it deems appropriate to inspect the operation to assure itself that the use of the Center by MOWP is consistent with the terms of this Agreement.

D. Rule Modification Requests.

The City reserves the right to require MOWP to enter into a dialogue with the City to find a solution and/or remedy if MOWP is violating any of the following:

1. Violations of local, State, Federal, and other laws or regulations.

2. The terms of this Agreement are not being met; or

3. The public interests are not served.

Section 6. CENTER USAGE.

City and MOWP understand and agree the three primary purposes of the Center are (in order of priority):

1. Senior Citizens. To provide facilities and services benefiting senior citizens and the disabled in the Sherwood area, including, but not limited to, daily in-Center and home delivered meal programs; social and recreational activities; educational and counseling activities; and medical, legal and other assistance programs.

2. General Public. To provide facilities for public recreational, cultural, educational, and other assistance activities, events, and programs benefiting other residents of the Sherwood area.

3. City Business. To provide meeting space for official City business, including, but not limited to, meetings of the City Council, Planning Commission, Budget Committee, and other standing and ad hoc City sponsored groups.

Non-public usage, such as service group meetings, private parties and receptions, church services, and the like shall only be permitted after the foregoing priority uses have been fully accommodated.

Section 7. CLAIMS:

A. Liens.

Except with respect to activities for which City is responsible, MOWP shall pay as due all claims for work done on and for services rendered or material furnished to the Center and shall keep the Center free from any liens. If MOWP fails to pay any claim or promptly discharge any lien, City shall do so and MOWP shall thereupon be obligated to repay the City on its written demand along with interest on the amount at the rate of one percent (1%) per month. Such action by City shall not constitute a waiver of any other right or remedy which City may have on account of MOWP's default.

B. Claim Payments.

MOWP may withhold payment of any claim in connection with a good faith dispute over the obligation to pay so long as City's property interests are not jeopardized. If a lien claim is filed as a result of nonpayment, MOWP shall, within thirty (30) days after knowledge of filing, secure the discharge of the lien or deposit with City cash, a corporate surety bond, or other security satisfactory to City in an amount sufficient to discharge the lien plus any costs, attorney fees and other charges that could accrue as a result of a foreclosure or sale under the lien.

C. Hold Harmless.

MOWP shall indemnify, hold harmless, and defend City, its elected officials, officers, employees, agents and insurers from any claim, loss or liability arising out of or related to any activity of MOWP at the Center.

Section 8. INSURANCE:

A. City Obligations.

During the term of this Agreement, City shall procure and continue to carry the following insurance at City's cost:

1. Standard fire insurance with an endorsement for extended coverage insuring Center at its full insurable value against fire and other risks.

2. Liability and property damage insurance with limits of not less than $500,000 per person and $1,000,000 per occurrence for bodily injury and $50,000 per occurrence for property damage.

B. MOWP Obligations.

During the term of this agreement, MOWP shall procure and continue to carry the following insurance at MOWP's cost:

1. Separate casualty insurance for any MOWP owned personal property at the Center, as per Exhibit A.

2. Liability and property damage insurance with limits of not less than $500,000 per person and $1,000,000 per occurrence for bodily injury and $50,000 per occurrence for property damage.

C. Third Party Insurance.

MOWP or City may require any third party utilizing the Center to provide casualty and/or liability insurance. The insurance required by this section shall name the City and MOWP as additional insured's and must be in a form separate from any personal or homeowner's policy. The third party must also indemnify and hold harmless the City and MOWP through a written agreement acceptable to the City's attorney.

Section 9. ASSIGNMENT AND SUBLEASE:

A. Third-Party Usage.

City and MOWP may jointly establish policies governing the use of the Center by third parties, including but not limited to, a schedule of fees and charges. MOWP shall have the right to accept reservations, collect fees and schedule and make the Center available to third parties consistent with this Agreement and with policies established jointly by City and MOWP governing the Center's use by third parties. Fees collected by MOWP shall be retained by MOWP and shall be used to offset the costs of operation and maintenance of the Center.

B. Outside Contracts.

City recognizes that MOWP may from time to time execute contracts with third parties to provide funding and services at Center, and that Washington County's Department of Aging Services also provides public funding and services at Center, either through MOWP or third parties. In general, MOWP shall be obligated to cooperate with these service providers and to provide access to Center facilities without charge. MOWP is responsible for notifying

City of any such County or third-party contracts, even when MOWP is not a direct party to such agreements, and providing city with copies of same. If MOWP is a party to such contracts or is otherwise required to provide consent to County or another third party for such public funding or services, MOWP shall obtain written permission from City before doing so.

Section 10. TERMINATION:

A. Termination With Cause.

1. This Agreement may be terminated by City if MOWP breaches any of the terms of this Agreement. Such breach shall be specified by City to MOWP in writing. MOWP shall have forty-five days to cure said breach or such additional time as agreed to by City in writing. If the breach has not been cured within the time specified, then written notice of termination may be given by City at any time after the date upon which such breach was to be remedied. The notice of termination shall specify a date by which MOWP shall surrender the Center, which date shall not be sooner than ten (10) days from the date of notice of termination.

2. MOWP shall have the same right to terminate this Agreement upon a breach by City in the same manner and subject to the same conditions as are set forth in preceding subsection.

Section 11. SURRENDER AT EXPIRATION OR TERMINATION:

A. Condition of Center.

Upon expiration or termination of this Agreement, MOWP shall deliver to City all Center keys, property titles, equipment manuals and warranties, and the like, and surrender the Center to City in first-class condition and broom clean. Alterations constructed by MOWP with permission from City shall not be removed or restored to the original condition unless the terms of permission for the alteration so require. Depreciation and wear from ordinary use for the purpose for which the Center is used shall be expected but repairs for which MOWP is responsible shall be completed to the latest practical date prior to such surrender.

B. Fixtures.

1. Unless otherwise specified by Exhibit A and/or identified as property of MOWP, or by this section, all fixtures, appliances and furnishings placed in the Center during the term of this Agreement shall, at City's option, become the property of City upon termination of this Agreement.

2. MOWP shall remove all fixtures, appliances, and furnishings from Center, which remain the property of MOWP. If MOWP fail to do so, this shall be deemed as abandonment of MOWP's property, and City may retain said property. All rights of MOWP with respect to such abandoned property shall cease within twenty (20) days after removal was required by written notice provided by the City, or the City may elect to hold MOWP to its obligation of removal.

3. The timing for removal of any fixtures, appliances and furnishings from Center shall be as on or before the date this Agreement expires, or terminates as per Section 11 of this Agreement.

4. Notwithstanding any provision herein above for removal of MOWP' fixtures, appliances, or furnishings on termination, City shall have first option to purchase said property from MOWP at its then fair cash market value, which option shall be exercised by City giving MOWP written notice of City's intent to purchase the fixtures and furniture. If the parties are unable to agree upon the market value, the City shall select an appraiser and MOWP shall select an appraiser. The two appraisers so selected shall select a third appraiser. The three appraisers selected shall determine fair market value of the furniture and fixtures and their determination shall be binding on the parties.

C. Holdover.

If MOWP do not vacate the Center at the time required by termination notice, City shall have the option to treat MOWP as a tenant from month to month, subject to all of the provisions of this Agreement.

Section 12. CENTER MANAGEMENT:

A. Generally.

MOWP will select a Steering Committee made up of seniors and members of the community to act as an advisory board for the Center. The City will select 1 staff member to serve on the committee and to act as the liaison to the City.

B. Center Staff.

During the term of the Agreement, MOWP shall employ sufficient staffing to properly maintain and operate the center. City shall appoint one (1) member to any ad hoc interview board charged with selecting a Center Director, The Center Director shall be exclusively employed by MOWP.

Section 13. AGREEMENT BETWEEN CITY AND WASHINGTON COUNTY:

The parties hereto agree that this Agreement is subject to each provision of that certain Agreement entered into between City and Washington County on July 1, 1980, a copy of which is on file in the Washington County Office of Community Development and which is by this reference expressly incorporated herein. City is not, in any manner, released from its obligations and responsibilities there under by virtue of the execution of this Agreement with MOWP.

Section 14. MISCELLANEOUS:

A. Nonwaiver. Waiver by either party of strict performance of any provisions of this agreement shall not be a waiver of or prejudice the party's right to require strict performance of the same provision in the future or of any other provision.

B. Succession. Subject to the above-stated limitations on transfer of MOWP's interest, this Agreement shall be binding upon and inure to the benefit of the parties, their respective successors and assigns.

C. Force Majeure. Neither party shall be liable for any loss or damage sustained by the other party because of any delay in performance or noncompliance with any provision of this Agreement that results from an act, event, omission, or cause beyond its reasonable

control and without its fault or negligence, including but not limited to, strikes, lock outs, civil commotion, riots, wars, fires, explosions, floods, earthquakes, embargoes, or acts of civil or military authority.

D. Notices. Any notice or other communication under this Agreement shall be in writing and shall be considered given when delivered personally or sent by facsimile, e-mail or one day after being sent by a reputable overnight courier, to the applicable party at the following address or facsimile number (or at such other address or facsimile number as that party may specify by notice to the other):

For MOWP:

Joan Smith, Executive Director
Meals On Wheels People
7710 SW 31st Avenue
Portland, OR 97219

For City:

City Manager
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

E. Entire Agreement/Modification. This Agreement contains the entire agreement between the parties with respect to the subject matter hereof, and unless otherwise provided in this Agreement, no modification or waiver of any of the provisions, or any future representation, promise, or addition, shall be binding upon the parties unless made in writing and signed by both parties.

F. Waiver. The failure of either party to enforce at any time any provision hereof shall not be construed to be a waiver of such provision or of the right thereafter to enforce each and every provision. No waiver by either party to this Agreement, either express or implied, of any breach of any term, condition, or obligation of this Agreement, shall be construed as a waiver of any subsequent breach of that term, condition, or obligation or of any other term, condition, or obligation of this Agreement.

G. Headings. Headings used herein are for convenience only and shall not be construed a part of, or affect the construction or interpretation of, any provision of this Agreement.

H. Governing Law. This Agreement shall be deemed to have been executed in, and shall be exclusively governed by and interpreted in accordance with the laws of the State of Oregon, U.S.A., including federal law, but excluding choice of law rules. Any litigation between the parties shall be prosecuted only in the state or federal courts of Oregon.

I. No Third-Party Beneficiaries. This Agreement is solely for the benefit of the parties hereto, and nothing in this Agreement shall be deemed to create any third-party beneficiary rights in any person or entity not a party to this Agreement.

J. Assignment. Neither party may assign this Agreement or its rights hereunder without the prior written consent of the other party, which consent shall not unreasonably be withheld.

K. Severability. If any provision of this Agreement shall be deemed invalid or unenforceable by any court having jurisdiction, the court shall have the discretion to modify the provision to the extent necessary to make it valid or enforceable and the provision (as so modified), and the balance of this Agreement, shall remain in effect and shall be enforced to the maximum extent permitted by law.

IN WITNESS WHEREOF, the parties have executed this instrument in duplicate on the day and year of herein above written.

CITY OF SHERWOOD, Oregon a Municipal Corporation

By_____
Joseph Gall, City Manager

Meals On Wheels People, INC. an Oregon Corporation

By_____
Joan Smith, Executive Director

EXHIBIT A.

SHERWOOD SENIOR/COMMUNITY CENTER PROPERTY INVENTORY

The following inventory list is current as of the effective date of this Agreement and shall be subject to amendment from time to time. The City and MOWP assume no responsibility or liability for loss or damage for any reason to any third-party property regularly or temporarily stored or kept at the Center. This Exhibit may be modified by mutual written consent of MOWP and City Manager without full negotiation and approval of this entire Agreement.

A. CITY OWNERSHIP

1. The following fixtures, appliances and personal property are owned by the City, but regularly used by MOWP. MOWP is responsible for routine cleaning, repair, operation and maintenance of these items.

a. One (1) Sharp Microwave Oven Model R9330 (Serial No.149474).
b. All furnishings such as tables and chairs; folding tables and chairs; sofas; movable bookcases and storage cabinets; movable filing cabinets, desks, and other office furniture; and carts and garbage receptacles.
c. All kitchen wares such as cooking and eating utensils; pots and pans; coffeemakers; and plates, glasses and cups.
d. All office, grounds maintenance and janitorial supplies such as paper and file folders; pens and pencils; brooms, vacuums, mops and towels; cleansers; and garden tools.

2. The following fixtures, appliances and personal property are owned by City:

a. One (1) Zenith Color TV Model Z2512K (Serial #491-46100690) with wood storage stand
b. One (1) Magnavox VCR (VR9522ATOl Serial# 41297574)
c. One (1) Sharp Copy Machine Model SF9800
d. One (1) Globe Commercial Meat Cutter Model A 3420
e. One (1) Techics Piano
f. One (1) computer Pentium with creative compact disc & IBM Speakers
g. One (1) Monitor NEC JC1531VMA Serial # 25775532
h. One Hewlett Packard Printer DeskJet 682C
i. One (1) Panasonic Fax Machine FX-FPIOl
j. One (1) Sony Boombox
k. One (1) Kimball The Pro Entertainer Electric Organ
l. One (1) Culbransen Theatrum Organ
m. One (1) FARRAND Upright Piano
n. One (1) pool table and accessories
o. One (1) Prime-West Electronic Reader Board
p. All artwork, clocks, certificates, plaques, wall hangings, throw rugs and the like, except as listed under Section B of this Exhibit.
q. Two (2) Carrier Heat Pumps (Serial No. HP150PQ00851QC and HP250PQ008510QC)
r. One (1) Mitsubishi Loosnay Heat Recovery System

s. One (1) Carrier Gas/Electric Heat Pump (Serial No. 4588C20117)
t. One (1) Carrier Weather Maker Heat Pump (Serial No. 3089G67918)
u. One (1) Raetone Commercial Freezer (Serial No. 08410R2)
v. One (1) Fourmost Commercial Water Heater (Model No. DSID ASME 270-100G)
w. One (1) Raetone Commercial Refrigerator (Serial No. 8317R13)
x. One (1) Vulcan Autosan Dishwasher (Serial No. 7311500C)
y. One (1) US Range Commercial Oven and Grill
z. One (1) Type BC-IO steam table (Serial No. 19F87)
aa. One (1) internal sound system with 900 series in wall modular amplifiers and mini loudspeaker system
bb. Marantz 5 Disc CD Player Model #PMD370 and (1) Denon zone mixing amplifier.
cc. Two (2) Quilts, one entitled "Quilt of Many Soldiers" and commemorating the Sherwood Centennial
dd. One (1) Imperial walk-in Cooler/Freezer
ee. Leather Couch (lobby)
ff. 2 wingback chairs (lobby)

3. In addition, City owns all property kept at Center that falls into the following generic classifications, unless otherwise indicated by this Exhibit:

a. All fixed, stainless steel counters, sinks and like appurtenances in Center kitchen.
b. All toilets, sinks and like appurtenances in Center bathrooms.
c. All fixed floor coverings, fans, cabinets and shelving, lighting, water faucets, room partitions, drapes and window coverings, and like appurtenances throughout the Center.

B. The following items kept at the Center and property of the MOWP (Meals on Wheels People, Inc.)

a. 140 dining room chairs
b. Scotsman ice machine
c. Game tables
d. Bookcases located in Library
e. Office equipment purchased

C. The following fixtures, appliances and personal property are owned by third-parties, but kept on a regular basis at the Center. Other third-party property maybe kept temporarily at Center as part of- activities scheduled as per Exhibit B.

Rotary Inventory

- U.S. Flag and Stand
- Banners
- Books, Pamphlets
- Shelves
- File Cabinet
- Rotary Wheel
- Misc. Decorations
- Bell
- Mallet

Lioness Inventory

- U.S Flag and Stand
- Banners
- Misc. Decorations
- Large Liberty Bell, Mallet
- Box of Fabric
- Misc. craft items
- Christmas and other decorations

Presbyterian Church

- Music stands (6)
- 16 channel mixing board with amplifier
- 2 main speakers and stands
- 2 monitors
- Sound track with CD recorder, tape recorder
- 2 wireless microphones, 6 wired microphones
- Children's Toys
- Folding chairs (18)
- Refreshment Supplies (pitchers, cups, napkins, etc.)
- Video screen
- A-Board sign

D. OTHER PROPERTY

Any personal property housed at the Center and not listed in Section A, B or C of this Exhibit shall be deemed property of the City.

Council Meeting Date: February 4, 2014

Agenda Item: Public Hearing

TO: Sherwood City Council

FROM: Michelle Miller, AICP Senior Planner

Through: Julia Hajduk, Community Development Director and Joseph Gall, ICMA-CM, City Manager

Subject: **Ordinance 2014-001, Amending the Comprehensive Plan and Zoning Map to re-designate a parcel from General Commercial to High Density Residential (Brownstone Zone Change)**

ISSUE:
Should the City Council approve a zone change to property located near the intersection of SW Meinecke and SW Cedar Brook Way from General Commercial to High Density Residential?

BACKGROUND:
The City received a land use application requesting to rezone the property located at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway from General Commercial to High Density Residential. The property subject to the zone change is vacant**.** Additionally, the applicant proposed to remove the minimum lot size requirement of 5,000 square feet for residential subdivisions when developed as a Planned Unit Development. This would allow developments with varied lot sizes and housing types so long as the density standards of the underlying zoning are met. Under a typical planned unit development review process, both the Planning Commission and City Council review any proposed PUDs and determine whether the development should be approved and standards of the Development Code should be modified to encourage diverse products that enhance the City's livability.

After considering the staff report, applicant testimony, and the public comments, the Planning Commission recommended approval of the zone change, as proposed but with a limitation that the property could not be developed as multi-family residential, a use traditionally permitted in the High Density Residential zone. The market analysis submitted by the applicant indicated a need for single family attached and detached housing units. Therefore, the Planning Commission recommended that the Council impose a condition that limited the zone change for this parcel to single family attached and detached units.

The Planning Commission did not recommend approval of the text amendment as proposed by the applicant. Attached to this report is an ordinance approving the zone change. The Planning Commission recommendation (Exhibit 1) follows proposed Ordinance 2014-001 as well as Exhibits 1A-1H. The applicant's response to the Planning Commission recommendation written by Michael Cerbone of Cardno WRG is attached as Exhibit 2 to this report.

This application for a zone change is a quasi-judicial process and requires the local jurisdiction to make a final land use decision within 120 days after the application was deemed complete. A final land use decision on this matter must be made by Council by February 13, 2014 in order to be in compliance.

RECOMMENDATION:

City staff respectfully recommends the City Council hold a public hearing on the proposed zone change and text amendment and consider Ordinance 2014-001.

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

ORDINANCE 2014-001

AMENDING THE COMPREHENSIVE PLAN AND ZONING MAP TO REDESIGNATE A PARCEL FROM GENERAL COMMERCIAL TO HIGH DENSITY RESIDENTIAL

WHEREAS, the City received a land use application concerning property located at tax lot 2S130 CD 13400 and generally located near the northeastern intersection of SW Meinecke and Cedar Brook Way, for a comprehensive plan amendment and zone change on the parcel; and

WHEREAS, the applicant seeks a plan amendment and zone change from General Commercial to High Density Residential for the subject property; and

WHEREAS, after testimony from the public, staff, and the applicant, the Sherwood Planning Commission, recommended approval of the change to the comprehensive plan and zoning designation; and

WHEREAS, the proposed amendment was reviewed for compliance and consistency with the Comprehensive Plan, regional and state regulations and found to be fully compliant; and

WHEREAS, the proposed zone change and map amendment was subject to full and proper notice and review and a public hearing held before the Planning Commission on December 18, 2013; and

WHEREAS, the City Council held a public hearing on February 4, 2014, and determined that the proposed zone change met the applicable Comprehensive Plan criteria and continued to be consistent with regional and state standards.

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. Findings
After full and due consideration of the application, the Planning Commission recommendation, the record, findings, and evidence presented at the public hearing, the City Council adopts the findings of fact contained in the Planning Commission recommendation attached as Exhibit 1.

Section 2. Approval
The approval is supported by the findings and subject to the conditions contained in Exhibit 1.

Section 3. Manager Authorized
The Planning Department is hereby directed to take such action as may be necessary to document this change to the comprehensive plan and zoning designation including notice of adoption to DLCD in accordance with City ordinances and regulations.

Section 4. Effective Date
This ordinance shall become effective the 30th day after its enactment by the City Council and approval of the Mayor.

Duly passed by the City Council this 4th day of February 2014.

_____
Bill Middleton, Mayor

Attest:

_____
Sylvia Murphy, MMC, City Recorder

	AYE	**NAY**
Clark	____	____
Langer	____	____
Butterfield	____	____
Folsom	____	____
Grant	____	____
Henderson	____	____
Middleton	____	____

CITY OF SHERWOOD **January 22, 2014**
Planning Commission Recommendation to the City Council
Brownstone Zone Change and Text Amendment (PA 13-04)

Pre App. Meeting: July 1, 2013
App. Submitted: September 13, 2013
App. Complete: October 16, 2013
120 Day Deadline: February 12, 2014
Planning Commission Hearing: December 18, 2013

The Planning Commission held a public hearing on December 18, 2013 to take testimony and consider the proposed zone change, map amendment and text amendment on an application the City received to rezone the property located at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway from General Commercial to High Density Residential. After considering the staff report, applicant testimony, and the public comments, the Commission recommended approval of the zone change, as proposed but with a limitation that the property could not be developed as multifamily residential, a use traditionally permitted in the High Density Residential zone. The Planning Commission found the market analysis conducted by the applicant and identified as applicant's Exhibit J persuasive. The analysis demonstrated the community's need for 670 single-family attached and detached dwelling units over the next twenty years and that there is currently a demonstrated need for this particular housing type and not the demonstrated need for multi-family housing. Therefore, the Planning Commission recommended that the Council impose a condition that limited the zone change for this parcel to single family attached and detached units.

The Planning Commission did not recommend approval of the text amendment as proposed by the applicant. The applicant had proposed to amend the planned unit development standards (PUD) to remove the minimum lot size requirement of 5,000 square feet for residential developments. The Planning Commission discussed that they may have considered recommending approval if the applicant had proposed removal of the minimum lot size for PUDs for a specific project or for a certain period of time, effectively a "sunset provision" for the minimum lot size requirement.

Applicant's Proposal:
The applicant has requested a comprehensive plan and zone map amendment to change the zone from General Commercial (GC) to High Density Residential (HDR). Additionally, the applicant proposes to amend the planned unit development standards to remove the minimum lot size requirement of 5,000 square feet for residential developments. The property subject to the zone change is vacant. The applicant's proposed text amendment Code language is included as Exhibit A. The applicant's entire application packet is attached as Exhibit B.

I. BACKGROUND

A. Applicant

Brownstone Real Estate Group
P.O. Box 2375
Lake Oswego, OR

Contact: Randy Myers

B. Applicant's Representative — Cardno
5415 SW Westgate Drive, Suite 100
Portland OR 97221

C. Location: Washington County Tax Map 2S130CD13400. The property is at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway.

D. Parcel Sizes: 5.77 acres total, including the area required for the Cedar Brook Way extension

E. Existing Development and Site Characteristics: The site is vacant with a vegetated corridor along the western and northern edges of the property line. The vegetated corridor is approximately fifty feet in most places and slopes to the western edge of the site into the vegetated corridor. Nine trees are to remain within this corridor. The rest of the site is vacant and level. SW Meinecke Parkway, a fully developed roadway extends to the roundabout at the intersection of SW Meinecke Parkway and SW Cedar Brook Way with curb tight sidewalks to the roundabout.

F Site History: The site was initially part of a three-lot minor land partition, Cedar Brook Way MLP (05-05), and was approved in 2005. When the Oregon Department of Transportation (ODOT), in cooperation with the City constructed the western extension of SW Meinecke Parkway terminating in a traffic roundabout at SW Cedar Brook Way, tax lots 100 and 101 were physically created with the road separating them. The three lots were zoned General Commercial. Two of those lots have office buildings currently constructed on their property. This third lot is the subject of this zone change.

G. Zoning Classification and Comprehensive Plan Designation: The site is zoned General Commercial (GC) and generally allows a wide range of commercial uses.

H. Adjacent Zoning and Land Use: Land to the east is zoned High Density Residential (HDR) and developed with multifamily housing. Land to the south and across SW Meinecke is also zoned GC, and developed with two separate office buildings. To the west and across the vegetated corridor buffer, is a residential subdivision with single-family homes zoned low-density residential, planned unit development (LDR-PUD). The subdivision is Wydham Ridge.

I. Review Process: Both the proposed text amendment and zone change require a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission made a recommendation to the City Council who will make the final decision. There will be a twenty-one (21) day appeal period after the Council issues their decision. Any appeal of the City Council decision would go directly to the Oregon Land Use Board of Appeals (LUBA).

J. Public Notice and Hearing: Notice of the application was mailed to property owners within 1,000 feet, posted on the property, and distributed in five locations throughout the City on November 25, 2013 in accordance with § 16.72.020 of the SZCDC. The notice was published in the

Sherwood Gazette on December 1, 2013 and published in the Times on December12, 2013 (a newspaper of general circulation) in accordance with § 16.72.020 of the SZCDC.

K. Review Criteria: The required findings for the Plan Amendment are identified in § 16.80 (Plan Amendments), Comprehensive Plan Criteria: Chapter 2-Planning Process, Chapter 3-Growth Management, Chapter 4-Land Use, Metro Urban Growth Management Functional Plan: Title 1. Housing Capacity, Oregon Transportation Planning Rule: (OAR 660-012-0060), Statewide Planning Goals: Goal 1- Citizen Involvement, Goal 2- Land Use Planning, Goal 9-Economic Development, Goal10-Housing

II. PUBLIC COMMENTS

Sally Robinson no address provided submitted an email to staff on December 2, 2013 indicating her concern with the proposal. She raised the issue of onsite parking as well as the additional traffic that could be generated with this high-density residential use. Her comments are attached as Exhibit C.

Staff Response: The parking standards are set based on a particular use within the zoning designation. The parking standards are not under review and any land use application regardless of the zoning designation will be required to meet or be conditioned to meet all community design standards found within the current Sherwood Zoning and Development Code.

With respect to traffic, residential uses generate less traffic than commercial uses as the traffic impact analysis indicates. This roadway and nearby signalized intersection are equipped to manage the capacity for the proposed residential use.

III. AGENCY COMMENTS

Staff e-mailed notice to affected agencies on November 24, 2013. The following is a summary of comments received as of this date.

ODOT Comments dated December 9, 2013 and attached as Exhibit D.
ODOT has reviewed the traffic impact analysis submitted by the applicant which compares the reasonable highest trip generation for allowed land uses under the existing General Commercial zoning to the reasonable highest trip generation for the proposed High Density Residential zoning. Since the reasonable highest trip generation under the proposed zoning is less than the existing zoning, ODOT has determined there will not be a significant effect on state highway facilities with the proposed zone change.

Engineering Department Comments dated December 11, 2013 indicate that the zone change would not negatively affect the transportation system or other public infrastructure. The comments are attached as Exhibit E and discussed below.

Transportation Review
A Traffic Analysis Report, by Charbonneau Engineering LLC, dated October 2013, was submitted as part of the application. The report indicates that the proposed zoning change and code text amendment will result in fewer A.M. and P.M. peak hour trips. The report indicates that the development will

experience LOS “D” or better and operate with a V/C ratio of 0.75 during both A.M. and P.M. peak hour traffic.
The development is proposing two access points to the development. One access point is located off the constructed extension of Cedar Brook Way, to the existing roundabout at the Meinecke Road intersection. The second access point is located approximately 180 feet east of the roundabout on Meinecke Road. City Engineering Design Standards indicates that a design spacing minimum of 400 feet is required for intersections on collector status streets. However, this access is proposed to be configured as a right-in/right-out intersection, in which case the 180-foot distance would be acceptable conditioned on meeting minimum sight distance requirements.

Storm System Review
There are no existing public storm water facilities that would be able to serve the site. The existing storm water quality facility located on Cedar Brook Way near Hwy 99W serves the Cedar Brook development and is not size for additional capacity. This storm water facility is located on land owned by the current property owner located on the north side of Cedar Brook Way.
The applicant could investigate the willingness of the existing storm water facility property owner to allow expansion of the facility. Regardless, the site will need to provide storm water quality treatment of impervious surface storm water runoff generated at the site to meet CWS standards. Discharge of treated storm water runoff would most likely be to the Cedar Creek tributary located to the west of the site.

Sanitary Sewer System Review
There is an existing public 8-inch sanitary sewer mainline located in Cedar Brook Way. This sewer main would need to be extended with the construction of Cedar Brook Way to be able to provide service to the site. The existing sanitary sewer system located in Cedar Brook Way has the capacity to handle the proposed development.

Water System Review
There is an existing 12-inch water mainline located in Cedar Brook Way. The water main would need to be extended with the construction of the extension of Cedar Brook Way to provide service to the site. The existing water system located in Cedar Brook Way has the capacity to handle the proposed development.

General Comments
The traffic analysis report depicts outdated roadway classifications in a reference table. This table shall be updated to reflect current City TSP roadway classifications. The reference chart also incorrectly indicates an existing Cedar Brook Way paved section with of 32 feet. This reference chart shall be updated to reflect a correct paved width of 36 feet. The proposed design road section extension for Cedar Brook Way shall conform to the existing road section of Cedar Brook Way.

Conclusion
The requested zoning change and code text amendment will not have a negative impact on adjacent public transportation systems, or the ability of public utility infrastructure to handle the additional demand made by the site development.

IV. PLAN AMENDMENT REQUIRED FINDINGS

16.80.030 - Map Amendment

This section states that an amendment to the City Zoning Map may be granted, provided that the proposal satisfies all applicable requirements of the adopted Sherwood Comprehensive Plan, the Transportation System Plan and this Code, and A-D below.

The applicable Comprehensive Plan policies are discussed under Section V. below. Section 16.02.080 requires that all development adhere to all applicable regional, State and Federal regulations. Applicable Regional regulations are discussed under Section VI. and applicable State regulations are discussed under Section V.

FINDING: This is discussed in detail below.

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.

FINDING: This is discussed in detail below under Section V.

B. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.

Zone Change

The applicant proposes to rezone property from commercial to high density residential. The proposed zoning designation allows for a variety of housing types from single-family to multi-family units such as townhomes, condominiums and apartments. Examples of HDR development in Sherwood range from the Sunfield Lake Apartments to Sherwood Village, a detached single family residential planned unit development. The housing density range for this zoning is 16.4 to 24 dwelling units per acre. There are approximately 121 acres of existing HDR properties within the City and fewer than 10 remaining acres that have yet to be developed. The applicant's Economic Analysis (EA) indicates that that HDR accounts for approximately 6% of the overall land supply of residentially zoned properties. The City owns the only comparable HDR property over 5 acres, but much of that is undevelopable due to slopes and the vegetated corridor buffer on the property. If approved, there is approximately 2.75 acres of developable land on this site and thus the density range for this development would be 46-66 dwelling units.

Specific site conclusions of the applicant's EA indicate that the site provides appropriate flexibility with regard to residential development feasibility, its proximity to other residential development and proximate access to Highway 99W and the amenities along the roadway. It is effectively "buried" behind adjacent development which limits its visibility and access from Highway 99W making it more ideal for residential over commercial uses where roadway visibility is key. The Cedar Creek natural area will provide a natural open space buffer providing privacy between the neighborhoods and thus increasing economic value to the property.

The applicant's EA contends that the site has disadvantages as a commercial property such as:

- limited visibility to Highway 99W
- adjoining and nearby residential properties would see additional traffic, noise and higher activity levels generated with a commercial property,
- a commercial use would not recognize the economic and community value from the Cedar Creek natural area.

This site is similar to other vacant commercial properties along Highway 99W. There are approximately nine vacant and underdeveloped commercially zoned properties along Highway 99W with varying lot sizes. These properties all have greater visibility along Highway 99W than the subject property and it may be challenging to develop this site commercially because it is not directly located on Highway 99W.

Commercial uses generate service and office jobs within a community and generally provide economic vitality to the community. The City has identified an overall jobs/ housing imbalance in the Economic Development Strategy (EDS) conducted in 2007. Sherwood is "housing rich and jobs poor" compared with the rest of Washington County. The jobs -to-population ratio is .30 in Sherwood compared to .40 for Washington County as a whole. The EDS found the employment levels for Sherwood to range from 3,992 to 4,315 jobs and nearly 85% of the workers who live in Sherwood, work outside of the City limits.

The applicant submitted a market analysis in the application materials addressing the need for additional residential zoning in Sherwood to meet the community's needs. Specifically, the market analysis for Sherwood showed that the price threshold is $250,000 and higher for single-family detached units and 190,000-300,000 for attached ownership/townhomes. The applicant identifies that the proposed residential development on-site and economically feasible on land zoned HDR would be priced at $ 195,000 to $230,000 for attached townhomes and the price point for single-family development would be between $250,000-350,000. According to the analysis, there is a demand of 670 units of this housing type in Sherwood over the next twenty years.

Minimum Lot Size Text Amendment

The current minimum lot size for all residential developments does not allow the flexible variety of housing types that a planned unit development would normally provide because of the strict adherence to the minimum 5,000 square foot lot size for detached dwelling units. The applicant proposes removal of the minimum lot size in its entirety to provide the greatest flexibility for all developments regardless of the residential zoning. The minimum and maximum density requirements would still need to be met, however. The applicant indicates that the smaller or zero lot housing type is gaining popularity allowing for detached single-family units on separate lots that would be otherwise unattainable under any of the City's existing zones, as well as in the current PUD standards. The Planning Commission and City Council will continue to have strong oversight for Planned Unit Developments and would continue to review the projects with the other planned unit developments standards unchanged.

FINDING: Based on the above analysis the applicant meets this criterion.

C. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.

The proposed amendment is both timely and consistent with the area's land use pattern. There is a very limited supply of vacant HDR properties available within the City's existing boundary. According to Metro RLS data, there are approximately 84 acres of undeveloped or vacant commercially zoned property, located primarily along on SW Tualatin Sherwood Road, SW Roy Rogers or along Highway 99W. The subject property does not have the benefit of the higher visibility that adjacency to these roadways provides and as a result may not develop until after these properties are developed.

Residential uses in the commercial zone are permitted so long as they are secondary to the commercial use. In 2008, the site received land use approval for an independent living facility for senior housing that was conditionally permitted in the GC zone. No other applications have been received or land use approvals granted concerning this property since it was originally partitioned in 2005.

The lack of available housing supply and available vacant commercial supply within the City limits while not dispositive can be seen as an indicator of availability and timing for the proposed rezone. The adjacent commercial property has been constructed with two office buildings but has remained vacant for over five years whereas the adjoining multi-family residential development is at capacity.

Public infrastructure is available and utilities are able to be constructed to serve the site with the extension of Cedar Brook Way. The applicant has addressed the transportation system with the analysis conducted in their Exhibit G to ensure consistency with the Transportation Planning Rule. Based on that analysis and confirmed by the City's Engineering Department, the existing system can serve high density development on this property should the rezone be approved.

Minimum Lot Size Text Amendment

Although most high-density residential lots can achieve the density requirements if developed on one lot, the minimum lot size of 5,000 square feet precludes the development of single-family homes that meet the minimum density requirements of the HDR zoning. The applicant contends and staff agrees that it limits the owner occupied housing type for detached dwelling units that are permitted within this zone. It limits the ability to provide small lot detached dwelling units in the Sherwood housing market that are available in other parts of the region. Because the applicant seeks to remove the minimum lot size, and if developed as a PUD, the community will have considerable oversight in the design and viability of each development.

FINDING: Based on the above discussion, the applicant meets this criterion.

D. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.

The subject site is one of several vacant commercially zoned properties along Pacific Highway between Cedar Brook Way and SW Edy Road. There are no longer any properties within the city limits that are over five acres of land and zoned HDR. In fact, there is limited development potential within the HDR category for multi-family and single family development. Specifically there are less than 10 acres in total of developable HDR residential property within the City.

FINDING: Based on the applicant's analysis and above discussion, staff finds that this standard is satisfied.

16.80.030 - Transportation Planning Rule (TPR) Consistency

A. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

The applicant has provided a transportation impacts analysis (TIA) that addressed the TPR consistency. The City's Engineering Department has reviewed the materials and determined that the rezone would have less impact on the transportation facilities.

B. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

Highway 99W is considered a principal arterial, SW Meinecke is a collector and the portion of Cedar Brook Way when fully constructed adjacent to this property is considered a local street. Because the traffic generated from this development will be less than expected from a property zoned GC, no significant changes can be shown that are inconsistent with the functional classification of a transportation facility or that reduce the level of service of the facility below the minimum identified on the Transportation System Plan.

C. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan.

FINDING: Based on the traffic analysis of submitted and the response from the City Engineer as well as ODOT, the zone change would not significantly affect a transportation facility because the average daily trips will be less than the number of trips anticipated with an already identified commercially zoned property.

V. APPLICABLE COMPREHENSIVE PLAN POLICIES

The applicable portions of the Comprehensive Plan include Chapter3. Growth Management, Chapter 4, Land Use, Section E – Residential; and Section H - Economic Development, Section I - Commercial

Chapter 3. Growth Management

Policy 1: To adopt and implement a growth management policy, which will accommodate growth consistent with growth limits, desired population densities, land carrying capacity, environmental quality and livability.

The property is located within the City limits and within the urban growth boundary. Adjacent properties have urban facilities such as adequate roadways, water, sanitary sewer and pedestrian connections. Development could improve the level of services occurring in this area and would provide improved connection and infrastructure within our City boundaries. Additionally, the properties will have direct access to SW Meinecke and SW Cedar Brook Way, both collectors south of this development.

The property is adjacent to a sloped wetland area and this would provide a green space amenity for the future residents, thereby improving livability. Since the City does not have a surplus of HDR properties, the higher density would be consistent with growth limits and population densities.

FINDING: Based on the above discussion, the proposal satisfies this policy.

Chapter 4, Section E - Residential Land Use

Policy 1 Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2 The City will insure that an adequate distribution of housing styles and tenures are available.

Policy 3 The City will insure the availability of affordable housing and locational choice for all income groups.

Policy 4 The City shall provide housing and special care opportunities for the elderly, disadvantaged and children.

Policy 5 The City shall encourage government assisted housing for low to moderate income families.

Policy 6 The City will create, designate and administer five residential zones specifying the purpose and standards of each consistent with the need for a balance in housing densities, styles, prices and tenures.

Zone Change

The applicant proposes a residential use adjacent to other residential areas, rather than a commercial area in between two residential developments. As discussed above, there is limited land available for high-density housing within the City and a disproportionate percentage of that land use designation within the City compared to the lower density housing. The applicant has identified an intention to bring a new single-family housing type within the city limits.

The policies identified above seek to encourage and balance a variety of housing types. By approving this zone change, the City will be providing housing opportunities that are intended to help achieve the policies above.

FINDING: Based on the analysis above, rezoning the property HDR would support the variety of housing types identified as a policy goal to insure that an adequate distribution of housing styles and tenures are available within the community.

Minimum Lot Size Text Amendment

The applicant has proposed a text amendment that would remove the 5,000 square foot minimum lot size requirement for residential properties if developed as a Planned Unit Development. Currently, the smallest lot size for all zones is 5,000 square feet with a 15 % reduction for infill lots so long as the average minimum lot size is met. If approved, this would encourage more of a variety of single-family housing types under the Planned Unit Development review process. The number of lots on a particular site would be based on the density requirement of the zoning designation rather than an applicant's ability to meet the minimum lot size requirement. The Planning Commission and City Council would have the benefit of reviewing each proposal by following the Planned Unit Development standards providing for innovative developments over time and the flexibility that the market indicates.

The Comprehensive Plan policies encourage variety, style and price in the housing stock available within the City. By removing the minimum lot size requirement, the City would be encouraging the fundamentals of these policies by making housing more affordable and diverse.

FINDING: Based on the above analysis, the applicant meets the intention of the Comprehensive Plan housing policies.

Chapter 4. H. ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES
Policy 5 The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.
Strategy:

- **The City will encourage the revitalization of the Old Town Commercial area by implementation of 1983's "Old Town Revitalization Plan" and the Old Town Overlay Zone.**
- **The City will encourage the development of light industrial and office parks.**
- **The City will seek to attract industries that are labor and capital intensive.**
- **The City will seek to attract "target" industries which will expand industrial sectors inadequately represented in the urban area in order to diversify and stabilize the local economy.**

This economic development strategy seeks to expand commercial and industrial development to add job opportunities within the community. If the parcel is changed from commercial to residential, it must be determined whether this could negatively impact these comprehensive policies and strategies. The policy identified five strategies or areas where the City should encourage growth. The strategies did not include the subject property as an identified area that would benefit from the City's efforts. It is not part of the Old Town commercial area, it is not part of an industrial or office park area, and the current zoning would preclude industrial development.

FINDING: Based on this discussion, the zone change and text amendment would not hinder these economic development policies and strategies.

VI. APPLICABLE REGIONAL (METRO) STANDARDS

Staff Analysis: The only applicable Urban Growth Management Functional Plan criteria are found in Title 1 – Housing. The City of Sherwood is currently in compliance with the Functional Plan and any amendment to the Sherwood Plan & Zone Map must show that the community continues to comply. Table 3.01-7 of this Title indicates that Sherwood's dwelling unit capacity is 5,216 and the job capacity is 9,518.

FINDING: Based on staff's analysis, the proposed zone change is consistent with the Metro Functional Plan criteria and the City would continue to be in compliance if the zone change is approved.

VII. APPLICABLE STATE STANDARDS

The applicable Statewide Planning Goals include: Goal 1, 2, 9, and Goal 10.

Goal 1 (Citizen Involvement)

Staff utilized the public notice requirements of the Code to notify the public of this proposed plan amendment. The City's public notice requirements have been found to comply with Goal 1 and, therefore, this proposal meets Goal 1. A neighborhood meeting was held on August 6, 2013 prior to the applicant's submittal to the City. The application is being discussed and decided after a public hearing.

FINDING: Based on the above discussion, the applicant satisfies this planning goal.

Goal 2 (Land Use Planning)

FINDING: The proposed amendment, as demonstrated in this report is processed in compliance with the local, regional and state requirements.

Goal 3 (Agricultural Lands)
Goal 4 (Forest Lands)
Goal 5 (Natural Resources, Scenic and Historic Areas and Open Spaces)
Goal 6 (Air, Water and Land Resources Quality)

Goal 7 (Areas Subject to Natural Hazards)
Goal 8 (Recreational Needs)

FINDING: The Statewide Planning Goals 3-8 do not specifically apply to this proposed plan amendment; however, the proposal does not conflict with the stated goals**.**

Goal 9 (Economic Development)

The proposal will change the zoning from GC to HDR. The applicant intends to provide smaller lot single-family homes to Sherwood. The applicant provided an Economic Opportunity Analysis that illustrated the current and future development trends for the urban area over the next twenty-year planning horizon. Buildable land inventory analysis shows that there is a limited supply of HDR as it compares to lower density residential as well as the abundance of commercial available properties in the general vicinity of the subject parcel.

FINDING: Based on the above discussion the zone change and text amendment are in compliance with this goal.

Goal 10 (Housing)
This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Statewide Planning Goal 10 is implemented by the comprehensive plan and in the Metro region by OAR 660-007 (Metropolitan Housing). OAR 660-007 provides density standards and methodology for land need and supply comparisons. Metro Title 1 responds to the requirements of the Metropolitan Housing Rule. By complying with Metro Title 1, Sherwood complies with OAR 660-007 as well as Statewide Planning Goal 10.

FINDING: Based on the analysis as discussed above, this Goal has been satisfied.

Goal 11 (Public Facilities and Services
Goal 12 (Transportation)

FINDING: As discussed earlier in this report, the proposed amendment is consistent with the "Transportation Planning Rule" which implements Goal 12.

Goal 13 (Energy Conservation)
Goal 14 (Urbanization)
Goal 15 (Willamette River Greenway)
Goal 16 (Estuarine Resources)
Goal 17 (Coastal Shorelands)
Goal 18 (Beaches and Dunes)
Goal 19 (Ocean Resources)

FINDING: The Statewide Planning Goals 13-19 do not specifically apply to this proposed plan amendment; however, the proposal does not conflict with the stated goals.

Staff assessment and recommendation on Plan Amendment:

Based on the analysis above, the applicant has provided adequate information to make findings in support of the proposed amendment. Therefore, staff recommends that the Planning Commission forward a recommendation of **APPROVAL** of the proposed zone change and text amendment to the City Council as proposed.

VIII. ATTACHMENTS (included in the Planning Commission Recommendation to Council for the hearing on February 4, 2013 and part of the land use record)

A. Proposed Text Amendment
B. Applicant's submittal packet
C. Susan Robinson Email dated November 29, 2013
D. ODOT comments submitted December 9, 2013
E. Engineering comments submitted December 11, 2013
F. Written testimony presented at Commission hearing from David Emami dated December 18, 2013
G. Pictures and preliminary site plan presented at Commission hearing from Andy Tiemann
H. Ordinance 2004-07 presented at Commission hearing by staff

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Text to be added is underlined

Chapter 16.40 – PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
4. Achieve maximum energy efficiency in land uses.
5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.
2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.
3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.
4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.
5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.
6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:
    a. Illustrative areas within the development application covered by the pattern book.
    b. An explanation of how the pattern book is organized, and how it is to be used.

c. Define specific standards for architecture, color, texture, materials, and other design elements.

d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.

e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:

(1) Massing, facades, elevations, roof forms, proportions, materials, and color palette.

(2) Architectural relevance or vernacular to the Pacific Northwest.

(3) Doors, windows, siding, and entrances, including sash and trim details.

(4) Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.

(5) A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.020

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.
7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.
8. That adequate public facilities and services are available or are made available by the construction of the project.
9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.
10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant toChapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

(Ord. No. 2011-003, § 2, 4-5-2011; Ord. No. 2010-015, § 2, 10-5-2010; Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; 98-1053; Ord. 86-851, § 3)

16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant toChapter 16.124.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.040 - General Provisions

A. 1. Phasing

a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new application, and shall be made in accordance with the procedures specified in this Chapter.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82. (Ord. 86-851, § 3)

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2), below or 16.40.040.C above.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

~~The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size. (Ord. 2001-1119 § 3; Ord. 86-851)~~

Lots created through a PUD shall not be subject to minimum lot sizes and shall supercede the standards within the base zone provided the applicant demonstrates that the proposal meets the purpose and intent of the Zoning and Development Code and the Sherwood Comprehensive Plan.

(Ord. No. 2008-015, § 1, 10-7-2008)

16.40.060 - Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

(Ord. 91-922, § 3; Ord. 86-851)

B. Conditional Uses

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

(Ord. 86-851, § 3)

C. Development Standards

1. Floor Area

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and

egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

(Ord. 91-922, § 3; Ord. 86-851)

Brownstone Comprehensive Plan Map Amendment – Text Amendment and Zone Change

Sherwood, Oregon

An Application For:
Comprehensive Plan Amendment
Zoning Map Amendment

Submitted September 13, 2013

Applicant:
Brownstone Real Estate Group
P.O. Box 2375
Lake Oswego, Oregon
Phone: (503) 358-4460
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Exhibit B Pre-Application Conference Meeting Notes
Exhibit C Preliminary Development Plan
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Exhibit H Clean Water Services Documentation
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Exhibit J Economic Analysis

I. INTRODUCTION

GENERAL INFORMATION

Applicant:	Brownstone Real Estate Group P.O. Box 2375 Lake Oswego, Oregon Phone: (503) 358-4460 Contact: Randy Myers
Applicant's Representative	Cardno 5415 SW Westgate Drive; Suite 100 Portland, Oregon 97221 (503) 419-2500 phone (503) 419-2600 fax Contact: Michael Cerbone, AICP michael.cerbone@cardno.com
Tax Lot Information:	Map: 2S1 30 CD; Tax Lot: 13400
Location:	City of Sherwood, Oregon Generally bounded Meinecke Parkway to the south, the terminus of SW Cedar Brook Way to the northeast and just west of Highway 99.
Current Zoning District:	General Commercial (GC)
Project Site Area:	+/- 5.77 acres

SUMMARY OF PROPOSAL

The applicant respectfully requests a comprehensive plan map amendment, text amendment and zone change for the subject site located at 2S130 CD, Tax Lot 13400 from General Commercial to High Density Residential (HDR). This application is for the comprehensive plan map amendment, text amendment and zone change. A separate application will be submitted for a 66-unit single-family planned unit development and associated public improvements. Sherwood zoning and community development code, Comprehensive Plan, Metro plans, transportation planning rule, and the Oregon Statewide Planning Goals are addressed within this narrative. As a Type V process, this application will include a public hearing before the Planning Commission. As required by the Sherwood code, this review includes a public notice and neighborhood meeting, which was held on August 6, 2013. A copy of the noticing and meeting materials is included with this narrative under Exhibit A.

Text Amendment

The City's current code precludes the ability to develop single family attached and detached product within the City's High Density Residential zones as it limits the ability to create lot size allow developments to attain the density requirements articulated with the zone. This effectively precludes the ability to design residential developments that can be owner occupied unless you utilize a condominium platting process. This limits the ability for the community to respond to market conditions and provide housing opportunities for individual home ownership. Without the ability to reduce the minimum lot size for higher density residential zones the City will continue to see proposals for apartments and condominiums, when townhomes single family detached products on smaller lots could also be a part of the housing mix. The requested amendment will only apply to proposed planned unit developments which cannot be approved without public notice and comment period provided as well as a public hearing before the planning commission. The applicant is proposing to amend the text so that proposed developments need to be in line with the intent of the underlining zoning or the property and comprehensive plan. This assures the community aspirations articulated within the comprehensive plan and zoning ordinance are adhered. A full copy of the proposed text amendment is included within Exhibit I.

Comprehensive Plan and Zoning Map Amendment

The site is currently designated Commercial on the City's Comprehensive Plan and is zoned for commercial development. The applicant is proposing to redesignate and rezone the site for residential development. The applicant has examined the needs of the community and has determined the need for additional residential zoning to meet the community's needs. A detailed analysis has been prepared in support of this application request and is attached as Exhibit J.

SURROUNDING USES

Table A: SURROUNDING LAND USE

Location	*Zoning Designation*	*Land Use*
North	Low Density Residential (LDR)	Single-family residential PUD Wyndham Ridge
South	General Commercial (GC)	Meinecke Parkway
East	High Density Residential (HDR)	Multi-family residential
West	Low Density Residential (LDR)	Single-family residential PUD Wyndham Ridge

II. ZONING AND COMMUNITY DEVELOPMENT CODE

CHAPTER 16.70 – GENERAL PROVISIONS

16.70.010 – Pre-Application Conference

Pre-application conferences are encouraged and shall be scheduled to provide applicants with the informational and procedural requirements of this Code; to exchange information regarding applicable policies, goals and standards of the Comprehensive Plan; to provide technical and design assistance; and to identify opportunities and constraints for a proposed land use action. An applicant may apply at one time for all permits or zone changes needed for a development project as determined in the pre-application conference.

Response: A Pre-Application Conference was conducted on July 1, 2013 for this Comprehensive Plan Map Amendment – Zone Change. A copy of the pre-application notes is included with this submittal package as Exhibit B.

16.70.020 – Neighborhood Meeting

A. The purpose of the neighborhood meeting is to solicit input and exchange information about the proposed development.

B. Applicants of Type III, IV and V applications are required to hold a meeting, at a public location for with adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject application, prior to submitting their application to the City. Affidavits of mailing, sign-in sheets and a summary of the meeting notes shall be included with the application when submitted. Applicants for Type II land use action are encouraged, but not required to hold a neighborhood meeting.

Response: A neighborhood meeting for this Comprehensive Plan Map Amendment, Text Amendment and Zone Change was conducted on August 6, 2013 at Laurel Ridge Middle School. Notice was sent via mail to property owners and recognized neighborhood organizations within 1,000 feet of the site. Copies of the affidavit of mailing, sign-in sheet and meeting summary are included with this application. Copies of the neighborhood meeting materials are included in this submittal as Exhibit A.

CHAPTER 16.80 – PLAN AMENDMENTS

16.80.010 - Initiation of Amendments

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

Response: The Comprehensive Plan Map Amendment and Zone Change is being initiated by the property owner within the City of Sherwood.

16.80.020 - Amendment Procedures

Zoning Map or Text Amendment

A. Application - An application for a Zoning Map or text amendment shall be on forms provided by the City and shall be accompanied by a fee pursuant to Section 16.74.010

Response: The applicant shall apply for the Zoning Map and Text Amendments on forms provided by the City. The appropriate fee is included with this application.

16.80.030 - Review Criteria

A. Text Amendment

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

Response: This application is for a Comprehensive Plan Map Amendment, Zone Change and Text Amendment to the Sherwood Zoning and Community Development Code Planned Unit Development (PUD) standards. Sherwood Zoning and Community Development Code Title 16.40.050 – Residential PUD limits the minimum lot size required for single-family, detached dwellings to 5,000 square feet, unless the subject property is on an infill site in which case a 15% reduction in lost size may be allowed. The applicant proposes removing the minimum lot size requirement when a PUD is proposed to allow for greater flexibility and diversity of housing type. The full text of Chapter 16.40 – PLANNED UNIT DEVELOPMENT and the proposed changes are attached as Exhibit I. The proposed Text Amendment meets the intent of the Sherwood Comprehensive Plan, the Transportation System Plan, this Code, Metro's Urban Growth Management Functional Plan, and Oregon Statewide Planning Goals.

B. Map Amendment

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

1. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.

Response: This Comprehensive Map Amendment application proposes to change the zoning of the subject property from General Commercial (GC) to High Density Residential (HDR). This narrative will address the requirements of the Sherwood Comprehensive Plan, the Transportation System Plan and the zoning and development code.

2. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.

Response: An economic analysis is included in this application as Exhibit J that addresses the need for additional residential zoning in Sherwood to meet the community's needs.

3. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.

Response: This Comprehensive Map Amendment is timely as there is a potential shortage of housing in Sherwood. There is a high density residential development to the east of the site and low density residential development to the west. Cedar Brook Way, a dead end street, stubs into the property to the north and Meinecke Parkway stubs into the site on the south. Sanitary sewer is available within Cedar Brook Way to the north and along the greenway to the west. Storm sewer service and water service are available within Cedar Brook Way to the north and Meinecke Parkway to the south. Utilities can be extended to service the site with the extension of Cedar Brook Way. The applicant's analysis of the transportation system is included as Exhibit G which includes an analysis of the proposed rezone and redesignation and how it affects the system consistent with the Transportation Planning Rule. Based on the findings provided within the this study, no mitigation is required for the rezone and redesignation as the expected reasonable worst case scenario for the proposed zoning is less than that of the existing zoning.

4. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.

Response: There are little to no alternative sites of this size that could accommodate the proposed density with access to public services in the City of Sherwood. More information concerning the lack of appropriate sites is detailed within Exhibit J.

C. Transportation Planning Rule Consistency

1. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

Response: A transportation impacts analysis (TIA) addressing TPR consistency is included with this application as Exhibit G.

2. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

Response: Highway 99W is a principal arterial, Meinecke is a collector and Cedar Brook Way is a local street. The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change will not change the functional classification of an existing or planned transportation facility or reduce the level of service of any of the proposed roads below the minimum level identified in the Sherwood TSP. A detailed analysis demonstrating these findings is included within Exhibit G.

3. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

   a. Limiting allowed uses to be consistent with the planned function of the transportation facility.

   b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.

   c. Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change will not significantly affect the transportation facilities in the area as described in the attached TIA (Exhibit G).

III. COMPREHENSIVE PLAN

The applicable Sherwood Comprehensive Plan Policies and Goals are set forth below along with findings in support of the Comprehensive Plan Map Amendment – Zone Change.

CHAPTER 2 – PLANNING PROCESS

Response: Chapter 2 of the Sherwood Comprehensive Plan highlights citizen involvement, agency involvement, the plan development process, plan interpretation and plan amendments. As previously stated, a neighborhood meeting was completed for this application on August 6, 2013. Service providers from agencies outside of Sherwood have been contacted regarding this proposal. The Sherwood City

Council will have final decision-making authority in this Comprehensive Plan Map Amendment, Text Amendment, and Zone Change.

CHAPTER 3 – GROWTH MANAGEMENT

Policy 1 – The City will periodically review and propose to Metro appropriate revisions to the Urban Growth Boundary (UGB) in conformance with the Metro 2040 Growth Concept Plan and the need to accommodate urban growth to the year 2017.

Response: This application does not propose any changes to the UGB. The proposed Comprehensive Plan Map Amendment and Zone Change from commercial to residential are in conformance with the Metro 2040 Growth Concept Plan.

CHAPTER 4 – LAND USE

Policy 1 – Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment and Zone Change would enable the site to be developed at higher densities to take advantage of existing infrastructure and other amenities, addressing one of the strategies related to this policy and addressing the City's need to provide residential development as detailed within Exhibit J.

Policy 2 – The City will insure that an adequate distribution of housing styles and tenures are available.

Response: Wyndham Ridge to the west of the site includes single-family homes on lots between 5,000 to 7,000 square feet. To the east of the site is a higher density multi-family development. The proposed Comprehensive Plan Map Amendment, Text Amendment and Zone Change would provide another housing option for existing and future residents of Sherwood while increasing density in meeting the stated goal of maintaining a minimum overall density of six dwelling units per acre. As noted above this request will provide the City the opportunity to provide additional housing land and the text amendment will provide the City the opportunity to provide additional housing types by removing existing barriers to development of attached and detached single family homes that can be owner occupied.

CHAPTER 5 – ENVIRONMENTAL RESOURCES

A. ENVIRONMENTAL RESOURCES POLICY GOALS

Planning Goals: Energy Resources

Policy 4 – Encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.

Response: The Plan and Text Amendment and Zone Change would allow the site to be designed and developed in a way to maximize energy efficiency in the use of the site, structures, transportation systems and utilities.

B. NATURAL RESOURCES AND HAZARDS

Policy 1 – Flood plain shall be prohibited from development in order to reduce the risk of flooding, prevent or reduce risk of human life and property, and maintain functions and values of floodplains such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems.

Response: The proposed site is not within a flood plain. A tributary of Cedar Creek lies to the west of the site. This area will be protected to the greatest extent possible. A prelimianry development plan is included as Exhibit C.

Policy 2 – Habitat friendly development shall be encouraged for developments with Regionally Significant Fish and Wildlife Habitats identified as Map V-2.

Response: The subject site is within a mapped Metro Title 13 area, Nature in Neighborhoods. Future development will be designed to conserve this area to the greatest extent feasible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

Policy 4 – Provide drainage facilities and regulate development in areas of runoff or erosion hazard.

Response: This application is for the Comprehensive Plan Map Amendment, Text Amendment and Zone Change only. A subsequent application will be submitted for a Planned Unit Development (PUD) on this site. At PUD submittal time, the proposal will provide drainage facilities and regulate development in areas of runoff or erosion hazard to meet the standards of Sherwood, Clean Water Services and Metro.

C. ENIVRONMENTAL QUALITY

Policy 1 – Water quality will be protected from erosion and other forms of degradation.

Response: The proposed Comprehensive Plan Amendment, Text Amendment, Zone Change, and subsequent PUD will protect the natural resource areas to the west of the site through erosion control measures.

Policy 2 – Air quality will be protected from significant degradation.

Response: The proposed development will protect air quality by utilizing the site in an efficient manner.

Policy 3 – Noise sources will be shielded from residential neighborhoods.

Response: This application will not result in any additional noise sources that would necessitate shielding from residential neighborhoods. The proposal will be to develop the site with single family owner-occupied residences consistent the existing surrounding development.

D. RECREATIONAL RESOURCES

Policy 4 – The City will encourage and support the private sector in the provision of needed recreational opportunities.

Response: The subsequent PUD plan will be linked to the existing open space area to the west via a pedestrian connection, where appropriate. The PUD will provide recreational opportunities.

E. ENERGY RESOURCES

Policy 4 – The City will encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.

Response: The Plan and Text Amendment and Zone Change would allow the site to be designed and developed in a way to maximize energy efficiency in the use of the site, structures, transportation systems and utilities. The subject property is currently surrounded by existing residential developments, is connected to existing roadways and has access to existing utility services. The availability of this existing infrastructure results in resource efficiency and encourages the use of existing systems.

CHAPTER 6 – TRANSPORTATION

Policy 1 – Open Space will be linked to provide greenway areas.

Response: The conversion of the site from commercial to residential will allow for a planned PUD that can provide additional open space and linkages to the existing open space area to the west via a pedestrian connection, where appropriate. The construction and dedication of the extension of Brookwood will result in remnant undevelopable land that can be added to the existing Creek Corridor.

Policy 2 – The City will maximize shared use of recreational facilities to avoid cost duplication.

Response: The subsequent PUD plan can make use of the passive recreation area to the west of the site.

CHAPTER 7 – COMMUNITY FACILITIES AND SERVICES

Response: The applicant will support and adhere to all City of Sherwood requirements relating to facilities and services.

IV. METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 1 – HOUSING CAPACITY

The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity as provided in section 2.07.120.

Response: This Comprehensive Plan Map Amendment, Text Amendment, and Zone Change would increase Sherwood's housing capacity and meet the Title 1 purpose by providing the opportunity for development of residentially zoned property with a compact form.

TITLE 3 – WATER QUALITY AND FLOOD MANAGEMENT

To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

Response: According to Metro's RLIS Database, Title 3 lands encroach on the western and northern edge of the site as shown on Exhibit E. Future development plans will

protect these areas to the greatest extent possible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

TITLE 4 – INDUSTRIAL AND OTHER EMPLOYMENT AREAS

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

Response: Metro's RLIS Database indicates that the site is within a Title 4 area as shown on Exhibit E. However the site is not designated for industrial development and the rezone is therefore consistent with this designation.

TITLE 6 – CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

Response: The subject site is within an area that is classified as a Town Center in the Metro Urban Growth Management Functional Plan. The proposed Comprehensive Plan Amendment, Text Amendment, and Zone Change are in conformance with town center, compact, pedestrian scale development. The proposed amendments will allow the property to be developed at a residential density consistent with the intent of Title 6 while ensuring the resulting development is in line with the community values articulated within the comprehensive plan.

TITLE 13 – NATURE IN NEIGHBORHOODS

The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

Response: As shown on Exhibit E, nearly half the site is mapped as Title 13 lands in Metro's RLIS Database. The corridor will be preserved to the greatest extent feasible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

V. STATEWIDE PLANNING GOALS

Since the Sherwood Comprehensive Plan was acknowledged by LCDC to carry out the Statewide Planning Goals, the subsequent analysis shows how the proposed actions affect the Sherwood Comprehensive Plan's compliance with the Statewide Planning Goals.

GOAL 1 – CITIZEN INVOLVEMENT

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

Response: The City's public hearing process meets the requirements of this Goal for citizen involvement in the land use process. Notice of the proposal will be provided to all property owners within the notice area, published in the newspaper, and will also be posted on the subject property giving interested citizens an opportunity to be involved in the process. A public hearing to consider the request will be held by the Planning Commission and City Council. Through the notice and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. This process meets the requirements of this Goal for citizen involvement in the land use planning process. In accordance with the findings presented above, the proposed Comprehensive Plan and Zoning Map Amendment are consistent with Goal 1.

GOAL 2 – LAND USE PLANNING

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

Response: The Sherwood Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals and provides goals, policies and procedures for reviewing and evaluating land use requests. The City's adopted Type V land use planning process provides for Plan Map Amendments and is consistent with Goal 2.

GOAL 3 – AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

Response: The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and fully within the City of Sherwood's Incorporated City limits. The Comprehensive Plan Map Amendment and Zone Change will only affect the subject site. Therefore, it will not have a direct impact on any Goal 3 Agriculture Lands; as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with Development Agreement is consistent with Goal 3.

GOAL 4 – FOREST LANDS

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

Response: The subject property is comprised of land that is currently located within the UGB and fully within the City of Sherwood's Incorporated City limits. The Comprehensive Plan Map Amendment and Zone Change will only affect the subject site Therefore, it will not have a direct impact on any Goal 4 Forest Lands, and as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with the Development Agreement is consistent with Goal 4.

GOAL 5 – OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

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

Response: The proposed Comprehensive Map Amendment, Text Amendment, and Zone Change would not affect or alter the natural resources in the area. According to Clean Water Services, Sensitive Areas potentially exist on-site or within 200 feet of the subject site. A natural resource assessment report has been completed by a biologist and is included in this application. The subsequent PUD will be designed to minimize the impact to natural resource areas onsite.

GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY

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

Response: The subject property is located within the UGB and City limits, where development at an urban scale and density is anticipated to occur. While the organization of uses and those uses specifically allowed within the property will change, no significant negative change in the quality of air is expected to occur. The proposed uses do not involve any additional noise or smoke that would affect the surrounding air, water, or land resource quality.

City sewer and water are readily available to the subject property as well as storm drainage facilities. The site will be designed and engineered to accommodate stormwater retention and drainage facilities as specified by the City's adopted design and engineering standards. The proposal does not threaten the availability of local or regional air, water, and land resources. In accordance with the findings presented above the proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change is consistent with Goal 6.

GOAL 7 – AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect people and property from natural hazards.

Response: The subject property is located outside the 100-year floodplain. Slopes on the subject property are relatively flat with no areas identified as landslide hazards or steep slopes. Detailed review of the site will be completed during the subsequent PUD process to assure natural hazards are mitigated to the greatest extent practical.

GOAL 8 – RECREATIONAL NEEDS

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

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zoning Change will allow for the development of the subject site. The proposed development for the site will include the development of open space and natural areas to benefit the proposed dwelling units.

Upon approval of this application, a PUD development plan will be submitted to Sherwood. The proposed plan will include the construction of pedestrian walkways, sidewalks and trails to provide for pedestrian connections between all of the parks and open space proposed within the development. These improvements ensure the ability to be able to connect with other parks and open space areas that exist or that are planned within the City. The open space and parks that are proposed with the development of the property are adequate to attend to the recreational needs of the residents that will live within this development. Therefore, the proposed Comprehensive Plan Map Amendment, Text Amendment, and Zoning Change are in compliance with Goal 8 by providing opportunities consistent with guidelines identified in the Comprehensive Plan.

GOAL 9 – ECONOMIC DEVELOPMENT

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

Response: The proposed change will redesignate approximately 5.77 acres from General Commercial to High Density Residential. The intent is to provide single-family residential housing to the area. Data necessary to address this Goal in relation to the proposed change, as required by OAR 660-009-0015, is available in the Economic Opportunity Analysis (EOA) that is included in this application. The EOA provides the most recent and comprehensive data available for economic development trends and for the inventory of commercial and industrial land within the urban area for the 20-year planning period.

In summary the proposal conforms to the City's EOA by providing a location for housing. The proposal serves to provide an opportunity for the residential activities that are vital to the citizens of Sherwood, which is consistent with the requirements of this Goal.

GOAL 10 - HOUSING

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

Response: The proposed change will redesignate approximately 5.77-acres from General Commercial to High Density Residential. The intent is to provide opportunities for the development of additional housing in Sherwood.

The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change is consistent with Goal 10, based on the available data, the reduction of vacant commercial land inventory represented by this proposal will not cause a significant impact on the ability to provide commercial/retail within the urban area. For these reasons approval of the proposed Plan change will not have a significant impact on the ability to provide commercial/retail within the UGB or in the local area, and the proposal does not adversely impact the requirements of this Goal.

GOAL 11 – PUBLIC FACILITIES AND SERVICES

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

Response: The City maintains an infrastructure of public facilities and services to support urban development. The City has adopted a Transportation, Stormwater, Wastewater and Water master facility plans. These plans outline the public facilities and services needed to serve land within the UGB. The existing public services and facilities in the area and those required to serve the proposed development on the subject property, will be reviewed by the Public Works Department. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 11.

GOAL 12 - TRANSPORTATION

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

Response: The City of Sherwood's Transportation System Plan (TSP) is in compliance with the requirements of this Goal. The relationship of the proposal to the transportation system, and its impacts, have been set forth in detail in the Traffic Impact Analysis (TIA) included as Exhibit G. The Applicant has demonstrated that the identified amendments do not require mitigation to ensure that adopted operating standards will be met. The analysis has found that the traffic impacts of the project will not cause a change in the functional classification of any street or transportation facility, will not require or result in changes to the standards that implement the functional classifications system, will result in traffic volumes that are consistent with the functional classifications of the affected streets, and no mitigation will be required to assure that adequate level of service and the functionality of the transportation system is maintained. The proposed amendments are therfore in compliance with the Oregon Transportation Planning Rule, the Sherwood Transportation System Plan and the goals and policies contained within the Sherwood Comprehensive Plan. In accordance with the

findings presented above the proposed plan is consistent with Goal 12.

GOAL 13 – ENERGY CONSERVATION

To conserve energy.

Response: The design of the proposed development strives to provide an integration residential land uses resulting in a livable, connected community within the City of Sherwood. Inherent in the design is the ability to live in close proximity to other land uses allowing for less vehicle trips and miles traveled resulting in a reduction in the consumption of gasoline and associated emissions. The proposed layout of the site encourages the use of alternative modes of transportation both within and adjacent to the proposed development through the provision of greenways, parks and tree-lined pedestrian corridors.

The design of the transportation system in this area provides direct, efficient and convenient access. The proximity of the development to adjacent developed residential neighborhoods and employment areas will reduce the vehicle miles traveled to and from the subject property. The location and nature of the proposed development promotes the conservation of energy needed for transportation. For these reasons the proposal will help to conserve energy and be energy efficient, in keeping with the intent of this Goal.

GOAL 14 - URBANIZATION

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

Response: The entire subject property is located within the Sherwood City limits. All required public facilities and services can be made available to the property. The site consists of vacant urban land. The use of the site as proposed will contribute to an efficient arrangement of land uses within the UGB, and to the efficient use of urban services, consistent with the directives of this Goal. The proposal does not affect the size or location of the UGB. In accordance with the findings presented above the Comprehensive Plan Map Amendment and Zone Change is consistent with Goal 14.

GOAL 15 – WILLAMETTE RIVER GREENWAY

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

Response: The subject property is not directly located within the Willamette River Greenway. However the property is within the Tualatin River Basin, a tributary of the Willamette River. This Comprehensive Plan Map Amendment and Zone Change commits to the protection of riparian corridors. The preservation of these areas will provide for the long term shading of the streams which will assist in improving

the water quality.

The design of the stormwater system will assist in reducing the sedimentation of the stream corridors by providing a mechanism that allows the sediment to fall-out of the runoff prior to reaching an approved point of disposal. The proposed Comprehensive Plan Map Amendment and Zone Change consider the effects of the interaction between the natural and urban environment and provide for stormwater facilities and natural areas to assist with the protection and enhancement of the Willamette River tributaries. The proposal conforms to Goal 15.

GOAL 16 – ESTUARINE RESOURCES

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response: The subject property does not contain any Estuarine Resources therefore this Goal is not applicable to this review.

GOAL 17 – COASTAL SHORELANDS

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water- dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The subject property does not contain any Coastal Shorelands therefore this Goal is not applicable to this review.

GOAL 18 – BEACHES AND DUNES

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The subject property does not contain any Beaches or Dunes therefore this Goal is not applicable to this review.

GOAL 19 – OCEAN RESOURCES

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

Response: The subject property is not located adjacent the Pacific Ocean therefore this Goal is not applicable to this review.

VI. CONCLUSION

As evidenced throughout this project narrative and associated documents, this Comprehensive Plan Map Amendment, Text Amendment, and Zone Change meets or exceeds any applicable development regulation and objective of the Sherwood Zoning and Community Development Code, Comprehensive Plan, Metro's Urban Growth Management Functional Plan, and the Oregon Statewide Planning Goals.

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USA

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NOTICE OF NEIGHBORHOOD MEETING

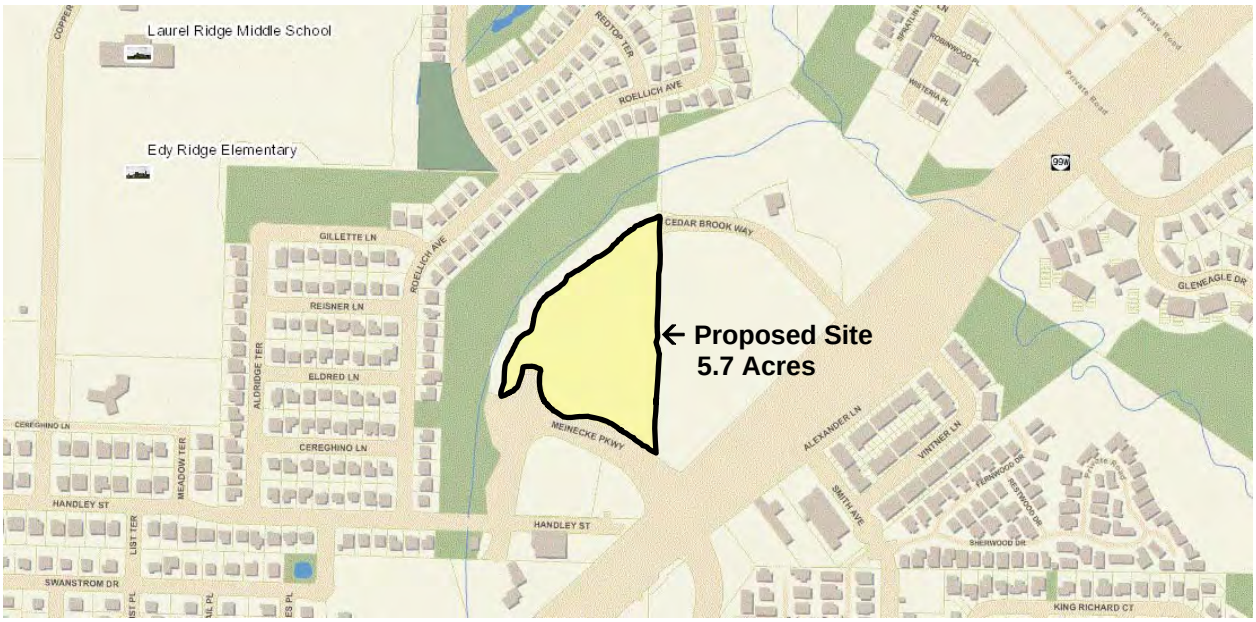
July 23, 2013

A Neighborhood Meeting will be held on August 06, 2013 from 5:30 – 6:30 PM at Ridges Community Room located at Laurel Ridge Middle School, 21416 SW Copper Terrace, Sherwood, OR 97140. The meeting is to inform the community about our proposed comprehensive plan map amendment – zone change and planned unit development. Interested community members are encouraged to attend the open house. Please contact Michael Cerbone at 503-419-2500 or michael.cerbone@cardno.com for additional information.

Project Proposal

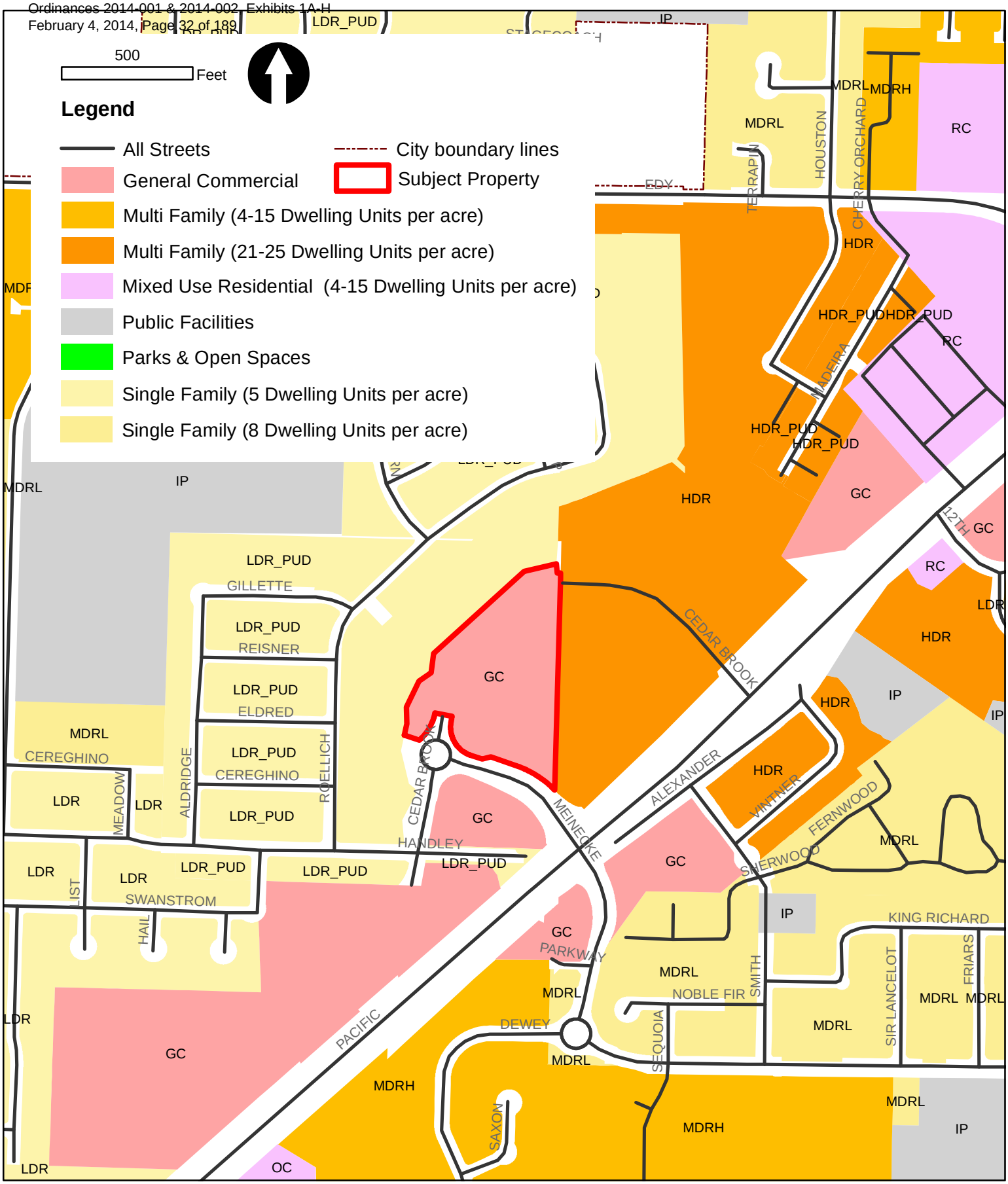
On behalf of Brownstone Real Estate Group, Cardno is proposing a comprehensive plan map amendment – zone change from the current General Commercial (GC) Zoning Designation to a High Density Residential (HDR) Zoning Designation. If the comprehensive plan map amendment – zone change is approved, Cardno is proposing an 84-unit single-family planned unit development.

Project Site Location



Open House Information

DATE: 8/6/2013
TIME: 5:30 – 6:30 PM
LOCATION: Sherwood High School, 16956 SW Meinecke Road
CONTACT: Michael Cerbone, Project Manager at Cardno, 503-419-2500

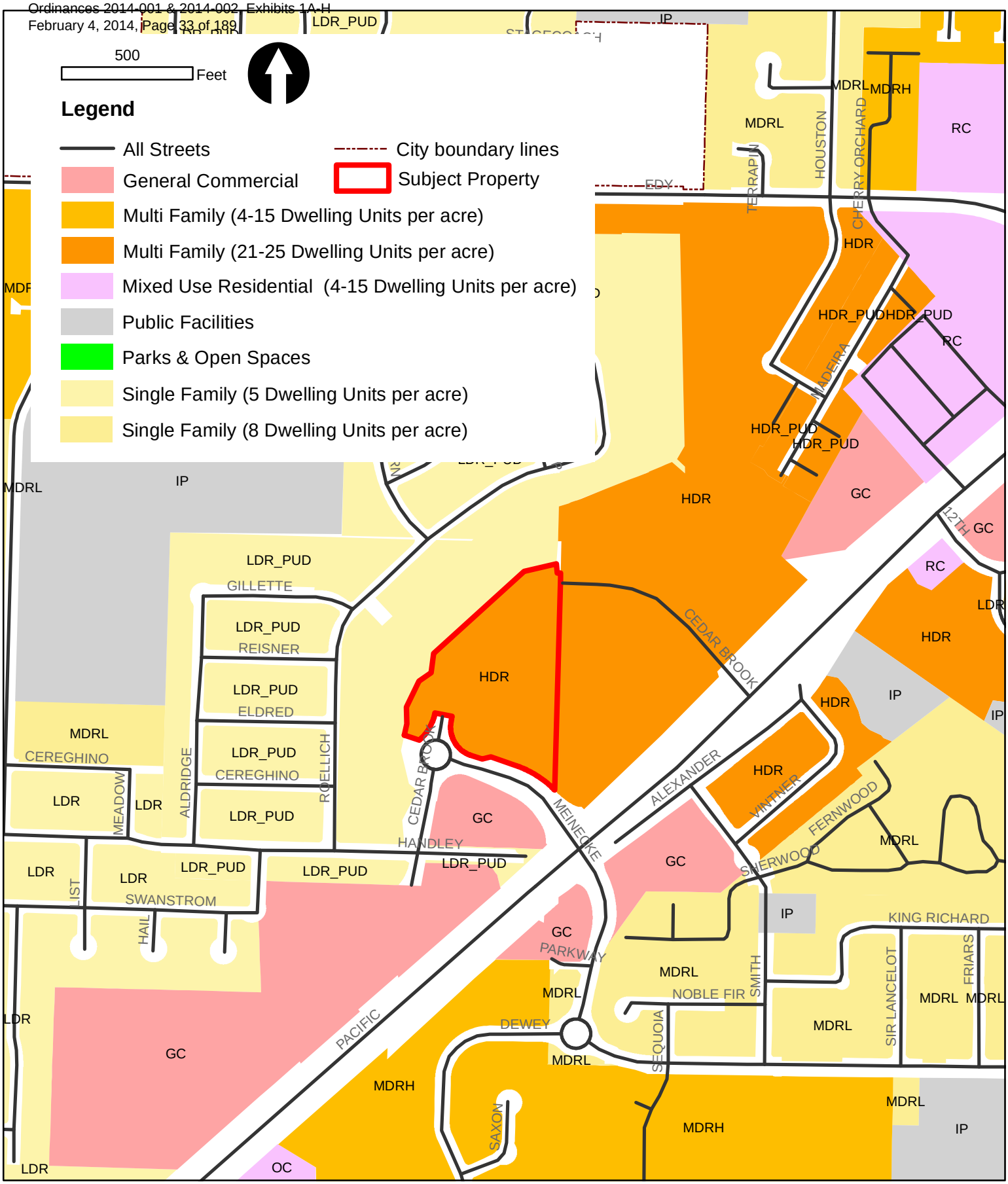


Brownstone Zone Change

Existing Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future



Brownstone Zone Change

Proposed Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future

MEMORANDUM

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To: City of Sherwood

From: Michael Cerbone, AICP
Project Manager

Date: 8-7-2013

Project: Brownstone Comprehensive Plan, Zoning Map Amendment and Text Amendment
Re: Neighborhood Meeting Notes

Please accept this a summary of the meeting that occurred at 5:30 PM on August 6, 2013 at the Community Room located at the Laurel Ridge Middle School , 21416 SW Copper Terrace, Sherwood, Oregon 97140. Please find attached a copy of the notice that was sent, a copy of the sign in sheets, copies of the exhibits used at the hearings and pictures from the hearing. An summary is set forth below:

The meeting began at 5:30 PM. There were four (4) neighbors who attended. An overview of the proposed project was provided. Cardno explained that Brownstone desires to construct single family detached houses on the subject property. Cardno explained that the Brownstone would be requesting:

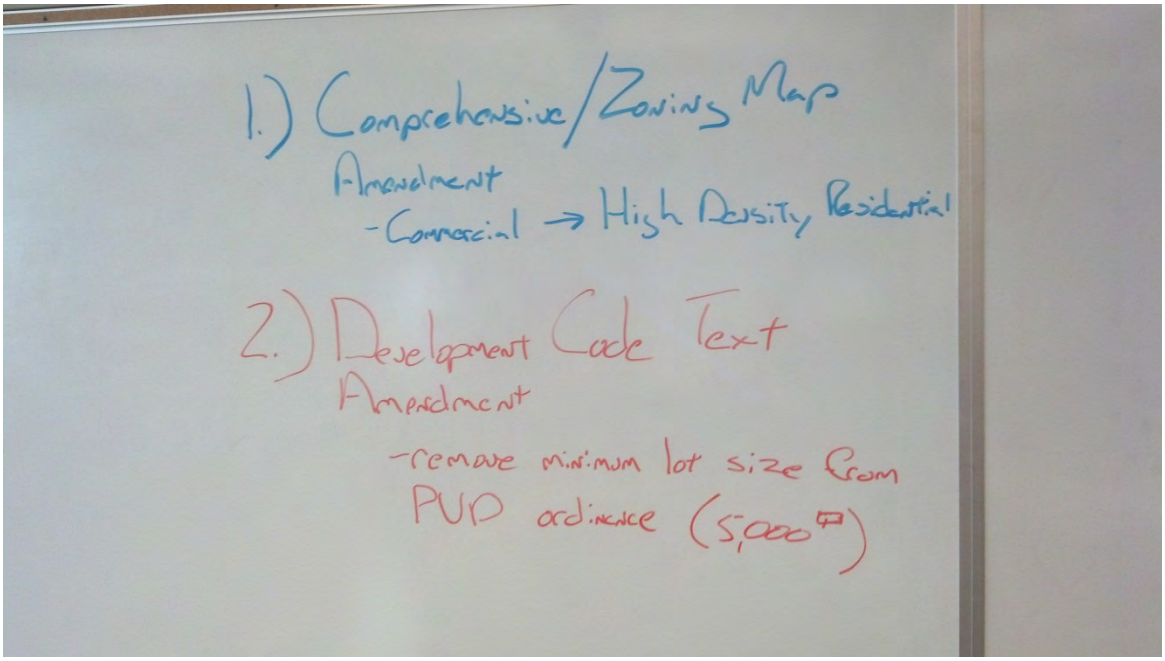
1. A comprehensive plan map and zoning amendment to rezone the property from commercial (COM) to high density residential (HDR).
2. A development code text amendment to remove the minimum lot size (5,000 sq ft) from the City of Sherwood Planned Unit Development ordinance.

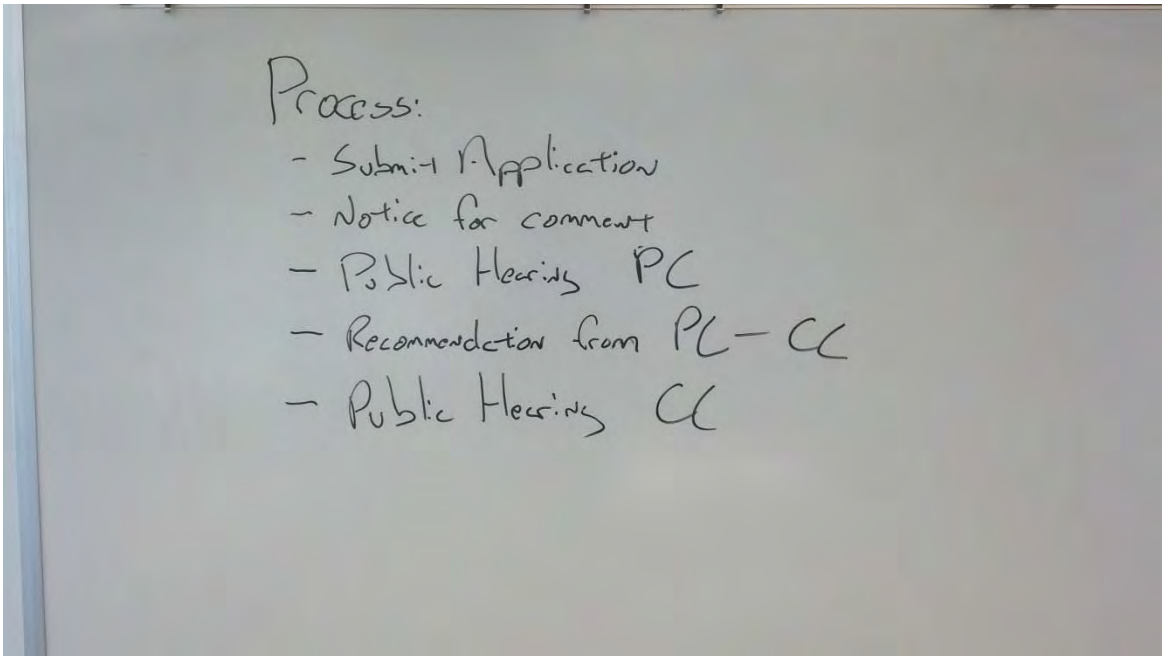
Cardno provided an overview of the process that would occur and explained the next steps are:

- Brownstone will prepare an application and submit it to the City for review
- Once the application is deemed complete, the City will notices the project and provide an opportunity for comment
- A public hearing will be held before the Planning Commission
- The Planning Commission will make a formal recommendation to the City Council
- The City Council will hold a public hearing
- The City Council will either approve or deny the application

Comment forms were provided at the meeting, no formal written comments were received. Participants asked questions about the timing of the project, the layout of the proposed homes and whether an HOA would be part of the development. Brownstone agreed to follow-up with an e-mail to the participants identifying locations where the housing type proposed on the site could be viewed in the metropolitan area.

COMMUNITY ROOM


1.) Comprehensive/Zoning Map
Amendment
-Commercial → High Density Residential
2.) Development Code Text
Amendment
-remove minimum lot size from
PUD ordinance (5,000 ft²)



NEIGHBORHOOD MEETING SIGN UP SHEET

August 6, 2013

Name	Address: Street, Zip	Phone Number	E-Mail Address
Dawn O'Leary	21487 SW Roellich Ave	503 994-1841	dawnoleary@comcast.net
Lea Ennis	21544 SW Roellich Ave	503-899-2718	LEnnis@OregonRLA.org
Joe & Mara Broadhurst	99W / 28440 SW Ladd Hill Rd	503-625-3488	jbroadhurst@aol.com

Brownstone
Sherwood, Oregon

Affidavit of Mailing

DATE:

STATE OF OREGON)
)
Washington County)

I, Michael Cerbone, representative for the Brownstone Real Estate proposed development project do hereby certify that the attached notice to adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject project, was placed in a U.S. Postal receptacle on July 23, 2013.

Representatives Name: Michael Cerbone, AICP
Name of the Organization: Cardno

Updated October 2010

#21304280

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Pre-Application Conference Notes

PAC 13-05
Meeting Date: July 1, 2013
Planning Staff Contact: Michelle Miller
503-625-4242 or millerm@sherwoodoregon.gov

Comprehensive Plan Map Amendment - Zone Change, Code Amendments and Subdivision

PLEASE NOTE: The conference and notes cannot cover all Code requirements and aspects related to site planning that should apply to the development of your proposal. Failure of the staff to provide information required by the Code shall not constitute a waiver of the applicable standards or requirements. It is recommended that a prospective applicant either obtain and read the Community Development Code or ask any questions of City staff relative to Code requirements prior to submitting an application.

Proposed project name: Brownstone Development

PROPOSAL DESCRIPTION: Proposal to change the zoning from General Commercial to High Density Residential (HDR) in order to construct 92 alley loaded single-family homes.

OWNER: Pacific Continental Bank
911 Main St. #100
Vancouver WA 98660
503-358-4460

Applicant: **Brownstone Real Estate Group**
P. O. Box 2375
Lake Oswego, OR
Contact: Randy Myers 503-3584460

PROPERTY LOCATION: 22015 SW Pacific Hwy

Identified potential constraints/issues (wetlands, steep slopes, easements, etc?) wetland, steep slopes verify easement locations

Based on the information provided, NECESSARY APPLICATIONS: Plan Amendment, Subdivision, possible PUD?

PROPOSED ZONING DISTRICT DIMENSIONAL REQUIREMENTS (Refer to Code Section 16. 12 Residential Land Use Districts) would need to Use PUD standards if requesting single family homes as they require 5,000 sq. ft. minimum. Given the housing type, the applicant would need to request a to amend the minimum lot sizes for single-family homes within the HDR district. The Information below is based on multi-family (attached) rather than detached. May want to consider proposing a new cottage home lot size and setback set of standards.

Density is calculated by the number of dwelling units per NET buildable acre HDR density is between 16.8 and 24 DU per acre

MINIMUM LOT SIZE: 5,000 sq. ft.

LOT WIDTH AT FRONT PROPERTY LINE: 25 ft

LOT WIDTH AT BUILDING LINE: 50 ft.

MINIMUM LOT DEPTH: 80 ft.

MAXIMUM HEIGHT: 40 ft. or three stories

Setbacks: Front 20 ft. Side 5-7 ft.(depends on height) Rear 20 ft. Corner Side 15 ft.

☒ **NARRATIVE**
The applicant shall submit a narrative which provides findings based on the applicable approval standards. Failure to provide a narrative or adequately address criteria would be reason to consider an application incomplete and delay review of the proposal. The applicant should review the code for applicable criteria. This housing type is an entirely new concept for Sherwood, and standards would need to be addressed through the code amendment.

☒ **CLEAN WATER SERVICES SERVICE PROVIDER LETTER**

The applicant shall submit a CWS Service Provider Letter at time of application submittal. An application will not be deemed complete without a CWS Service Provider Letter or a CWS prescreening noting that a Service Provider Letter is not required.

Code Provisions

16.40.020 - Preliminary Development PUD

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.

2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.

3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.

4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.

5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.

6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.

7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.

8. That adequate public facilities and services are available or are made available by the construction of the project.

9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.

10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant to Chapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

16.40.050 - Residential PUD
A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.

2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.

3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

☒ **SITE PLANNING (16.90)**

Site Plan Review Design Criteria

Except for single and two family uses, and manufactured homes located on individual residential lots, but including manufactured home parks, no building permit shall be issued for a new building or structure, or for the substantial alteration of an existing structure or use, and no sign permit shall be issued for the erection or construction of a sign relating to such building or structure until the proposed development has been reviewed.

No site plan approval shall be granted unless each of the following is found:

1. The proposed development meets applicable zoning district standards and Design Standards in Division II, and all of the provisions of Divisions V, VI, VIII and IX.

2. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications.

3. Covenants, agreements, and other specific documents are adequate, in the City's determination, to assure an acceptable method of ownership, management, and maintenance of structures, landscaping, and other on-site features.

4. The proposed development preserves significant natural features to the maximum feasible extent, including but not limited to natural drainage ways, wetlands, trees, vegetation (including but not limited to environmentally sensitive land), scenic views, and topographical features, and conforms to the applicable provisions of Division VIII of this Code and Chapter 5 of the Community Development Code.

5. For a proposed site plan in the Neighborhood Commercial (NC), Office Commercial (OC), Office Retail (OR), **Retail Commercial (RC),** General Commercial (GC), Light Industrial (LI), and **General Industrial (GI) zones**, except in the Old Town Overlay Zone, the proposed use shall satisfy the requirements of Section **16.106.070 Highway 99W Capacity Allocation Program**, unless excluded herein.

6. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant shall provide adequate information, such as a traffic impact analysis or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate for impacts attributable to the project. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

7. The proposed commercial, multi-family, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards shall include the following:

a. Primary, front entrances shall be located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.

b. Buildings shall be located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.

c. The architecture of buildings shall be oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding shall be prohibited. Street facing elevations shall have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain shall be installed unless other architectural elements are provided for similar protection, such as an arcade.

☒ **LANDSCAPING (16.92)**

All areas not covered by buildings, required parking and/or circulation drives shall be landscaped with plants native to the Pacific Northwest. Perimeter and parking lot landscaping is required. A landscaping plan must be submitted with every development proposal application.

☒ **PARKING AND CIRCULATION (16.94 and 16.96)**

No building permits shall be issued until plans are approved providing for off-street parking and loading space as required by this Code. An off-street parking and loading plan shall accompany requests for building permits or site plan approvals.

Improved hard surface driveways are required in all commercial, industrial and multi-family developments.

Ingress and egress shall be shown from existing or planned local or collector streets, consistent with the Transportation System Plan and Section VI of the Community Development Plan. Joint ingress/egress is strongly encouraged.

The minimum number of bicycle parking spaces for this development is based on the minimum required bicycle parking in section 16.94.020. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance

A private pathway/sidewalk system extending throughout the development site shall be required to connect to existing development, to public rights-of-way with or without improvements, to parking and storage areas, to all building entrances in the development, to transit facilities within 500 feet of the site, to future phases of development and to parks and open spaces.

☒ **ON-SITE STORAGE (16.98)**

External material storage must be approved as part of a site plan. Storage areas must be designated and screened appropriately. **Garbage and recycling facilities are required to meet the standards of Pride Disposal.**

☒ **SIGNS (16.102)**

A separate permit is required for all permanent signs. Sign permits may be applied for through the Sherwood Building Department. Banner sign permits are issued through the Sherwood Planning Department.

☒ **PUBLIC IMPROVEMENTS (16.104) CAREFULLY REVIEW ENGINEERING COMMENTS FOR THESE SPECIFIC REQUIREMENTS.**

☒ TRANSPORTATION FACILITIES (16.106)

☒ SANITARY SEWER (16.110)

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains.

☒ WATER (16.112)

Water lines and fire hydrants conforming to City and Fire District standards shall be installed to serve all building sites in a proposed development. All waterlines shall be connected to existing water mains or shall construct new mains appropriately sized and located in accordance with this Code, the Water System Master Plan, the City Design and Construction Manual, and with other applicable City standards and specifications, in order to adequately serve the proposed development and allow for future extensions.

☒ STORM WATER (16.114)

Storm water facilities, including appropriate source control and conveyance facilities, shall be installed in new developments and shall connect to the existing downstream drainage systems consistent with the Comprehensive Plan and the requirements of the Clean Water Services water quality regulations contained in their Design and Construction Standards R&O 04-0, or its replacement.

☒ FIRE (16.116)

All developments are required to comply with the regulations of Tualatin Valley Fire & Rescue. TVF&R regulations can be found on their website at: www.tvfr.com/Dept/fm/const/index.html.

☒ OVERHEAD UTILITIES (16.118)

All existing and proposed utilities must be placed underground, unless specifically authorized for above ground installation, because the points of connection to existing utilities make underground installation impractical, or for other reasons deemed acceptable by the Commission.

☒ **ENVIRONMENTAL RESOURCES (16.132)**. The applicant will need to confirm that CWS does not have any environmental resources on or near the site through the provision of a Service Provider Letter.

☒ STREET TREES (16.142.060) Minimum spacing based on canopy spread and based on the tree selected

☒ TREES ON PRIVATE PROPERTY (16.142.070)

New developments are required to achieve minimum canopy requirements, and may be required to inventory any existing trees. 30 % for multi family and 40% single family

☒ **APPLICABLE CODE CRITERIA**

(These sections ***must*** be addressed in the narrative submitted with the land use application)

X Division II (Zoning Districts)	X 16.92 (Landscaping)	___ 16.122 (Land Partitions)
x 16.40 (Planned Unit Development)	X 16.94 (Off-Street Parking and Loading)	___ 16.124 (Property Line Adjustments)
___ 16.44 (Townhomes)	X 16.96 (On-Site Circulation)	x 16.128. (Land Division Design Standards)
___ 16.46 (Manufactured Homes)	X 16.98 (On-Site Storage)	X 16.142 (Parks and Open Space)
___ 16.48 (Non-Conforming Uses)	X 16.102 (Signs)	X 16.146 (Noise)
___ 16.50 (Accessory Uses)	X 16.106 (Transportation Facilities)	X 16.148 (Vibrations)
	X 16.106.030(D) (Additional Setbacks)	
	X 16.108.040.D (Clear Vision Areas)	X 16.150 (Air Quality)
x 16.80 (Plan Amendments)	X 16.110 (Sanitary Sewers)	X 16.152 (Odors)

___ 16.82 (Conditional Uses)	X 16.112 (Water Supply)	X 16.154 (Heat and Glare)
	X 16.114 (Storm Water)	___ 16.162 (Old Town Overlay District)
___ 16.86 (Variances)	X 16.116 (Fire Protection)	___ 16.166 (Landmark Designation)
___ 16.88 (Interpretation of Similar Uses)	X 16.118 (Private Improvements)	___ 16.168 (Landmark Alteration)
? 16.90 (Site Planning)	x 16.120 (Subdivisions)	

ADDITIONAL CONCERNS OR COMMENTS:
Subdivision:
Over 50 Lots is a Type IV process.
5% of area is required for open space (more if a PUD or considered multi-family)

PUD Open space:

Plan Amendment Criteria

Map Amendment:
The proposal must be consistent with the applicable provisions of the Comprehensive Plan, the Transportation System Plan, the Transportation Planning Rule, and the Sherwood Development Code.
1. Must be consistent with the provisions of these documents.
2. Demonstrate the need for the uses and zoning proposed taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.
3. Amendment is timely considering the pattern of development in the area surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment and the availability of utilities and services to serve uses
4. Other lands are unavailable or unsuitable for immediate development due to location size or other factors.

Transportation Planning Rule Consistency
1. Review for effect on facilities
2. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

3. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

   a. Limiting allowed uses to be consistent with the planned function of the transportation facility.

   b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.

   c. Altering land use designations, densities or design requirements to reduce demand for automobile

travel and meet travel needs through other modes.

NOTE: Not all of these fees will apply, but wanted to make you aware.

Estimated fees for initial land use application
Map amendment - $5,330
Subdivision - $6,222 plus $20 per lot
possible PUD - $2,205
Type III and IV $6,222 (Additional $100 for every 10,000 sq. ft. or portion thereof over the first 15,000 sq. ft.;
Publication/distribution of Notice Type 3 & 4 $466 ***CONFIRM FEES WITH STAFF PRIOR TO SUBMITTAL. WE WILL HELP YOU TO CALCULATE THE FEES.***

PROCEDURE

Hearing Authority is the Planning Commission AND City Council

____ Type III- Public hearing before the Hearings Officer, Planning Commission for any appeals.
_____ Type IV- Public hearing before the Planning Commission, City Council for any appeals.
__x__ Type V- Public hearing before the Planning Commission with the Commission making a recommendation on the proposal to the City Council. An additional public hearing shall be held by the City Council. Any appeals shall be heard by the Land Use Board of Appeals (LUBA).

Notes:

This could proceed in a couple of different ways depending on the desires of the applicant. If the applicant wants SF homes on individual lots, this may be a very large hurdle because of the minimum lot size requirements for single family homes (5k). If successful in rezone, may want to consider other changes in language that support this concept ie.

Applicant could consider a PUD where everything is on one lot and they are SF dwelling units-come up with standards for separation and areas of open space.

APPLICATION SUBMITTAL PROCESS
The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review.

☒ **3 * copies of Application Form** completely filled out and signed by the property owner (or person with authority to make decisions on the property.

☒ **Copy of Deed** to verify ownership, easements, etc.

☒ **CWS Service Provider Letter**.

☒ **At least 3 * folded** sets of plans

☒ **At least 3 * sets** of narrative addressing application criteria

☒ **Fee** (along with calculations utilized to determine fee if applicable)

☒ **Signed checklist** verifying submittal includes specific materials necessary for the application process

☒ **PDF Electronic version of all submittal items broken down by item on a disc. Not a single PDF**

* **Note** that the required number of copies must be submitted when the application is deemed complete; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, required number of copies and one updated full electronic copy will be required to be submitted.

The Planning Department will perform a preliminary review of the application and will determine whether an application is complete within 30 days of the counter submittal. Staff will notify the applicant if additional information or additional copies of the submitted materials are required.

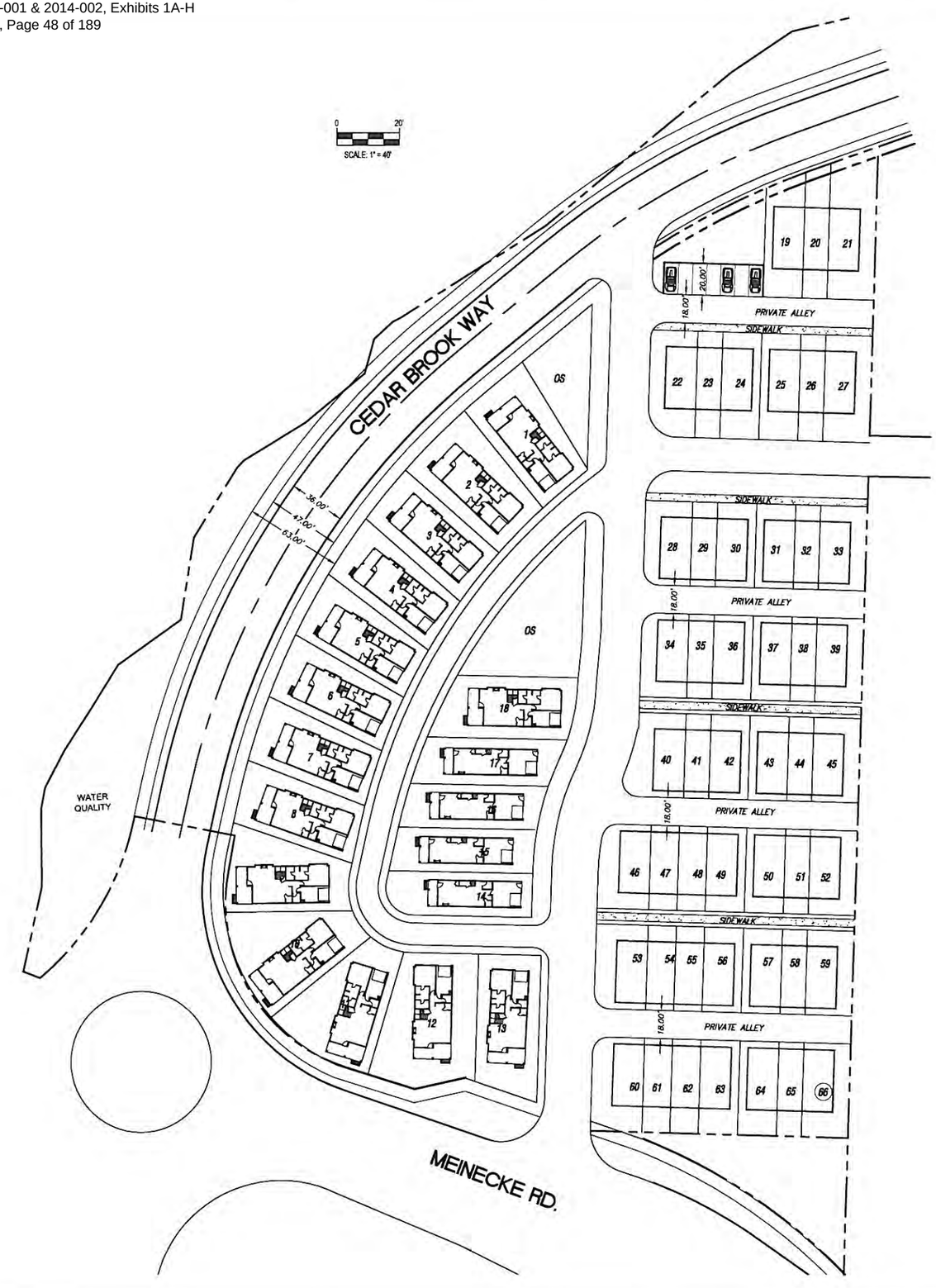
The administrative decision or public hearing will typically occur approximately 45 to 60 days after an application is deemed complete by the Planning Department. Applications involving difficult or protracted issues or requiring review by other jurisdictions may take additional time to review. Written recommendations from the Planning staff are issued seven (7) days prior to the public hearing. A 14-day public appeal period follows all land use decisions.

Information/Handouts provided at Pre-app:

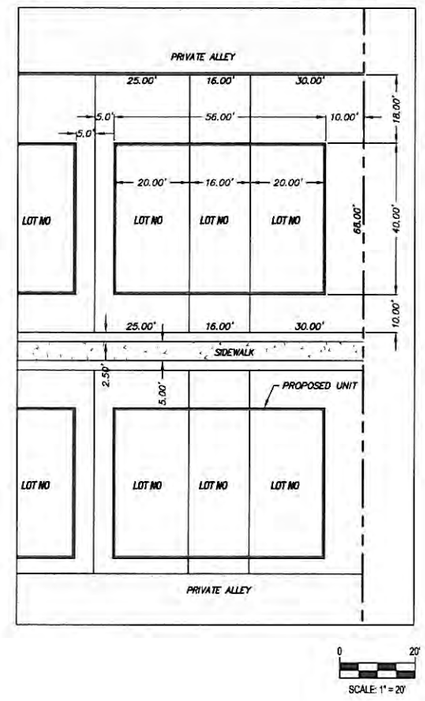
☒ Application form
☒ CWS pre-screen form
☐ Copy of CAP worksheet
☐ Copy of maps including: __Sanitary lines, __Storm lines
☒ Other **Neighborhood Meeting Packet, Notes from Building Official, Engineering, ODOT and TVFR.**

Service Provider Contacts
Electric: PGE
Cable: Comcast/Verizon/Century Link
Telephone: Comcast/Verizon/Century Link
Trash and Recycling: Pride Disposal

Planning Staff Contact: Brad Kilby, AICP (503)625-4206 – kilbyb@sherwoodoregon.gov



TYPICAL DETAIL FOT THE PROPOSED UNIT



BROWN STONE PROPERTY
SHERWOOD - MEINECKE ROAD
OPTION 2

REVISIONS

NO.	DATE	DESCRIPTION

EMERIO Design
6107 SW MURRAY BLVD, SUITE 147
BEAVERTON, OREGON 97008
PH: (503) 515-5528

SHEET
OF

SCHOTT & ASSOCIATES
Ecologists & Wetlands Specialists
21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

SENSITIVE LANDS REPORT
FOR
KENNEDY COURT

Prepared For:
Randy Myers
Brownstone Real Estate Group
PO Box 2375
Lake Oswego, OR 97035

Prepared by:
Martin Schott, Ph.D., PWS

Project #: 2270

October 2013

INTRODUCTION

Schott & Associates, Inc. (Schott) conducted a site visit to determine if there were any wetlands on the 6.77 acre lot (2S 1 30CD13400), and did not find any wetlands on the site. We observed a new rail fence on the western boundary of the site. Looking at the tax map suggested the drainage (sensitive area) and its transition area had been partitioned off from the site, and is now its own tax lot (13700). A review of CWS's records (05-001214, 08-003594) proved this to be the case.

SITE LOCATION

The subject property is located north of SW Meinecke Parkway, and east of the proposed extension of Cedar Brook Way. Currently, there is a round about where Meinecke and Cedar Brook Way intersect, and the road is stubbed out for the extension. A Tributary of Cedar Creek is west of the site and an apartment complex is east of the lot.

SITE DESCRIPTION

The site has gentle topography, and mostly slopes towards the west. Most of the site is dominated by typical pasture grasses. However, Himalayan blackberry forms several thickets, and in most areas, it is not a dominant due to probable historic mowing done to reduce fire danger. Nearly all the vegetation on-site is composed of non-native species. There is a new rail fence along the western property boundary. There is a trail just east of the fence that connects the southern terminus of Cedar Brook Way and its northern end.

PROJECT OBJECTIVES

The applicants propose a townhome complex on the subject property.

The purpose of this report is to determine the impacts of the proposed development to any onsite or offsite resources and to bring the transition area up to a good condition.

METHODS

The analysis of the sensitive areas on the project site was conducted using the Standard Site Assessment method outlined in Clean Water Services (CWS) Manual Chapter 3 and Appendix C. The analysis of wetlands conducted on the site was based on published methods for implementing Section 404 of the Clean Water Act. The Routine Onsite Determination Method (1987 manual, pp. 52-69) was used to determine the wetland boundary.

SENSITIVE AREAS

A site visit was conducted on July 30, 2013 to determine if there were wetlands or jurisdictional waters on the site. No wetlands or jurisdictional waters were found on site. There is a creek and associated wetlands on the property west of the site, which is within 200 feet of the subject property.

Vegetated Corridor
As required by CWS regulations, a 50-foot Vegetated Corridor was defined extending from the edge of the offsite wetland and is located entirely offsite. The transition area was defined when the property was partitioned (08-003594). The City of Sherwood built the rail fence along the property line, protecting the vegetative corridor.

IMPACTS

Wetland Impacts
There are no wetlands on site. No wetland impacts will result from the proposed residential building.

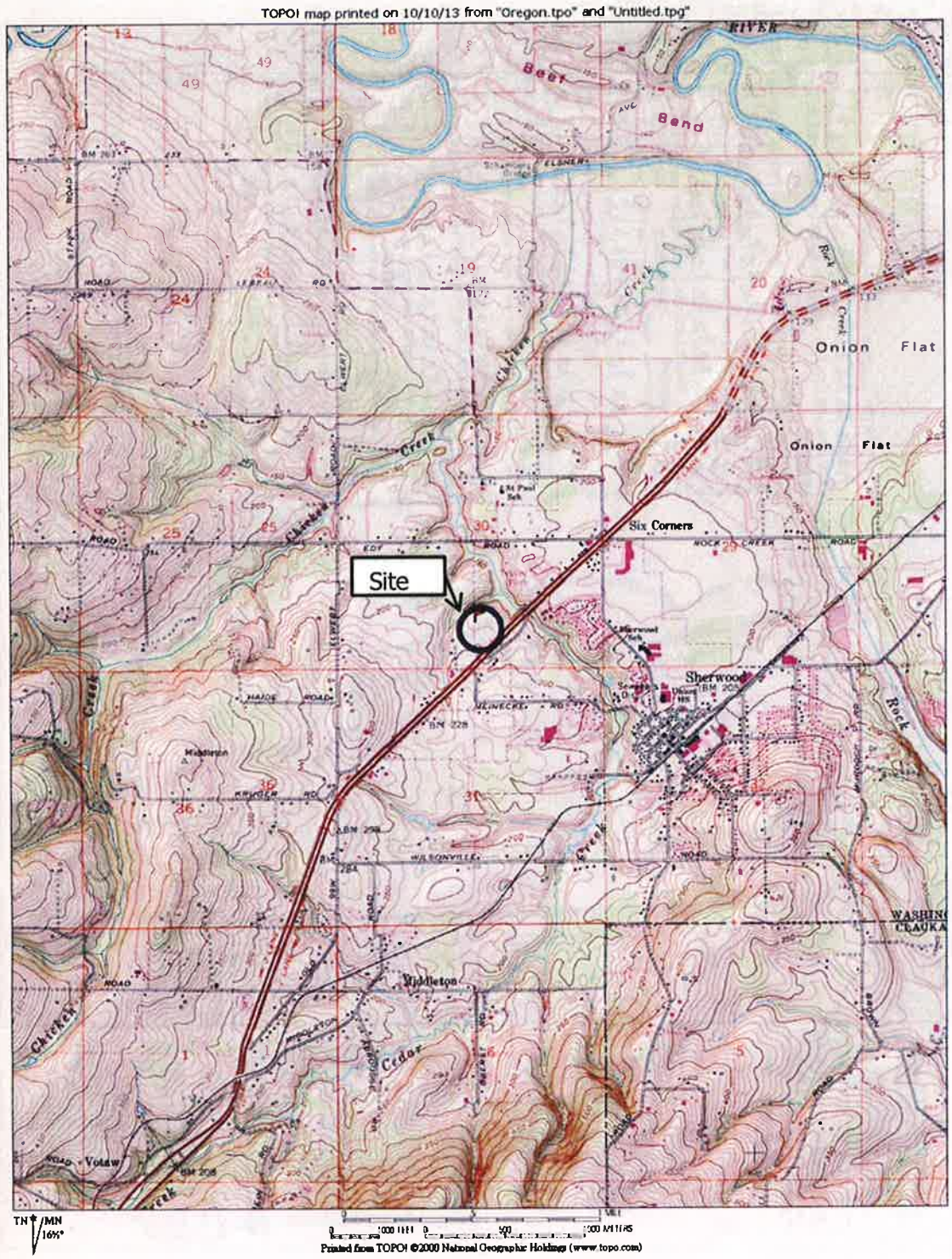
Impacts to the Vegetated Corridor
The Vegetated Corridor is entirely off site and will not be impacted by the proposed residential development.

MITIGATION

No impacts are proposed and no mitigation is required for onsite development.

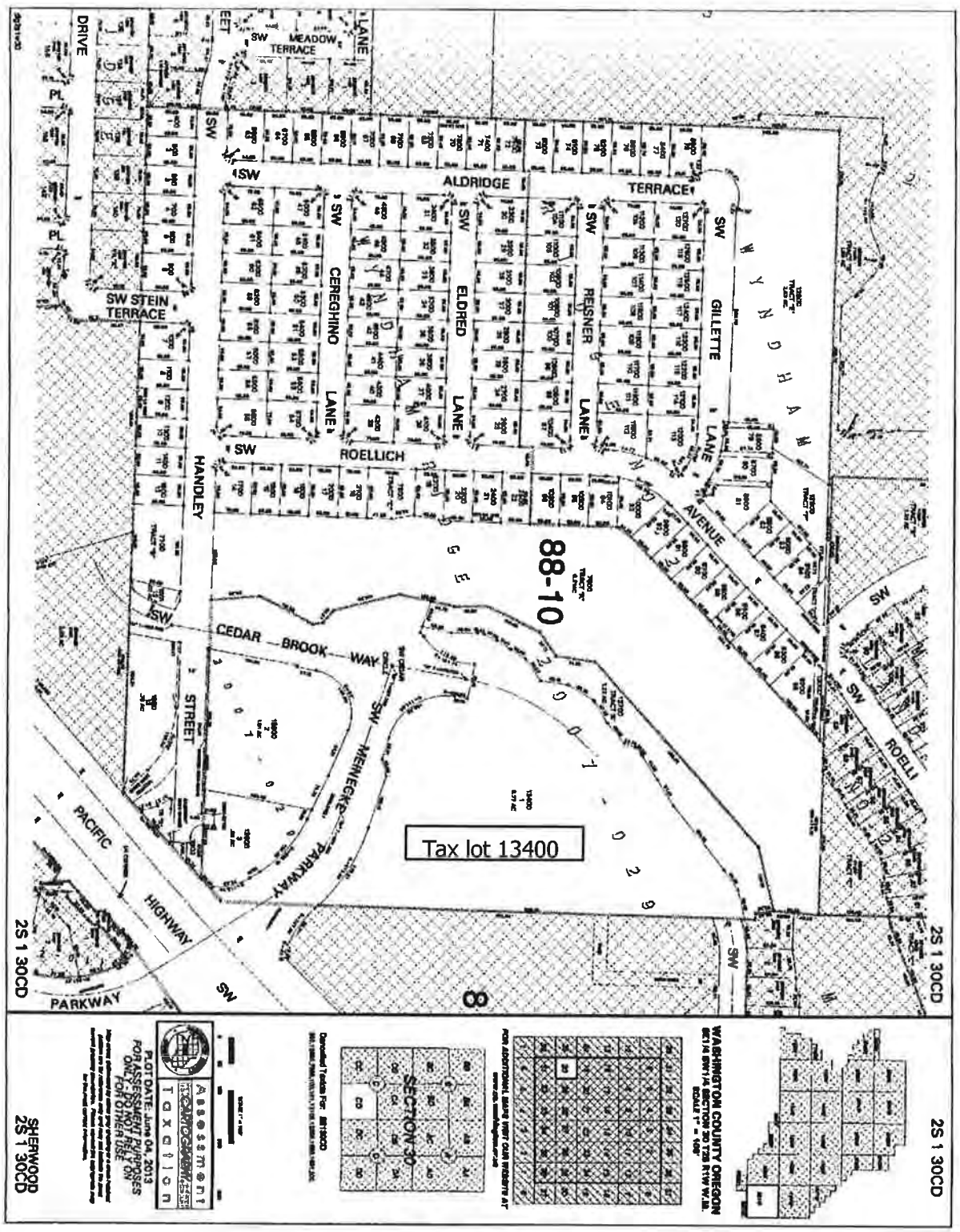
APPENDICES

A: Site Vicinity Map
B:Tax Lot Map
C: Site Development Plan
D: Aerial Photo w/ sample plot locations
E: Photos
F: Data Forms

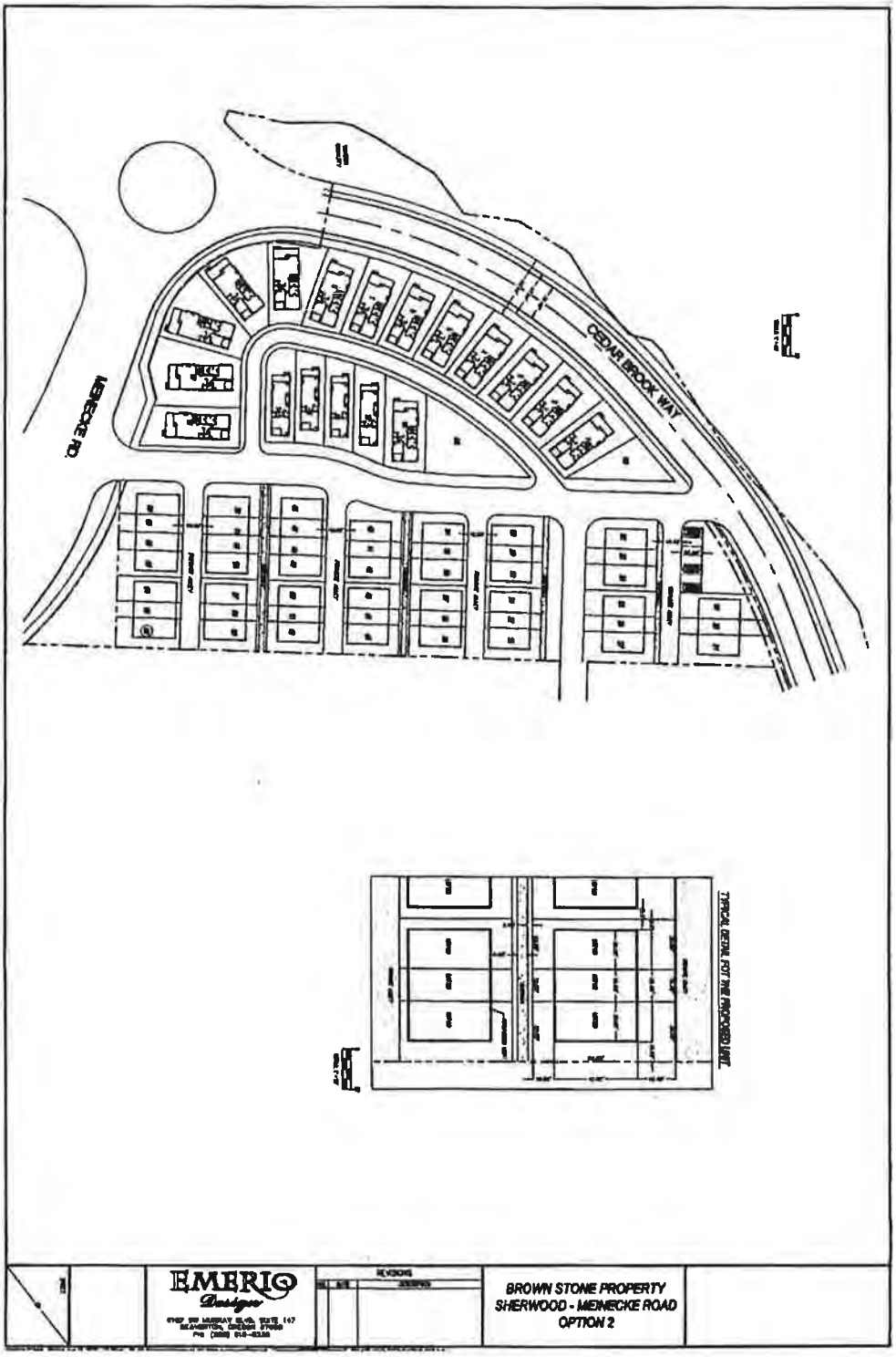


Appendix A-Site Vicinity Map
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Appendix B- Tax Lot Map TL#13400 Kennedy Court S&A 2270	Schott & Associates P.O. Box 589 Aurora, OR. 97002 503.678.6007



Appendix C-Site Development Map
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix D-Aerial Photo with sample plot (SP) and photo point (PP) locations
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

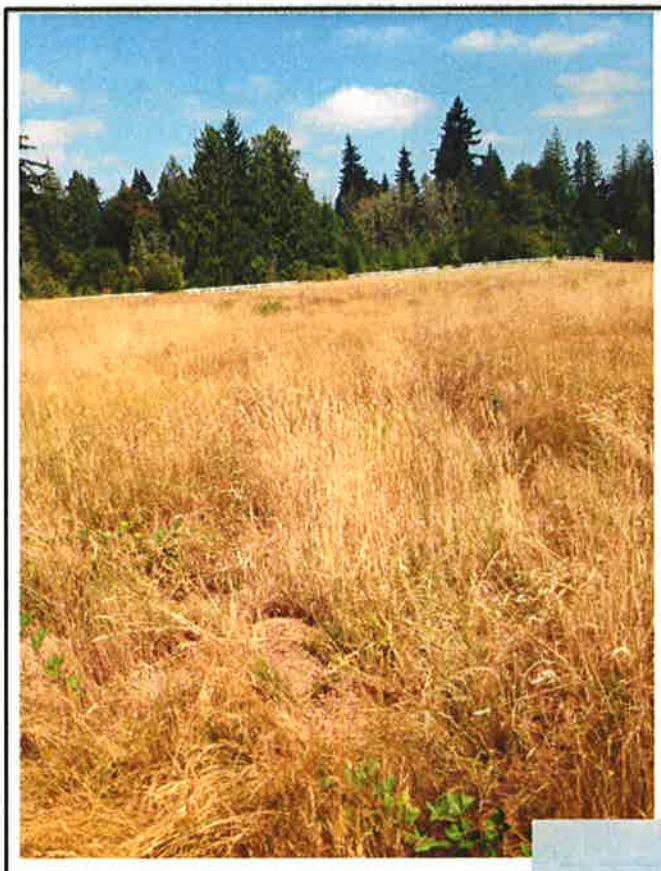


Photo Point 1 facing north

Photo Point 1 facing west

Appendiix E; Photos
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

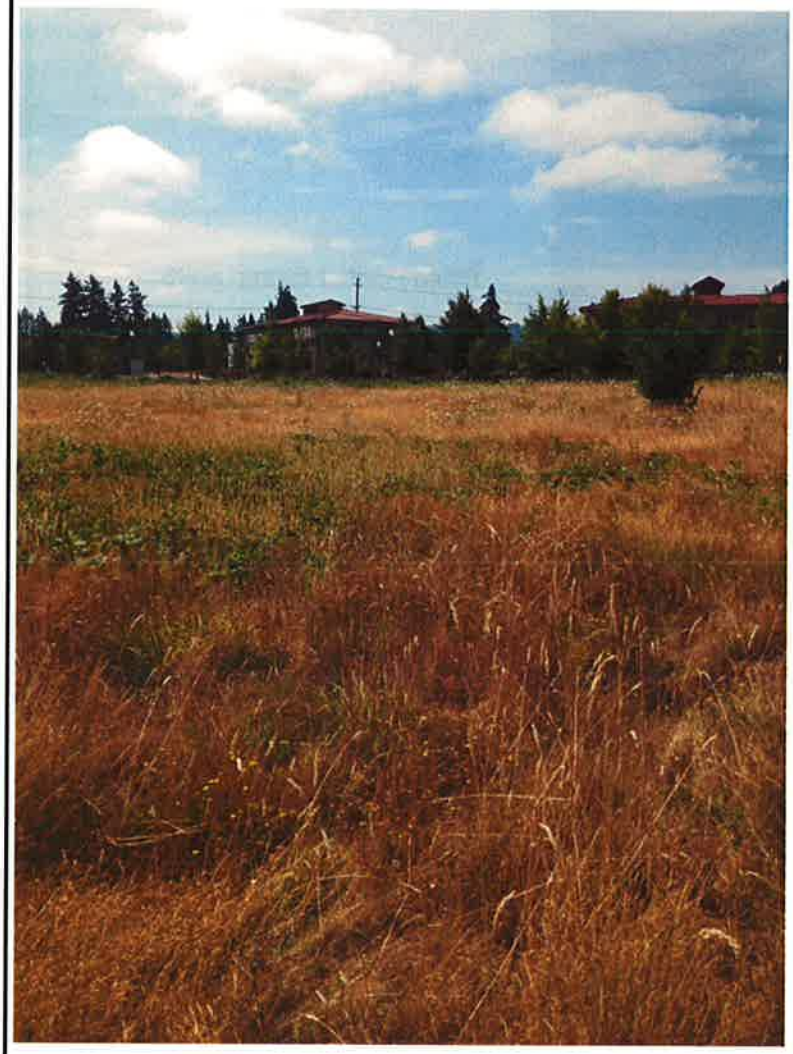


Photo Point 1 facing south

Appendix E-Photos Kennedy Court S&A2270	Schott & Associates P.O. Box 589 Aurora, OR. 97002 503.678.6007

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Res. Estate Group State: OR Sampling Point: 1
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 13400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45 21 43.85 Long: 122 51 27.85 W Datum:
Soil Map Unit Name: Quatama NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No (If no, explain in Remarks.)
Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes x No
Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No x		
Hydric Soil Present?	Yes	No x	Is the Sampled Area within a Wetland?	Yes No x
Wetland Hydrology Present?	Yes	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		

Sapling/Shrub Stratum (Plot size: 6')			
1. Rubus discolor	30	X	FACU
2.			
3.			
4.			
5.			
	30 = Total Cover		

Herb Stratum (Plot size:)			
1. Holcus lanatus	10	X	FAC
2. Daucus carota	10	X	FACU
3. Anthoxanthum odoratum	10	X	FACU
4. Hypericum perforatum	5		FACU
5. Hypericum radicata	10	X	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	45 = Total Cover		

Woody Vine Stratum (Plot size:)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 25-litter

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)
Total Number of Dominant Species Across All Strata: 5 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 20 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is =3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No x

Remarks:

SOIL

Sample ID: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-12	10YR 4/3						SIL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes [redacted] No [redacted]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes [redacted] No [redacted] Depth (inches): _____

Water Table Present? Yes [redacted] No [redacted] Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes [redacted] No [redacted] Depth (inches): _____

Wetland Hydrology Present? Yes [redacted] No [redacted]

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Real Estate Group State: OR Sampling Point: 2
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 3400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45°21'44.85"N Long: 122°51'27.65"W Datum:
Soil Map Unit Name: Cloquato NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes x	No ___		
Hydric Soil Present?	Yes ___	No x	Is the Sampled Area within a Wetland?	Yes ___ No x
Wetland Hydrology Present?	Yes ___	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 5')			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 6')			
1. Holcus lanatus	20	x	FAC
2. Daucus carota	T		FACU
3. Agrostis tenuis	70	x	FAC
4. Trifolium pretense	T		FAC
5. Hypericum radicata	10		FACU
6. Plantago lanceolata	T		FACU
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
Woody Vine Stratum (Plot size:)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	2	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- x 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is =3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ 5 - Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes x No ___

Remarks:

SOIL

[redacted] 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/3						SiL	
6-14	10YR 4/3						SiL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes [redacted] No [redacted]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes [redacted] No [redacted] Depth (inches): _____

Water Table Present? Yes [redacted] No [redacted] Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes [redacted] No [redacted] Depth (inches): _____

Wetland Hydrology Present? Yes [redacted] No [redacted]

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Real Estate Group State: OR Sampling Point: 3
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 13400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45.21.45.65m Long: 122 51 27.86w Datum:
Soil Map Unit Name: Quatama NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No (If no, explain in Remarks.)
Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes x No
Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ___ No x
Hydric Soil Present? Yes ___ No x
Wetland Hydrology Present? Yes ___ No x
Is the Sampled Area within a Wetland? Yes ___ No x

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	___ = Total Cover		
Sapling/Shrub Stratum (Plot size:)			
1. Rubus discolor	45	X	FACU
2.			
3.			
4.			
5.			
	45 = Total Cover		
Herb Stratum (Plot size:)			
1. Holcus lanatus	10		FAC
2. Agrostis tenuis	10		FAC
3. Anthoxanthum odoratum	40	X	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	60 = Total Cover		
Woody Vine Stratum (Plot size: 5)			
1. Rubus ursinus	20	X	FACU
2.			
	___ = Total Cover		

% Bare Ground in Herb Stratum 15

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
Total Number of Dominant Species Across All Strata: 3 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals:	(A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is =3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No x

Remarks:

SOIL

Sample Point 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/3						SiL	
6-14	10YR 4/3						SiL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes ___ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): _____

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

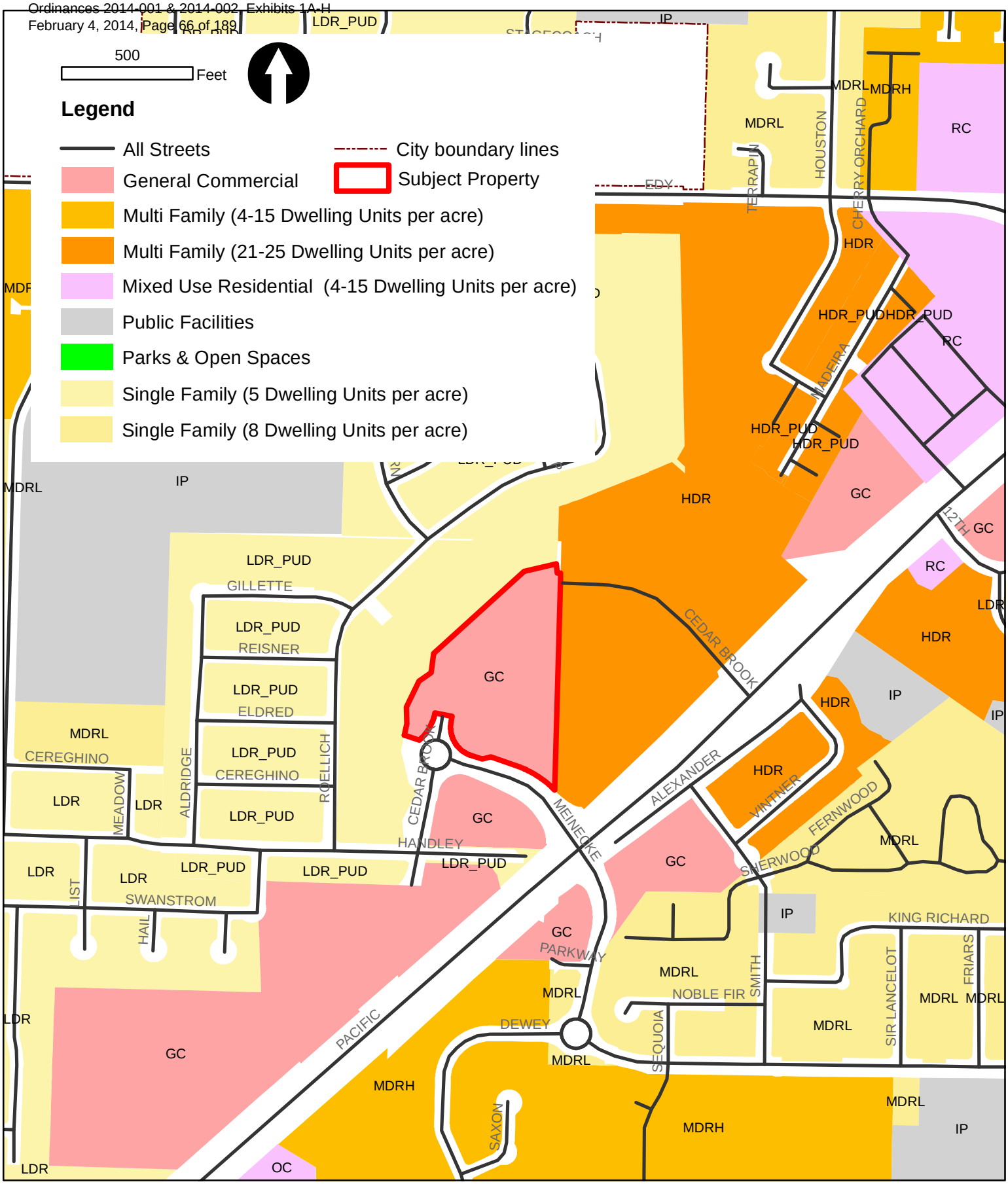
CITY OF SHERWOOD

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

October 2013

Project 13-19

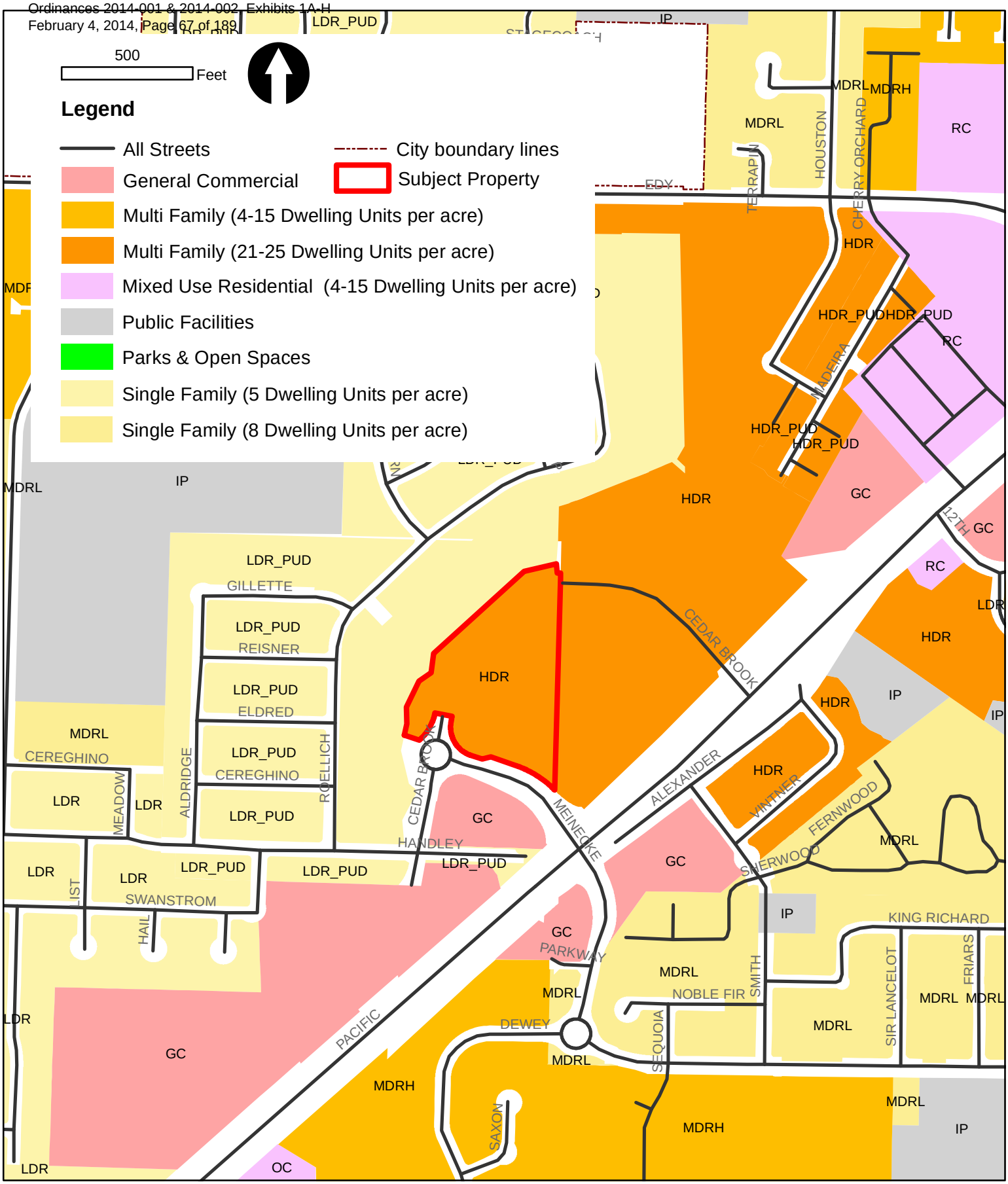


Brownstone Zone Change

Existing Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future



Brownstone Zone Change

Proposed Zoning

Sherwood, Oregon

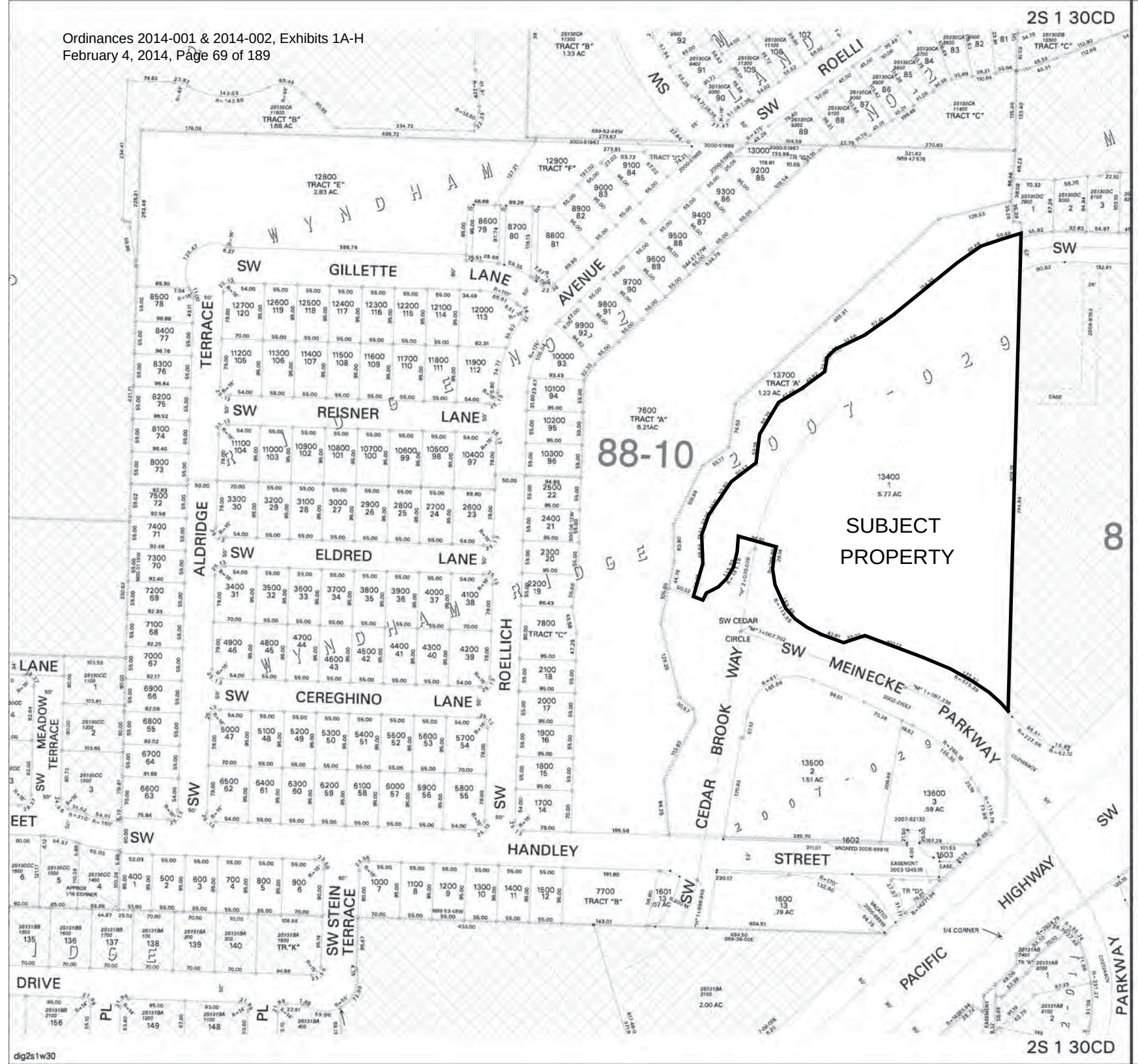
Cardno WRG
Shaping the Future

Brownstone

Title 13 Nature in Neighborhoods

Sherwood, Oregon

Cardno WRG
Shaping the Future



2S 1 30CD

WASHINGTON COUNTY OREGON
SE1/4 SW1/4 SECTION 30 T2S R1W W.M.
SCALE 1" = 100'

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.washington.or.us

BB	BA	AB	AA
	B	A	
BC	BD	AC	AD
	SECTION 30		
CB	CA	DB	DA
	C	D	
CC	CD	DC	DD

Cancelled Taxlots For: 2S130CD
300,13300,7900,100,101,13100,13200,1650,1651,200,

SCALE 1" = 100'
0 50 100 200 300

WASHINGTON COUNTY OREGON 1843
Assessment CARTOGRAPHY Taxation

PLOT DATE: June 04, 2013
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

CITY OF SHERWOOD

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

October 2013

Project 13-19

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

CITY OF SHERWOOD

Prepared By

CHARBONNEAU Engineering LLC

October 2013

Project 13-19

10211 SW Barbur Blvd, Suite 210A, Portland, OR 97219 Phone: (503) 293-1118

FL1390

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  - Figure 6a — Year 2016 AM Peak Hour Total Traffic
  - Figure 6b — Year 2016 PM Peak Hour Total Traffic
  - Figure 7 — Year 2035 AM Peak Hour Total Traffic
- Traffic Count Data
- Seasonal Adjustment Factor Table
- Handley Street Future AM Peak Hour Volumes
- Peak Hour Signal Warrant
- Accident History Summary (furnished by ODOT)
- Traffix Capacity Analysis Worksheets

INTRODUCTION

This traffic study has been prepared to document and evaluate the traffic operational and safety conditions for the Brownstone Development site in Sherwood, Oregon. The proposed development plan includes construction of 18 single-family housing units and 50 townhomes for a total of 68 residential units. The project development will occur on the northwest side of SW Pacific Highway (Hwy 99W) between Cedar Brook Way and Meinecke Road.

The study area was defined as the surrounding neighborhood including Hwy 99W, Meinecke Road, and SW Handley Street. The site is located on tax lot #2S130CD13400 on 5.77 acres and is highlighted on the vicinity map (Figure 'a') in the appendix. The property is currently vacant.

The property is zoned commercial and the proposed residential use necessitates a rezone.

TRAFFIC ANALYSIS CONSIDERATIONS

The project scope was established from discussion with the City of Sherwood and Oregon Department of Transportation (ODOT). Effectively, the traffic study was conducted according to the City's & ODOT's traffic analysis requirements and guidelines. The following important elements are identified and covered in the study.

- Inventory and record pertinent information such as traffic control devices, circulation patterns, lane configuration, pedestrian & bicycle facilities, parking conditions, and street characteristics.
- Record volume data on typical weekdays during the AM and PM peak traffic hours as specified by the agencies.
- Conduct traffic counts on Hwy 99W at Cedar Brook Way and Meinecke Road and on Handley Street at Copper Terrace and Elwert Road.
- As the development will require a rezone of the property from commercial to residential use a year 2035 analysis period was included in the study.
- Computation of trip generation for the development based on the ITE Trip Generation manual using average rates for single-family housing (code #210) and townhomes (code #230) for the proposed development. For comparison purposes identification of the trip generation for site buildout under the current (commercial) zoning using shopping center (code #820) and fast-food restaurant (code #933).
- Preparation of a trip distribution plan considering existing counts & circulation patterns, historical traffic study results, and engineering judgment.
- Application of a seasonal adjustment factor to the raw volume counts on Hwy 99W to equate to the summertime peak hour volumes.
- Application of a one percent annual traffic growth rate based on historical data provided by ODOT. For Handley Street the City provided the future AM peak hour volumes.
- Review the MUTCD peak hour signal warrant at the study intersections to verify if the traffic criterion is met.
- Level of service (LOS) analysis of the study intersections to measure the vehicle delay and volume-to-capacity (v/c) for comparison to City and ODOT standards.
- Verification of intersection sight distance at the proposed access locations on Meinecke Road and on Cedar Brook Way.

- Review of traffic crash data furnished by ODOT and determination of the intersection crash rates at the study intersections.

SITE DESCRIPTION, STREETS, AND CRITICAL INTERSECTIONS

The Brownstone residential development will be located on the northwest side of Hwy 99W between Cedar Brook Way and Meinecke Road in Sherwood. Figure 'b' illustrates the site plan and access conditions associated with the project. One access will be located on the property's northerly side on Cedar Brook Way and a second access is proposed on the site's south side to Meinecke Road. New access to Hwy 99W is not planned.

The table below summarizes the study area roadways, **classification, width, number of lanes, and** posted speed. The lane configuration for each study **intersection is presented on Figure 'c'.**

Roadway	Classification	Width (FEET)	Lanes (#)	Speed (MPH)	Bike Lanes	Sidewalks
Pacific Highway (Highway 99W)	Statewide Highway (NHS Freight Route)	110-130	4-6	45-55	Both sides	Intermittent
Cedar Brook Way	Local Street	32	2	25[1]	Both sides	Both sides
Meinecke Parkway	Local Street	42	2	not posted	Both sides	Both sides
Meinecke Road	Minor Arterial	63	2	not posted	Both sides	North side
Handley Street	Local Street	37	2	not posted	No	Both sides
Elwert Road	Major Collector	22-37	2	25-35	No	No
Copper Terrace	Local Street	28	2	25	No	East sides

[1] Speed estimated.

Cedar Brook Way and Pacific Highway (Highway 99W) is a tee-shaped intersection with stop control on the Cedar Brook Way approach. Cedar Brook Way and Pacific Highway (Highway 99W) operates as a right-only intersection.

Proposed site accesses and Cedar Brook Way will be tee-shaped intersection with stop-control on the site access approach.

Proposed site accesses and Meinecke Road will be tee-shaped intersection with stop-control on the site access approach. Meinecke Road currently contains a landscaped median.

Meinecke Parkway and Cedar Brook Way is a single-lane roundabout with three approaches that are controlled with yield signs. Crosswalks are provided on each approach of the roundabout.

Meinecke Parkway/Meinecke Road and Pacific Highway (Highway 99W) is a four-legged intersection with permitted left turn phasing on the Meinecke Parkway and Meinecke Road approaches and protected left turn phasing on the Pacific Highway (Highway 99W) approaches. Crosswalks are provided on all but the east approach.

Handley Street at Elwert Road is a tee-shaped intersection with stop-control on the Handley Street approach.

Handley Street at Copper Terrace is a tee-shaped intersection with stop-control on all of the approaches.

ON-SITE CIRCULATION

Along the site's frontage sidewalk will be constructed on Cedar Brook Way adjacent to the property. Sidewalks will also be constructed on the new streets built within the development to provide pedestrian connectivity to the adjacent properties.

With construction of the Cedar Brook Way extension north of Meinecke Road a bicycle lane will be striped on each side of the road segment.

Vehicular access for the site will be provided at two proposed private driveway locations on the Cedar Brook Way and Meinecke Road. On-site circulation will be provided such that vehicles (and pedestrians and bicycles) can travel between the site and the adjacent Creekview Condominiums development.

TRAFFIC OPERATIONAL ANALYSIS

In order to evaluate traffic flow and delay in the area several intersections were analyzed for level of service (LOS) conditions including volume/capacity and safety. The study intersections included Hwy 99W at Cedar Brook Way and Meinecke Road and Handley Street at Copper Terrace and Elwert Road. The intersection Volume/Capacity (v/c) and level of service (LOS) results were completed for the AM peak hours on Handley Street and the PM peak hours on Hwy 99W as stipulated by the agencies. The following scenarios were evaluated.

- Year 2013 Existing Traffic (seasonally adjusted volumes)
- Year 2016 Background Traffic
- Year 2016 Total Traffic
- Year 2035 Background
- Year 2035 Total Traffic

In order to perform the LOS analysis at the critical intersections manual traffic counts were conducted during the AM peak (7:00-9:00 AM) and PM peak (4:00-6:00 PM) traffic hours in August and September, 2013. A copy of the traffic counts are included in the report's appendix.

The peak hour counts are presented on Figure 1. The diagram illustrates the turning movement volumes (raw data) for the AM peak hour on Handley Street and the PM peak hour on Hwy 99W. For projects occurring on highway systems having volume fluctuations throughout the year it may be necessary to apply an adjustment factor to equate the volumes to the peak-season traffic conditions evident on Hwy 99W. The methodology documented in ODOT's APM guidelines was followed in order to develop the adjusted volumes. The peak hour volumes shown on Figure 2 takes into account application of the seasonal adjustment factor (+1%).

Additionally ODOT has confirmed that it was necessary to apply a 1%/year traffic growth factor to obtain the year 2016 background traffic scenario. The City provided the future year background AM peak hour volumes on Handley Street. The year 2016 background traffic for Handley Street is shown on Figure 3a. The year 2016 background traffic for Hwy 99W is shown on Figure 3b. The year 2035 background traffic is shown on Figure 4.

The year 2016 total traffic associated with the AM peak hour on Handley Street is shown on Figure 6a and the year 2016 total traffic for Hwy 99W is shown on Figure 6b. The year 2035 total traffic for Handley Street is illustrated on Figure 7. The total traffic is the summation of background traffic volumes and site generated traffic.

VEHICULAR TRIP GENERATION

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, were utilized to estimate the site's trip generation. Table 1 presents the number of trips projected to be generated by the proposed housing units (18 single-family homes & 50 tonwhomes). The trip generation due to the Brownstone Development will total 463 daily trips, 36 AM peak hour trips, and 44 PM peak hour trips.

The trip generation was also calculated for comparison purposes under the current commercial zoning. A potential development plan for commercial could include 62,000 square feet of shopping center and a fast-food restaurant facility. For this scenario the trip generation is shown in Table 1a. After accounting for pass-by traffic the net trip generation for the commercial uses will total 3,736 trips per day with 96 AM peak hour trips and 171 PM peak hour trips.

In comparing the two scenarios it has been verified that the residential development will generate only 12% of the daily commercial-related trips and 38% of the AM peak hour commercial trips and 26% of the PM peak hour commercial trips.

Table 1 Trip Generation Summary - Proposed Residential Use

ITE Land Use	Units	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	18							
Generation Rate[1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**172**	**14**	4	10	**18**	11	7
Residential Condo/Townl	50							
Generation Rate[1]		5.81	0.44	17%	83%	0.52	67%	33%
Site Trips		**291**	**22**	4	18	**26**	17	9
Total	68	**463**	**36**	8	28	**44**	28	16

[1] Source: *Trip Generation, 8th Edition, ITE, 2008, average rates.*

Table 1a Trip Generation Summary - Commercial Use (not proposed)

ITE Land Use	Units (sq.ft.)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Shopping Center (#820)	62,000							
Generation Rate[1]		42.94	1.00	61%	39%	3.73	49%	51%
Total Driveway Trips		**2,662**	**62**	38	24	**231**	113	118
Pass-By Rate[2]			0%			34%		
Pass-By Trips			0	0	0	79	39	40
Net New Trips			**62**	38	24	**152**	74	78
Fast-Food without Drive-	1,500							
Generation Rate[1]		716.0	43.87	60%	40%	26.15	51%	49%
Total Driveway Trips		**1,074**	**66**	40	26	**39**	20	19
Pass-By Rate[2]			49%			50%		
Pass-By Trips			32	19	13	20	10	10
Net New Trips			**34**	21	13	**19**	10	9
Pass-By Total			***32***	*19*	*13*	***99***	*49*	*50*
Net New Site Total	63,500	**3,736**	**96**	59	37	**171**	84	87

[1] Source: *Trip Generation, 8th Edition, ITE, 2008, average rates.*

Trip distribution is based on existing traffic patterns, count data, site access, and engineering judgment. Figures 5a & 5b illustrate the trip distribution and assignments related to the AM & PM peak hours. Figure 5c shows the trip distribution & assignments associated under the current commercial zoning scenario.

CAPACITY ANALYSIS

Capacity analyses were performed to determine the levels of service for the weekday peak hours. Traffix was used to determine the level of service and v/c ratios for the scenarios considered. The program is based on the Highway Capacity Manual methodology.

ODOT uses the v/c ratio to measure performance of its highways. Sherwood's Transportation System Plan (TSP) identifies 'For statewide freight within the Metro area (i.e. ORE 99W through Sherwood), intersections are required to operate at a volume-to-capacity ratio (v/c) of 0.95 or better (2040 Concept Area) and 0.90 or better (Non-Concept Area). Additionally, alternate highway mobility standards have been defined for specifically designated areas within Metro's boundaries. Specifically, Corridors (as 99W is designated) have a maximum v/c ratio of 0.99 for both the first and second hours.'

Mitigation is required if the project traffic impacts cause the v/c to exceed this standard. If the v/c is already exceeding the standard, the project would be required to mitigate its traffic impacts only if the v/c was worsened.

Table 2 indicates that the study intersections will experience LOS 'D' or better during the AM and PM peak hours through the year 2016 and year 2035 total traffic scenarios. On Hwy 99W the intersection at Meinecke Parkway/Meinecke Road will operate with a v/c ratio of 0.75 through the year 2016 total traffic scenario and meets the required operational standard.

Based on the results of the capacity analysis intersection improvements are not necessary.

Table 2 Capacity Analysis Summary

Intersection	Int Cont	Peak Hour	Traffic Scenario																	
			2013 Existing (30HV)				2016 Background				2016 Total Traffic				2035 ZC Background				2035 ZC Total Traffic			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Hwy 99/Meinecke Rd	Sig	PM	SB	B	16.0	0.72	SB	B	18.3	0.74	SB	B	18.3	0.75	-	-	-	-	-	-	-	-
Hwy 99/Cedar Brook Way	Stop	PM	EB-R	C	24.3	-	EB-R	D	25.7	-	EB-R	D	26.0	-	-	-	-	-	-	-	-	-
Handley Street/Copper Terrace	Stop	AM	EB	A	8.9	0.32	EB	A	8.9	0.34	EB	A	8.9	0.34	WB	A	9.6	0.41	WB	A	9.7	0.42
Handley Street/Elwert Rd	Stop	AM	WB	B	12.8	-	WB	B	13.0	-	WS	B	13.2	-	WB	B	14.9	-	WB	C	15.2	-
Meinecke Rd/Site Access	Stop	PM	-	-	-	-	-	-	-	-	SB	A	9.3	-	-	-	-	-	-	-	-	-

Notes: 2000 *Highway Capacity Manual* methodology used in analysis. NB - Northbound, Crit. Mov't - Critical movement or critical approach.

Generally, LOS 'A', 'B', 'C', and 'D' are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level 'E' represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level 'F' indicates that intersection improvements, such as widening and signalization, may be considered. According to the *Highway Capacity Manual* (HCM), the following delay times are associated with the LOS at stop controlled unsignalized and signalized intersections.

Level of Service criteria defined in the Highway Capacity Manual.

Level of Service (LOS)	Unsignalized Control Stopped Delay (sec/veh)	Signalized Control Stopped Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

SIGHT DISTANCE

Sight distance at the proposed access location on Cedar Brook Way cannot physically be reviewed in the field as the remaining segment of Cedar Brook Way is not constructed. Using a speed of 25MPH corresponds to a sight distance requirement of 280 feet according to AASHTO. If the new extension of Cedar Brook Way is posted at 25MPH it will be necessary to maintain at least the minimum required sight distance (280 feet). Obstructions to the sightlines by signing, vegetation, building structures, parking, or other items that restrict the sight distance to less than the minimum standard will not be permitted.

Sight distance at the south proposed access on Meinecke Road is currently unobstructed in both directions. The adjacent intersections to the southeast (Hwy 99W) and northwest (Cedar Brook Way - roundabout) are visible without any restrictions and must be maintained.

TURN LANE WARRANTS

The proposed access on Meinecke Road will be restricted to right turn movements due to the existing center raised median. As a result no left turn warrant was evaluated at this location.

At the site's northerly access on Cedar Brook Way a left turn lane will not be required due to the low peak hour volumes (existing PM peak hour volume = 112) on Cedar Brook Way.

TRAFFIC SIGNAL WARRANTS

The peak hour signal warrant described in the Manual on Uniform Traffic Control Devices (MUTCD) was reviewed in order to document the signal warrant conditions at the stop controlled intersections on Handley Street. The results indicate that for the AM peak hour the warrant is not met through the year 2035 total traffic scenario based on the low volume levels. Therefore, no signal improvements are recommended.

ACCIDENT HISTORY

Five years of crash data covering the period year 2007 through year 2011 for the study intersections on Hwy 99W and on Handley Street was requested from ODOT staff. A summary of the crash frequencies and rates is presented in Table 3.

The resulting crash rates were less than 0.22 MEV (crashes per million entering vehicles per year) at each of the locations. These rates are less than 1.0 MEV or the critical rate at which further investigation and safety measures normally should be considered. As a result of the analysis no additional safety improvements are proposed.

Table 3 Crash Rate Summary

Intersection	Accident History (Years)	Number of Accidents	Accidents per year	Annual Traffic Entering (veh/yr)	Accident rate per M.E.V.*
Hwy 99 and SW Meinecke Parkway	5	14	2.8	13437180	**0.21**
Hwy 99 and SW Cedar Brook Way	5	1	0.2	7841703	**0.03**
Handley Street at Elwert Road	5	0	0.0	258590	**0.00**
Handley Street at Copper Terrace	5	0	0.0	1219902	**0.00**

* M.E.V. - million entering vehicles.

PEDESTRIANS, BICYCLES, & BUSES

There are existing sidewalks along Meinecke Road on both sides adjacent to the Brownstone Development property. On the completed portions of Cedar Brook Way sidewalk is present on both sides of the street. Sidewalk will be constructed with the development on the Cedar Brook Way extension and on the streets constructed within the development site.

Bike lanes are present on Meinecke Road between Hwy 99W and the roundabout at Cedar Brook Way and on Cedar Brook Way south of the roundabout. Bike lanes will be added on the extension of Cedar Brook Way constructed with the development.

Transit service is provided by Tri-Met. Route #12 (Barbur Boulevard) and Route #94 (Sherwood/Pacific Highway Express) travel along Barbur Boulevard, Pacific Highway (Highway 99W), and Sherwood Boulevard, between Portland City Center and the Sherwood City Hall. Route #12 travels on weekdays and weekends; Route #94 travels on weekdays only. The nearest

transit stop is more than ¾-mile to the northeast on Langer Drive near its intersection with Sherwood Boulevard.

SUMMARY AND RECOMMENDATIONS

The traffic study has documented the operational and safety conditions for the Brownstone Development site in Sherwood, Oregon. The proposed development plan will include construction of 18 single-family housing units and 50 townhomes for a total of 68 residential units. The project development will occur on the northwest side of SW Pacific Highway (Hwy 99W) between Cedar Brook Way and Meinecke Road.

The trip generation for the residential development will total 463 daily trips, 36 AM peak hour trips, and 44 PM peak hour trips. The trip generation was also calculated for comparison purposes under the current zoning as commercial use. A potential commercial development plan may include up to 62,000 square feet of shopping center and a restaurant such as a fast-food establishment. For this scenario the trip generation would total 3,736 trips per day with 96 AM peak hour trips and 171 PM peak hour trips. A comparison of the two scenarios determined the proposed residential use will generate only 12% of the daily commercial number of trips. In the AM peak hour the residential use will generate 38% of the commercial trips and in the PM peak hour 26% of commercial trips. As a result the Brownstone Development will have only a marginal traffic impact on the transportation system compared to development built under the existing zoning.

Sight distance at the proposed access location on Cedar Brook Way cannot physically be reviewed in the field as the remaining segment of Cedar Brook Way is not constructed. It will be necessary to maintain at least the minimum required sight distance (280 feet based on 25MPH, AASHTO standard). Obstructions to the sightlines by signing, vegetation, building structures, parking, or other items that restrict the sight distance to less than the minimum standard will not be permitted. Sight distance at the south proposed access on Meinecke Road is currently unobstructed in both directions. The adjacent intersections to the southeast (Hwy 99W) and northwest (Cedar Brook Way) are visible without any restrictions and must be maintained.

Based on the peak hour signal warrant no additional signals are warranted.

The capacity analysis determined that the study intersections will experience LOS 'D' or better during the AM and PM peak hours through the year 2016 and year 2035 total traffic scenarios. On Hwy 99W the intersection at Meinecke Parkway/Meinecke Road will operate with a v/c ratio of 0.75 through the year 2016 total traffic scenario and meets the required operational standard. Based on the results of the capacity analysis intersection improvements are not necessary.

Five years of crash data covering the period year 2007 through year 2011 for the study intersections on Hwy 99W and on Handley Street was requested from ODOT staff. The resulting crash rates were less than 0.22 MEV (crashes per million entering vehicles per year) at each of the locations. These rates are less than 1.0 MEV or the critical rate at which further investigation and safety measures normally should be considered. As a result of the analysis no additional safety improvements are proposed.

APPENDIX

- Vicinity Map — Figure 'a'
- Site Plan — Figure 'b'
- Traffic Control & Lane Configuration — Figure 'c'
- Traffic Flow Diagrams
  - Figure 1 — Raw Volumes - AM & PM Peak Hour Intersections
  - Figure 2 — Seasonally Adjusted Hwy 99W PM Peak Hour Volumes (30th HV)
  - Figure 3a — Year 2016 AM Peak Hour Background Traffic
  - Figure 3b — Year 2016 PM Peak Hour Background Traffic
  - Figure 4 — Year 2035 AM Peak Hour Background Traffic
  - Figure 5a — Trip Distribution & Assignment, AM Peak Hour
  - Figure 5b — Trip Distribution & Assignment, PM Peak Hour
  - Figure 5c — Trip Distribution & Assignment, AM Peak Hour - Zone Change
  - Figure 6a — Year 2016 AM Peak Hour Total Traffic
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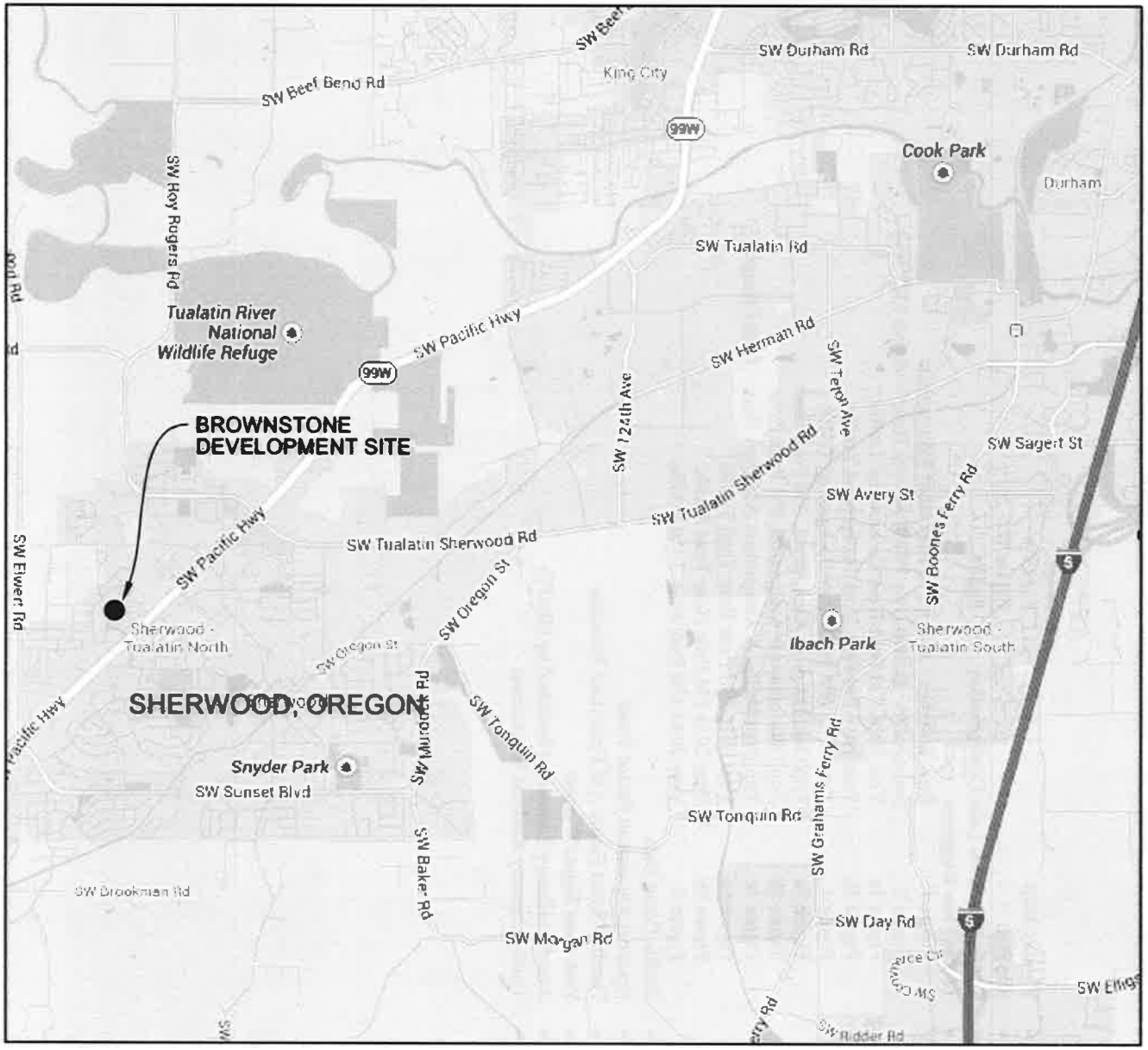
- Peak Hour Signal Warrant
- Accident History Summary (furnished by ODOT)
- Traffix Capacity Analysis Worksheets



CHARBONNEAU ENGINEERING LLC

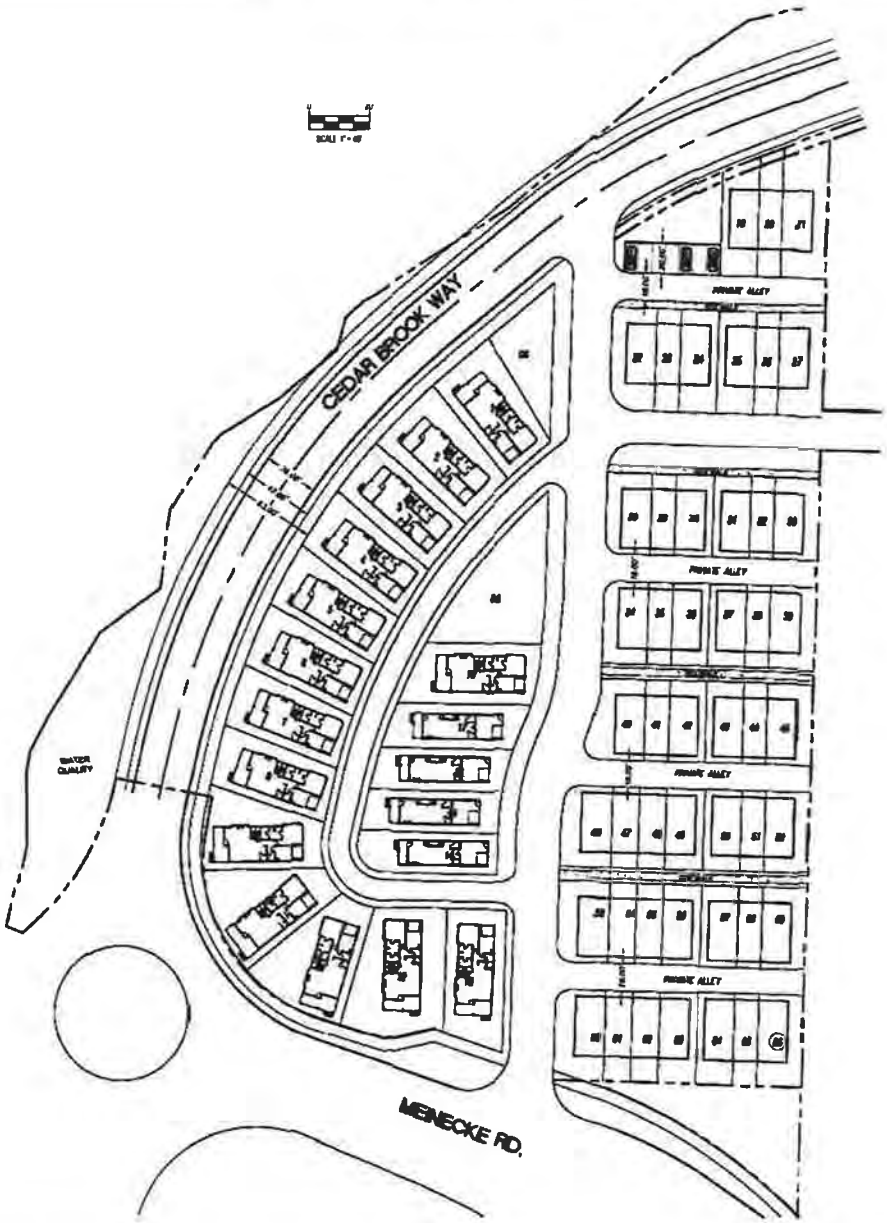
PROJECT: 13.19 - Brownstone Dev.

NOTES:

VICINITY MAP
BROWNSTONE DEVELOPMENT - SHERWOOD

FIGURE
a

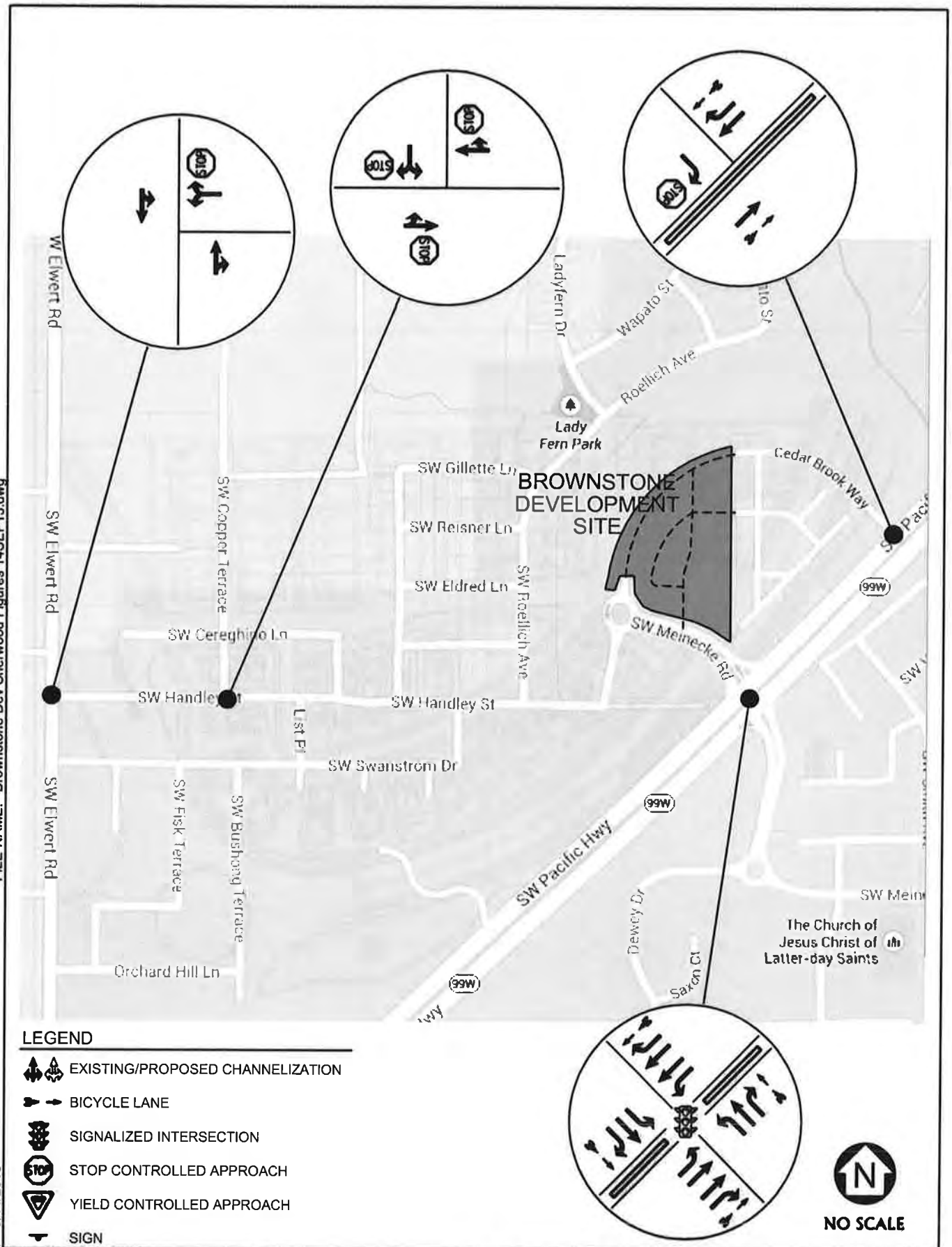
PLOT DATE: 9/14/2013 FILE: Brownstone Dev Sherwood Figures 14SEP13.dwg



N

NO SCALE

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	SITE PLAN BROWNSTONE DEVELOPMENT - SHERWOOD	FIGURE b



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PLOT DATE: 9/14/2013

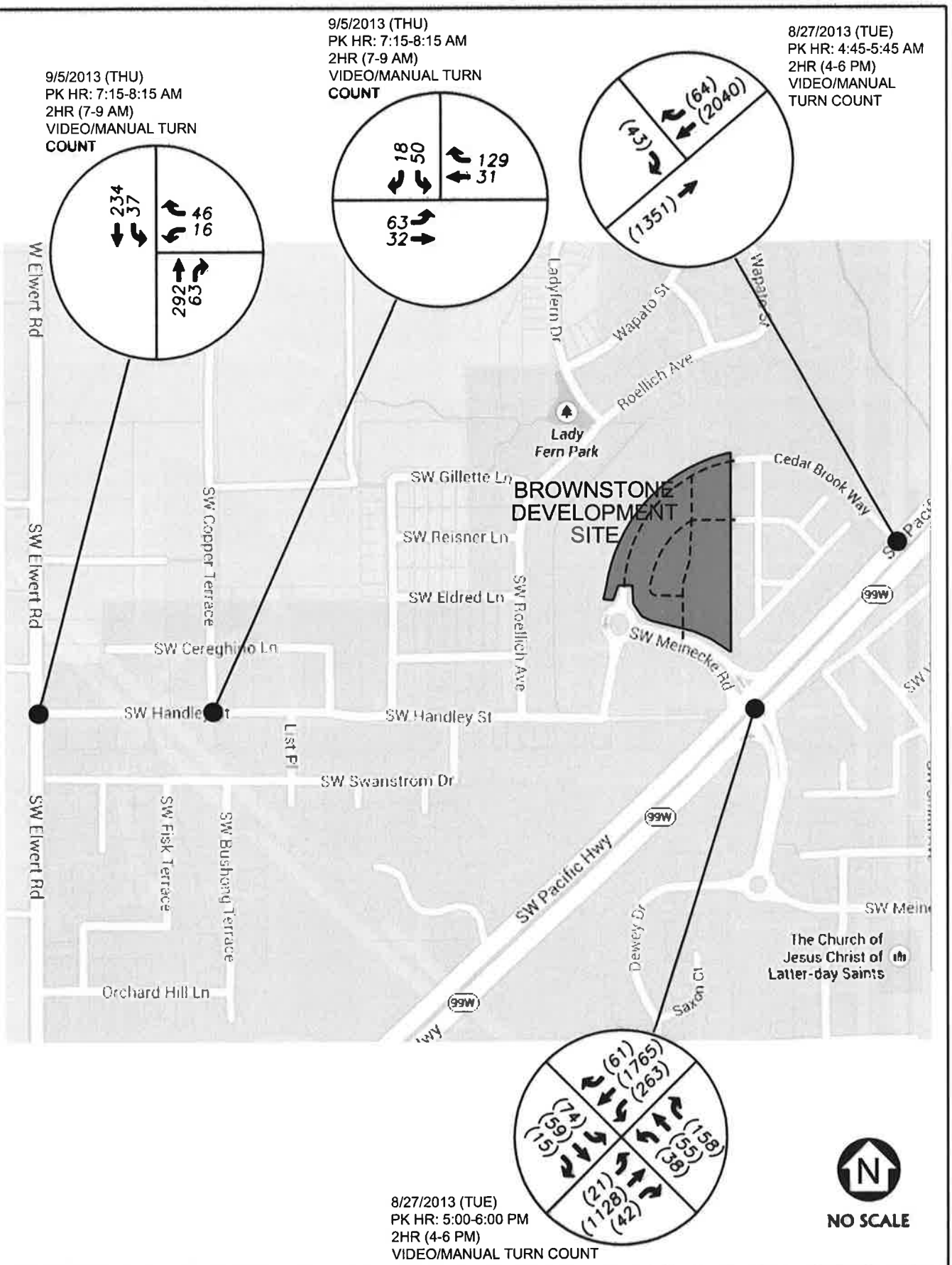
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:

STUDY AREA INTERSECTIONS WITH LANE CONFIGURATIONS AND CONTROL DEVICES

FIGURE C



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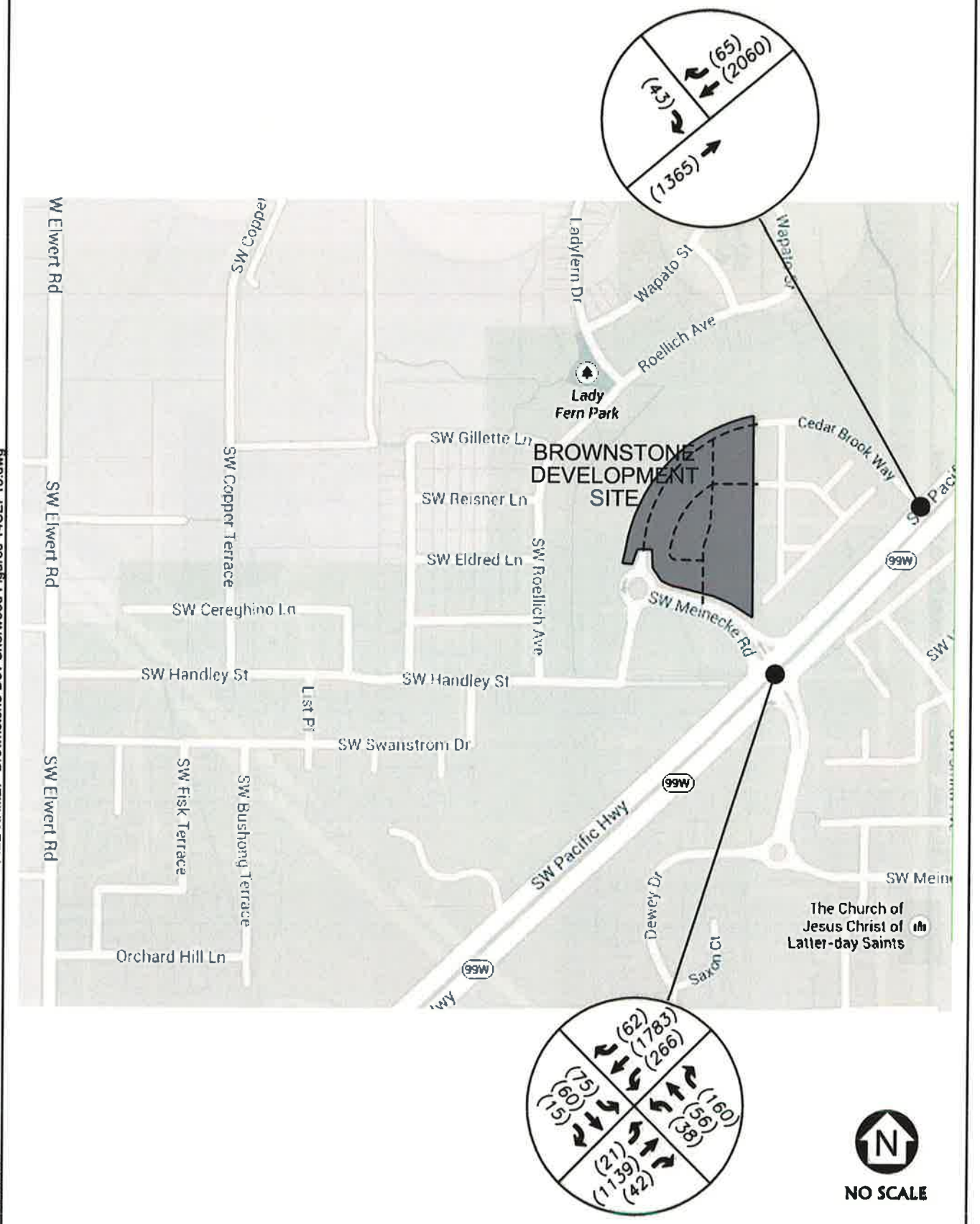
PLOT DATE: 9/14/2013

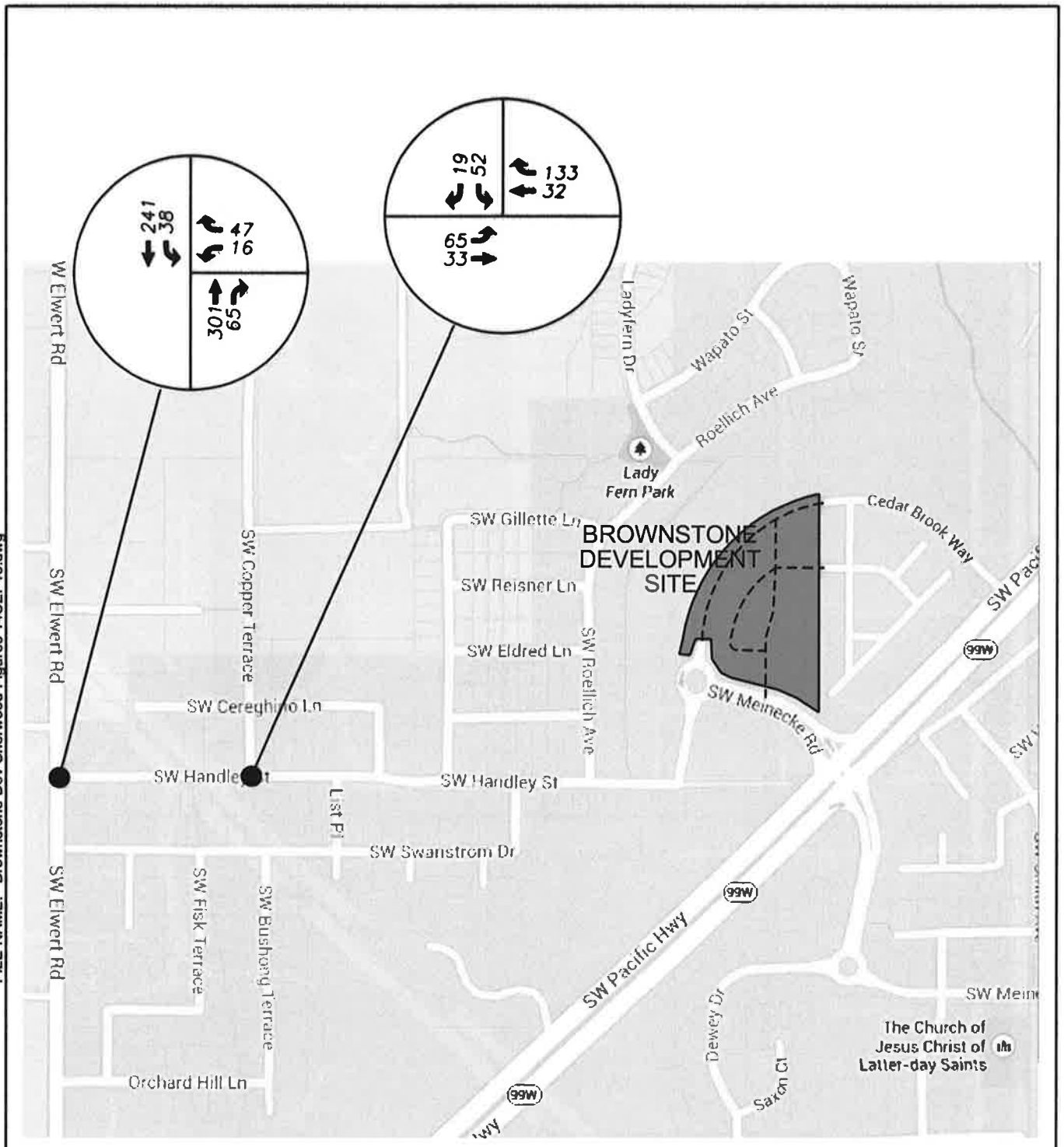
CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	2013 - AM (PM) PEAK HOUR EXISTING RAW TRAFFIC VOLUMES AT STUDY AREA INTERSECTIONS	FIGURE 1



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

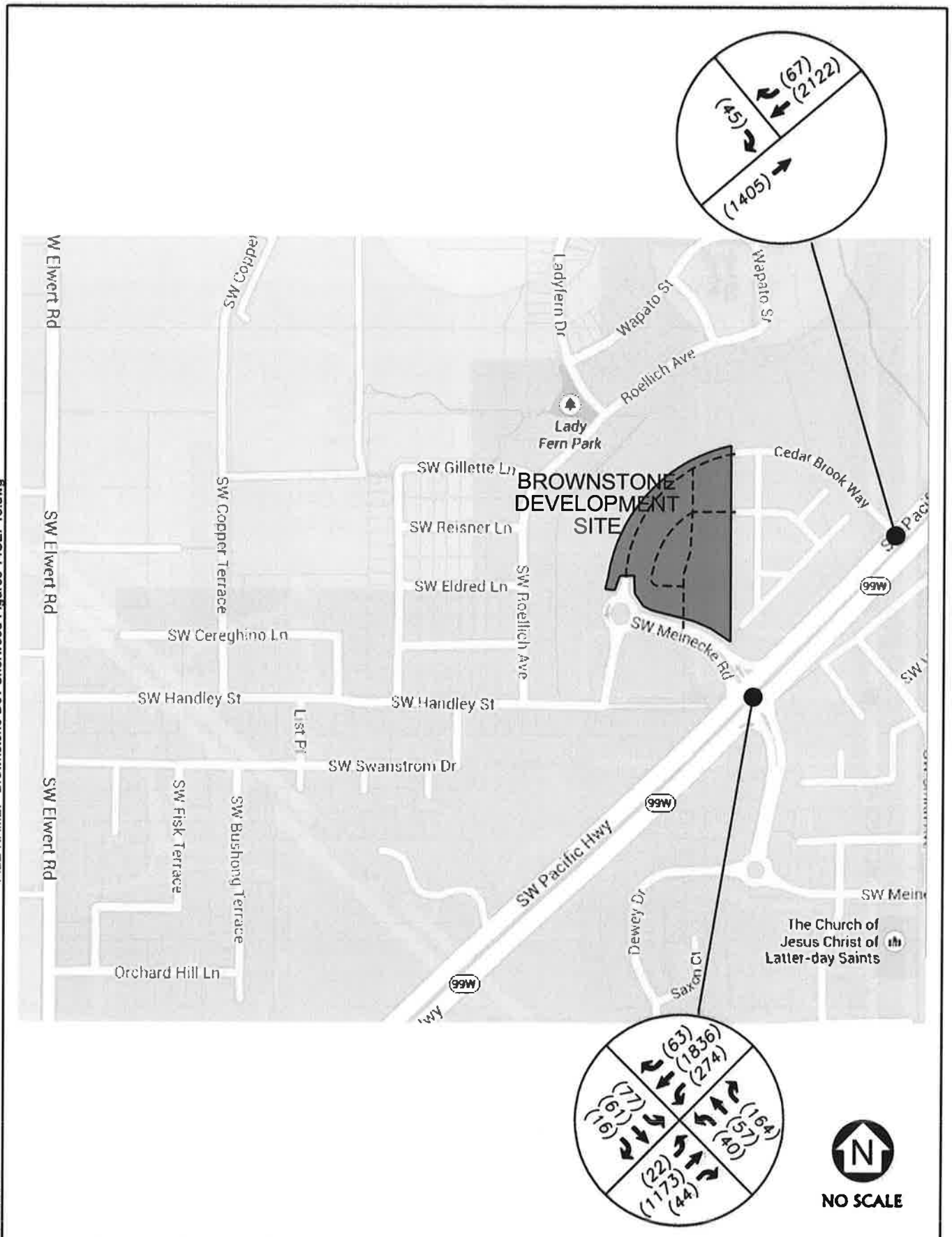
CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	2013 - ADJUSTED TO 30HV TRAFFIC VOLUMES AT STUDY AREA INTERSECTIONS	FIGURE 2



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES: 2016 BACKGROUND TRAFFIC = 1% GROWTH PER YEAR FOR 3 YEARS (3%)	AM PEAK HOUR 2016 BACKGROUND TRAFFIC AT STUDY AREA INTERSECTIONS	FIGURE 3a



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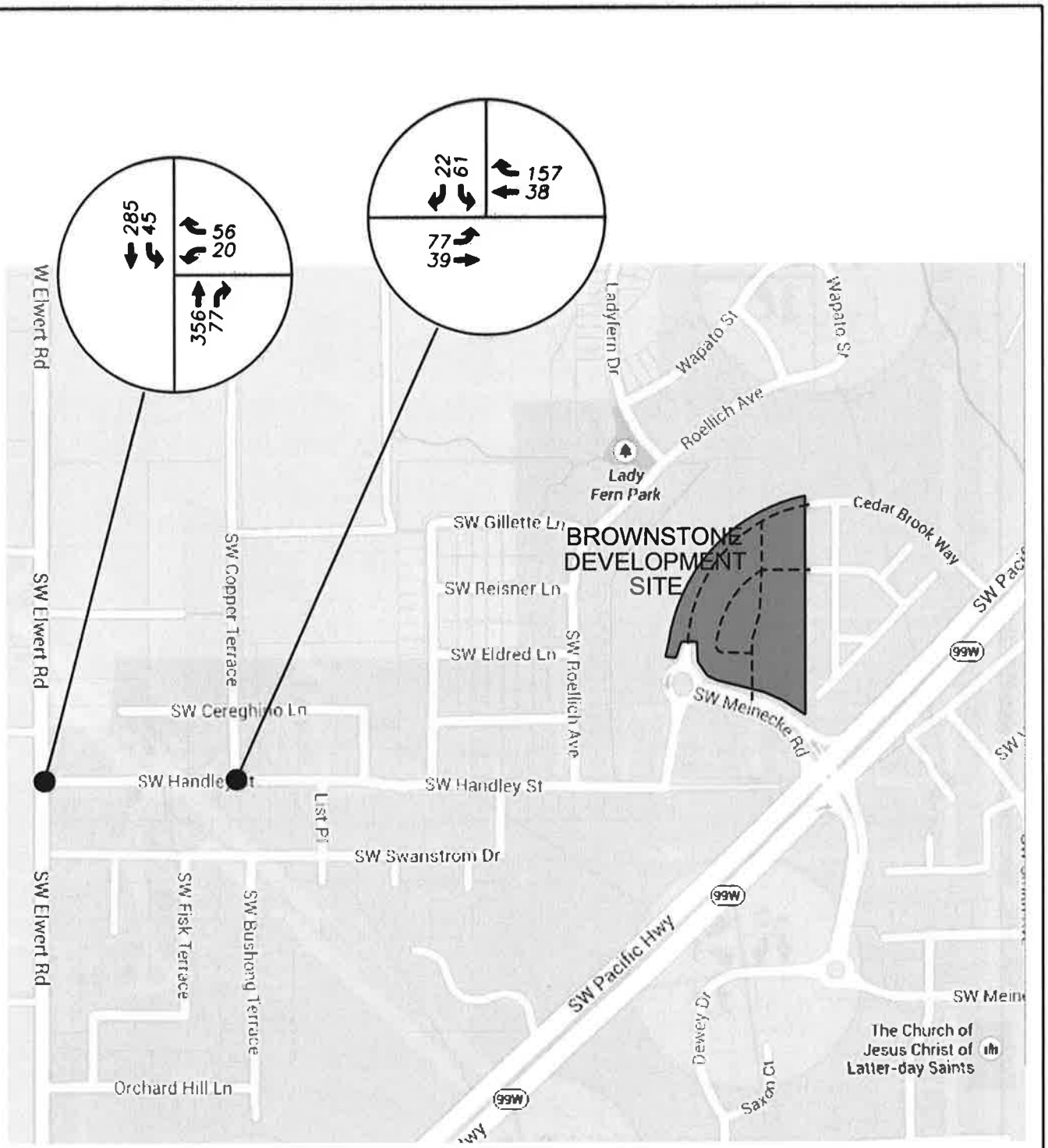
PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES: 2016 BACKGROUND TRAFFIC = 1% GROWTH PER YEAR FOR 3 YEARS (3%)	(PM) PEAK HOUR 2016 BACKGROUND TRAFFIC AT STUDY AREA INTERSECTIONS	FIGURE 3b



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PLOT DATE: 9/14/2013

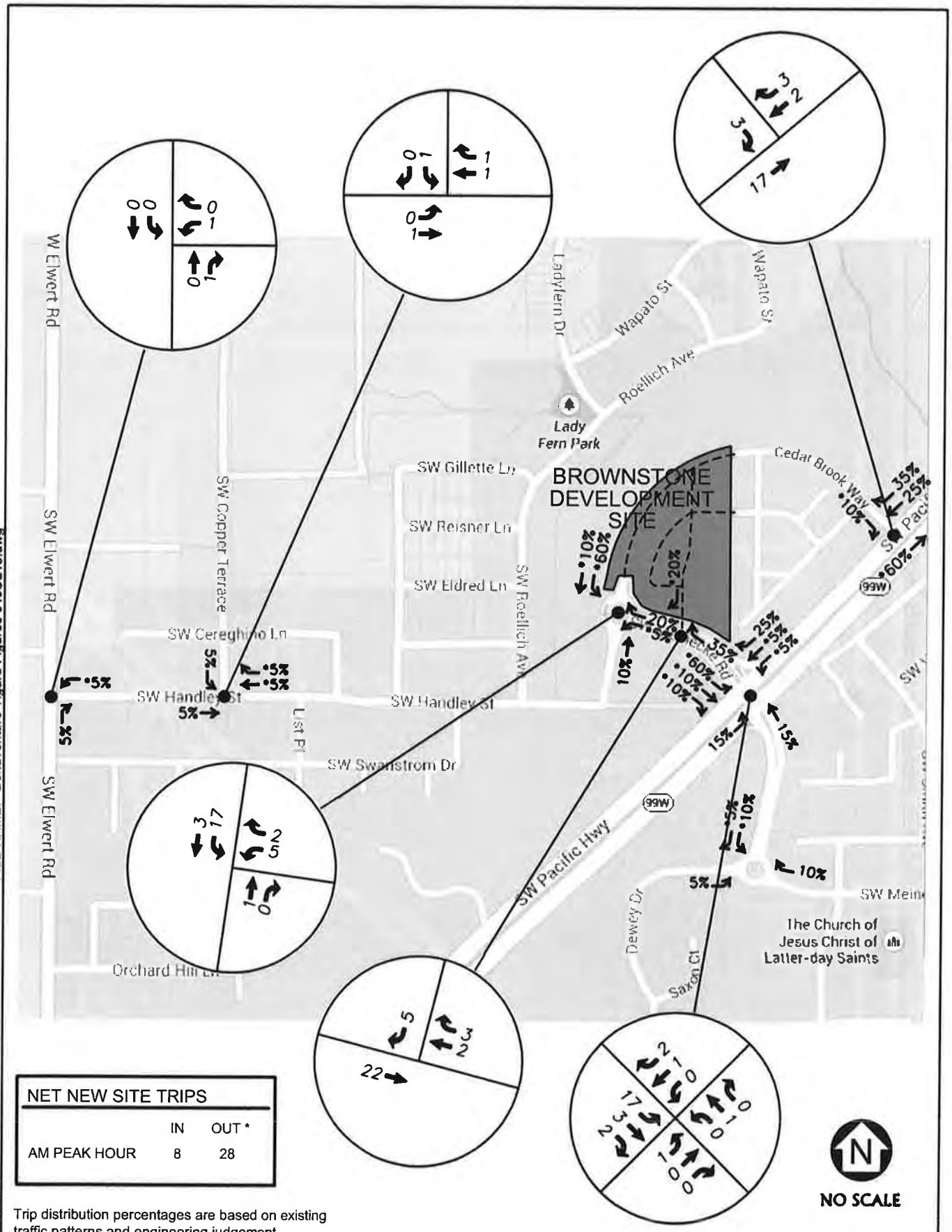
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:
2035 BACKGROUND TRAFFIC = 1%
GROWTH PER YEAR FOR 22 YEARS (22%)

AM PEAK HOUR
2035 BACKGROUND TRAFFIC
AT STUDY AREA INTERSECTIONS

FIGURE
4



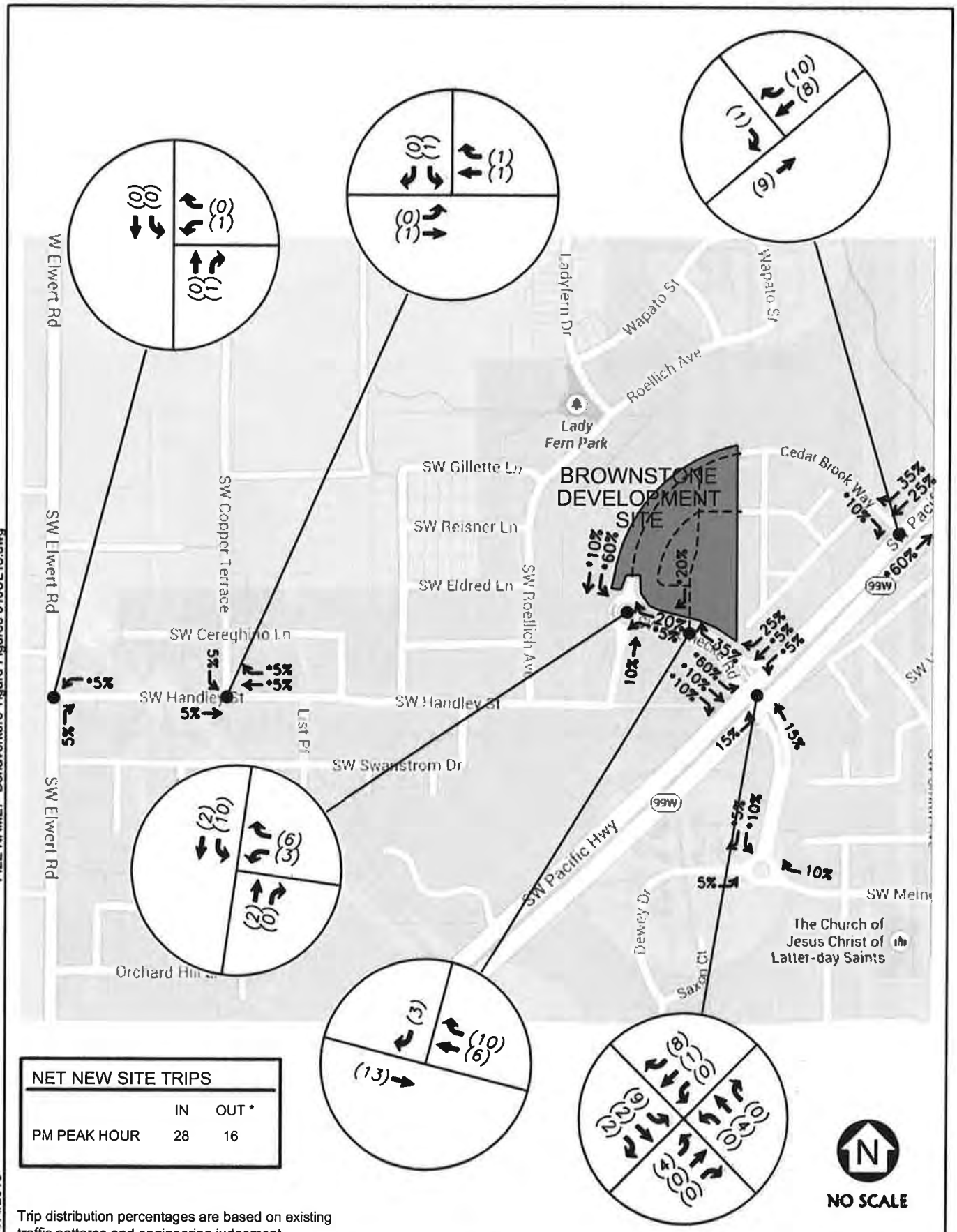
NET NEW SITE TRIPS		
	IN	OUT *
AM PEAK HOUR	8	28

Trip distribution percentages are based on existing traffic patterns and engineering judgement.

NO SCALE

CHARBONNEAU ENGINEERING LLC PROJECT: 13.14 - Bonav. Tigard	NOTES: Trip Generation based on standard ITE rates for shopping center (code 210) and fast-food restaurant (code 230).	AM PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR BROWNSTONE	FIGURE 5a

FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg
PLOT DATE: 7/4/2013



FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg

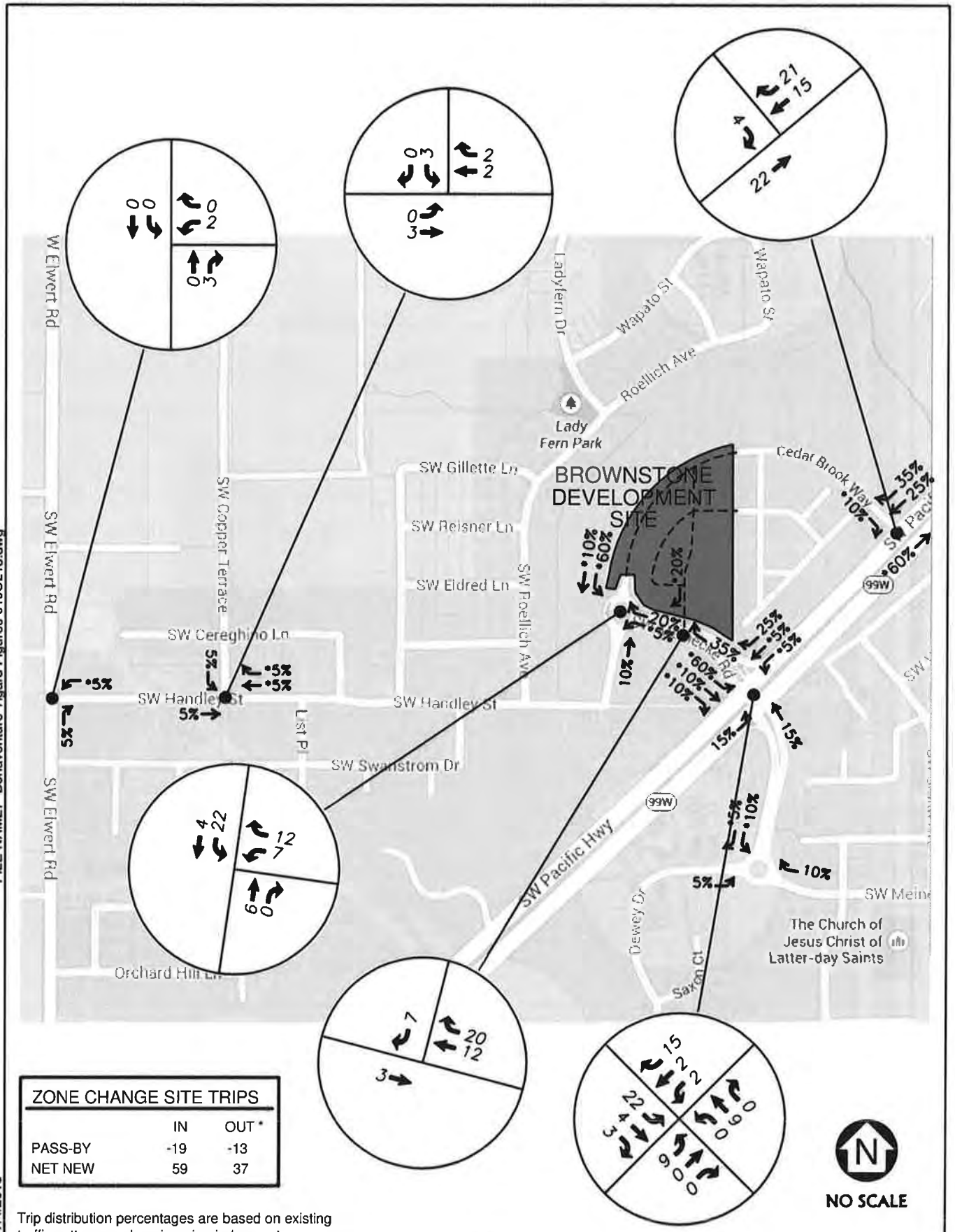
PLOT DATE: 7/4/2013

CHARBONNEAU ENGINEERING LLC
PROJECT: 13.14 - Bonav. Tigard

NOTES:
Trip Generation based on standard ITE rates for single family home (code 210) and condo/townhome (code 230).

(PM) PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR BROWNSTONE

FIGURE 5b



FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg

PLOT DATE: 7/4/2013

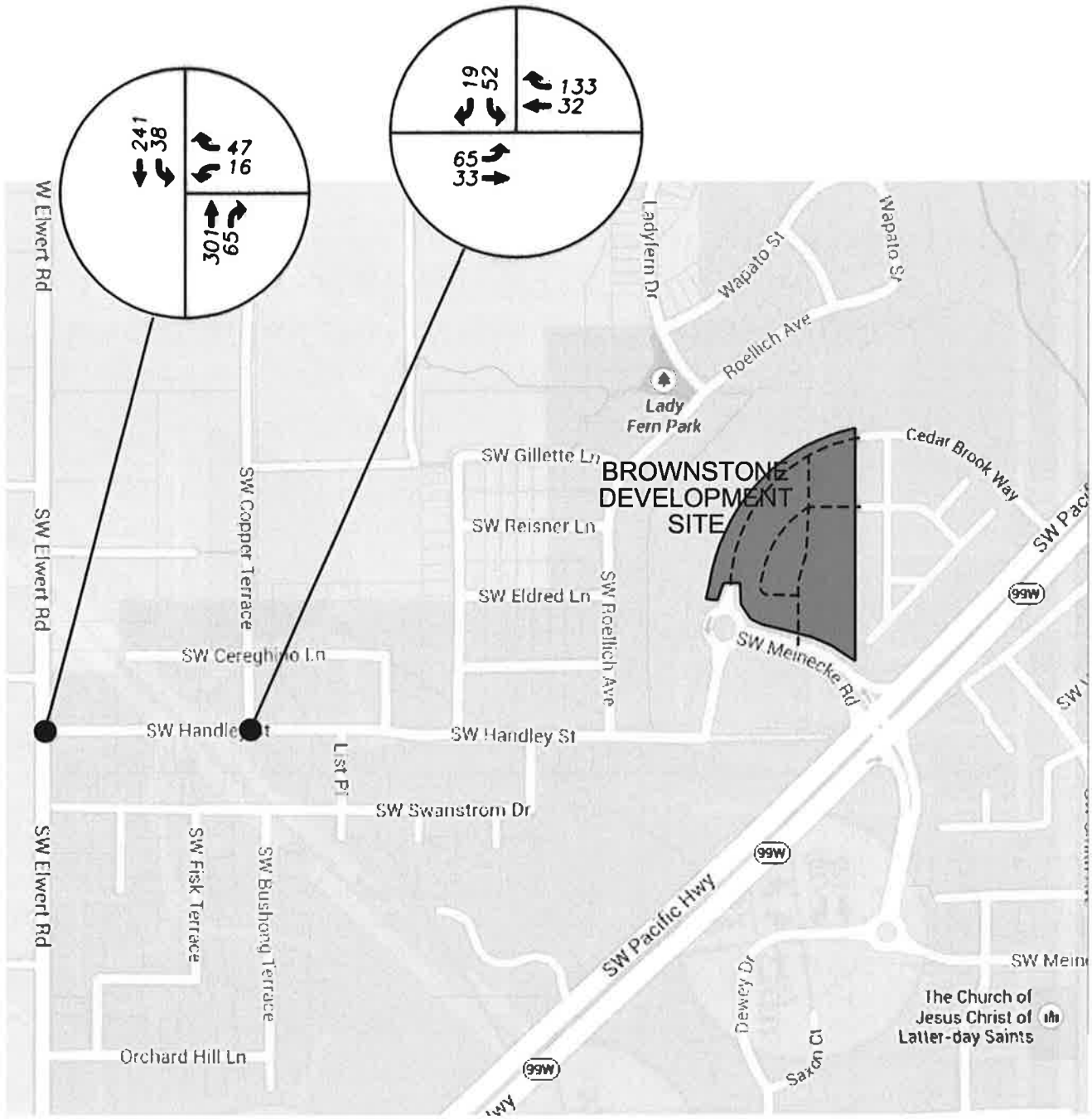
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.14 - Bonav. Tigard

NOTES:
Trip Generation based on standard ITE rates for shopping center (code 820) and fast-food restaurant (code 933).

AM PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR ZONE CHANGE

FIGURE 5c

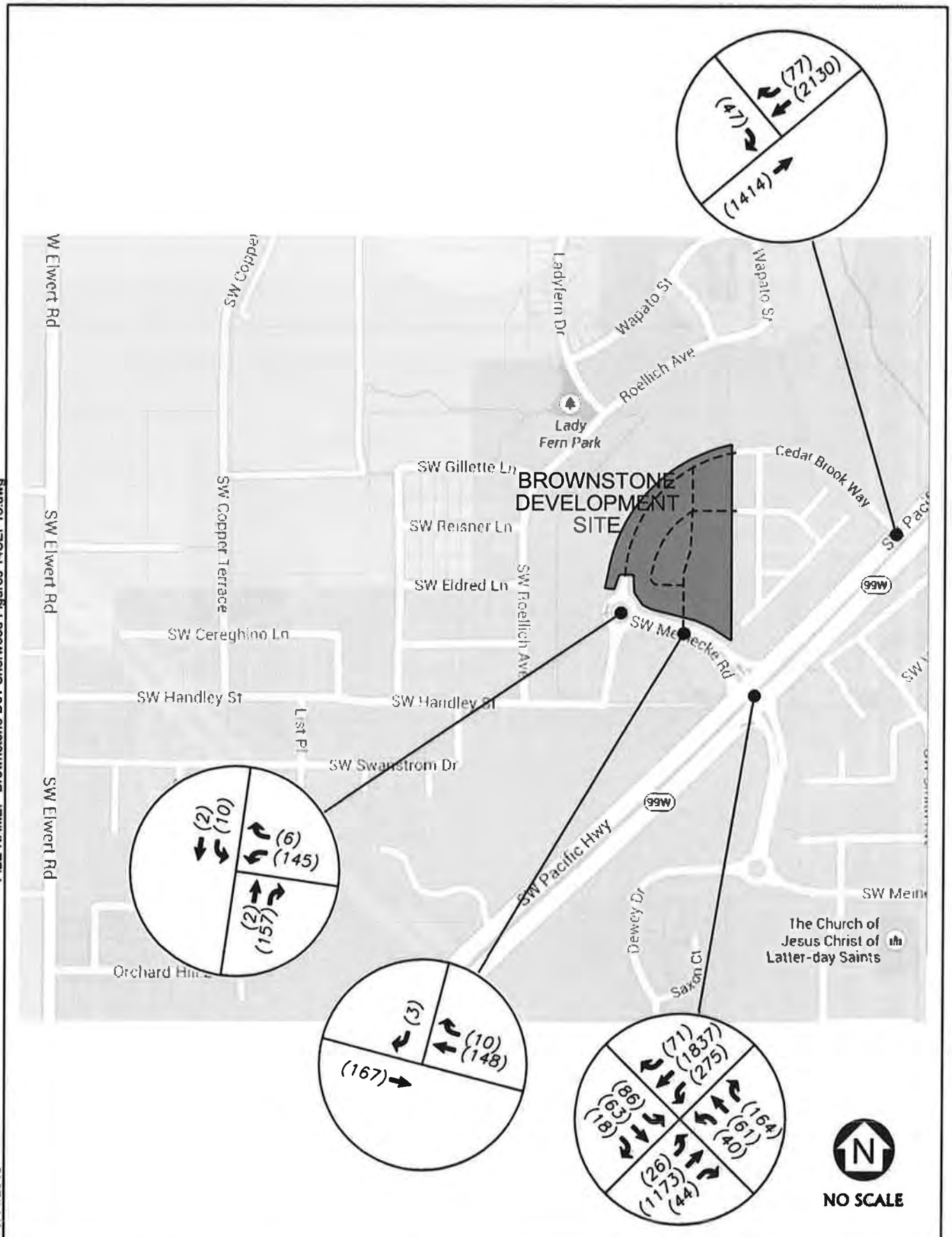


FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

NO SCALE

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES: 2016 AM PEAK HOUR TOTAL TRAFFIC = 2016 AM PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5a.	AM PEAK HOUR 2016 TOTAL TRAFFIC AT STUDY AREA INTERSECTIONS	FIGURE 6a



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

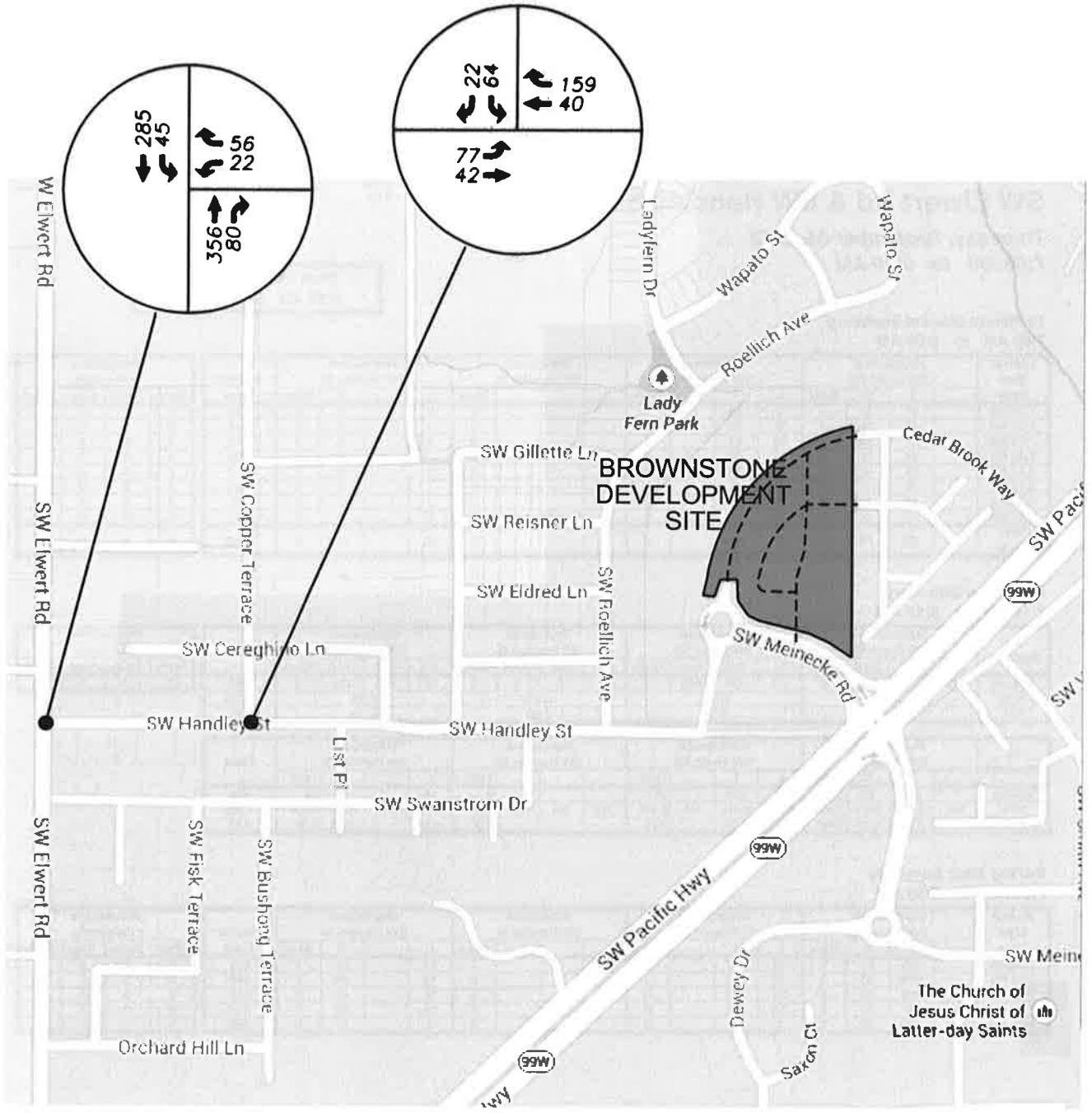
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:
2016 (PM) PEAK HOUR TOTAL TRAFFIC = 2016 (PM) PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5b.

(PM) PEAK HOUR 2016 TOTAL TRAFFIC AT STUDY AREA INTERSECTIONS

FIGURE 6b



NO SCALE

FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

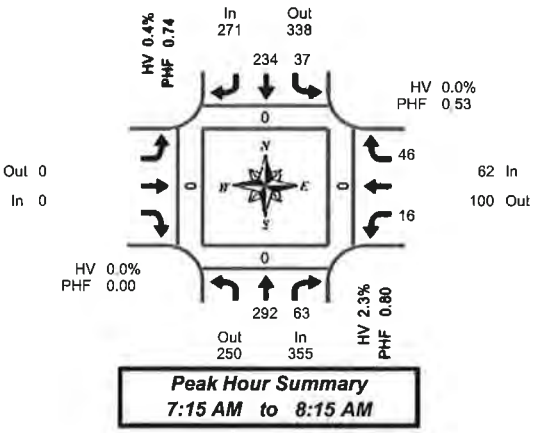
NOTES:
2035 AM PEAK HOUR TOTAL TRAFFIC = 2035 AM PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5c.

AM PEAK HOUR
2035 TOTAL TRAFFIC
AT STUDY AREA INTERSECTIONS

FIGURE 7

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



SW Elwert Rd & SW Handley St

Thursday, September 05, 2013
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	67	2	0		2	36		0				0	2		3	0	112	0	0	0	0
7:15 AM	73	14	0		5	46		0				0	1		9	0	148	0	0	0	0
7:30 AM	81	30	0		20	71		0				0	5		6	0	213	0	0	0	0
7:45 AM	74	15	0		12	78		0				0	7		22	0	208	0	0	0	0
8:00 AM	64	4	0		0	39		0				0	3		9	0	119	0	0	0	0
8:15 AM	47	0	0		2	47		0				0	1		3	0	100	0	0	0	0
8:30 AM	46	3	0		0	36		0				0	1		4	0	90	0	0	0	0
8:45 AM	33	5	0		1	36		0				0	0		1	0	76	0	0	0	0
Total Survey	485	73	0		42	389		0				0	20		57	0	1,066	0	0	0	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	355	250	605	0	271	338	609	0	0	0	0	0	62	100	162	0	688	0	0	0	0
%HV	2.3%				0.4%				0.0%				0.0%				1.3%				
PHF	0.80				0.74				0.00				0.53				0.81				

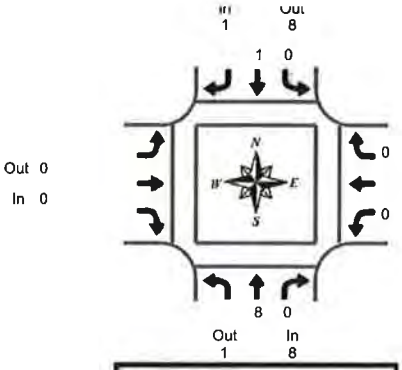
By Movement	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	292	63	355		37	234		271				0	16		46	62	688
%HV	NA	2.7%	0.0%	2.3%	0.0%	0.4%	NA	0.4%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	1.3%
PHF	0.90	0.53	0.80		0.46	0.75		0.74				0.00	0.57		0.52	0.53	0.81

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	295	61	0		39	231		0				0	15		40	0	681	0	0	0	0
7:15 AM	292	63	0		37	234		0				0	16		46	0	688	0	0	0	0
7:30 AM	266	49	0		34	235		0				0	16		40	0	640	0	0	0	0
7:45 AM	231	22	0		14	200		0				0	12		38	0	517	0	0	0	0
8:00 AM	190	12	0		3	158		0				0	5		17	0	385	0	0	0	0

Heavy Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

SW Elwert Rd & SW Handley St

Thursday, September 05, 2013
7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total
	T	R	Total		L	T		Total				Total	L		R	Total	
7:00 AM	0	0	0		0	0		0				0	0		0	0	0
7:15 AM	3	0	3		0	1		1				0	0		0	0	4
7:30 AM	1	0	1		0	0		0				0	0		0	0	1
7:45 AM	2	0	2		0	0		0				0	0		0	0	2
8:00 AM	2	0	2		0	0		0				0	0		0	0	2
8:15 AM	1	0	1		0	1		1				0	0		0	0	2
8:30 AM	1	0	1		0	0		0				0	0		0	0	1
8:45 AM	1	0	1		0	1		1				0	0		0	0	2
Total Survey	11	0	11		0	3		3				0	0		0	0	14

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Elwert Rd			Southbound SW Elwert Rd			Eastbound SW Handley St			Westbound SW Handley St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	1	9	1	8	9	0	0	0	0	0	0	9
PHF	0.33			0.13			0.00			0.00			0.32

By Movement	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	8	0	8		0	1		1				0	0		0	0	9
PHF	0.33	0.00	0.33		0.00	0.13		0.13				0.00	0.00		0.00	0.00	0.32

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total
	T	R	Total		L	T		Total				Total	L		R	Total	
7:00 AM	6	0	6		0	1		1				0	0		0	0	7
7:15 AM	8	0	8		0	1		1				0	0		0	0	9
7:30 AM	6	0	6		0	1		1				0	0		0	0	7
7:45 AM	6	0	6		0	1		1				0	0		0	0	7
8:00 AM	5	0	5		0	2		2				0	0		0	0	7

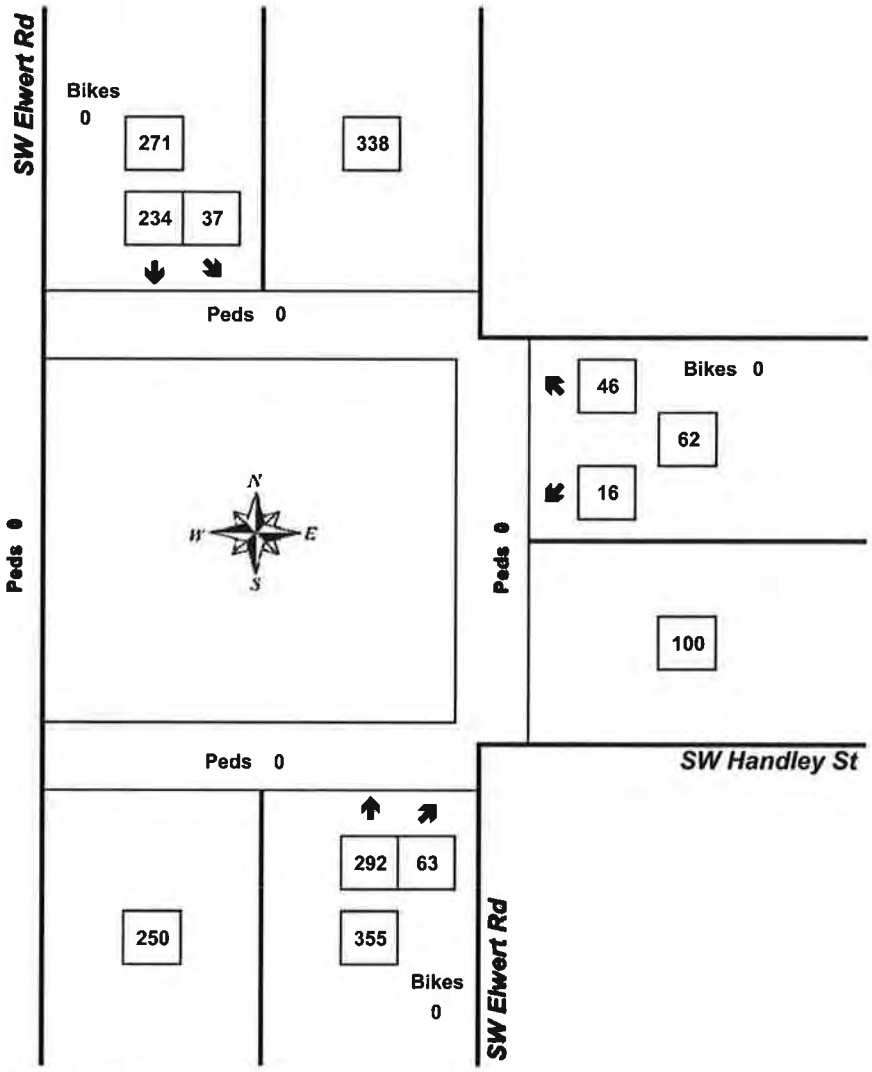
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

SW Elwert Rd & SW Handley St

7:15 AM to 8:15 AM
Thursday, September 05, 2013

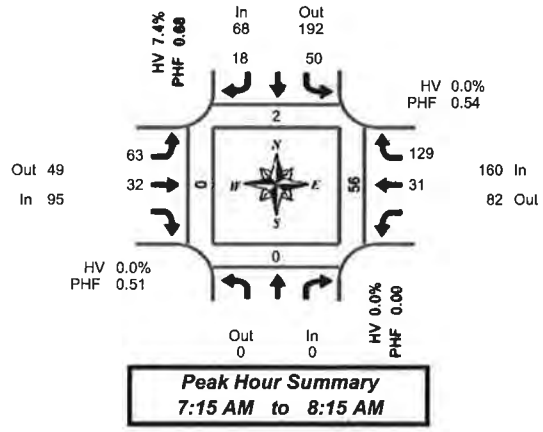


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.53	0.0%	62
NB	0.80	2.3%	355
SB	0.74	0.4%	271
Intersection	0.81	1.3%	688

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

SW Copper Terrace & SW Handley Rd

Thursday, September 05, 2013
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	4		2	0	3	3		0		2	5	0	19	0	0	0	0
7:15 AM				0	16		2	0	16	3		0		6	14	0	57	0	0	1	0
7:30 AM				0	20		5	0	35	12		0		8	66	0	146	2	0	35	0
7:45 AM				0	5		7	0	10	15		0		9	43	0	89	0	0	16	0
8:00 AM				0	9		4	0	2	2		0		8	6	0	31	0	0	4	0
8:15 AM				0	1		2	0	1	2		0		4	3	0	13	0	0	1	0
8:30 AM				0	1		0	0	1	4		0		5	1	0	12	0	0	0	0
8:45 AM				0	2		1	0	3	2		0		1	0	0	9	0	0	0	0
Total Survey				0	58		23	0	71	43		0		43	138	0	376	2	0	57	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	68	192	260	0	95	49	144	0	160	82	242	0	323	2	0	56	0
%HV	0.0%				7.4%				0.0%				0.0%				1.5%				
PHF	0.00				0.68				0.51				0.54				0.55				

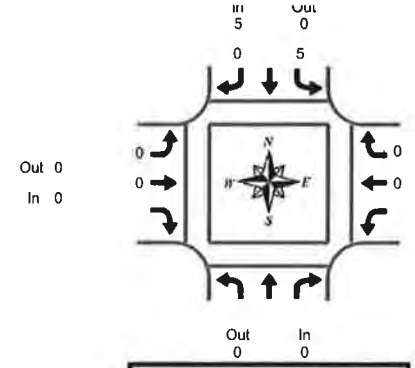
By Movement	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	50		18	68	63	32		95		31	129	160	323
%HV	NA	NA	NA	0.0%	10.0%	NA	0.0%	7.4%	0.0%	0.0%	NA	0.0%	NA	0.0%	0.0%	0.0%	1.5%
PHF				0.00	0.63		0.64	0.68	0.45	0.53		0.51		0.86	0.49	0.54	0.55

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	45		16	0	64	33		0		25	128	0	311	2	0	52	0
7:15 AM				0	50		18	0	63	32		0		31	129	0	323	2	0	56	0
7:30 AM				0	35		18	0	48	31		0		29	118	0	279	2	0	56	0
7:45 AM				0	16		13	0	14	23		0		26	53	0	145	0	0	21	0
8:00 AM				0	13		7	0	7	10		0		18	10	0	65	0	0	5	0

Heavy Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



SW Copper Terrace & SW Handley Rd

Thursday, September 05, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total
				Total	L	R	Total		L	T		Total		T	R	Total	
7:00 AM				0	0	0	0		0	0		0		0	0	0	0
7:15 AM				0	2	0	2		0	0		0		0	0	0	2
7:30 AM				0	1	0	1		0	0		0		0	0	0	1
7:45 AM				0	2	0	2		0	0		0		0	0	0	2
8:00 AM				0	0	0	0		0	0		0		0	0	0	0
8:15 AM				0	0	0	0		0	0		0		0	0	0	0
8:30 AM				0	0	0	0		0	0		0		0	0	0	0
8:45 AM				0	0	0	0		0	0		0		0	0	0	0
Total Survey				0	5	0	5		0	0		0		0	0	0	5

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Copper Terrace			Southbound SW Copper Terrace			Eastbound SW Handley Rd			Westbound SW Handley Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	5	0	5	0	0	0	0	5	5	5
PHF	0.00			0.25			0.00			0.00			0.25

By Movement	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total
				Total	L	R	Total		L	T		Total		T	R	Total	
Volume				0	5	0	5		0	0		0		0	0	0	5
PHF				0.00	0.25	0.00	0.25		0.00	0.00		0.00		0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total
				Total	L	R	Total		L	T		Total		T	R	Total	
7:00 AM				0	5	0	5		0	0		0		0	0	0	5
7:15 AM				0	5	0	5		0	0		0		0	0	0	5
7:30 AM				0	3	0	3		0	0		0		0	0	0	3
7:45 AM				0	2	0	2		0	0		0		0	0	0	2
8:00 AM				0	0	0	0		0	0		0		0	0	0	0

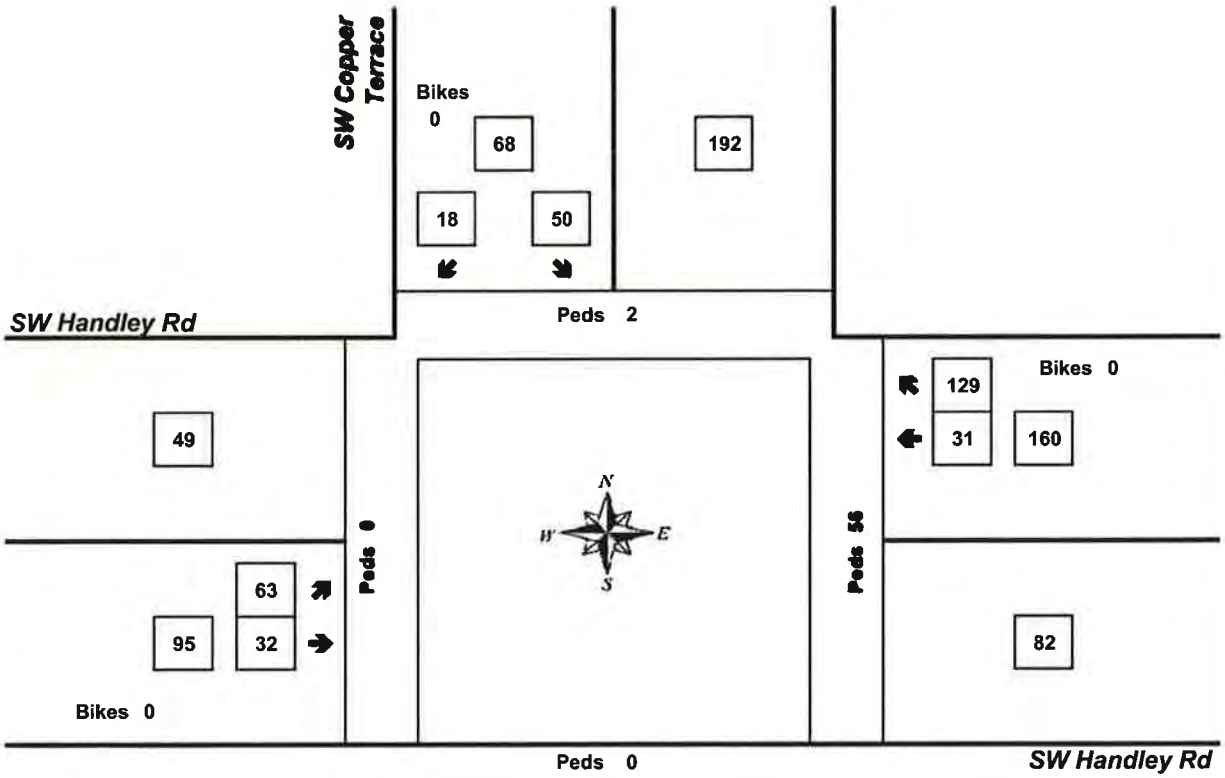
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SW Copper Terrace & SW Handley Rd

7:15 AM to 8:15 AM
Thursday, September 05, 2013



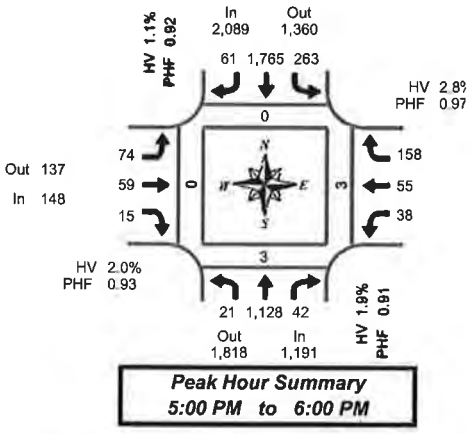
Bikes
0

Approach	PHF	HV%	Volume
EB	0.51	0.0%	95
WB	0.54	0.0%	160
NB	0.00	0.0%	0
SB	0.68	7.4%	68
Intersection	0.55	1.5%	323

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Hwy 99 W & SW Meinecke Pkwy

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Interval Total
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4	291	12	49	429	10	13	13	6	9	6	31	873
4:15 PM	3	302	9	51	425	10	13	16	2	8	12	34	885
4:30 PM	5	302	12	59	426	13	19	11	4	11	12	40	914
4:45 PM	6	286	8	57	426	15	15	19	5	7	9	33	886
5:00 PM	3	269	12	62	432	12	20	13	1	5	14	44	887
5:15 PM	6	310	12	71	421	12	19	15	2	12	15	38	933
5:30 PM	7	255	10	64	483	18	16	18	6	12	12	34	935
5:45 PM	5	294	8	66	429	19	19	13	6	9	14	42	924
Total Survey	39	2,309	83	479	3,471	109	134	118	32	73	94	296	7,237

Pedestrians Crosswalk			
North	South	East	West
0	2	0	0
0	0	2	0
0	1	1	0
0	3	0	0
0	2	0	0
0	0	1	0
0	0	2	0
0	1	0	0
0	9	6	0

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1,191	1,818	3,009	2,089	1,360	3,449	148	137	285	251	364	615	3,679
%HV	1.9%			1.1%			2.0%			2.8%			1.5%
PHF	0.91			0.92			0.93			0.97			0.98

Pedestrians Crosswalk			
North	South	East	West
0	3	3	0

By Movement	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	21	1,128	42	263	1,765	61	74	59	15	38	55	158	3,679
%HV	4.8%	1.9%	2.4%	0.8%	1.1%	1.6%	1.4%	1.7%	6.7%	7.9%	1.8%	1.9%	1.5%
PHF	0.75	0.91	0.88	0.93	0.91	0.80	0.93	0.82	0.63	0.79	0.92	0.90	0.98

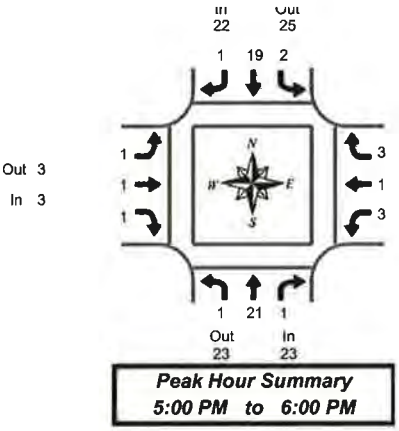
Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Interval Total
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	18	1,181	41	216	1,706	48	60	59	17	35	39	138	3,558
4:15 PM	17	1,159	41	229	1,709	50	67	59	12	31	47	151	3,572
4:30 PM	20	1,167	44	249	1,705	52	73	58	12	35	50	155	3,620
4:45 PM	22	1,120	42	254	1,762	57	70	65	14	36	50	149	3,641
5:00 PM	21	1,128	42	263	1,765	61	74	59	15	38	55	158	3,679

Pedestrians Crosswalk			
North	South	East	West
0	6	3	0
0	6	3	0
0	6	2	0
0	5	3	0
0	3	3	0

Heavy Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Hwy 99 W & SW Meinecke Pkwy

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	8	2	10	1	10	0	11	2	0	0	2	0	0	1	1	24
4:15 PM	1	9	0	10	0	10	1	11	0	1	0	1	0	2	2	4	26
4:30 PM	0	13	1	14	0	15	0	15	1	0	0	1	1	1	0	2	32
4:45 PM	0	5	0	5	2	3	0	5	0	0	0	0	0	0	0	0	10
5:00 PM	0	4	0	4	0	5	0	5	0	1	0	1	2	1	2	5	15
5:15 PM	1	3	1	5	1	2	1	4	1	0	0	1	0	0	0	0	10
5:30 PM	0	8	0	8	0	6	0	6	0	0	1	1	1	0	0	1	16
5:45 PM	0	6	0	6	1	6	0	7	0	0	0	0	0	0	1	1	14
Total Survey	2	56	4	62	5	57	2	64	4	2	1	7	4	4	6	14	147

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	23	23	46	22	25	47	3	3	6	7	4	11	55
PHF	0.17			0.15			0.19			0.25			0.17

By Movement	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	21	1	23	2	19	1	22	1	1	1	3	3	1	3	7	55
PHF	0.25	0.18	0.08	0.17	0.17	0.14	0.25	0.15	0.08	0.25	0.25	0.19	0.25	0.08	0.25	0.25	0.17

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	35	3	39	3	38	1	42	3	1	0	4	1	3	3	7	92
4:15 PM	1	31	1	33	2	33	1	36	1	2	0	3	3	4	4	11	83
4:30 PM	1	25	2	28	3	25	1	29	2	1	0	3	3	2	2	7	67
4:45 PM	1	20	1	22	3	16	1	20	1	1	1	3	3	1	2	6	51
5:00 PM	1	21	1	23	2	19	1	22	1	1	1	3	3	1	3	7	55

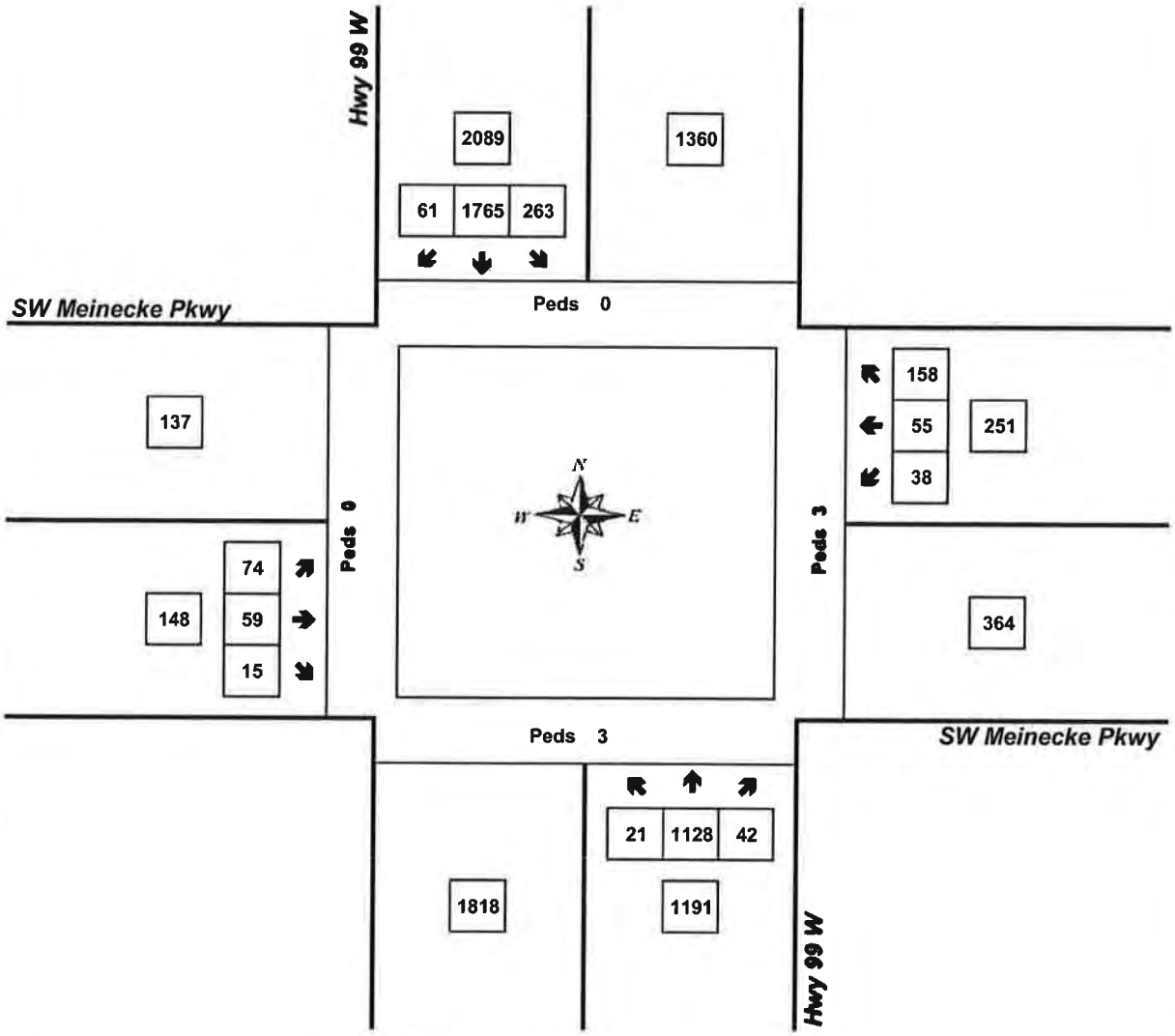
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

Hwy 99 W & SW Meinecke Pkwy

5:00 PM to 6:00 PM
Tuesday, August 27, 2013

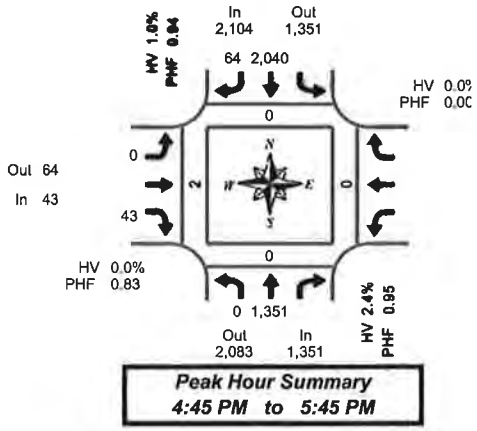


Approach	PHF	HV%	Volume
EB	0.93	2.0%	148
WB	0.97	2.8%	251
NB	0.91	1.9%	1,191
SB	0.92	1.1%	2,089
Intersection	0.98	1.5%	3,679

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Hwy 99 W & SW Cedar Brook Way

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W		Eastbound SW Cedar Brook Way		Westbound SW Cedar Brook Way		Interval Total	Pedestrians Crosswalk			
	L	T		T	R	L	R				North	South	East	West
4:00 PM	0	352		489	16	0	11			868	0	0	0	0
4:15 PM	0	353		476	21	0	16			866	0	0	0	0
4:30 PM	0	333		485	11	0	4			833	0	0	0	0
4:45 PM	0	353		505	15	0	6			879	0	0	0	0
5:00 PM	0	341		482	15	0	12			850	0	0	0	0
5:15 PM	0	355		505	22	0	13			895	0	0	0	1
5:30 PM	0	302		548	12	0	12			874	0	0	0	1
5:45 PM	0	337		485	20	0	15			857	0	0	0	0
Total Survey	0	2,726		3,975	132	0	89			6,922	0	0	0	2

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	1,351	2,083	3,434	2,104	1,351	3,455	43	64	107	0	0	0	3,498	0	0	0	2
%HV		2.4%			1.0%			0.0%			0.0%		1.5%				
PHF		0.95			0.94			0.83			0.00		0.98				

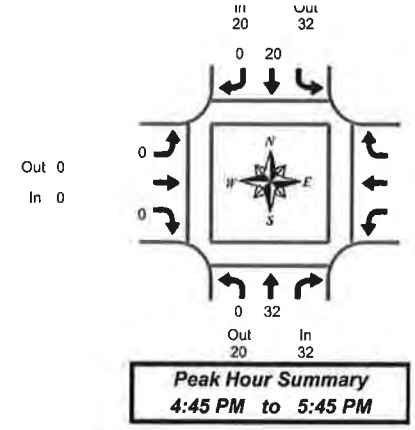
By Movement	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total
	L	T			T	R	L		R				
Volume	0	1,351			2,040	64	0		43				3,498
%HV	0.0%	2.4%	NA	NA	1.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	1.5%
PHF	0.00	0.95			0.93	0.73	0.00		0.83				0.98

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W		Eastbound SW Cedar Brook Way		Westbound SW Cedar Brook Way		Interval Total	Pedestrians Crosswalk			
	L	T		T	R	L	R				North	South	East	West
4:00 PM	0	1,391		1,955	63	0	37			3,446	0	0	0	0
4:15 PM	0	1,380		1,948	62	0	38			3,428	0	0	0	0
4:30 PM	0	1,382		1,977	63	0	35			3,457	0	0	0	1
4:45 PM	0	1,351		2,040	64	0	43			3,498	0	0	0	2
5:00 PM	0	1,335		2,020	69	0	52			3,476	0	0	0	2

Heavy Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Hwy 99 W & SW Cedar Brook Way

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
4:00 PM	0	19		19	12	0	12	0		0	0			0	31
4:15 PM	0	9		9	10	0	10	0		0	0			0	19
4:30 PM	0	2		2	15	0	15	0		0	0			0	17
4:45 PM	0	10		10	4	0	4	0		0	0			0	14
5:00 PM	0	9		9	4	0	4	0		0	0			0	13
5:15 PM	0	4		4	5	0	5	0		0	0			0	9
5:30 PM	0	9		9	7	0	7	0		0	0			0	16
5:45 PM	0	7		7	6	0	6	0		0	0			0	13
Total Survey	0	69		69	63	0	63	0		0	0			0	132

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	32	20	52	20	32	52	0	0	0	0	0	0	52
PHF	0.27			0.14			0.00			0.00			0.19

By Movement	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way				Westbound SW Cedar Brook Way				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	32		32	20	0	20	0		0	0				0	52
PHF	0.00	0.27		0.27	0.14	0.00	0.14	0.00		0.00	0.00				0.00	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way				Westbound SW Cedar Brook Way				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	40		40	41	0	41	0		0	0				0	81
4:15 PM	0	30		30	33	0	33	0		0	0				0	63
4:30 PM	0	25		25	28	0	28	0		0	0				0	53
4:45 PM	0	32		32	20	0	20	0		0	0				0	52
5:00 PM	0	29		29	22	0	22	0		0	0				0	51

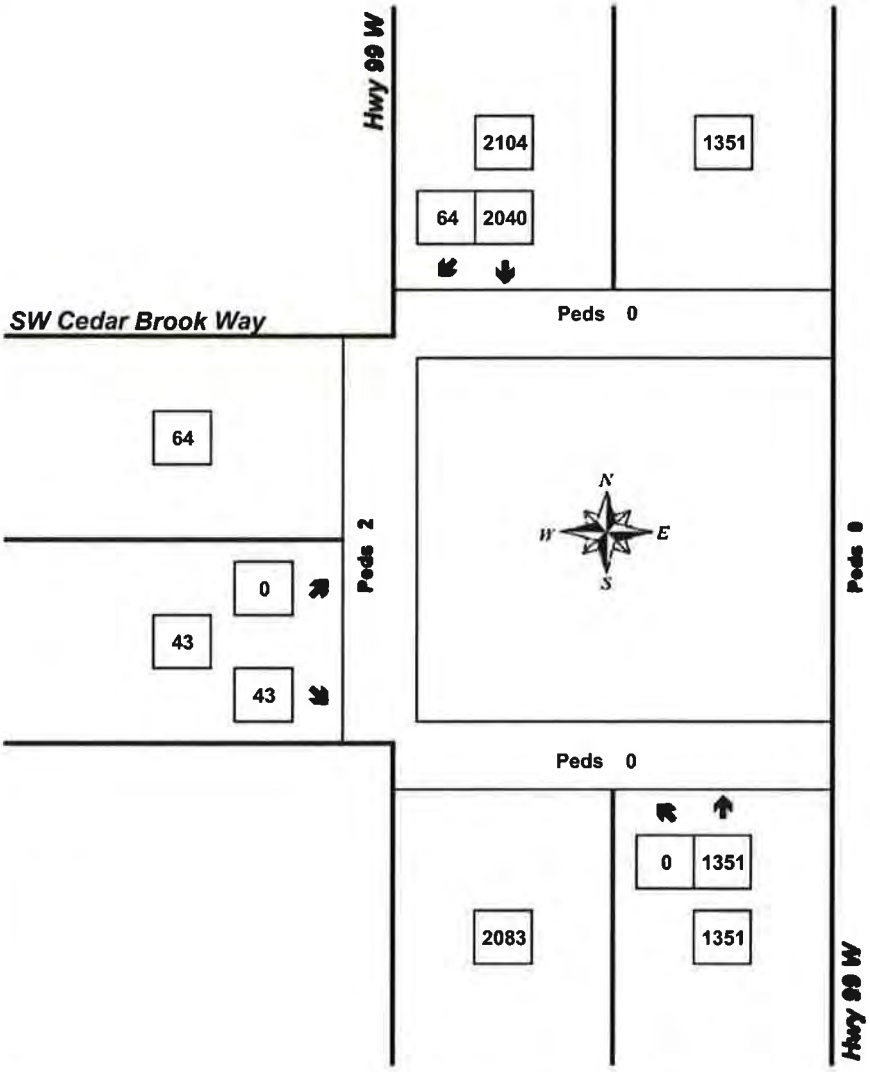
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

Hwy 99 W & SW Cedar Brook Way

4:45 PM to 5:45 PM
Tuesday, August 27, 2013



Approach	PHF	HV%	Volume
EB	0.83	0.0%	43
WB	0.00	0.0%	0
NB	0.95	2.4%	1,351
SB	0.94	1.0%	2,104
Intersection	0.98	1.5%	3,498

Count Period: 4:00 PM to 6:00 PM

Frank Charbonneau

From: BAUMGARTNER Douglas G [Douglas.G.BAUMGARTNER@odot.state.or.us]
Sent: Wednesday, August 21, 2013 2:42 PM
To: 'Frank Charbonneau'
Subject: RE: Brownstone Develp - Sherwood

Frank,

The 1% annual growth rate for this area will be appropriate since average annual traffic growth in this area over the past decade has been slightly less than 1%. August counts would not need to be seasonally adjusted.

Thanks,

Doug

Douglas Baumgartner, P.E.
ODOT Region 1 Traffic Analyst
123 NW Flanders Street
Portland, OR 97209-4012
503.731.8225
FAX 503.731.8259

From: Frank Charbonneau [mailto:Frank@CharbonneauEngineer.com]
Sent: Wednesday, August 21, 2013 9:28 AM
To: BAUMGARTNER Douglas G
Subject: RE: Brownstone Develp - Sherwood

Thanks Doug.

Are you okay with the 1% annual growth rate and 0% seasonal adjustment factor if the counts are done this month?

Frank

-----Original Message-----
From: BAUMGARTNER Douglas G [mailto:Douglas.G.BAUMGARTNER@odot.state.or.us]
Sent: Tuesday, August 20, 2013 3:19 PM
To: 'Frank Charbonneau'
Subject: RE: Brownstone Develp - Sherwood

Hi Frank,

I have attached the traffic signal timing information for this intersection to this email. If you have any further questions please feel free to contact me.

Thanks,

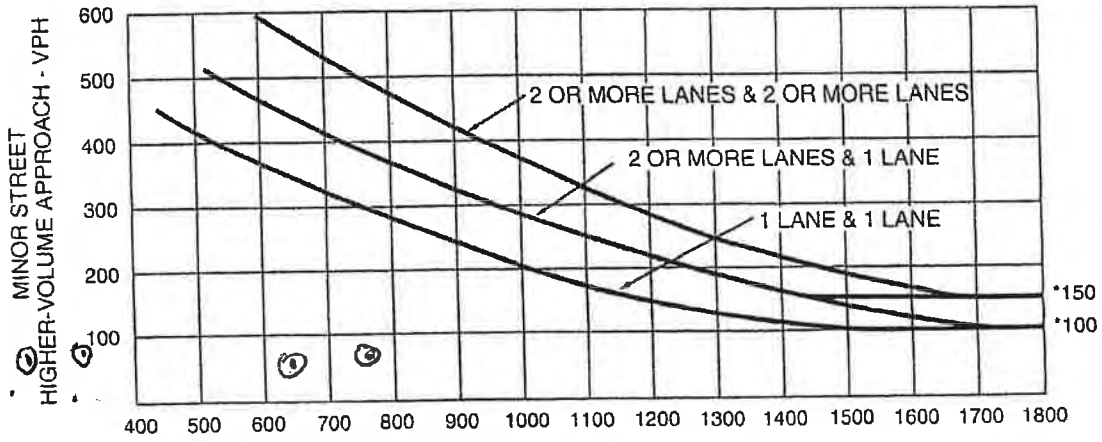
Doug

Douglas Baumgartner, P.E.
ODOT Region 1 Traffic Analyst
123 NW Flanders Street
Portland, OR 97209-4012

Sherwood Traffic Volumes

Intersection			Northbound			Southbound			Eastbound			Westbound		
North/South		East/West	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing Counts														
Copper Terrace		Handley	0	0	0	50	0	18	63	32	0	0	31	129
Elwert Road		Handley	0	292	63	37	234	0	0	0	0	16	0	46
	2018													
Copper Terrace		Handley	0	0	0	55	0	20	65	65	0	0	40	135
Elwert Road		Handley	0	335	85	50	280	0	0	0	0	20	0	55
	2035													
Copper Terrace		Handley	0	0	0	60	0	20	80	185	0	0	80	160
Elwert Road		Handley	0	485	165	100	435	0	0	0	0	25	0	75

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour volume warrant for signalization data.

Intersection	Analysis Period	Major Street		Minor Street High Volume Approach		Signal Warranted?
		Volume (vph)	Lanes (#)	Volume (vph)	Lanes (#)	
Handley/Elwert	Yr 2035 Total AM	766	1	78	1	NO
" "	Yr 2016 Total AM	645	1	63	1	NO
Handley/Copper Terrace	Yr 2016 Total AM	263	1	71	1	NO
Handley/Copper Terrace	Yr 2035 Total AM	318	1	86	1	NO

Source: *Manual on Uniform Traffic Control Devices (MUTCD)*, Millenium Edition.

Frank Charbonneau

From: WARD Kimberlee S [Kimberlee.S.WARD@odot.state.or.us]
Sent: Wednesday, August 21, 2013 1:16 PM
To: 'Frank Charbonneau'
Cc: VOGEL Sylvia M
Subject: RE: Hwy 99W Crash Data Request - Req #130286

Hello Frank,

I ran queries for both of these intersections and there were *no crashes reported* for *either intersection* during the requested period of time.

Thank you Frank and hope you have a good afternoon,

Kim

Kim Ward
Crash Reporting Technician
Crash Analysis and Reporting Unit
Transportation Data Section
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
ph: (503) 986-4237
fax: (503) 986-4249
mailto: kimberlee.s.ward@odot.state.or.us

From: Frank Charbonneau [mailto:Frank@CharbonneauEngineer.com]
Sent: Wednesday, August 21, 2013 10:30 AM
To: WARD Kimberlee S
Cc: VOGEL Sylvia M
Subject: RE: Hwy 99W Crash Data Request - Req #130284

Kim – Thank you for completing the request right away. This is really appreciated.

I forgot to put on yesterday's request two additional local city intersections. These are:

- SW Handley Street at Elwert Road
- SW Handley Street at Copper Terrace

Would you also prepare the crash summaries for these? Thanks.

Frank

> -----Original Message-----
> **From:** WARD Kimberlee S [mailto:Kimberlee.S.WARD@odot.state.or.us]
> **Sent:** Wednesday, August 21, 2013 9:45 AM
> **To:** 'Frank Charbonneau'
> **Cc:** VOGEL Sylvia M
> **Subject:** RE: Hwy 99W Crash Data Request - Req #130284

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Pacific Highway West 99W (091) @ SW Cedarbrook Way
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

CDS150 08/21/2013

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Pacific Highway West 99W (091) @ SW Meinecke Parkway/Road
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2011														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2011 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2010														
ANGLE	0	1	0	1	0	4	0	0	1	0	1	1	0	0
REAR-END	0	1	0	1	0	2	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	1	3	4	0	2	0	2	1	3	1	4	0	0
2010 TOTAL	0	3	3	6	0	8	0	2	3	3	3	6	0	0
YEAR: 2009														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
REAR-END	0	2	0	2	0	2	0	0	2	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	3	1	4	0	3	0	2	2	4	0	4	0	1
YEAR: 2008														
REAR-END	0	1	0	1	0	2	1	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	1	2	0	2	1	2	0	2	0	2	0	0
YEAR: 2007														
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	7	7	14	0	13	1	8	5	10	4	14	0	1

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

```
MITIG8 - AM Peak          Sun Sep 22, 2013 19:55:41                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                EXISTING (30HV)
                    2013 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
*******************************************************************************
Average Delay (sec/veh):     12.8          Worst Case Level Of Service:      B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292    63    37  234     0     0    0     0    16    0    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  292    63    37  234     0     0    0     0    16    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0  360    78    46  289     0     0    0     0    20    0    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0  360    78    46  289     0     0    0     0    20    0    57
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   438 xxxx xxxxx  xxxx xxxx xxxxx   780 xxxx   399
Potent Cap.: xxxx xxxx xxxxx  1132 xxxx xxxxx  xxxx xxxx xxxxx   367 xxxx   655
Move Cap.:   xxxx xxxx xxxxx  1132 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   655
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  538 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.8 xxxxx
Shared LOS:    *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.8
ApproachLOS:        *                *                *                 B
```

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```
MITIG8 - PM Peak            Sun Sep 22, 2013 19:53:55                  Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                EXISTING (30HV)
                      2013 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
*******************************************************************************
Average Delay (sec/veh):     24.3           Worst Case Level Of Service:       C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:       0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1351     0     0 2040    64     0    0    43     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:     0 1379     0     0 2082    65     0    0    44     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0 1379     0     0 2082    65     0    0    44     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1041  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   230  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   230  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  24.3 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             24.3           xxxxxx
ApproachLOS:         *                *                C                *
```

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```
MITIG8 - PM Peak          Thu Sep 26, 2013 21:53:13                Page 1-1
-------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                              EXISTING (30HV)
                    2013 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
********************************************************************************
Cycle (sec):         50                Critical Vol./Cap. (X):         0.722
Loss Time (sec):     12 (Y+R =  0 sec) Average Crit Del (sec/veh):     16.0
Optimal Cycle:       50                Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Ignore           Include          Ignore           Include
Min. Green:     4   10    0      4   10    0      0    6    0      0    6    0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128   42   263 1765   61    74   59   15    38   55  158
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   21 1128   42   263 1765   61    74   59   15    38   55  158
User Adj:    1.00 1.00 0.00  1.00 1.00 0.50  1.00 1.00 0.00  1.00 1.00 0.50
PHF Adj:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.00  0.98 0.98 0.98
PHF Volume:    21 1151    0   268 1801   31    76   60    0   39   56   81
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
Reduced Vol:   21 1151    0   268 1801   31    76   60    0   39   56   81
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
Final Vol.:    21 1151    0   268 1801   31    76   60    0   39   56   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 1.00  0.94 0.94 0.84  0.71 0.98 1.00  0.70 0.97 0.82
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1769 3538 1900  1787 3574 1599  1344 1862 1900  1326 1845 1565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33 0.00  0.15 0.50 0.02  0.06 0.03 0.00  0.03 0.03 0.05
Crit Moves:  ****            ****            ****
Green/Cycle: 0.08 0.44 0.00  0.20 0.56 0.56  0.12 0.12 0.00  0.12 0.12 0.12
Volume/Cap:  0.15 0.74 0.00  0.74 0.90 0.03  0.47 0.27 0.00  0.24 0.25 0.43
Delay/Veh:   21.9 13.7  0.0  26.8 15.7  5.0  22.7 20.7  0.0  20.7 20.6 22.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  21.9 13.7  0.0  26.8 15.7  5.0  22.7 20.7  0.0  20.7 20.6 22.0
BackOfQueue:    0   16    0     6   29    0     2    1    0     1    1    2
********************************************************************************
```

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MITIG8 - AM Peak          Sun Sep 22, 2013 19:56:54                Page 1-1
------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                              EXISTING (30HV)
                    2013 AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                  2000 HCM 4-Way Stop Method (Base Volume Alternative)
******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.324
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):        8.8
Optimal Cycle:        0              Level Of Service:                 A
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0    0    0    50    0   18    63   32    0     0   31   129
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55  0.55
PHF Volume:     0    0    0    91    0   33   115   58    0     0   56   235
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0    91    0   33   115   58    0     0   56   235
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:     0    0    0    91    0   33   115   58    0     0   56   235
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.19  0.81
Final Sat.:     0    0    0   514    0  185   504  256    0     0  174   724
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.18 xxxx 0.18  0.23 0.23 xxxx  xxxx 0.32  0.32
Crit Moves:                  ****                ****                   ****
Delay/Veh:    0.0  0.0  0.0   8.7  0.0  8.7   8.9  8.9  0.0   0.0  8.7   8.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0  0.0   8.7  0.0  8.7   8.9  8.9  0.0   0.0  8.7   8.7
LOS by Move:    *    *    *     A    *    A     A    A    *     *    A     A
ApproachDel:     xxxxxx            8.7             8.9             8.7
Delay Adj:        xxxxx            1.00            1.00            1.00
ApprAdjDel:      xxxxxx            8.7             8.9             8.7
LOS by Appr:          *             A               A               A
******************************************************************************
```

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MITIG8 - AM Peak          Sun Sep 22, 2013 21:05:08                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                    BACKGROUND 2035 (ZONE CHANGE HORIZON)
                      AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.410
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):          9.6
Optimal Cycle:        0                 Level Of Service:                  A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31  129
Growth Adj:  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:    0    0    0    61    0   22    77   39    0     0   38  157
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0    0    0    61    0   22    77   39    0     0   38  157
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0   111    0   40   140   71    0     0   69  286
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0   111    0   40   140   71    0     0   69  286
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   111    0   40   140   71    0     0   69  286
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.73 0.01 0.26  0.66 0.34 0.00  0.00 0.19 0.81
Final Sat.:     0    0    0   488    0  176   485  246    0     0  168  698
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.23 0.00 0.23  0.29 0.29 xxxx  xxxx 0.41 0.41
Crit Moves:                  ****            ****                      ****
Delay/Veh:    0.0  0.0  0.0   9.4  9.4  9.4   9.6  9.6  0.0   0.0  9.7  9.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   9.4  9.4  9.4   9.6  9.6  0.0   0.0  9.7  9.7
LOS by Move:   *    *    *     A    A    A     A    A    *     *    A    A
ApproachDel:    xxxxxx             9.4              9.6              9.7
Delay Adj:       xxxxx            1.00             1.00             1.00
ApprAdjDel:     xxxxxx             9.4              9.6              9.7
LOS by Appr:        *               A                A                A
*******************************************************************************
```

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```
MITIG8 - AM Peak          Sun Sep 22, 2013 21:04:04                Page 1-1
------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                    BACKGROUND 2035 (ZONE CHANGE HORIZON)
                      AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
******************************************************************************
Average Delay (sec/veh):     14.9          Worst Case Level Of Service:       B
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292   63   37  234    0    0    0    0   16    0   46
Growth Adj:  1.22 1.22 1.22 1.22 1.22 1.22 1.22 1.22 1.22 1.22 1.22 1.22
Initial Bse:    0  356   77   45  285    0    0    0    0   20    0   56
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0  356   77   45  285    0    0    0    0   20    0   56
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume:     0  440   95   56  352    0    0    0    0   24    0   69
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     0  440   95   56  352    0    0    0    0   24    0   69
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   535 xxxx xxxxx  xxxx xxxx xxxxx   951 xxxx   487
Potent Cap.: xxxx xxxx xxxxx  1043 xxxx xxxxx  xxxx xxxx xxxxx   291 xxxx   584
Move Cap.:   xxxx xxxx xxxxx  1043 xxxx xxxxx  xxxx xxxx xxxxx   278 xxxx   584
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  455 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.9 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           14.9
ApproachLOS:          *                *                *             B

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MITIG8 - PM Peak          Sun Sep 22, 2013 20:02:15                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                             BACKGROUND TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
*******************************************************************************
Average Delay (sec/veh):     25.7          Worst Case Level Of Service:      D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:       0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0 1392     0     0 2101    66     0    0    44     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1392     0     0 2101    66     0    0    44     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:     0 1420     0     0 2144    67     0    0    45     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0 1420     0     0 2144    67     0    0    45     0    0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1074  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   219  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   218  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  25.7 xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *     D     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             25.7           xxxxxx
ApproachLOS:        *                *                D                *
```

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MITIG8 - PM Peak            Thu Sep 26, 2013 21:48:26                  Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                              BACKGROUND TRAFFIC
                      2016 PM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
******************************************************************************
Cycle (sec):         50                Critical Vol./Cap. (X):         0.743
Loss Time (sec):     12 (Y+R =  0 sec) Average Crit Del (sec/veh):     18.3
Optimal Cycle:       52                Level Of Service:                  B
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Ignore           Include          Ignore           Include
Min. Green:     4   10    0      4   10    0      0    6    0      0    6    0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128   42   263 1765   61    74   59   15    38   55  158
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:   22 1162   43   271 1818   63    76   61   15    39   57  163
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   22 1162   43   271 1818   63    76   61   15    39   57  163
User Adj:    1.00 1.00 0.00  1.00 1.00 0.50  1.00 1.00 0.00  1.00 1.00 0.50
PHF Adj:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.00  0.98 0.98 0.98
PHF Volume:    22 1186    0   276 1855   32    78   62    0    40   58   83
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   22 1186    0   276 1855   32    78   62    0    40   58   83
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
Final Vol.:    22 1186    0   276 1855   32    78   62    0    40   58   83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 1.00  0.94 0.94 0.84  0.71 0.98 1.00  0.70 0.97 0.82
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1769 3538 1900  1787 3574 1599  1340 1862 1900  1325 1845 1565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34 0.00  0.15 0.52 0.02  0.06 0.03 0.00  0.03 0.03 0.05
Crit Moves:  ****            ****            ****
Green/Cycle: 0.08 0.44 0.00  0.20 0.56 0.56  0.12 0.12 0.00  0.12 0.12 0.12
Volume/Cap:  0.16 0.77 0.00  0.77 0.93 0.04  0.48 0.28 0.00  0.25 0.26 0.44
Delay/Veh:   21.9 14.2  0.0  28.2 18.1  5.0  22.8 20.7  0.0  20.8 20.6 22.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  21.9 14.2  0.0  28.2 18.1  5.0  22.8 20.7  0.0  20.8 20.6 22.1
BackOfQueue:    0   17    0     6   32    0     2    1    0     1    1    2
******************************************************************************

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MITIG8 - AM Peak          Sun Sep 22, 2013 20:04:41                Page 1-1
-------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                          BACKGROUND TRAFFIC
                    2016 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                  2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.336
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):        8.9
Optimal Cycle:        0              Level Of Service:                 A
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03  1.03
Initial Bse:    0    0    0    52    0   19    65   33    0     0   32   133
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:    0    0    0    52    0   19    65   33    0     0   32   133
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55  0.55
PHF Volume:     0    0    0    94    0   34   118   60    0     0   58   242
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0    94    0   34   118   60    0     0   58   242
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:     0    0    0    94    0   34   118   60    0     0   58   242
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.19  0.81
Final Sat.:     0    0    0   510    0  184   501  254    0     0  173   720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.18 xxxx 0.18  0.24 0.24 xxxx  xxxx 0.34  0.34
Crit Moves:                          ****          ****                  ****
Delay/Veh:    0.0  0.0  0.0   8.8  0.0  8.8   9.0  9.0  0.0   0.0  8.8   8.8
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0  0.0   8.8  0.0  8.8   9.0  9.0  0.0   0.0  8.8   8.8
LOS by Move:    *    *    *     A    *    A     A    A    *     *    A     A
ApproachDel:      xxxxxx             8.8             9.0             8.8
Delay Adj:         xxxxx             1.00            1.00            1.00
ApprAdjDel:       xxxxxx             8.8             9.0             8.8
LOS by Appr:         *                A               A               A
*******************************************************************************

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MITIG8 - AM Peak            Sun Sep 22, 2013 20:05:26                  Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                            BACKGROUND TRAFFIC
                      2016 AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
******************************************************************************
Average Delay (sec/veh):     13.0           Worst Case Level Of Service:       B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:        0  292    63    37  234     0     0    0     0    16    0    46
Growth Adj:   1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:     0  301    65    38  241     0     0    0     0    16    0    47
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  301    65    38  241     0     0    0     0    16    0    47
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:      0  371    80    47  298     0     0    0     0    20    0    58
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0  371    80    47  298     0     0    0     0    20    0    58
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   451 xxxx xxxxx  xxxx xxxx xxxxx   803 xxxx   411
Potent Cap.: xxxx xxxx xxxxx  1120 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   645
Move Cap.:   xxxx xxxx xxxxx  1120 xxxx xxxxx  xxxx xxxx xxxxx   344 xxxx   645
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  526 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.0 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           13.0
ApproachLOS:          *                *                *             B

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MITIG8 - PM Peak            Sun Sep 22, 2013 20:12:37                  Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                      2016 PM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
******************************************************************************
Average Delay (sec/veh):     26.0           Worst Case Level Of Service:       D
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:       0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0 1392     0     0 2101    66     0    0    44     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     0    9     0     0    8    10     0    0     1     0    0     0
Initial Fut:    0 1401     0     0 2109    76     0    0    45     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:     0 1429     0     0 2152    77     0    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0 1429     0     0 2152    77     0    0    46     0    0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1078  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   217  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   217  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  26.0 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     D     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx            26.0           xxxxxx
ApproachLOS:          *                *              D                *

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MITIG8 - PM Peak          Thu Sep 26, 2013 21:51:32                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
*******************************************************************************
Cycle (sec):          50                Critical Vol./Cap. (X):        0.748
Loss Time (sec):      12 (Y+R =  0 sec) Average Crit Del (sec/veh):     18.3
Optimal Cycle:        53                Level Of Service:                  B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Ignore           Include           Ignore           Include
Min. Green:     4   10     0     4   10     0     0    6     0     0    6     0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128    42   263 1765    61    74   59    15    38   55   158
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:   22 1162    43   271 1818    63    76   61    15    39   57   163
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     4    0     0     0    1     8     9    2     2     0    4     0
Initial Fut:   26 1162    43   271 1819    71    85   63    17    39   61   163
User Adj:    1.00 1.00  0.00  1.00 1.00  0.50  1.00 1.00  0.00  1.00 1.00  0.50
PHF Adj:     0.98 0.98  0.00  0.98 0.98  0.98  0.98 0.98  0.00  0.98 0.98  0.98
PHF Volume:    26 1186     0   276 1856    36    87   64     0    40   62    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1186     0   276 1856    36    87   64     0    40   62    83
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
Final Vol.:    26 1186     0   276 1856    36    87   64     0    40   62    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.93  1.00  0.94 0.94  0.84  0.70 0.98  1.00  0.70 0.97  0.82
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1769 3538  1900  1787 3574  1599  1334 1862  1900  1321 1845  1565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.00  0.15 0.52  0.02  0.07 0.03  0.00  0.03 0.03  0.05
Crit Moves:  ****                  ****             ****
Green/Cycle: 0.08 0.44  0.00  0.20 0.56  0.56  0.12 0.12  0.00  0.12 0.12  0.12
Volume/Cap:  0.18 0.77  0.00  0.77 0.93  0.04  0.54 0.29  0.00  0.25 0.28  0.44
Delay/Veh:   22.1 14.2   0.0  28.2 18.2   5.0  24.5 20.8   0.0  20.8 20.7  22.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 14.2   0.0  28.2 18.2   5.0  24.5 20.8   0.0  20.8 20.7  22.1
BackOfQueue:    1   17     0     6   32     0     2    1     0     1    1     2
*******************************************************************************
```

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MITIG8 - PM Peak          Thu Sep 26, 2013 21:58:34                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 SW Meinecke/E Site Access
*******************************************************************************
Average Delay (sec/veh):      9.3          Worst Case Level Of Service:      A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  1  0  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM Peak
Base Vol:       0    0     0     0    0     0     0  167     0     0  148     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     0    0     0     0  172     0     0  152     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     0    0     0     0    0     3     0    0     0     0    0    10
Initial Fut:    0    0     0     0    0     3     0  172     0     0  152    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80
PHF Volume:     0    0     0     0    0     4     0  215     0     0  191    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0     0    0     4     0  215     0     0  191    13
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   197  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   850  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   850  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   9.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     A     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx              9.3           xxxxxx           xxxxxx
ApproachLOS:        *                A                *                *
```

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MITIG8 - AM Peak           Sun Sep 22, 2013 20:09:58                  Page 1-1
------------------------------------------------------------------------------
                     13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                     2016 AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.340
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):         8.9
Optimal Cycle:        0                 Level Of Service:                 A
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03  1.03
Initial Bse:    0    0    0    52    0   19    65   33    0     0   32   133
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
SITE TRIPS:     0    0    0     1    0    0     0    1    0     0    1     1
Initial Fut:    0    0    0    53    0   19    65   34    0     0   33   134
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55  0.55
PHF Volume:     0    0    0    95    0   34   118   62    0     0   60   243
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0    95    0   34   118   62    0     0   60   243
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:     0    0    0    95    0   34   118   62    0     0   60   243
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.20  0.80
Final Sat.:     0    0    0   511    0  180   495  259    0     0  176   715
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.19 xxxx 0.19  0.24 0.24 xxxx  xxxx 0.34  0.34
Crit Moves:                  ****                 ****                 ****
Delay/Veh:    0.0  0.0  0.0   8.9  0.0  8.9   9.0  9.0  0.0   0.0  8.9   8.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0  0.0   8.9  0.0  8.9   9.0  9.0  0.0   0.0  8.9   8.9
LOS by Move:   *    *    *     A    *    A     A    A    *     *    A     A
ApproachDel:    xxxxxx            8.9             9.0             8.9
Delay Adj:       xxxxx            1.00            1.00            1.00
ApprAdjDel:     xxxxxx            8.9             9.0             8.9
LOS by Appr:         *             A               A               A
******************************************************************************
```

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MITIG8 - AM Peak            Sun Sep 22, 2013 20:08:12                  Page 1-1
------------------------------------------------------------------------------

                        13.19 - BROWNSTONE DEV - SHERWOOD
                                  TOTAL TRAFFIC
                        2016 AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------

                        Level Of Service Computation Report
                2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
******************************************************************************
Average Delay (sec/veh):     13.2           Worst Case Level Of Service:       B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292   63    37  234    0     0    0    0     16    0   46
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:    0  301   65    38  241    0     0    0    0     16    0   47
Added Vol:      0    0    0     0    0    0     0    0    0      0    0    0
SITE TRIPS:     0    0    1     0    0    0     0    0    0      1    0    0
Initial Fut:    0  301   66    38  241    0     0    0    0     17    0   47
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81
PHF Volume:     0  371   81    47  298    0     0    0    0     22    0   58
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.:     0  371   81    47  298    0     0    0    0     22    0   58
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   453 xxxx xxxxx  xxxx xxxx xxxxx   804 xxxx   412
Potent Cap.: xxxx xxxx xxxxx  1119 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   644
Move Cap.:   xxxx xxxx xxxxx  1119 xxxx xxxxx  xxxx xxxx xxxxx   343 xxxx   644
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  521 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           13.2
ApproachLOS:          *                *                *             B

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MITIG8 - AM Peak           Sun Sep 22, 2013 21:01:28                 Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                   TOTAL TRAFFIC 2035 (ZONE CHANGE HORIZON)
                        AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):         0.421
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):         9.7
Optimal Cycle:        0              Level Of Service:                   A
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:    0    0    0    61    0   22    77   39    0     0   38   157
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
SITE TRIPS:     0    0    0     3    0    0     0    3    0     0    2     2
Initial Fut:    0    0    0    64    0   22    77   42    0     0   40   159
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0   116    0   40   140   76    0     0   72   290
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0   116    0   40   140   76    0     0   72   290
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   116    0   40   140   76    0     0   72   290
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.65 0.35 0.00  0.00 0.20 0.80
Final Sat.:     0    0    0   491    0  168   470  257    0     0  172  688
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.24 xxxx 0.24  0.30 0.30 xxxx  xxxx 0.42 0.42
Crit Moves:                  ****                 ****                 ****
Delay/Veh:    0.0  0.0  0.0   9.5  0.0  9.5   9.7  9.7  0.0   0.0  9.9  9.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   9.5  0.0  9.5   9.7  9.7  0.0   0.0  9.9  9.9
LOS by Move:   *    *    *     A    *    A     A    A    *     *    A    A
ApproachDel:    xxxxxx             9.5             9.7             9.9
Delay Adj:       xxxxx             1.00            1.00            1.00
ApprAdjDel:     xxxxxx             9.5             9.7             9.9
LOS by Appr:         *              A               A               A
******************************************************************************
```

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```
MITIG8 - AM Peak            Sun Sep 22, 2013 20:59:59                  Page 1-1
--------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                   TOTAL TRAFFIC 2035 (ZONE CHANGE HORIZON)
                        AM PEAK HOUR TRAFFIC CONDITIONS
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
********************************************************************************
Average Delay (sec/veh):     15.2           Worst Case Level Of Service:       C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  0  1  0     0  1  0  0  0     0  0  0  0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:        0  292   63    37  234    0     0    0    0    16    0   46
Growth Adj:   1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:     0  356   77    45  285    0     0    0    0    20    0   56
Added Vol:       0    0    0     0    0    0     0    0    0     0    0    0
SITE TRIPS:      0    0    3     0    0    0     0    0    0     2    0    0
Initial Fut:     0  356   80    45  285    0     0    0    0    22    0   56
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81
PHF Volume:      0  440   99    56  352    0     0    0    0    27    0   69
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:      0  440   99    56  352    0     0    0    0    27    0   69
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   538 xxxx xxxxx  xxxx xxxx xxxxx   953 xxxx   489
Potent Cap.: xxxx xxxx xxxxx  1040 xxxx xxxxx  xxxx xxxx xxxxx   290 xxxx   583
Move Cap.:   xxxx xxxx xxxxx  1040 xxxx xxxxx  xxxx xxxx xxxxx   278 xxxx   583
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  447 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.2 xxxxx
Shared LOS:    *    *     *     A    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           15.2
ApproachLOS:         *                *                *             C
```

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WASHINGTON COUNTY
Dept. of Land Use & Transportation
Development Services Division
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
http://www.co.washington.or.us

Request For Statement Of Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Cardno
CONTACT: Mark Person
ADDRESS: 5415 SW Westgate #100
Portland, OR 97221
PHONE: 503-419-2500

☐ WATER DISTRICT: _____
☑ FIRE DISTRICT: _____
☐ CITY OF: _____
☐ CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):
NAME: Brownstone Real Estate
ADDRESS: PO Box 2375
Lake Oswego
PHONE: _____

Additionally, you'll need our separate, individual request forms titled:
- **Clean Water Services (Surface Water Mgmt.)**
- **Tri-Met**
- **School**
- **Sheriff / Police**
- **Tualatin Hills Park & Recreation District**

Property Desc.: Tax Map(s): 2S130CD Lot Number(s): 13400
Site Size: 5.77 ac
Site Address: _____
Nearest cross street (or directions to site): Meinecke & 99W

PROPOSED PROJECT NAME: Brownstone PUD

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Planned Development / Subdivision

EXISTING USE: Vacant PROPOSED USE: _____

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 84
SINGLE FAM. ✓ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: _____
NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:
NO. SQ. FT. _____
NO. STUDENTS/EMPLOYEES/MEMBERS: _____

*******ATTENTION SERVICE PROVIDER*******
PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

☐ SERVICE LEVEL IS **ADEQUATE** TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: _____ POSITION: _____ DATE: _____

☐ SERVICE LEVEL IS **INADEQUATE** TO SERVICE THE PROPOSED PROJECT.
Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____

Service Pro General 10/20/10

RECEIVED
JUL 25 2013
By

Clean Water Services

Clean Water Services File Number
13-002074

Sensitive Area Pre-Screening Site Assessment

1. **Jurisdiction:** Sherwood

2. **Property Information** *(example 1S234AB01400)*
Tax lot ID(s): 2S130CD13400
Site Address:
City, State, Zip: Sherwood, Oregon
Nearest Cross Street: Meinecke Parkway

3. **Owner Information**
Name: Randy Myers
Company: Brownstone Real Estate Group
Address: PO Box 2375
City, State, Zip: Lake Oswego, Oregon
Phone/Fax:
E-Mail:

4. **Development Activity** *(check all that apply)*
- ☐ Addition to Single Family Residence (rooms, deck, garage)
- ☐ Lot Line Adjustment ☐ Minor Land Partition
- ☐ Residential Condominium ☐ Commercial Condominium
- ☒ Residential Subdivision ☐ Commercial Subdivision
- ☐ Single Lot Commercial ☐ Multi Lot Commercial

Other Planned Unit Development and Comprehensive Plan Amendment/Zone Change

5. **Applicant Information**
Name: Mark Person
Company: Cardno
Address: 5145 SW Westgate Drive, Suite 100
City, State, Zip: Portland, OR 97221
Phone/Fax: 503-419-2500
E-Mail: mark.person@cardno.com

6. **Will the project involve any off-site work?** ☐ Yes ☐ No ☒ Unknown
Location and description of off-site work

7. **Additional comments or information that may be needed to understand your project**

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/Type Name Mark Person **Print/Type Title** Planner

Signature _____ **Date** 7-25-13

FOR DISTRICT USE ONLY

☒ Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

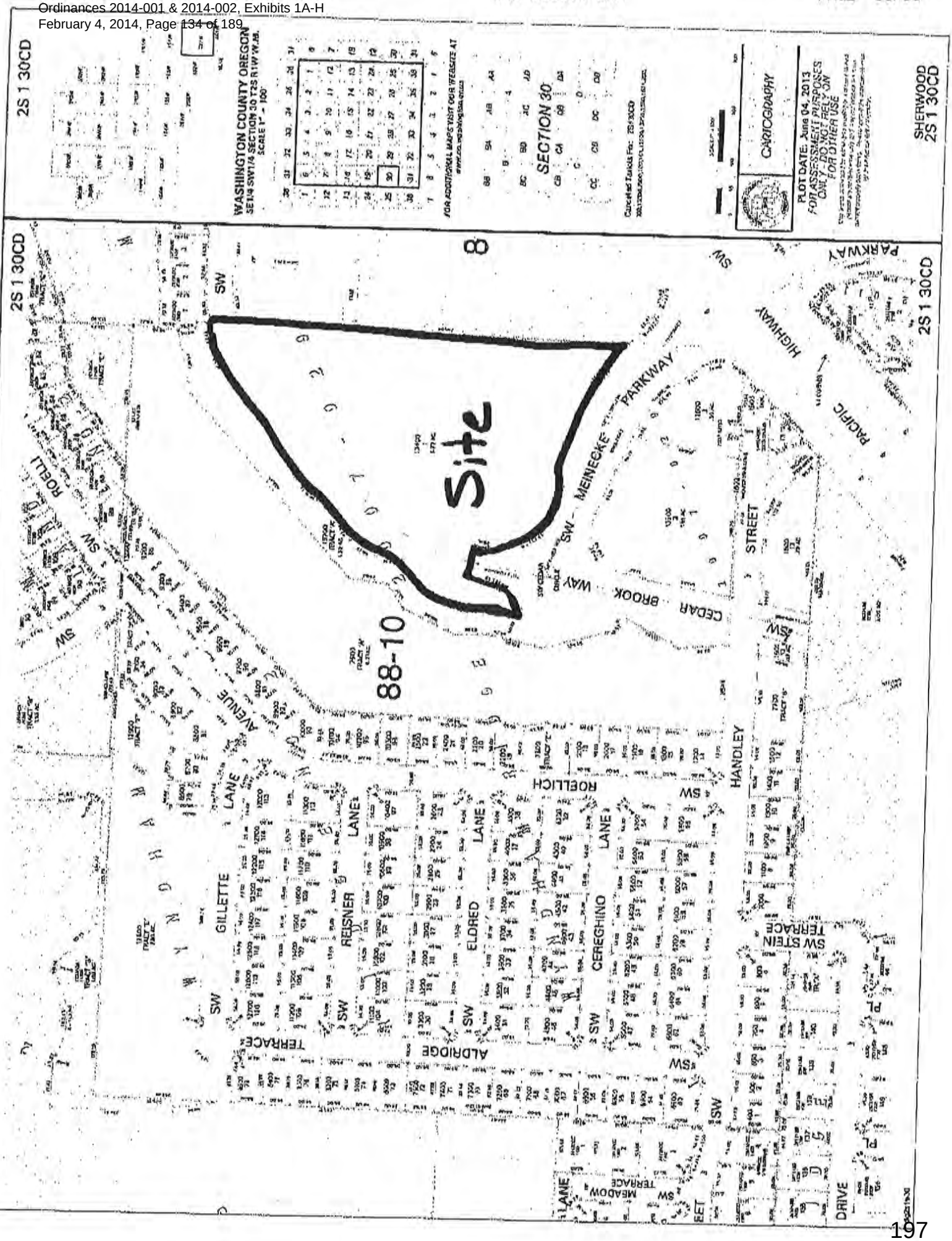
☐ Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.

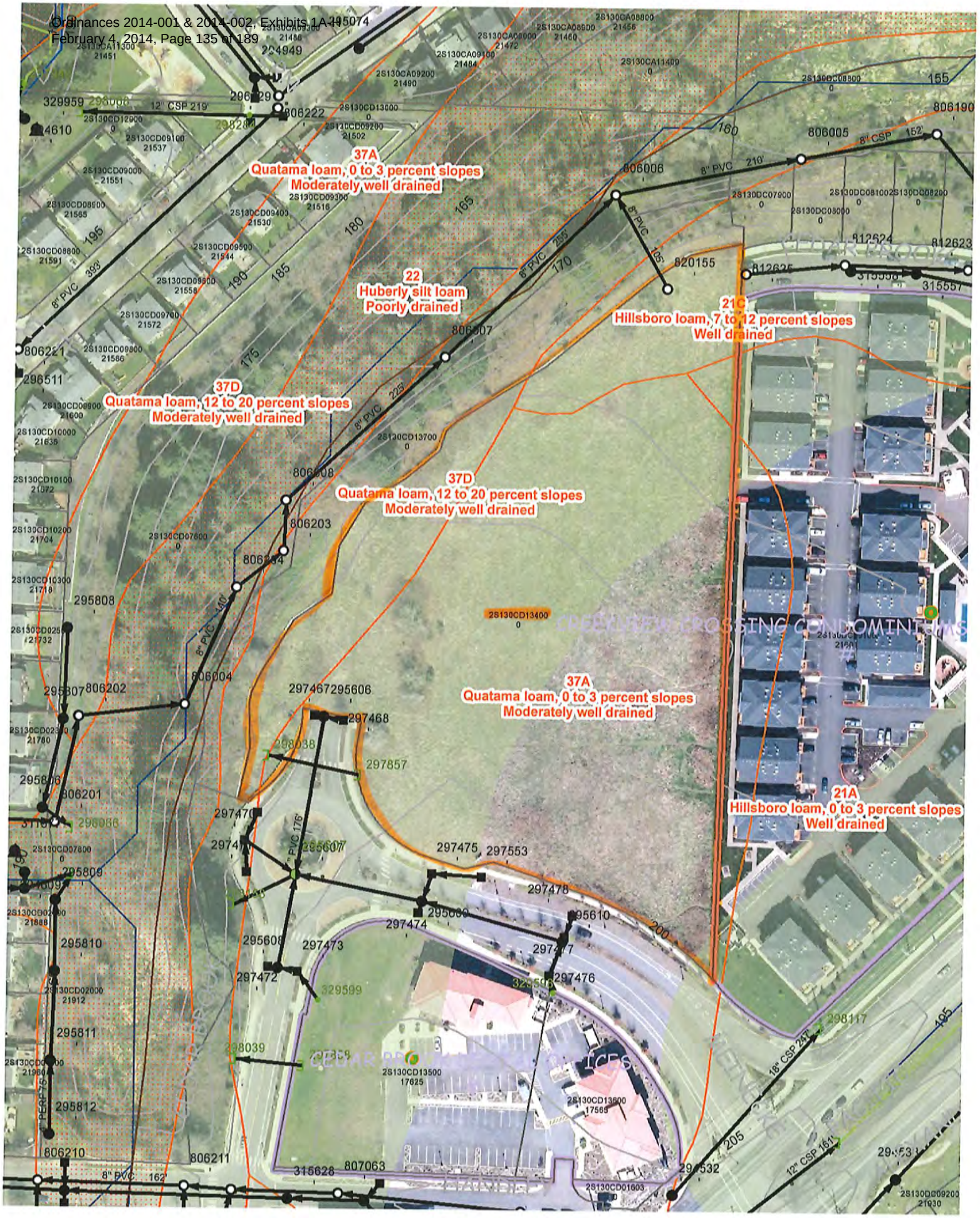
☐ Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

☐ **This Service Provider Letter is not valid unless _____ CWS approved site plan(s) are attached.**

☐ The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by _____ Date 07/29/13


2S 1 30CD
WASHINGTON COUNTY OREGON
SE1/4 SW1/4 SECTION 30 T2S R1W W.M.
SCALE 1" = 100'
SECTION 30
CARTOGRAPHY
PLOT DATE: June 04, 2013
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE
SHERWOOD
2S 1 30CD
Site
88-10
SW MEINECKE PARKWAY
HIGHWAY 99W
PACIFIC
CEDAR BROOK WAY
STREET
ROELLI
AVENUE
ROELLICH
HANDLEY
GILLETTE
REISNER
ELDRED
CEREGHINO
SW STEIN
TERRACE
ALDRIDGE
TERRACE
MEADOW
DRIVE
LANE
SW


37A
Quatama loam, 0 to 3 percent slopes
Moderately well drained
22
Huberly silt loam
Poorly drained
21C
Hillsboro loam, 7 to 12 percent slopes
Well drained
37D
Quatama loam, 12 to 20 percent slopes
Moderately well drained
37D
Quatama loam, 12 to 20 percent slopes
Moderately well drained
37A
Quatama loam, 0 to 3 percent slopes
Moderately well drained
21A
Hillsboro loam, 0 to 3 percent slopes
Well drained

Text to be removed is marked with a ~~double strike through~~

Text to be added is underlined

Chapter 16.40 – PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
4. Achieve maximum energy efficiency in land uses.
5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.
2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.
3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.
4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.
5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.
6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:
    a. Illustrative areas within the development application covered by the pattern book.
    b. An explanation of how the pattern book is organized, and how it is to be used.

c. Define specific standards for architecture, color, texture, materials, and other design elements.

d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.

e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:

(1) Massing, facades, elevations, roof forms, proportions, materials, and color palette.

(2) Architectural relevance or vernacular to the Pacific Northwest.

(3) Doors, windows, siding, and entrances, including sash and trim details.

(4) Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.

(5) A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.020

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.
7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.
8. That adequate public facilities and services are available or are made available by the construction of the project.
9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.
10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant toChapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

(Ord. No. 2011-003, § 2, 4-5-2011; Ord. No. 2010-015, § 2, 10-5-2010; Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; 98-1053; Ord. 86-851, § 3)

16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant toChapter 16.124.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.040 - General Provisions

A. 1. Phasing

a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new application, and shall be made in accordance with the procedures specified in this Chapter.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82. (Ord. 86-851, § 3)

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2), below or 16.40.040.C above.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

~~The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size. (Ord. 2001-1119 § 3; Ord. 86-851)~~

Lots created through a PUD shall not be subject to minimum lot sizes and shall supercede the standards within the base zone provided the applicant demonstrates that the proposal meets the purpose and intent of the Zoning and Development Code and the Sherwood Comprehensive Plan.

(Ord. No. 2008-015, § 1, 10-7-2008)

16.40.060 - Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

(Ord. 91-922, § 3; Ord. 86-851)

B. Conditional Uses

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

(Ord. 86-851, § 3)

C. Development Standards

1. Floor Area

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and

egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

(Ord. 91-922, § 3; Ord. 86-851)

Brownstone Residential Market Analysis

Sherwood, Oregon

To Support:
Comprehensive Plan Amendment
Zoning Map Amendment

Submitted August 30, 2013

Applicant:
Brownstone Real Estate Group
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I. INTRODUCTION

GENERAL INFORMATION

Applicant:	Brownstone Real Estate Group P.O. Box 2375 Lake Oswego, Oregon Phone: (503) 358-4460 Contact: Randy Myers
Applicant's Representative	Cardno 5415 SW Westgate Drive; Suite 100 Portland, Oregon 97221 (503) 419-2500 phone (503) 419-2600 fax Contact: Michael Cerbone, AICP michael.cerbone@cardno.com
Tax Lot Information:	Map: 2S1 30 CD; Tax Lot: 13400
Location:	City of Sherwood, Oregon Generally bounded Meinecke Parkway to the south, the terminus of SW Cedar Brook Way to the northeast and just west of Highway 99.
Current Zoning District:	General Commercial (GC)
Project Site Area:	+/- 5.77 acres

SUMMARY OF PROPOSAL

Cardno was retained by the Brownstone Real Estate Group ("Brownstone") to evaluate market need to rezone a 5.7 acre parcel from General Commercial (GC) to High Density Residential (HDR). The rezone to HDR would enable the development of up to 66 attached residential units ranging in size from 1,200 to 1,600 square feet with up to 18 additional single-family residential units ranging in size from 1,400 to 1,900 square feet.

This analysis will assess the unmet need for this residential product type in Sherwood, Oregon, as well as findings to show how the proposed action helps to satisfy that demand and unmet need in the larger market context.

This memorandum summarizes these trends and our preliminary conclusions regarding potential at the subject site.

II. EXECUTIVE SUMMARY

Analysis in this report documents demand and supply conditions related to single-family residential development in the City of Sherwood over a twenty-year land use planning horizon, from 2013 to 2033. Market findings expressed in this document are crucial for answering several key questions integral to the Brownstone Real Estate Development Group's application for a zone change for the subject property from GC to HDR and a Comprehensive Plan Amendment from Commercial to High Density Residential. These key questions include:

1. Is the existing supply of land sufficient to provide attainable residential ownership for both attached and detached housing within the City of Sherwood?

The option for both attached and detached housing is usually found within the higher density residential zones within a jurisdiction. According to Metro zoning and land use GIS data, the City of Sherwood had 121.75 acres currently dedicated to high-density residential (HDR) use. This total represents approximately 6% of the overall land supply of 1,964 acres, not excluding non-developable or constrained lands. Of the 121.75 acres, there are only 96,318 SF or 2.2 acres currently vacant within the HDR zone to meet future demand for high-density residential development.

2. Is there market demand to dictate additional acreage needed for high-density residential development in the City of Sherwood?

Analysis focused on both detached and attached ownership housing supply shows that the current inventory for detached housing is approximately 1.5 months of supply, while detached is showing only 1-month of available supply. With analysis based on attainable home ownership in the $150,000 to $400,000 price range, the twenty-year planning horizon will see over 670 new households within the City of Sherwood seeking attainable housing. That total is broken down into 210 new households in the $35,000 to $49,999 income range, 225 new households in the $50,000 to $74,999 income range and 242 new households in the $75,000 to $99,999 income range. Those income levels would qualify the buyer to purchase a house in the $145,000 to $415,000 price range.

3. Can the subject property better serve demand for high-density residential development with HDR versus GC zoning?

GC zoning precludes high-density residential development within the zone, while the HDR designation is provided to meet the high-density residential needs of the City of Sherwood. Therefore, the subject property would better serve demand for high-density residential development with an HDR zoning designation.

III. THE SUBJECT SITE & SURROUNDING AREA

SUBJECT SITE DESCRIPTION

The subject site is a roughly 5.77 acre triangular parcel located in the City of Sherwood, Oregon, with primary access from Meineke Parkway and the Cedar Brook roundabout. The site is unimproved vacant, relatively flat, and is bounded by a single-family residential development to the North and West, and a high-density residential development to the east. An aerial image of the subject site and immediately surrounding environs is found in FIGURE 1.

FIGURE 1: AERIAL VIEW OF SUBJECT SITE

Transportation & Access

Situated along Meineke Road just off Highway 99W, the site is ideally situated for easy access to the 99W corridor, downtown Sherwood and the nearby schools, commercial retail centers, and community parks as shown within the area amenities map in Figure 2.

Subject Locational Features

Figure 2 provides an aerial map of the subject property in the context of the broader Sherwood, Oregon area and its important economic and community features. The subject site is situated along Meineke Road just off Highway 99W, which is highly proximate and convenient to the Highway 99W corridor, the Langer Drive Commercial District, a Target, Albertsons, Home Depot and the Sherwood City Center. There are numerous schools and community parks within the area. Major employers within the City of Sherwood include the school district and the Allied System Company.

Immediately surrounding features include higher-density residential development to the immediate east that effectively limits visibility, traffic noise, and direct access to the site from Highway 99W. To the west and north, the site is bounded by Cedar Creek and requisite natural resource buffer area that prohibits development. This in turn provides some park-like setting, some view shed, and a measure of privacy for development that would occur on the subject site immediately adjacent.

All of the above should be considered amenities for residential development specifically. In turn, restricted access from key directions to the site because of the natural resource area would indicate obstacles to commercial use and its dependence upon visibility and access. Across Cedar Creek, land is fully developed as single-family residential uses. The resource area should be viewed as a buffer between potential higher-density residential uses on-site and lower-density residential development already in place on the west side.

Subject Site Conclusions

In short, it is concluded that the site is both appropriate and highly amenable to residential development:

- At nearly six acres, undeveloped, and flat, the site provides appropriate flexibility with regard to residential development feasibility, unit mix, and site plan to provide a variety of residential options.
- Locationally, proximate to Highway 99W but without direct visibility or access, the site affords adequate access by residences on the site to various public and commercial amenities in the Sherwood and greater regional area via Highway 99W.
- Effectively “buried” behind adjacent high-density residential development that limits visibility and access from Highway 99W, the site is well-suited as a residential location consistent with other surrounding residential development.
- The Cedar Creek natural area to the immediate west of the subject site should be considered an important natural amenity for residential development, providing park-like setting, privacy, and some view shed for potential resident households. This in turn has economic value as well as public value.

Alternatively, it is found that the site currently has significant disadvantages as a commercial development site:

- Although proximate to Highway 99W, the development of higher-density residential use between the site and Highway 99W "buries" the property, effectively limiting its visibility and access, generally the two most important features of a commercial development site.
- Surrounded by residential development and a natural resource area, traffic, noise, and other disamenity issues from the standpoint of existing, nearby residents, the site would further realize lower economic and community value as commercial development instead of residential development.
- The Cedar Creek natural area immediately to the west restricts access from a key direction and residential area upon which commercial development success would depend.
- Commercial development on-site would not realize economic and community value from the Cedar Creek natural area, but rather would be treated as a development site constraint.

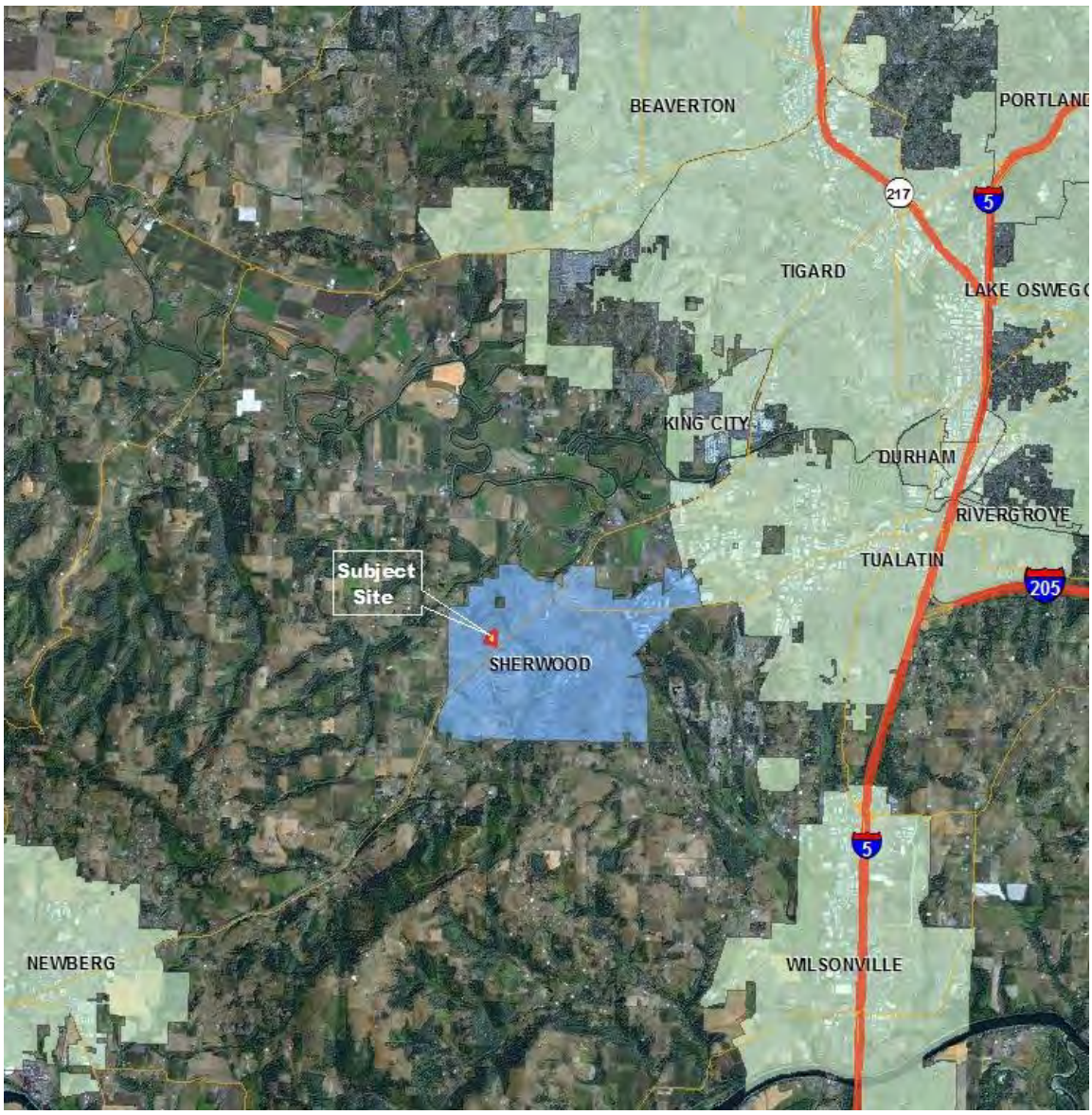
FIGURE 2: AERIAL VIEW OF SUBJECT SITE & AREA AMENITIES

IV. PRIMARY MARKET AREA

The Primary Market Area (PMA) for the subject site in this analysis is defined as the City of Sherwood. Sherwood represents the geographic area from which the subject development will likely draw the majority of its demand due to the local need for high-density attainable housing based on demographics, income levels, and younger families seeking affordable housing alternatives.

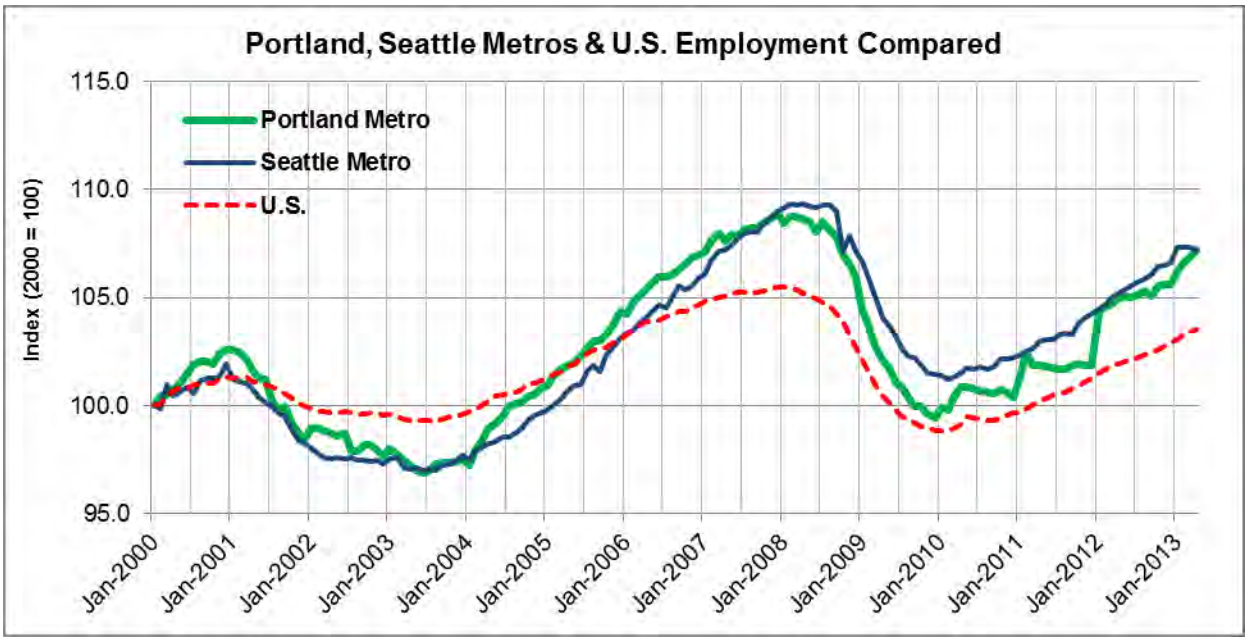
The resulting Primary Market Area designation is shown in FIGURE 3.

FIGURE 3: MAP OF SHERWOOD PRIMARY MARKET AREA



V. ECONOMIC OVERVIEW

Portland Metro Catching Up to Seattle



The Pacific Northwest economy continued its trend of exceeding the nation in terms of job growth through the First Quarter of 2013 and since the benchmark year of 2000. The Portland metro area again caught up with the Seattle metro area in terms of total percentage expansion since 2000. Although Seattle suburban growth has skyrocketed over the past decade and more, downtown Seattle employment has fluctuated significantly since the dot-com crash and the demise of Washington Mutual.

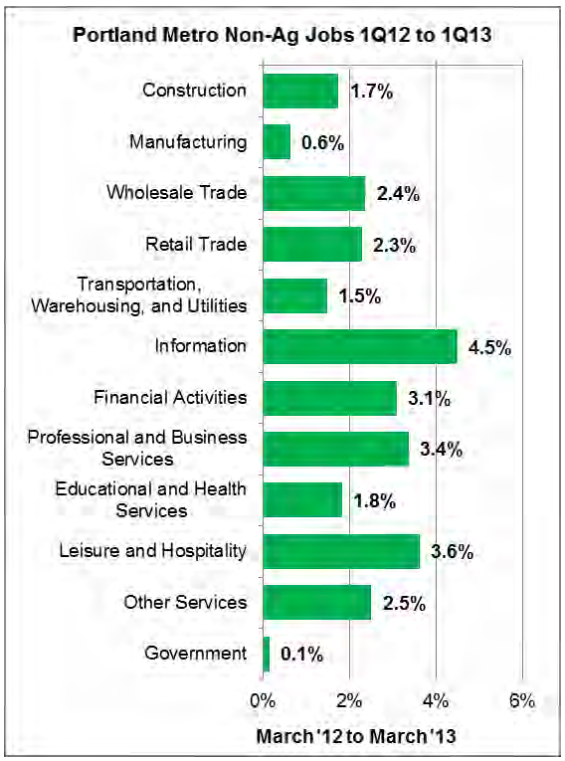
First Quarter details for the Portland economy include:

- The Portland metro added 20,500 jobs from March 2012 through March 2013. The expansion translates into a 2.0% annualized rate of growth.
- The metro area economy has not yet returned to its pre-Great Recession peak employment level at 1.04 million jobs in December of 2007.
- Current total jobs in the Portland metro area stand at 1.03 million.
- The Portland area continues to have significantly greater seasonal fluctuation to job gains due to stronger ties to agricultural industries, as well as major construction projects in Washington County.

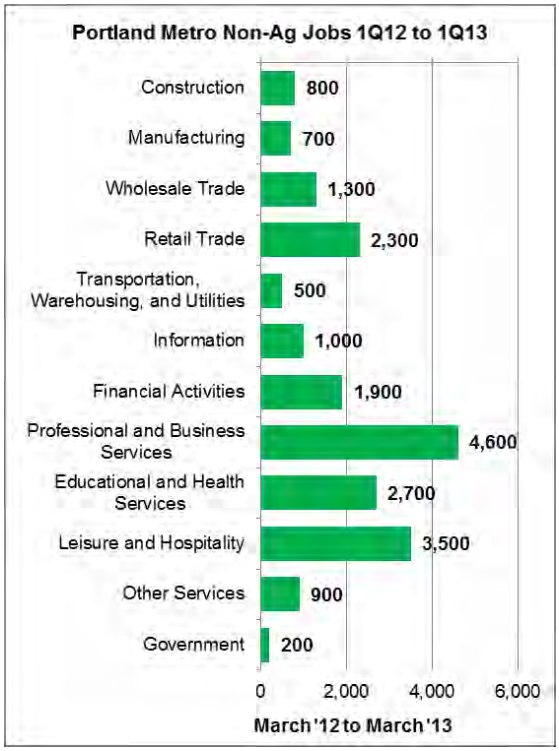
Fastest Portland Job Growth Among Office/Business Park Growth Sectors

Portland metro area industry sector growth over the past year was most brisk in Information (4.5%), Leisure & Hospitality (3.6%), and Professional & Business Services (3.4%). The uptick in expansion in those three sectors indicates returning strength to office and business park demand drivers moving forward.

Sectors more indicative of industrial growth had less-pronounced expansion between March of 2012 and March of 2013 in the Portland metro area. Wholesale Trade led with 2.4% job growth, followed by Construction (1.7%) and Transportation, Warehousing, and Utilities (1.5%). Manufacturing expanded by a muted 0.6% job growth during the period.



Most New Jobs in Portland Metro Among Office/Business Park Growth Sectors

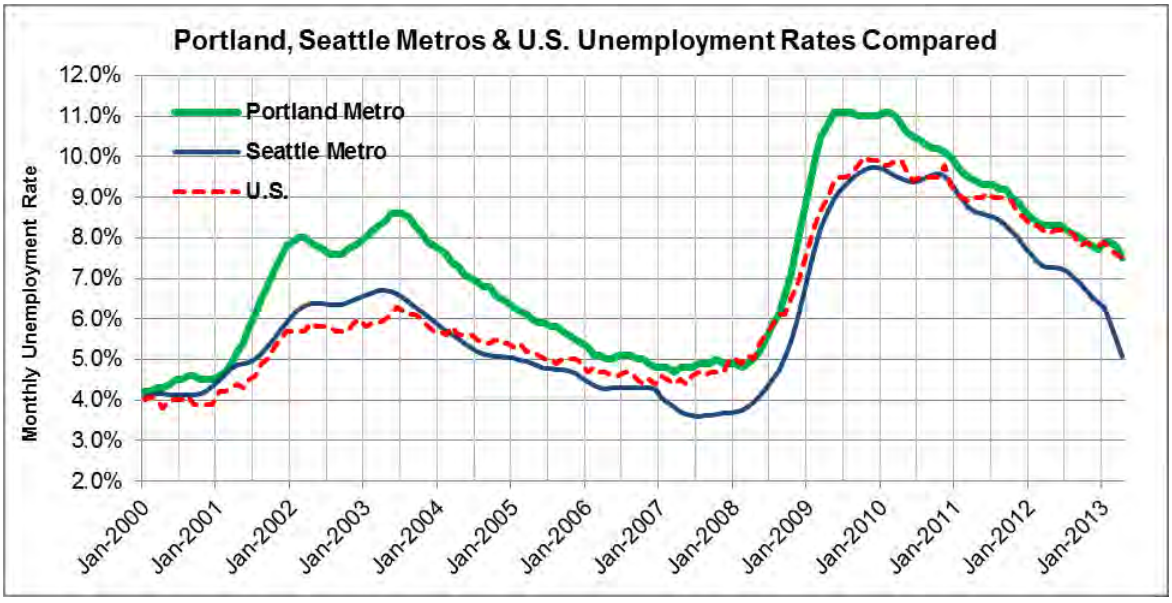


In terms of total jobs added over the last twelve months, Portland metro was led by Professional & Business Services at 4,600 new positions between March of 2012 and 2013. Although Information enjoyed the highest growth rate during the period, the sector added 1,000 jobs to a smaller industry sector base.

Portland metro area Construction, Manufacturing, Wholesale Trade, and Transportation, Warehousing, and Utilities combined for 3,300 new jobs between March of 2012 and 2013. Retail and Leisure & Hospitality combined for 5,800 jobs.

Portland Metro Unemployment Returns to National Average

Accelerating recovery in the Portland metro economy translated into a steady decline in the regional unemployment rate between March of 2012 and March of 2013. The jobless rate in the region now stands at 7.8% with the national rate at 7.6%.



At its worst, the Portland metro area unemployment rate reached a peak of 11.1% for most of the months between May of 2009 and March of 2010. The regional jobless rate is now back to the same level as the pre-Great Recession economy in 2004.

As both the Portland and greater Pacific Northwest economies return to more robust recovery, unemployment rates may see soft recovery as long-discouraged workers, not included in the unemployment rate calculations, step back into the job market as confidence in the economy builds.

VIII. PROPOSED PRODUCT & DEMOGRAPHICS DEFINED

New Household Residential Demand

Cardno conducted an analysis of likely expected household demographics growth projected a 20-year planning period through 2033. Detailed results are expressed in TABLE 1, which provides estimates of residential product demand due to new population growth in Sherwood, OregonEstimates are provided for both the total household growth in the Sherwood market, as well income qualifying households for for-sale housing product across the planning period.

Findings can be summarized as follows:

- The Sherwood PMA is anticipated to grow by 2,100 new households over the planning period.
- The single largest-growing cohort in Sherwood is expected to be households with an income range of between $75,000 and $99,999.
- Households within the $75,000 to $99.999 income are expected to comprise the largest number of households seeking homeownership, followed by households that earn between $50,000 and $74,999 annually. Combined, both cohorts represent need for 447 for-sale residential units to accommodate anticipated population growth.

Household Income Range	New Households Total	%	Tenure Split Owner	Renter	Net Increase Owner	Renter
Less than $15,000	80	4.0%	25.9%	74.1%	60	20
$15,000 - $24,999	104	5.0%	27.9%	72.1%	37	67
$25,000 - $34,999	72	3.4%	30.1%	69.9%	128	-56
$35,000 - $49,999	196	9.3%	33.2%	66.8%	210	-14
$50,000 - $74,999	356	17.0%	37.3%	62.7%	225	131
$75,000 - $99,999	380	18.1%	42.7%	57.3%	242	138
$100,000 - $124,999	376	17.9%	51.7%	48.3%	83	293
$125,000 - $149,999	192	9.1%	64.3%	35.7%	56	136
$150,000 - $199,999	164	7.8%	72.0%	28.0%	75	89
$200,000 or more	180	8.6%	78.7%	21.3%	353	-173
Total/Weighted Avg.	2,100	100.0%	70.0%	30.0%	1,469	631

All Ownership Housing Income Range	New Households	Qualified Payment 1/ Low		High	% of Qualified Payment	Qualified Home Price 2/ Minimum		Maximum
Less than $15,000	60	$0	-	$250	100.0%	$0	-	$58,000
$15,000 - $24,999	37	$250	-	$375	100.0%	$58,200	-	$87,000
$25,000 - $34,999	128	$375	-	$625	100.0%	$87,300	-	$146,000
$35,000 - $49,999	**210**	**$625**	**-**	**$875**	**100.0%**	**$145,500**	**-**	**$204,000**
$50,000 - $74,999	**225**	**$875**	**-**	**$1,250**	**100.0%**	**$203,700**	**-**	**$291,000**
$75,000 - $99,999	**242**	**$1,250**	**-**	**$1,875**	**95.0%**	**$276,500**	**-**	**$415,000**
$100,000 - $124,999	83	$1,875	-	$2,500	95.0%	$414,800	-	$553,000
$125,000 - $149,999	56	$2,500	-	$3,750	90.0%	$523,900	-	$786,000
$150,000 - $199,999	75	$3,750	-	$6,250	80.0%	$698,600	-	$1,164,000
$200,000 or more	353	$6,250	-	$12,500	70.0%	$1,018,700	-	$2,037,000
Total/Weighted Avg.	1,469				90.3%			

1/ Assumes 30% of gross income towards payment.
2/ Based on the following financing assumptions

Interest Rate	5.00%
Mortgage Term	30
% of Income	30.00%
% Financed	80.00%

Based on review by Cardno, housing economics in Sherwood for the foreseeable future indicates that the price thresholds for detached, single-family housing product versus attached, townhouse-style ownership housing is summarized as the following:

- Detached Single-Family Housing: $250,000 and higher.
- Attached Ownership/Townhouse Housing: $190,000 to $300,000

Cost of residential land in Sherwood, current housing prices in Sherwood, and prevailing terms of construction and ownership financing all indicate the above. Accordingly, TABLE 1 also highlights the demand for ownership housing in Sherwood, Oregon across the planning period based on the above housing economics factors, as well as development types proposed for the property will a zoning designation of HDR.

That is, proposed residential development on-site and economically feasible on land zoned HDR would generally be priced from $195,000 to $230,000 for attached, townhouse product and detached, single-family development would be priced generally from $250,000 to $350,000. Accordingly, demand for housing at these price points in Sherwood across the planning period is highlighted in blue, an in total estimated to exceed 670 units.

IX. SHERWOOD LAND SUPPLY AND DEMAND RECONCILIATION

An Analysis of Citywide High-Density Residential & Vacant Land Available

Based on Metro GIS mapping for the City of Sherwood, the existing acreage within the city limits dedicated to high-density residential use accounts for only 7% of the overall capacity. Of that 7%, there is only 2.2 acres still vacant with some level of development potential.

With 367 new households projected by 2018, there is a definite deficit of available high-density residential land.

EXH

Washington County, Oregon 2010-029673
04/19/2010 01:27:22 PM
D-DLF Cnt=1 Stn=29 RECORDS1
$20.00 $5.00 $11.00 $15.00 - Total = $51.00

01474000201000296730040046

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

DEED IN LIEU OF FORECLOSURE
(NON-MERGER, AND WITHOUT WAIVER OF DEBT)

After Recording Return to:

William L. Larkins, Jr.
621 S.W. Morrison Street, Suite 1450
Portland, Oregon 97205

Send Tax Statements to:

Pacific Continental Bank
Attn: Maria Seip, SVP and General Counsel
P.O. Box 10727
Eugene, OR 97440

Cedar Brook Way, LLC, an Oregon limited liability company ("Grantor"), conveys to Pacific Continental Bank, an Oregon state chartered bank ("Grantee"), the following real property (the "Property"): **See attached "Exhibit A" for legal description**

together with all of Grantor's right, title, and interest of any kind in the Property. Grantor warrants that it is the owner of the Property but is conveying it to Grantee subject to liens and encumbrances, as described more particularly in an agreement of even date herewith to which Grantor and Grantee are parties ("the Settlement Agreement").

Grantor executed and delivered to Grantee a Deed of Trust, recorded on August 30, 2007, as Doc. No. 2007-095311 in the Records of Washington County, Oregon, to secure payment of a Promissory Note in the sum of $2,355,000.00. Grantor is in default under the terms of the Promissory Note and the Deed of Trust, and the Property is subject to foreclosure.

In accepting this Deed in Lieu of Foreclosure ("this Deed"), Grantee is not waiving, and is expressly preserving, the right to sue on and/or collect on the Promissory Note secured by the Deed of Trust, subject to the terms of the Settlement Agreement.

This Deed is intended as a conveyance absolute in legal effect, as well as in form, of the title to the Property to Grantee and this Deed is not intended as security of any kind. Grantor waives, surrenders, and relinquishes any equity of redemption and statutory rights of redemption that Grantor may have in connection with the Property and the Deed of Trust.

Grantor warrants that during the time period that the Property was owned by Grantor, the Property was never used for the generation, manufacture, storage, treatment, disposal, release, or threatened release of any hazardous substance, as those terms are defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), as amended, 42 USC §9601 et seq., the Superfund Amendments and Reauthorization Act (SARA), other applicable state or federal laws, or regulations adopted pursuant to any of the foregoing. Grantor agrees to indemnify and hold Grantee harmless against any and all claims and losses resulting from a breach of this warranty.

This Deed does not effect a merger of the fee ownership and the lien of the Deed of Trust described above. The fee and the lien shall hereafter remain separate and distinct. Grantee reserves its right to foreclose its Deed of Trust at any time as to any party with any claim, interest, or lien on the Property.

Grantor has read and fully understands the above terms and is not acting under misapprehensions regarding the effect of this Deed, nor is Grantor under any duress, undue influence, or misrepresentations of Grantee, Grantee's agents, lawyers, or any other person.

The following disclaimer is made pursuant to ORS 93.040(1):

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF

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ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: April 5, 2010.

CEDAR BROOK WAY, LLC, an
Oregon limited liability company

By: _____

Printed Name: J. PATRICK LUCAS

Title: MANAGER

STATE OF Oregon)
)
County of Washington) ss.

This instrument was acknowledged before me on April 5th, 2010, by J. Patrick Lucas personally known to me or _____, and who attested that he/she was acting in his authorized capacity as the manager of Cedar Brook Way, LLC, an Oregon limited liability company.

/s/ Judi Stephens
Notary Public for Oregon
My commission expires: 10/29/12

OFFICIAL SEAL
JUDI A STEPHENS
NOTARY PUBLIC-OREGON
COMMISSION NO. 433881
MY COMMISSION EXPIRES OCT 29, 2012

EXHIBIT "A" TO DEED IN LIEU OF FORECLOSURE

(Deed of Trust Recorded as Instrument No. 2007-095311)

Parcel 1 and Tract "A," PARTITION PLAT NO. 2007-029, in the City of Sherwood, County of Washington, State of Oregon.

Tax Parcel Nos. R2153891, R2153894

From: Sally Robinson
To: Michelle Miller
Subject: Case File No. PA 13-02
Date: Friday, November 29, 2013 11:00:31 PM

Michelle,

I have VERY SERIOUS concerns over the development you are working on with Brownstone Real Estate Group. You may not know that there is currently a serious parking issue near the location of the proposed development from the existing apartments along Hwy 99. The tenants park at the ends of Cedar Creek, which are not designated parking spots; they also park at the dental building & even down onto Handley.

How is it that you can accommodate so many people in the proposed development & their parking needs? I suggest that the City REQUIRE more parking than is usually proposed (and was for the apartments in front of this area) because it will not be sufficient, which in turn makes the area more dangerous with these cars blocking fire lanes, etc.

Unfortunately, I won't be at the meeting on the 18th, but I feel very strongly that the proposed development is NOT appropriate because of the parking situation as well as the traffic impact to the area. The change from what was to be an Avamere facility and now apartments or other high density residential housing--will have a significant traffic impacts at this location. Please address these two serious issues.

Thank you. Sally Robinson, resident in the Vineyards.

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

December 9, 2013 ODOT #5936

ODOT Response to Local Land Use Notification

Project Name: Brownstone Zone Change	**Applicant:** Randy Myers
Jurisdiction: City of Sherwood	**Jurisdiction Case #:** PA 13-02
Site Address: North of SW Meinecke Pkwy, East of SW Cedar Brook Way, Sherwood, OR	**Legal Description:** 02S 01W 30CD **Tax Lot(s):** 13400
State Highway: OR 99W	**Mileposts:** 15.77

The site of this proposed land use action is in the vicinity of OR 99W. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

The applicant proposes a zone change from General Commercial to High Density Residential. For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of "no significant effect" on the transportation system, or if there is a significant effect, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

ODOT has reviewed the traffic impact analysis submitted by the applicant which compares the reasonable highest trip generation for allowed land uses under the existing General Commercial zoning to the reasonable highest trip generation for the proposed High Density Residential zoning. Since the reasonable highest trip generation under the proposed zoning is less than the existing zoning, ODOT has determined there will not be a significant effect on state highway facilities with the proposed zone change.

Thank you for providing ODOT the opportunity to review and comment on the proposed zone change. Doug Baumgartner PE, ODOT Traffic Analyst provided the technical review. If you have any questions, please contact the development review planner listed below.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209
Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Sandra Koike	Phone: 503.731.8282
Traffic Contact: Doug Baumgartner PE	Phone: 503.731.8225

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Engineering Review Comments

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.ci.sherwood.or.us

Mayor
Bill Middleton

Council President
Linda Henderson

Councilors
Dave Grant
Robyn Folsom
Bill Butterfield
Matt Langer
Krisanna Clark

City Manager
Joseph Gall, ICMA

Date:	December 11, 2013
Project Title:	Brownstone Zoning Change and Text Amendment
Case File Number:	4174
Eng Dept Staff Reviewer:	Bob Galati PE, City Engineer

Review Comments

Background Information

Brownstone has submitted for a zoning change and municipal code text amendment for Tax Lot 13400, Section 30CD, T2S, R1W, Willamette Meridian. The property is located north of SW Meinecke Road, west of Hwy 99W, and east of the extension of SW Cedar Brook Way. The applicant is proposing a change to the existing zoning from General Commercial (GC) to High Density Residential (HDR). The text amendment is to reduce the 5,000 square foot minimum lot size within the Planned Unit Development (PUD). The applicant submitted a general site layout with the application.

Transportation Review

A Traffic Analysis Report was prepared by Charbonneau Engineering LLC, dated October 2013, was submitted as part of the application. The report indicates that the proposed zoning change and code text amendment will result in fewer A.M. and P.M. peak hour trips. The report indicates that the development will experience LOS “D” or better and operate with a V/C ratio of 0.75 during both A.M. and P.M. peak hour traffic.

The development is proposing two access points to the development. One access point is located off the constructed extension of Cedar Brook Way, to the existing roundabout at the Meinecke Road intersection. The second access point is located approximately 180 feet east of the roundabout on Meinecke Road. City Engineering Design Standards indicates that a design spacing minimum of 400 feet is required for intersections on collector status streets. However, this access is proposed to be configured as a right-in/right-out intersection, in which

case the 180 foot distance would be acceptable conditioned on meeting minimum sight distance requirements.

Storm System Review

There are no existing public storm water facilities which would be able to serve the site. The existing storm water quality facility located on Cedar Brook Way near Hwy 99W serves the Cedar Brook Condominium development and is not size for additional capacity. This storm water facility is located on land owned by the current property owner located on the north side of Cedar Brook Way.

The applicant could investigate the willingness of the existing storm water facility property owner to allow expansion of the facility. Regardless, the site will need to provide storm water quality treatment of impervious surface storm water runoff generated at the site to meet CWS standards. Discharge of treated storm water runoff would most likely be to the Cedar Creek tributary located to the west of the site.

Sanitary Sewer System Review

There is an existing public 8-inch sanitary sewer mainline located in Cedar Brook Way. This sewer main would need to be extended with the construction of Cedar Brook Way to be able to provide service to the site. The existing sanitary sewer system located in Cedar Brook Way has the capacity to handle the proposed development.

Water System Review

There is an existing 12-inch water mainline located in Cedar Brook Way. The water main would need to be extended with the construction of the extension fo Cedar Brook Way to provide service to the site. The existing water system located in Cedar Brook Way has the capacity to handle the proposed development.

Comments

The traffic analysis report depicts outdated roadway classifications in a reference table. This table shall be updated to reflect current City TSP roadway classifications.

The reference chart also incorrectly indicates an existing Cedar Brook Way paved section with of 32 feet. This reference chart shall be updated to reflect a correct paved width of 36 feet.

The proposed design road section extension for Cedar Brook Way shall conform to the existing road section of Cedar Brook Way.

Conclusion

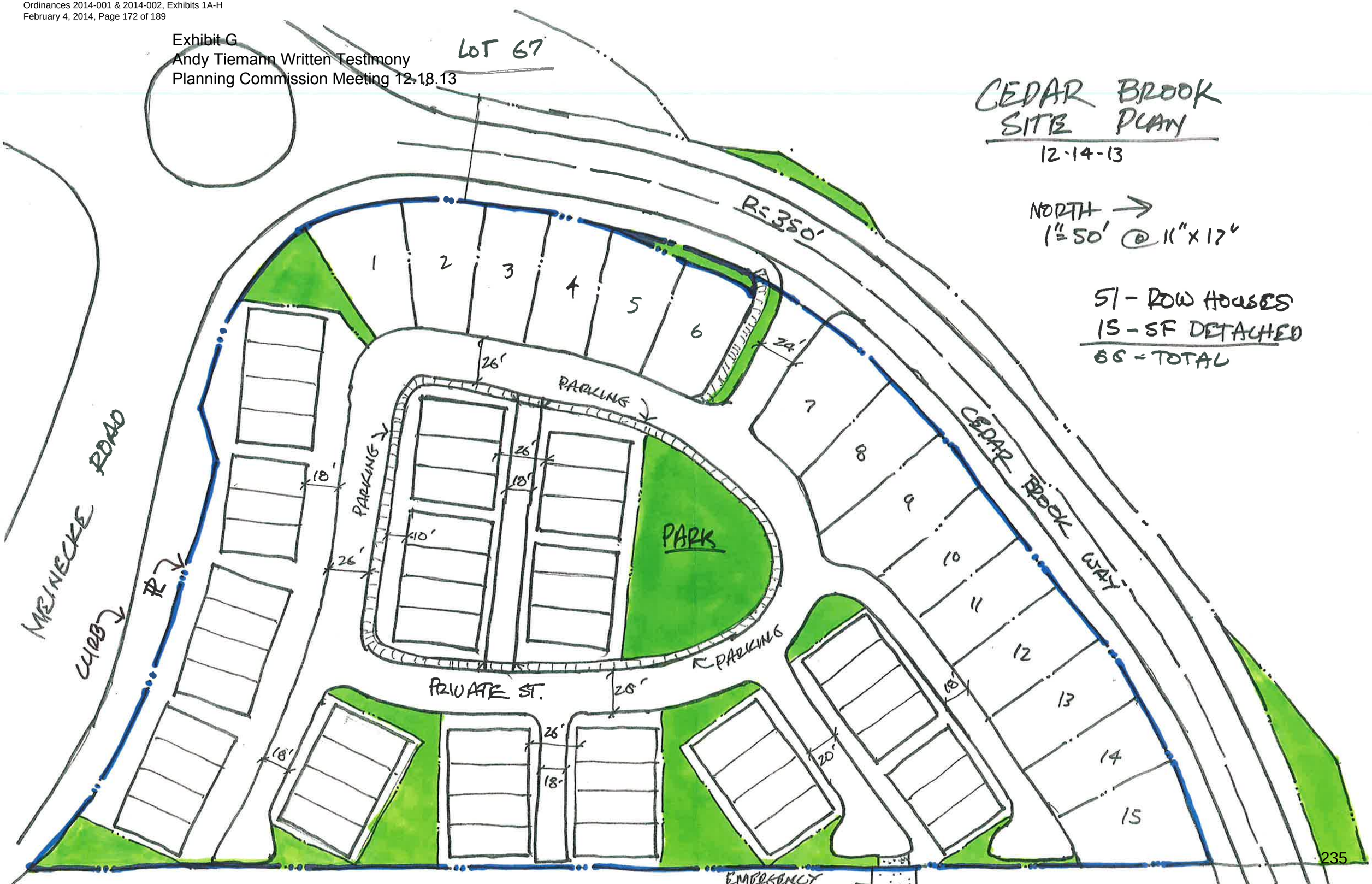
The requested zoning change and code text amendment will not have a negative impact on adjacent public transportation systems, or the ability of public utility infrastructure to handle the additional demand made by the site development.

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13



City of Sherwood, Oregon
Ordinance No. 2004-007

AN ORDINANCE APPROVING A PLAN TEXT AMENDMENT, ESTABLISHING CHANGES TO SECTION 2.202 OF THE SHERWOOD ZONING AND COMMUNITY DEVELOPMENT CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Section 2.202 is to be amended in response to a request by West Hills Development Company to decrease the allowable lot size of residential lots for single family-detached housing; and

WHEREAS, the Sherwood Planning Commission conducted public hearings on the proposed plan text amendment on February 3rd and 25th, March 2nd and April 20, 2004, and recommended approval of the plan text amendment to the City Council; and

WHEREAS, the Sherwood City Council conducted public hearings on the proposed plan text amendment on April 27th; and requested the applicant and staff to come back to the City Council with ordinance language on June 8, 2004 to address certain issues and findings of Council; and

WHEREAS, the Community Development and Zoning Code Section 4.203.01 specifies the criteria to approve a change in the Comprehensive Plan Text, and that the Sherwood City Council finds that the text proposal complies based on the findings of the Planning Commission, and proposed ordinance language by the applicant; and

WHEREAS, the Sherwood City Council has received the application materials, the City's Planning Staff report, the Planning Commission findings, and the Council reviewed the materials submitted and the facts of the proposal and conducted public hearings as required on April 27 and June 8, 2004.

NOW, THEREFORE, THE CITY ORDAINS AS FOLLOWS:

Section 1. Commission Review & Public Hearings. That the application for a Plan Text Amendment (City File No. PA 03-03) to establish a lower minimum lot size for residential lots within a Planned Unit Development zoned High Density Residential (HDR) was subject to full and proper review, and public hearings were held before the Planning Commission on February 3rd and 25th, March 2nd and April 20, 2004 and the City Council on April 27, 2004 and June 8, 2004.

Section 2. Findings. That after full and due consideration of the application, the City Staff report, the record, findings, and of the evidence presented at the public hearing, the Council finds that the proposed plan text amendments are appropriate to revise the Community Development Code; and therefore, the Council adopts the findings of fact contained in the staff

report and recommendation from Planning Commission dated April 21, 2004, and amended by the Council findings as stipulated in the Notice of Decision "Exhibit A".

Section 3. Approval. That a request for a Plan Text Amendment is hereby **APPROVED** as stipulated in the Notice of Decision dated June 22, 2004; labeled "Exhibit A" and attached to this ordinance.

Section 4. Manager Authorized. The Planning Director is hereby directed to take such action as may be necessary to document this amendment.

Section 5. Effective Date. This ordinance shall become effective the 30th day after its adoption by the City Council.

Section 6. Sunset Clause. This ordinance shall expire automatically, unless extended by ordinance of the City Council, six calendar months from its effective date, and is available only to existing PUDs as a major modification."

Duly passed by the City Council this 22nd day of June, 2004.

Approved by the Mayor this 22nd day of June, 2004.

Mark Cottle, Mayor

Attest:

C.L. Wiley, City Recorder

	AYE	NAY
Weislogel	✓	
Grant	✓	
Heironimus	✓	
Durrell	✓	
Mays		✓
Fox	✓	
Cottle	✓	

Exhibit A: City Council Notice of Decision "Exhibit A", dated June 22, 2004.

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Exhibit A
ORDINANCE NO. 2004-007

CITY COUNCIL
NOTICE OF DECISION

Date Rec'd:	October 3, 2003
Date of Decision:	June 22, 2004
Decision Type:	V (Legislative)
Initial Hearing:	April 27, 2004
Hearing (cont.):	**June 8 and June 22, 2004**
App. revised:	**June 1 and June 11, 2004**

Applicant:
Don Guthrie
West Hills Development Co.
15500 SW Jay St.
Beaverton, OR 97006

(contact) Michael C. Robinson, Attorney
Perkins Coie LLP
1120 NW Couch Street, 10th Floor
Portland, OR 97209-4128

I. DECISION

On June 22, 2004 the City Council of the City of Sherwood, Oregon **APPROVES with conditions PA 03-03 PUD Lots Sizes Plan Text Amendment**, a proposal to reduce minimum lot sizes in residential Planned Unit Developments in the High Density Residential (HDR) zoning district. This ordinance shall expire automatically, unless extended by ordinance of the City Council, six calendar months from its effective date.

II. FINDINGS

This decision was based on the findings of fact contained in the Planning Commission Staff Report addressed to the City Council dated April 21, 2004 and the most recent submittal of revised application materials from the applicant, by Michael Robinson, Attorney dated June 1, 2004. Additional findings in response to the June 1st submittal are detailed below.

Required Findings for Approval: Required findings and criteria are listed in Section 4.203.01 of the Sherwood Zoning and Community Development Code (SZCDC).

A. 4.203.01 Text Amendment

"An amendment to the Comprehensive Plan shall be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment shall be consistent with the intent of the Comprehensive Plan, and all other provisions of the Plan and the Code, and with applicable State or City statutes and regulations."

This proposed amendment to the Zoning and Community Development Code has not to date been identified by the City Council as a response to a specific need in the community. The Planning Commission in its review, found that a need for housing that is more affordable exists, and that the amendment is consistent with the intent of the Comprehensive Plan to provide a more diverse housing mix in the City. As with all proposed land use actions, the burden ultimately falls to the applicant to prove that the need exists.

The applicant formerly addressed these applicable Policies of the Comprehensive Plan, Part 2, in their submittal dated October 3, 2003 and in supplemental materials, dated January 28, 2004:

Chapter 3 – Growth Management

The applicant listed all policy objectives of this Chapter, detailed on pages 4 and 5 of the proposal, and maintains that the proposed amendment allows the city to focus future growth on large parcels within the city, in PUD districts where residential development is contiguous to existing development.

Finding: Planning staff found, and the Commission agreed, that the proposed amendment does not further these objectives, but does not thwart them either. It would encourage development within the present City limits in the sense that it would add more of an existing housing type on certain properties, giving developers the opportunity to use a particular building type for more units than presently allowed.

Chapter 4 – Land Use

Policy 1 – Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2 – The City will insure that than adequate distribution of housing styles and tenures are available.

Policy 3 – The City will insure the availability of affordable housing and locational choice for all income groups.

Policy 6 – The City will create, designate and administer five residential zones specifying the purpose and standards of each consistent with the need for a balance in housing densities, styles, prices and tenures.

Finding: The City currently has several different housing choices in style, price and tenure: single family detached, duplexes, townhomes, condominiums, manufactured homes and multi-family apartments. The proposed amendment to the minimum lot size in Planned Unit Developments provides additional housing choices for Sherwood residents, as the prices of homes on lots as small as 2000 square feet will typically be more affordable than housing on larger lots. In public hearing, the applicant asserted that the homes offered an affordable housing option for ownership to Sherwood residents. The applicant stated that the market of this housing type on the lot size they propose would be from $163,000 to $193,000. The median price of new homes here in Sherwood is approximately $210,000 (Realtor's Multiple Listing Service, 03/04).

In order to justify a lowering of minimum lot size in the community as a whole, where PUDs have accounted for much of the single family development in the City, the applicant has provided more detailed criteria to assure a particular end-product. They have addressed issues of design in supporting materials, and propose design criteria (borrowing similar criteria from Sherwood's townhome ordinance) in the text language as proposed.

The proposal by West Hills relies largely on the provision of private covenants and a homeowner's association to enforce them, in assuring the long-term condition of the development. In order to justify a lowering of minimum lot size and provide more affordable single-family detached housing, the Commission found and Council agrees, that design and subdivision layout criteria needed to be more specifically defined and the assurance of an end-product more reliable than that of typical PUDs.

The City Council finds that the need for a varied housing market would be better served if a limitation is placed on the number of detached single family residences within such a development. The Council finds that no more than a maximum of 60% of the homes in a PUD that utilizes the 2.202.05C4 should be detached single family homes.

The Commission made the following findings in support of the proposed plan text amendment, and changes to the language itself, which the Council adopts and incorporates into the Ordinance:

- A finding that the plan text amendment is providing an opportunity for more affordable owner-occupied housing in the City of Sherwood.

- A finding that the maximum building height should be limited to that of other single family residential zones to avoid the "towering" effect if the usual HDR standard height maximum is used. Therefore, the ordinance should incorporate wording regarding "shared property line setbacks" into the text amendment. The language would limit the maximum building height to 2 stories or 30 feet

- A finding that the PUD section of the Code should incorporate a provision in this ordinance similar to that of the townhome ordinance, which states all other community design standards in Chapters 5, 8 and 9 apply unless otherwise changed via the PUD approval.

III. Ordinance Amendment

2.200 SPECIAL USES

2.201 GENERAL PROVISIONS

Special uses included in Section 2.200 are uses which, due to their effect on surrounding properties, must be developed in accordance with special conditions and standards. These conditions and standards may differ from the development standards established for other uses in the same zoning district. When a dimensional standard for a special use differs from that of the underlying zoning district, the standard for the special use shall apply.

2.202 PLANNED UNIT DEVELOPMENT (PUD)

2.202.01 Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land. The PUD process allows creativity and flexibility in site design which cannot be achieved through a strict adherence to zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.

2. Preserve valuable landscape, terrain and other environmental amenities.

3. Provide diversified and innovative living, working or shopping environments that take into consideration community needs and activity patterns.

4. Achieve maximum energy efficiency in land uses.

5. Promote innovative design in architecture or other site features that enhance the community or natural environment.

2.202.02 Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Section 3.200. PUDs shall only be considered on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of:

natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development. The applicant shall describe the unusual conditions qualifying the site for PUD consideration, and the Commission shall cite findings of fact validating these conditions.

B. Content

The Preliminary Development Plan application shall include the following mapping, illustrations and written narrative:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5)foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, property boundaries, lot lines, and lot dimensions and area.

2. Listing of all property owners adjacent to the PUD as per Section 3.202.03, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.

3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, other public and utility structures, and any other dedicated land features or structures, the parceling or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.

4. Narrative and drawings describing illustrating: the intent of the PUD and how general PUD standards as per Section 2.202 are met, details of the particular uses, densities, building types and architectural controls proposed, proposed architectural elevations, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.

5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Section 7.200. The preliminary subdivision shall be processed concurrently with the PUD.

C. Commission Review

The Commission shall review the application pursuant to Section 3.200 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is sited in an area that is unusually constrained due to existing natural or man-made features, while protecting the environmental resources of the site and adjacent properties.

2. That exceptions from the standards of the underlying zoning district are warranted by the design and amenities incorporated in the development plan.

3. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments.

4. That the system of ownership and the means of developing, preserving and maintaining open spaces are acceptable.

5. That the PUD will have a beneficial effect on the area which could not be achieved under the underlying zoning district.

6. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.

7. That adequate public facilities and services are available or are made available by the construction of the project.

8. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in Section 2.202 have been met.

9. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 2.202.05(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant to Section 3.200. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by

ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per Section 2.202.02, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 2.202.03.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

2.202.03 Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per Sections 2.202 and 4.100, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 2.202.02. In addition, the applicant shall prepare and submit a detailed site plan, if applicable, for review and approval, pursuant to the provisions of Section 5.100. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant to Section 7.300. The final plat shall be processed concurrently with the Final Development Plan.

2.202.04 General Provisions

1. Phasing
   a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

   b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new petition, and shall be made in accordance with the procedures specified in Section 2.202.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

2.202.05 Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.

2. Related NC uses which are designed and located so as to exclusively serve the PUD district.

3. All other uses permitted within the underlying zoning district in which the PUD is located.

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Section 4.300.

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Section 2, below.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

Except for PUD developments in the HDR zone subject to section 2.202.05.C.4 below, the minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size.

4. Minimum Lot Size in HDR zone

The minimum size for a lot containing a detached single-family dwelling in a Planned Unit Development in the HDR zoning district may be less than 5,000 square feet provided the following approval criteria are met:

a. General Standards

(1) Dwelling Area. Each single-family dwelling shall have a minimum dwelling area of 1,450 square feet. Garage area is not included within the minimum dwelling area.

(2) Lot Sizes and Dimensions. The minimum lot size shall be 2000 square feet. The minimum lot width shall be 20 feet and the minimum lot depth shall be 65 feet.

(3) Parking.

(a) The PUD preliminary development plan shall include a parking plan. The purpose of a parking plan is to provide on-street and off-street parking sufficient for residents and visitors. The parking plan shall show the location of proposed off-street parking and on-street parking.

(b) As a guideline, the parking plan should include an average of 1.75 parking spaces per dwelling unit, including both on-street and off-street parking, but not including garages.

(4) Single Family Dwelling Setbacks. Dwellings shall have the following setbacks:

(a) Front-loaded garages – minimum of 20 feet.

(b) Rear-loaded garages – minimum of 2 feet and maximum of 6 feet.

(c) Front yard setback to a front porch – minimum of 6 feet.

(d) Front yard setback to dwelling – minimum of 9 feet.

(e) Rear yard setback to dwelling – minimum of 12 feet.

(f) Rear yard setback to porch – minimum of 10 feet.

(g) Side yard setbacks adjacent to alley and streets – minimum of 8 feet.

(h) Interior side yard setbacks – minimum of 3.5 feet. Consistent with Section 2.305.04, architectural features such as cornices, eaves, canopies, sunshades, gutters, signs, chimneys, and flues may project into the required side yard no closer than two and one-half (2.5) feet from the property line.

(i) Minimum lot width at building line – 20 feet.

(j) Abutting residential districts – where proposed lots abut an existing lower density residential zoning

district, the adjoining yard setbacks shall be no less than those of the abutting residential zoning district.

(5) Maximum Building Height. The maximum building height shall be thirty (30) feet or two (2) stories.

(6) Maximum Percentage of Single-Family Homes. The total planned unit development shall have no more than 60% of the total dwellings as single-family detached dwellings.

(7) Other Applicable Standards. All applicable community design standards in Chapters 2, 5 and 8 shall apply unless otherwise approved as a part of the Preliminary or Final Development Plan.

b. Single Family Dwelling Design Standards

(1) Vehicle Access. Each lot in the PUD shall have vehicle access from either the front or rear lot line but not both. If alleyways are used for access, they shall be created at the time of subdivision approval.

(2) Garages and Driveways. Lots shall comply with the following standards in order to minimize interruption of adjacent sidewalks by driveway entrances, to slow traffic, to improve the appearance of the street, and to minimize paved surfaces for better traffic management:

(a) When garages face the street, the garage door shall be recessed behind the front building elevation (living area, covered porch, or other architectural feature) by a minimum of one (1) foot.

(b) The maximum allowable driveway width facing the street is two (2) feet greater than the width of the garage door. The maximum garage door width per dwelling is 60% of the total building width. For example, a 20-foot-wide dwelling may have one 12-foot-wide recessed garage door and a 14-foot-wide driveway.

(3) Building Design. The purpose of these standards is to make each dwelling unit distinctive and to prevent garages and blank walls from becoming a dominant visual feature. These standards will apply to all single-family detached dwellings on lots smaller than 5000 square feet unless

otherwise approved in the Preliminary or Final Development Plan.

(a) Dwellings in the PUD shall use a variety of roof types, including but not limited to, hipped, gambrel, and gabled roofs. Flat roofs shall be prohibited.

(b) A minimum of 50% of the dwellings within a block frontage shall have a front porch. Front porches may not encroach into the clear vision area as defined in Section 2.301 of this Code.

(c) Window trim shall not be flush with exterior wall treatment for any windows facing public rights-of-way. Windows shall be provided with architectural surround at the jam, head, and sill.

(d) All building elevations visible from the street or alley shall provide doors, front porches, balconies, windows, or other architectural features to provide a variety of facades. This standard shall apply to each full and partial building story.

(e) The PUD preliminary development plan shall provide a mix of rear-loaded and front-loaded garages.

(f) No two adjacent dwellings shall have the same architectural elevation or the same predominant color.

(g) All single-family dwellings shall use at least two of the following exterior materials on the front and street side façades: brick, natural stone, manufactured stone, lap siding, or stucco. The exterior siding shall not be either T-111 or plywood.

(h) Landscaping in the front yards and street side yards to the building line shall be installed prior to occupancy. Maintenance of the landscaping in these areas shall be maintained and enforced through recorded conditions, covenants and restrictions by the homeowners association. This requirement shall be imposed as a condition of approval in the PUD preliminary and final development plan. The application shall provide for

establishment of a homeowners association. The applicant shall provide draft conditions, covenants, and restrictions for review and approval by the city. At a minimum, the conditions, covenants and restrictions shall require maintenance of common areas, front yard and street side yard landscaping by a professional management company; shall prohibit outside storage in any yard; shall prohibit the parking of boats, trailers, motor homes, motorcycles, trucks, truck-campers, and similar equipment; and garages shall be available for parking.

(4) Streets and Alleys. Streets and alleyways shall be constructed consistent with applicable city standards. Alleyways shall be privately maintained. The minimum improved street width shall be consistent with local street requirements in the Transportation System Plan. Unless otherwise approved as part of the Preliminary or Final Development Plan, streets shall be 36 feet wide with parking on both sides. Any street within a block that, because of volumes of traffic or street location, is determined by the city to function as a minor collector or a higher functional classification roadway shall be constructed to such applicable standard.

(5) Open Space. The PUD preliminary development plan shall provide for private and public open spaces which shall include improvements appropriate to the open space's size and purpose, such as but not limited to, play equipment, pedestrian amenities, and trails or sidewalks. Open space shall be no less than 5% of the gross PUD area. Parking areas and wetlands may not be counted as part of this requirement.

(6) Transit Area. The PUD preliminary development plan shall provide for an attractive transit shelter at an approved transit stop location approved or requested by the Metropolitan Transit District ("Tri-Met"). The PUD preliminary development plan shall include an architectural elevation for the transit shelter.

(7) Applicant Representations. Any oral or written representations made by the applicant during the PUD preliminary development plan approval process ~~shall~~ may

be incorporated as conditions of approval and, if so, shall be implemented in the PUD final development plan.

2.202.06 Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non Residential PUD, subject to Chapter 8.

B. Conditional Uses

A conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission.

C. Development Standards

1. Floor Area

   The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

   Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of Section 2.202 are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

   Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

   a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

   b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, see Chapters 5, 8 and 9.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 8.304.05.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of Section 2.202, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

MEMORANDUM

5415 SW Westgate Drive
Suite 100
Portland, Oregon 97221
USA

Phone (503) 419-2500
Fax (503) 419-2600

www.cardno.com

To: City of Sherwood City Council

From: Michael Cerbone, AICP
Project Manager

Date: January 24, 2014

Project: Brownstone Text Amendment and Zone Change
Staff#: PA 13-02
Re: Clarification of Requested Amendments

Please accept this memo and the information contained within in support of the requested Text Amendment and Zone Change request set forth by Browntstone Real Estate Group (Brownstone). We appreciate your time and attention to our request and look forward to the opportunity to discuss our proposal in more detail with you on February 4th.

Background:
Brownstone has requested a zone change and text amendment to support the development of a 5.77 acre property located on Cedar Brook Way within the City of Sherwood. The proposal before you is a request that would allow for the site to be developed with a single family detached and attached residential homes. The Sherwood Planning Commission (PC) recommended approval of the zone change and denial of the text amendment. This puts the Brownstones request in a precarious situation as the ability to develop the site as envisioned and shared with the planning commission will not be feasible if both requests are not approved. In other words if the zone change is approved for the site and the text amendment is not Browntstone will be left with a piece of land that they could only build attached townhomes and/or condominiums and they would not be able to construct single family detached homes as envisioned.

During deliberations, after the testimony portion of the hearing was closed the PC expressed concerns relating to how the text amendment would impact other properties within the community as well as their general discomfort with making a permanent revisions to the City's ordinance. Members of the PC identified an existing development within the community by West Hills Development (Arbor Homes) noting that exceptions to the minimum lot size and setbacks had been granted to allow for this development utilizing an ordinance with a sunset clause.

Minimum Lot Size:
The City of Sherwood's current code limits the lot size for single family homes to a minimum of 5,000 square feet. This code section effectively precludes the development of detached single family homes within the City's high density residential zones due to the need to meet the minimum density and minimum lot size. Brownstone requested a text amendment to the City's Planned Unit Development (PUD) Ordinance to remove the 5,000 sq ft minimum lot size.

There was some confusion at the Planning Commission after the record had closed regarding the ability to deviate from the minimum lot size requirement utilizing a PUD and/or variance. It is Brownstones understanding based on discussions with staff and testimony provided by staff that the ability to deviate from the minimum lot size via a PUD or Variance would not be feasible supporting the reasoning behind the request for the text amendment.

Sunset Clause for the Text Amendment:
Brownstone understands the PC's concerns regarding a permanent text amendment and they are amenable to approval of an ordinance with a sunset clause of one year. In addition Brownstone is amendable to ordinance being drafted to be specific to the subject site. Brownstone would request the sunset date be one (1) year from the effective date of the ordinance.

Council Meeting Date: February 4, 2014

Agenda Item: Public Hearing

TO: Sherwood City Council

FROM: Michelle Miller, AICP Senior Planner

THROUGH: Julia Hajduk, Community Development Director and Joseph Gall, ICMA-CM, City Manager

SUBJECT: **Ordinance 2014-002, Amending Chapter 16.40 of the Zoning and Community Development Code relating to Planned Unit Developments (Brownstone Text Amendment)**

ISSUE:

Should the City Council approve a text amendment to Chapter 16.40 (Planned Unit Developments) of the Sherwood Zoning and Development Code that removes the minimum lot size requirement criteria from the Planned Unit Development (PUD) standards?

BACKGROUND:

The City received a land use application requesting to rezone the property located at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway from General Commercial to High Density Residential. The property subject to the zone change is vacant**.** Additionally, the applicant proposed to remove the minimum lot size requirement of 5,000 square feet for residential subdivisions when developed as a Planned Unit Development. This would allow developments with varied lot sizes and housing types so long as the density standards of the underlying zoning are met. Under a typical planned unit development review process, both the Planning Commission and City Council review any proposed PUDs and determine whether the development should be approved and standards of the Development Code should be modified to encourage diverse products that enhance the City's livability.

After considering the staff report, applicant testimony, and the public comments, the Planning Commission recommended approval of the zone change with conditions.

The Planning Commission did not recommend approval of the text amendment as proposed by the applicant. The applicant had proposed to amend the planned unit development standards (PUD) to remove the minimum lot size requirement of 5,000 square feet for residential developments. The Planning Commission discussed that they would have considered recommending approval if the applicant had proposed removal of the minimum lot size for PUDs for a specific project or for a certain period of time, but not a permanent removal of the provision from the standard, effectively a "sunset provision" for the minimum lot size requirement. Planning Commission Chair Simson discussed with the Planning Commission, Ordinance 2004-07 (Exhibit 1-H) which amended the SZDC for a limited period in order to allow reduced minimum lot sizes for a PUD that was under consideration in 2004. The Commission discussed that a sunset provision may be applicable to the circumstances of this

applicant: that Commission would recommend and consider allowing a reduced lot size for PUDs for a limited purpose and duration should the PUD application shown to be a positive outcome for the City.

The Planning Commission Recommendation (Exhibit 1) and Exhibits 1A- H are referenced in the Planning Commission Recommendation and follow proposed Ordinance 2014-001 as well.

After discussion with the applicant, the applicant is in agreement with adding a sunset provision to the proposed Ordinance should Council agree with the Planning Commission recommendation. The applicant's response to the Planning Commission recommendation written by Michael Cerbone of Cardno WRG is attached as Exhibit 2 to this report.

This is a legislative decision by the Council and therefore is not subject to the 120 day requirements for decision making purposes.

RECOMMENDATION:
City staff respectfully recommends the City Council hold a hearing on the proposed zone change and text amendment and consider Ordinance 2014-002.

ORDINANCE 2014-002

AMENDING SECTION 16.40 OF THE ZONING AND COMMUNITY DEVELOPMENT CODE RELATING TO PLANNED UNIT DEVELOPMENTS

WHEREAS, the City received an application for a text amendment to the Sherwood Zoning and Development Code amending the provisions of Chapter § 16.40 Planned Unit Development; and

WHEREAS, the applicant proposed to remove the 5,000 square foot minimum lot size allowed for single family home developments in all zones, if approved under the planned unit development standards; and

WHEREAS, after testimony from the public, staff and the applicant, the Sherwood Planning Commission, recommended removal of the standard if developed under the Planned Unit Development standards so long as there was an established limited effective date; and

WHEREAS, the proposed amendment was reviewed for compliance and consistency with the Comprehensive Plan, regional and state regulations and found to be fully compliant; and

WHEREAS, the proposed amendments were subject to full and proper notice and review and a public hearing before the Planning Commission on December 18, 2013; and

WHEREAS, the Planning Commission voted to forward a recommendation to the City Council for the proposed Development Code modifications to Chapter 16.40; and

WHEREAS, the analysis and findings to support the Planning Commission recommendation are identified in the attached Exhibit 1; and

WHEREAS, the City Council held a public hearing on February 4, 2014, and determined that the proposed changes to the Development Code met the applicable Comprehensive Plan criteria and continued to be consistent with regional and state standards.

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. Findings
After full and due consideration of the application, the Planning Commission recommendation, the record, findings, and evidence presented at the public hearing, the City Council adopts the findings of fact contained in the Planning Commission recommendation attached as Exhibit 1 finding that the text of the SZCDC shall be amended as documented in attached Exhibit 1-A.

Section 2. Approval
The proposed amendment for Plan Text Amendment (PA) 13-02 identified in Exhibits 1-A is hereby **APPROVED**.

Section 3. Manager Authorized
The Planning Department is hereby directed to take such action as may be necessary to document this amendment, including notice of adoption to DLCD and necessary updates to Chapter 16 of the Municipal Code in accordance with City ordinances and regulations.

Section 4. Applicability
The amendments to the City of Sherwood Zoning and Community Development Code by Sections 1 to 3 of this Ordinance apply to all land use applications submitted after the effective date of this Ordinance.

Section 5. Effective Date
This ordinance shall become effective the 30th day after its enactment by the City Council and approval of the Mayor.

Section 6. Sunset Provision
This ordinance shall expire automatically, unless extended by ordinance of the City Council, one year from its effective date.

Duly passed by the City Council this 4th day of February 2014.

_____
Bill Middleton, Mayor

Attest:

_____
Sylvia Murphy, MMC, City Recorder

	AYE	NAY
Clark	____	____
Langer	____	____
Butterfield	____	____
Folsom	____	____
Grant	____	____
Henderson	____	____
Middleton	____	____

CITY OF SHERWOOD **January 22, 2014**
Planning Commission Recommendation to the City Council
Brownstone Zone Change and Text Amendment (PA 13-04)

Pre App. Meeting: July 1, 2013
App. Submitted: September 13, 2013
App. Complete: October 16, 2013
120 Day Deadline: February 12, 2014
Planning Commission Hearing: December 18, 2013

The Planning Commission held a public hearing on December 18, 2013 to take testimony and consider the proposed zone change, map amendment and text amendment on an application the City received to rezone the property located at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway from General Commercial to High Density Residential. After considering the staff report, applicant testimony, and the public comments, the Commission recommended approval of the zone change, as proposed but with a limitation that the property could not be developed as multifamily residential, a use traditionally permitted in the High Density Residential zone. The Planning Commission found the market analysis conducted by the applicant and identified as applicant's Exhibit J persuasive. The analysis demonstrated the community's need for 670 single-family attached and detached dwelling units over the next twenty years and that there is currently a demonstrated need for this particular housing type and not the demonstrated need for multi-family housing. Therefore, the Planning Commission recommended that the Council impose a condition that limited the zone change for this parcel to single family attached and detached units.

The Planning Commission did not recommend approval of the text amendment as proposed by the applicant. The applicant had proposed to amend the planned unit development standards (PUD) to remove the minimum lot size requirement of 5,000 square feet for residential developments. The Planning Commission discussed that they may have considered recommending approval if the applicant had proposed removal of the minimum lot size for PUDs for a specific project or for a certain period of time, effectively a "sunset provision" for the minimum lot size requirement.

Applicant's Proposal:
The applicant has requested a comprehensive plan and zone map amendment to change the zone from General Commercial (GC) to High Density Residential (HDR). Additionally, the applicant proposes to amend the planned unit development standards to remove the minimum lot size requirement of 5,000 square feet for residential developments. The property subject to the zone change is vacant. The applicant's proposed text amendment Code language is included as Exhibit A. The applicant's entire application packet is attached as Exhibit B.

I. BACKGROUND

A. Applicant — Brownstone Real Estate Group
P.O. Box 2375
Lake Oswego, OR

Contact: Randy Myers

B. Applicant's Representative — Cardno
5415 SW Westgate Drive, Suite 100
Portland OR 97221

C. Location: Washington County Tax Map 2S130CD13400. The property is at the northeastern intersection of SW Cedar Brook Way and Meinecke Parkway.

D. Parcel Sizes: 5.77 acres total, including the area required for the Cedar Brook Way extension

E. Existing Development and Site Characteristics: The site is vacant with a vegetated corridor along the western and northern edges of the property line. The vegetated corridor is approximately fifty feet in most places and slopes to the western edge of the site into the vegetated corridor. Nine trees are to remain within this corridor. The rest of the site is vacant and level. SW Meinecke Parkway, a fully developed roadway extends to the roundabout at the intersection of SW Meinecke Parkway and SW Cedar Brook Way with curb tight sidewalks to the roundabout.

F Site History: The site was initially part of a three-lot minor land partition, Cedar Brook Way MLP (05-05), and was approved in 2005. When the Oregon Department of Transportation (ODOT), in cooperation with the City constructed the western extension of SW Meinecke Parkway terminating in a traffic roundabout at SW Cedar Brook Way, tax lots 100 and 101 were physically created with the road separating them. The three lots were zoned General Commercial. Two of those lots have office buildings currently constructed on their property. This third lot is the subject of this zone change.

G. Zoning Classification and Comprehensive Plan Designation: The site is zoned General Commercial (GC) and generally allows a wide range of commercial uses.

H. Adjacent Zoning and Land Use: Land to the east is zoned High Density Residential (HDR) and developed with multifamily housing. Land to the south and across SW Meinecke is also zoned GC, and developed with two separate office buildings. To the west and across the vegetated corridor buffer, is a residential subdivision with single-family homes zoned low-density residential, planned unit development (LDR-PUD). The subdivision is Wydham Ridge.

I. Review Process: Both the proposed text amendment and zone change require a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission made a recommendation to the City Council who will make the final decision. There will be a twenty-one (21) day appeal period after the Council issues their decision. Any appeal of the City Council decision would go directly to the Oregon Land Use Board of Appeals (LUBA).

J. Public Notice and Hearing: Notice of the application was mailed to property owners within 1,000 feet, posted on the property, and distributed in five locations throughout the City on November 25, 2013 in accordance with § 16.72.020 of the SZCDC. The notice was published in the

Sherwood Gazette on December 1, 2013 and published in the Times on December12, 2013 (a newspaper of general circulation) in accordance with § 16.72.020 of the SZCDC.

K. Review Criteria: The required findings for the Plan Amendment are identified in § 16.80 (Plan Amendments), Comprehensive Plan Criteria: Chapter 2-Planning Process, Chapter 3-Growth Management, Chapter 4-Land Use, Metro Urban Growth Management Functional Plan: Title 1. Housing Capacity, Oregon Transportation Planning Rule: (OAR 660-012-0060), Statewide Planning Goals: Goal 1- Citizen Involvement, Goal 2- Land Use Planning, Goal 9-Economic Development, Goal10-Housing

II. PUBLIC COMMENTS

Sally Robinson no address provided submitted an email to staff on December 2, 2013 indicating her concern with the proposal. She raised the issue of onsite parking as well as the additional traffic that could be generated with this high-density residential use. Her comments are attached as Exhibit C.

Staff Response: The parking standards are set based on a particular use within the zoning designation. The parking standards are not under review and any land use application regardless of the zoning designation will be required to meet or be conditioned to meet all community design standards found within the current Sherwood Zoning and Development Code.

With respect to traffic, residential uses generate less traffic than commercial uses as the traffic impact analysis indicates. This roadway and nearby signalized intersection are equipped to manage the capacity for the proposed residential use.

III. AGENCY COMMENTS

Staff e-mailed notice to affected agencies on November 24, 2013. The following is a summary of comments received as of this date.

ODOT Comments dated December 9, 2013 and attached as Exhibit D.
ODOT has reviewed the traffic impact analysis submitted by the applicant which compares the reasonable highest trip generation for allowed land uses under the existing General Commercial zoning to the reasonable highest trip generation for the proposed High Density Residential zoning. Since the reasonable highest trip generation under the proposed zoning is less than the existing zoning, ODOT has determined there will not be a significant effect on state highway facilities with the proposed zone change.

Engineering Department Comments dated December 11, 2013 indicate that the zone change would not negatively affect the transportation system or other public infrastructure. The comments are attached as Exhibit E and discussed below.

Transportation Review
A Traffic Analysis Report, by Charbonneau Engineering LLC, dated October 2013, was submitted as part of the application. The report indicates that the proposed zoning change and code text amendment will result in fewer A.M. and P.M. peak hour trips. The report indicates that the development will

experience LOS “D” or better and operate with a V/C ratio of 0.75 during both A.M. and P.M. peak hour traffic.
The development is proposing two access points to the development. One access point is located off the constructed extension of Cedar Brook Way, to the existing roundabout at the Meinecke Road intersection. The second access point is located approximately 180 feet east of the roundabout on Meinecke Road. City Engineering Design Standards indicates that a design spacing minimum of 400 feet is required for intersections on collector status streets. However, this access is proposed to be configured as a right-in/right-out intersection, in which case the 180-foot distance would be acceptable conditioned on meeting minimum sight distance requirements.

Storm System Review
There are no existing public storm water facilities that would be able to serve the site. The existing storm water quality facility located on Cedar Brook Way near Hwy 99W serves the Cedar Brook development and is not size for additional capacity. This storm water facility is located on land owned by the current property owner located on the north side of Cedar Brook Way.
The applicant could investigate the willingness of the existing storm water facility property owner to allow expansion of the facility. Regardless, the site will need to provide storm water quality treatment of impervious surface storm water runoff generated at the site to meet CWS standards. Discharge of treated storm water runoff would most likely be to the Cedar Creek tributary located to the west of the site.

Sanitary Sewer System Review
There is an existing public 8-inch sanitary sewer mainline located in Cedar Brook Way. This sewer main would need to be extended with the construction of Cedar Brook Way to be able to provide service to the site. The existing sanitary sewer system located in Cedar Brook Way has the capacity to handle the proposed development.

Water System Review
There is an existing 12-inch water mainline located in Cedar Brook Way. The water main would need to be extended with the construction of the extension of Cedar Brook Way to provide service to the site. The existing water system located in Cedar Brook Way has the capacity to handle the proposed development.

General Comments
The traffic analysis report depicts outdated roadway classifications in a reference table. This table shall be updated to reflect current City TSP roadway classifications. The reference chart also incorrectly indicates an existing Cedar Brook Way paved section with of 32 feet. This reference chart shall be updated to reflect a correct paved width of 36 feet. The proposed design road section extension for Cedar Brook Way shall conform to the existing road section of Cedar Brook Way.

Conclusion
The requested zoning change and code text amendment will not have a negative impact on adjacent public transportation systems, or the ability of public utility infrastructure to handle the additional demand made by the site development.

IV. PLAN AMENDMENT REQUIRED FINDINGS

16.80.030 - Map Amendment

This section states that an amendment to the City Zoning Map may be granted, provided that the proposal satisfies all applicable requirements of the adopted Sherwood Comprehensive Plan, the Transportation System Plan and this Code, and A-D below.

The applicable Comprehensive Plan policies are discussed under Section V. below. Section 16.02.080 requires that all development adhere to all applicable regional, State and Federal regulations. Applicable Regional regulations are discussed under Section VI. and applicable State regulations are discussed under Section V.

FINDING: This is discussed in detail below.

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.

FINDING: This is discussed in detail below under Section V.

B. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.

Zone Change

The applicant proposes to rezone property from commercial to high density residential. The proposed zoning designation allows for a variety of housing types from single-family to multi-family units such as townhomes, condominiums and apartments. Examples of HDR development in Sherwood range from the Sunfield Lake Apartments to Sherwood Village, a detached single family residential planned unit development. The housing density range for this zoning is 16.4 to 24 dwelling units per acre. There are approximately 121 acres of existing HDR properties within the City and fewer than 10 remaining acres that have yet to be developed. The applicant's Economic Analysis (EA) indicates that that HDR accounts for approximately 6% of the overall land supply of residentially zoned properties. The City owns the only comparable HDR property over 5 acres, but much of that is undevelopable due to slopes and the vegetated corridor buffer on the property. If approved, there is approximately 2.75 acres of developable land on this site and thus the density range for this development would be 46-66 dwelling units.

Specific site conclusions of the applicant's EA indicate that the site provides appropriate flexibility with regard to residential development feasibility, its proximity to other residential development and proximate access to Highway 99W and the amenities along the roadway. It is effectively "buried" behind adjacent development which limits its visibility and access from Highway 99W making it more ideal for residential over commercial uses where roadway visibility is key. The Cedar Creek natural area will provide a natural open space buffer providing privacy between the neighborhoods and thus increasing economic value to the property.

The applicant's EA contends that the site has disadvantages as a commercial property such as:

- limited visibility to Highway 99W
- adjoining and nearby residential properties would see additional traffic, noise and higher activity levels generated with a commercial property,
- a commercial use would not recognize the economic and community value from the Cedar Creek natural area.

This site is similar to other vacant commercial properties along Highway 99W. There are approximately nine vacant and underdeveloped commercially zoned properties along Highway 99W with varying lot sizes. These properties all have greater visibility along Highway 99W than the subject property and it may be challenging to develop this site commercially because it is not directly located on Highway 99W.

Commercial uses generate service and office jobs within a community and generally provide economic vitality to the community. The City has identified an overall jobs/ housing imbalance in the Economic Development Strategy (EDS) conducted in 2007. Sherwood is "housing rich and jobs poor" compared with the rest of Washington County. The jobs -to-population ratio is .30 in Sherwood compared to .40 for Washington County as a whole. The EDS found the employment levels for Sherwood to range from 3,992 to 4,315 jobs and nearly 85% of the workers who live in Sherwood, work outside of the City limits.

The applicant submitted a market analysis in the application materials addressing the need for additional residential zoning in Sherwood to meet the community's needs. Specifically, the market analysis for Sherwood showed that the price threshold is $250,000 and higher for single-family detached units and 190,000-300,000 for attached ownership/townhomes. The applicant identifies that the proposed residential development on-site and economically feasible on land zoned HDR would be priced at $ 195,000 to $230,000 for attached townhomes and the price point for single-family development would be between $250,000-350,000. According to the analysis, there is a demand of 670 units of this housing type in Sherwood over the next twenty years.

Minimum Lot Size Text Amendment

The current minimum lot size for all residential developments does not allow the flexible variety of housing types that a planned unit development would normally provide because of the strict adherence to the minimum 5,000 square foot lot size for detached dwelling units. The applicant proposes removal of the minimum lot size in its entirety to provide the greatest flexibility for all developments regardless of the residential zoning. The minimum and maximum density requirements would still need to be met, however. The applicant indicates that the smaller or zero lot housing type is gaining popularity allowing for detached single-family units on separate lots that would be otherwise unattainable under any of the City's existing zones, as well as in the current PUD standards. The Planning Commission and City Council will continue to have strong oversight for Planned Unit Developments and would continue to review the projects with the other planned unit developments standards unchanged.

FINDING: Based on the above analysis the applicant meets this criterion.

C. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.

The proposed amendment is both timely and consistent with the area's land use pattern. There is a very limited supply of vacant HDR properties available within the City's existing boundary. According to Metro RLS data, there are approximately 84 acres of undeveloped or vacant commercially zoned property, located primarily along on SW Tualatin Sherwood Road, SW Roy Rogers or along Highway 99W. The subject property does not have the benefit of the higher visibility that adjacency to these roadways provides and as a result may not develop until after these properties are developed.

Residential uses in the commercial zone are permitted so long as they are secondary to the commercial use. In 2008, the site received land use approval for an independent living facility for senior housing that was conditionally permitted in the GC zone. No other applications have been received or land use approvals granted concerning this property since it was originally partitioned in 2005.

The lack of available housing supply and available vacant commercial supply within the City limits while not dispositive can be seen as an indicator of availability and timing for the proposed rezone. The adjacent commercial property has been constructed with two office buildings but has remained vacant for over five years whereas the adjoining multi-family residential development is at capacity.

Public infrastructure is available and utilities are able to be constructed to serve the site with the extension of Cedar Brook Way. The applicant has addressed the transportation system with the analysis conducted in their Exhibit G to ensure consistency with the Transportation Planning Rule. Based on that analysis and confirmed by the City's Engineering Department, the existing system can serve high density development on this property should the rezone be approved.

Minimum Lot Size Text Amendment

Although most high-density residential lots can achieve the density requirements if developed on one lot, the minimum lot size of 5,000 square feet precludes the development of single-family homes that meet the minimum density requirements of the HDR zoning. The applicant contends and staff agrees that it limits the owner occupied housing type for detached dwelling units that are permitted within this zone. It limits the ability to provide small lot detached dwelling units in the Sherwood housing market that are available in other parts of the region. Because the applicant seeks to remove the minimum lot size, and if developed as a PUD, the community will have considerable oversight in the design and viability of each development.

FINDING: Based on the above discussion, the applicant meets this criterion.

D. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.

The subject site is one of several vacant commercially zoned properties along Pacific Highway between Cedar Brook Way and SW Edy Road. There are no longer any properties within the city limits that are over five acres of land and zoned HDR. In fact, there is limited development potential within the HDR category for multi-family and single family development. Specifically there are less than 10 acres in total of developable HDR residential property within the City.

FINDING: Based on the applicant's analysis and above discussion, staff finds that this standard is satisfied.

16.80.030 - Transportation Planning Rule (TPR) Consistency

A. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

The applicant has provided a transportation impacts analysis (TIA) that addressed the TPR consistency. The City's Engineering Department has reviewed the materials and determined that the rezone would have less impact on the transportation facilities.

B. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

Highway 99W is considered a principal arterial, SW Meinecke is a collector and the portion of Cedar Brook Way when fully constructed adjacent to this property is considered a local street. Because the traffic generated from this development will be less than expected from a property zoned GC, no significant changes can be shown that are inconsistent with the functional classification of a transportation facility or that reduce the level of service of the facility below the minimum identified on the Transportation System Plan.

C. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan.

FINDING: Based on the traffic analysis of submitted and the response from the City Engineer as well as ODOT, the zone change would not significantly affect a transportation facility because the average daily trips will be less than the number of trips anticipated with an already identified commercially zoned property.

V. APPLICABLE COMPREHENSIVE PLAN POLICIES

The applicable portions of the Comprehensive Plan include Chapter3. Growth Management, Chapter 4, Land Use, Section E – Residential; and Section H - Economic Development, Section I - Commercial

Chapter 3. Growth Management

Policy 1: To adopt and implement a growth management policy, which will accommodate growth consistent with growth limits, desired population densities, land carrying capacity, environmental quality and livability.

The property is located within the City limits and within the urban growth boundary. Adjacent properties have urban facilities such as adequate roadways, water, sanitary sewer and pedestrian connections. Development could improve the level of services occurring in this area and would provide improved connection and infrastructure within our City boundaries. Additionally, the properties will have direct access to SW Meinecke and SW Cedar Brook Way, both collectors south of this development.

The property is adjacent to a sloped wetland area and this would provide a green space amenity for the future residents, thereby improving livability. Since the City does not have a surplus of HDR properties, the higher density would be consistent with growth limits and population densities.

FINDING: Based on the above discussion, the proposal satisfies this policy.

Chapter 4, Section E - Residential Land Use

Policy 1 Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2 The City will insure that an adequate distribution of housing styles and tenures are available.

Policy 3 The City will insure the availability of affordable housing and locational choice for all income groups.

Policy 4 The City shall provide housing and special care opportunities for the elderly, disadvantaged and children.

Policy 5 The City shall encourage government assisted housing for low to moderate income families.

Policy 6 The City will create, designate and administer five residential zones specifying the purpose and standards of each consistent with the need for a balance in housing densities, styles, prices and tenures.

Zone Change

The applicant proposes a residential use adjacent to other residential areas, rather than a commercial area in between two residential developments. As discussed above, there is limited land available for high-density housing within the City and a disproportionate percentage of that land use designation within the City compared to the lower density housing. The applicant has identified an intention to bring a new single-family housing type within the city limits.

The policies identified above seek to encourage and balance a variety of housing types. By approving this zone change, the City will be providing housing opportunities that are intended to help achieve the policies above.

FINDING: Based on the analysis above, rezoning the property HDR would support the variety of housing types identified as a policy goal to insure that an adequate distribution of housing styles and tenures are available within the community.

Minimum Lot Size Text Amendment

The applicant has proposed a text amendment that would remove the 5,000 square foot minimum lot size requirement for residential properties if developed as a Planned Unit Development. Currently, the smallest lot size for all zones is 5,000 square feet with a 15 % reduction for infill lots so long as the average minimum lot size is met. If approved, this would encourage more of a variety of single-family housing types under the Planned Unit Development review process. The number of lots on a particular site would be based on the density requirement of the zoning designation rather than an applicant's ability to meet the minimum lot size requirement. The Planning Commission and City Council would have the benefit of reviewing each proposal by following the Planned Unit Development standards providing for innovative developments over time and the flexibility that the market indicates.

The Comprehensive Plan policies encourage variety, style and price in the housing stock available within the City. By removing the minimum lot size requirement, the City would be encouraging the fundamentals of these policies by making housing more affordable and diverse.

FINDING: Based on the above analysis, the applicant meets the intention of the Comprehensive Plan housing policies.

Chapter 4. H. ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES
Policy 5 The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.
Strategy:

- **The City will encourage the revitalization of the Old Town Commercial area by implementation of 1983's "Old Town Revitalization Plan" and the Old Town Overlay Zone.**
- **The City will encourage the development of light industrial and office parks.**
- **The City will seek to attract industries that are labor and capital intensive.**
- **The City will seek to attract "target" industries which will expand industrial sectors inadequately represented in the urban area in order to diversify and stabilize the local economy.**

This economic development strategy seeks to expand commercial and industrial development to add job opportunities within the community. If the parcel is changed from commercial to residential, it must be determined whether this could negatively impact these comprehensive policies and strategies. The policy identified five strategies or areas where the City should encourage growth. The strategies did not include the subject property as an identified area that would benefit from the City's efforts. It is not part of the Old Town commercial area, it is not part of an industrial or office park area, and the current zoning would preclude industrial development.

FINDING: Based on this discussion, the zone change and text amendment would not hinder these economic development policies and strategies.

VI. APPLICABLE REGIONAL (METRO) STANDARDS

Staff Analysis: The only applicable Urban Growth Management Functional Plan criteria are found in Title 1 – Housing. The City of Sherwood is currently in compliance with the Functional Plan and any amendment to the Sherwood Plan & Zone Map must show that the community continues to comply. Table 3.01-7 of this Title indicates that Sherwood's dwelling unit capacity is 5,216 and the job capacity is 9,518.

FINDING: Based on staff's analysis, the proposed zone change is consistent with the Metro Functional Plan criteria and the City would continue to be in compliance if the zone change is approved.

VII. APPLICABLE STATE STANDARDS

The applicable Statewide Planning Goals include: Goal 1, 2, 9, and Goal 10.

Goal 1 (Citizen Involvement)

Staff utilized the public notice requirements of the Code to notify the public of this proposed plan amendment. The City's public notice requirements have been found to comply with Goal 1 and, therefore, this proposal meets Goal 1. A neighborhood meeting was held on August 6, 2013 prior to the applicant's submittal to the City. The application is being discussed and decided after a public hearing.

FINDING: Based on the above discussion, the applicant satisfies this planning goal.

Goal 2 (Land Use Planning)

FINDING: The proposed amendment, as demonstrated in this report is processed in compliance with the local, regional and state requirements.

Goal 3 (Agricultural Lands)
Goal 4 (Forest Lands)
Goal 5 (Natural Resources, Scenic and Historic Areas and Open Spaces)
Goal 6 (Air, Water and Land Resources Quality)

Goal 7 (Areas Subject to Natural Hazards)
Goal 8 (Recreational Needs)

FINDING: The Statewide Planning Goals 3-8 do not specifically apply to this proposed plan amendment; however, the proposal does not conflict with the stated goals**.**

Goal 9 (Economic Development)

The proposal will change the zoning from GC to HDR. The applicant intends to provide smaller lot single-family homes to Sherwood. The applicant provided an Economic Opportunity Analysis that illustrated the current and future development trends for the urban area over the next twenty-year planning horizon. Buildable land inventory analysis shows that there is a limited supply of HDR as it compares to lower density residential as well as the abundance of commercial available properties in the general vicinity of the subject parcel.

FINDING: Based on the above discussion the zone change and text amendment are in compliance with this goal.

Goal 10 (Housing)
This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Statewide Planning Goal 10 is implemented by the comprehensive plan and in the Metro region by OAR 660-007 (Metropolitan Housing). OAR 660-007 provides density standards and methodology for land need and supply comparisons. Metro Title 1 responds to the requirements of the Metropolitan Housing Rule. By complying with Metro Title 1, Sherwood complies with OAR 660-007 as well as Statewide Planning Goal 10.

FINDING: Based on the analysis as discussed above, this Goal has been satisfied.

Goal 11 (Public Facilities and Services
Goal 12 (Transportation)

FINDING: As discussed earlier in this report, the proposed amendment is consistent with the "Transportation Planning Rule" which implements Goal 12.

Goal 13 (Energy Conservation)
Goal 14 (Urbanization)
Goal 15 (Willamette River Greenway)
Goal 16 (Estuarine Resources)
Goal 17 (Coastal Shorelands)
Goal 18 (Beaches and Dunes)
Goal 19 (Ocean Resources)

FINDING: The Statewide Planning Goals 13-19 do not specifically apply to this proposed plan amendment; however, the proposal does not conflict with the stated goals.

Staff assessment and recommendation on Plan Amendment:

Based on the analysis above, the applicant has provided adequate information to make findings in support of the proposed amendment. Therefore, staff recommends that the Planning Commission forward a recommendation of **APPROVAL** of the proposed zone change and text amendment to the City Council as proposed.

VIII. ATTACHMENTS (included in the Planning Commission Recommendation to Council for the hearing on February 4, 2013 and part of the land use record)

A. Proposed Text Amendment
B. Applicant's submittal packet
C. Susan Robinson Email dated November 29, 2013
D. ODOT comments submitted December 9, 2013
E. Engineering comments submitted December 11, 2013
F. Written testimony presented at Commission hearing from David Emami dated December 18, 2013
G. Pictures and preliminary site plan presented at Commission hearing from Andy Tiemann
H. Ordinance 2004-07 presented at Commission hearing by staff

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Chapter 16.40 – PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
4. Achieve maximum energy efficiency in land uses.
5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.
2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.
3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.
4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.
5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.
6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:
    a. Illustrative areas within the development application covered by the pattern book.
    b. An explanation of how the pattern book is organized, and how it is to be used.

c. Define specific standards for architecture, color, texture, materials, and other design elements.

d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.

e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:

(1) Massing, facades, elevations, roof forms, proportions, materials, and color palette.

(2) Architectural relevance or vernacular to the Pacific Northwest.

(3) Doors, windows, siding, and entrances, including sash and trim details.

(4) Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.

(5) A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.020

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.
7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.
8. That adequate public facilities and services are available or are made available by the construction of the project.
9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.
10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant toChapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

(Ord. No. 2011-003, § 2, 4-5-2011; Ord. No. 2010-015, § 2, 10-5-2010; Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; 98-1053; Ord. 86-851, § 3)

16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant toChapter 16.124.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.040 - General Provisions

A. 1. Phasing

a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new application, and shall be made in accordance with the procedures specified in this Chapter.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82. (Ord. 86-851, § 3)

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2), below or 16.40.040.C above.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

~~The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size. (Ord. 2001-1119 § 3; Ord. 86-851)~~

Lots created through a PUD shall not be subject to minimum lot sizes and shall supercede the standards within the base zone provided the applicant demonstrates that the proposal meets the purpose and intent of the Zoning and Development Code and the Sherwood Comprehensive Plan.

(Ord. No. 2008-015, § 1, 10-7-2008)

16.40.060 - Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

(Ord. 91-922, § 3; Ord. 86-851)

B. Conditional Uses

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

(Ord. 86-851, § 3)

C. Development Standards

1. Floor Area

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and

egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

(Ord. 91-922, § 3; Ord. 86-851)

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Chapter 16.40 – PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
4. Achieve maximum energy efficiency in land uses.
5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.
2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.
3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.
4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.
5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.
6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:
    a. Illustrative areas within the development application covered by the pattern book.
    b. An explanation of how the pattern book is organized, and how it is to be used.

c. Define specific standards for architecture, color, texture, materials, and other design elements.

d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.

e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:

(1) Massing, facades, elevations, roof forms, proportions, materials, and color palette.

(2) Architectural relevance or vernacular to the Pacific Northwest.

(3) Doors, windows, siding, and entrances, including sash and trim details.

(4) Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.

(5) A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.020

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.
7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.
8. That adequate public facilities and services are available or are made available by the construction of the project.
9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.
10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant toChapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

(Ord. No. 2011-003, § 2, 4-5-2011; Ord. No. 2010-015, § 2, 10-5-2010; Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; 98-1053; Ord. 86-851, § 3)

16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant toChapter 16.124.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.040 - General Provisions

A. 1. Phasing

a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new application, and shall be made in accordance with the procedures specified in this Chapter.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82. (Ord. 86-851, § 3)

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2), below or 16.40.040.C above.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

~~The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size. (Ord. 2001-1119 § 3; Ord. 86-851)~~

Lots created through a PUD shall not be subject to minimum lot sizes and shall supercede the standards within the base zone provided the applicant demonstrates that the proposal meets the purpose and intent of the Zoning and Development Code and the Sherwood Comprehensive Plan.

(Ord. No. 2008-015, § 1, 10-7-2008)

16.40.060 - Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

(Ord. 91-922, § 3; Ord. 86-851)

B. Conditional Uses

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

(Ord. 86-851, § 3)

C. Development Standards

1. Floor Area

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and

egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

(Ord. 91-922, § 3; Ord. 86-851)

Brownstone Comprehensive Plan Map Amendment – Text Amendment and Zone Change

Sherwood, Oregon

An Application For:
Comprehensive Plan Amendment
Zoning Map Amendment

Submitted September 13, 2013

Applicant:
Brownstone Real Estate Group
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I. INTRODUCTION

GENERAL INFORMATION

Applicant:	Brownstone Real Estate Group P.O. Box 2375 Lake Oswego, Oregon Phone: (503) 358-4460 Contact: Randy Myers
Applicant's Representative	Cardno 5415 SW Westgate Drive; Suite 100 Portland, Oregon 97221 (503) 419-2500 phone (503) 419-2600 fax Contact: Michael Cerbone, AICP michael.cerbone@cardno.com
Tax Lot Information:	Map: 2S1 30 CD; Tax Lot: 13400
Location:	City of Sherwood, Oregon Generally bounded Meinecke Parkway to the south, the terminus of SW Cedar Brook Way to the northeast and just west of Highway 99.
Current Zoning District:	General Commercial (GC)
Project Site Area:	+/- 5.77 acres

SUMMARY OF PROPOSAL

The applicant respectfully requests a comprehensive plan map amendment, text amendment and zone change for the subject site located at 2S130 CD, Tax Lot 13400 from General Commercial to High Density Residential (HDR). This application is for the comprehensive plan map amendment, text amendment and zone change. A separate application will be submitted for a 66-unit single-family planned unit development and associated public improvements. Sherwood zoning and community development code, Comprehensive Plan, Metro plans, transportation planning rule, and the Oregon Statewide Planning Goals are addressed within this narrative. As a Type V process, this application will include a public hearing before the Planning Commission. As required by the Sherwood code, this review includes a public notice and neighborhood meeting, which was held on August 6, 2013. A copy of the noticing and meeting materials is included with this narrative under Exhibit A.

Text Amendment

The City's current code precludes the ability to develop single family attached and detached product within the City's High Density Residential zones as it limits the ability to create lot size allow developments to attain the density requirements articulated with the zone. This effectively precludes the ability to design residential developments that can be owner occupied unless you utilize a condominium platting process. This limits the ability for the community to respond to market conditions and provide housing opportunities for individual home ownership. Without the ability to reduce the minimum lot size for higher density residential zones the City will continue to see proposals for apartments and condominiums, when townhomes single family detached products on smaller lots could also be a part of the housing mix. The requested amendment will only apply to proposed planned unit developments which cannot be approved without public notice and comment period provided as well as a public hearing before the planning commission. The applicant is proposing to amend the text so that proposed developments need to be in line with the intent of the underlining zoning or the property and comprehensive plan. This assures the community aspirations articulated within the comprehensive plan and zoning ordinance are adhered. A full copy of the proposed text amendment is included within Exhibit I.

Comprehensive Plan and Zoning Map Amendment

The site is currently designated Commercial on the City's Comprehensive Plan and is zoned for commercial development. The applicant is proposing to redesignate and rezone the site for residential development. The applicant has examined the needs of the community and has determined the need for additional residential zoning to meet the community's needs. A detailed analysis has been prepared in support of this application request and is attached as Exhibit J.

SURROUNDING USES

Table A: SURROUNDING LAND USE

Location	*Zoning Designation*	*Land Use*
North	Low Density Residential (LDR)	Single-family residential PUD Wyndham Ridge
South	General Commercial (GC)	Meinecke Parkway
East	High Density Residential (HDR)	Multi-family residential
West	Low Density Residential (LDR)	Single-family residential PUD Wyndham Ridge

II. ZONING AND COMMUNITY DEVELOPMENT CODE

CHAPTER 16.70 – GENERAL PROVISIONS

16.70.010 – Pre-Application Conference

Pre-application conferences are encouraged and shall be scheduled to provide applicants with the informational and procedural requirements of this Code; to exchange information regarding applicable policies, goals and standards of the Comprehensive Plan; to provide technical and design assistance; and to identify opportunities and constraints for a proposed land use action. An applicant may apply at one time for all permits or zone changes needed for a development project as determined in the pre-application conference.

Response: A Pre-Application Conference was conducted on July 1, 2013 for this Comprehensive Plan Map Amendment – Zone Change. A copy of the pre-application notes is included with this submittal package as Exhibit B.

16.70.020 – Neighborhood Meeting

A. The purpose of the neighborhood meeting is to solicit input and exchange information about the proposed development.

B. Applicants of Type III, IV and V applications are required to hold a meeting, at a public location for with adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject application, prior to submitting their application to the City. Affidavits of mailing, sign-in sheets and a summary of the meeting notes shall be included with the application when submitted. Applicants for Type II land use action are encouraged, but not required to hold a neighborhood meeting.

Response: A neighborhood meeting for this Comprehensive Plan Map Amendment, Text Amendment and Zone Change was conducted on August 6, 2013 at Laurel Ridge Middle School. Notice was sent via mail to property owners and recognized neighborhood organizations within 1,000 feet of the site. Copies of the affidavit of mailing, sign-in sheet and meeting summary are included with this application. Copies of the neighborhood meeting materials are included in this submittal as Exhibit A.

CHAPTER 16.80 – PLAN AMENDMENTS

16.80.010 - Initiation of Amendments

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

Response: The Comprehensive Plan Map Amendment and Zone Change is being initiated by the property owner within the City of Sherwood.

16.80.020 - Amendment Procedures

Zoning Map or Text Amendment

A. Application - An application for a Zoning Map or text amendment shall be on forms provided by the City and shall be accompanied by a fee pursuant to Section 16.74.010

Response: The applicant shall apply for the Zoning Map and Text Amendments on forms provided by the City. The appropriate fee is included with this application.

16.80.030 - Review Criteria

A. Text Amendment

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

Response: This application is for a Comprehensive Plan Map Amendment, Zone Change and Text Amendment to the Sherwood Zoning and Community Development Code Planned Unit Development (PUD) standards. Sherwood Zoning and Community Development Code Title 16.40.050 – Residential PUD limits the minimum lot size required for single-family, detached dwellings to 5,000 square feet, unless the subject property is on an infill site in which case a 15% reduction in lost size may be allowed. The applicant proposes removing the minimum lot size requirement when a PUD is proposed to allow for greater flexibility and diversity of housing type. The full text of Chapter 16.40 – PLANNED UNIT DEVELOPMENT and the proposed changes are attached as Exhibit I. The proposed Text Amendment meets the intent of the Sherwood Comprehensive Plan, the Transportation System Plan, this Code, Metro's Urban Growth Management Functional Plan, and Oregon Statewide Planning Goals.

B. Map Amendment

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

1. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.

Response: This Comprehensive Map Amendment application proposes to change the zoning of the subject property from General Commercial (GC) to High Density Residential (HDR). This narrative will address the requirements of the Sherwood Comprehensive Plan, the Transportation System Plan and the zoning and development code.

2. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.

Response: An economic analysis is included in this application as Exhibit J that addresses the need for additional residential zoning in Sherwood to meet the community's needs.

3. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.

Response: This Comprehensive Map Amendment is timely as there is a potential shortage of housing in Sherwood. There is a high density residential development to the east of the site and low density residential development to the west. Cedar Brook Way, a dead end street, stubs into the property to the north and Meinecke Parkway stubs into the site on the south. Sanitary sewer is available within Cedar Brook Way to the north and along the greenway to the west. Storm sewer service and water service are available within Cedar Brook Way to the north and Meinecke Parkway to the south. Utilities can be extended to service the site with the extension of Cedar Brook Way. The applicant's analysis of the transportation system is included as Exhibit G which includes an analysis of the proposed rezone and redesignation and how it affects the system consistent with the Transportation Planning Rule. Based on the findings provided within the this study, no mitigation is required for the rezone and redesignation as the expected reasonable worst case scenario for the proposed zoning is less than that of the existing zoning.

4. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.

Response: There are little to no alternative sites of this size that could accommodate the proposed density with access to public services in the City of Sherwood. More information concerning the lack of appropriate sites is detailed within Exhibit J.

C. Transportation Planning Rule Consistency

1. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

Response: A transportation impacts analysis (TIA) addressing TPR consistency is included with this application as Exhibit G.

2. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

Response: Highway 99W is a principal arterial, Meinecke is a collector and Cedar Brook Way is a local street. The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change will not change the functional classification of an existing or planned transportation facility or reduce the level of service of any of the proposed roads below the minimum level identified in the Sherwood TSP. A detailed analysis demonstrating these findings is included within Exhibit G.

3. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

   a. Limiting allowed uses to be consistent with the planned function of the transportation facility.

   b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.

   c. Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change will not significantly affect the transportation facilities in the area as described in the attached TIA (Exhibit G).

III. COMPREHENSIVE PLAN

The applicable Sherwood Comprehensive Plan Policies and Goals are set forth below along with findings in support of the Comprehensive Plan Map Amendment – Zone Change.

CHAPTER 2 – PLANNING PROCESS

Response: Chapter 2 of the Sherwood Comprehensive Plan highlights citizen involvement, agency involvement, the plan development process, plan interpretation and plan amendments. As previously stated, a neighborhood meeting was completed for this application on August 6, 2013. Service providers from agencies outside of Sherwood have been contacted regarding this proposal. The Sherwood City

Council will have final decision-making authority in this Comprehensive Plan Map Amendment, Text Amendment, and Zone Change.

CHAPTER 3 – GROWTH MANAGEMENT

Policy 1 – The City will periodically review and propose to Metro appropriate revisions to the Urban Growth Boundary (UGB) in conformance with the Metro 2040 Growth Concept Plan and the need to accommodate urban growth to the year 2017.

Response: This application does not propose any changes to the UGB. The proposed Comprehensive Plan Map Amendment and Zone Change from commercial to residential are in conformance with the Metro 2040 Growth Concept Plan.

CHAPTER 4 – LAND USE

Policy 1 – Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment and Zone Change would enable the site to be developed at higher densities to take advantage of existing infrastructure and other amenities, addressing one of the strategies related to this policy and addressing the City's need to provide residential development as detailed within Exhibit J.

Policy 2 – The City will insure that an adequate distribution of housing styles and tenures are available.

Response: Wyndham Ridge to the west of the site includes single-family homes on lots between 5,000 to 7,000 square feet. To the east of the site is a higher density multi-family development. The proposed Comprehensive Plan Map Amendment, Text Amendment and Zone Change would provide another housing option for existing and future residents of Sherwood while increasing density in meeting the stated goal of maintaining a minimum overall density of six dwelling units per acre. As noted above this request will provide the City the opportunity to provide additional housing land and the text amendment will provide the City the opportunity to provide additional housing types by removing existing barriers to development of attached and detached single family homes that can be owner occupied.

CHAPTER 5 – ENVIRONMENTAL RESOURCES

A. ENVIRONMENTAL RESOURCES POLICY GOALS

Planning Goals: Energy Resources

Policy 4 – Encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.

Response: The Plan and Text Amendment and Zone Change would allow the site to be designed and developed in a way to maximize energy efficiency in the use of the site, structures, transportation systems and utilities.

B. NATURAL RESOURCES AND HAZARDS

Policy 1 – Flood plain shall be prohibited from development in order to reduce the risk of flooding, prevent or reduce risk of human life and property, and maintain functions and values of floodplains such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems.

Response: The proposed site is not within a flood plain. A tributary of Cedar Creek lies to the west of the site. This area will be protected to the greatest extent possible. A prelimianry development plan is included as Exhibit C.

Policy 2 – Habitat friendly development shall be encouraged for developments with Regionally Significant Fish and Wildlife Habitats identified as Map V-2.

Response: The subject site is within a mapped Metro Title 13 area, Nature in Neighborhoods. Future development will be designed to conserve this area to the greatest extent feasible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

Policy 4 – Provide drainage facilities and regulate development in areas of runoff or erosion hazard.

Response: This application is for the Comprehensive Plan Map Amendment, Text Amendment and Zone Change only. A subsequent application will be submitted for a Planned Unit Development (PUD) on this site. At PUD submittal time, the proposal will provide drainage facilities and regulate development in areas of runoff or erosion hazard to meet the standards of Sherwood, Clean Water Services and Metro.

C. ENIVRONMENTAL QUALITY

Policy 1 – Water quality will be protected from erosion and other forms of degradation.

Response: The proposed Comprehensive Plan Amendment, Text Amendment, Zone Change, and subsequent PUD will protect the natural resource areas to the west of the site through erosion control measures.

Policy 2 – Air quality will be protected from significant degradation.

Response: The proposed development will protect air quality by utilizing the site in an efficient manner.

Policy 3 – Noise sources will be shielded from residential neighborhoods.

Response: This application will not result in any additional noise sources that would necessitate shielding from residential neighborhoods. The proposal will be to develop the site with single family owner-occupied residences consistent the existing surrounding development.

D. RECREATIONAL RESOURCES

Policy 4 – The City will encourage and support the private sector in the provision of needed recreational opportunities.

Response: The subsequent PUD plan will be linked to the existing open space area to the west via a pedestrian connection, where appropriate. The PUD will provide recreational opportunities.

E. ENERGY RESOURCES

Policy 4 – The City will encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.

Response: The Plan and Text Amendment and Zone Change would allow the site to be designed and developed in a way to maximize energy efficiency in the use of the site, structures, transportation systems and utilities. The subject property is currently surrounded by existing residential developments, is connected to existing roadways and has access to existing utility services. The availability of this existing infrastructure results in resource efficiency and encourages the use of existing systems.

CHAPTER 6 – TRANSPORTATION

Policy 1 – Open Space will be linked to provide greenway areas.

Response: The conversion of the site from commercial to residential will allow for a planned PUD that can provide additional open space and linkages to the existing open space area to the west via a pedestrian connection, where appropriate. The construction and dedication of the extension of Brookwood will result in remnant undevelopable land that can be added to the existing Creek Corridor.

Policy 2 – The City will maximize shared use of recreational facilities to avoid cost duplication.

Response: The subsequent PUD plan can make use of the passive recreation area to the west of the site.

CHAPTER 7 – COMMUNITY FACILITIES AND SERVICES

Response: The applicant will support and adhere to all City of Sherwood requirements relating to facilities and services.

IV. METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 1 – HOUSING CAPACITY

The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity as provided in section 2.07.120.

Response: This Comprehensive Plan Map Amendment, Text Amendment, and Zone Change would increase Sherwood's housing capacity and meet the Title 1 purpose by providing the opportunity for development of residentially zoned property with a compact form.

TITLE 3 – WATER QUALITY AND FLOOD MANAGEMENT

To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

Response: According to Metro's RLIS Database, Title 3 lands encroach on the western and northern edge of the site as shown on Exhibit E. Future development plans will

protect these areas to the greatest extent possible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

TITLE 4 – INDUSTRIAL AND OTHER EMPLOYMENT AREAS

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

Response: Metro's RLIS Database indicates that the site is within a Title 4 area as shown on Exhibit E. However the site is not designated for industrial development and the rezone is therefore consistent with this designation.

TITLE 6 – CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

Response: The subject site is within an area that is classified as a Town Center in the Metro Urban Growth Management Functional Plan. The proposed Comprehensive Plan Amendment, Text Amendment, and Zone Change are in conformance with town center, compact, pedestrian scale development. The proposed amendments will allow the property to be developed at a residential density consistent with the intent of Title 6 while ensuring the resulting development is in line with the community values articulated within the comprehensive plan.

TITLE 13 – NATURE IN NEIGHBORHOODS

The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

Response: As shown on Exhibit E, nearly half the site is mapped as Title 13 lands in Metro's RLIS Database. The corridor will be preserved to the greatest extent feasible. A Significant Natural Resource Assessment is included with this application as Exhibit D.

V. STATEWIDE PLANNING GOALS

Since the Sherwood Comprehensive Plan was acknowledged by LCDC to carry out the Statewide Planning Goals, the subsequent analysis shows how the proposed actions affect the Sherwood Comprehensive Plan's compliance with the Statewide Planning Goals.

GOAL 1 – CITIZEN INVOLVEMENT

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

Response: The City's public hearing process meets the requirements of this Goal for citizen involvement in the land use process. Notice of the proposal will be provided to all property owners within the notice area, published in the newspaper, and will also be posted on the subject property giving interested citizens an opportunity to be involved in the process. A public hearing to consider the request will be held by the Planning Commission and City Council. Through the notice and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. This process meets the requirements of this Goal for citizen involvement in the land use planning process. In accordance with the findings presented above, the proposed Comprehensive Plan and Zoning Map Amendment are consistent with Goal 1.

GOAL 2 – LAND USE PLANNING

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

Response: The Sherwood Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals and provides goals, policies and procedures for reviewing and evaluating land use requests. The City's adopted Type V land use planning process provides for Plan Map Amendments and is consistent with Goal 2.

GOAL 3 – AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

Response: The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and fully within the City of Sherwood's Incorporated City limits. The Comprehensive Plan Map Amendment and Zone Change will only affect the subject site. Therefore, it will not have a direct impact on any Goal 3 Agriculture Lands; as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with Development Agreement is consistent with Goal 3.

GOAL 4 – FOREST LANDS

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

Response: The subject property is comprised of land that is currently located within the UGB and fully within the City of Sherwood's Incorporated City limits. The Comprehensive Plan Map Amendment and Zone Change will only affect the subject site Therefore, it will not have a direct impact on any Goal 4 Forest Lands, and as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with the Development Agreement is consistent with Goal 4.

GOAL 5 – OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

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

Response: The proposed Comprehensive Map Amendment, Text Amendment, and Zone Change would not affect or alter the natural resources in the area. According to Clean Water Services, Sensitive Areas potentially exist on-site or within 200 feet of the subject site. A natural resource assessment report has been completed by a biologist and is included in this application. The subsequent PUD will be designed to minimize the impact to natural resource areas onsite.

GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY

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

Response: The subject property is located within the UGB and City limits, where development at an urban scale and density is anticipated to occur. While the organization of uses and those uses specifically allowed within the property will change, no significant negative change in the quality of air is expected to occur. The proposed uses do not involve any additional noise or smoke that would affect the surrounding air, water, or land resource quality.

City sewer and water are readily available to the subject property as well as storm drainage facilities. The site will be designed and engineered to accommodate stormwater retention and drainage facilities as specified by the City's adopted design and engineering standards. The proposal does not threaten the availability of local or regional air, water, and land resources. In accordance with the findings presented above the proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change is consistent with Goal 6.

GOAL 7 – AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect people and property from natural hazards.

Response: The subject property is located outside the 100-year floodplain. Slopes on the subject property are relatively flat with no areas identified as landslide hazards or steep slopes. Detailed review of the site will be completed during the subsequent PUD process to assure natural hazards are mitigated to the greatest extent practical.

GOAL 8 – RECREATIONAL NEEDS

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

Response: The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zoning Change will allow for the development of the subject site. The proposed development for the site will include the development of open space and natural areas to benefit the proposed dwelling units.

Upon approval of this application, a PUD development plan will be submitted to Sherwood. The proposed plan will include the construction of pedestrian walkways, sidewalks and trails to provide for pedestrian connections between all of the parks and open space proposed within the development. These improvements ensure the ability to be able to connect with other parks and open space areas that exist or that are planned within the City. The open space and parks that are proposed with the development of the property are adequate to attend to the recreational needs of the residents that will live within this development. Therefore, the proposed Comprehensive Plan Map Amendment, Text Amendment, and Zoning Change are in compliance with Goal 8 by providing opportunities consistent with guidelines identified in the Comprehensive Plan.

GOAL 9 – ECONOMIC DEVELOPMENT

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

Response: The proposed change will redesignate approximately 5.77 acres from General Commercial to High Density Residential. The intent is to provide single-family residential housing to the area. Data necessary to address this Goal in relation to the proposed change, as required by OAR 660-009-0015, is available in the Economic Opportunity Analysis (EOA) that is included in this application. The EOA provides the most recent and comprehensive data available for economic development trends and for the inventory of commercial and industrial land within the urban area for the 20-year planning period.

In summary the proposal conforms to the City's EOA by providing a location for housing. The proposal serves to provide an opportunity for the residential activities that are vital to the citizens of Sherwood, which is consistent with the requirements of this Goal.

GOAL 10 - HOUSING

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

Response: The proposed change will redesignate approximately 5.77-acres from General Commercial to High Density Residential. The intent is to provide opportunities for the development of additional housing in Sherwood.

The proposed Comprehensive Plan Map Amendment, Text Amendment, and Zone Change is consistent with Goal 10, based on the available data, the reduction of vacant commercial land inventory represented by this proposal will not cause a significant impact on the ability to provide commercial/retail within the urban area. For these reasons approval of the proposed Plan change will not have a significant impact on the ability to provide commercial/retail within the UGB or in the local area, and the proposal does not adversely impact the requirements of this Goal.

GOAL 11 – PUBLIC FACILITIES AND SERVICES

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

Response: The City maintains an infrastructure of public facilities and services to support urban development. The City has adopted a Transportation, Stormwater, Wastewater and Water master facility plans. These plans outline the public facilities and services needed to serve land within the UGB. The existing public services and facilities in the area and those required to serve the proposed development on the subject property, will be reviewed by the Public Works Department. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 11.

GOAL 12 - TRANSPORTATION

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

Response: The City of Sherwood's Transportation System Plan (TSP) is in compliance with the requirements of this Goal. The relationship of the proposal to the transportation system, and its impacts, have been set forth in detail in the Traffic Impact Analysis (TIA) included as Exhibit G. The Applicant has demonstrated that the identified amendments do not require mitigation to ensure that adopted operating standards will be met. The analysis has found that the traffic impacts of the project will not cause a change in the functional classification of any street or transportation facility, will not require or result in changes to the standards that implement the functional classifications system, will result in traffic volumes that are consistent with the functional classifications of the affected streets, and no mitigation will be required to assure that adequate level of service and the functionality of the transportation system is maintained. The proposed amendments are therfore in compliance with the Oregon Transportation Planning Rule, the Sherwood Transportation System Plan and the goals and policies contained within the Sherwood Comprehensive Plan. In accordance with the

findings presented above the proposed plan is consistent with Goal 12.

GOAL 13 – ENERGY CONSERVATION

To conserve energy.

Response: The design of the proposed development strives to provide an integration residential land uses resulting in a livable, connected community within the City of Sherwood. Inherent in the design is the ability to live in close proximity to other land uses allowing for less vehicle trips and miles traveled resulting in a reduction in the consumption of gasoline and associated emissions. The proposed layout of the site encourages the use of alternative modes of transportation both within and adjacent to the proposed development through the provision of greenways, parks and tree-lined pedestrian corridors.

The design of the transportation system in this area provides direct, efficient and convenient access. The proximity of the development to adjacent developed residential neighborhoods and employment areas will reduce the vehicle miles traveled to and from the subject property. The location and nature of the proposed development promotes the conservation of energy needed for transportation. For these reasons the proposal will help to conserve energy and be energy efficient, in keeping with the intent of this Goal.

GOAL 14 - URBANIZATION

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

Response: The entire subject property is located within the Sherwood City limits. All required public facilities and services can be made available to the property. The site consists of vacant urban land. The use of the site as proposed will contribute to an efficient arrangement of land uses within the UGB, and to the efficient use of urban services, consistent with the directives of this Goal. The proposal does not affect the size or location of the UGB. In accordance with the findings presented above the Comprehensive Plan Map Amendment and Zone Change is consistent with Goal 14.

GOAL 15 – WILLAMETTE RIVER GREENWAY

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

Response: The subject property is not directly located within the Willamette River Greenway. However the property is within the Tualatin River Basin, a tributary of the Willamette River. This Comprehensive Plan Map Amendment and Zone Change commits to the protection of riparian corridors. The preservation of these areas will provide for the long term shading of the streams which will assist in improving

the water quality.

The design of the stormwater system will assist in reducing the sedimentation of the stream corridors by providing a mechanism that allows the sediment to fall-out of the runoff prior to reaching an approved point of disposal. The proposed Comprehensive Plan Map Amendment and Zone Change consider the effects of the interaction between the natural and urban environment and provide for stormwater facilities and natural areas to assist with the protection and enhancement of the Willamette River tributaries. The proposal conforms to Goal 15.

GOAL 16 – ESTUARINE RESOURCES

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response: The subject property does not contain any Estuarine Resources therefore this Goal is not applicable to this review.

GOAL 17 – COASTAL SHORELANDS

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water- dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The subject property does not contain any Coastal Shorelands therefore this Goal is not applicable to this review.

GOAL 18 – BEACHES AND DUNES

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The subject property does not contain any Beaches or Dunes therefore this Goal is not applicable to this review.

GOAL 19 – OCEAN RESOURCES

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

Response: The subject property is not located adjacent the Pacific Ocean therefore this Goal is not applicable to this review.

VI. CONCLUSION

As evidenced throughout this project narrative and associated documents, this Comprehensive Plan Map Amendment, Text Amendment, and Zone Change meets or exceeds any applicable development regulation and objective of the Sherwood Zoning and Community Development Code, Comprehensive Plan, Metro's Urban Growth Management Functional Plan, and the Oregon Statewide Planning Goals.

5415 SW Westgate Drive
Suite 100
Portland, Oregon 97221
USA

Phone (503) 419-2500
Fax (503) 419-2600

www.cardno.com

NOTICE OF NEIGHBORHOOD MEETING

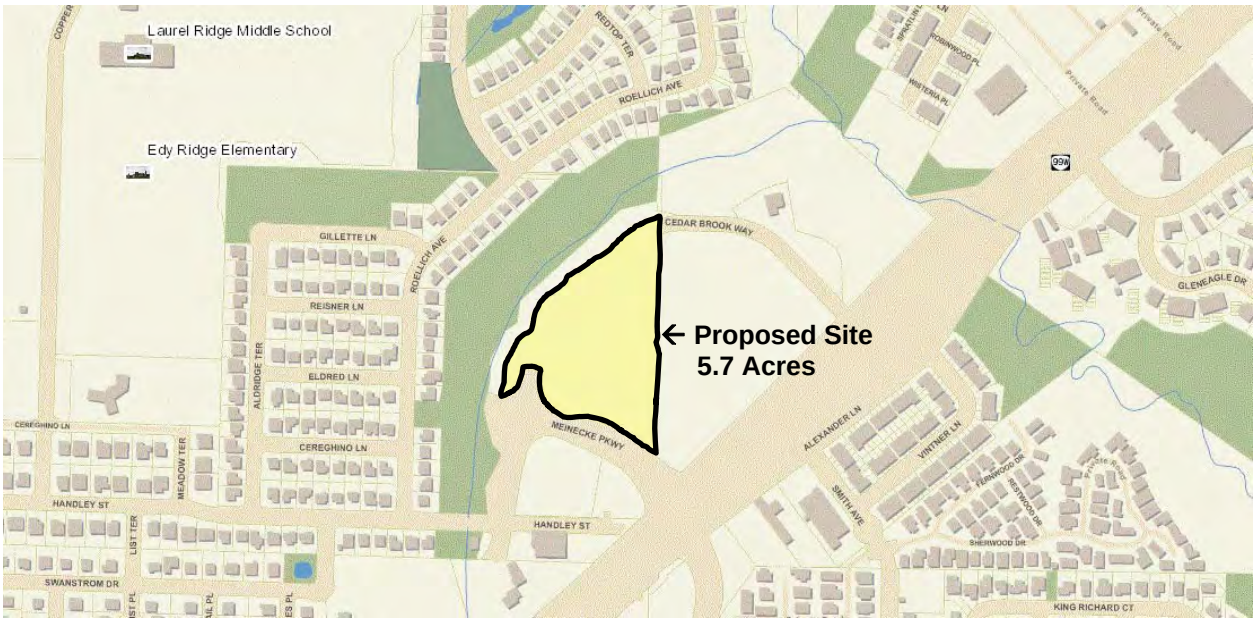
July 23, 2013

A Neighborhood Meeting will be held on August 06, 2013 from 5:30 – 6:30 PM at Ridges Community Room located at Laurel Ridge Middle School, 21416 SW Copper Terrace, Sherwood, OR 97140. The meeting is to inform the community about our proposed comprehensive plan map amendment – zone change and planned unit development. Interested community members are encouraged to attend the open house. Please contact Michael Cerbone at 503-419-2500 or michael.cerbone@cardno.com for additional information.

Project Proposal

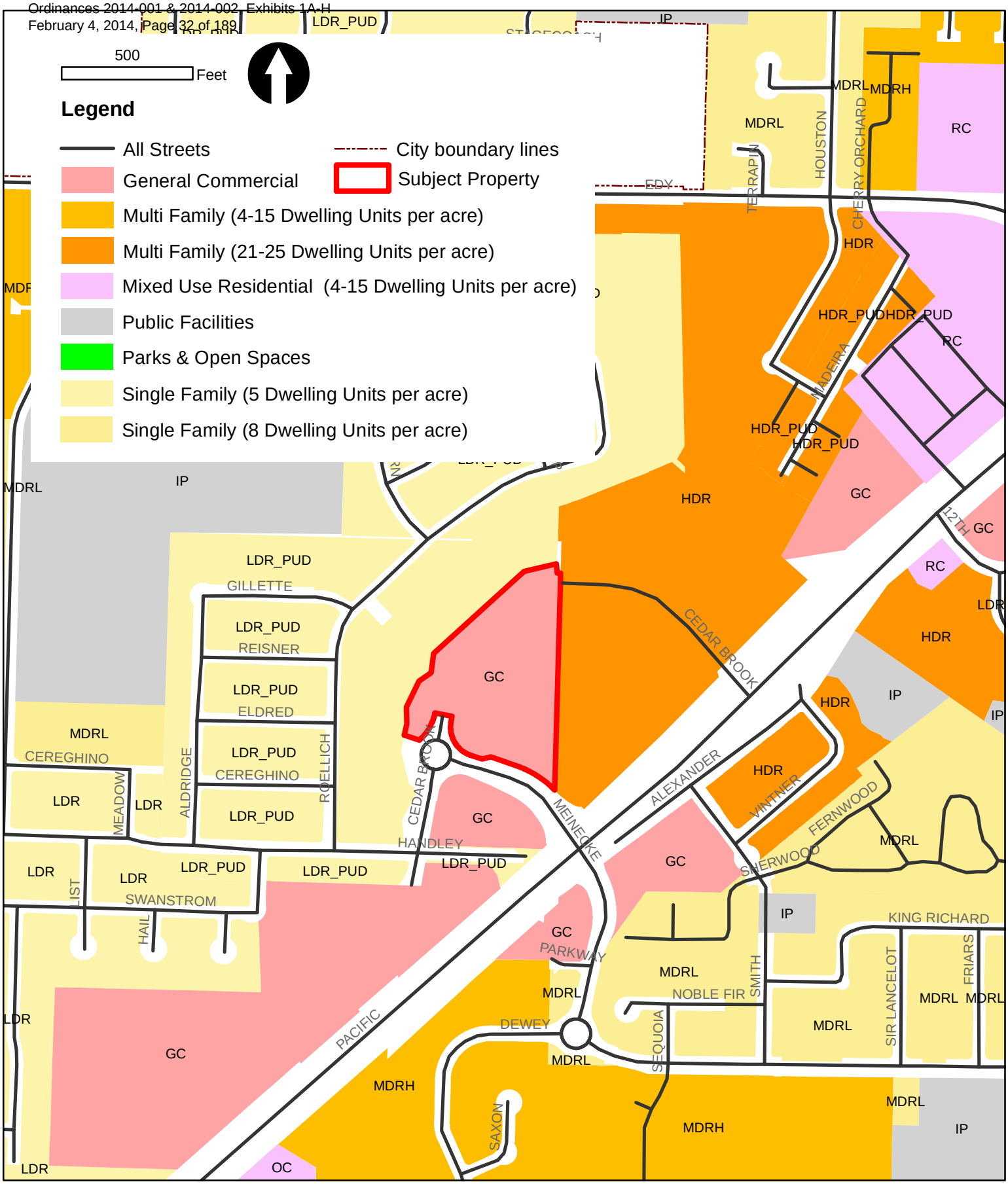
On behalf of Brownstone Real Estate Group, Cardno is proposing a comprehensive plan map amendment – zone change from the current General Commercial (GC) Zoning Designation to a High Density Residential (HDR) Zoning Designation. If the comprehensive plan map amendment – zone change is approved, Cardno is proposing an 84-unit single-family planned unit development.

Project Site Location



Open House Information

DATE: 8/6/2013
TIME: 5:30 – 6:30 PM
LOCATION: Sherwood High School, 16956 SW Meinecke Road
CONTACT: Michael Cerbone, Project Manager at Cardno, 503-419-2500

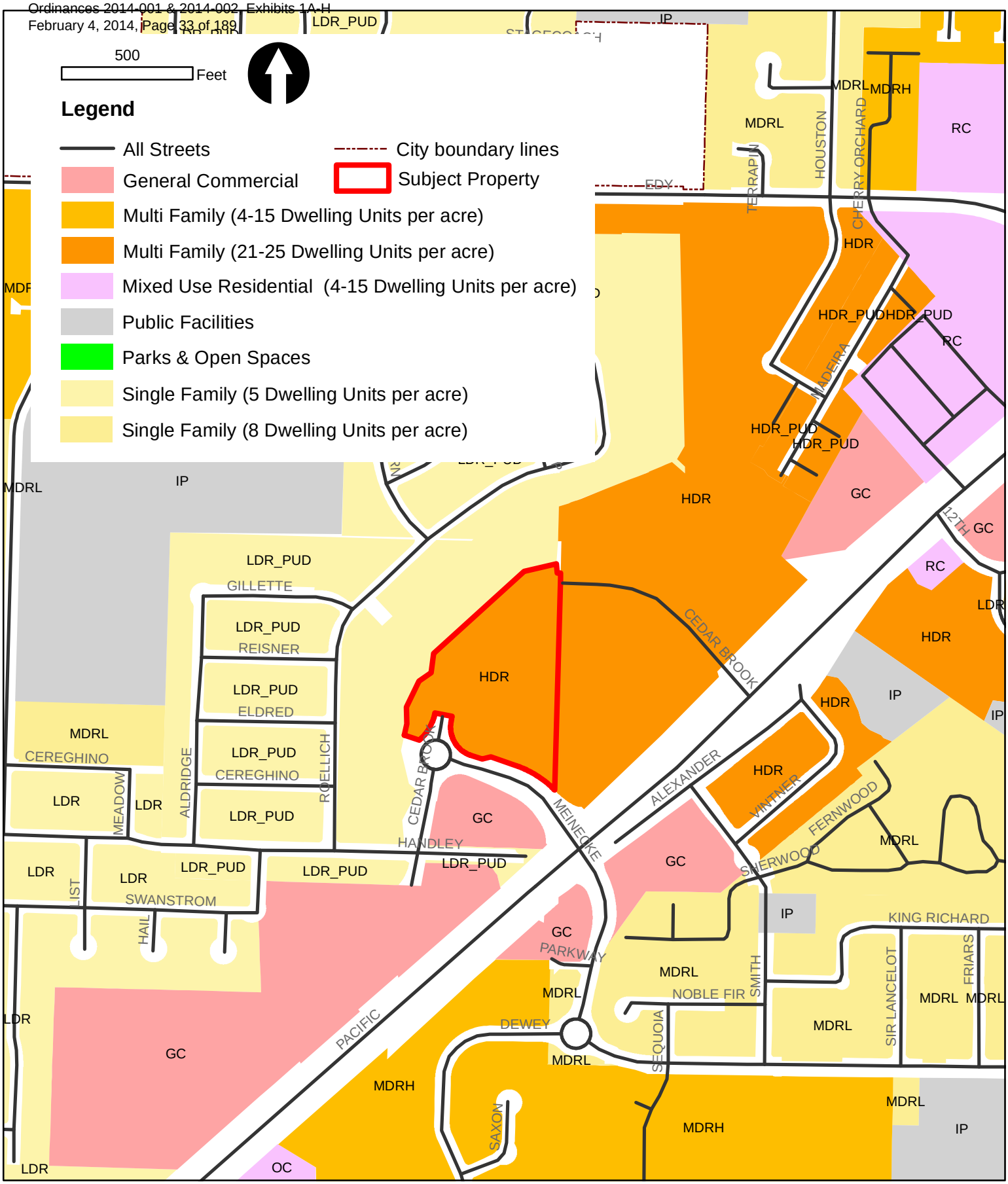


Brownstone Zone Change

Existing Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future



Brownstone Zone Change

Proposed Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future

MEMORANDUM

5415 SW Westgate Drive
Suite 100
Portland, Oregon 97221
USA

Phone (503) 419-2500
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www.cardno.com

To: City of Sherwood

From: Michael Cerbone, AICP
Project Manager

Date: 8-7-2013

Project: Brownstone Comprehensive Plan, Zoning Map Amendment and Text Amendment
Re: Neighborhood Meeting Notes

Please accept this a summary of the meeting that occurred at 5:30 PM on August 6, 2013 at the Community Room located at the Laurel Ridge Middle School , 21416 SW Copper Terrace, Sherwood, Oregon 97140. Please find attached a copy of the notice that was sent, a copy of the sign in sheets, copies of the exhibits used at the hearings and pictures from the hearing. An summary is set forth below:

The meeting began at 5:30 PM. There were four (4) neighbors who attended. An overview of the proposed project was provided. Cardno explained that Brownstone desires to construct single family detached houses on the subject property. Cardno explained that the Brownstone would be requesting:

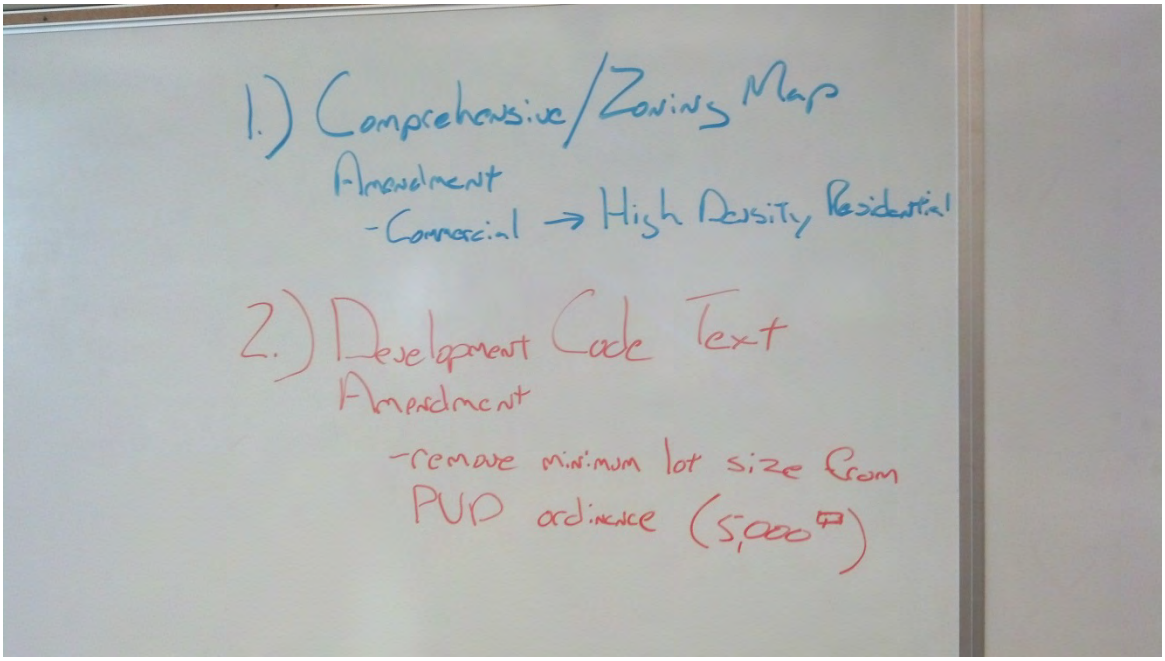
1. A comprehensive plan map and zoning amendment to rezone the property from commercial (COM) to high density residential (HDR).
2. A development code text amendment to remove the minimum lot size (5,000 sq ft) from the City of Sherwood Planned Unit Development ordinance.

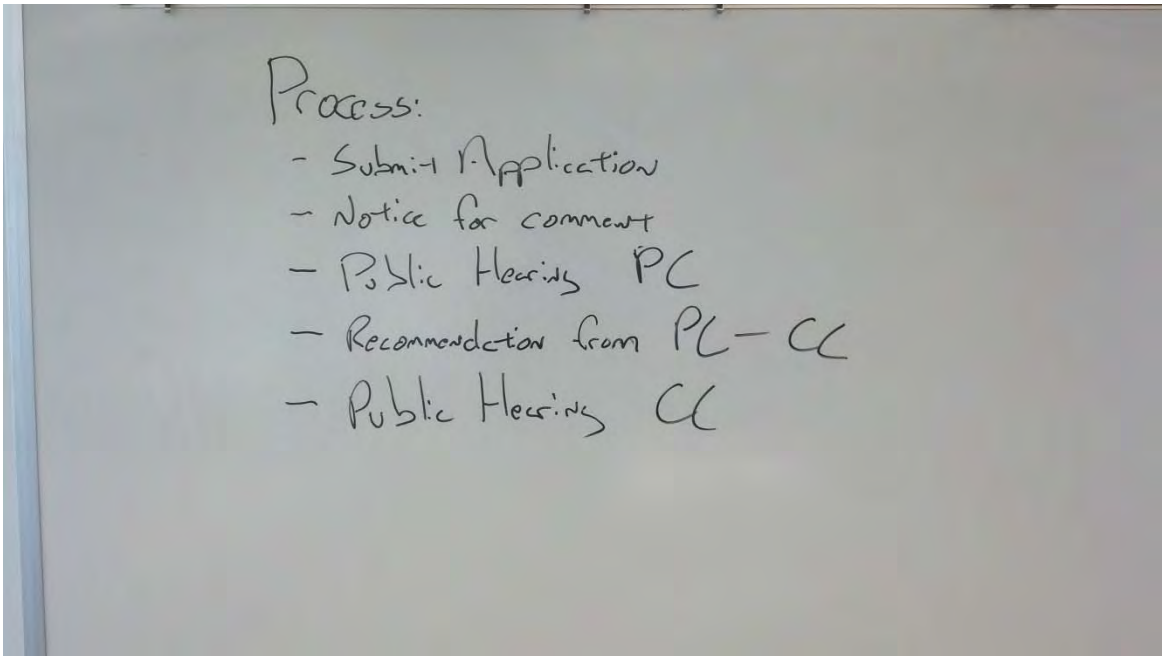
Cardno provided an overview of the process that would occur and explained the next steps are:

- Brownstone will prepare an application and submit it to the City for review
- Once the application is deemed complete, the City will notices the project and provide an opportunity for comment
- A public hearing will be held before the Planning Commission
- The Planning Commission will make a formal recommendation to the City Council
- The City Council will hold a public hearing
- The City Council will either approve or deny the application

Comment forms were provided at the meeting, no formal written comments were received. Participants asked questions about the timing of the project, the layout of the proposed homes and whether an HOA would be part of the development. Brownstone agreed to follow-up with an e-mail to the participants identifying locations where the housing type proposed on the site could be viewed in the metropolitan area.

COMMUNITY ROOM


1.) Comprehensive/Zoning Map
Amendment
-Commercial → High Density Residential
2.) Development Code Text
Amendment
-remove minimum lot size from
PUD ordinance (5,000 ft²)



NEIGHBORHOOD MEETING SIGN UP SHEET

August 6, 2013

Name	Address: Street, Zip	Phone Number	E-Mail Address
Dawn O'Leary	21487 SW Roellich Ave	503 994-1841	dawnoleary@comcast.net
Lea Ennis	21544 SW Roellich Ave	503-899-2718	LEnnis@OregonRLA.org
Joe & Mara Broadhurst	99W / 28440 SW Ladd Hill Rd	503-625-3488	jbroadhurst@aol.com

Brownstone
Sherwood, Oregon

Affidavit of Mailing

DATE:

STATE OF OREGON)
)
Washington County)

I, Michael Cerbone, representative for the Brownstone Real Estate proposed development project do hereby certify that the attached notice to adjacent property owners and recognized neighborhood organizations that are within 1,000 feet of the subject project, was placed in a U.S. Postal receptacle on July 23, 2013.

Representatives Name: Michael Cerbone, AICP
Name of the Organization: Cardno

Updated October 2010

#21304280

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Pre-Application Conference Notes

PAC 13-05
Meeting Date: July 1, 2013
Planning Staff Contact: Michelle Miller
503-625-4242 or millerm@sherwoodoregon.gov

Comprehensive Plan Map Amendment - Zone Change, Code Amendments and Subdivision

PLEASE NOTE: The conference and notes cannot cover all Code requirements and aspects related to site planning that should apply to the development of your proposal. Failure of the staff to provide information required by the Code shall not constitute a waiver of the applicable standards or requirements. It is recommended that a prospective applicant either obtain and read the Community Development Code or ask any questions of City staff relative to Code requirements prior to submitting an application.

Proposed project name: Brownstone Development

PROPOSAL DESCRIPTION: Proposal to change the zoning from General Commercial to High Density Residential (HDR) in order to construct 92 alley loaded single-family homes.

OWNER: Pacific Continental Bank
911 Main St. #100
Vancouver WA 98660
503-358-4460

Applicant: **Brownstone Real Estate Group**
P. O. Box 2375
Lake Oswego, OR
Contact: Randy Myers 503-3584460

PROPERTY LOCATION: 22015 SW Pacific Hwy

Identified potential constraints/issues (wetlands, steep slopes, easements, etc?) wetland, steep slopes verify easement locations

Based on the information provided, NECESSARY APPLICATIONS: Plan Amendment, Subdivision, possible PUD?

PROPOSED ZONING DISTRICT DIMENSIONAL REQUIREMENTS (Refer to Code Section 16. 12 Residential Land Use Districts) would need to Use PUD standards if requesting single family homes as they require 5,000 sq. ft. minimum. Given the housing type, the applicant would need to request a to amend the minimum lot sizes for single-family homes within the HDR district. The Information below is based on multi-family (attached) rather than detached. May want to consider proposing a new cottage home lot size and setback set of standards.

Density is calculated by the number of dwelling units per NET buildable acre HDR density is between 16.8 and 24 DU per acre

MINIMUM LOT SIZE: 5,000 sq. ft.

LOT WIDTH AT FRONT PROPERTY LINE: 25 ft

LOT WIDTH AT BUILDING LINE: 50 ft.

MINIMUM LOT DEPTH: 80 ft.

MAXIMUM HEIGHT: 40 ft. or three stories

Setbacks: Front 20 ft. Side 5-7 ft.(depends on height) Rear 20 ft. Corner Side 15 ft.

☒ **NARRATIVE**
The applicant shall submit a narrative which provides findings based on the applicable approval standards. Failure to provide a narrative or adequately address criteria would be reason to consider an application incomplete and delay review of the proposal. The applicant should review the code for applicable criteria. This housing type is an entirely new concept for Sherwood, and standards would need to be addressed through the code amendment.

☒ **CLEAN WATER SERVICES SERVICE PROVIDER LETTER**

The applicant shall submit a CWS Service Provider Letter at time of application submittal. An application will not be deemed complete without a CWS Service Provider Letter or a CWS prescreening noting that a Service Provider Letter is not required.

Code Provisions

16.40.020 - Preliminary Development PUD

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.

2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.

3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.

4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.

5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.

6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.

7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.

8. That adequate public facilities and services are available or are made available by the construction of the project.

9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.

10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant to Chapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

16.40.050 - Residential PUD
A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.

2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.

3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

☒ **SITE PLANNING (16.90)**

Site Plan Review Design Criteria

Except for single and two family uses, and manufactured homes located on individual residential lots, but including manufactured home parks, no building permit shall be issued for a new building or structure, or for the substantial alteration of an existing structure or use, and no sign permit shall be issued for the erection or construction of a sign relating to such building or structure until the proposed development has been reviewed.

No site plan approval shall be granted unless each of the following is found:

1. The proposed development meets applicable zoning district standards and Design Standards in Division II, and all of the provisions of Divisions V, VI, VIII and IX.

2. The proposed development can be adequately served by services conforming to the Community Development Plan, including but not limited to water, sanitary facilities, storm water, solid waste, parks and open space, public safety, electric power, and communications.

3. Covenants, agreements, and other specific documents are adequate, in the City's determination, to assure an acceptable method of ownership, management, and maintenance of structures, landscaping, and other on-site features.

4. The proposed development preserves significant natural features to the maximum feasible extent, including but not limited to natural drainage ways, wetlands, trees, vegetation (including but not limited to environmentally sensitive land), scenic views, and topographical features, and conforms to the applicable provisions of Division VIII of this Code and Chapter 5 of the Community Development Code.

5. For a proposed site plan in the Neighborhood Commercial (NC), Office Commercial (OC), Office Retail (OR), **Retail Commercial (RC),** General Commercial (GC), Light Industrial (LI), and **General Industrial (GI) zones**, except in the Old Town Overlay Zone, the proposed use shall satisfy the requirements of Section **16.106.070 Highway 99W Capacity Allocation Program**, unless excluded herein.

6. For developments that are likely to generate more than 400 average daily trips (ADTs), or at the discretion of the City Engineer, the applicant shall provide adequate information, such as a traffic impact analysis or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate for impacts attributable to the project. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

7. The proposed commercial, multi-family, institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards shall include the following:

a. Primary, front entrances shall be located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.

b. Buildings shall be located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.

c. The architecture of buildings shall be oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding shall be prohibited. Street facing elevations shall have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain shall be installed unless other architectural elements are provided for similar protection, such as an arcade.

☒ **LANDSCAPING (16.92)**

All areas not covered by buildings, required parking and/or circulation drives shall be landscaped with plants native to the Pacific Northwest. Perimeter and parking lot landscaping is required. A landscaping plan must be submitted with every development proposal application.

☒ **PARKING AND CIRCULATION (16.94 and 16.96)**

No building permits shall be issued until plans are approved providing for off-street parking and loading space as required by this Code. An off-street parking and loading plan shall accompany requests for building permits or site plan approvals.

Improved hard surface driveways are required in all commercial, industrial and multi-family developments.

Ingress and egress shall be shown from existing or planned local or collector streets, consistent with the Transportation System Plan and Section VI of the Community Development Plan. Joint ingress/egress is strongly encouraged.

The minimum number of bicycle parking spaces for this development is based on the minimum required bicycle parking in section 16.94.020. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance

A private pathway/sidewalk system extending throughout the development site shall be required to connect to existing development, to public rights-of-way with or without improvements, to parking and storage areas, to all building entrances in the development, to transit facilities within 500 feet of the site, to future phases of development and to parks and open spaces.

☒ **ON-SITE STORAGE (16.98)**

External material storage must be approved as part of a site plan. Storage areas must be designated and screened appropriately. **Garbage and recycling facilities are required to meet the standards of Pride Disposal.**

☒ **SIGNS (16.102)**

A separate permit is required for all permanent signs. Sign permits may be applied for through the Sherwood Building Department. Banner sign permits are issued through the Sherwood Planning Department.

☒ **PUBLIC IMPROVEMENTS (16.104) CAREFULLY REVIEW ENGINEERING COMMENTS FOR THESE SPECIFIC REQUIREMENTS.**

☒ TRANSPORTATION FACILITIES (16.106)

☒ SANITARY SEWER (16.110)

Sanitary sewers shall be installed to serve all new developments and shall connect to existing sanitary sewer mains.

☒ WATER (16.112)

Water lines and fire hydrants conforming to City and Fire District standards shall be installed to serve all building sites in a proposed development. All waterlines shall be connected to existing water mains or shall construct new mains appropriately sized and located in accordance with this Code, the Water System Master Plan, the City Design and Construction Manual, and with other applicable City standards and specifications, in order to adequately serve the proposed development and allow for future extensions.

☒ STORM WATER (16.114)

Storm water facilities, including appropriate source control and conveyance facilities, shall be installed in new developments and shall connect to the existing downstream drainage systems consistent with the Comprehensive Plan and the requirements of the Clean Water Services water quality regulations contained in their Design and Construction Standards R&O 04-0, or its replacement.

☒ FIRE (16.116)

All developments are required to comply with the regulations of Tualatin Valley Fire & Rescue. TVF&R regulations can be found on their website at: www.tvfr.com/Dept/fm/const/index.html.

☒ OVERHEAD UTILITIES (16.118)

All existing and proposed utilities must be placed underground, unless specifically authorized for above ground installation, because the points of connection to existing utilities make underground installation impractical, or for other reasons deemed acceptable by the Commission.

☒ **ENVIRONMENTAL RESOURCES (16.132)**. The applicant will need to confirm that CWS does not have any environmental resources on or near the site through the provision of a Service Provider Letter.

☒ STREET TREES (16.142.060) Minimum spacing based on canopy spread and based on the tree selected

☒ TREES ON PRIVATE PROPERTY (16.142.070)

New developments are required to achieve minimum canopy requirements, and may be required to inventory any existing trees. 30 % for multi family and 40% single family

☒ **APPLICABLE CODE CRITERIA**

(These sections ***must*** be addressed in the narrative submitted with the land use application)

X Division II (Zoning Districts)	X 16.92 (Landscaping)	___ 16.122 (Land Partitions)
x 16.40 (Planned Unit Development)	X 16.94 (Off-Street Parking and Loading)	___ 16.124 (Property Line Adjustments)
___ 16.44 (Townhomes)	X 16.96 (On-Site Circulation)	x 16.128. (Land Division Design Standards)
___ 16.46 (Manufactured Homes)	X 16.98 (On-Site Storage)	X 16.142 (Parks and Open Space)
___ 16.48 (Non-Conforming Uses)	X 16.102 (Signs)	X 16.146 (Noise)
___ 16.50 (Accessory Uses)	X 16.106 (Transportation Facilities)	X 16.148 (Vibrations)
	X 16.106.030(D) (Additional Setbacks)	
	X 16.108.040.D (Clear Vision Areas)	X 16.150 (Air Quality)
x 16.80 (Plan Amendments)	X 16.110 (Sanitary Sewers)	X 16.152 (Odors)

___ 16.82 (Conditional Uses)	X 16.112 (Water Supply)	X 16.154 (Heat and Glare)
	X 16.114 (Storm Water)	___ 16.162 (Old Town Overlay District)
___ 16.86 (Variances)	X 16.116 (Fire Protection)	___ 16.166 (Landmark Designation)
___ 16.88 (Interpretation of Similar Uses)	X 16.118 (Private Improvements)	___ 16.168 (Landmark Alteration)
? 16.90 (Site Planning)	x 16.120 (Subdivisions)	

ADDITIONAL CONCERNS OR COMMENTS:
Subdivision:
Over 50 Lots is a Type IV process.
5% of area is required for open space (more if a PUD or considered multi-family)

PUD Open space:

Plan Amendment Criteria

Map Amendment:
The proposal must be consistent with the applicable provisions of the Comprehensive Plan, the Transportation System Plan, the Transportation Planning Rule, and the Sherwood Development Code.
1. Must be consistent with the provisions of these documents.
2. Demonstrate the need for the uses and zoning proposed taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.
3. Amendment is timely considering the pattern of development in the area surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment and the availability of utilities and services to serve uses
4. Other lands are unavailable or unsuitable for immediate development due to location size or other factors.

Transportation Planning Rule Consistency
1. Review for effect on facilities
2. "Significant" means that the transportation facility would change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification, allow types of land use, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility, or would reduce the level of service of the facility below the minimum level identified on the Transportation System Plan.

3. Per OAR 660-12-0060, Amendments to the Comprehensive Plan or changes to land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

   a. Limiting allowed uses to be consistent with the planned function of the transportation facility.

   b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.

   c. Altering land use designations, densities or design requirements to reduce demand for automobile

travel and meet travel needs through other modes.

NOTE: Not all of these fees will apply, but wanted to make you aware.

Estimated fees for initial land use application
Map amendment - $5,330
Subdivision - $6,222 plus $20 per lot
possible PUD - $2,205
Type III and IV $6,222 (Additional $100 for every 10,000 sq. ft. or portion thereof over the first 15,000 sq. ft.;
Publication/distribution of Notice Type 3 & 4 $466 ***CONFIRM FEES WITH STAFF PRIOR TO SUBMITTAL. WE WILL HELP YOU TO CALCULATE THE FEES.***

PROCEDURE

Hearing Authority is the Planning Commission AND City Council

____ Type III- Public hearing before the Hearings Officer, Planning Commission for any appeals.
_____ Type IV- Public hearing before the Planning Commission, City Council for any appeals.
__x__ Type V- Public hearing before the Planning Commission with the Commission making a recommendation on the proposal to the City Council. An additional public hearing shall be held by the City Council. Any appeals shall be heard by the Land Use Board of Appeals (LUBA).

Notes:

This could proceed in a couple of different ways depending on the desires of the applicant. If the applicant wants SF homes on individual lots, this may be a very large hurdle because of the minimum lot size requirements for single family homes (5k). If successful in rezone, may want to consider other changes in language that support this concept ie.

Applicant could consider a PUD where everything is on one lot and they are SF dwelling units-come up with standards for separation and areas of open space.

APPLICATION SUBMITTAL PROCESS
The following materials must be submitted with your application or it will not be accepted at the counter. Once taken at the counter, the City has up to 30 days to review the materials submitted to determine if we have everything we need to complete the review.

☒ **3 * copies of Application Form** completely filled out and signed by the property owner (or person with authority to make decisions on the property.

☒ **Copy of Deed** to verify ownership, easements, etc.

☒ **CWS Service Provider Letter**.

☒ **At least 3 * folded** sets of plans

☒ **At least 3 * sets** of narrative addressing application criteria

☒ **Fee** (along with calculations utilized to determine fee if applicable)

☒ **Signed checklist** verifying submittal includes specific materials necessary for the application process

☒ **PDF Electronic version of all submittal items broken down by item on a disc. Not a single PDF**

* **Note** that the required number of copies must be submitted when the application is deemed complete; however, upon initial submittal applicants are encouraged to submit only 3 copies for completeness review. Prior to completeness, required number of copies and one updated full electronic copy will be required to be submitted.

The Planning Department will perform a preliminary review of the application and will determine whether an application is complete within 30 days of the counter submittal. Staff will notify the applicant if additional information or additional copies of the submitted materials are required.

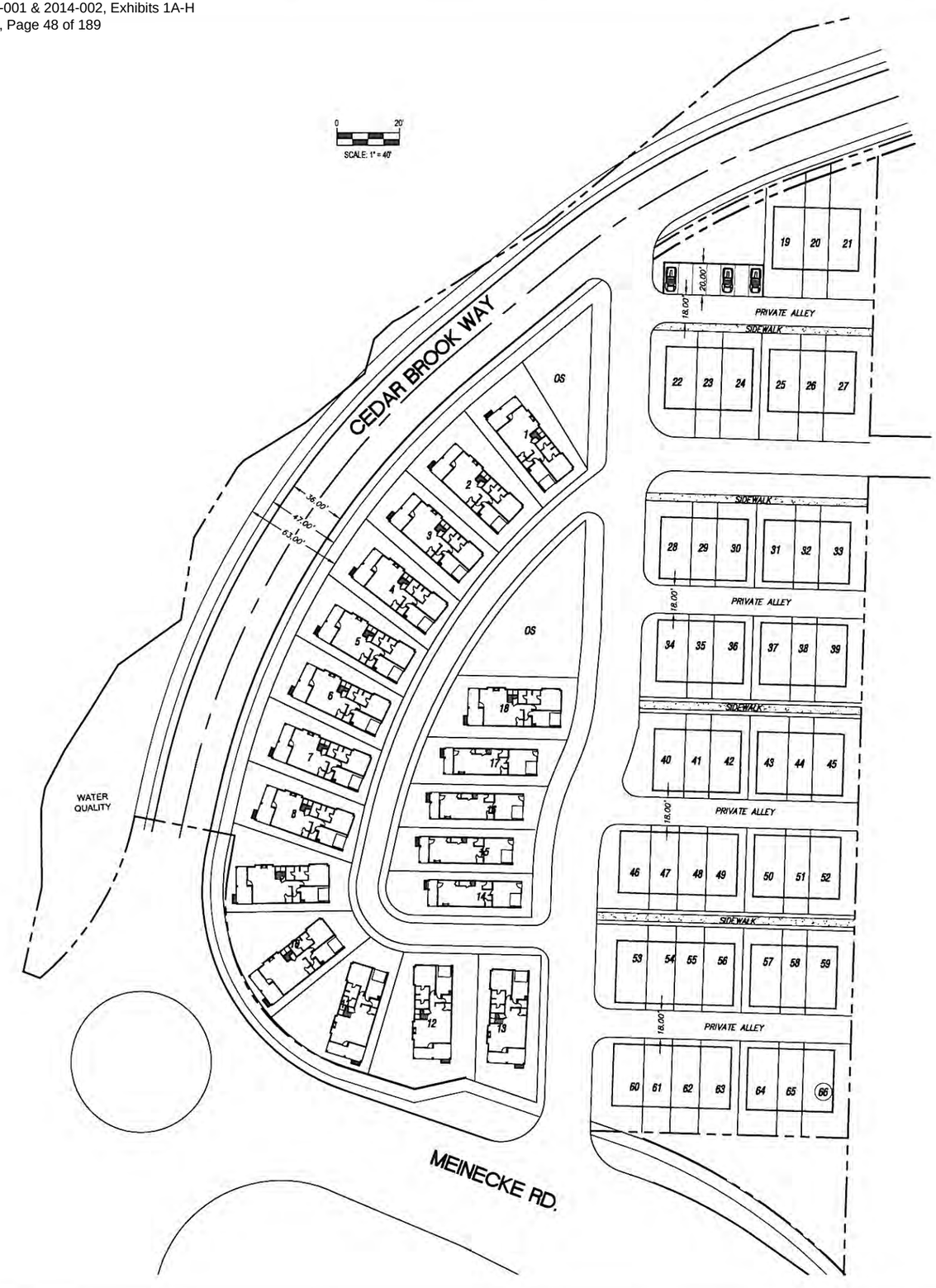
The administrative decision or public hearing will typically occur approximately 45 to 60 days after an application is deemed complete by the Planning Department. Applications involving difficult or protracted issues or requiring review by other jurisdictions may take additional time to review. Written recommendations from the Planning staff are issued seven (7) days prior to the public hearing. A 14-day public appeal period follows all land use decisions.

Information/Handouts provided at Pre-app:

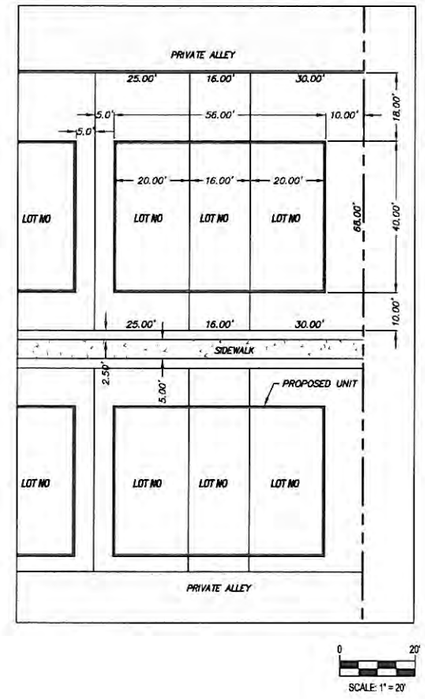
☒ Application form
☒ CWS pre-screen form
☐ Copy of CAP worksheet
☐ Copy of maps including: __Sanitary lines, __Storm lines
☒ Other **Neighborhood Meeting Packet, Notes from Building Official, Engineering, ODOT and TVFR.**

Service Provider Contacts
Electric: PGE
Cable: Comcast/Verizon/Century Link
Telephone: Comcast/Verizon/Century Link
Trash and Recycling: Pride Disposal

Planning Staff Contact: Brad Kilby, AICP (503)625-4206 – kilbyb@sherwoodoregon.gov



TYPICAL DETAIL FOT THE PROPOSED UNIT



BROWN STONE PROPERTY
SHERWOOD - MEINECKE ROAD
OPTION 2

REVISIONS

NO.	DATE	DESCRIPTION

EMERIO Design
6107 SW MURRAY BLVD, SUITE 147
BEAVERTON, OREGON 97008
PH: (503) 515-5528

SHEET
OF

SCHOTT & ASSOCIATES
Ecologists & Wetlands Specialists
21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

SENSITIVE LANDS REPORT
FOR
KENNEDY COURT

Prepared For:
Randy Myers
Brownstone Real Estate Group
PO Box 2375
Lake Oswego, OR 97035

Prepared by:
Martin Schott, Ph.D., PWS

Project #: 2270

October 2013

INTRODUCTION

Schott & Associates, Inc. (Schott) conducted a site visit to determine if there were any wetlands on the 6.77 acre lot (2S 1 30CD13400), and did not find any wetlands on the site. We observed a new rail fence on the western boundary of the site. Looking at the tax map suggested the drainage (sensitive area) and its transition area had been partitioned off from the site, and is now its own tax lot (13700). A review of CWS's records (05-001214, 08-003594) proved this to be the case.

SITE LOCATION

The subject property is located north of SW Meinecke Parkway, and east of the proposed extension of Cedar Brook Way. Currently, there is a round about where Meinecke and Cedar Brook Way intersect, and the road is stubbed out for the extension. A Tributary of Cedar Creek is west of the site and an apartment complex is east of the lot.

SITE DESCRIPTION

The site has gentle topography, and mostly slopes towards the west. Most of the site is dominated by typical pasture grasses. However, Himalayan blackberry forms several thickets, and in most areas, it is not a dominant due to probable historic mowing done to reduce fire danger. Nearly all the vegetation on-site is composed of non-native species. There is a new rail fence along the western property boundary. There is a trail just east of the fence that connects the southern terminus of Cedar Brook Way and its northern end.

PROJECT OBJECTIVES

The applicants propose a townhome complex on the subject property.

The purpose of this report is to determine the impacts of the proposed development to any onsite or offsite resources and to bring the transition area up to a good condition.

METHODS

The analysis of the sensitive areas on the project site was conducted using the Standard Site Assessment method outlined in Clean Water Services (CWS) Manual Chapter 3 and Appendix C. The analysis of wetlands conducted on the site was based on published methods for implementing Section 404 of the Clean Water Act. The Routine Onsite Determination Method (1987 manual, pp. 52-69) was used to determine the wetland boundary.

SENSITIVE AREAS

A site visit was conducted on July 30, 2013 to determine if there were wetlands or jurisdictional waters on the site. No wetlands or jurisdictional waters were found on site. There is a creek and associated wetlands on the property west of the site, which is within 200 feet of the subject property.

Vegetated Corridor
As required by CWS regulations, a 50-foot Vegetated Corridor was defined extending from the edge of the offsite wetland and is located entirely offsite. The transition area was defined when the property was partitioned (08-003594). The City of Sherwood built the rail fence along the property line, protecting the vegetative corridor.

IMPACTS

Wetland Impacts
There are no wetlands on site. No wetland impacts will result from the proposed residential building.

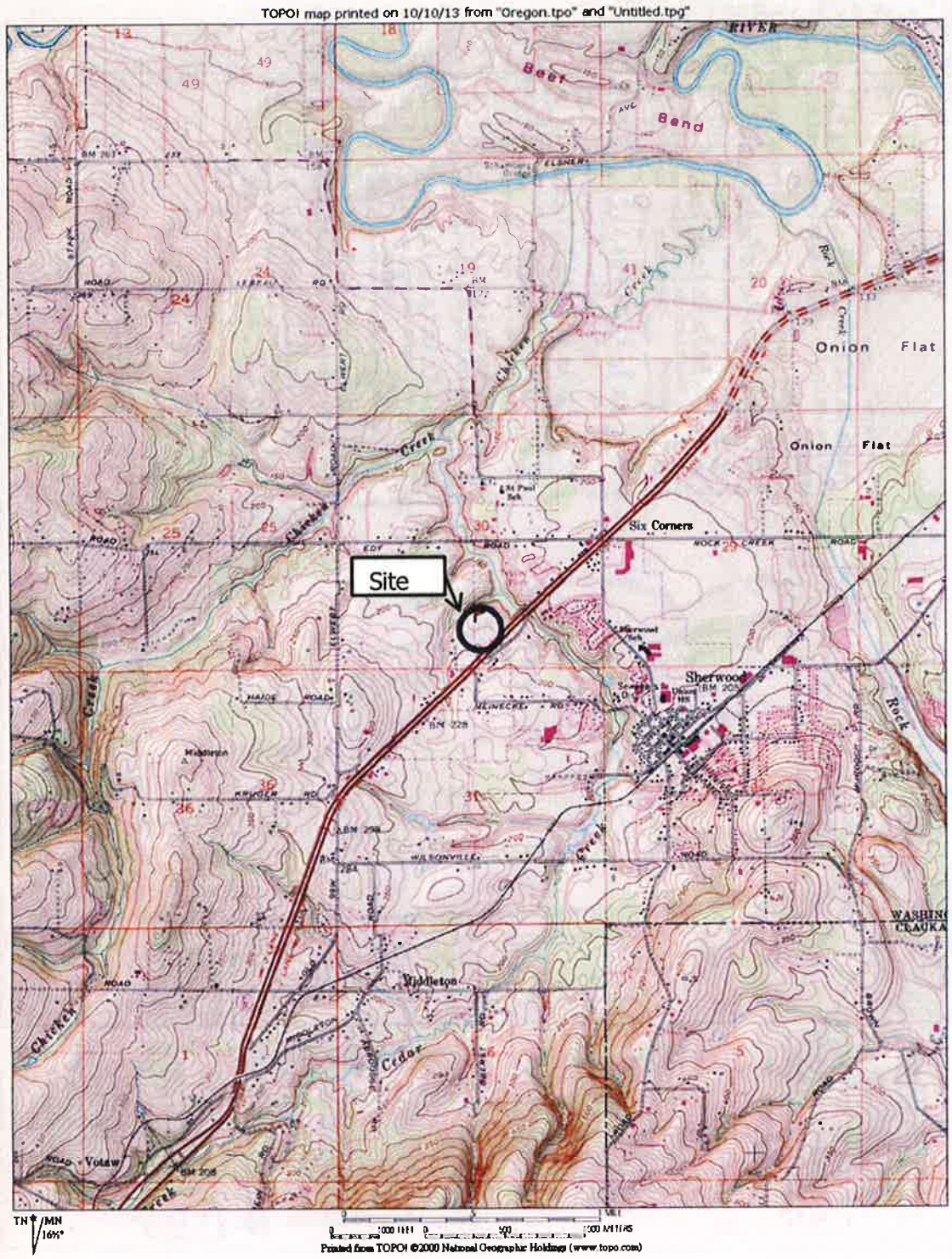
Impacts to the Vegetated Corridor
The Vegetated Corridor is entirely off site and will not be impacted by the proposed residential development.

MITIGATION

No impacts are proposed and no mitigation is required for onsite development.

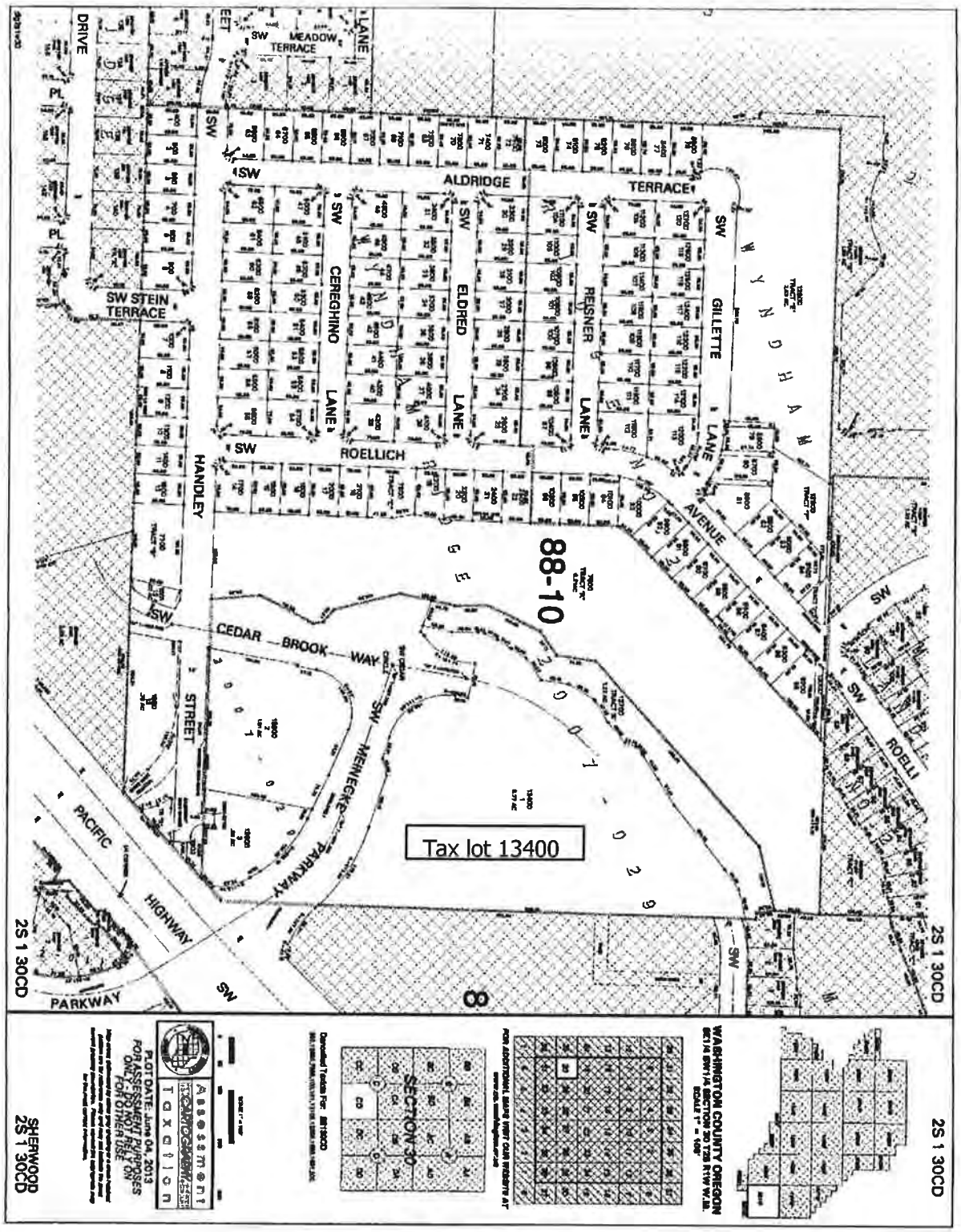
APPENDICES

A: Site Vicinity Map
B:Tax Lot Map
C: Site Development Plan
D: Aerial Photo w/ sample plot locations
E: Photos
F: Data Forms

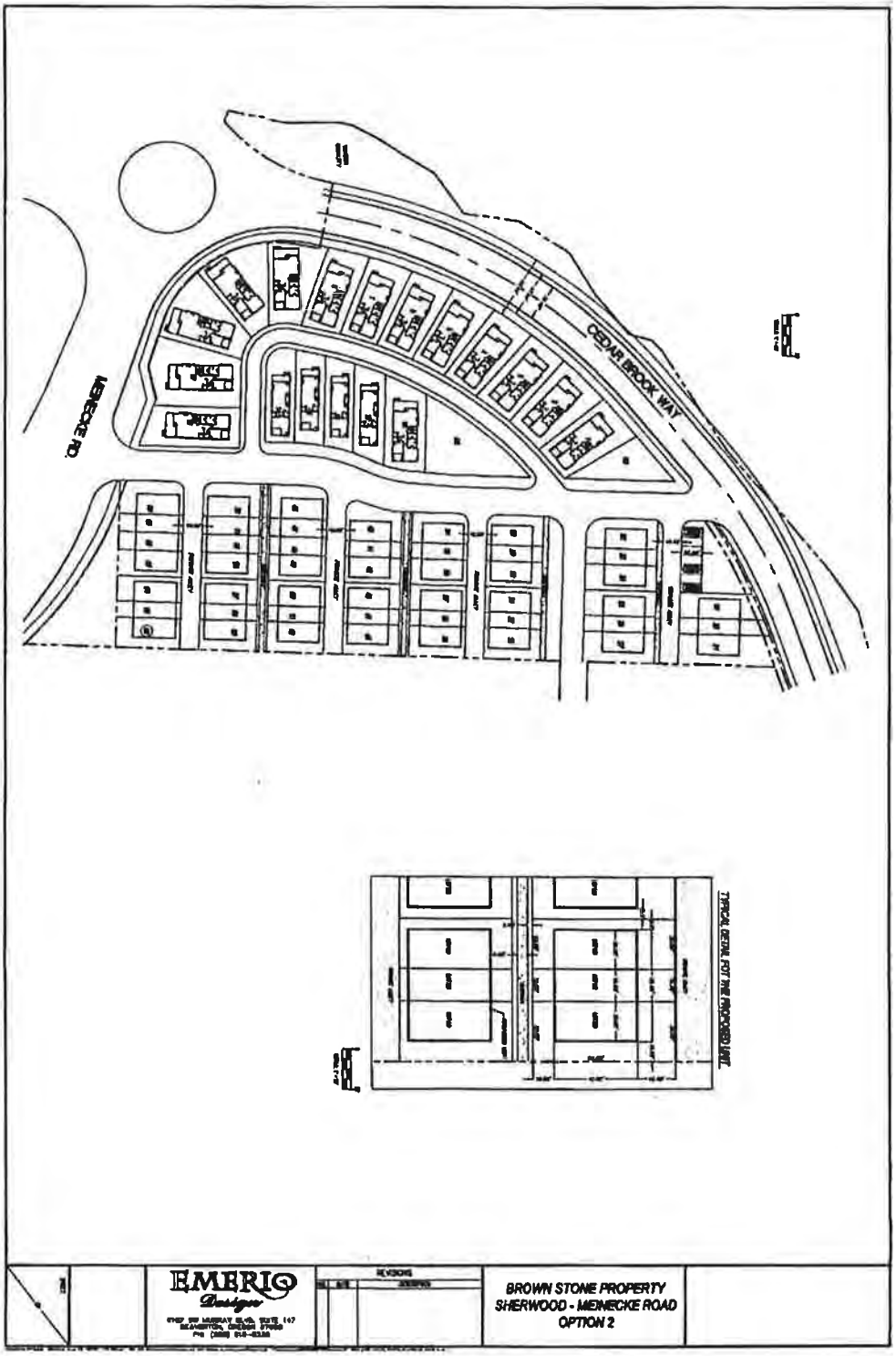


Appendix A-Site Vicinity Map
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007



Appendix B- Tax Lot Map TL#13400 Kennedy Court S&A 2270	Schott & Associates P.O. Box 589 Aurora, OR. 97002 503.678.6007



Appendix C-Site Development Map
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

Appendix D-Aerial Photo with sample plot (SP) and photo point (PP) locations
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

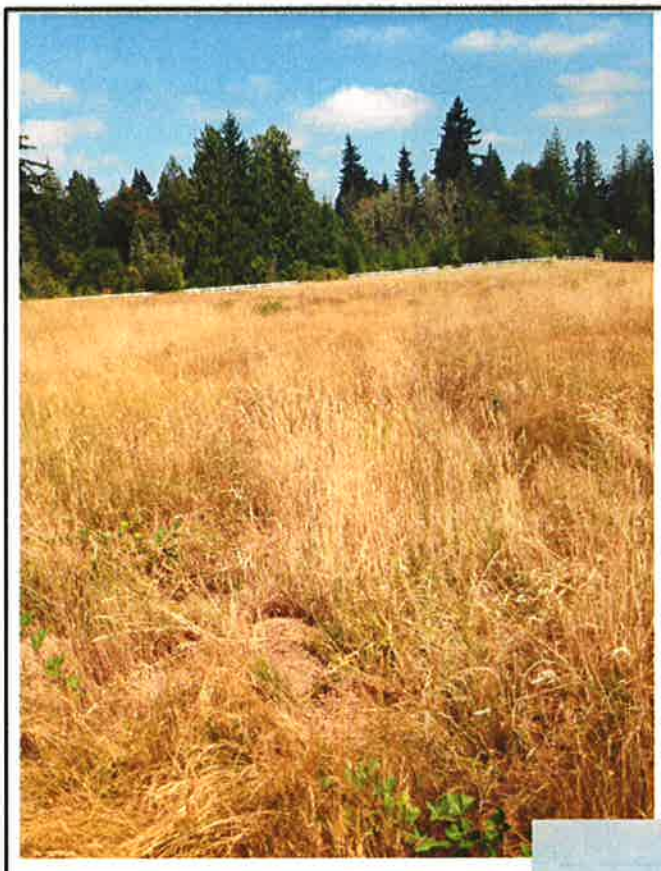


Photo Point 1 facing north

Photo Point 1 facing west

Appendiix E; Photos
Kennedy Court
S&A 2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

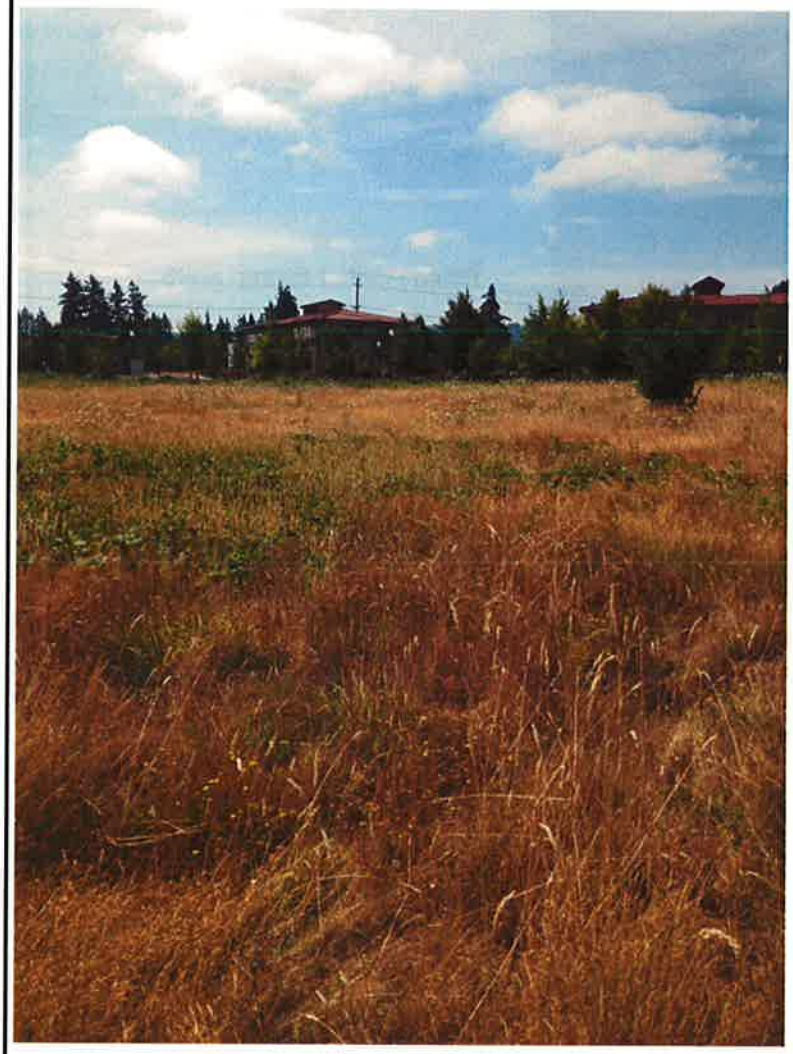


Photo Point 1 facing south

Appendix E-Photos
Kennedy Court
S&A2270

Schott & Associates
P.O. Box 589
Aurora, OR. 97002
503.678.6007

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Res. Estate Group State: OR Sampling Point: 1
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 13400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45 21 43.85 Long: 122 51 27.85 W Datum:
Soil Map Unit Name: Quatama NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ___ (If no, explain in Remarks.)
Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes x No ___
Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ___	No x		
Hydric Soil Present?	Yes ___	No x	Is the Sampled Area within a Wetland?	Yes ___ No x
Wetland Hydrology Present?	Yes ___	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ___)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	___ = Total Cover		
Sapling/Shrub Stratum (Plot size: 6')			
1. Rubus discolor	30	X	FACU
2.			
3.			
4.			
5.			
	30 = Total Cover		
Herb Stratum (Plot size: ___)			
1. Holcus lanatus	10	X	FAC
2. Daucus carota	10	X	FACU
3. Anthoxanthum odoratum	10	X	FACU
4. Hypericum perforatum	5		FACU
5. Hypericum radicata	10	X	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	45 = Total Cover		
Woody Vine Stratum (Plot size: ___)			
1.			
2.			
	___ = Total Cover		

% Bare Ground in Herb Stratum 25-litter

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)
Total Number of Dominant Species Across All Strata: 5 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 20 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is =3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ 5 - Wetland Non-Vascular Plants[1]
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ___ No x

Remarks:

SOIL

Sample ID: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-12	10YR 4/3						SIL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes [redacted] No [redacted]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes [redacted] No [redacted] Depth (inches): _____

Water Table Present? Yes [redacted] No [redacted] Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes [redacted] No [redacted] Depth (inches): _____

Wetland Hydrology Present? Yes [redacted] No [redacted]

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Real Estate Group State: OR Sampling Point: 2
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 3400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45°21'44.85"N Long: 122°51'27.65"W Datum:
Soil Map Unit Name: Cloquato NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No (If no, explain in Remarks.)
Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes x No
Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes x	No	Is the Sampled Area within a Wetland?	Yes	No x
Hydric Soil Present?	Yes	No x			
Wetland Hydrology Present?	Yes	No x			

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 5')			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 6')			
1. Holcus lanatus	20	x	FAC
2. Daucus carota	T		FACU
3. Agrostis tenuis	70	x	FAC
4. Trifolium pretense	T		FAC
5. Hypericum radicata	10		FACU
6. Plantago lanceolata	T		FACU
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
Woody Vine Stratum (Plot size:)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	2	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- x 2 - Dominance Test is >50%
- 3 - Prevalence Index is =3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes x No

Remarks:

SOIL

[redacted] 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/3						SiL	
6-14	10YR 4/3						SiL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes [redacted] No [redacted]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes [redacted] No [redacted] Depth (inches): _____

Water Table Present? Yes [redacted] No [redacted] Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes [redacted] No [redacted] Depth (inches): _____

Wetland Hydrology Present? Yes [redacted] No [redacted]

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Kennedy Court City/County: Sherwood/Washington Sampling Date: 7/30/13
Applicant/Owner: Brownstone Real Estate Group State: OR Sampling Point: 3
Investigator(s): MRS Section, Township, Range: 2S 1W Sec 30 TAX Lot 13400
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): Lat: 45 21 45.45m Long: 122 51 27.86w Datum:
Soil Map Unit Name: Quatama NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No (If no, explain in Remarks.)
Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes x No
Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No x		
Hydric Soil Present?	Yes	No x	Is the Sampled Area within a Wetland?	Yes No x
Wetland Hydrology Present?	Yes	No x		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size:)			
1. Rubus discolor	45	X	FACU
2.			
3.			
4.			
5.			
	45 = Total Cover		
Herb Stratum (Plot size:)			
1. Holcus lanatus	10		FAC
2. Agrostis tenuis	10		FAC
3. Anthoxanthum odoratum	40	X	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	60 = Total Cover		
Woody Vine Stratum (Plot size: 5)			
1. Rubus ursinus	20	X	FACU
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 15

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	0	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	0	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- 1 - Rapid Test for Hydrophytic Vegetation
- 2 - Dominance Test is >50%
- 3 - Prevalence Index is =3.0[1]
- 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- 5 - Wetland Non-Vascular Plants[1]
- Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No x

Remarks:

SOIL

Sample Point 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/3						SiL	
6-14	10YR 4/3						SiL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes ___ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): _____

Wetland Hydrology Present? **Yes** ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

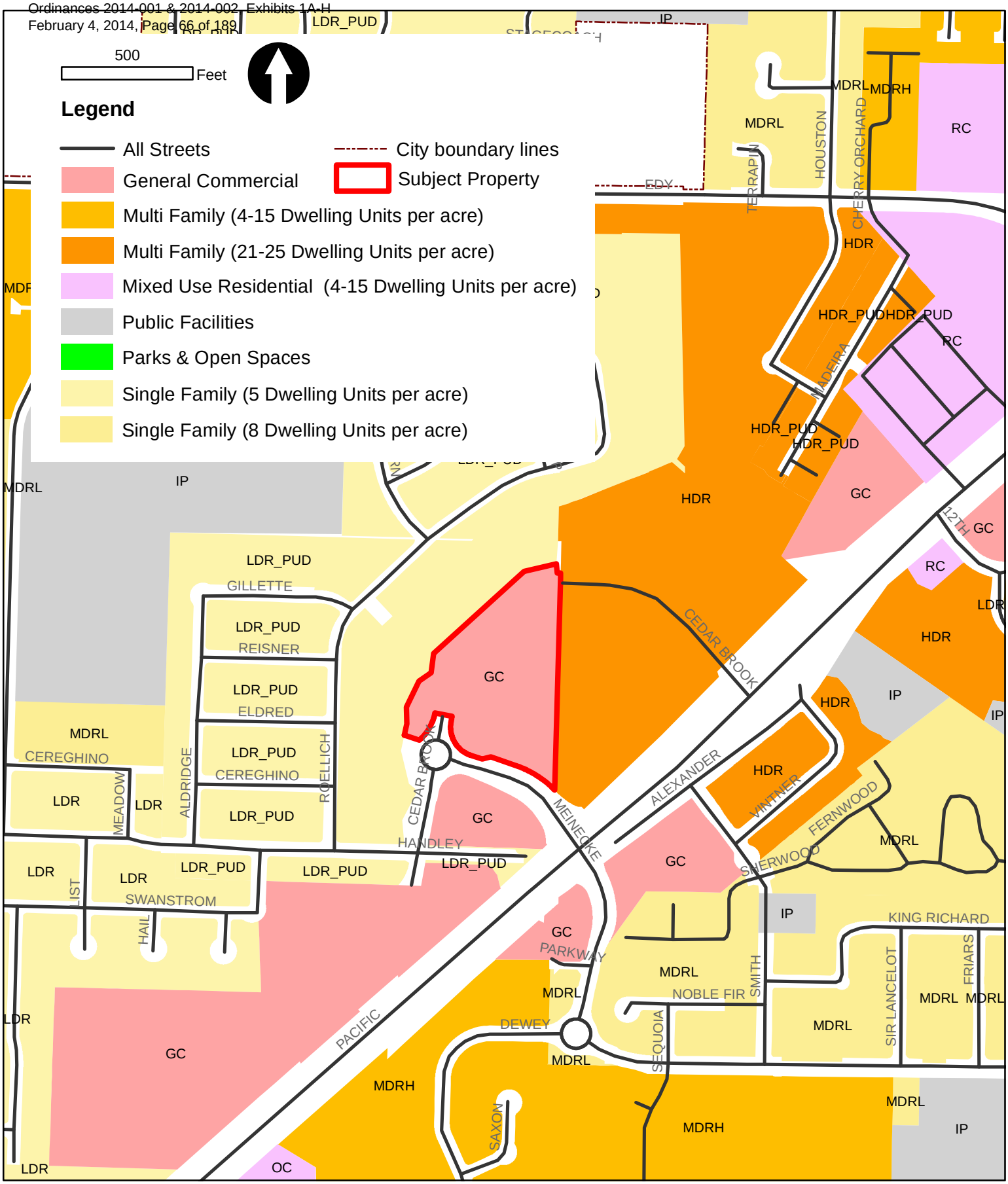
CITY OF SHERWOOD

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

October 2013

Project 13-19

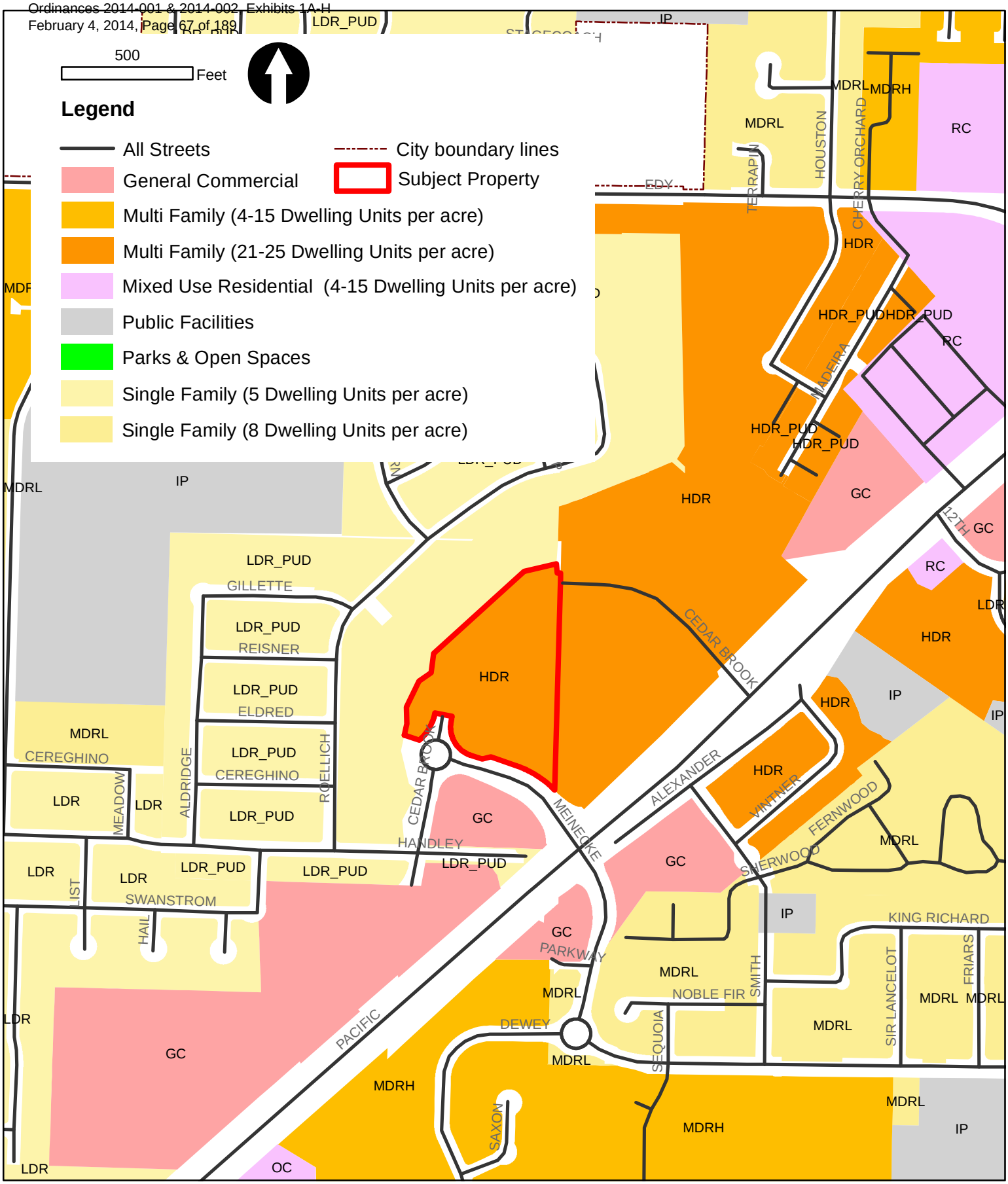


Brownstone Zone Change

Existing Zoning

Sherwood, Oregon

Cardno WRG
Shaping the Future



Brownstone Zone Change

Proposed Zoning

Sherwood, Oregon

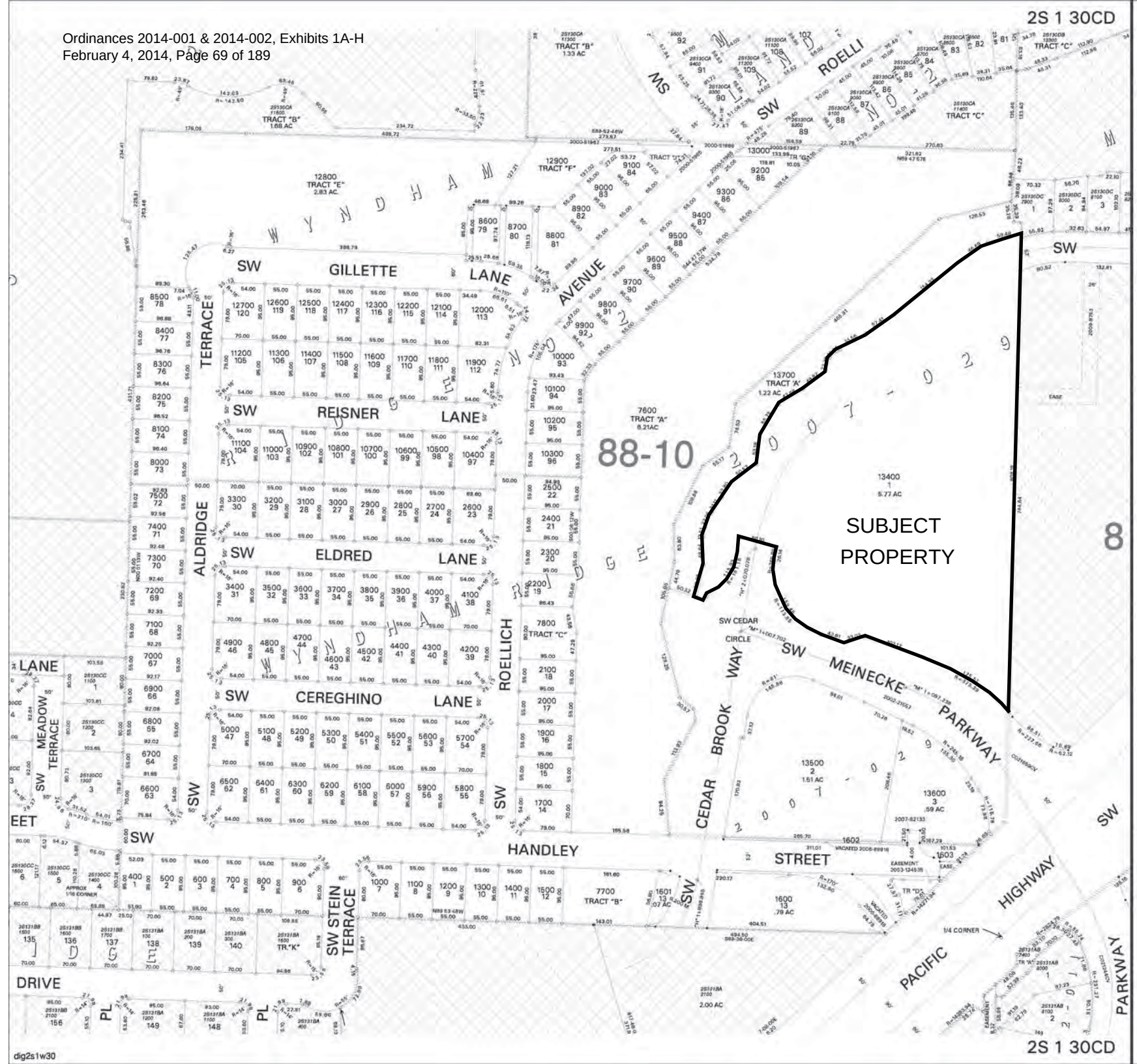
Cardno WRG
Shaping the Future

Brownstone

Title 13 Nature in Neighborhoods

Sherwood, Oregon

Cardno WRG
Shaping the Future



2S 1 30CD

WASHINGTON COUNTY OREGON
SE1/4 SW1/4 SECTION 30 T2S R1W W.M.
SCALE 1" = 100'

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.washington.or.us

BB	BA	AB	AA
	B	A	
BC	BD	AC	AD
	SECTION 30		
CB	CA	DB	DA
	C	D	
CC	CD	DC	DD

Cancelled Taxlots For: 2S130CD
300,13300,7900,100,101,13100,13200,1650,1651,200,

SCALE 1" = 100'
0 50 100 200 300

WASHINGTON COUNTY OREGON 1843
Assessment CARTOGRAPHY Taxation

PLOT DATE: June 04, 2013
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

348
SHERWOOD
2S 1 30CD

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

CITY OF SHERWOOD

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

October 2013

Project 13-19

TRAFFIC ANALYSIS REPORT

FOR

BROWNSTONE DEVELOPMENT

CEDAR BROOK WAY

CITY OF SHERWOOD

Prepared By

CHARBONNEAU Engineering LLC

October 2013

Project 13-19

10211 SW Barbur Blvd, Suite 210A, Portland, OR 97219 Phone: (503) 293-1118

FL1390

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INTRODUCTION

This traffic study has been prepared to document and evaluate the traffic operational and safety conditions for the Brownstone Development site in Sherwood, Oregon. The proposed development plan includes construction of 18 single-family housing units and 50 townhomes for a total of 68 residential units. The project development will occur on the northwest side of SW Pacific Highway (Hwy 99W) between Cedar Brook Way and Meinecke Road.

The study area was defined as the surrounding neighborhood including Hwy 99W, Meinecke Road, and SW Handley Street. The site is located on tax lot #2S130CD13400 on 5.77 acres and is highlighted on the vicinity map (Figure 'a') in the appendix. The property is currently vacant.

The property is zoned commercial and the proposed residential use necessitates a rezone.

TRAFFIC ANALYSIS CONSIDERATIONS

The project scope was established from discussion with the City of Sherwood and Oregon Department of Transportation (ODOT). Effectively, the traffic study was conducted according to the City's & ODOT's traffic analysis requirements and guidelines. The following important elements are identified and covered in the study.

- Inventory and record pertinent information such as traffic control devices, circulation patterns, lane configuration, pedestrian & bicycle facilities, parking conditions, and street characteristics.
- Record volume data on typical weekdays during the AM and PM peak traffic hours as specified by the agencies.
- Conduct traffic counts on Hwy 99W at Cedar Brook Way and Meinecke Road and on Handley Street at Copper Terrace and Elwert Road.
- As the development will require a rezone of the property from commercial to residential use a year 2035 analysis period was included in the study.
- Computation of trip generation for the development based on the ITE Trip Generation manual using average rates for single-family housing (code #210) and townhomes (code #230) for the proposed development. For comparison purposes identification of the trip generation for site buildout under the current (commercial) zoning using shopping center (code #820) and fast-food restaurant (code #933).
- Preparation of a trip distribution plan considering existing counts & circulation patterns, historical traffic study results, and engineering judgment.
- Application of a seasonal adjustment factor to the raw volume counts on Hwy 99W to equate to the summertime peak hour volumes.
- Application of a one percent annual traffic growth rate based on historical data provided by ODOT. For Handley Street the City provided the future AM peak hour volumes.
- Review the MUTCD peak hour signal warrant at the study intersections to verify if the traffic criterion is met.
- Level of service (LOS) analysis of the study intersections to measure the vehicle delay and volume-to-capacity (v/c) for comparison to City and ODOT standards.
- Verification of intersection sight distance at the proposed access locations on Meinecke Road and on Cedar Brook Way.

- Review of traffic crash data furnished by ODOT and determination of the intersection crash rates at the study intersections.

SITE DESCRIPTION, STREETS, AND CRITICAL INTERSECTIONS

The Brownstone residential development will be located on the northwest side of Hwy 99W between Cedar Brook Way and Meinecke Road in Sherwood. Figure 'b' illustrates the site plan and access conditions associated with the project. One access will be located on the property's northerly side on Cedar Brook Way and a second access is proposed on the site's south side to Meinecke Road. New access to Hwy 99W is not planned.

The table below summarizes the study area roadways, **classification, width, number of lanes, and** posted speed. The lane configuration for each study **intersection is presented on Figure 'c'.**

Roadway	Classification	Width (FEET)	Lanes (#)	Speed (MPH)	Bike Lanes	Sidewalks
Pacific Highway (Highway 99W)	Statewide Highway (NHS Freight Route)	110-130	4-6	45-55	Both sides	Intermittent
Cedar Brook Way	Local Street	32	2	25[1]	Both sides	Both sides
Meinecke Parkway	Local Street	42	2	not posted	Both sides	Both sides
Meinecke Road	Minor Arterial	63	2	not posted	Both sides	North side
Handley Street	Local Street	37	2	not posted	No	Both sides
Elwert Road	Major Collector	22-37	2	25-35	No	No
Copper Terrace	Local Street	28	2	25	No	East sides

[1] Speed estimated.

Cedar Brook Way and Pacific Highway (Highway 99W) is a tee-shaped intersection with stop control on the Cedar Brook Way approach. Cedar Brook Way and Pacific Highway (Highway 99W) operates as a right-only intersection.

Proposed site accesses and Cedar Brook Way will be tee-shaped intersection with stop-control on the site access approach.

Proposed site accesses and Meinecke Road will be tee-shaped intersection with stop-control on the site access approach. Meinecke Road currently contains a landscaped median.

Meinecke Parkway and Cedar Brook Way is a single-lane roundabout with three approaches that are controlled with yield signs. Crosswalks are provided on each approach of the roundabout.

Meinecke Parkway/Meinecke Road and Pacific Highway (Highway 99W) is a four-legged intersection with permitted left turn phasing on the Meinecke Parkway and Meinecke Road approaches and protected left turn phasing on the Pacific Highway (Highway 99W) approaches. Crosswalks are provided on all but the east approach.

Handley Street at Elwert Road is a tee-shaped intersection with stop-control on the Handley Street approach.

Handley Street at Copper Terrace is a tee-shaped intersection with stop-control on all of the approaches.

ON-SITE CIRCULATION

Along the site's frontage sidewalk will be constructed on Cedar Brook Way adjacent to the property. Sidewalks will also be constructed on the new streets built within the development to provide pedestrian connectivity to the adjacent properties.

With construction of the Cedar Brook Way extension north of Meinecke Road a bicycle lane will be striped on each side of the road segment.

Vehicular access for the site will be provided at two proposed private driveway locations on the Cedar Brook Way and Meinecke Road. On-site circulation will be provided such that vehicles (and pedestrians and bicycles) can travel between the site and the adjacent Creekview Condominiums development.

TRAFFIC OPERATIONAL ANALYSIS

In order to evaluate traffic flow and delay in the area several intersections were analyzed for level of service (LOS) conditions including volume/capacity and safety. The study intersections included Hwy 99W at Cedar Brook Way and Meinecke Road and Handley Street at Copper Terrace and Elwert Road. The intersection Volume/Capacity (v/c) and level of service (LOS) results were completed for the AM peak hours on Handley Street and the PM peak hours on Hwy 99W as stipulated by the agencies. The following scenarios were evaluated.

- Year 2013 Existing Traffic (seasonally adjusted volumes)
- Year 2016 Background Traffic
- Year 2016 Total Traffic
- Year 2035 Background
- Year 2035 Total Traffic

In order to perform the LOS analysis at the critical intersections manual traffic counts were conducted during the AM peak (7:00-9:00 AM) and PM peak (4:00-6:00 PM) traffic hours in August and September, 2013. A copy of the traffic counts are included in the report's appendix.

The peak hour counts are presented on Figure 1. The diagram illustrates the turning movement volumes (raw data) for the AM peak hour on Handley Street and the PM peak hour on Hwy 99W. For projects occurring on highway systems having volume fluctuations throughout the year it may be necessary to apply an adjustment factor to equate the volumes to the peak-season traffic conditions evident on Hwy 99W. The methodology documented in ODOT's APM guidelines was followed in order to develop the adjusted volumes. The peak hour volumes shown on Figure 2 takes into account application of the seasonal adjustment factor (+1%).

Additionally ODOT has confirmed that it was necessary to apply a 1%/year traffic growth factor to obtain the year 2016 background traffic scenario. The City provided the future year background AM peak hour volumes on Handley Street. The year 2016 background traffic for Handley Street is shown on Figure 3a. The year 2016 background traffic for Hwy 99W is shown on Figure 3b. The year 2035 background traffic is shown on Figure 4.

The year 2016 total traffic associated with the AM peak hour on Handley Street is shown on Figure 6a and the year 2016 total traffic for Hwy 99W is shown on Figure 6b. The year 2035 total traffic for Handley Street is illustrated on Figure 7. The total traffic is the summation of background traffic volumes and site generated traffic.

VEHICULAR TRIP GENERATION

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, were utilized to estimate the site's trip generation. Table 1 presents the number of trips projected to be generated by the proposed housing units (18 single-family homes & 50 tonwhomes). The trip generation due to the Brownstone Development will total 463 daily trips, 36 AM peak hour trips, and 44 PM peak hour trips.

The trip generation was also calculated for comparison purposes under the current commercial zoning. A potential development plan for commercial could include 62,000 square feet of shopping center and a fast-food restaurant facility. For this scenario the trip generation is shown in Table 1a. After accounting for pass-by traffic the net trip generation for the commercial uses will total 3,736 trips per day with 96 AM peak hour trips and 171 PM peak hour trips.

In comparing the two scenarios it has been verified that the residential development will generate only 12% of the daily commercial-related trips and 38% of the AM peak hour commercial trips and 26% of the PM peak hour commercial trips.

Table 1 Trip Generation Summary - Proposed Residential Use

ITE Land Use	Units	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	18							
Generation Rate[1]		9.57	0.75	25%	75%	1.01	63%	37%
Site Trips		**172**	**14**	4	10	**18**	11	7
Residential Condo/Townl	50							
Generation Rate[1]		5.81	0.44	17%	83%	0.52	67%	33%
Site Trips		**291**	**22**	4	18	**26**	17	9
Total	68	**463**	**36**	8	28	**44**	28	16

[1] Source: *Trip Generation, 8th Edition, ITE, 2008, average rates.*

Table 1a Trip Generation Summary - Commercial Use (not proposed)

ITE Land Use	Units (sq.ft.)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Shopping Center (#820)	62,000							
Generation Rate[1]		42.94	1.00	61%	39%	3.73	49%	51%
Total Driveway Trips		**2,662**	**62**	38	24	**231**	113	118
Pass-By Rate[2]			0%			34%		
Pass-By Trips			0	0	0	79	39	40
Net New Trips			**62**	38	24	**152**	74	78
Fast-Food without Drive-	1,500							
Generation Rate[1]		716.0	43.87	60%	40%	26.15	51%	49%
Total Driveway Trips		**1,074**	**66**	40	26	**39**	20	19
Pass-By Rate[2]			49%			50%		
Pass-By Trips			32	19	13	20	10	10
Net New Trips			**34**	21	13	**19**	10	9
Pass-By Total			***32***	*19*	*13*	***99***	*49*	*50*
Net New Site Total	63,500	**3,736**	**96**	59	37	**171**	84	87

[1] Source: *Trip Generation, 8th Edition, ITE, 2008, average rates.*

Trip distribution is based on existing traffic patterns, count data, site access, and engineering judgment. Figures 5a & 5b illustrate the trip distribution and assignments related to the AM & PM peak hours. Figure 5c shows the trip distribution & assignments associated under the current commercial zoning scenario.

CAPACITY ANALYSIS

Capacity analyses were performed to determine the levels of service for the weekday peak hours. Traffix was used to determine the level of service and v/c ratios for the scenarios considered. The program is based on the Highway Capacity Manual methodology.

ODOT uses the v/c ratio to measure performance of its highways. Sherwood's Transportation System Plan (TSP) identifies 'For statewide freight within the Metro area (i.e. ORE 99W through Sherwood), intersections are required to operate at a volume-to-capacity ratio (v/c) of 0.95 or better (2040 Concept Area) and 0.90 or better (Non-Concept Area). Additionally, alternate highway mobility standards have been defined for specifically designated areas within Metro's boundaries. Specifically, Corridors (as 99W is designated) have a maximum v/c ratio of 0.99 for both the first and second hours.'

Mitigation is required if the project traffic impacts cause the v/c to exceed this standard. If the v/c is already exceeding the standard, the project would be required to mitigate its traffic impacts only if the v/c was worsened.

Table 2 indicates that the study intersections will experience LOS 'D' or better during the AM and PM peak hours through the year 2016 and year 2035 total traffic scenarios. On Hwy 99W the intersection at Meinecke Parkway/Meinecke Road will operate with a v/c ratio of 0.75 through the year 2016 total traffic scenario and meets the required operational standard.

Based on the results of the capacity analysis intersection improvements are not necessary.

Table 2 Capacity Analysis Summary

Intersection	Int Cont	Peak Hour	Traffic Scenario																	
			2013 Existing (30HV)				2016 Background				2016 Total Traffic				2035 ZC Background				2035 ZC Total Traffic			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Hwy 99/Meinecke Rd	Sig	PM	SB	B	16.0	0.72	SB	B	18.3	0.74	SB	B	18.3	0.75	-	-	-	-	-	-	-	-
Hwy 99/Cedar Brook Way	Stop	PM	EB-R	C	24.3	-	EB-R	D	25.7	-	EB-R	D	26.0	-	-	-	-	-	-	-	-	-
Handley Street/Copper Terrace	Stop	AM	EB	A	8.9	0.32	EB	A	8.9	0.34	EB	A	8.9	0.34	WB	A	9.6	0.41	WB	A	9.7	0.42
Handley Street/Elwert Rd	Stop	AM	WB	B	12.8	-	WB	B	13.0	-	WS	B	13.2	-	WB	B	14.9	-	WB	C	15.2	-
Meinecke Rd/Site Access	Stop	PM	-	-	-	-	-	-	-	-	SB	A	9.3	-	-	-	-	-	-	-	-	-

Notes: 2000 *Highway Capacity Manual* methodology used in analysis. NB - Northbound, Crit. Mov't - Critical movement or critical approach.

Generally, LOS 'A', 'B', 'C', and 'D' are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level 'E' represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level 'F' indicates that intersection improvements, such as widening and signalization, may be considered. According to the *Highway Capacity Manual* (HCM), the following delay times are associated with the LOS at stop controlled unsignalized and signalized intersections.

Level of Service criteria defined in the Highway Capacity Manual.

Level of Service (LOS)	Unsignalized Control Stopped Delay (sec/veh)	Signalized Control Stopped Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

SIGHT DISTANCE

Sight distance at the proposed access location on Cedar Brook Way cannot physically be reviewed in the field as the remaining segment of Cedar Brook Way is not constructed. Using a speed of 25MPH corresponds to a sight distance requirement of 280 feet according to AASHTO. If the new extension of Cedar Brook Way is posted at 25MPH it will be necessary to maintain at least the minimum required sight distance (280 feet). Obstructions to the sightlines by signing, vegetation, building structures, parking, or other items that restrict the sight distance to less than the minimum standard will not be permitted.

Sight distance at the south proposed access on Meinecke Road is currently unobstructed in both directions. The adjacent intersections to the southeast (Hwy 99W) and northwest (Cedar Brook Way - roundabout) are visible without any restrictions and must be maintained.

TURN LANE WARRANTS

The proposed access on Meinecke Road will be restricted to right turn movements due to the existing center raised median. As a result no left turn warrant was evaluated at this location.

At the site's northerly access on Cedar Brook Way a left turn lane will not be required due to the low peak hour volumes (existing PM peak hour volume = 112) on Cedar Brook Way.

TRAFFIC SIGNAL WARRANTS

The peak hour signal warrant described in the Manual on Uniform Traffic Control Devices (MUTCD) was reviewed in order to document the signal warrant conditions at the stop controlled intersections on Handley Street. The results indicate that for the AM peak hour the warrant is not met through the year 2035 total traffic scenario based on the low volume levels. Therefore, no signal improvements are recommended.

ACCIDENT HISTORY

Five years of crash data covering the period year 2007 through year 2011 for the study intersections on Hwy 99W and on Handley Street was requested from ODOT staff. A summary of the crash frequencies and rates is presented in Table 3.

The resulting crash rates were less than 0.22 MEV (crashes per million entering vehicles per year) at each of the locations. These rates are less than 1.0 MEV or the critical rate at which further investigation and safety measures normally should be considered. As a result of the analysis no additional safety improvements are proposed.

Table 3 Crash Rate Summary

Intersection	Accident History (Years)	Number of Accidents	Accidents per year	Annual Traffic Entering (veh/yr)	Accident rate per M.E.V.*
Hwy 99 and SW Meinecke Parkway	5	14	2.8	13437180	**0.21**
Hwy 99 and SW Cedar Brook Way	5	1	0.2	7841703	**0.03**
Handley Street at Elwert Road	5	0	0.0	258590	**0.00**
Handley Street at Copper Terrace	5	0	0.0	1219902	**0.00**

* M.E.V. - million entering vehicles.

PEDESTRIANS, BICYCLES, & BUSES

There are existing sidewalks along Meinecke Road on both sides adjacent to the Brownstone Development property. On the completed portions of Cedar Brook Way sidewalk is present on both sides of the street. Sidewalk will be constructed with the development on the Cedar Brook Way extension and on the streets constructed within the development site.

Bike lanes are present on Meinecke Road between Hwy 99W and the roundabout at Cedar Brook Way and on Cedar Brook Way south of the roundabout. Bike lanes will be added on the extension of Cedar Brook Way constructed with the development.

Transit service is provided by Tri-Met. Route #12 (Barbur Boulevard) and Route #94 (Sherwood/Pacific Highway Express) travel along Barbur Boulevard, Pacific Highway (Highway 99W), and Sherwood Boulevard, between Portland City Center and the Sherwood City Hall. Route #12 travels on weekdays and weekends; Route #94 travels on weekdays only. The nearest

transit stop is more than ¾-mile to the northeast on Langer Drive near its intersection with Sherwood Boulevard.

SUMMARY AND RECOMMENDATIONS

The traffic study has documented the operational and safety conditions for the Brownstone Development site in Sherwood, Oregon. The proposed development plan will include construction of 18 single-family housing units and 50 townhomes for a total of 68 residential units. The project development will occur on the northwest side of SW Pacific Highway (Hwy 99W) between Cedar Brook Way and Meinecke Road.

The trip generation for the residential development will total 463 daily trips, 36 AM peak hour trips, and 44 PM peak hour trips. The trip generation was also calculated for comparison purposes under the current zoning as commercial use. A potential commercial development plan may include up to 62,000 square feet of shopping center and a restaurant such as a fast-food establishment. For this scenario the trip generation would total 3,736 trips per day with 96 AM peak hour trips and 171 PM peak hour trips. A comparison of the two scenarios determined the proposed residential use will generate only 12% of the daily commercial number of trips. In the AM peak hour the residential use will generate 38% of the commercial trips and in the PM peak hour 26% of commercial trips. As a result the Brownstone Development will have only a marginal traffic impact on the transportation system compared to development built under the existing zoning.

Sight distance at the proposed access location on Cedar Brook Way cannot physically be reviewed in the field as the remaining segment of Cedar Brook Way is not constructed. It will be necessary to maintain at least the minimum required sight distance (280 feet based on 25MPH, AASHTO standard). Obstructions to the sightlines by signing, vegetation, building structures, parking, or other items that restrict the sight distance to less than the minimum standard will not be permitted. Sight distance at the south proposed access on Meinecke Road is currently unobstructed in both directions. The adjacent intersections to the southeast (Hwy 99W) and northwest (Cedar Brook Way) are visible without any restrictions and must be maintained.

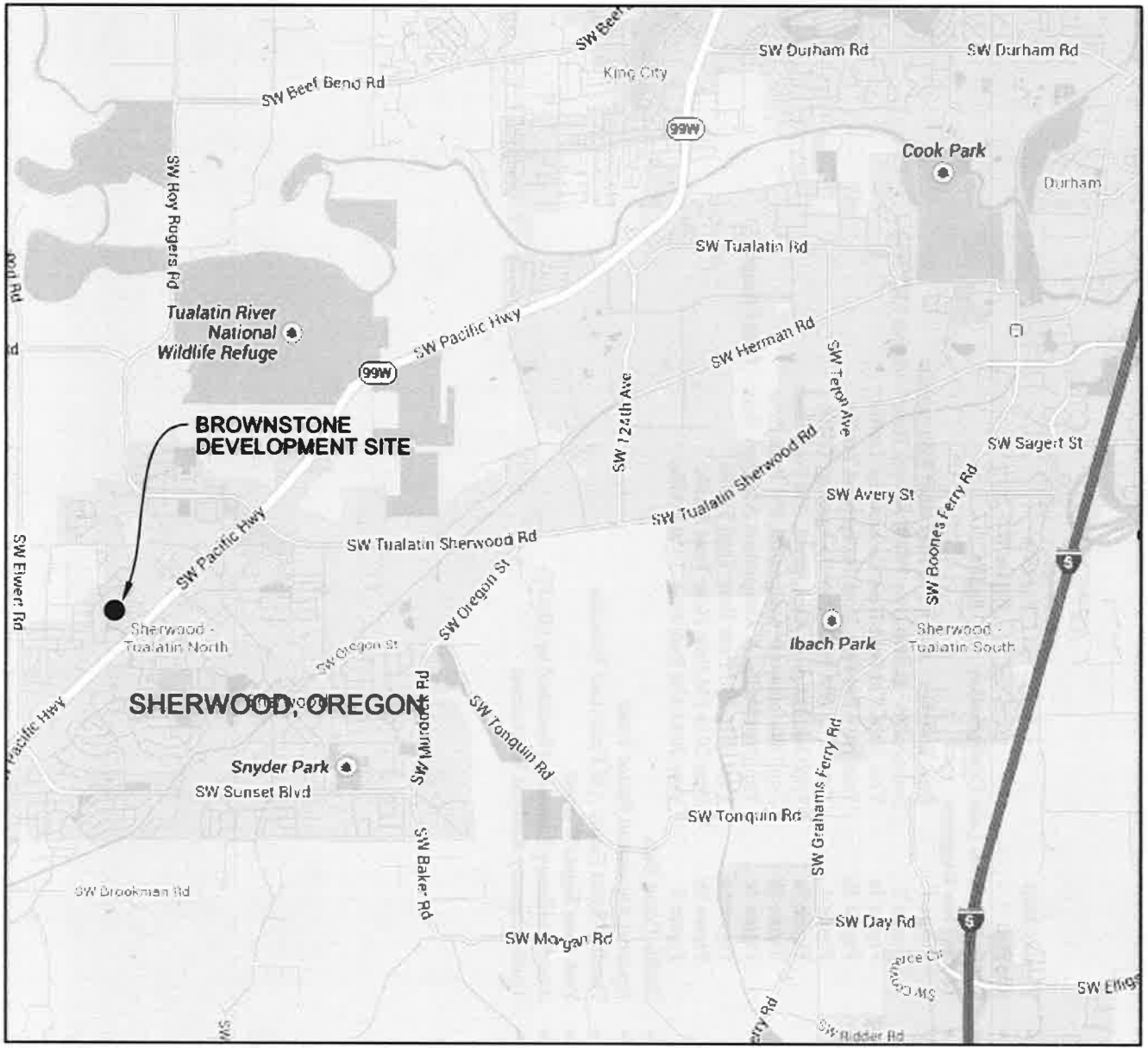
Based on the peak hour signal warrant no additional signals are warranted.

The capacity analysis determined that the study intersections will experience LOS 'D' or better during the AM and PM peak hours through the year 2016 and year 2035 total traffic scenarios. On Hwy 99W the intersection at Meinecke Parkway/Meinecke Road will operate with a v/c ratio of 0.75 through the year 2016 total traffic scenario and meets the required operational standard. Based on the results of the capacity analysis intersection improvements are not necessary.

Five years of crash data covering the period year 2007 through year 2011 for the study intersections on Hwy 99W and on Handley Street was requested from ODOT staff. The resulting crash rates were less than 0.22 MEV (crashes per million entering vehicles per year) at each of the locations. These rates are less than 1.0 MEV or the critical rate at which further investigation and safety measures normally should be considered. As a result of the analysis no additional safety improvements are proposed.

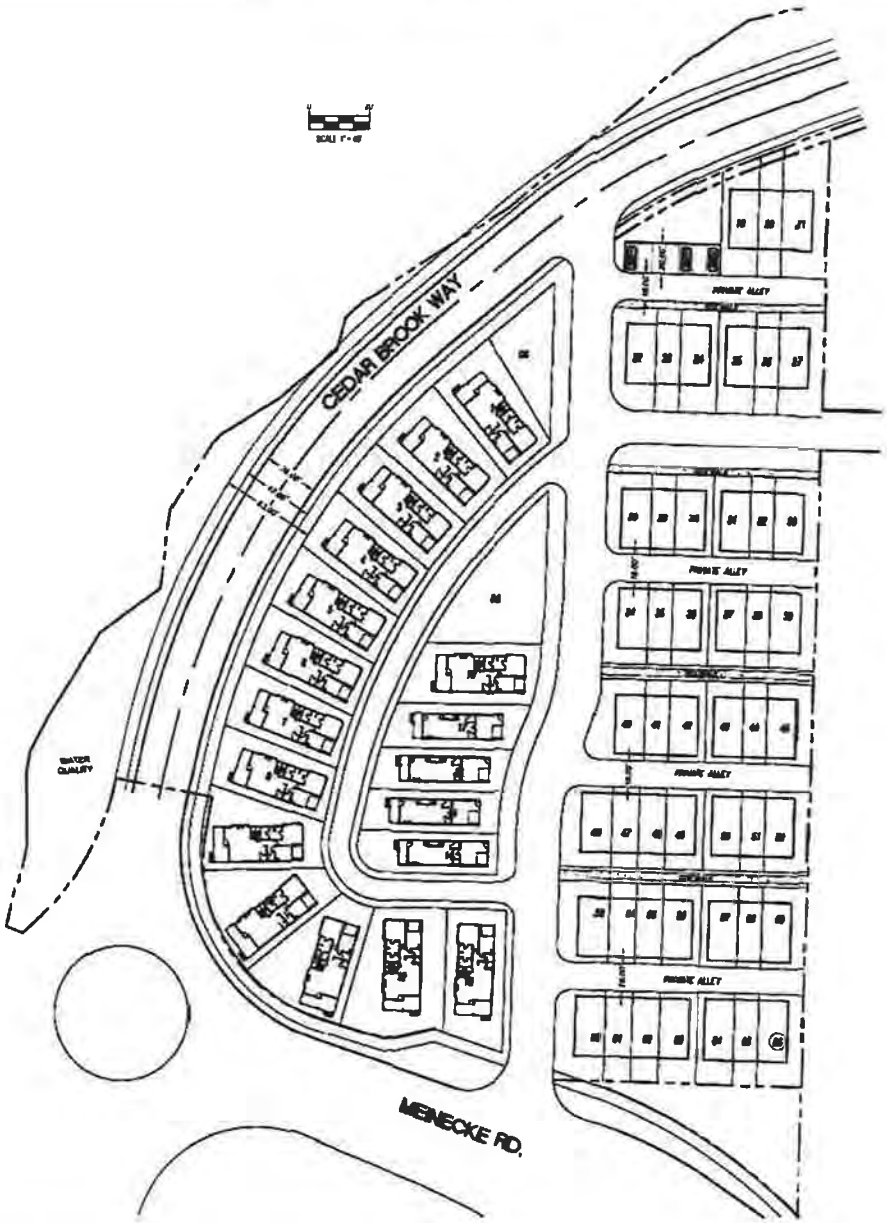
APPENDIX

- Vicinity Map — Figure 'a'
- Site Plan — Figure 'b'
- Traffic Control & Lane Configuration — Figure 'c'
- Traffic Flow Diagrams
  - Figure 1 — Raw Volumes - AM & PM Peak Hour Intersections
  - Figure 2 — Seasonally Adjusted Hwy 99W PM Peak Hour Volumes (30th HV)
  - Figure 3a — Year 2016 AM Peak Hour Background Traffic
  - Figure 3b — Year 2016 PM Peak Hour Background Traffic
  - Figure 4 — Year 2035 AM Peak Hour Background Traffic
  - Figure 5a — Trip Distribution & Assignment, AM Peak Hour
  - Figure 5b — Trip Distribution & Assignment, PM Peak Hour
  - Figure 5c — Trip Distribution & Assignment, AM Peak Hour - Zone Change
  - Figure 6a — Year 2016 AM Peak Hour Total Traffic
  - Figure 6b — Year 2016 PM Peak Hour Total Traffic
  - Figure 7 — Year 2035 AM Peak Hour Total Traffic
- Traffic Count Data
- Seasonal Adjustment Factor Table
- Handley Street Future AM Peak Hour Volumes
- Peak Hour Signal Warrant
- Accident History Summary (furnished by ODOT)
- Traffix Capacity Analysis Worksheets



CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	VICINITY MAP BROWNSTONE DEVELOPMENT - SHERWOOD	FIGURE a

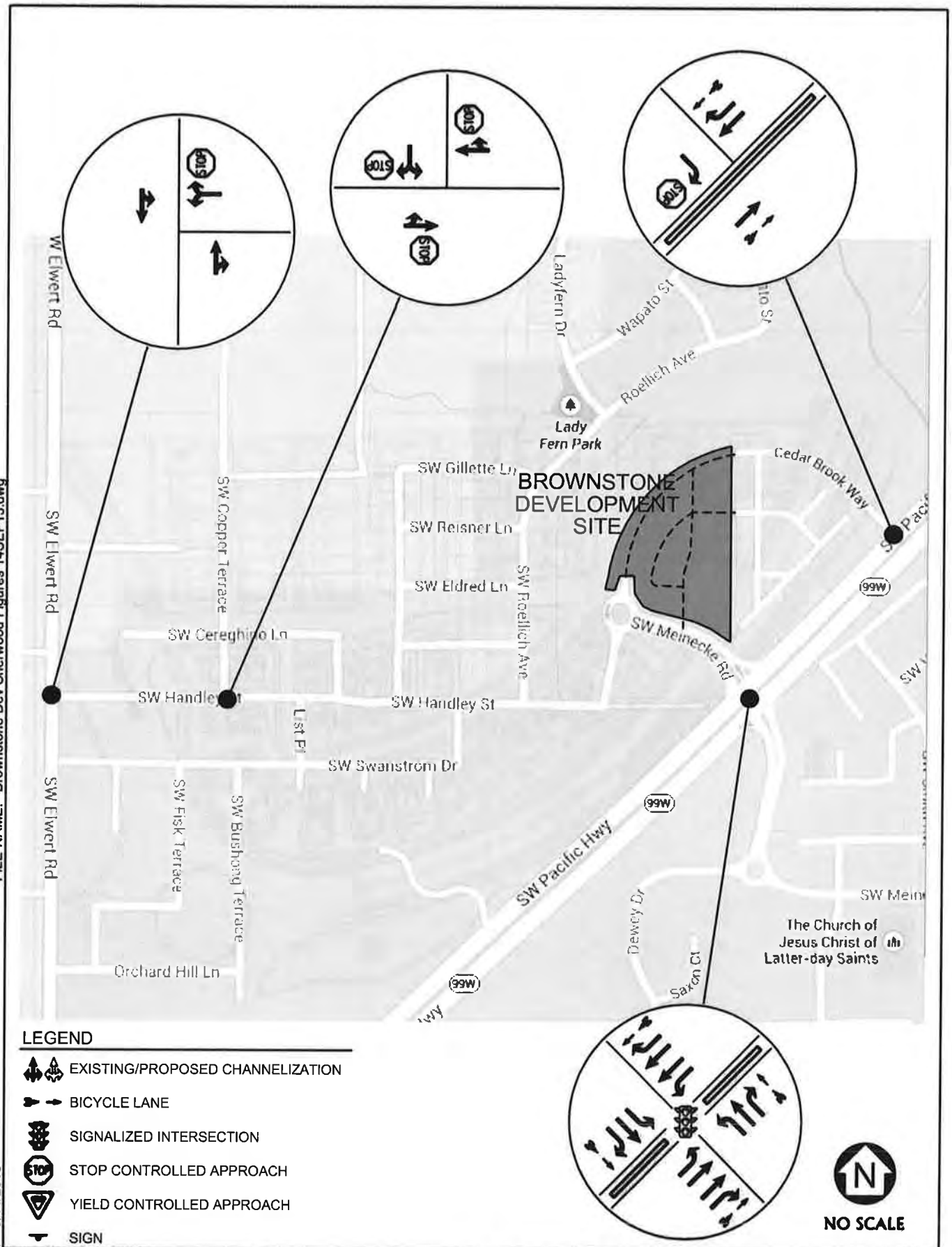
PLOT DATE: 9/14/2013 FILE: Brownstone Dev Sherwood Figures 14SEP13.dwg



N

NO SCALE

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	SITE PLAN BROWNSTONE DEVELOPMENT - SHERWOOD	FIGURE b



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

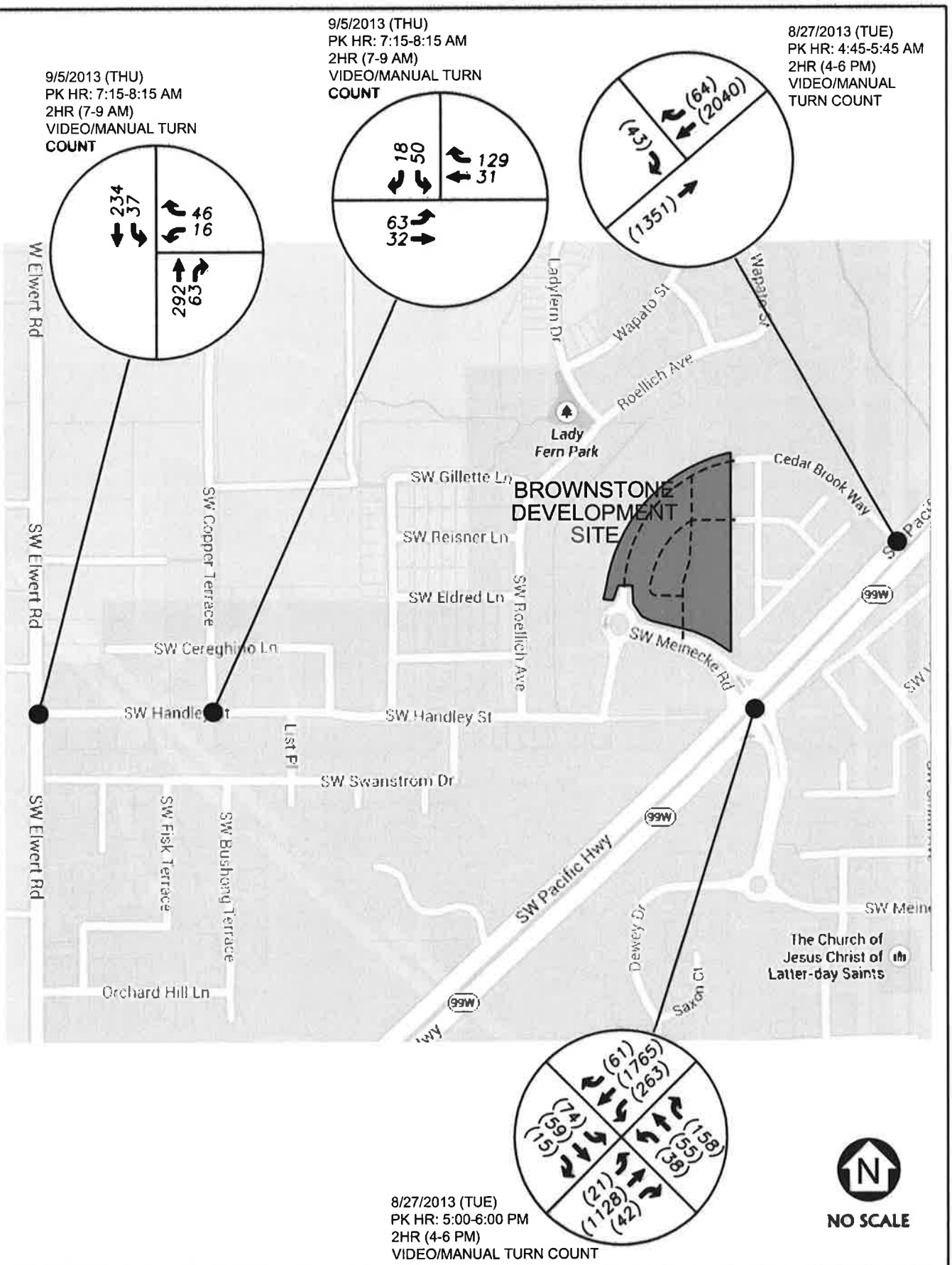
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:

STUDY AREA INTERSECTIONS WITH LANE CONFIGURATIONS AND CONTROL DEVICES

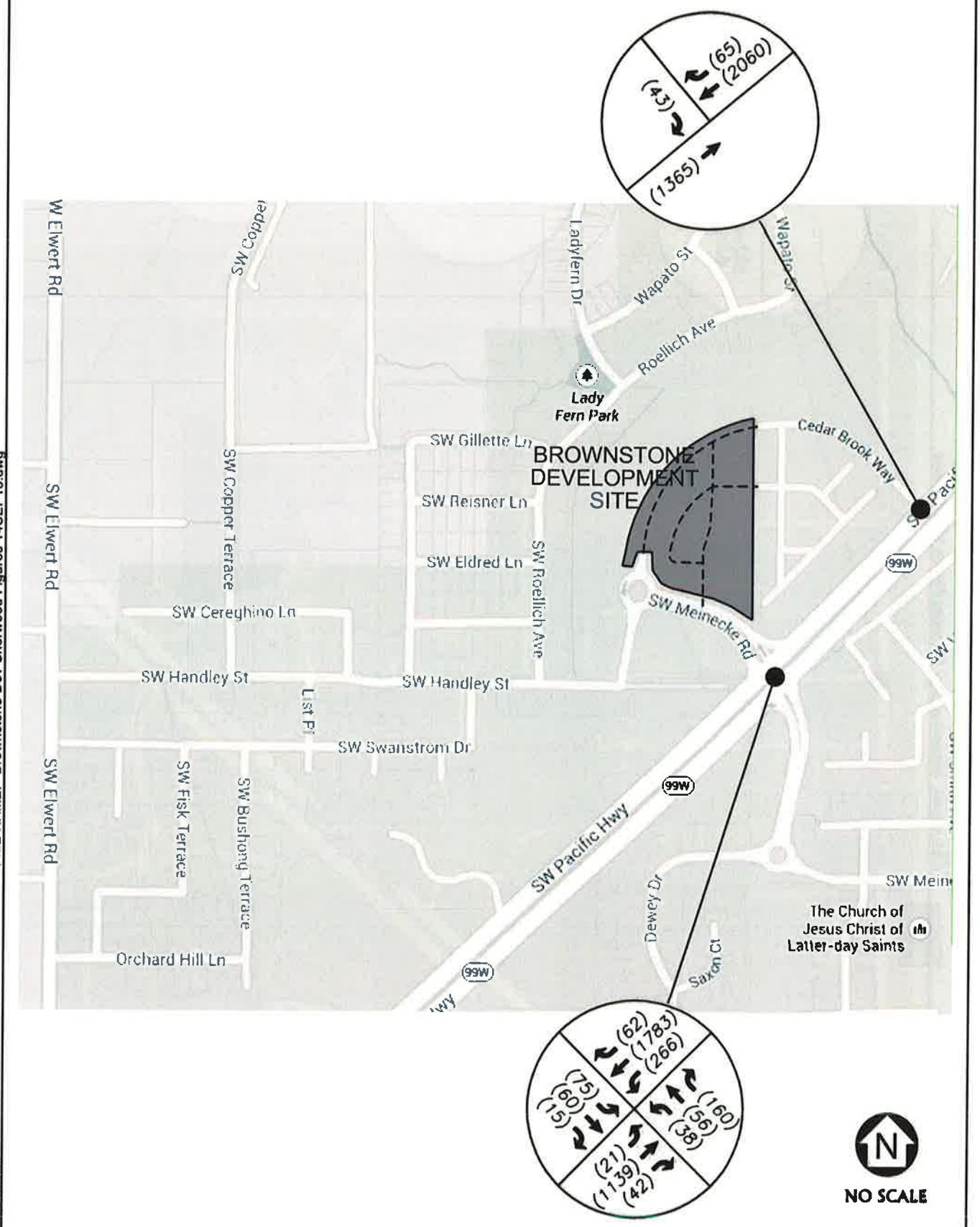
FIGURE C



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

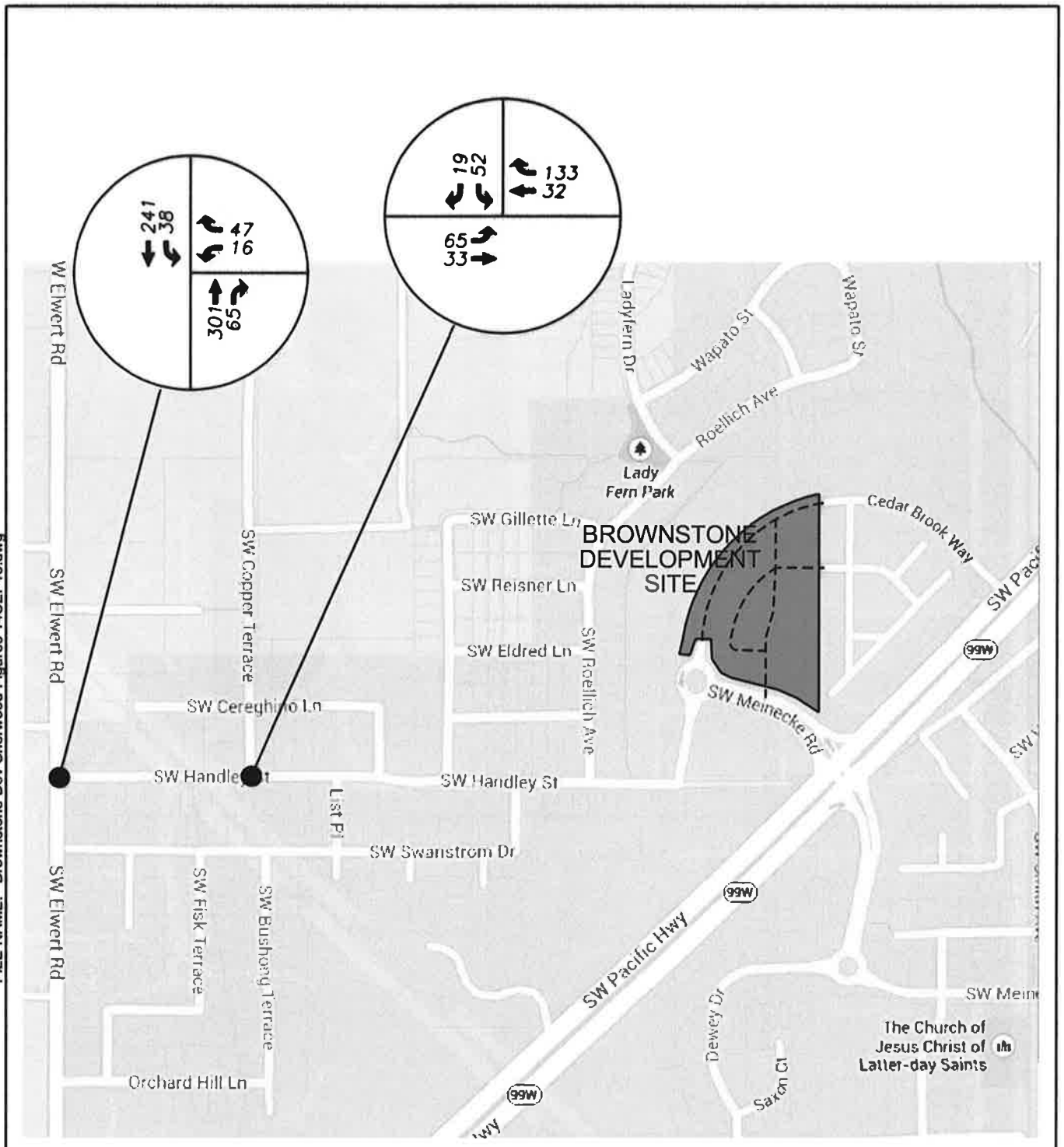
CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	2013 - AM (PM) PEAK HOUR EXISTING RAW TRAFFIC VOLUMES AT STUDY AREA INTERSECTIONS	FIGURE 1



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

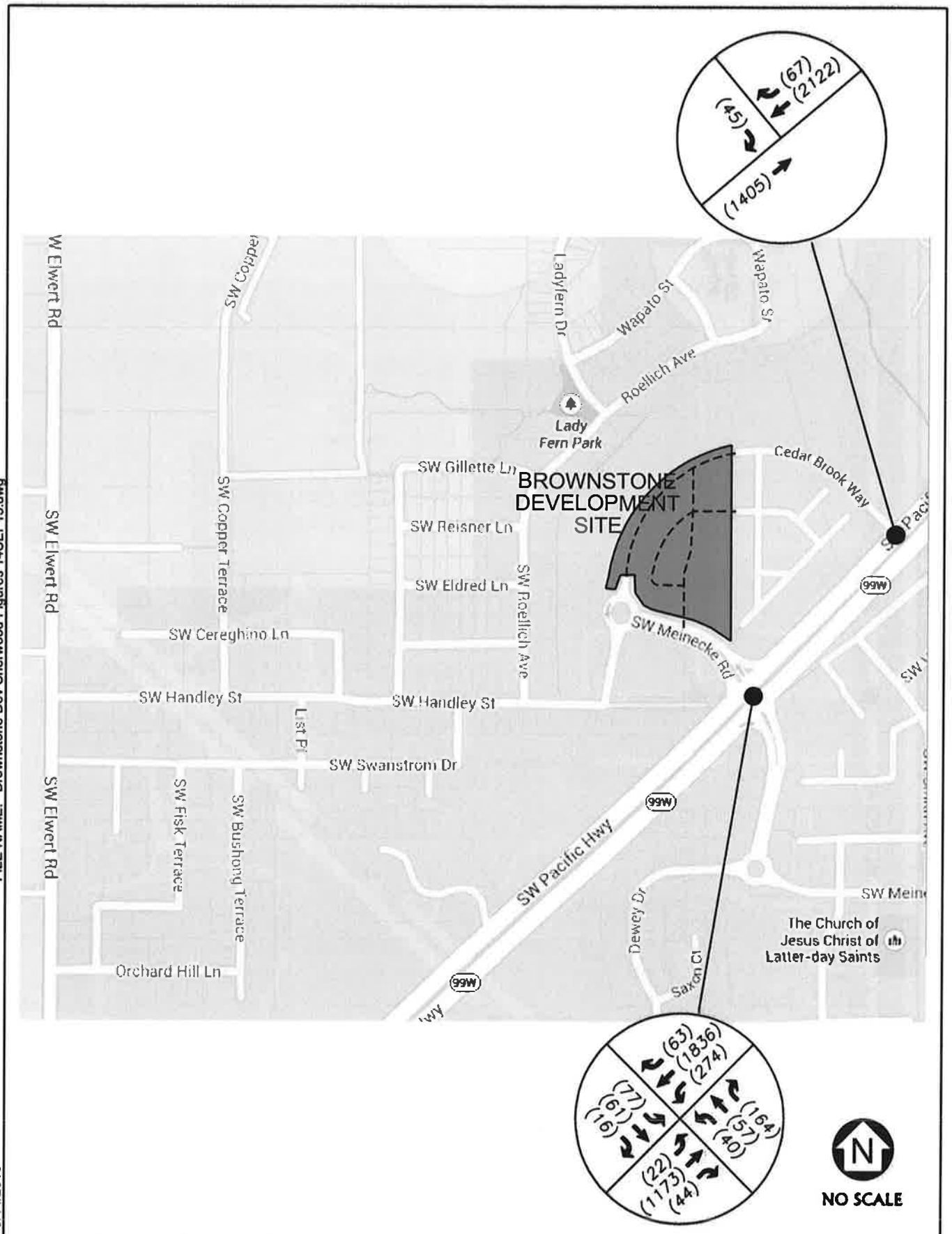
CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES:	2013 - ADJUSTED TO 30HV TRAFFIC VOLUMES AT STUDY AREA INTERSECTIONS	FIGURE 2



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES: 2016 BACKGROUND TRAFFIC = 1% GROWTH PER YEAR FOR 3 YEARS (3%)	AM PEAK HOUR 2016 BACKGROUND TRAFFIC AT STUDY AREA INTERSECTIONS	FIGURE 3a



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

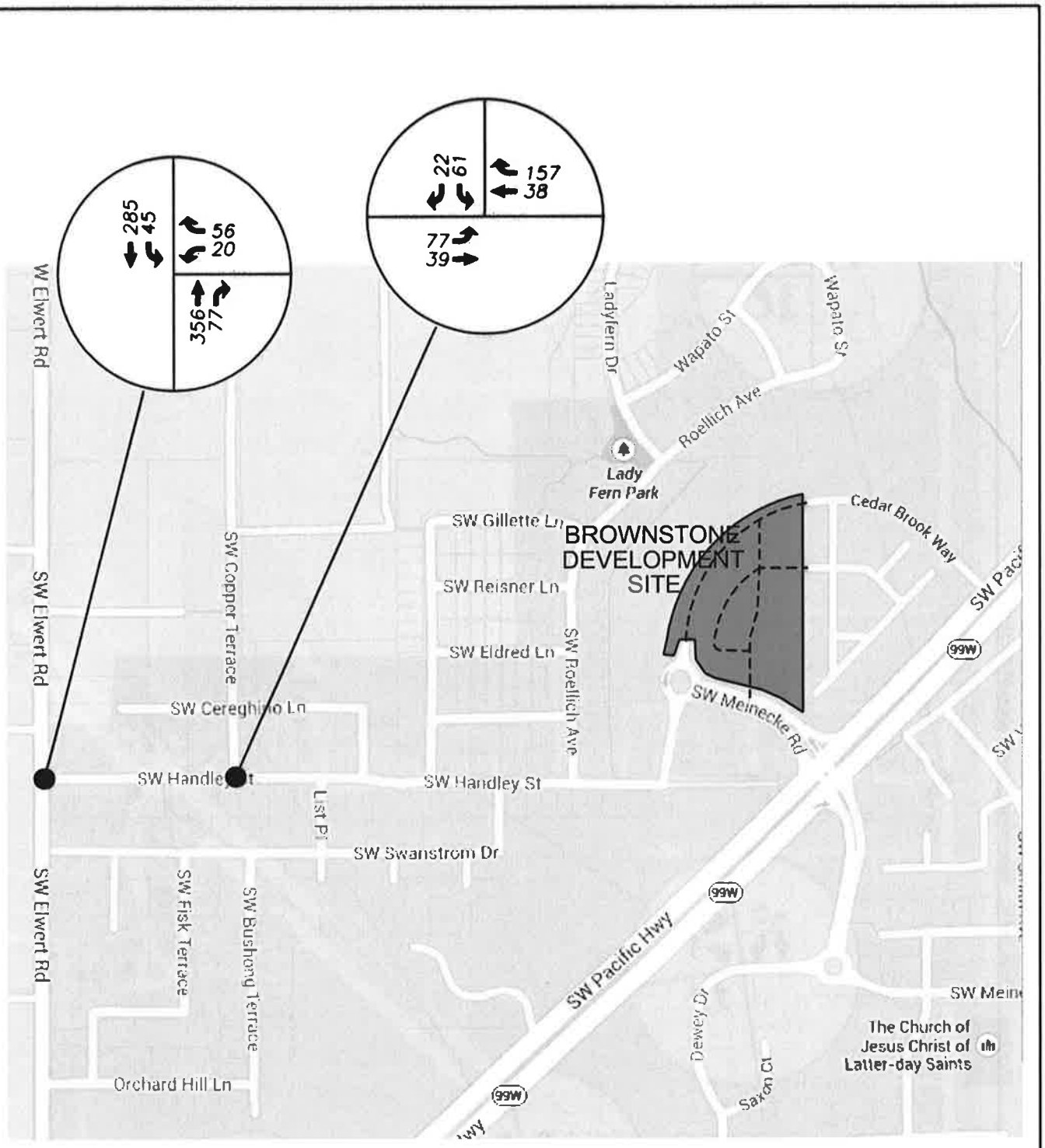
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:
2016 BACKGROUND TRAFFIC = 1% GROWTH PER YEAR FOR 3 YEARS (3%)

(PM) PEAK HOUR
2016 BACKGROUND TRAFFIC
AT STUDY AREA INTERSECTIONS

FIGURE
3b



NO SCALE

FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

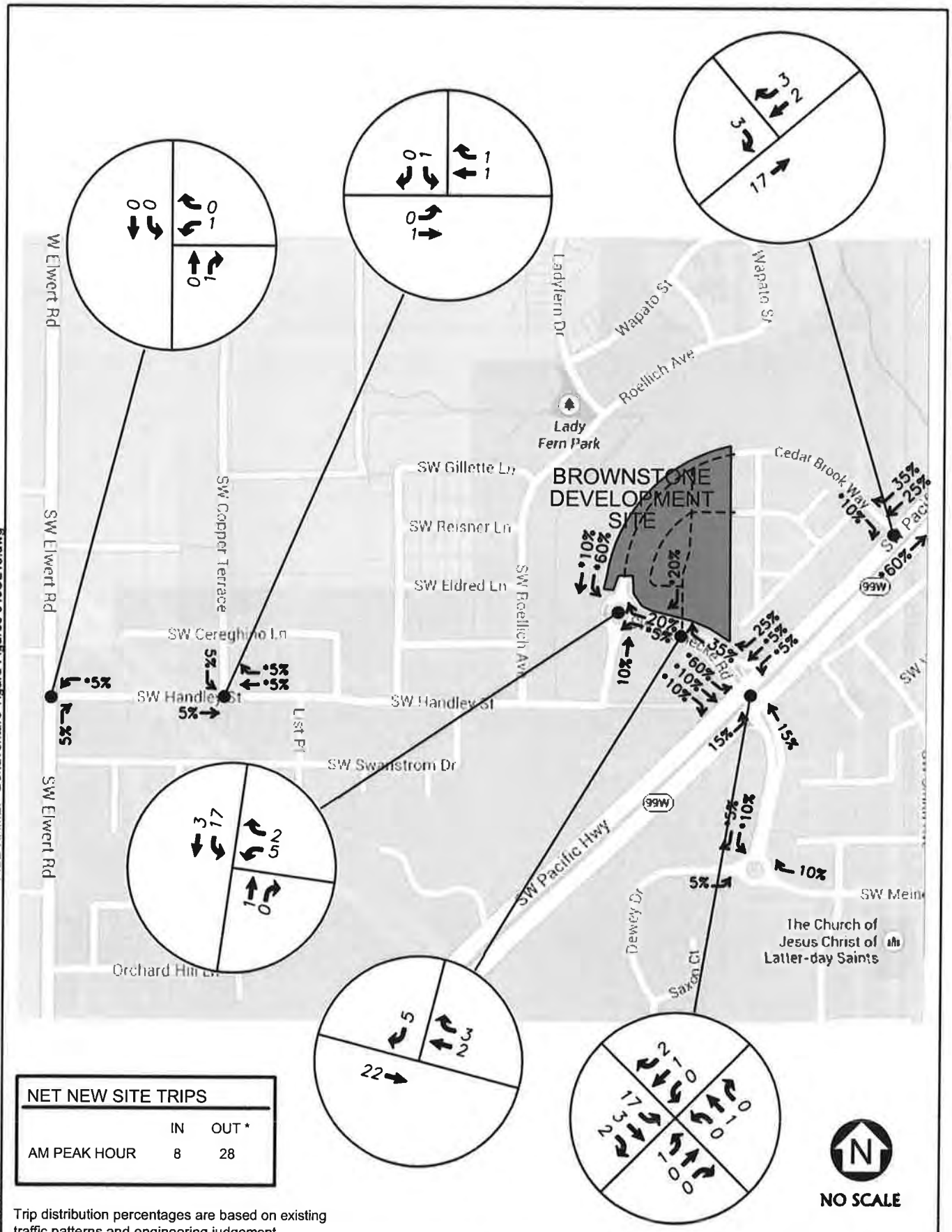
CHARBONNEAU ENGINEERING LLC

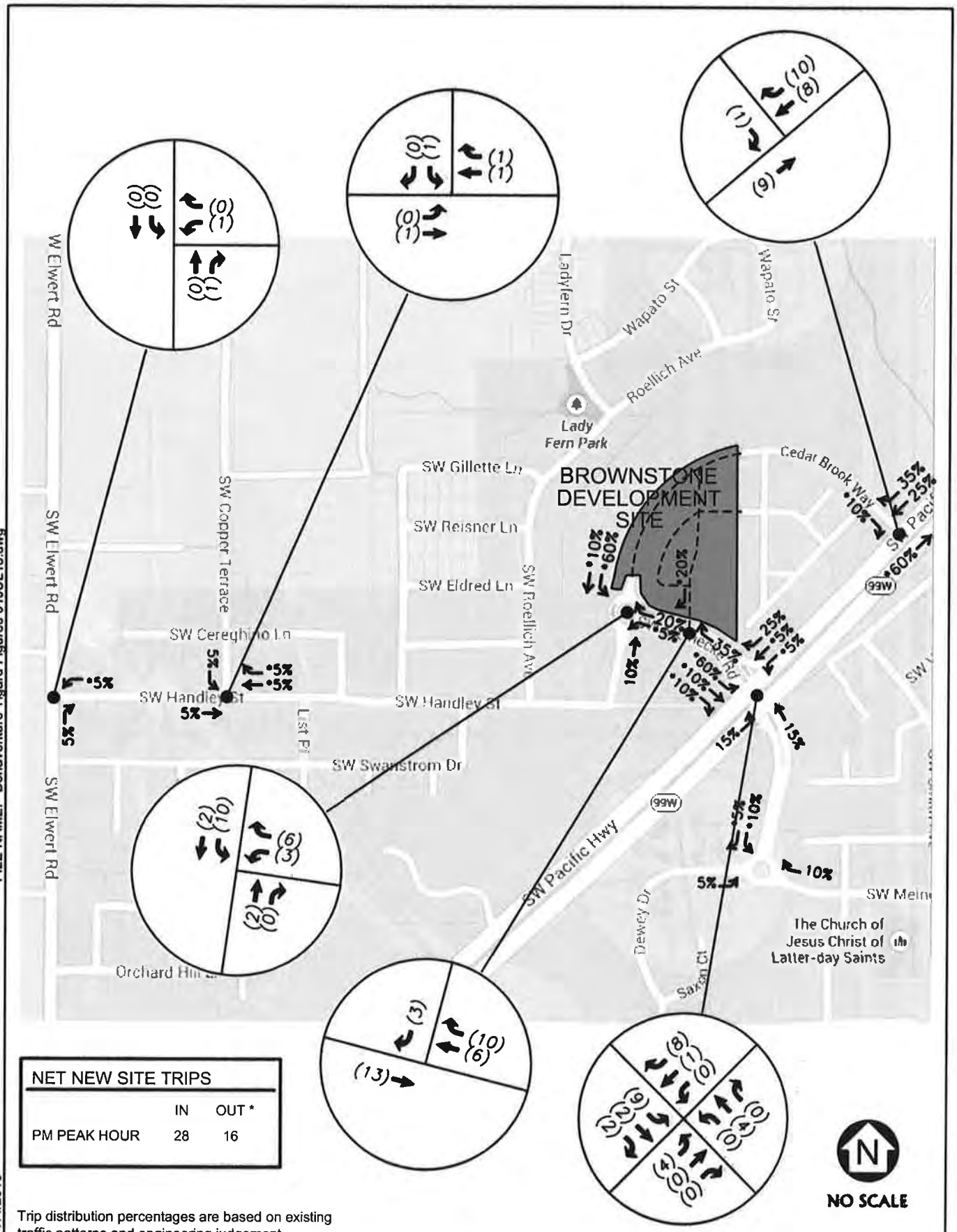
PROJECT: 13.19 - Brownstone Dev.

NOTES:
2035 BACKGROUND TRAFFIC = 1%
GROWTH PER YEAR FOR 22 YEARS (22%)

AM PEAK HOUR
2035 BACKGROUND TRAFFIC
AT STUDY AREA INTERSECTIONS

FIGURE
4


W Elwert Rd
SW Elwert Rd
SW Copper Terrace
Ladyfern Dr
Wapato St
Roellich Ave
Lady Fern Park
SW Gillette Ln
SW Reisner Ln
SW Eldred Ln
SW Roellich Ave
BROWNSTONE DEVELOPMENT SITE
Cedar Brook Way
SW Cereghino Ln
SW Handley St
SW Swanstrom Dr
SW Pacific Hwy
99W
Dewey Dr
Saxon Ct
The Church of Jesus Christ of Latter-day Saints
Orchard Hill Ln
NET NEW SITE TRIPS
IN
OUT *
AM PEAK HOUR
8
28
Trip distribution percentages are based on existing traffic patterns and engineering judgement.
N
NO SCALE
FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg
PLOT DATE: 7/4/2013
CHARBONNEAU ENGINEERING LLC
PROJECT: 13.14 - Bonav. Tigard
NOTES:
Trip Generation based on standard ITE rates for shopping center (code 210) and fast-food restaurant (code 230).
AM PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR BROWNSTONE
FIGURE
5a



FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg

PLOT DATE: 7/4/2013

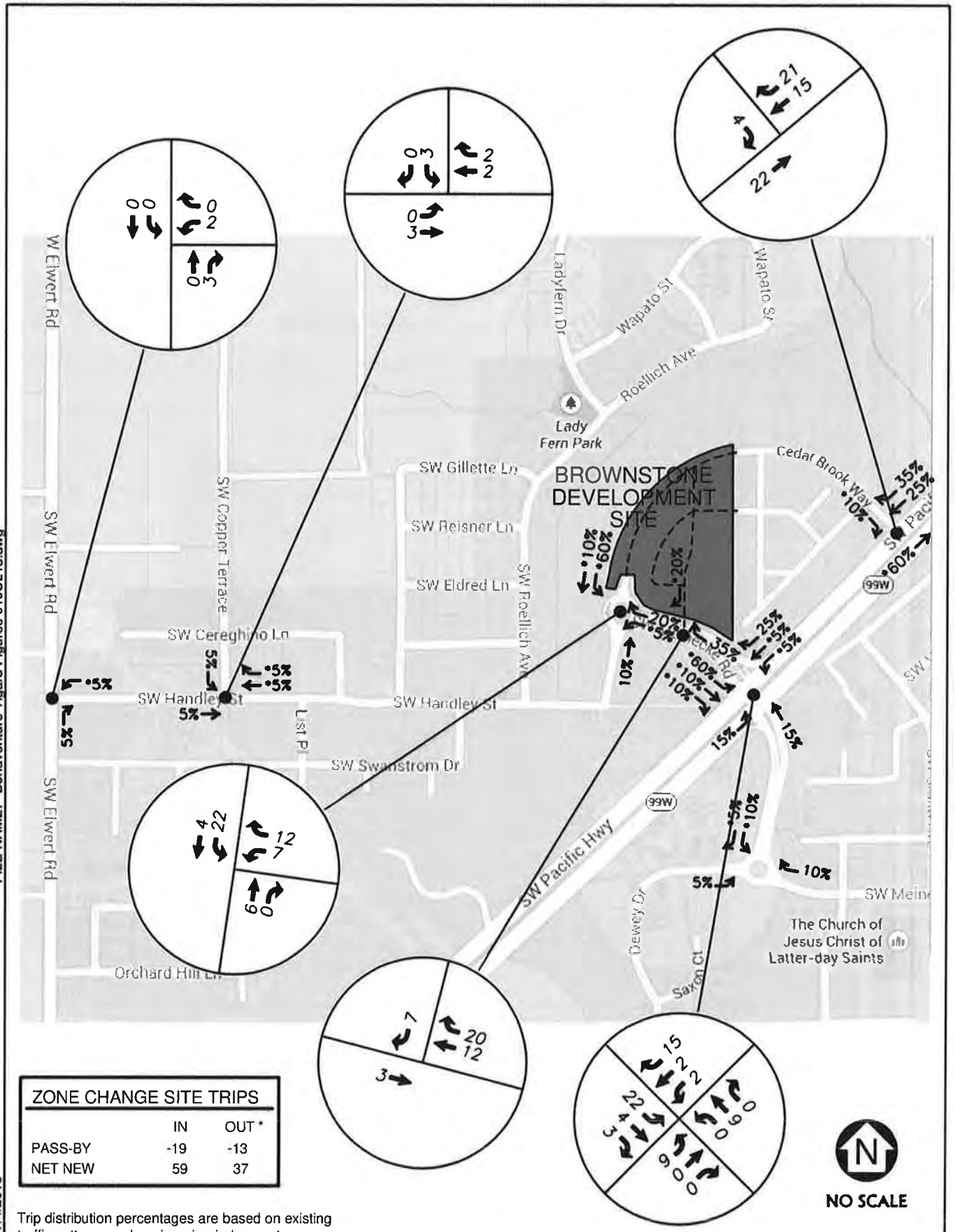
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.14 - Bonav. Tigard

NOTES:
Trip Generation based on standard ITE rates for single family home (code 210) and condo/townhome (code 230).

(PM) PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR BROWNSTONE

FIGURE 5b



FILE NAME: Bonaventure Tigard Figures 01JUL13.dwg

PLOT DATE: 7/4/2013

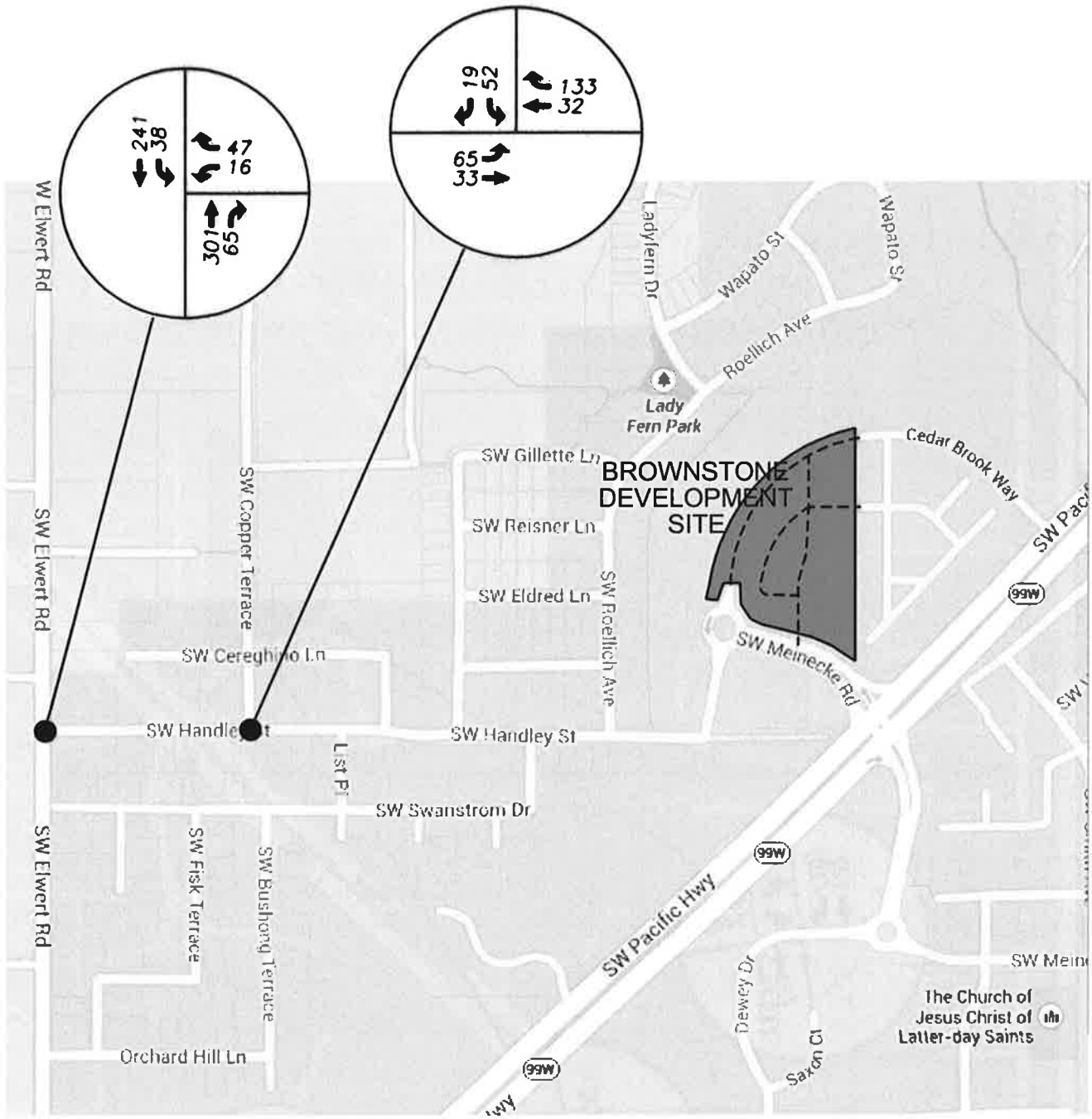
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.14 - Bonav. Tigard

NOTES:
Trip Generation based on standard ITE rates for shopping center (code 820) and fast-food restaurant (code 933).

AM PEAK HOUR DISTRIBUTION & ASSIGNMENTS OF TRAFFIC FOR ZONE CHANGE

FIGURE 5c



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

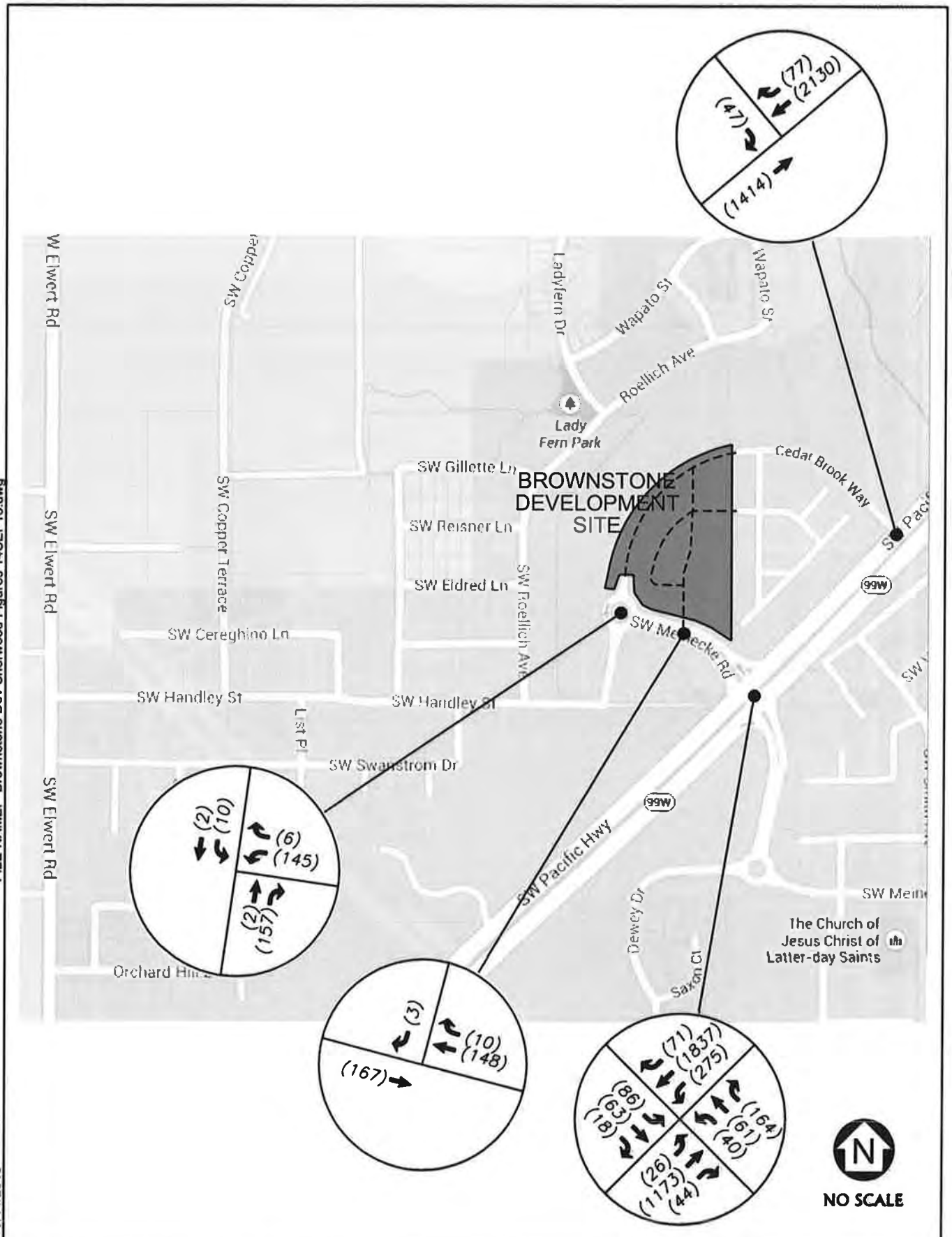
CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

NOTES:
2016 AM PEAK HOUR TOTAL TRAFFIC = 2016 AM PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5a.

AM PEAK HOUR
2016 TOTAL TRAFFIC
AT STUDY AREA INTERSECTIONS

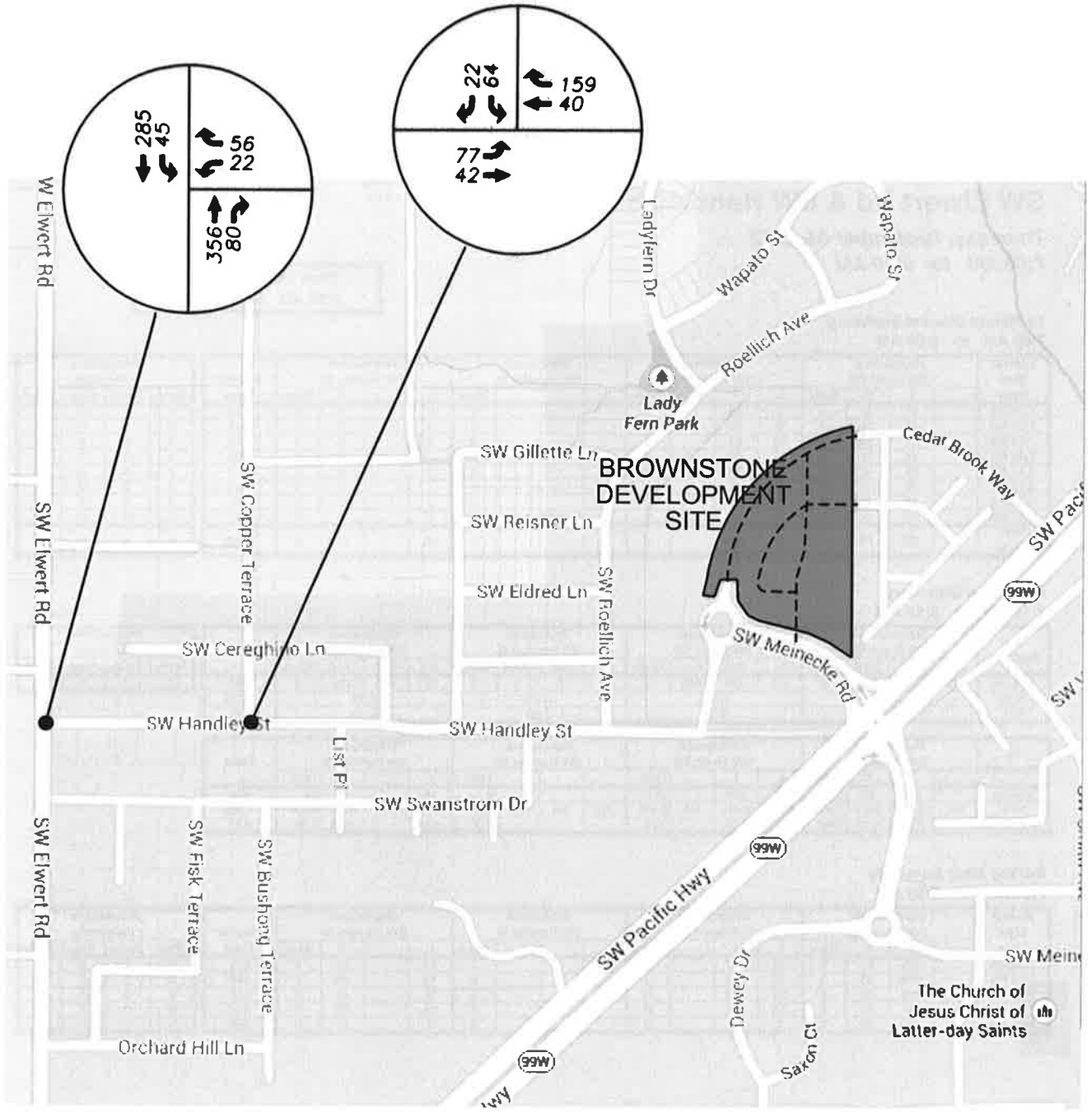
FIGURE
6a



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC PROJECT: 13.19 - Brownstone Dev.	NOTES: 2016 (PM) PEAK HOUR TOTAL TRAFFIC = 2016 (PM) PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5b.	(PM) PEAK HOUR 2016 TOTAL TRAFFIC AT STUDY AREA INTERSECTIONS	FIGURE 6b



FILE NAME: Brownstone Dev Sherwood Figures 14SEP13.dwg

PLOT DATE: 9/14/2013

CHARBONNEAU ENGINEERING LLC

PROJECT: 13.19 - Brownstone Dev.

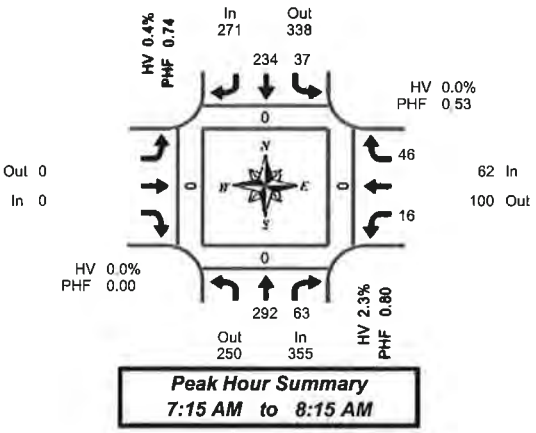
NOTES:
2035 AM PEAK HOUR TOTAL TRAFFIC = 2035 AM PEAK HOUR BACKGROUND TRAFFIC + TRIP ASSIGNMENTS FROM FIG 5c.

AM PEAK HOUR
2035 TOTAL TRAFFIC
AT STUDY AREA INTERSECTIONS

FIGURE
7

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



SW Elwert Rd & SW Handley St

Thursday, September 05, 2013
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
7:00 AM	67	2	0		2	36	0				0		2	3	0		112	0	0	0	0
7:15 AM	73	14	0		5	46	0				0		1	9	0		148	0	0	0	0
7:30 AM	81	30	0		20	71	0				0		5	6	0		213	0	0	0	0
7:45 AM	74	15	0		12	78	0				0		7	22	0		208	0	0	0	0
8:00 AM	64	4	0		0	39	0				0		3	9	0		119	0	0	0	0
8:15 AM	47	0	0		2	47	0				0		1	3	0		100	0	0	0	0
8:30 AM	46	3	0		0	36	0				0		1	4	0		90	0	0	0	0
8:45 AM	33	5	0		1	36	0				0		0	1	0		76	0	0	0	0
Total Survey	485	73	0		42	389	0				0		20	57	0		1,066	0	0	0	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	355	250	605	0	271	338	609	0	0	0	0	0	62	100	162	0	688	0	0	0	0
%HV	2.3%				0.4%				0.0%				0.0%				1.3%				
PHF	0.80				0.74				0.00				0.53				0.81				

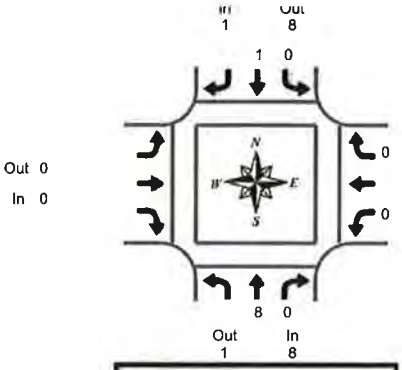
By Movement	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	292	63	355		37	234		271				0	16		46	62	688
%HV	NA	2.7%	0.0%	2.3%	0.0%	0.4%	NA	0.4%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	1.3%
PHF		0.90	0.53	0.80	0.46	0.75		0.74				0.00	0.57		0.52	0.53	0.81

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
7:00 AM	295	61	0		39	231	0				0		15	40	0		681	0	0	0	0
7:15 AM	292	63	0		37	234	0				0		16	46	0		688	0	0	0	0
7:30 AM	266	49	0		34	235	0				0		16	40	0		640	0	0	0	0
7:45 AM	231	22	0		14	200	0				0		12	38	0		517	0	0	0	0
8:00 AM	190	12	0		3	158	0				0		5	17	0		385	0	0	0	0

Heavy Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

SW Elwert Rd & SW Handley St

Thursday, September 05, 2013
7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total
	T	R	Total		L	T		Total				Total	L		R	Total	
7:00 AM	0	0	0		0	0		0				0	0		0	0	0
7:15 AM	3	0	3		0	1		1				0	0		0	0	4
7:30 AM	1	0	1		0	0		0				0	0		0	0	1
7:45 AM	2	0	2		0	0		0				0	0		0	0	2
8:00 AM	2	0	2		0	0		0				0	0		0	0	2
8:15 AM	1	0	1		0	1		1				0	0		0	0	2
8:30 AM	1	0	1		0	0		0				0	0		0	0	1
8:45 AM	1	0	1		0	1		1				0	0		0	0	2
Total Survey	11	0	11		0	3		3				0	0		0	0	14

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Elwert Rd			Southbound SW Elwert Rd			Eastbound SW Handley St			Westbound SW Handley St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	1	9	1	8	9	0	0	0	0	0	0	9
PHF	0.33			0.13			0.00			0.00			0.32

By Movement	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	8	0	8		0	1		1				0	0		0	0	9
PHF	0.33	0.00	0.33		0.00	0.13		0.13				0.00	0.00		0.00	0.00	0.32

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Elwert Rd				Southbound SW Elwert Rd				Eastbound SW Handley St				Westbound SW Handley St				Interval Total
	T	R	Total		L	T		Total				Total	L		R	Total	
7:00 AM	6	0	6		0	1		1				0	0		0	0	7
7:15 AM	8	0	8		0	1		1				0	0		0	0	9
7:30 AM	6	0	6		0	1		1				0	0		0	0	7
7:45 AM	6	0	6		0	1		1				0	0		0	0	7
8:00 AM	5	0	5		0	2		2				0	0		0	0	7

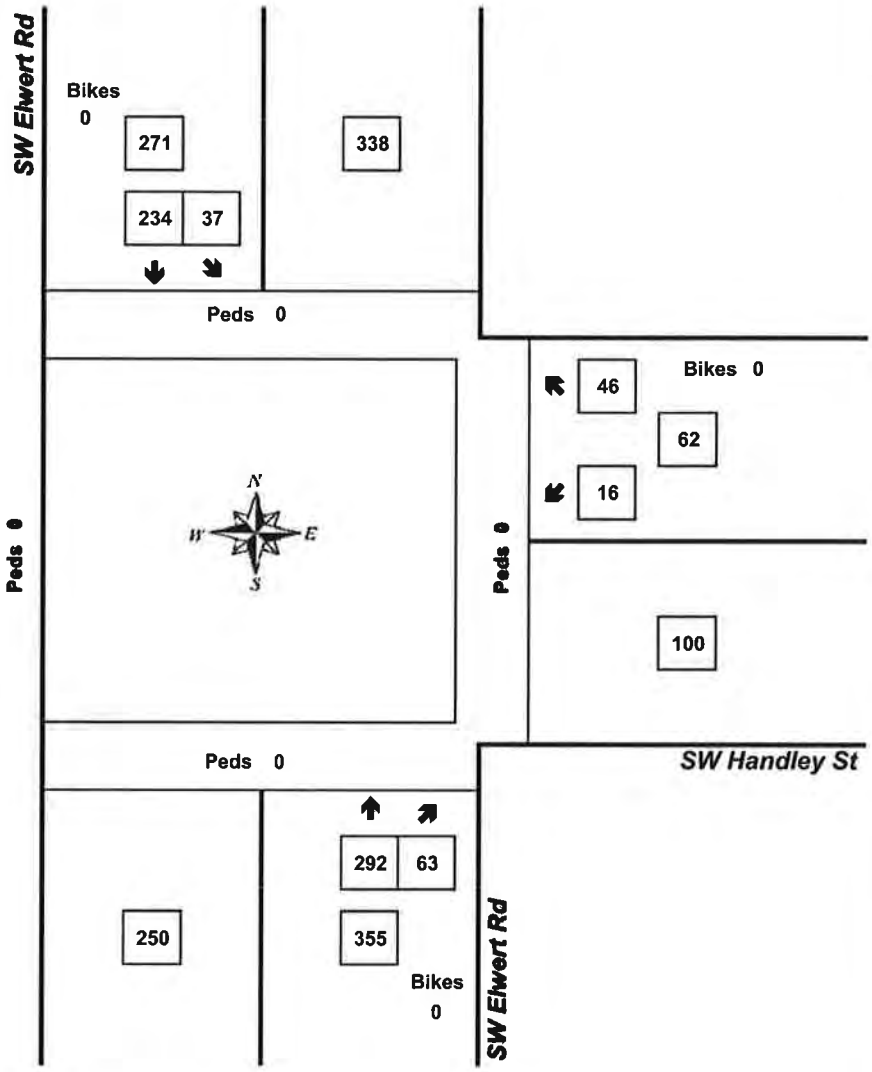
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

SW Elwert Rd & SW Handley St

7:15 AM to 8:15 AM
Thursday, September 05, 2013

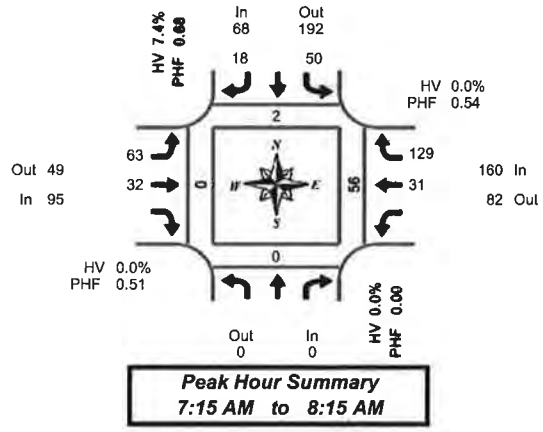


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.53	0.0%	62
NB	0.80	2.3%	355
SB	0.74	0.4%	271
Intersection	0.81	1.3%	688

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

SW Copper Terrace & SW Handley Rd

Thursday, September 05, 2013
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L	R	Bikes		L	T	Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	4	2	0		3	3	0		2	5	0	19	0	0	0	0
7:15 AM				0	16	2	0		16	3	0		6	14	0	57	0	0	1	0
7:30 AM				0	20	5	0		35	12	0		8	66	0	146	2	0	35	0
7:45 AM				0	5	7	0		10	15	0		9	43	0	89	0	0	16	0
8:00 AM				0	9	4	0		2	2	0		8	6	0	31	0	0	4	0
8:15 AM				0	1	2	0		1	2	0		4	3	0	13	0	0	1	0
8:30 AM				0	1	0	0		1	4	0		5	1	0	12	0	0	0	0
8:45 AM				0	2	1	0		3	2	0		1	0	0	9	0	0	0	0
Total Survey				0	58	23	0		71	43	0		43	138	0	376	2	0	57	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	68	192	260	0	95	49	144	0	160	82	242	0	323	2	0	56	0
%HV	0.0%				7.4%				0.0%				0.0%				1.5%				
PHF	0.00				0.68				0.51				0.54				0.55				

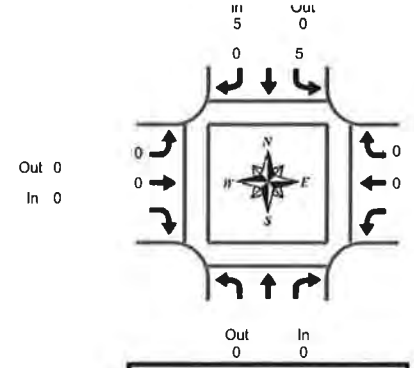
By Movement	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total
				Total	L	R	Total		L	T	Total		T	R	Total		
Volume				0	50	18	68		63	32	95		31	129	160		323
%HV	NA	NA	NA	0.0%	10.0%	0.0%	7.4%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		1.5%
PHF				0.00	0.63	0.64	0.68		0.45	0.53	0.51		0.86	0.49	0.54		0.55

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L	R	Bikes		L	T	Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	45	16	0		64	33	0		25	128	0	311	2	0	52	0
7:15 AM				0	50	18	0		63	32	0		31	129	0	323	2	0	56	0
7:30 AM				0	35	18	0		48	31	0		29	118	0	279	2	0	56	0
7:45 AM				0	16	13	0		14	23	0		26	53	0	145	0	0	21	0
8:00 AM				0	13	7	0		7	10	0		18	10	0	65	0	0	5	0

Heavy Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



SW Copper Terrace & SW Handley Rd

Thursday, September 05, 2013
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total
				Total	L	R	Total		L	T		Total		T	R	Total	
7:00 AM				0	0	0	0		0	0		0		0	0	0	0
7:15 AM				0	2	0	2		0	0		0		0	0	0	2
7:30 AM				0	1	0	1		0	0		0		0	0	0	1
7:45 AM				0	2	0	2		0	0		0		0	0	0	2
8:00 AM				0	0	0	0		0	0		0		0	0	0	0
8:15 AM				0	0	0	0		0	0		0		0	0	0	0
8:30 AM				0	0	0	0		0	0		0		0	0	0	0
8:45 AM				0	0	0	0		0	0		0		0	0	0	0
Total Survey				0	5	0	5		0	0		0		0	0	0	5

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound SW Copper Terrace			Southbound SW Copper Terrace			Eastbound SW Handley Rd			Westbound SW Handley Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	5	0	5	0	0	0	0	5	5	5
PHF	0.00			0.25			0.00			0.00			0.25

By Movement	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Total
				Total	L	R	Total		L	T		Total		T	R	Total	
Volume				0	5	0	5		0	0		0		0	0	0	5
PHF				0.00	0.25	0.00	0.25		0.00	0.00		0.00		0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW Copper Terrace				Southbound SW Copper Terrace				Eastbound SW Handley Rd				Westbound SW Handley Rd				Interval Total
				Total	L	R	Total		L	T		Total		T	R	Total	
7:00 AM				0	5	0	5		0	0		0		0	0	0	5
7:15 AM				0	5	0	5		0	0		0		0	0	0	5
7:30 AM				0	3	0	3		0	0		0		0	0	0	3
7:45 AM				0	2	0	2		0	0		0		0	0	0	2
8:00 AM				0	0	0	0		0	0		0		0	0	0	0

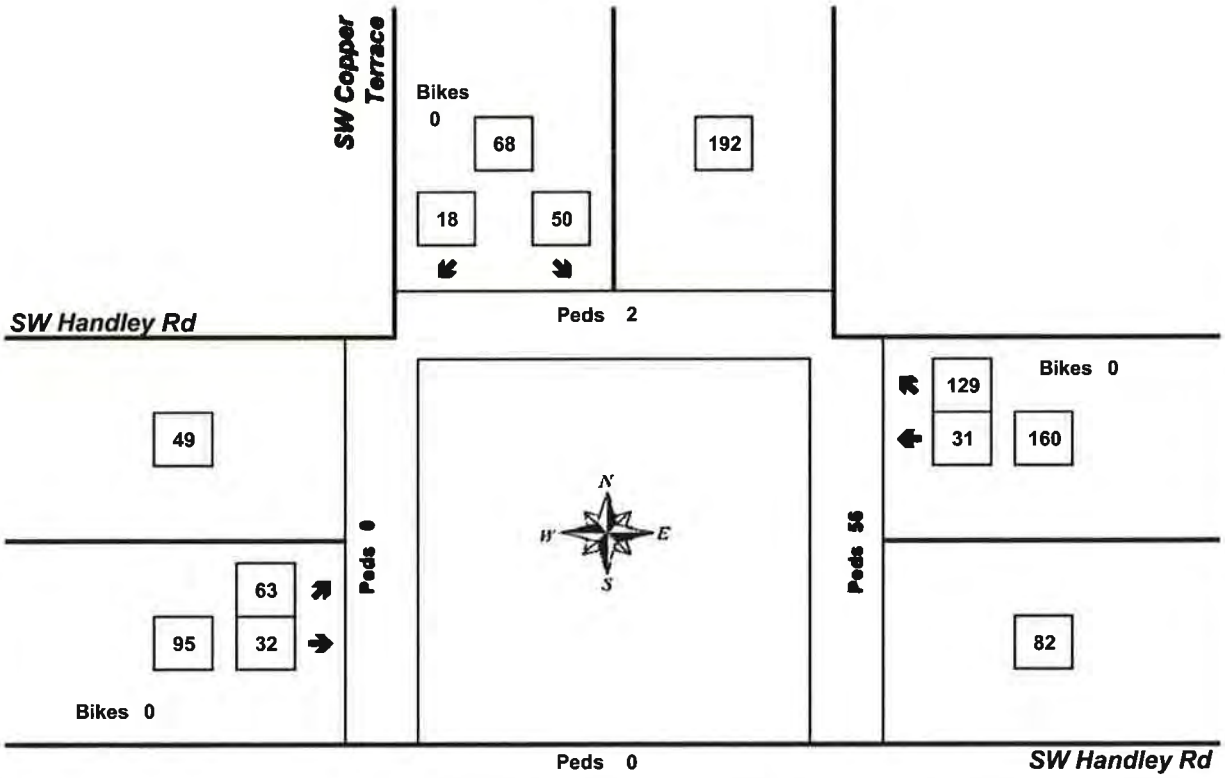
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

SW Copper Terrace & SW Handley Rd

7:15 AM to 8:15 AM
Thursday, September 05, 2013



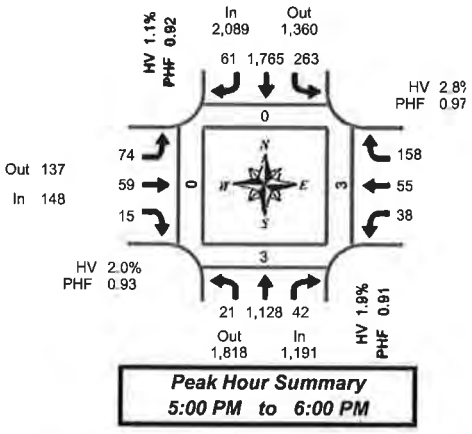
Bikes
0

Approach	PHF	HV%	Volume
EB	0.51	0.0%	95
WB	0.54	0.0%	160
NB	0.00	0.0%	0
SB	0.68	7.4%	68
Intersection	0.55	1.5%	323

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Hwy 99 W & SW Meinecke Pkwy

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Interval Total
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4	291	12	49	429	10	13	13	6	9	6	31	873
4:15 PM	3	302	9	51	425	10	13	16	2	8	12	34	885
4:30 PM	5	302	12	59	426	13	19	11	4	11	12	40	914
4:45 PM	6	286	8	57	426	15	15	19	5	7	9	33	886
5:00 PM	3	269	12	62	432	12	20	13	1	5	14	44	887
5:15 PM	6	310	12	71	421	12	19	15	2	12	15	38	933
5:30 PM	7	255	10	64	483	18	16	18	6	12	12	34	935
5:45 PM	5	294	8	66	429	19	19	13	6	9	14	42	924
Total Survey	39	2,309	83	479	3,471	109	134	118	32	73	94	296	7,237

Pedestrians Crosswalk			
North	South	East	West
0	2	0	0
0	0	2	0
0	1	1	0
0	3	0	0
0	2	0	0
0	0	1	0
0	0	2	0
0	1	0	0
0	9	6	0

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1,191	1,818	3,009	2,089	1,360	3,449	148	137	285	251	364	615	3,679
%HV	1.9%			1.1%			2.0%			2.8%			1.5%
PHF	0.91			0.92			0.93			0.97			0.98

Pedestrians Crosswalk			
North	South	East	West
0	3	3	0

By Movement	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	21	1,128	42	263	1,765	61	74	59	15	38	55	158	3,679
%HV	4.8%	1.9%	2.4%	0.8%	1.1%	1.6%	1.4%	1.7%	6.7%	7.9%	1.8%	1.9%	1.5%
PHF	0.75	0.91	0.88	0.93	0.91	0.80	0.93	0.82	0.63	0.79	0.92	0.90	0.98

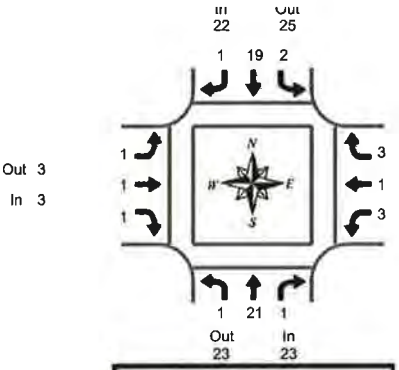
Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Interval Total
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	18	1,181	41	216	1,706	48	60	59	17	35	39	138	3,558
4:15 PM	17	1,159	41	229	1,709	50	67	59	12	31	47	151	3,572
4:30 PM	20	1,167	44	249	1,705	52	73	58	12	35	50	155	3,620
4:45 PM	22	1,120	42	254	1,762	57	70	65	14	36	50	149	3,641
5:00 PM	21	1,128	42	263	1,765	61	74	59	15	38	55	158	3,679

Pedestrians Crosswalk			
North	South	East	West
0	6	3	0
0	6	3	0
0	6	2	0
0	5	3	0
0	3	3	0

Heavy Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

Hwy 99 W & SW Meinecke Pkwy

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	8	2	10	1	10	0	11	2	0	0	2	0	0	1	1	24
4:15 PM	1	9	0	10	0	10	1	11	0	1	0	1	0	2	2	4	26
4:30 PM	0	13	1	14	0	15	0	15	1	0	0	1	1	1	0	2	32
4:45 PM	0	5	0	5	2	3	0	5	0	0	0	0	0	0	0	0	10
5:00 PM	0	4	0	4	0	5	0	5	0	1	0	1	2	1	2	5	15
5:15 PM	1	3	1	5	1	2	1	4	1	0	0	1	0	0	0	0	10
5:30 PM	0	8	0	8	0	6	0	6	0	0	1	1	1	0	0	1	16
5:45 PM	0	6	0	6	1	6	0	7	0	0	0	0	0	0	1	1	14
Total Survey	2	56	4	62	5	57	2	64	4	2	1	7	4	4	6	14	147

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Meinecke Pkwy			Westbound SW Meinecke Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	23	23	46	22	25	47	3	3	6	7	4	11	55
PHF	0.17			0.15			0.19			0.25			0.17

By Movement	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	21	1	23	2	19	1	22	1	1	1	3	3	1	3	7	55
PHF	0.25	0.18	0.08	0.17	0.17	0.14	0.25	0.15	0.08	0.25	0.25	0.19	0.25	0.08	0.25	0.25	0.17

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W				Eastbound SW Meinecke Pkwy				Westbound SW Meinecke Pkwy				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	35	3	39	3	38	1	42	3	1	0	4	1	3	3	7	92
4:15 PM	1	31	1	33	2	33	1	36	1	2	0	3	3	4	4	11	83
4:30 PM	1	25	2	28	3	25	1	29	2	1	0	3	3	2	2	7	67
4:45 PM	1	20	1	22	3	16	1	20	1	1	1	3	3	1	2	6	51
5:00 PM	1	21	1	23	2	19	1	22	1	1	1	3	3	1	3	7	55

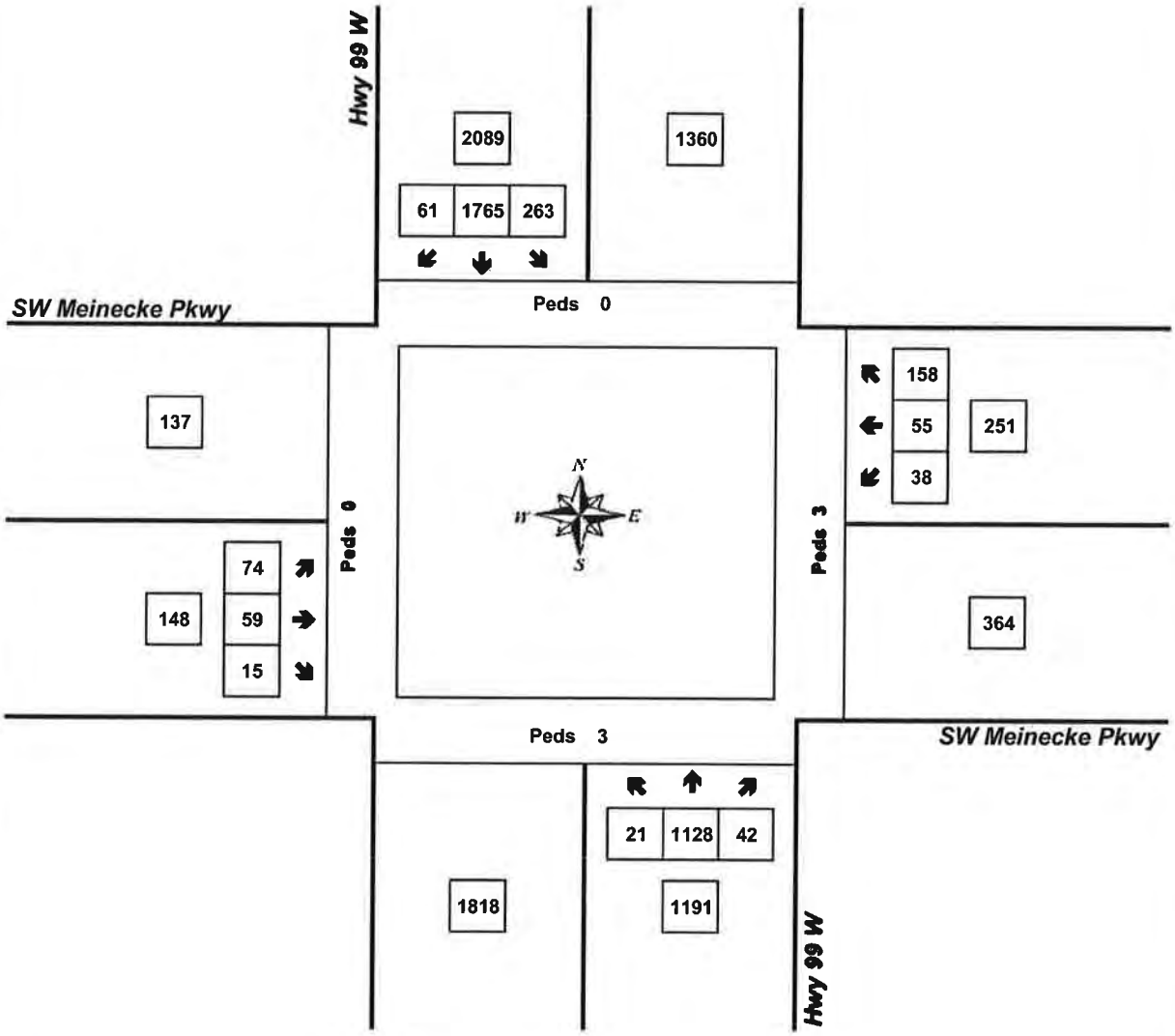
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

Hwy 99 W & SW Meinecke Pkwy

5:00 PM to 6:00 PM
Tuesday, August 27, 2013

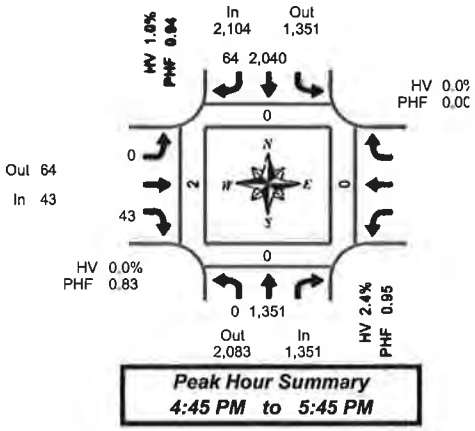


Approach	PHF	HV%	Volume
EB	0.93	2.0%	148
WB	0.97	2.8%	251
NB	0.91	1.9%	1,191
SB	0.92	1.1%	2,089
Intersection	0.98	1.5%	3,679

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data
Clay Carney
(503) 833-2740



Hwy 99 W & SW Cedar Brook Way

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Interval Total	Pedestrians Crosswalk			
	L	T			T	R	L		R					North	South	East	West
4:00 PM	0	352			489	16	0		11				868	0	0	0	0
4:15 PM	0	353			476	21	0		16				866	0	0	0	0
4:30 PM	0	333			485	11	0		4				833	0	0	0	0
4:45 PM	0	353			505	15	0		6				879	0	0	0	0
5:00 PM	0	341			482	15	0		12				850	0	0	0	0
5:15 PM	0	355			505	22	0		13				895	0	0	0	1
5:30 PM	0	302			548	12	0		12				874	0	0	0	1
5:45 PM	0	337			485	20	0		15				857	0	0	0	0
Total Survey	0	2,726			3,975	132	0		89				6,922	0	0	0	2

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	1,351	2,083	3,434	2,104	1,351	3,455	43	64	107	0	0	0	3,498	0	0	0	2
%HV		2.4%			1.0%			0.0%			0.0%		1.5%				
PHF		0.95			0.94			0.83			0.00		0.98				

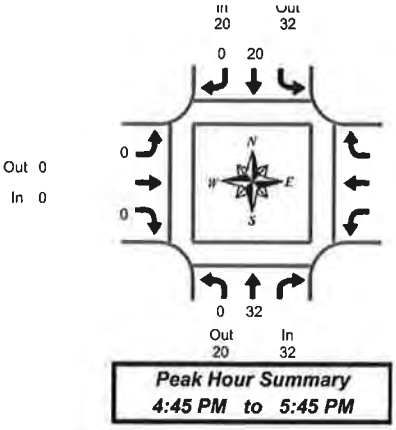
By Movement	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total
	L	T			T	R	L		R				
Volume	0	1,351			2,040	64	0		43				3,498
%HV	0.0%	2.4%	NA	NA	1.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	1.5%
PHF	0.00	0.95			0.93	0.73	0.00		0.83				0.98

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Interval Total	Pedestrians Crosswalk			
	L	T			T	R	L		R					North	South	East	West
4:00 PM	0	1,391			1,955	63	0		37				3,446	0	0	0	0
4:15 PM	0	1,380			1,948	62	0		38				3,428	0	0	0	0
4:30 PM	0	1,382			1,977	63	0		35				3,457	0	0	0	1
4:45 PM	0	1,351			2,040	64	0		43				3,498	0	0	0	2
5:00 PM	0	1,335			2,020	69	0		52				3,476	0	0	0	2

Heavy Vehicle Summary

All Traffic Data Services Inc
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

Hwy 99 W & SW Cedar Brook Way

Tuesday, August 27, 2013
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way				Interval Total
	L	T		Total	T	R	Total	L		R	Total			Total	
4:00 PM	0	19		19	12	0	12	0		0	0			0	31
4:15 PM	0	9		9	10	0	10	0		0	0			0	19
4:30 PM	0	2		2	15	0	15	0		0	0			0	17
4:45 PM	0	10		10	4	0	4	0		0	0			0	14
5:00 PM	0	9		9	4	0	4	0		0	0			0	13
5:15 PM	0	4		4	5	0	5	0		0	0			0	9
5:30 PM	0	9		9	7	0	7	0		0	0			0	16
5:45 PM	0	7		7	6	0	6	0		0	0			0	13
Total Survey	0	69		69	63	0	63	0		0	0			0	132

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Hwy 99 W			Southbound Hwy 99 W			Eastbound SW Cedar Brook Way			Westbound SW Cedar Brook Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	32	20	52	20	32	52	0	0	0	0	0	0	52
PHF	0.27			0.14			0.00			0.00			0.19

By Movement	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way				Westbound SW Cedar Brook Way				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	32		32	20	0	20	0		0	0				0	52
PHF	0.00	0.27		0.27	0.14	0.00	0.14	0.00		0.00	0.00				0.00	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 99 W				Southbound Hwy 99 W			Eastbound SW Cedar Brook Way				Westbound SW Cedar Brook Way				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
4:00 PM	0	40		40	41	0	41	0		0	0				0	81
4:15 PM	0	30		30	33	0	33	0		0	0				0	63
4:30 PM	0	25		25	28	0	28	0		0	0				0	53
4:45 PM	0	32		32	20	0	20	0		0	0				0	52
5:00 PM	0	29		29	22	0	22	0		0	0				0	51

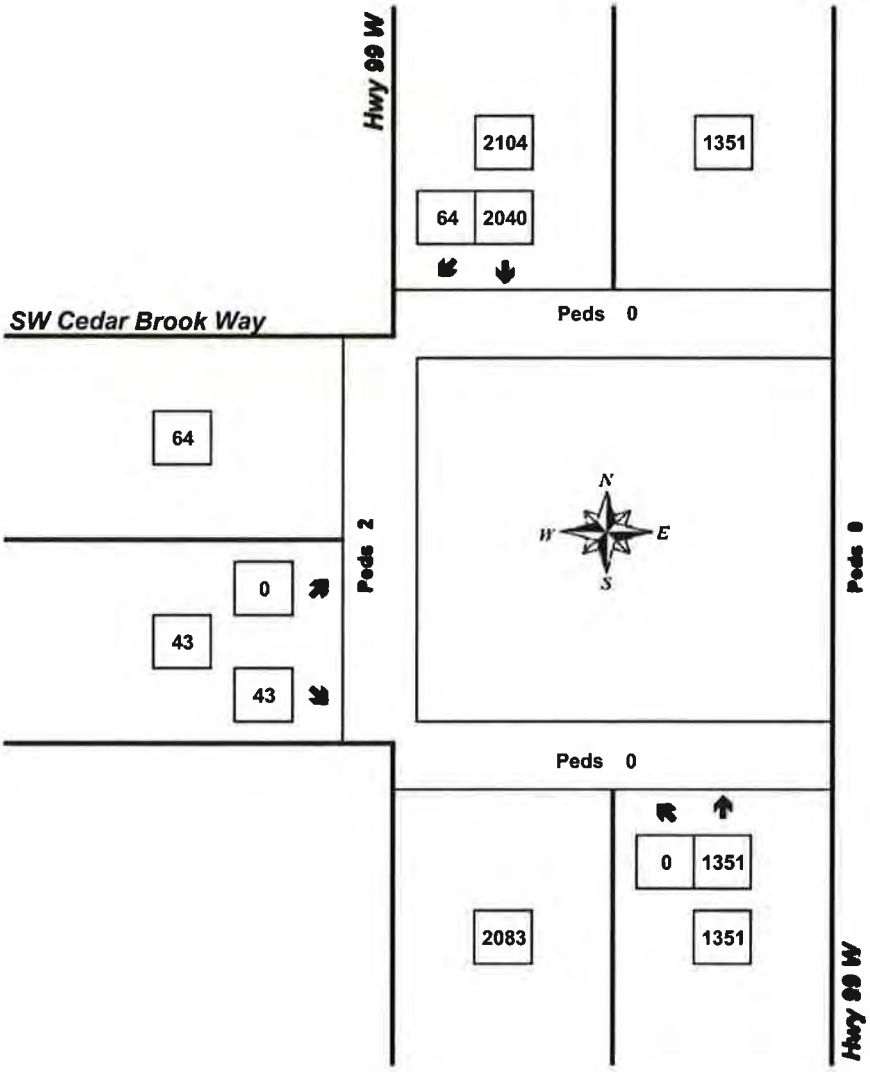
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

Hwy 99 W & SW Cedar Brook Way

4:45 PM to 5:45 PM
Tuesday, August 27, 2013



Approach	PHF	HV%	Volume
EB	0.83	0.0%	43
WB	0.00	0.0%	0
NB	0.95	2.4%	1,351
SB	0.94	1.0%	2,104
Intersection	0.98	1.5%	3,498

Count Period: 4:00 PM to 6:00 PM

Frank Charbonneau

From: BAUMGARTNER Douglas G [Douglas.G.BAUMGARTNER@odot.state.or.us]
Sent: Wednesday, August 21, 2013 2:42 PM
To: 'Frank Charbonneau'
Subject: RE: Brownstone Develp - Sherwood

Frank,

The 1% annual growth rate for this area will be appropriate since average annual traffic growth in this area over the past decade has been slightly less than 1%. August counts would not need to be seasonally adjusted.

Thanks,

Doug

Douglas Baumgartner, P.E.
ODOT Region 1 Traffic Analyst
123 NW Flanders Street
Portland, OR 97209-4012
503.731.8225
FAX 503.731.8259

From: Frank Charbonneau [mailto:Frank@CharbonneauEngineer.com]
Sent: Wednesday, August 21, 2013 9:28 AM
To: BAUMGARTNER Douglas G
Subject: RE: Brownstone Develp - Sherwood

Thanks Doug.

Are you okay with the 1% annual growth rate and 0% seasonal adjustment factor if the counts are done this month?

Frank

-----Original Message-----
From: BAUMGARTNER Douglas G [mailto:Douglas.G.BAUMGARTNER@odot.state.or.us]
Sent: Tuesday, August 20, 2013 3:19 PM
To: 'Frank Charbonneau'
Subject: RE: Brownstone Develp - Sherwood

Hi Frank,

I have attached the traffic signal timing information for this intersection to this email. If you have any further questions please feel free to contact me.

Thanks,

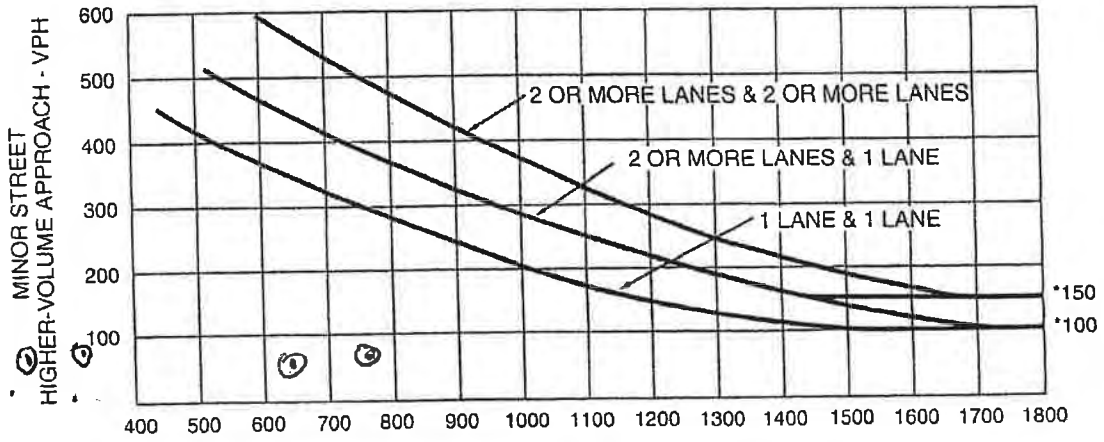
Doug

Douglas Baumgartner, P.E.
ODOT Region 1 Traffic Analyst
123 NW Flanders Street
Portland, OR 97209-4012

Sherwood Traffic Volumes

Intersection			Northbound			Southbound			Eastbound			Westbound		
North/South		East/West	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing Counts														
Copper Terrace		Handley	0	0	0	50	0	18	63	32	0	0	31	129
Elwert Road		Handley	0	292	63	37	234	0	0	0	0	16	0	46
	2018													
Copper Terrace		Handley	0	0	0	55	0	20	65	65	0	0	40	135
Elwert Road		Handley	0	335	85	50	280	0	0	0	0	20	0	55
	2035													
Copper Terrace		Handley	0	0	0	60	0	20	80	185	0	0	80	160
Elwert Road		Handley	0	485	165	100	435	0	0	0	0	25	0	75

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour volume warrant for signalization data.

Intersection	Analysis Period	Major Street		Minor Street High Volume Approach		Signal Warranted?
		Volume (vph)	Lanes (#)	Volume (vph)	Lanes (#)	
Handley/Elwert	Yr 2035 Total AM	766	1	78	1	NO
" "	Yr 2016 Total AM	645	1	63	1	NO
Handley/Copper Terrace	Yr 2016 Total AM	263	1	71	1	NO
Handley/Copper Terrace	Yr 2035 Total AM	318	1	86	1	NO

Source: *Manual on Uniform Traffic Control Devices (MUTCD)*, Millenium Edition.

Frank Charbonneau

From: WARD Kimberlee S [Kimberlee.S.WARD@odot.state.or.us]
Sent: Wednesday, August 21, 2013 1:16 PM
To: 'Frank Charbonneau'
Cc: VOGEL Sylvia M
Subject: RE: Hwy 99W Crash Data Request - Req #130286

Hello Frank,

I ran queries for both of these intersections and there were *no crashes reported* for *either intersection* during the requested period of time.

Thank you Frank and hope you have a good afternoon,

Kim

Kim Ward
Crash Reporting Technician
Crash Analysis and Reporting Unit
Transportation Data Section
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
ph: (503) 986-4237
fax: (503) 986-4249
mailto: kimberlee.s.ward@odot.state.or.us

From: Frank Charbonneau [mailto:Frank@CharbonneauEngineer.com]
Sent: Wednesday, August 21, 2013 10:30 AM
To: WARD Kimberlee S
Cc: VOGEL Sylvia M
Subject: RE: Hwy 99W Crash Data Request - Req #130284

Kim – Thank you for completing the request right away. This is really appreciated.

I forgot to put on yesterday's request two additional local city intersections. These are:

- SW Handley Street at Elwert Road
- SW Handley Street at Copper Terrace

Would you also prepare the crash summaries for these? Thanks.

Frank

> -----Original Message-----
> **From:** WARD Kimberlee S [mailto:Kimberlee.S.WARD@odot.state.or.us]
> **Sent:** Wednesday, August 21, 2013 9:45 AM
> **To:** 'Frank Charbonneau'
> **Cc:** VOGEL Sylvia M
> **Subject:** RE: Hwy 99W Crash Data Request - Req #130284

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Pacific Highway West 99W (091) @ SW Cedarbrook Way
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Pacific Highway West 99W (091) @ SW Meinecke Parkway/Road
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2011														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2011 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2010														
ANGLE	0	1	0	1	0	4	0	0	1	0	1	1	0	0
REAR-END	0	1	0	1	0	2	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	1	3	4	0	2	0	2	1	3	1	4	0	0
2010 TOTAL	0	3	3	6	0	8	0	2	3	3	3	6	0	0
YEAR: 2009														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
REAR-END	0	2	0	2	0	2	0	0	2	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	3	1	4	0	3	0	2	2	4	0	4	0	1
YEAR: 2008														
REAR-END	0	1	0	1	0	2	1	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2008 TOTAL	0	1	1	2	0	2	1	2	0	2	0	2	0	0
YEAR: 2007														
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	7	7	14	0	13	1	8	5	10	4	14	0	1

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

```
MITIG8 - AM Peak          Sun Sep 22, 2013 19:55:41                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                EXISTING (30HV)
                    2013 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
*******************************************************************************
Average Delay (sec/veh):     12.8          Worst Case Level Of Service:       B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292    63    37  234     0     0    0     0    16    0    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  292    63    37  234     0     0    0     0    16    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0  360    78    46  289     0     0    0     0    20    0    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0  360    78    46  289     0     0    0     0    20    0    57
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   438 xxxx xxxxx  xxxx xxxx xxxxx   780 xxxx   399
Potent Cap.: xxxx xxxx xxxxx  1132 xxxx xxxxx  xxxx xxxx xxxxx   367 xxxx   655
Move Cap.:   xxxx xxxx xxxxx  1132 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   655
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  538 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.8 xxxxx
Shared LOS:    *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.8
ApproachLOS:        *                *                *                 B
```

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```
MITIG8 - PM Peak            Sun Sep 22, 2013 19:53:55                  Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                              EXISTING (30HV)
                      2013 PM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
******************************************************************************
Average Delay (sec/veh):     24.3           Worst Case Level Of Service:       C
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:        0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0 1351     0     0 2040    64     0    0    43     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:      0 1379     0     0 2082    65     0    0    44     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0 1379     0     0 2082    65     0    0    44     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1041  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   230  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   230  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  24.3 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             24.3           xxxxxx
ApproachLOS:         *                *                C                *
```

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```
MITIG8 - PM Peak          Thu Sep 26, 2013 21:53:13                Page 1-1
------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                              EXISTING (30HV)
                    2013 PM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
********************************************************************************
Cycle (sec):         50                Critical Vol./Cap. (X):         0.722
Loss Time (sec):     12 (Y+R =  0 sec) Average Crit Del (sec/veh):     16.0
Optimal Cycle:       50                Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Ignore           Include          Ignore           Include
Min. Green:     4   10    0      4   10    0      0    6    0      0    6    0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128   42   263 1765   61    74   59   15    38   55  158
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   21 1128   42   263 1765   61    74   59   15    38   55  158
User Adj:    1.00 1.00 0.00  1.00 1.00 0.50  1.00 1.00 0.00  1.00 1.00 0.50
PHF Adj:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.00  0.98 0.98 0.98
PHF Volume:    21 1151    0   268 1801   31    76   60    0    39   56   81
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   21 1151    0   268 1801   31    76   60    0    39   56   81
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
Final Vol.:    21 1151    0   268 1801   31    76   60    0    39   56   81
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 1.00  0.94 0.94 0.84  0.71 0.98 1.00  0.70 0.97 0.82
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1769 3538 1900  1787 3574 1599  1344 1862 1900  1326 1845 1565
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33 0.00  0.15 0.50 0.02  0.06 0.03 0.00  0.03 0.03 0.05
Crit Moves:  ****            ****            ****
Green/Cycle: 0.08 0.44 0.00  0.20 0.56 0.56  0.12 0.12 0.00  0.12 0.12 0.12
Volume/Cap:  0.15 0.74 0.00  0.74 0.90 0.03  0.47 0.27 0.00  0.24 0.25 0.43
Delay/Veh:   21.9 13.7  0.0  26.8 15.7  5.0  22.7 20.7  0.0  20.7 20.6 22.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  21.9 13.7  0.0  26.8 15.7  5.0  22.7 20.7  0.0  20.7 20.6 22.0
BackOfQueue:    0   16    0     6   29    0     2    1    0     1    1    2
********************************************************************************
```

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MITIG8 - AM Peak          Sun Sep 22, 2013 19:56:54                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                EXISTING (30HV)
                    2013 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.324
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):         8.8
Optimal Cycle:        0                Level Of Service:                  A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31  129
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    50    0   18    63   32    0     0   31  129
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0    91    0   33   115   58    0     0   56  235
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    91    0   33   115   58    0     0   56  235
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    91    0   33   115   58    0     0   56  235
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.19 0.81
Final Sat.:     0    0    0   514    0  185   504  256    0     0  174  724
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.18 xxxx 0.18  0.23 0.23 xxxx  xxxx 0.32 0.32
Crit Moves:                  ****                 ****                 ****
Delay/Veh:    0.0  0.0  0.0   8.7  0.0  8.7   8.9  8.9  0.0   0.0  8.7  8.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   8.7  0.0  8.7   8.9  8.9  0.0   0.0  8.7  8.7
LOS by Move:   *    *    *     A    *    A     A    A    *     *    A    A
ApproachDel:    xxxxxx             8.7              8.9              8.7
Delay Adj:       xxxxx            1.00             1.00             1.00
ApprAdjDel:     xxxxxx             8.7              8.9              8.7
LOS by Appr:        *               A                A                A
*******************************************************************************
```

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```
MITIG8 - AM Peak          Sun Sep 22, 2013 21:05:08                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                    BACKGROUND 2035 (ZONE CHANGE HORIZON)
                      AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.410
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):          9.6
Optimal Cycle:        0                 Level Of Service:                  A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31  129
Growth Adj:  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:    0    0    0    61    0   22    77   39    0     0   38  157
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0    0    0    61    0   22    77   39    0     0   38  157
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0   111    0   40   140   71    0     0   69  286
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0   111    0   40   140   71    0     0   69  286
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   111    0   40   140   71    0     0   69  286
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.73 0.01 0.26  0.66 0.34 0.00  0.00 0.19 0.81
Final Sat.:     0    0    0   488    0  176   485  246    0     0  168  698
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.23 0.00 0.23  0.29 0.29 xxxx  xxxx 0.41 0.41
Crit Moves:                  ****            ****                      ****
Delay/Veh:    0.0  0.0  0.0   9.4  9.4  9.4   9.6  9.6  0.0   0.0  9.7  9.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   9.4  9.4  9.4   9.6  9.6  0.0   0.0  9.7  9.7
LOS by Move:   *    *    *     A    A    A     A    A    *     *    A    A
ApproachDel:    xxxxxx             9.4              9.6              9.7
Delay Adj:       xxxxx            1.00             1.00             1.00
ApprAdjDel:     xxxxxx             9.4              9.6              9.7
LOS by Appr:        *               A                A                A
*******************************************************************************
```

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```
MITIG8 - AM Peak          Sun Sep 22, 2013 21:04:04                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                    BACKGROUND 2035 (ZONE CHANGE HORIZON)
                       AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
*******************************************************************************
Average Delay (sec/veh):     14.9          Worst Case Level Of Service:      B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292    63    37  234     0     0    0     0    16    0    46
Growth Adj:  1.22 1.22  1.22  1.22 1.22  1.22  1.22 1.22  1.22  1.22 1.22  1.22
Initial Bse:    0  356    77    45  285     0     0    0     0    20    0    56
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  356    77    45  285     0     0    0     0    20    0    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0  440    95    56  352     0     0    0     0    24    0    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0  440    95    56  352     0     0    0     0    24    0    69
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   535 xxxx xxxxx  xxxx xxxx xxxxx   951 xxxx   487
Potent Cap.: xxxx xxxx xxxxx  1043 xxxx xxxxx  xxxx xxxx xxxxx   291 xxxx   584
Move Cap.:   xxxx xxxx xxxxx  1043 xxxx xxxxx  xxxx xxxx xxxxx   278 xxxx   584
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  455 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.9 xxxxx
Shared LOS:    *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             14.9
ApproachLOS:        *                *                *                 B
```

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```
MITIG8 - PM Peak          Sun Sep 22, 2013 20:02:15                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                             BACKGROUND TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
*******************************************************************************
Average Delay (sec/veh):     25.7          Worst Case Level Of Service:      D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:       0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0 1392     0     0 2101    66     0    0    44     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1392     0     0 2101    66     0    0    44     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:     0 1420     0     0 2144    67     0    0    45     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0 1420     0     0 2144    67     0    0    45     0    0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1074  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   219  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   218  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  25.7 xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *     D     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             25.7           xxxxxx
ApproachLOS:        *                *                D                *
```

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MITIG8 - PM Peak            Thu Sep 26, 2013 21:48:26                  Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                              BACKGROUND TRAFFIC
                      2016 PM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
******************************************************************************
Cycle (sec):         50                Critical Vol./Cap. (X):         0.743
Loss Time (sec):     12 (Y+R =  0 sec) Average Crit Del (sec/veh):     18.3
Optimal Cycle:       52                Level Of Service:                  B
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Ignore           Include           Ignore           Include
Min. Green:     4   10    0      4   10    0      0    6    0      0    6    0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128   42   263 1765   61    74   59   15    38   55  158
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:   22 1162   43   271 1818   63    76   61   15    39   57  163
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   22 1162   43   271 1818   63    76   61   15    39   57  163
User Adj:    1.00 1.00 0.00  1.00 1.00 0.50  1.00 1.00 0.00  1.00 1.00 0.50
PHF Adj:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.00  0.98 0.98 0.98
PHF Volume:    22 1186    0   276 1855   32    78   62    0    40   58   83
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   22 1186    0   276 1855   32    78   62    0    40   58   83
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
Final Vol.:    22 1186    0   276 1855   32    78   62    0    40   58   83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 1.00  0.94 0.94 0.84  0.71 0.98 1.00  0.70 0.97 0.82
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1769 3538 1900  1787 3574 1599  1340 1862 1900  1325 1845 1565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34 0.00  0.15 0.52 0.02  0.06 0.03 0.00  0.03 0.03 0.05
Crit Moves:  ****            ****            ****
Green/Cycle: 0.08 0.44 0.00  0.20 0.56 0.56  0.12 0.12 0.00  0.12 0.12 0.12
Volume/Cap:  0.16 0.77 0.00  0.77 0.93 0.04  0.48 0.28 0.00  0.25 0.26 0.44
Delay/Veh:   21.9 14.2  0.0  28.2 18.1  5.0  22.8 20.7  0.0  20.8 20.6 22.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  21.9 14.2  0.0  28.2 18.1  5.0  22.8 20.7  0.0  20.8 20.6 22.1
BackOfQueue:    0   17    0     6   32    0     2    1    0     1    1    2
******************************************************************************

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MITIG8 - AM Peak          Sun Sep 22, 2013 20:04:41                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                             BACKGROUND TRAFFIC
                    2016 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):        0.336
Loss Time (sec):        0 (Y+R =  0 sec) Average Delay (sec/veh):         8.9
Optimal Cycle:          0                Level Of Service:                  A
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:        0    0    0    50    0   18    63   32    0     0   31  129
Growth Adj:   1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:     0    0    0    52    0   19    65   33    0     0   32  133
Added Vol:       0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:     0    0    0    52    0   19    65   33    0     0   32  133
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:      0    0    0    94    0   34   118   60    0     0   58  242
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0    0    0    94    0   34   118   60    0     0   58  242
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0    0    0    94    0   34   118   60    0     0   58  242
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.19 0.81
Final Sat.:      0    0    0   510    0  184   501  254    0     0  173  720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      xxxx xxxx xxxx  0.18 xxxx  0.18  0.24 0.24 xxxx  xxxx 0.34  0.34
Crit Moves:                              ****       ****                  ****
Delay/Veh:     0.0  0.0  0.0   8.8  0.0   8.8   9.0  9.0  0.0   0.0  8.8   8.8
Delay Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0  0.0  0.0   8.8  0.0   8.8   9.0  9.0  0.0   0.0  8.8   8.8
LOS by Move:    *    *    *     A    *     A     A    A    *     *    A     A
ApproachDel:     xxxxxx             8.8              9.0              8.8
Delay Adj:        xxxxx            1.00             1.00             1.00
ApprAdjDel:      xxxxxx             8.8              9.0              8.8
LOS by Appr:         *               A                A                A
*******************************************************************************
```

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```
MITIG8 - AM Peak            Sun Sep 22, 2013 20:05:26                  Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                            BACKGROUND TRAFFIC
                      2016 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
*******************************************************************************
Average Delay (sec/veh):     13.0           Worst Case Level Of Service:       B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:        0  292    63    37  234     0     0    0     0    16    0    46
Growth Adj:   1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:     0  301    65    38  241     0     0    0     0    16    0    47
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  301    65    38  241     0     0    0     0    16    0    47
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:      0  371    80    47  298     0     0    0     0    20    0    58
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0  371    80    47  298     0     0    0     0    20    0    58
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   451 xxxx xxxxx  xxxx xxxx xxxxx   803 xxxx   411
Potent Cap.: xxxx xxxx xxxxx  1120 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   645
Move Cap.:   xxxx xxxx xxxxx  1120 xxxx xxxxx  xxxx xxxx xxxxx   344 xxxx   645
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  526 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.0 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           13.0
ApproachLOS:        *                *                *              B
```

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```
MITIG8 - PM Peak          Sun Sep 22, 2013 20:12:37                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Hwy 99/Cedar Brook Way
*******************************************************************************
Average Delay (sec/veh):     26.0          Worst Case Level Of Service:      D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  0  1    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:       0 1351     0     0 2040    64     0    0    43     0    0     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0 1392     0     0 2101    66     0    0    44     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     0    9     0     0    8    10     0    0     1     0    0     0
Initial Fut:    0 1401     0     0 2109    76     0    0    45     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:     0 1429     0     0 2152    77     0    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0 1429     0     0 2152    77     0    0    46     0    0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1078  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   217  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   217  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  26.0 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     D     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             26.0           xxxxxx
ApproachLOS:        *                *                D                *
```

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MITIG8 - PM Peak          Thu Sep 26, 2013 21:51:32                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Hwy 99/SW Meinecke Rd
*******************************************************************************
Cycle (sec):          50                Critical Vol./Cap. (X):        0.748
Loss Time (sec):      12 (Y+R =  0 sec) Average Crit Del (sec/veh):     18.3
Optimal Cycle:        53                Level Of Service:                  B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Ignore           Include           Ignore           Include
Min. Green:     4   10     0     4   10     0     0    6     0     0    6     0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Aug 2013 << PM Peak
Base Vol:      21 1128    42   263 1765    61    74   59    15    38   55   158
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:   22 1162    43   271 1818    63    76   61    15    39   57   163
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     4    0     0     0    1     8     9    2     2     0    4     0
Initial Fut:   26 1162    43   271 1819    71    85   63    17    39   61   163
User Adj:    1.00 1.00  0.00  1.00 1.00  0.50  1.00 1.00  0.00  1.00 1.00  0.50
PHF Adj:     0.98 0.98  0.00  0.98 0.98  0.98  0.98 0.98  0.00  0.98 0.98  0.98
PHF Volume:    26 1186     0   276 1856    36    87   64     0    40   62    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1186     0   276 1856    36    87   64     0    40   62    83
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
Final Vol.:    26 1186     0   276 1856    36    87   64     0    40   62    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.93  1.00  0.94 0.94  0.84  0.70 0.98  1.00  0.70 0.97  0.82
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1769 3538  1900  1787 3574  1599  1334 1862  1900  1321 1845  1565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.00  0.15 0.52  0.02  0.07 0.03  0.00  0.03 0.03  0.05
Crit Moves:  ****                  ****             ****
Green/Cycle: 0.08 0.44  0.00  0.20 0.56  0.56  0.12 0.12  0.00  0.12 0.12  0.12
Volume/Cap:  0.18 0.77  0.00  0.77 0.93  0.04  0.54 0.29  0.00  0.25 0.28  0.44
Delay/Veh:   22.1 14.2   0.0  28.2 18.2   5.0  24.5 20.8   0.0  20.8 20.7  22.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 14.2   0.0  28.2 18.2   5.0  24.5 20.8   0.0  20.8 20.7  22.1
BackOfQueue:    1   17     0     6   32     0     2    1     0     1    1     2
*******************************************************************************
```

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MITIG8 - PM Peak          Thu Sep 26, 2013 21:58:34                Page 1-1
-------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                    2016 PM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 SW Meinecke/E Site Access
*******************************************************************************
Average Delay (sec/veh):      9.3          Worst Case Level Of Service:      A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  1  0  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM Peak
Base Vol:       0    0     0     0    0     0     0  167     0     0  148     0
Growth Adj:  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03  1.03 1.03  1.03
Initial Bse:    0    0     0     0    0     0     0  172     0     0  152     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
SITE TRIPS:     0    0     0     0    0     3     0    0     0     0    0    10
Initial Fut:    0    0     0     0    0     3     0  172     0     0  152    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80
PHF Volume:     0    0     0     0    0     4     0  215     0     0  191    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0     0    0     4     0  215     0     0  191    13
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   197  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   850  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   850  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   9.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     A     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx              9.3           xxxxxx           xxxxxx
ApproachLOS:        *                A                *                *
```

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MITIG8 - AM Peak           Sun Sep 22, 2013 20:09:58                 Page 1-1
-------------------------------------------------------------------------------
                    13.19 - BROWNSTONE DEV - SHERWOOD
                              TOTAL TRAFFIC
                    2016 AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.340
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):        8.9
Optimal Cycle:        0              Level Of Service:                 A
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:    0    0    0    52    0   19    65   33    0     0   32   133
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
SITE TRIPS:     0    0    0     1    0    0     0    1    0     0    1     1
Initial Fut:    0    0    0    53    0   19    65   34    0     0   33   134
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0    95    0   34   118   62    0     0   60   243
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0    95    0   34   118   62    0     0   60   243
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    95    0   34   118   62    0     0   60   243
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.66 0.34 0.00  0.00 0.20 0.80
Final Sat.:     0    0    0   511    0  180   495  259    0     0  176  715
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.19 xxxx 0.19  0.24 0.24 xxxx  xxxx 0.34 0.34
Crit Moves:                  ****                 ****                 ****
Delay/Veh:    0.0  0.0  0.0   8.9  0.0  8.9   9.0  9.0  0.0   0.0  8.9  8.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   8.9  0.0  8.9   9.0  9.0  0.0   0.0  8.9  8.9
LOS by Move:   *    *    *     A    *    A     A    A    *     *    A    A
ApproachDel:    xxxxxx            8.9             9.0             8.9
Delay Adj:       xxxxx            1.00            1.00            1.00
ApprAdjDel:     xxxxxx            8.9             9.0             8.9
LOS by Appr:         *             A               A               A
*******************************************************************************
```

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MITIG8 - AM Peak            Sun Sep 22, 2013 20:08:12                  Page 1-1
------------------------------------------------------------------------------

                        13.19 - BROWNSTONE DEV - SHERWOOD
                                TOTAL TRAFFIC
                        2016 AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------

                        Level Of Service Computation Report
                2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
******************************************************************************
Average Delay (sec/veh):     13.2           Worst Case Level Of Service:       B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0  292   63    37  234    0     0    0    0     16    0   46
Growth Adj:  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:    0  301   65    38  241    0     0    0    0     16    0   47
Added Vol:      0    0    0     0    0    0     0    0    0      0    0    0
SITE TRIPS:     0    0    1     0    0    0     0    0    0      1    0    0
Initial Fut:    0  301   66    38  241    0     0    0    0     17    0   47
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81
PHF Volume:     0  371   81    47  298    0     0    0    0     22    0   58
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.:     0  371   81    47  298    0     0    0    0     22    0   58
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   453 xxxx xxxxx  xxxx xxxx xxxxx   804 xxxx   412
Potent Cap.: xxxx xxxx xxxxx  1119 xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   644
Move Cap.:   xxxx xxxx xxxxx  1119 xxxx xxxxx  xxxx xxxx xxxxx   343 xxxx   644
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  521 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           13.2
ApproachLOS:          *                *                *             B

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MITIG8 - AM Peak           Sun Sep 22, 2013 21:01:28                 Page 1-1
------------------------------------------------------------------------------
                      13.19 - BROWNSTONE DEV - SHERWOOD
                   TOTAL TRAFFIC 2035 (ZONE CHANGE HORIZON)
                        AM PEAK HOUR TRAFFIC CONDITIONS
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #16 SW Handley St/SW Copper Terrace
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.421
Loss Time (sec):      0 (Y+R =  0 sec) Average Delay (sec/veh):        9.7
Optimal Cycle:        0              Level Of Service:                 A
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:       0    0    0    50    0   18    63   32    0     0   31   129
Growth Adj:  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:    0    0    0    61    0   22    77   39    0     0   38   157
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
SITE TRIPS:     0    0    0     3    0    0     0    3    0     0    2     2
Initial Fut:    0    0    0    64    0   22    77   42    0     0   40   159
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55  0.55 0.55 0.55
PHF Volume:     0    0    0   116    0   40   140   76    0     0   72   290
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    0    0   116    0   40   140   76    0     0   72   290
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   116    0   40   140   76    0     0   72   290
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.74 0.00 0.26  0.65 0.35 0.00  0.00 0.20 0.80
Final Sat.:     0    0    0   491    0  168   470  257    0     0  172  688
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.24 xxxx 0.24  0.30 0.30 xxxx  xxxx 0.42 0.42
Crit Moves:                  ****                 ****                 ****
Delay/Veh:    0.0  0.0  0.0   9.5  0.0  9.5   9.7  9.7  0.0   0.0  9.9  9.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   9.5  0.0  9.5   9.7  9.7  0.0   0.0  9.9  9.9
LOS by Move:   *    *    *     A    *    A     A    A    *     *    A    A
ApproachDel:    xxxxxx             9.5             9.7             9.9
Delay Adj:       xxxxx             1.00            1.00            1.00
ApprAdjDel:     xxxxxx             9.5             9.7             9.9
LOS by Appr:         *              A               A               A
******************************************************************************
```

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MITIG8 - AM Peak            Sun Sep 22, 2013 20:59:59                  Page 1-1
-------------------------------------------------------------------------------

                     13.19 - BROWNSTONE DEV - SHERWOOD
                  TOTAL TRAFFIC 2035 (ZONE CHANGE HORIZON)
                       AM PEAK HOUR TRAFFIC CONDITIONS
-------------------------------------------------------------------------------

                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 SW Handley St/SW Elwert Rd
*******************************************************************************
Average Delay (sec/veh):     15.2           Worst Case Level Of Service:       C
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  0  1  0     0  1  0  0  0     0  0  0  0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Sep 2013 << AM Peak
Base Vol:        0  292   63    37  234    0     0    0    0    16    0   46
Growth Adj:   1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22  1.22 1.22 1.22
Initial Bse:     0  356   77    45  285    0     0    0    0    20    0   56
Added Vol:       0    0    0     0    0    0     0    0    0     0    0    0
SITE TRIPS:      0    0    3     0    0    0     0    0    0     2    0    0
Initial Fut:     0  356   80    45  285    0     0    0    0    22    0   56
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81  0.81 0.81 0.81
PHF Volume:      0  440   99    56  352    0     0    0    0    27    0   69
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:      0  440   99    56  352    0     0    0    0    27    0   69
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   538 xxxx xxxxx  xxxx xxxx xxxxx   953 xxxx   489
Potent Cap.: xxxx xxxx xxxxx  1040 xxxx xxxxx  xxxx xxxx xxxxx   290 xxxx   583
Move Cap.:   xxxx xxxx xxxxx  1040 xxxx xxxxx  xxxx xxxx xxxxx   278 xxxx   583
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  447 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.2 xxxxx
Shared LOS:    *    *     *     A    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            15.2
ApproachLOS:         *                *                *                C
```

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WASHINGTON COUNTY
Dept. of Land Use & Transportation
Development Services Division
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
http://www.co.washington.or.us

Request For Statement Of Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Cardno
CONTACT: Mark Person
ADDRESS: 5415 SW Westgate #100
Portland, OR 97221
PHONE: 503-419-2500

- ☐ WATER DISTRICT: _____
- ☑ FIRE DISTRICT: _____
- ☐ CITY OF: _____
- ☐ CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):
NAME: Brownstone Real Estate
ADDRESS: PO Box 2375
Lake Oswego
PHONE: _____

Additionally, you'll need our separate, individual request forms titled:

- **Clean Water Services (Surface Water Mgmt.)**
- **Tri-Met**
- **School**
- **Sheriff / Police**
- **Tualatin Hills Park & Recreation District**

Property Desc.: Tax Map(s): 2S130CD Lot Number(s): 13400
Site Size: 5.77 ac
Site Address: _____
Nearest cross street (or directions to site): Meinecke & 99W

PROPOSED PROJECT NAME: Brownstone PUD

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Planned Development / Subdivision

EXISTING USE: Vacant PROPOSED USE: _____

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 84
SINGLE FAM. ✓ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: _____
NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:
NO. SQ. FT. _____
NO. STUDENTS/EMPLOYEES/MEMBERS: _____

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

☐ SERVICE LEVEL IS **ADEQUATE** TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: _____ POSITION: _____ DATE: _____

☐ SERVICE LEVEL IS **INADEQUATE** TO SERVICE THE PROPOSED PROJECT.
Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____

Service Pro General 10/20/10

RECEIVED
JUL 25 2013
By

Clean Water Services

Clean Water Services File Number
13-002074

Sensitive Area Pre-Screening Site Assessment

1. **Jurisdiction:** Sherwood

2. **Property Information** *(example 1S234AB01400)*
Tax lot ID(s): 2S130CD13400
Site Address:
City, State, Zip: Sherwood, Oregon
Nearest Cross Street: Meinecke Parkway

3. **Owner Information**
Name: Randy Myers
Company: Brownstone Real Estate Group
Address: PO Box 2375
City, State, Zip: Lake Oswego, Oregon
Phone/Fax:
E-Mail:

4. **Development Activity** *(check all that apply)*
- ☐ Addition to Single Family Residence (rooms, deck, garage)
- ☐ Lot Line Adjustment ☐ Minor Land Partition
- ☐ Residential Condominium ☐ Commercial Condominium
- ☒ Residential Subdivision ☐ Commercial Subdivision
- ☐ Single Lot Commercial ☐ Multi Lot Commercial

Other Planned Unit Development and Comprehensive Plan Amendment/Zone Change

5. **Applicant Information**
Name: Mark Person
Company: Cardno
Address: 5145 SW Westgate Drive, Suite 100
City, State, Zip: Portland, OR 97221
Phone/Fax: 503-419-2500
E-Mail: mark.person@cardno.com

6. **Will the project involve any off-site work?** ☐ Yes ☐ No ☒ Unknown
Location and description of off-site work

7. **Additional comments or information that may be needed to understand your project**

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/Type Name Mark Person **Print/Type Title** Planner

Signature _____ **Date** 7-25-13

FOR DISTRICT USE ONLY

☒ Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

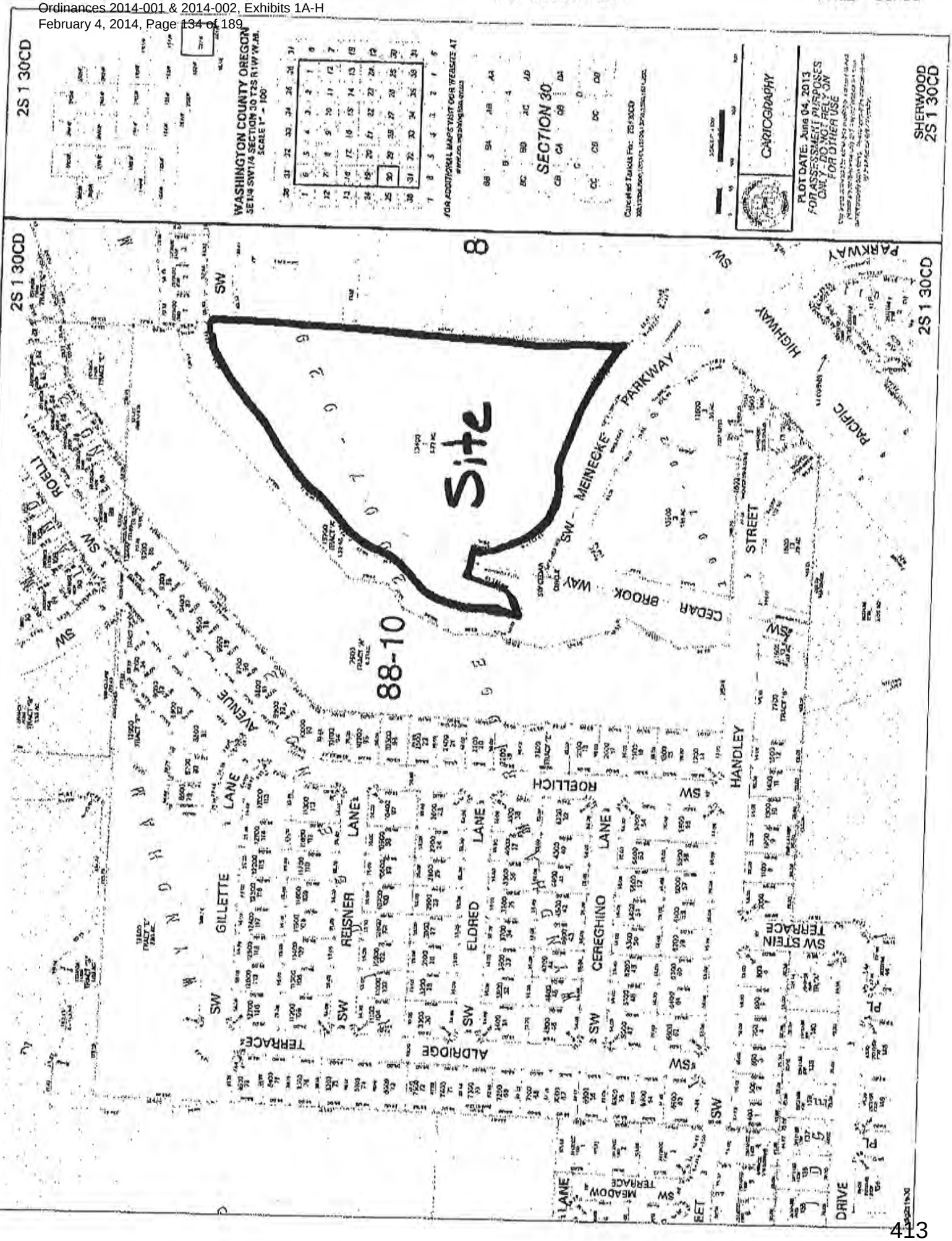
☐ Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.

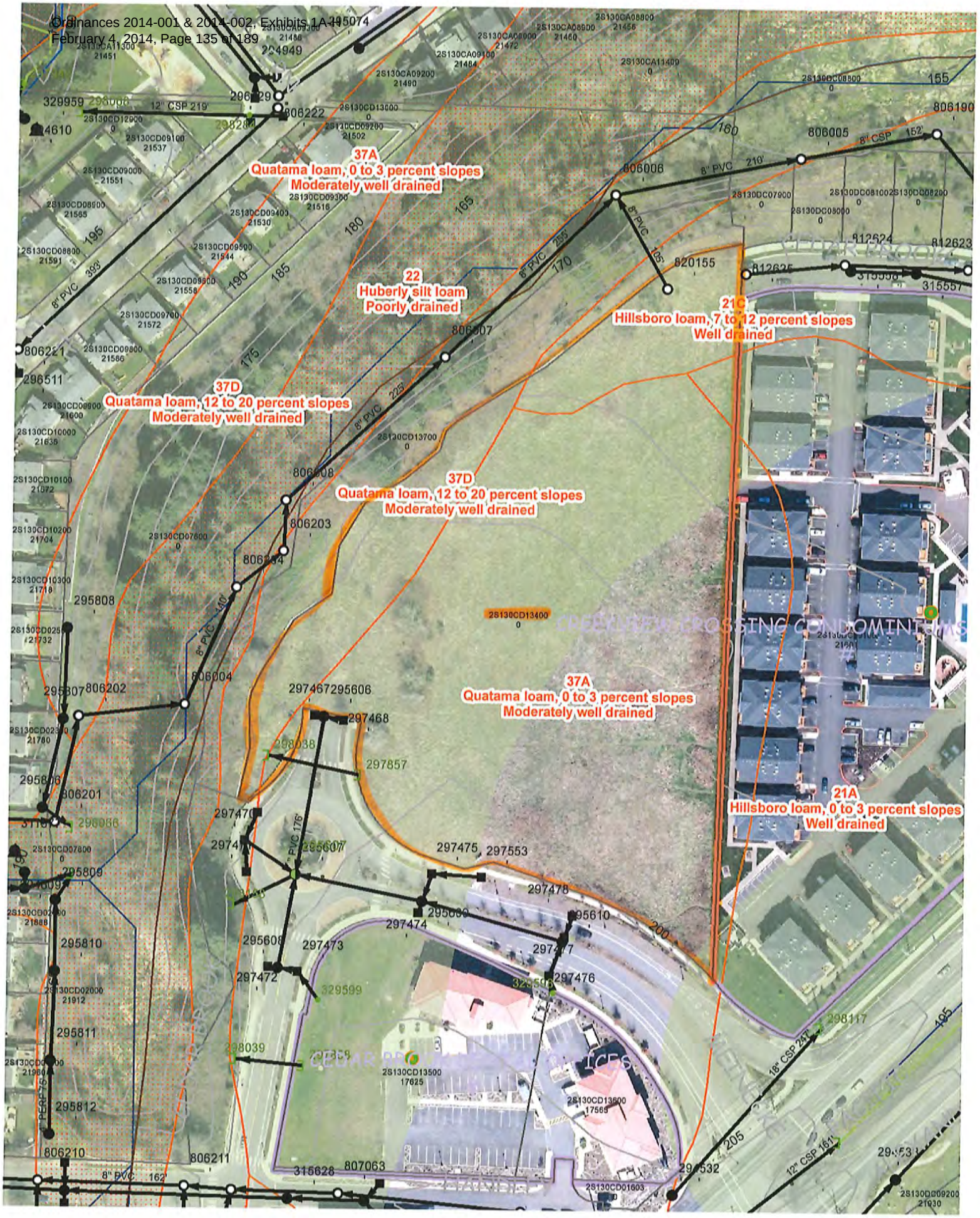
☐ Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

☐ **This Service Provider Letter is not valid unless _____ CWS approved site plan(s) are attached.**

☐ The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by _____ Date 07/29/13


2S 1 30CD
WASHINGTON COUNTY OREGON
SE1/4 SW1/4 SECTION 30 T2S R1W W.M.
SCALE 1" = 100'
SECTION 30
CARTOGRAPHY
PLOT DATE: June 04, 2013
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE
SHERWOOD
2S 1 30CD
Site
88-10
SW MEINECKE PARKWAY
HIGHWAY 99W
PACIFIC
CEDAR BROOK WAY
STREET
ROELLI
AVENUE
ROELLICH
HANDLEY
GILLETTE
REISNER
ELDRED
CEREGHINO
SW STEIN TERRACE
ALDRIDGE TERRACE
MEADOW
DRIVE
LANE
SW


37A
Quatama loam, 0 to 3 percent slopes
Moderately well drained
22
Huberly silt loam
Poorly drained
21C
Hillsboro loam, 7 to 12 percent slopes
Well drained
37D
Quatama loam, 12 to 20 percent slopes
Moderately well drained
37D
Quatama loam, 12 to 20 percent slopes
Moderately well drained
37A
Quatama loam, 0 to 3 percent slopes
Moderately well drained
21A
Hillsboro loam, 0 to 3 percent slopes
Well drained
CREEKVIEW CROSSING CONDOMINIUMS
CEDAR PARK

Text to be removed is marked with a ~~double strike through~~

Text to be added is underlined

Chapter 16.40 – PLANNED UNIT DEVELOPMENT (PUD)*

16.40.010 - Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.
2. Preserve valuable landscape, terrain and other environmental features and amenities as described in the Comprehensive Plan or through site investigations.
3. Provide diversified and innovative living, working or neighborhood shopping environments that take into consideration community needs and activity patterns.
4. Achieve maximum energy efficiency in land uses.
5. Promote innovative, pedestrian-friendly, and human scale design in architecture and/or other site features that enhance the community or natural environment.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; Ord. 86-851, § 3)

16.40.020 - Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Chapter 16.72. PUDs shall be considered: a.) on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of: natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development; b.) on parcels of land within the Urban Renewal District where flexibility and creativity in design may result in greater public benefit than strict adherence to the code; or c.) in other areas deemed appropriated by Council during the adoption of a concept plan required by a Metro UGB expansion.

B. Content

The Preliminary Development Plan application shall include the following documentation:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5) foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, historic and cultural resources, property boundaries, lot lines, and lot dimensions and area.
2. Listing of all property owners adjacent to the PUD as per Section 16.72.020, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.
3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, historic and cultural resources, other public and utility structures, and any other dedicated land features or structures, the parceling, lot consolidation, adjustments, or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.
4. Narrative describing: the intent of the PUD and how general PUD standards as per this Chapter are met, details of the particular uses, densities, building types and architectural controls proposed, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.
5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Chapter 16.122. The preliminary subdivision shall be processed concurrently with the PUD.
6. Architectural Pattern Book: A compendium of architectural elevations, details, and colors of each building type shall be submitted with any PUD application. The designs shall conform to the site plan urban design criteria in Section 16.90.020(G) or any other applicable standards in this Code. A pattern book shall act as the architectural control for the homeowner's association or the commercial owner. An Architectural Pattern Book shall address the following:
    a. Illustrative areas within the development application covered by the pattern book.
    b. An explanation of how the pattern book is organized, and how it is to be used.

c. Define specific standards for architecture, color, texture, materials, and other design elements.

d. Include a measurement or checklist system to facilitate review of the development for conformity with the pattern book.

e. Include the following information for each building type permitted outright or conditionally proposed in the PUD:

(1) Massing, facades, elevations, roof forms, proportions, materials, and color palette.

(2) Architectural relevance or vernacular to the Pacific Northwest.

(3) Doors, windows, siding, and entrances, including sash and trim details.

(4) Porches, chimneys, light fixtures, and any other unique details, ornamentation, or accents.

(5) A fencing plan with details that addresses the relationship between public space and maintaining individual privacy subject to Section 16.58.020

C. Commission Review

The Commission shall review the application pursuant to Chapter 16.72 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is eligible for PUD consideration per 16.40.020.A.

2. The preliminary development plans include dedication of at least 15 percent of the buildable portion of the site to the public in the form of usable open space, park or other public space, (subject to the review of the Parks & Recreation Board) or to a private entity managed by a homeowners association. Alternatively, if the project is located within close proximity to existing public spaces such as parks, libraries or plazas the development plan may propose no less than 5% on-site public space with a detailed explanation of how the proposed development and existing public spaces will together equally or better meet community needs.

3. That exceptions from the standards of the underlying zoning district are warranted by the unique design and amenities incorporated in the development plan.

4. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments, vernacular, and scale subject to review and approval in Subsection (B)(6).

5. That the system of ownership and the means of developing, preserving and maintaining parks and open spaces are acceptable.

6. That the PUD will have a beneficial effect on the area which could not be achieved using the underlying zoning district.
7. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.
8. That adequate public facilities and services are available or are made available by the construction of the project.
9. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in this Chapter have been met.
10. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 16.40.050(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant toChapter 16.72. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per this Section, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 16.40.030.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

(Ord. No. 2011-003, § 2, 4-5-2011; Ord. No. 2010-015, § 2, 10-5-2010; Ord. No. 2008-015, § 1, 10-7-2008; Ord. 2001-1119, § 1; 98-1053; Ord. 86-851, § 3)

16.40.030 - Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per this Chapter, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 16.40.020. In addition, the applicant shall prepare and submit a detailed site plan for any non-single-family structure or use not addressed under Section 16.40.020(B)(6), for review and approval, pursuant to the provisions of Chapter 16.90. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant toChapter 16.124.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.040 - General Provisions

A. 1. Phasing

a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new application, and shall be made in accordance with the procedures specified in this Chapter.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

C. Multiple Zone Density Calculation

When a proposed PUD includes multiple zones, the density may be calculated based on the total permitted density for the entire project and clustered in one or more portions of the project, provided that the project demonstrates compatibility with the adjacent and nearby neighborhood(s) in terms of location of uses, building height, design and access.

(Ord. No. 2008-015, § 1, 10-7-2008; Ord. 86-851, § 3)

16.40.050 - Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.
2. Related NC uses which are designed and located so as to serve the PUD district and neighborhood.
3. All other uses permitted within the underlying zoning district in which the PUD is located. (Ord. 86-851, § 3

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Chapter 16.82. (Ord. 86-851, § 3)

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Subsection (C)(2), below or 16.40.040.C above.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

~~The minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size. (Ord. 2001-1119 § 3; Ord. 86-851)~~

Lots created through a PUD shall not be subject to minimum lot sizes and shall supercede the standards within the base zone provided the applicant demonstrates that the proposal meets the purpose and intent of the Zoning and Development Code and the Sherwood Comprehensive Plan.

(Ord. No. 2008-015, § 1, 10-7-2008)

16.40.060 - Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non-Residential PUD, subject to Division VIII.

(Ord. 91-922, § 3; Ord. 86-851)

B. Conditional Uses

Conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as part of the PUD upon payment of required application fee and approval by Commission.

(Ord. 86-851, § 3)

C. Development Standards

1. Floor Area

The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of this Chapter are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and

egress, signs, parks and open space, on-site storage, and site design, see Divisions V, VIII and IX.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 16.142.040.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of this Chapter, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

(Ord. 91-922, § 3; Ord. 86-851)

Brownstone Residential Market Analysis

Sherwood, Oregon

To Support:
Comprehensive Plan Amendment
Zoning Map Amendment

Submitted August 30, 2013

Applicant:
Brownstone Real Estate Group
P.O. Box 2375
Lake Oswego, Oregon
Phone: (503) 358-4460
Contact: Randy Myers

Prepared by:
Cardno
5415 SW Westgate Drive, Suite 100
Portland, Oregon 97221
Phone: 503-419-2500
Fax: 503-419-2600

21304280

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I. INTRODUCTION

GENERAL INFORMATION

Applicant:	Brownstone Real Estate Group P.O. Box 2375 Lake Oswego, Oregon Phone: (503) 358-4460 Contact: Randy Myers
Applicant's Representative	Cardno 5415 SW Westgate Drive; Suite 100 Portland, Oregon 97221 (503) 419-2500 phone (503) 419-2600 fax Contact: Michael Cerbone, AICP michael.cerbone@cardno.com
Tax Lot Information:	Map: 2S1 30 CD; Tax Lot: 13400
Location:	City of Sherwood, Oregon Generally bounded Meinecke Parkway to the south, the terminus of SW Cedar Brook Way to the northeast and just west of Highway 99.
Current Zoning District:	General Commercial (GC)
Project Site Area:	+/- 5.77 acres

SUMMARY OF PROPOSAL

Cardno was retained by the Brownstone Real Estate Group ("Brownstone") to evaluate market need to rezone a 5.7 acre parcel from General Commercial (GC) to High Density Residential (HDR). The rezone to HDR would enable the development of up to 66 attached residential units ranging in size from 1,200 to 1,600 square feet with up to 18 additional single-family residential units ranging in size from 1,400 to 1,900 square feet.

This analysis will assess the unmet need for this residential product type in Sherwood, Oregon, as well as findings to show how the proposed action helps to satisfy that demand and unmet need in the larger market context.

This memorandum summarizes these trends and our preliminary conclusions regarding potential at the subject site.

II. EXECUTIVE SUMMARY

Analysis in this report documents demand and supply conditions related to single-family residential development in the City of Sherwood over a twenty-year land use planning horizon, from 2013 to 2033. Market findings expressed in this document are crucial for answering several key questions integral to the Brownstone Real Estate Development Group's application for a zone change for the subject property from GC to HDR and a Comprehensive Plan Amendment from Commercial to High Density Residential. These key questions include:

1. Is the existing supply of land sufficient to provide attainable residential ownership for both attached and detached housing within the City of Sherwood?

The option for both attached and detached housing is usually found within the higher density residential zones within a jurisdiction. According to Metro zoning and land use GIS data, the City of Sherwood had 121.75 acres currently dedicated to high-density residential (HDR) use. This total represents approximately 6% of the overall land supply of 1,964 acres, not excluding non-developable or constrained lands. Of the 121.75 acres, there are only 96,318 SF or 2.2 acres currently vacant within the HDR zone to meet future demand for high-density residential development.

2. Is there market demand to dictate additional acreage needed for high-density residential development in the City of Sherwood?

Analysis focused on both detached and attached ownership housing supply shows that the current inventory for detached housing is approximately 1.5 months of supply, while detached is showing only 1-month of available supply. With analysis based on attainable home ownership in the $150,000 to $400,000 price range, the twenty-year planning horizon will see over 670 new households within the City of Sherwood seeking attainable housing. That total is broken down into 210 new households in the $35,000 to $49,999 income range, 225 new households in the $50,000 to $74,999 income range and 242 new households in the $75,000 to $99,999 income range. Those income levels would qualify the buyer to purchase a house in the $145,000 to $415,000 price range.

3. Can the subject property better serve demand for high-density residential development with HDR versus GC zoning?

GC zoning precludes high-density residential development within the zone, while the HDR designation is provided to meet the high-density residential needs of the City of Sherwood. Therefore, the subject property would better serve demand for high-density residential development with an HDR zoning designation.

III. THE SUBJECT SITE & SURROUNDING AREA

SUBJECT SITE DESCRIPTION

The subject site is a roughly 5.77 acre triangular parcel located in the City of Sherwood, Oregon, with primary access from Meineke Parkway and the Cedar Brook roundabout. The site is unimproved vacant, relatively flat, and is bounded by a single-family residential development to the North and West, and a high-density residential development to the east. An aerial image of the subject site and immediately surrounding environs is found in FIGURE 1.

FIGURE 1: AERIAL VIEW OF SUBJECT SITE

Transportation & Access

Situated along Meineke Road just off Highway 99W, the site is ideally situated for easy access to the 99W corridor, downtown Sherwood and the nearby schools, commercial retail centers, and community parks as shown within the area amenities map in Figure 2.

Subject Locational Features

Figure 2 provides an aerial map of the subject property in the context of the broader Sherwood, Oregon area and its important economic and community features. The subject site is situated along Meineke Road just off Highway 99W, which is highly proximate and convenient to the Highway 99W corridor, the Langer Drive Commercial District, a Target, Albertsons, Home Depot and the Sherwood City Center. There are numerous schools and community parks within the area. Major employers within the City of Sherwood include the school district and the Allied System Company.

Immediately surrounding features include higher-density residential development to the immediate east that effectively limits visibility, traffic noise, and direct access to the site from Highway 99W. To the west and north, the site is bounded by Cedar Creek and requisite natural resource buffer area that prohibits development. This in turn provides some park-like setting, some view shed, and a measure of privacy for development that would occur on the subject site immediately adjacent.

All of the above should be considered amenities for residential development specifically. In turn, restricted access from key directions to the site because of the natural resource area would indicate obstacles to commercial use and its dependence upon visibility and access. Across Cedar Creek, land is fully developed as single-family residential uses. The resource area should be viewed as a buffer between potential higher-density residential uses on-site and lower-density residential development already in place on the west side.

Subject Site Conclusions

In short, it is concluded that the site is both appropriate and highly amenable to residential development:

- At nearly six acres, undeveloped, and flat, the site provides appropriate flexibility with regard to residential development feasibility, unit mix, and site plan to provide a variety of residential options.
- Locationally, proximate to Highway 99W but without direct visibility or access, the site affords adequate access by residences on the site to various public and commercial amenities in the Sherwood and greater regional area via Highway 99W.
- Effectively “buried” behind adjacent high-density residential development that limits visibility and access from Highway 99W, the site is well-suited as a residential location consistent with other surrounding residential development.
- The Cedar Creek natural area to the immediate west of the subject site should be considered an important natural amenity for residential development, providing park-like setting, privacy, and some view shed for potential resident households. This in turn has economic value as well as public value.

Alternatively, it is found that the site currently has significant disadvantages as a commercial development site:

- Although proximate to Highway 99W, the development of higher-density residential use between the site and Highway 99W "buries" the property, effectively limiting its visibility and access, generally the two most important features of a commercial development site.
- Surrounded by residential development and a natural resource area, traffic, noise, and other disamenity issues from the standpoint of existing, nearby residents, the site would further realize lower economic and community value as commercial development instead of residential development.
- The Cedar Creek natural area immediately to the west restricts access from a key direction and residential area upon which commercial development success would depend.
- Commercial development on-site would not realize economic and community value from the Cedar Creek natural area, but rather would be treated as a development site constraint.

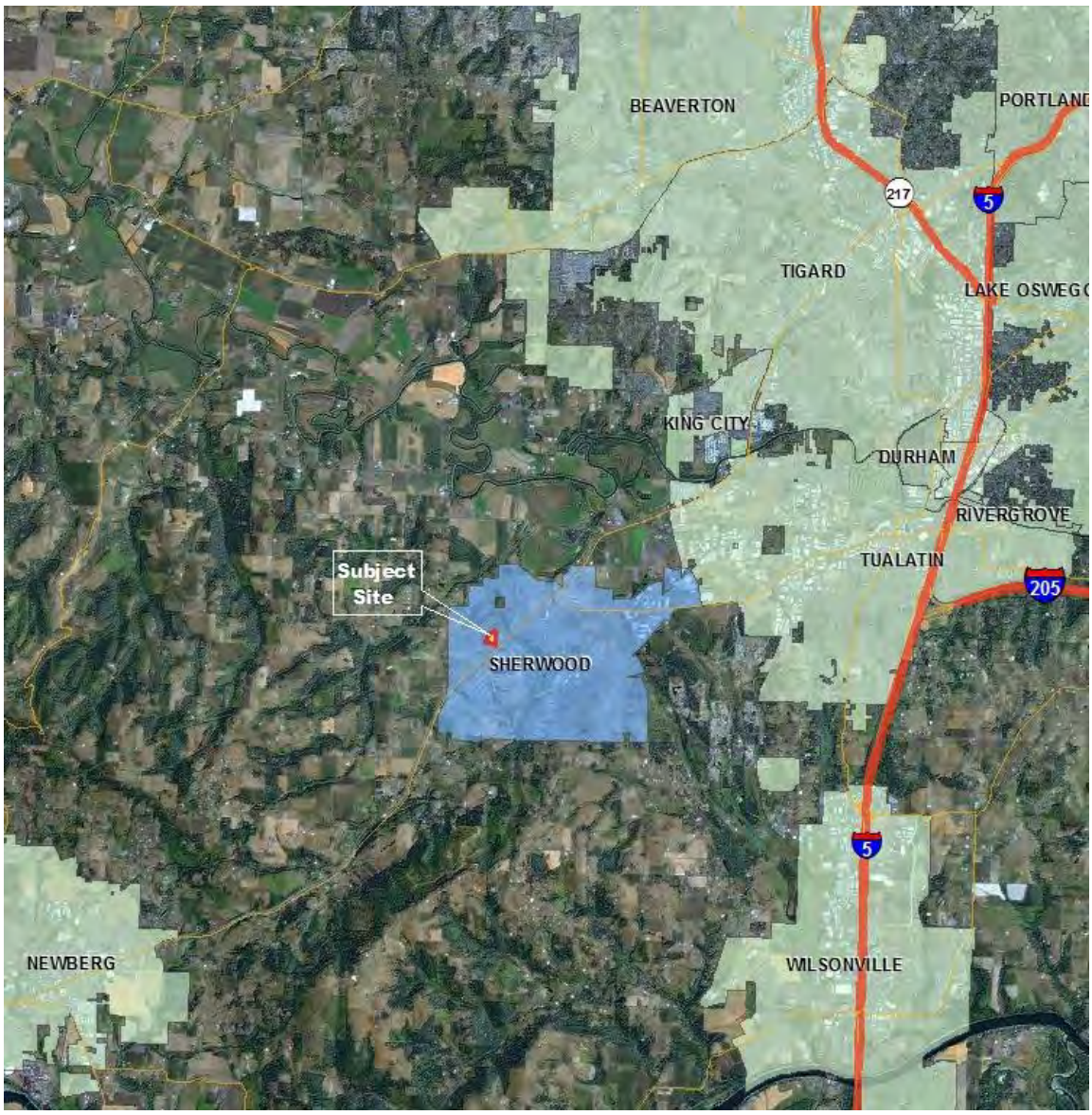
FIGURE 2: AERIAL VIEW OF SUBJECT SITE & AREA AMENITIES

IV. PRIMARY MARKET AREA

The Primary Market Area (PMA) for the subject site in this analysis is defined as the City of Sherwood. Sherwood represents the geographic area from which the subject development will likely draw the majority of its demand due to the local need for high-density attainable housing based on demographics, income levels, and younger families seeking affordable housing alternatives.

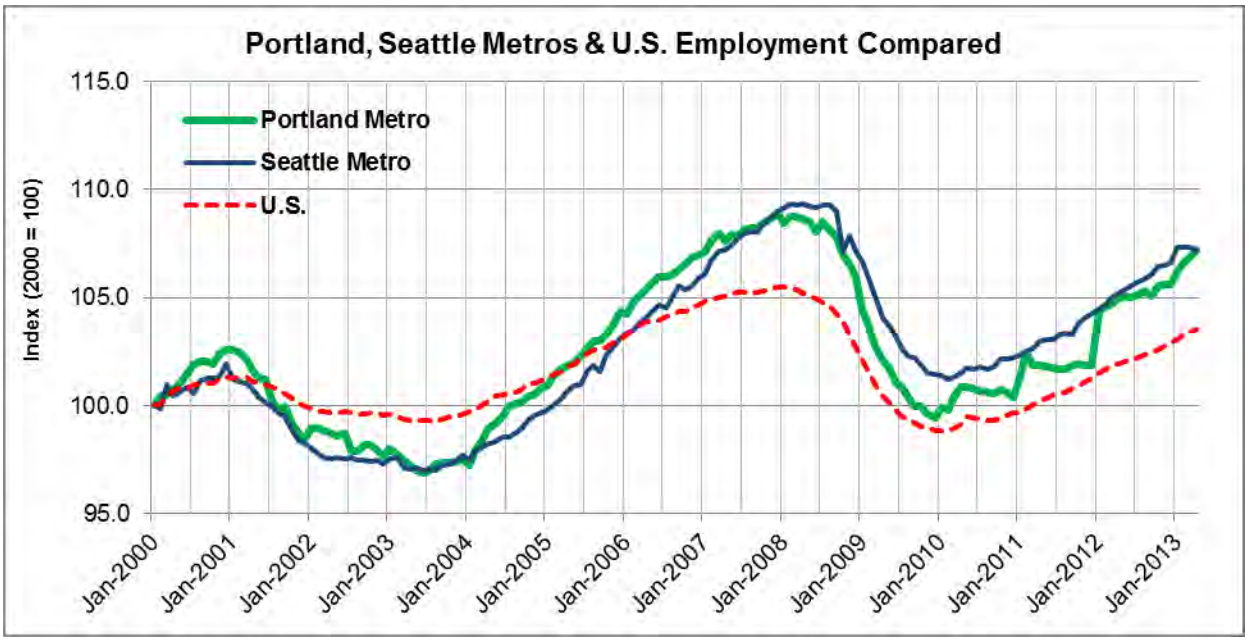
The resulting Primary Market Area designation is shown in FIGURE 3.

FIGURE 3: MAP OF SHERWOOD PRIMARY MARKET AREA



V. ECONOMIC OVERVIEW

Portland Metro Catching Up to Seattle



The Pacific Northwest economy continued its trend of exceeding the nation in terms of job growth through the First Quarter of 2013 and since the benchmark year of 2000. The Portland metro area again caught up with the Seattle metro area in terms of total percentage expansion since 2000. Although Seattle suburban growth has skyrocketed over the past decade and more, downtown Seattle employment has fluctuated significantly since the dot-com crash and the demise of Washington Mutual.

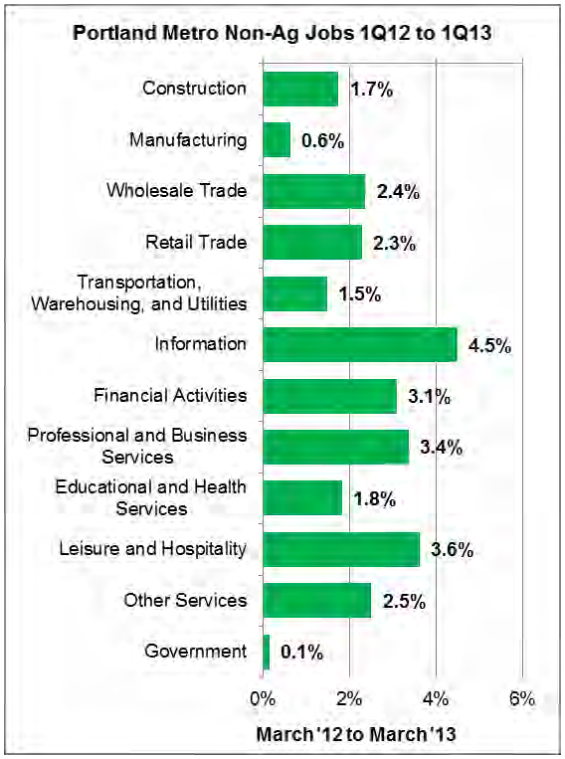
First Quarter details for the Portland economy include:

- The Portland metro added 20,500 jobs from March 2012 through March 2013. The expansion translates into a 2.0% annualized rate of growth.
- The metro area economy has not yet returned to its pre-Great Recession peak employment level at 1.04 million jobs in December of 2007.
- Current total jobs in the Portland metro area stand at 1.03 million.
- The Portland area continues to have significantly greater seasonal fluctuation to job gains due to stronger ties to agricultural industries, as well as major construction projects in Washington County.

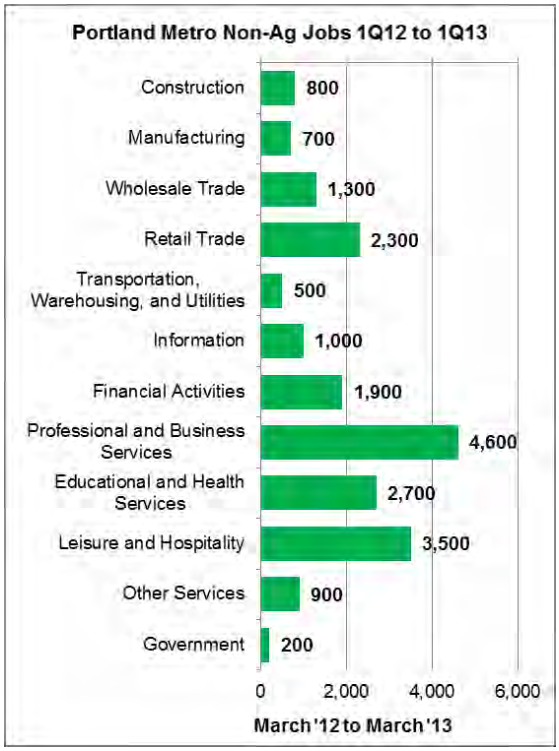
Fastest Portland Job Growth Among Office/Business Park Growth Sectors

Portland metro area industry sector growth over the past year was most brisk in Information (4.5%), Leisure & Hospitality (3.6%), and Professional & Business Services (3.4%). The uptick in expansion in those three sectors indicates returning strength to office and business park demand drivers moving forward.

Sectors more indicative of industrial growth had less-pronounced expansion between March of 2012 and March of 2013 in the Portland metro area. Wholesale Trade led with 2.4% job growth, followed by Construction (1.7%) and Transportation, Warehousing, and Utilities (1.5%). Manufacturing expanded by a muted 0.6% job growth during the period.



Most New Jobs in Portland Metro Among Office/Business Park Growth Sectors

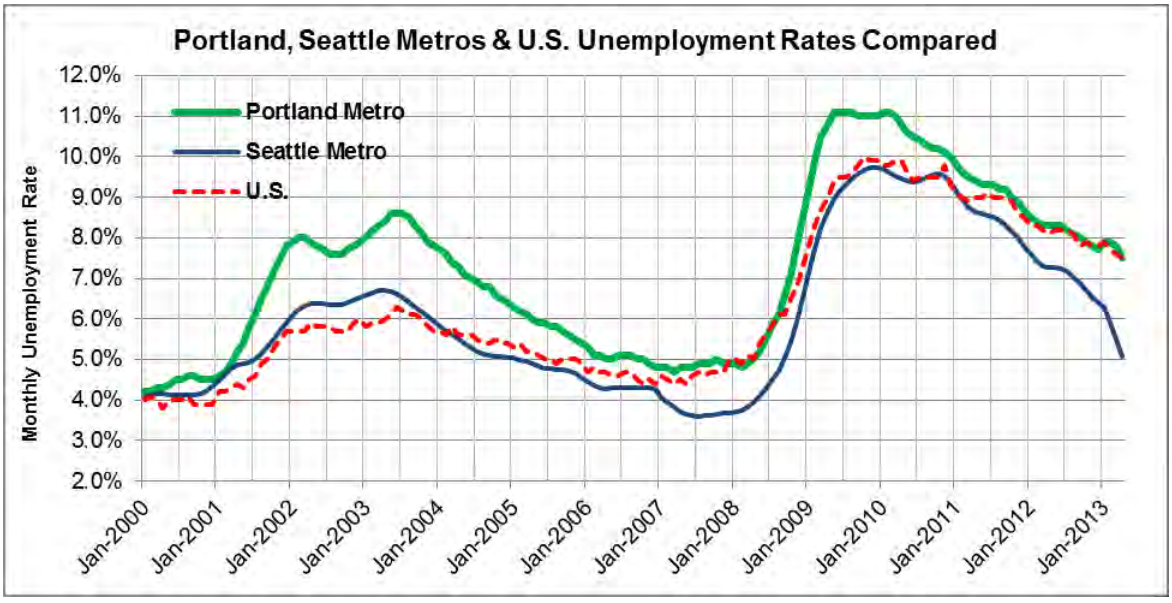


In terms of total jobs added over the last twelve months, Portland metro was led by Professional & Business Services at 4,600 new positions between March of 2012 and 2013. Although Information enjoyed the highest growth rate during the period, the sector added 1,000 jobs to a smaller industry sector base.

Portland metro area Construction, Manufacturing, Wholesale Trade, and Transportation, Warehousing, and Utilities combined for 3,300 new jobs between March of 2012 and 2013. Retail and Leisure & Hospitality combined for 5,800 jobs.

Portland Metro Unemployment Returns to National Average

Accelerating recovery in the Portland metro economy translated into a steady decline in the regional unemployment rate between March of 2012 and March of 2013. The jobless rate in the region now stands at 7.8% with the national rate at 7.6%.



At its worst, the Portland metro area unemployment rate reached a peak of 11.1% for most of the months between May of 2009 and March of 2010. The regional jobless rate is now back to the same level as the pre-Great Recession economy in 2004.

As both the Portland and greater Pacific Northwest economies return to more robust recovery, unemployment rates may see soft recovery as long-discouraged workers, not included in the unemployment rate calculations, step back into the job market as confidence in the economy builds.

VIII. PROPOSED PRODUCT & DEMOGRAPHICS DEFINED

New Household Residential Demand

Cardno conducted an analysis of likely expected household demographics growth projected a 20-year planning period through 2033. Detailed results are expressed in TABLE 1, which provides estimates of residential product demand due to new population growth in Sherwood, OregonEstimates are provided for both the total household growth in the Sherwood market, as well income qualifying households for for-sale housing product across the planning period.

Findings can be summarized as follows:

- The Sherwood PMA is anticipated to grow by 2,100 new households over the planning period.
- The single largest-growing cohort in Sherwood is expected to be households with an income range of between $75,000 and $99,999.
- Households within the $75,000 to $99.999 income are expected to comprise the largest number of households seeking homeownership, followed by households that earn between $50,000 and $74,999 annually. Combined, both cohorts represent need for 447 for-sale residential units to accommodate anticipated population growth.

Household Income Range	New Households Total	%	Tenure Split Owner	Renter	Net Increase Owner	Renter
Less than $15,000	80	4.0%	25.9%	74.1%	60	20
$15,000 - $24,999	104	5.0%	27.9%	72.1%	37	67
$25,000 - $34,999	72	3.4%	30.1%	69.9%	128	-56
$35,000 - $49,999	196	9.3%	33.2%	66.8%	210	-14
$50,000 - $74,999	356	17.0%	37.3%	62.7%	225	131
$75,000 - $99,999	380	18.1%	42.7%	57.3%	242	138
$100,000 - $124,999	376	17.9%	51.7%	48.3%	83	293
$125,000 - $149,999	192	9.1%	64.3%	35.7%	56	136
$150,000 - $199,999	164	7.8%	72.0%	28.0%	75	89
$200,000 or more	180	8.6%	78.7%	21.3%	353	-173
Total/Weighted Avg.	2,100	100.0%	70.0%	30.0%	1,469	631

All Ownership Housing Income Range	New Households	Qualified Payment 1/ Low		High	% of Qualified Payment	Qualified Home Price 2/ Minimum		Maximum
Less than $15,000	60	$0	-	$250	100.0%	$0	-	$58,000
$15,000 - $24,999	37	$250	-	$375	100.0%	$58,200	-	$87,000
$25,000 - $34,999	128	$375	-	$625	100.0%	$87,300	-	$146,000
$35,000 - $49,999	**210**	**$625**	**-**	**$875**	**100.0%**	**$145,500**	**-**	**$204,000**
$50,000 - $74,999	**225**	**$875**	**-**	**$1,250**	**100.0%**	**$203,700**	**-**	**$291,000**
$75,000 - $99,999	**242**	**$1,250**	**-**	**$1,875**	**95.0%**	**$276,500**	**-**	**$415,000**
$100,000 - $124,999	83	$1,875	-	$2,500	95.0%	$414,800	-	$553,000
$125,000 - $149,999	56	$2,500	-	$3,750	90.0%	$523,900	-	$786,000
$150,000 - $199,999	75	$3,750	-	$6,250	80.0%	$698,600	-	$1,164,000
$200,000 or more	353	$6,250	-	$12,500	70.0%	$1,018,700	-	$2,037,000
Total/Weighted Avg.	1,469				90.3%			

1/ Assumes 30% of gross income towards payment.
2/ Based on the following financing assumptions

Interest Rate	5.00%
Mortgage Term	30
% of Income	30.00%
% Financed	80.00%

Based on review by Cardno, housing economics in Sherwood for the foreseeable future indicates that the price thresholds for detached, single-family housing product versus attached, townhouse-style ownership housing is summarized as the following:

- Detached Single-Family Housing: $250,000 and higher.
- Attached Ownership/Townhouse Housing: $190,000 to $300,000

Cost of residential land in Sherwood, current housing prices in Sherwood, and prevailing terms of construction and ownership financing all indicate the above. Accordingly, TABLE 1 also highlights the demand for ownership housing in Sherwood, Oregon across the planning period based on the above housing economics factors, as well as development types proposed for the property will a zoning designation of HDR.

That is, proposed residential development on-site and economically feasible on land zoned HDR would generally be priced from $195,000 to $230,000 for attached, townhouse product and detached, single-family development would be priced generally from $250,000 to $350,000. Accordingly, demand for housing at these price points in Sherwood across the planning period is highlighted in blue, an in total estimated to exceed 670 units.

IX. SHERWOOD LAND SUPPLY AND DEMAND RECONCILIATION

An Analysis of Citywide High-Density Residential & Vacant Land Available

Based on Metro GIS mapping for the City of Sherwood, the existing acreage within the city limits dedicated to high-density residential use accounts for only 7% of the overall capacity. Of that 7%, there is only 2.2 acres still vacant with some level of development potential.

With 367 new households projected by 2018, there is a definite deficit of available high-density residential land.

EXH

Washington County, Oregon 2010-029673
04/19/2010 01:27:22 PM
D-DLF Cnt=1 Stn=29 RECORDS1
$20.00 $5.00 $11.00 $15.00 - Total = $51.00

01474000201000296730040046

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

DEED IN LIEU OF FORECLOSURE
(NON-MERGER, AND WITHOUT WAIVER OF DEBT)

After Recording Return to:

William L. Larkins, Jr.
621 S.W. Morrison Street, Suite 1450
Portland, Oregon 97205

Send Tax Statements to:

Pacific Continental Bank
Attn: Maria Seip, SVP and General Counsel
P.O. Box 10727
Eugene, OR 97440

Cedar Brook Way, LLC, an Oregon limited liability company ("Grantor"), conveys to Pacific Continental Bank, an Oregon state chartered bank ("Grantee"), the following real property (the "Property"): **See attached "Exhibit A" for legal description**

together with all of Grantor's right, title, and interest of any kind in the Property. Grantor warrants that it is the owner of the Property but is conveying it to Grantee subject to liens and encumbrances, as described more particularly in an agreement of even date herewith to which Grantor and Grantee are parties ("the Settlement Agreement").

Grantor executed and delivered to Grantee a Deed of Trust, recorded on August 30, 2007, as Doc. No. 2007-095311 in the Records of Washington County, Oregon, to secure payment of a Promissory Note in the sum of $2,355,000.00. Grantor is in default under the terms of the Promissory Note and the Deed of Trust, and the Property is subject to foreclosure.

In accepting this Deed in Lieu of Foreclosure ("this Deed"), Grantee is not waiving, and is expressly preserving, the right to sue on and/or collect on the Promissory Note secured by the Deed of Trust, subject to the terms of the Settlement Agreement.

This Deed is intended as a conveyance absolute in legal effect, as well as in form, of the title to the Property to Grantee and this Deed is not intended as security of any kind. Grantor waives, surrenders, and relinquishes any equity of redemption and statutory rights of redemption that Grantor may have in connection with the Property and the Deed of Trust.

Grantor warrants that during the time period that the Property was owned by Grantor, the Property was never used for the generation, manufacture, storage, treatment, disposal, release, or threatened release of any hazardous substance, as those terms are defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), as amended, 42 USC §9601 et seq., the Superfund Amendments and Reauthorization Act (SARA), other applicable state or federal laws, or regulations adopted pursuant to any of the foregoing. Grantor agrees to indemnify and hold Grantee harmless against any and all claims and losses resulting from a breach of this warranty.

This Deed does not effect a merger of the fee ownership and the lien of the Deed of Trust described above. The fee and the lien shall hereafter remain separate and distinct. Grantee reserves its right to foreclose its Deed of Trust at any time as to any party with any claim, interest, or lien on the Property.

Grantor has read and fully understands the above terms and is not acting under misapprehensions regarding the effect of this Deed, nor is Grantor under any duress, undue influence, or misrepresentations of Grantee, Grantee's agents, lawyers, or any other person.

The following disclaimer is made pursuant to ORS 93.040(1):

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF

//

//

//

ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: April 5, 2010.

CEDAR BROOK WAY, LLC, an
Oregon limited liability company

By: _____

Printed Name: J. PATRICK LUCAS

Title: MANAGER

STATE OF Oregon)
)
County of Washington) ss.

This instrument was acknowledged before me on April 5th, 2010, by J. Patrick Lucas personally known to me or _____, and who attested that he/she was acting in his authorized capacity as the manager of Cedar Brook Way, LLC, an Oregon limited liability company.

/s/ Judi Stephens
Notary Public for Oregon
My commission expires: 10/29/12

OFFICIAL SEAL
JUDI A STEPHENS
NOTARY PUBLIC-OREGON
COMMISSION NO. 433881
MY COMMISSION EXPIRES OCT 29, 2012

EXHIBIT "A" TO DEED IN LIEU OF FORECLOSURE

(Deed of Trust Recorded as Instrument No. 2007-095311)

Parcel 1 and Tract "A," PARTITION PLAT NO. 2007-029, in the City of Sherwood, County of Washington, State of Oregon.

Tax Parcel Nos. R2153891, R2153894

From: Sally Robinson
To: Michelle Miller
Subject: Case File No. PA 13-02
Date: Friday, November 29, 2013 11:00:31 PM

Michelle,

I have VERY SERIOUS concerns over the development you are working on with Brownstone Real Estate Group. You may not know that there is currently a serious parking issue near the location of the proposed development from the existing apartments along Hwy 99. The tenants park at the ends of Cedar Creek, which are not designated parking spots; they also park at the dental building & even down onto Handley.

How is it that you can accommodate so many people in the proposed development & their parking needs? I suggest that the City REQUIRE more parking than is usually proposed (and was for the apartments in front of this area) because it will not be sufficient, which in turn makes the area more dangerous with these cars blocking fire lanes, etc.

Unfortunately, I won't be at the meeting on the 18th, but I feel very strongly that the proposed development is NOT appropriate because of the parking situation as well as the traffic impact to the area. The change from what was to be an Avamere facility and now apartments or other high density residential housing--will have a significant traffic impacts at this location. Please address these two serious issues.

Thank you. Sally Robinson, resident in the Vineyards.

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

December 9, 2013 ODOT #5936

ODOT Response to Local Land Use Notification

Project Name: Brownstone Zone Change	**Applicant:** Randy Myers
Jurisdiction: City of Sherwood	**Jurisdiction Case #:** PA 13-02
Site Address: North of SW Meinecke Pkwy, East of SW Cedar Brook Way, Sherwood, OR	**Legal Description:** 02S 01W 30CD **Tax Lot(s):** 13400
State Highway: OR 99W	**Mileposts:** 15.77

The site of this proposed land use action is in the vicinity of OR 99W. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

The applicant proposes a zone change from General Commercial to High Density Residential. For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of "no significant effect" on the transportation system, or if there is a significant effect, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

ODOT has reviewed the traffic impact analysis submitted by the applicant which compares the reasonable highest trip generation for allowed land uses under the existing General Commercial zoning to the reasonable highest trip generation for the proposed High Density Residential zoning. Since the reasonable highest trip generation under the proposed zoning is less than the existing zoning, ODOT has determined there will not be a significant effect on state highway facilities with the proposed zone change.

Thank you for providing ODOT the opportunity to review and comment on the proposed zone change. Doug Baumgartner PE, ODOT Traffic Analyst provided the technical review. If you have any questions, please contact the development review planner listed below.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209
Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Sandra Koike	Phone: 503.731.8282
Traffic Contact: Doug Baumgartner PE	Phone: 503.731.8225

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Engineering Review Comments

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.ci.sherwood.or.us

Mayor
Bill Middleton

Council President
Linda Henderson

Councilors
Dave Grant
Robyn Folsom
Bill Butterfield
Matt Langer
Krisanna Clark

City Manager
Joseph Gall, ICMA

Date:	December 11, 2013
Project Title:	Brownstone Zoning Change and Text Amendment
Case File Number:	4174
Eng Dept Staff Reviewer:	Bob Galati PE, City Engineer

Review Comments

Background Information

Brownstone has submitted for a zoning change and municipal code text amendment for Tax Lot 13400, Section 30CD, T2S, R1W, Willamette Meridian. The property is located north of SW Meinecke Road, west of Hwy 99W, and east of the extension of SW Cedar Brook Way. The applicant is proposing a change to the existing zoning from General Commercial (GC) to High Density Residential (HDR). The text amendment is to reduce the 5,000 square foot minimum lot size within the Planned Unit Development (PUD). The applicant submitted a general site layout with the application.

Transportation Review

A Traffic Analysis Report was prepared by Charbonneau Engineering LLC, dated October 2013, was submitted as part of the application. The report indicates that the proposed zoning change and code text amendment will result in fewer A.M. and P.M. peak hour trips. The report indicates that the development will experience LOS “D” or better and operate with a V/C ratio of 0.75 during both A.M. and P.M. peak hour traffic.

The development is proposing two access points to the development. One access point is located off the constructed extension of Cedar Brook Way, to the existing roundabout at the Meinecke Road intersection. The second access point is located approximately 180 feet east of the roundabout on Meinecke Road. City Engineering Design Standards indicates that a design spacing minimum of 400 feet is required for intersections on collector status streets. However, this access is proposed to be configured as a right-in/right-out intersection, in which

case the 180 foot distance would be acceptable conditioned on meeting minimum sight distance requirements.

Storm System Review

There are no existing public storm water facilities which would be able to serve the site. The existing storm water quality facility located on Cedar Brook Way near Hwy 99W serves the Cedar Brook Condominium development and is not size for additional capacity. This storm water facility is located on land owned by the current property owner located on the north side of Cedar Brook Way.

The applicant could investigate the willingness of the existing storm water facility property owner to allow expansion of the facility. Regardless, the site will need to provide storm water quality treatment of impervious surface storm water runoff generated at the site to meet CWS standards. Discharge of treated storm water runoff would most likely be to the Cedar Creek tributary located to the west of the site.

Sanitary Sewer System Review

There is an existing public 8-inch sanitary sewer mainline located in Cedar Brook Way. This sewer main would need to be extended with the construction of Cedar Brook Way to be able to provide service to the site. The existing sanitary sewer system located in Cedar Brook Way has the capacity to handle the proposed development.

Water System Review

There is an existing 12-inch water mainline located in Cedar Brook Way. The water main would need to be extended with the construction of the extension fo Cedar Brook Way to provide service to the site. The existing water system located in Cedar Brook Way has the capacity to handle the proposed development.

Comments

The traffic analysis report depicts outdated roadway classifications in a reference table. This table shall be updated to reflect current City TSP roadway classifications.

The reference chart also incorrectly indicates an existing Cedar Brook Way paved section with of 32 feet. This reference chart shall be updated to reflect a correct paved width of 36 feet.

The proposed design road section extension for Cedar Brook Way shall conform to the existing road section of Cedar Brook Way.

Conclusion

The requested zoning change and code text amendment will not have a negative impact on adjacent public transportation systems, or the ability of public utility infrastructure to handle the additional demand made by the site development.

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13

Exhibit G
Andy Tiemann Written Testimony
Planning Commission Meeting 12.18.13

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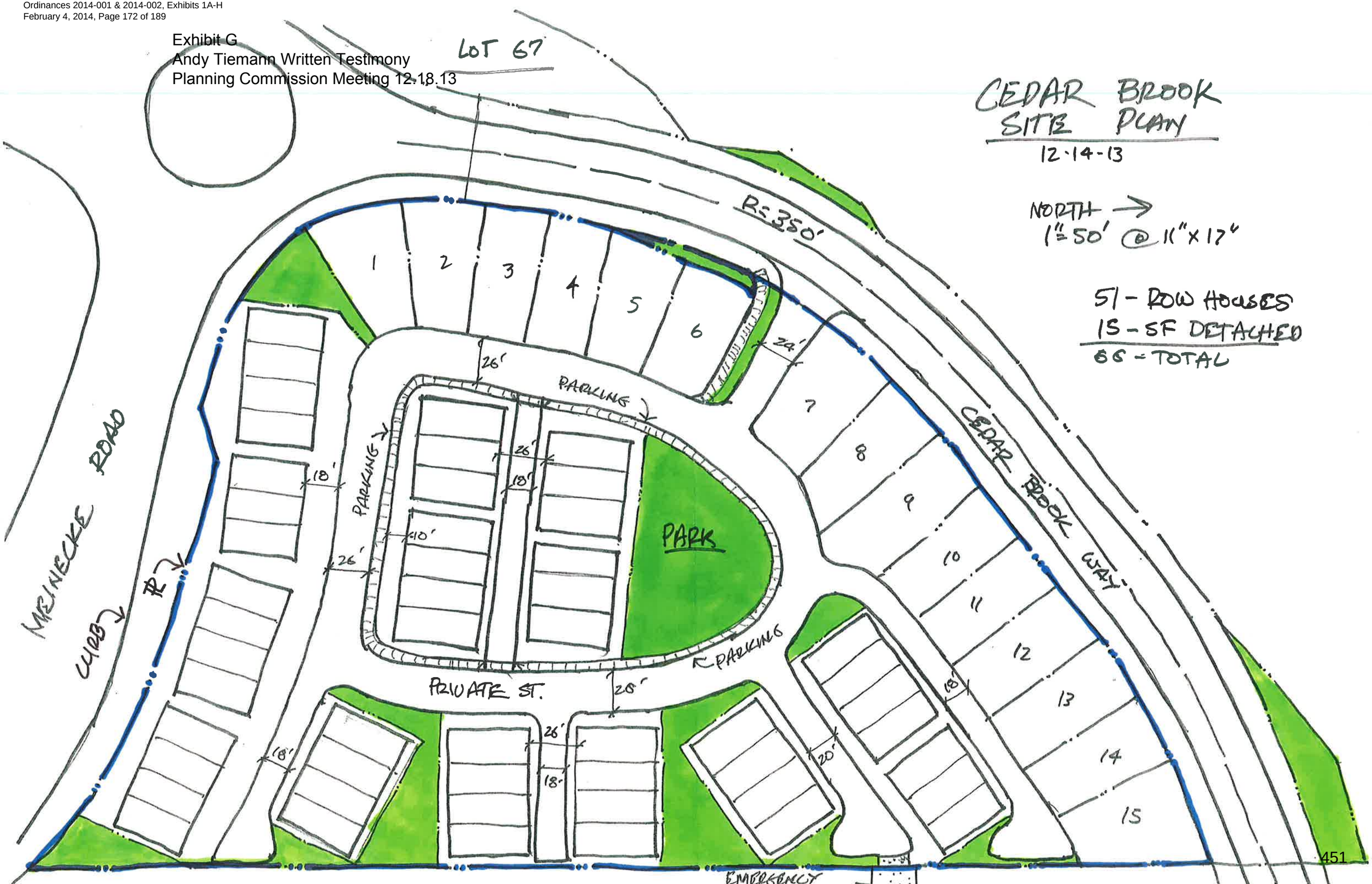
Planning Commission Meeting 12.18.13



City of Sherwood, Oregon
Ordinance No. 2004-007

AN ORDINANCE APPROVING A PLAN TEXT AMENDMENT, ESTABLISHING CHANGES TO SECTION 2.202 OF THE SHERWOOD ZONING AND COMMUNITY DEVELOPMENT CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Section 2.202 is to be amended in response to a request by West Hills Development Company to decrease the allowable lot size of residential lots for single family-detached housing; and

WHEREAS, the Sherwood Planning Commission conducted public hearings on the proposed plan text amendment on February 3rd and 25th, March 2nd and April 20, 2004, and recommended approval of the plan text amendment to the City Council; and

WHEREAS, the Sherwood City Council conducted public hearings on the proposed plan text amendment on April 27th; and requested the applicant and staff to come back to the City Council with ordinance language on June 8, 2004 to address certain issues and findings of Council; and

WHEREAS, the Community Development and Zoning Code Section 4.203.01 specifies the criteria to approve a change in the Comprehensive Plan Text, and that the Sherwood City Council finds that the text proposal complies based on the findings of the Planning Commission, and proposed ordinance language by the applicant; and

WHEREAS, the Sherwood City Council has received the application materials, the City's Planning Staff report, the Planning Commission findings, and the Council reviewed the materials submitted and the facts of the proposal and conducted public hearings as required on April 27 and June 8, 2004.

NOW, THEREFORE, THE CITY ORDAINS AS FOLLOWS:

Section 1. Commission Review & Public Hearings. That the application for a Plan Text Amendment (City File No. PA 03-03) to establish a lower minimum lot size for residential lots within a Planned Unit Development zoned High Density Residential (HDR) was subject to full and proper review, and public hearings were held before the Planning Commission on February 3rd and 25th, March 2nd and April 20, 2004 and the City Council on April 27, 2004 and June 8, 2004.

Section 2. Findings. That after full and due consideration of the application, the City Staff report, the record, findings, and of the evidence presented at the public hearing, the Council finds that the proposed plan text amendments are appropriate to revise the Community Development Code; and therefore, the Council adopts the findings of fact contained in the staff

report and recommendation from Planning Commission dated April 21, 2004, and amended by the Council findings as stipulated in the Notice of Decision "Exhibit A".

Section 3. Approval. That a request for a Plan Text Amendment is hereby **APPROVED** as stipulated in the Notice of Decision dated June 22, 2004; labeled "Exhibit A" and attached to this ordinance.

Section 4. Manager Authorized. The Planning Director is hereby directed to take such action as may be necessary to document this amendment.

Section 5. Effective Date. This ordinance shall become effective the 30th day after its adoption by the City Council.

Section 6. Sunset Clause. This ordinance shall expire automatically, unless extended by ordinance of the City Council, six calendar months from its effective date, and is available only to existing PUDs as a major modification."

Duly passed by the City Council this 22nd day of June, 2004.

Approved by the Mayor this 22nd day of June, 2004.

Mark Cottle, Mayor

Attest:

C.L. Wiley, City Recorder

	AYE	NAY
Weislogel	✓	
Grant	✓	
Heironimus	✓	
Durrell	✓	
Mays		✓
Fox	✓	
Cottle	✓	

Exhibit A: City Council Notice of Decision "Exhibit A", dated June 22, 2004.

City of Sherwood Oregon
Home of the Tualatin River National Wildlife Refuge

Exhibit A
ORDINANCE NO. 2004-007

CITY COUNCIL
NOTICE OF DECISION

Date Rec'd:	October 3, 2003
Date of Decision:	June 22, 2004
Decision Type:	V (Legislative)
Initial Hearing:	April 27, 2004
Hearing (cont.):	**June 8 and June 22, 2004**
App. revised:	**June 1 and June 11, 2004**

Applicant:
Don Guthrie
West Hills Development Co.
15500 SW Jay St.
Beaverton, OR 97006

(contact) Michael C. Robinson, Attorney
Perkins Coie LLP
1120 NW Couch Street, 10th Floor
Portland, OR 97209-4128

I. DECISION

On June 22, 2004 the City Council of the City of Sherwood, Oregon **APPROVES with conditions PA 03-03 PUD Lots Sizes Plan Text Amendment**, a proposal to reduce minimum lot sizes in residential Planned Unit Developments in the High Density Residential (HDR) zoning district. This ordinance shall expire automatically, unless extended by ordinance of the City Council, six calendar months from its effective date.

II. FINDINGS

This decision was based on the findings of fact contained in the Planning Commission Staff Report addressed to the City Council dated April 21, 2004 and the most recent submittal of revised application materials from the applicant, by Michael Robinson, Attorney dated June 1, 2004. Additional findings in response to the June 1st submittal are detailed below.

Required Findings for Approval: Required findings and criteria are listed in Section 4.203.01 of the Sherwood Zoning and Community Development Code (SZCDC).

A. 4.203.01 Text Amendment

"An amendment to the Comprehensive Plan shall be based upon a need for such an amendment as identified by the Council or the Commission. Such an amendment shall be consistent with the intent of the Comprehensive Plan, and all other provisions of the Plan and the Code, and with applicable State or City statutes and regulations."

This proposed amendment to the Zoning and Community Development Code has not to date been identified by the City Council as a response to a specific need in the community. The Planning Commission in its review, found that a need for housing that is more affordable exists, and that the amendment is consistent with the intent of the Comprehensive Plan to provide a more diverse housing mix in the City. As with all proposed land use actions, the burden ultimately falls to the applicant to prove that the need exists.

The applicant formerly addressed these applicable Policies of the Comprehensive Plan, Part 2, in their submittal dated October 3, 2003 and in supplemental materials, dated January 28, 2004:

Chapter 3 – Growth Management

The applicant listed all policy objectives of this Chapter, detailed on pages 4 and 5 of the proposal, and maintains that the proposed amendment allows the city to focus future growth on large parcels within the city, in PUD districts where residential development is contiguous to existing development.

Finding: Planning staff found, and the Commission agreed, that the proposed amendment does not further these objectives, but does not thwart them either. It would encourage development within the present City limits in the sense that it would add more of an existing housing type on certain properties, giving developers the opportunity to use a particular building type for more units than presently allowed.

Chapter 4 – Land Use

Policy 1 – Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2 – The City will insure that than adequate distribution of housing styles and tenures are available.

Policy 3 – The City will insure the availability of affordable housing and locational choice for all income groups.

Policy 6 – The City will create, designate and administer five residential zones specifying the purpose and standards of each consistent with the need for a balance in housing densities, styles, prices and tenures.

Finding: The City currently has several different housing choices in style, price and tenure: single family detached, duplexes, townhomes, condominiums, manufactured homes and multi-family apartments. The proposed amendment to the minimum lot size in Planned Unit Developments provides additional housing choices for Sherwood residents, as the prices of homes on lots as small as 2000 square feet will typically be more affordable than housing on larger lots. In public hearing, the applicant asserted that the homes offered an affordable housing option for ownership to Sherwood residents. The applicant stated that the market of this housing type on the lot size they propose would be from $163,000 to $193,000. The median price of new homes here in Sherwood is approximately $210,000 (Realtor's Multiple Listing Service, 03/04).

In order to justify a lowering of minimum lot size in the community as a whole, where PUDs have accounted for much of the single family development in the City, the applicant has provided more detailed criteria to assure a particular end-product. They have addressed issues of design in supporting materials, and propose design criteria (borrowing similar criteria from Sherwood's townhome ordinance) in the text language as proposed.

The proposal by West Hills relies largely on the provision of private covenants and a homeowner's association to enforce them, in assuring the long-term condition of the development. In order to justify a lowering of minimum lot size and provide more affordable single-family detached housing, the Commission found and Council agrees, that design and subdivision layout criteria needed to be more specifically defined and the assurance of an end-product more reliable than that of typical PUDs.

The City Council finds that the need for a varied housing market would be better served if a limitation is placed on the number of detached single family residences within such a development. The Council finds that no more than a maximum of 60% of the homes in a PUD that utilizes the 2.202.05C4 should be detached single family homes.

The Commission made the following findings in support of the proposed plan text amendment, and changes to the language itself, which the Council adopts and incorporates into the Ordinance:

- A finding that the plan text amendment is providing an opportunity for more affordable owner-occupied housing in the City of Sherwood.

- A finding that the maximum building height should be limited to that of other single family residential zones to avoid the "towering" effect if the usual HDR standard height maximum is used. Therefore, the ordinance should incorporate wording regarding "shared property line setbacks" into the text amendment. The language would limit the maximum building height to 2 stories or 30 feet

- A finding that the PUD section of the Code should incorporate a provision in this ordinance similar to that of the townhome ordinance, which states all other community design standards in Chapters 5, 8 and 9 apply unless otherwise changed via the PUD approval.

III. Ordinance Amendment

2.200 SPECIAL USES

2.201 GENERAL PROVISIONS

Special uses included in Section 2.200 are uses which, due to their effect on surrounding properties, must be developed in accordance with special conditions and standards. These conditions and standards may differ from the development standards established for other uses in the same zoning district. When a dimensional standard for a special use differs from that of the underlying zoning district, the standard for the special use shall apply.

2.202 PLANNED UNIT DEVELOPMENT (PUD)

2.202.01 Purpose

A. PUDs integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land. The PUD process allows creativity and flexibility in site design which cannot be achieved through a strict adherence to zoning and subdivision standards.

B. The PUD district is intended to achieve the following objectives:

1. Encourage efficient use of land and resources that can result in savings to the community, consumers and developers.

2. Preserve valuable landscape, terrain and other environmental amenities.

3. Provide diversified and innovative living, working or shopping environments that take into consideration community needs and activity patterns.

4. Achieve maximum energy efficiency in land uses.

5. Promote innovative design in architecture or other site features that enhance the community or natural environment.

2.202.02 Preliminary Development Plan

A. Generally

A PUD Preliminary Development Plan shall be submitted for the review and approval in accordance with Section 3.200. PUDs shall only be considered on sites that are unusually constrained or limited in development potential, as compared to other land with the same underlying zoning designation, because of:

natural features such as floodplains, wetlands, and extreme topography, or man-made features, such as parcel configuration and surrounding development. The applicant shall describe the unusual conditions qualifying the site for PUD consideration, and the Commission shall cite findings of fact validating these conditions.

B. Content

The Preliminary Development Plan application shall include the following mapping, illustrations and written narrative:

1. Existing conditions map(s) showing: All properties, existing uses, and zoning districts within three hundred (300) feet, topography at five (5)foot intervals, floodplain, significant natural vegetation and features, private and public facilities including but not limited to utilities, streets, parks, and buildings, property boundaries, lot lines, and lot dimensions and area.

2. Listing of all property owners adjacent to the PUD as per Section 3.202.03, including names and addresses, and a listing of all persons, including names and addresses, with an interest in the property subject to the PUD application.

3. Proposal map(s) showing: Alterations to topography, floodplain, natural vegetation, trees and woodlands, and other natural features, all streets, utility alignments and easements, parks and open space, other public and utility structures, and any other dedicated land features or structures, the parceling or subdivision of land including basic parcel dimensions and areas, the phasing of the PUD, siting and orientation of proposed new structures, including an identification of their intended use.

4. Narrative and drawings describing illustrating: the intent of the PUD and how general PUD standards as per Section 2.202 are met, details of the particular uses, densities, building types and architectural controls proposed, proposed architectural elevations, form of ownership, occupancy and responsibility for maintenance for all uses and facilities, trees and woodlands, public facilities to be provided, specific variations from the standards of any underlying zoning district or other provisions of this Code, and a schedule of development.

5. If the PUD involves the subdivision of land, the proposal shall also include a preliminary subdivision plat and meet all requirements of Section 7.200. The preliminary subdivision shall be processed concurrently with the PUD.

C. Commission Review

The Commission shall review the application pursuant to Section 3.200 and may act to recommend to the Council approval, approval with conditions or denial. The Commission shall make their decision based on the following criteria:

1. The proposed development is in substantial conformance with the Comprehensive Plan and is sited in an area that is unusually constrained due to existing natural or man-made features, while protecting the environmental resources of the site and adjacent properties.

2. That exceptions from the standards of the underlying zoning district are warranted by the design and amenities incorporated in the development plan.

3. That the proposal is in harmony with the surrounding area or its potential future use, and incorporates unified or internally compatible architectural treatments.

4. That the system of ownership and the means of developing, preserving and maintaining open spaces are acceptable.

5. That the PUD will have a beneficial effect on the area which could not be achieved under the underlying zoning district.

6. That the proposed development, or an independent phase of the development, can be substantially completed within one (1) year from date of approval.

7. That adequate public facilities and services are available or are made available by the construction of the project.

8. That the general objectives of the PUD concept and the specific objectives of the various categories of the PUDs described in Section 2.202 have been met.

9. The minimum area for a Residential PUD shall be five (5) acres, unless the Commission finds that a specific property of lesser area is suitable as a PUD because it is unusually constrained by topography, landscape features, location, or surrounding development, or qualifies as "infill" as defined in Section 2.202.05(C)(3).

D. Council Action

Upon receipt of the findings and recommendations of the Commission, the Council shall conduct a public hearing pursuant to Section 3.200. The Council may approve, conditionally approve, or deny the Preliminary Development Plan. A Council decision to approve the Preliminary Development Plan shall be by

ordinance establishing a PUD overlay zoning district. The ordinance shall contain findings of fact as per Section 2.202.02, state all conditions of approval, and set an effective date subject to approval of the Final Development Plan as per Section 2.202.03.

E. Effect of Decision

Approval of the Preliminary Development Plan shall not constitute final acceptance of the PUD. Approval shall, however, be binding upon the City for the purpose of preparation of the Final Development Plan, and the City may require only such changes in the plan as are necessary for compliance with the terms of preliminary approvals.

2.202.03 Final Development Plan

A. Generally

Upon approval of the PUD overlay zoning district and preliminary development plan by the Council, the applicant shall prepare a detailed Final Development Plan as per Sections 2.202 and 4.100, for review and approval of the Commission. The Final Development Plan shall comply with all conditions of approval as per Section 2.202.02. In addition, the applicant shall prepare and submit a detailed site plan, if applicable, for review and approval, pursuant to the provisions of Section 5.100. The site plan shall be processed concurrently with the Final Development Plan.

B. Final Subdivision Plat

If the PUD involves the subdivision of land, a final plat shall be prepared and submitted for final approval, pursuant to Section 7.300. The final plat shall be processed concurrently with the Final Development Plan.

2.202.04 General Provisions

1. Phasing
   a. The City may require that development be done in phases, if public facilities and services are not adequate to serve the entire development immediately.

   b. Any PUD which requires more than twenty four (24) months to complete shall be constructed in phases that are substantially complete in themselves and shall conform to a phasing plan approved as part of the Final Development Plan.

2. Failure to Complete

a. When substantial construction or development of a PUD, or any approved phase of a PUD, has not taken place within one (1) year from the date of approval of a Final Development Plan, the Commission shall determine whether or not the PUD's continuation, in whole or in part, is in the public interest.

b. If continuation is found not to be in the public interest, the Commission shall recommend to the Council that the PUD be extinguished. The Council, after public hearing, may extend the PUD, extend with conditions, or extinguish the PUD.

B. Changes in Approved Plans

1. Major Changes

Proposed major changes in a Final Development Plan shall be considered the same as a new petition, and shall be made in accordance with the procedures specified in Section 2.202.

2. Minor Changes

Minor changes in a Final Development Plan may be approved by the Council without further public hearing or Commission review, provided that such changes do not increase densities, change boundaries or uses, or change the location or amount of land devoted to specific uses.

2.202.05 Residential PUD

A. Permitted Uses

The following uses are permitted outright in Residential PUD when approved as part of a Final Development Plan:

1. Varied housing types, including but not limited to single-family attached dwellings, zero-lot line housing, row houses, duplexes, cluster units, and multi-family dwellings.

2. Related NC uses which are designed and located so as to exclusively serve the PUD district.

3. All other uses permitted within the underlying zoning district in which the PUD is located.

B. Conditional Uses

A conditional use permitted in the underlying zone in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission as per Section 4.300.

C. Development Standards

1. Density

The number of dwelling units permitted in a Residential PUD shall be the same as that allowed in the underlying zoning district, except as provided in Section 2, below.

2. Density Transfer

Where the proposed PUD site includes lands within the base floodplain, wetlands and buffers, or steeply sloped areas which are proposed for public dedication, and such dedication is approved as a part of the preliminary development plan, then a density transfer may be allowed adding a maximum of 20% to the overall density of the land to be developed.

3. Minimum Lot Size

Except for PUD developments in the HDR zone subject to section 2.202.05.C.4 below, the minimum lot size required for single-family, detached dwellings is 5,000 square feet, unless the subject property qualifies as infill, defined as: parent parcel of 1.5 acres or less proposed for land division, where a maximum 15% reduction in lot size may be allowed from the minimum lot size.

4. Minimum Lot Size in HDR zone

The minimum size for a lot containing a detached single-family dwelling in a Planned Unit Development in the HDR zoning district may be less than 5,000 square feet provided the following approval criteria are met:

a. General Standards

(1) Dwelling Area. Each single-family dwelling shall have a minimum dwelling area of 1,450 square feet. Garage area is not included within the minimum dwelling area.

(2) Lot Sizes and Dimensions. The minimum lot size shall be 2000 square feet. The minimum lot width shall be 20 feet and the minimum lot depth shall be 65 feet.

(3) Parking.

(a) The PUD preliminary development plan shall include a parking plan. The purpose of a parking plan is to provide on-street and off-street parking sufficient for residents and visitors. The parking plan shall show the location of proposed off-street parking and on-street parking.

(b) As a guideline, the parking plan should include an average of 1.75 parking spaces per dwelling unit, including both on-street and off-street parking, but not including garages.

(4) Single Family Dwelling Setbacks. Dwellings shall have the following setbacks:

(a) Front-loaded garages – minimum of 20 feet.

(b) Rear-loaded garages – minimum of 2 feet and maximum of 6 feet.

(c) Front yard setback to a front porch – minimum of 6 feet.

(d) Front yard setback to dwelling – minimum of 9 feet.

(e) Rear yard setback to dwelling – minimum of 12 feet.

(f) Rear yard setback to porch – minimum of 10 feet.

(g) Side yard setbacks adjacent to alley and streets – minimum of 8 feet.

(h) Interior side yard setbacks – minimum of 3.5 feet. Consistent with Section 2.305.04, architectural features such as cornices, eaves, canopies, sunshades, gutters, signs, chimneys, and flues may project into the required side yard no closer than two and one-half (2.5) feet from the property line.

(i) Minimum lot width at building line – 20 feet.

(j) Abutting residential districts – where proposed lots abut an existing lower density residential zoning

district, the adjoining yard setbacks shall be no less than those of the abutting residential zoning district.

(5) Maximum Building Height. The maximum building height shall be thirty (30) feet or two (2) stories.

(6) Maximum Percentage of Single-Family Homes. The total planned unit development shall have no more than 60% of the total dwellings as single-family detached dwellings.

(7) Other Applicable Standards. All applicable community design standards in Chapters 2, 5 and 8 shall apply unless otherwise approved as a part of the Preliminary or Final Development Plan.

b. Single Family Dwelling Design Standards

(1) Vehicle Access. Each lot in the PUD shall have vehicle access from either the front or rear lot line but not both. If alleyways are used for access, they shall be created at the time of subdivision approval.

(2) Garages and Driveways. Lots shall comply with the following standards in order to minimize interruption of adjacent sidewalks by driveway entrances, to slow traffic, to improve the appearance of the street, and to minimize paved surfaces for better traffic management:

(a) When garages face the street, the garage door shall be recessed behind the front building elevation (living area, covered porch, or other architectural feature) by a minimum of one (1) foot.

(b) The maximum allowable driveway width facing the street is two (2) feet greater than the width of the garage door. The maximum garage door width per dwelling is 60% of the total building width. For example, a 20-foot-wide dwelling may have one 12-foot-wide recessed garage door and a 14-foot-wide driveway.

(3) Building Design. The purpose of these standards is to make each dwelling unit distinctive and to prevent garages and blank walls from becoming a dominant visual feature. These standards will apply to all single-family detached dwellings on lots smaller than 5000 square feet unless

otherwise approved in the Preliminary or Final Development Plan.

(a) Dwellings in the PUD shall use a variety of roof types, including but not limited to, hipped, gambrel, and gabled roofs. Flat roofs shall be prohibited.

(b) A minimum of 50% of the dwellings within a block frontage shall have a front porch. Front porches may not encroach into the clear vision area as defined in Section 2.301 of this Code.

(c) Window trim shall not be flush with exterior wall treatment for any windows facing public rights-of-way. Windows shall be provided with architectural surround at the jam, head, and sill.

(d) All building elevations visible from the street or alley shall provide doors, front porches, balconies, windows, or other architectural features to provide a variety of facades. This standard shall apply to each full and partial building story.

(e) The PUD preliminary development plan shall provide a mix of rear-loaded and front-loaded garages.

(f) No two adjacent dwellings shall have the same architectural elevation or the same predominant color.

(g) All single-family dwellings shall use at least two of the following exterior materials on the front and street side façades: brick, natural stone, manufactured stone, lap siding, or stucco. The exterior siding shall not be either T-111 or plywood.

(h) Landscaping in the front yards and street side yards to the building line shall be installed prior to occupancy. Maintenance of the landscaping in these areas shall be maintained and enforced through recorded conditions, covenants and restrictions by the homeowners association. This requirement shall be imposed as a condition of approval in the PUD preliminary and final development plan. The application shall provide for

establishment of a homeowners association. The applicant shall provide draft conditions, covenants, and restrictions for review and approval by the city. At a minimum, the conditions, covenants and restrictions shall require maintenance of common areas, front yard and street side yard landscaping by a professional management company; shall prohibit outside storage in any yard; shall prohibit the parking of boats, trailers, motor homes, motorcycles, trucks, truck-campers, and similar equipment; and garages shall be available for parking.

(4) Streets and Alleys. Streets and alleyways shall be constructed consistent with applicable city standards. Alleyways shall be privately maintained. The minimum improved street width shall be consistent with local street requirements in the Transportation System Plan. Unless otherwise approved as part of the Preliminary or Final Development Plan, streets shall be 36 feet wide with parking on both sides. Any street within a block that, because of volumes of traffic or street location, is determined by the city to function as a minor collector or a higher functional classification roadway shall be constructed to such applicable standard.

(5) Open Space. The PUD preliminary development plan shall provide for private and public open spaces which shall include improvements appropriate to the open space's size and purpose, such as but not limited to, play equipment, pedestrian amenities, and trails or sidewalks. Open space shall be no less than 5% of the gross PUD area. Parking areas and wetlands may not be counted as part of this requirement.

(6) Transit Area. The PUD preliminary development plan shall provide for an attractive transit shelter at an approved transit stop location approved or requested by the Metropolitan Transit District ("Tri-Met"). The PUD preliminary development plan shall include an architectural elevation for the transit shelter.

(7) Applicant Representations. Any oral or written representations made by the applicant during the PUD preliminary development plan approval process ~~shall~~ may

be incorporated as conditions of approval and, if so, shall be implemented in the PUD final development plan.

2.202.06 Non-Residential (Commercial or Industrial) PUD

A. Permitted Uses

Any commercial, industrial or related use permitted outright in the underlying zoning district in which the PUD is located, may be permitted in a Non Residential PUD, subject to Chapter 8.

B. Conditional Uses

A conditional use permitted in the underlying zoning district in which the PUD is located may be allowed as a part of the PUD upon payment of the required application fee and approval by the Commission.

C. Development Standards

1. Floor Area

   The gross ground floor area of principal buildings, accessory buildings, and future additions shall not exceed sixty percent (60%) of the buildable portion of the PUD.

2. Site and Structural Standards

   Yard setback, type of dwelling unit, lot frontage and width and use restrictions contained in this Code may be waived for the Non-Residential PUD, provided that the intent and objectives of Section 2.202 are complied with in the Final Development Plan. Building separations shall be maintained in accordance with the minimum requirements of the Fire District.

3. Perimeter Requirements

   Unless topographical or other barriers within the PUD provide reasonable privacy for existing uses adjacent to the PUD, the Commission shall require that structures located on the perimeter of the PUD be:

   a. Setback in accordance with provisions of the underlying zoning district within which the PUD is located and/or:

   b. Screened so as to obscure the view of structures in the PUD from other uses.

4. Height

Maximum building height is unlimited, provided a sprinkler system is installed in all buildings over two (2) stories, as approved by the Fire District, excepting that where structures are within one hundred (100) feet of a residential zone, the maximum height shall be limited to that of the residential zone.

5. Community Design Standards

For standards relating to off-street parking and loading, energy conservation, historic resources, environmental resources, landscaping, access and egress, signs, parks and open space, on-site storage, and site design, see Chapters 5, 8 and 9.

6. Density Transfer

Where the proposed PUD includes lands within the base floodplain, a density transfer may be allowed in accordance with Section 8.304.05.

7. Minimum Site Area

a. Commercial PUD

Minimum area for a Commercial PUD shall be five (5) acres. Development of a Commercial PUD of less than five (5) acres may be allowed if the PUD can be developed consistent with the intent and standards of Section 2.202, as determined by the Commission.

b. Industrial PUD

The minimum site area for an Industrial PUD shall be twenty (20) acres.

Sherwood Field House Monthly Report December 2013					
December-13	**Dec-13**		**YTD**		**Dec-12**
					Est.
Usage		People		People	People
	Count	Served*	Count	Served*	Served*
Leagues	10	871	14	2973	689
Rentals	69	1380	291	5500	3381
Other (Classes)					
[1] Day Use	9	50	26	161	54
Total Usage		**2301**		**8634**	**4124**
Income	**Dec-13**	**YTD**			
Rentals	$5,033	$18,848			
League fees (indoor)	$9,849	$46,316			
Card fees (indoor)	$378	$2,589			
Day Use	$134	$587			
Advertising					
Snacks	$1,270	$2,415			
Classes					
Total	**$16,664**	**$70,755**			
FY 12 13					
Income	**Dec-12**	**YTD**			
Rentals	$8,733	$24,357			
League fees (indoor)	$4,477	$32,796			
Card fees (indoor)	$210	$2,066			
Day Use	$223	$888			
Advertising					
Snacks	$1,084	$2,186			
Classes					
Total	**$14,727**	**$62,293**			

*Estimated number of people served based on all rentals have a different # of people. Along with each team will carry a different # of people on their roster.

PRB report for December 2013

Sports Fields and Gyms

Youth Basketball held their boys Tournament December 14th and 15th they had 50 teams in town from all over the Portland metro area and as far away as Camas and Seaside. The tourney had 96 total games in seven gyms during the weekend.

The Youth basketball organization held 44 Recreational games in the gyms in Sherwood in the month of December.

Youth basketball also played approximately 28 classic games at SMS during the same time.

The approximate total number of games for youth basketball during the month was 168.

Youth Soccer is still using Snyder Park for practice during the winter.

Field House

The Field House hosted a Synthetic Turf Maintenance Procedures and GMAX Testing class on December 12th. This was put on by Pacific Sports Turf and Field Turf and was a free educational class for our public works employees and other municipality's. We had over fifty people attend and Sherwood had eight people there.

Rentals in the Field House are down a bit partly due to the fact that we are playing games later on Saturday nights.

Baseball and Softball both continue to rent space on Sundays.

Respectfully Submitted

December 31, 2013

Lance Gilgan

Sherwood Public Library – December 2013
Monthly Management Report

	Current Year	Past Year	% Change	
Check out	**29,014**	**30,905**	**-6.1%**	**(20% Self-check)**
Check in	**21,430**	**23,065**	**-7.1%**	

- New Library cards 63
- Volunteer hours 161.25 hours; equivalent to .93 FTE (25 volunteers)

- New Library2Go users 50
- Library2Go check outs 996

Monthly Activities

- Twenty-nine Baby, Preschool and Toddler Storytimes (609 attendees total)
- Two Read-to-the-Dogs programs
- Magazine Monday (free magazine giveaway)
- 12/01 Marie Buckley's Writing Workshops for Adults conclude (9 attendees)
- 12/02-08 Food For Fines benefitting Sherwood Helping Hands, Willowbrook Food Pantry & St. Francis Food Pantry
- 12/03 Library Advisory Board Meeting followed by Boards & Commissions Appreciation Dinner
- 12/04 Library staff attended WCCLS Polaris add-on demonstrations
- 12/05 Teen Advisory Board Meeting for 6-12 graders (4 teens)
- 12/05 Holiday Guitar in the Stacks with Don Jansen (provided by the Friends of the Library)
- 12/07 Family Game Day (2 children & 2 adults = 4 attendees)

- 12/11 Pajama Time Storytime (12 children, 8 adults = 20 attendees)
- 12/12 Friends of the Library Meeting
- 12/18 Late opening / Library staff attends All-City Year-End Celebration Lunch
- 12/18 Winter Crafts: Winter-themed coloring and crafting (17 children & 10 adults = 27 attendees)
- 12/24 & 11/31 Early closures for Christmas Eve and New Year's Eve
- 12/25 Library closed for Christmas Day holiday
- 12/28 Saturday Family Storytime (12 children, 9 adults = 21 attendees)
- Volunteer recruitment & training continues / New volunteers started shifts
- Library staff attended various regional, City and WCCLS meetings: OLA/PLD Board, Circulation, Adult Services, WUG, Cataloging, Latino Services and Youth Services

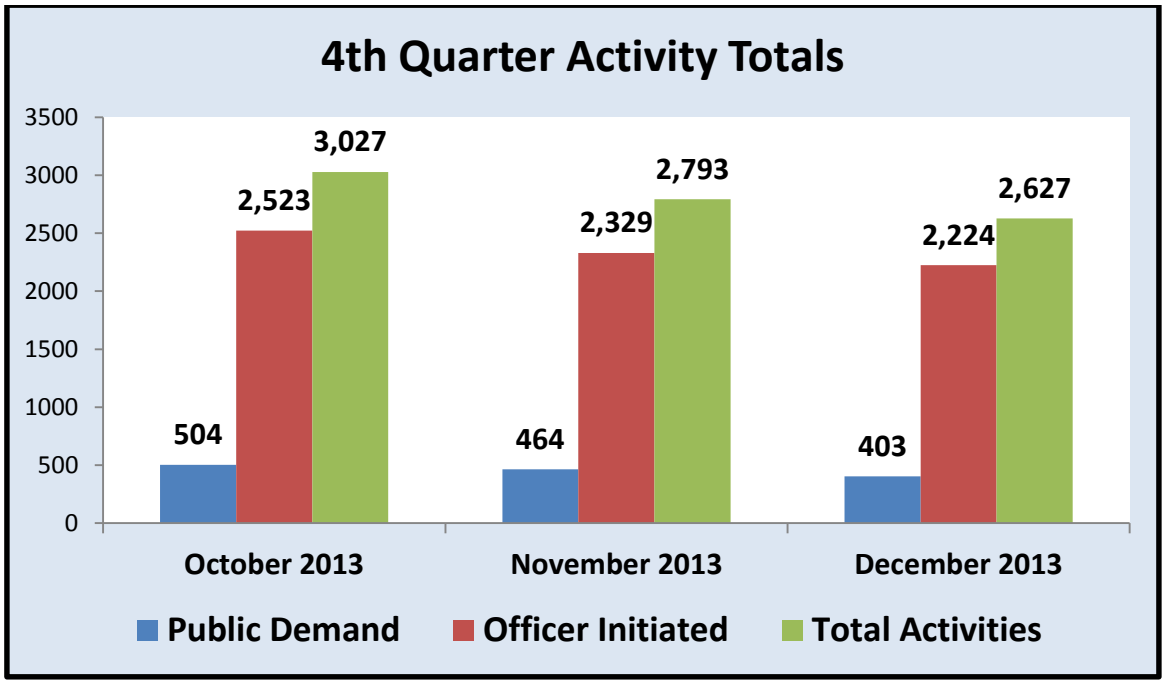
CITY OF SHERWOOD POLICE DEPARTMENT

2013 UPDATE REPORT

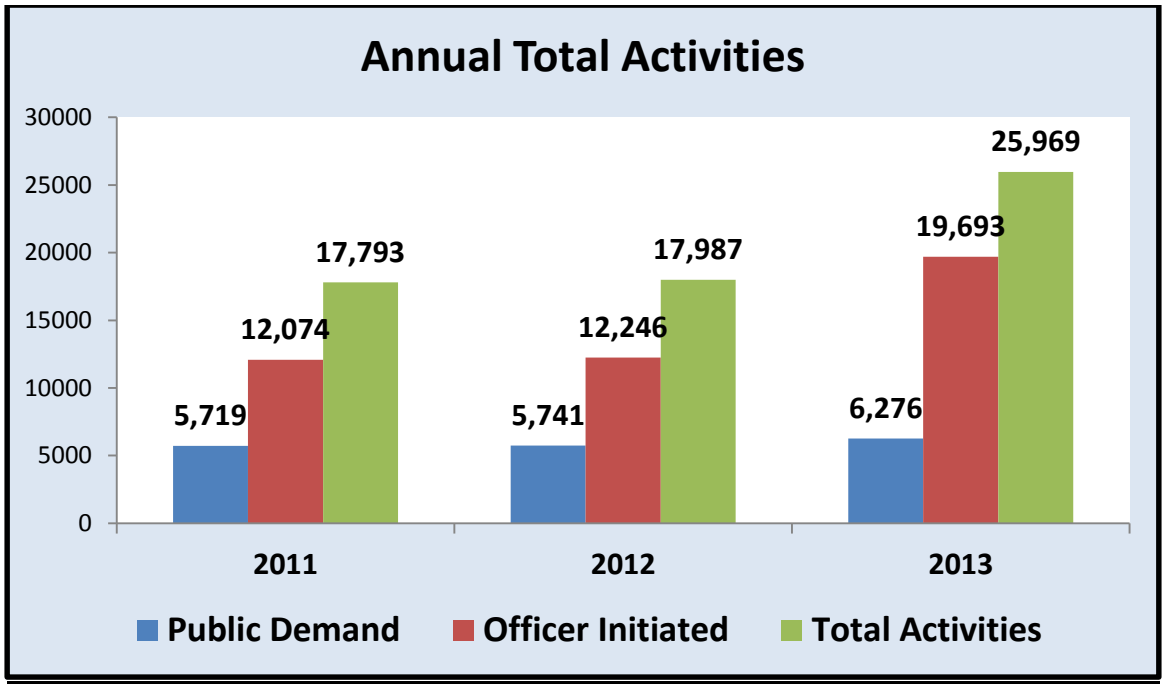
4th Quarter: *October-November-December*

2013 Patrol Calls For Service & Activities

Activity Highlights	2012 Totals	Q1	Q2	Q3	Q4	2013 Totals
Premise checks for security	1,626	401	460	644	904	2,409
Assistance provided to public	1,222	331	328	533	656	1,848
Suspicious Vehicles	697	163	160	192	153	668
Subject Stops/contacts	467	69	80	143	68	360
Suspicious Circumstances	351	39	89	107	76	311
Animal Complaints	173	53	75	74	37	239
Alarms	215	53	55	45	50	203
Juvenile Problems	381	64	118	100	66	348
Thefts	305	58	69	118	78	323
Suspicious Persons	213	37	42	46	46	171
Welfare Checks-People	220	49	64	64	52	229
Harassment	144	34	42	32	38	146
Noise Complaints	164	33	50	35	26	144
Incomplete 911 calls	148	20	19	26	31	96
Warrant Service	110	30	29	24	15	98
Fraud	108	21	26	23	25	95
Domestic Disturbance	157	47	32	41	28	148
Criminal Mischief	146	55	53	53	36	197
Drug Complaints	91	15	15	22	15	67
Burglaries	41	12	12	12	14	50
Suicide Threats	19	6	5	4	7	22
Suicide Attempts	9	0	3	0	1	4
Mental Intervention	22	2	5	4	4	15
Patrol Case Follow-Up	1,441	333	436	528	667	1,964
Robberies	5	0	2	2	2	6
Assaults	52	10	11	4	4	29
Disturbances	144	35	35	40	29	139
Assist Fire/Other PD	214	46	83	68	54	251
Sex Offenses	20	5	3	1	3	12
Missing Persons	18	4	1	2	6	13
Arson	0	0	0	1	0	1



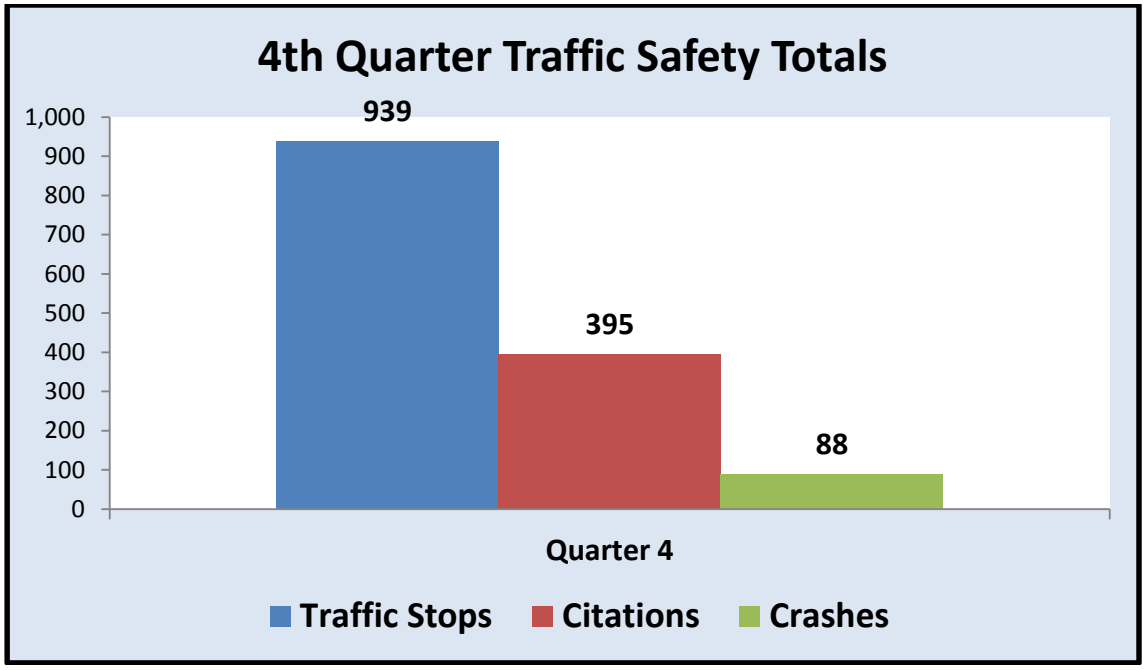
Source PSWeb2

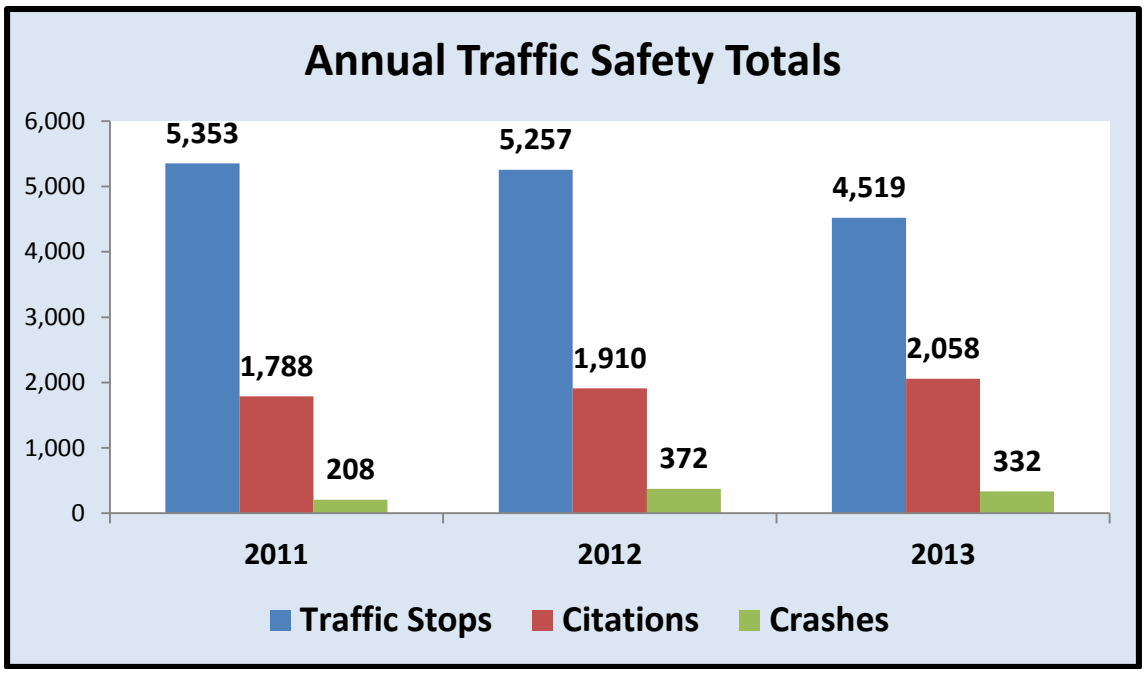


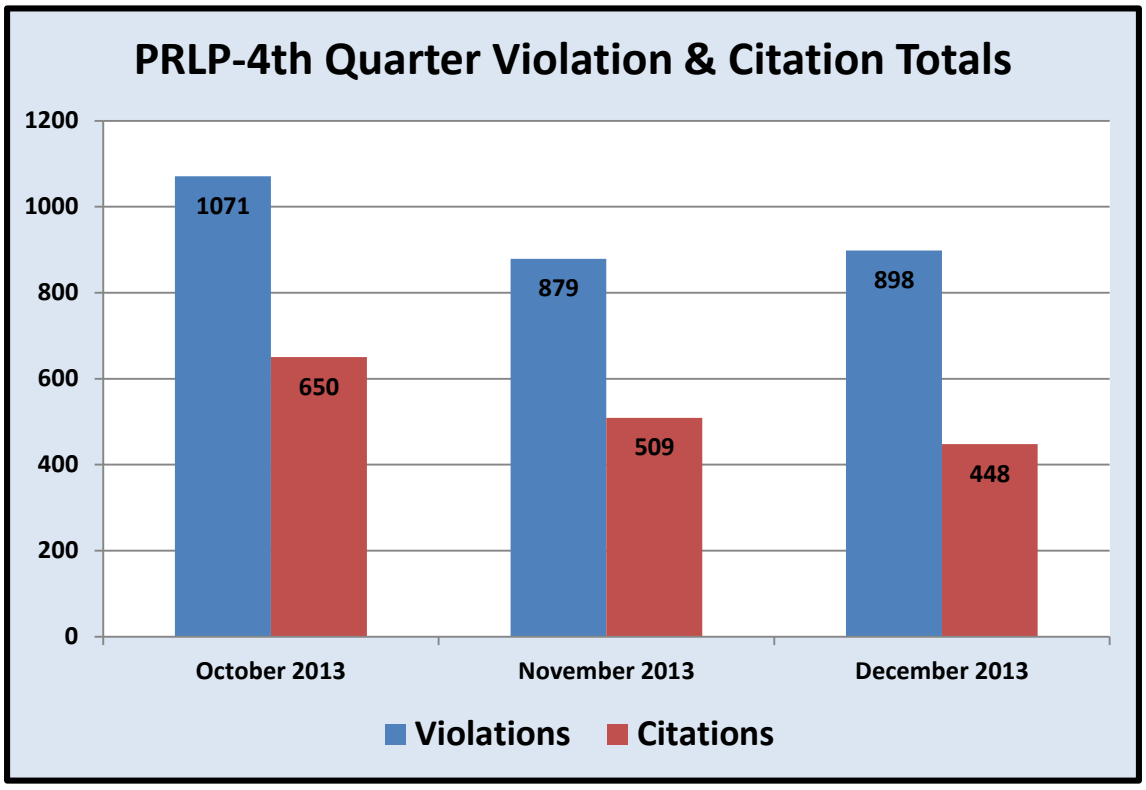
Source PSWeb2

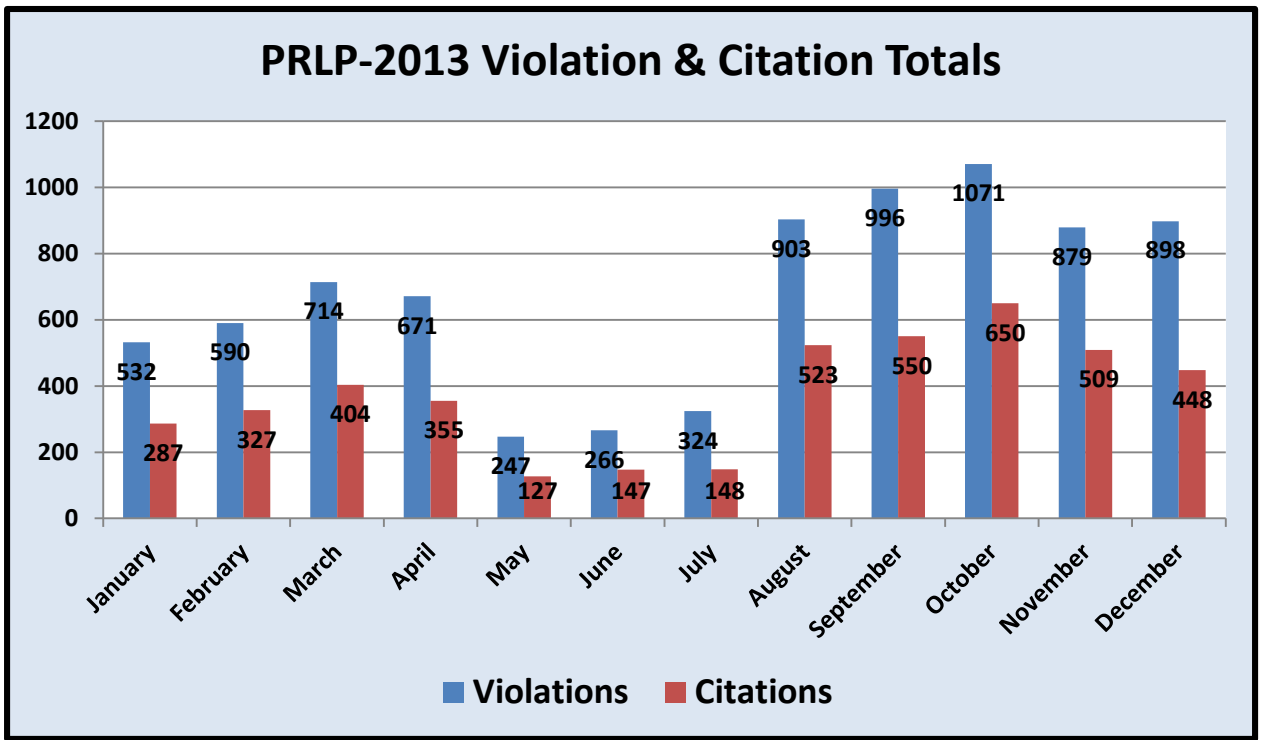
2013 Traffic Safety

Traffic Safety Call/Activity	2012 Totals	Q1	Q2	Q3	Q4	2013 Totals
Traffic Crashes	372	61	79	104	88	332
Traffic Stops-Street	5,257	1092	1021	1412	994	4,519
Citations-Street	1,910	490	477	668	423	2,058
PRL Violations	9,507	1836	1184	1227	2848	8,091
PRL Citations	4,063	1018	629	671	1607	4,475
Extra Patrols	3,296	744	770	2315	2979	6,808
Parking/City Ordinance Complaints	194	47	101	126	89	323
Motorist Assists	254	52	51	56	51	210
Hazards	196	30	67	74	42	213
Att. to Locate Driver (DUII-Reckless)	315	68	85	112	104	369
Driving Under the Influence	124	27	34	16	25	102
Traffic Complaints & Directed Patrols	112	27	57	725	1051	1,860

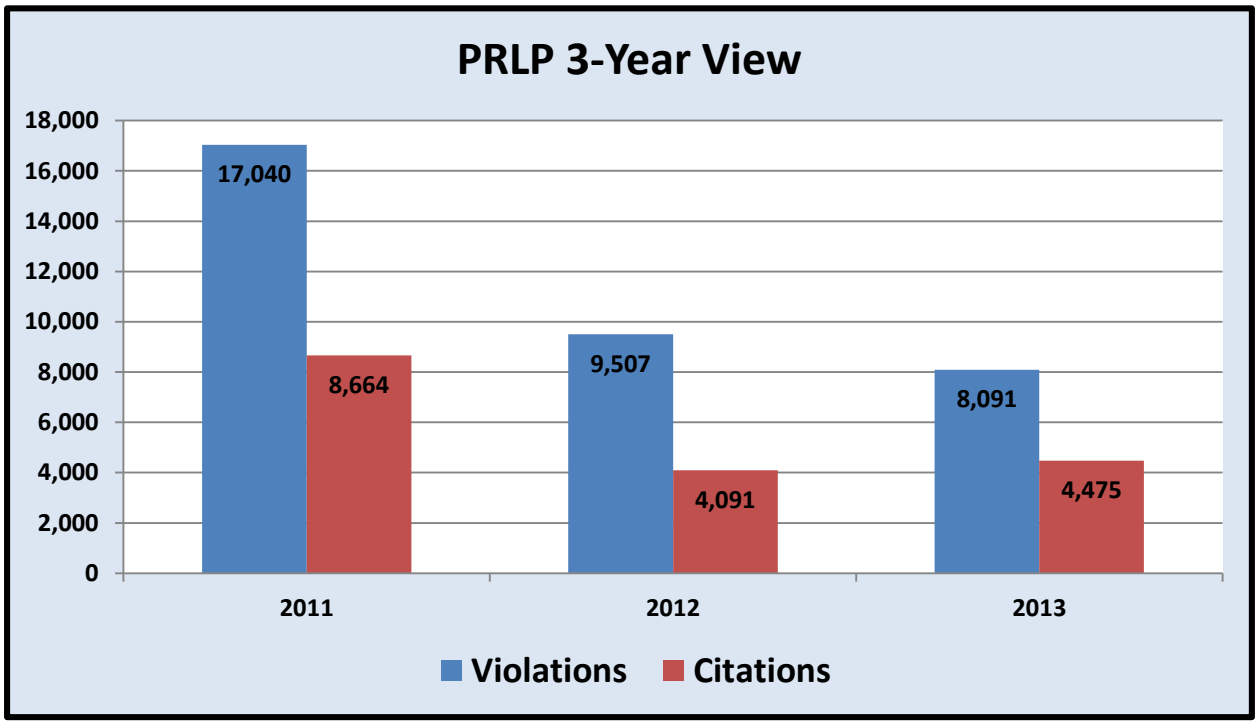



Annual Traffic Safety Totals
6,000
5,000
4,000
3,000
2,000
1,000
0
5,353
1,788
208
5,257
1,910
372
4,519
2,058
332
2011
2012
2013
Traffic Stops
Citations
Crashes

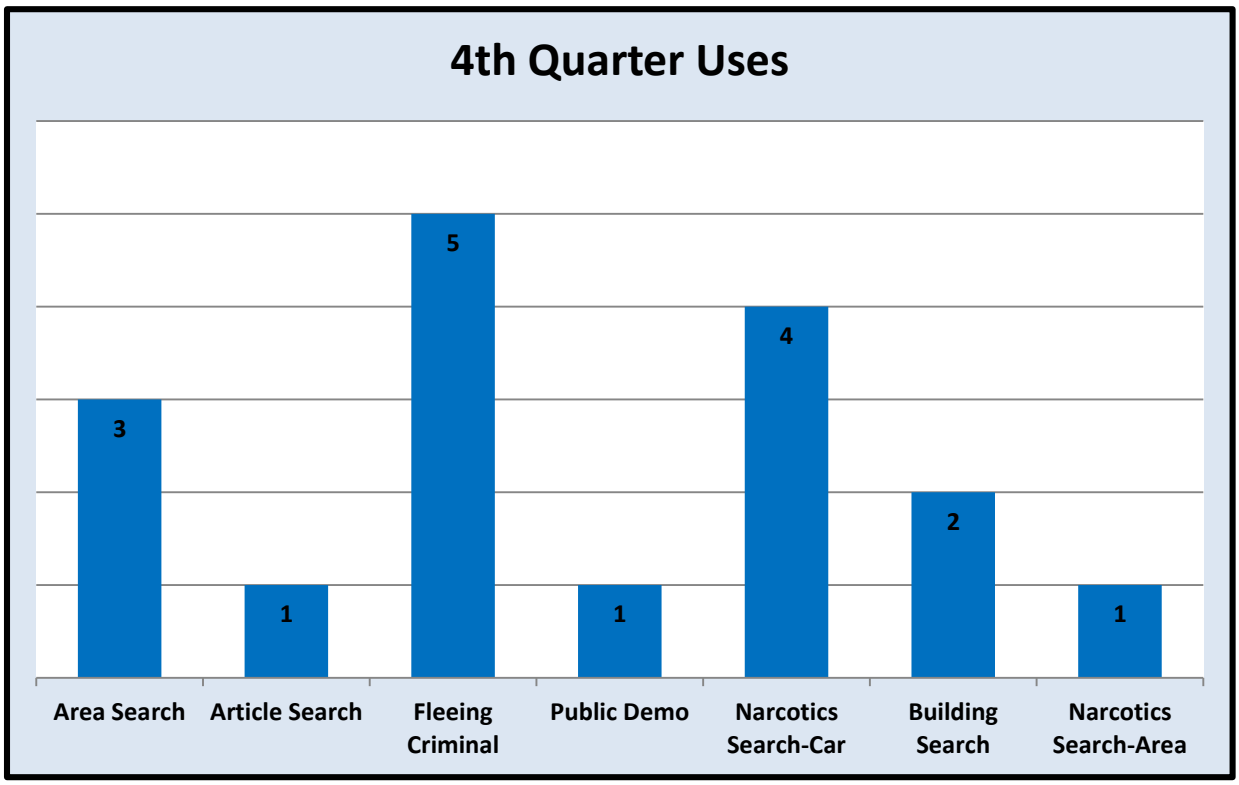

PRLP-4th Quarter Violation & Citation Totals
1200
1000
800
600
400
200
0
1071
650
879
509
898
448
October 2013
November 2013
December 2013
Violations
Citations

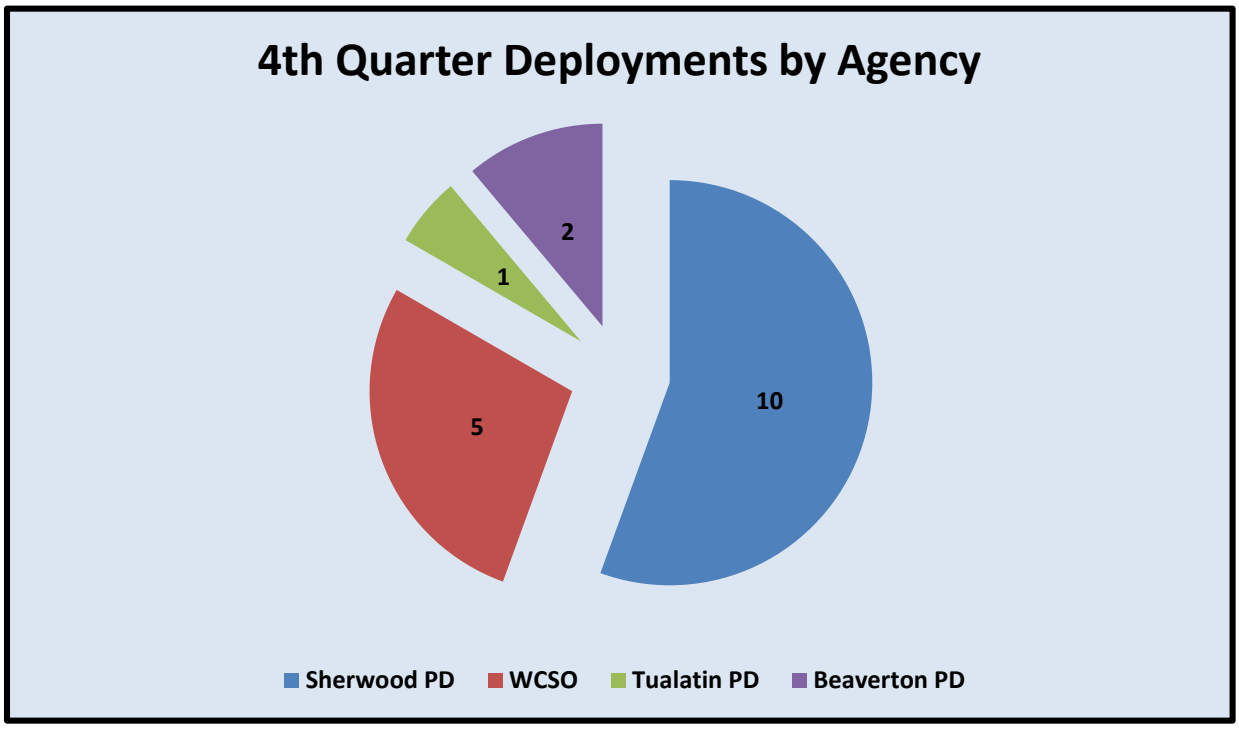


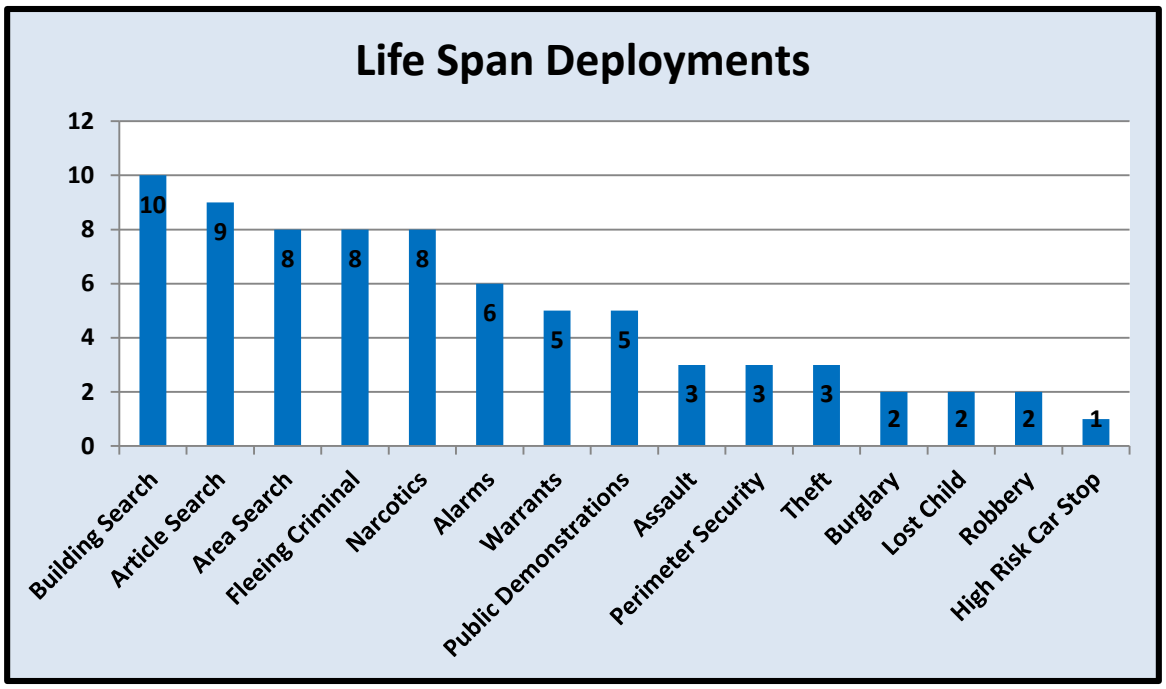
ODOT 99W paving project caused a portion of the system to be down May-July



4th Quarter K-9 Update






Life Span Deployments
12
10
8
6
4
2
0
10
9
8
8
8
6
5
5
3
3
3
2
2
2
1
Building Search
Article Search
Area Search
Fleeing Criminal
Narcotics
Alarms
Warrants
Public Demonstrations
Assault
Perimeter Security
Theft
Burglary
Lost Child
Robbery
High Risk Car Stop