

MEMORANDUM

DATE: May 18, 2009
TO: Meg Fernekees, Department of Land Conservation and Development
CC: Julia Hajduk, City of Sherwood; Keith Jones, Harper Houf Peterson Righellis, Inc.
FROM: Kirstin Greene, AICP and Steve Faust, AICP
RE: **North Adams Avenue Concept Plan – Goal 9 Compliance**

The City of Sherwood is developing a concept plan to guide the development of 55.5 acres in the North Adams Avenue Area. Of these 55.5 acres, 34.2 acres were added to the regional urban growth boundary (UGB) by Metro in 2002 at the request of the City of Sherwood. The primary objective in adding this land to the UGB was to allow construction of a collector street and alternative route between Highway 99W and Tualatin-Sherwood Road. Although not the primary purpose for expanding the UGB, this additional land will become available for urban development once the concept plan is finalized and implemented.

When the North Adams Avenue Area was initially brought into the UGB, Metro designated this land as industrial on the 2040 Growth Concept Map. The North Adams Avenue Area Concept Plan proposes changing the planning designation for two of three opportunity areas. In accordance with Oregon Administrative Rule 660-009-0010(4), the City of Sherwood is required to show that the proposed plan amendment is consistent with the existing comprehensive plan. This memorandum presents findings to support that the proposed amendment complies with the City of Sherwood's most recent Economic Opportunities Analysis (EOA) from 2006 and therefore with OAR 660-009-0010(4).

City of Sherwood Comprehensive Plan

Commercial and Industrial Lands Supply

On September 20, 2006, the Sherwood Urban Renewal Policy Advisory Committee (SURPAC) endorsed a preferred growth strategy consistent with a medium growth forecast as described in the 2006 EOA. This forecast projects the following commercial and industrial needs and means for accommodating those needs for the City of Sherwood over the next 20 years:

- An additional 27 acres of commercial land to be accommodated in the long term by "integrated commercial development within future master-planned employment and neighborhood districts, including areas 28, 54-55 and 59."¹ Since the EOA was adopted, the former Driftwood Mobile Home Park was rezoned to Retail Commercial, adding 5.74 acres to the commercial lands supply, decreasing the need to 21.26 acres. In addition, the 52-acres Langer property zoned Light Industrial has a planned

¹ 2006 City of Sherwood Economic Opportunities Analysis, p.41

unit development (PUD) overlay that allows commercial development. This could potentially add 52 acres to the supply of commercial land eliminating the need for additional commercial lands.

- An additional 74 acres of industrial land to be accommodated in the long term by “planning for new industrial sites (with integrated commercial and residential development) within future master planned employment districts in Area 48.”² As mentioned in the description of commercial land needs, the Langer PUD could result in a 52-acre reduction of industrial land supply. This could potentially increase the 20-year need for additional light industrial lands to 126 acres.

These land needs are expressed as gross buildable acres, and exclude land that is constrained by environmental factors including wetlands, floodplains, and steep slopes.

A concurrent concept planning process for the Brookman Road employment area is not included in this analysis. The Brookman Road Concept Plan area has 28.71 acres of employment land, which includes both commercial and industrial uses.

Urban Growth Boundary Additions

Chapter 8 of Sherwood’s Comprehensive Plan addresses urban growth boundary additions. The Chapter indicates that the Metro Region 2040 Growth Concept Map designates land use for future urban growth areas. Table 1 summarizes the acreage and planned land use designations for land that was brought into the urban growth boundary (UGB).³

Table 1 (Comprehensive Plan Table VIII -1). Summary of UGB Additions 2002-2004

UGB Addition	Year	Acres	2040 Land Use Type
Area 59 (Edy and Elwert)	2002	85	Neighborhood Commercial
Area 54-55 (Brookman)	2002	235	Inner Neighborhood
99W Areas	2002	23	Employment/Industrial
Area 48 (Tonquin)	2004	354	Industrial

As shown in Table 1 above, 354 acres will be added to the UGB with Area 48 (Tonquin Industrial Area). The concept planning process for Area 48 is currently underway. The supply provided in Area 48 exceeds the 20-year industrial land need of 126 acres.

North Adams Avenue Concept Plan

The North Adams Avenue Concept Plan involves 34.2 acres within the 2002 UGB expansion area, but outside Sherwood’s city limits. The study area includes an additional 21.3 acres that are within the city limits. Of the 21.3 acres, 8.4 are undeveloped and 12.9 have limited development potential due to high voltage overhead power lines and easements. The Concept Plan identifies four development opportunity areas within the concept plan study area. Table 2 provides a summary of the location relevant to city limits, acreage, existing zoning designation, proposed zoning designation and net result for each development opportunity area. These area correspond to the Development Opportunities map contained with the draft concept plan document.

² 2006 City of Sherwood Economic Opportunities Analysis, p.43

³ City of Sherwood Comprehensive Plan, Ch. 8 “Urban Growth Boundary Additions”, p. 2

Table 2. Summary of North Adams Avenue Concept Plan Zoning Designations

Development Opportunity Area	Area #1	Area #2	Area #3	Area #4
Description	99W Parcel	Central Area	Tualatin/Sherwood Road	Triangle next to Home Depot
City Limits	Inside	Outside (6.5 acres) Inside (1.1 acres)	Inside	Inside
Buildable Acreage	5.8 acres	7.6 total acres	0.9 acres	1.4 acres
Existing Zone	Light Industrial	FD-20 (6.5 acres) Light Industrial (1.1 acres)	Light Industrial	Light Industrial
Proposed Zone	Office Commercial	Light Industrial	General Commercial	Office Commercial
Net Result	-5.8 acres Light Industrial +5.8 acres Office Commercial	+6.5 acres Light Industrial	-0.9 acres Light Industrial +0.9 acres General Commercial	-1.4 acres Light Industrial +1.4 acres Office Commercial

The plan suggests rezoning existing light industrial properties along Highway 99W and Tualatin-Sherwood Road to Office Commercial and General Commercial respectively. These parcels have access and visibility from major roads and are best served by office/commercial employment uses and provide a greater opportunity to provide a physical and aesthetic gateway into the city. Recent market studies conducted by Marketek in 2007 and 2008 also show a high demand for office and retail space.

- Office Commercial is recommended for the parcel that fronts Highway 99W (5.8 acres) and the Home Depot parcel (1.4 acres). These parcels would provide office and limited retail uses to support the city's adjacent town center. These uses also are consistent with the Metro's employment design type designation and are expected to mark a new gateway into to the City.
- General Commercial is recommended for the development area that fronts Tualatin-Sherwood Road (0.9 acres). The site is too small to reasonably support light industrial uses and is not adjacent to other office areas. A small retail user would likely be best for this site that is adjacent to and compatible with existing and future commercial areas to the south and west.

Industrial development is proposed within the interior of the project area where visibility from major roads is limited. The internal area also is contiguous to industrial property to the east and is close to power lines and a substation that make an industrial use more compatible.

North Adams Avenue Concept Plan: Findings of Goal 9 Compliance

An analysis of zoning changes proposed in the North Adams Avenue Concept Plan shows that net changes in Sherwood's commercial and industrial land supplies will not affect the City's ability to accommodate the projected demand over the next 20 years and are therefore consistent with the 2006 EOA. Proposed zoning changes in the Concept Plan could result in an 8.1-acre increase in commercial land supply (0.9 acres General Commercial; 7.2 acres Office Commercial). The existing commercial land supply is more than enough to accommodate the commercial land demand identified in the EOA. North Adams Avenue related zoning changes may result in a 1.6-acre decrease in industrial lands. Despite this reduction in industrial land supply, Area 48 will more than accommodate the industrial land demand for the City in the medium growth scenario.

Table 3. North Adams Avenue Zoning Designation Impact on Employment Land Supply

	Commercial	Industrial
2006 Economic Opportunities Analysis (EOA)		
City-wide Demand	40 acres	276 acres
City-wide Supply	13 acres	202 acres
City-wide Need	27 acres	74 acres
2008 (Includes Driftwood Zone Change and Langer PUD)		
Driftwood Zone Changes	+5.74 acres	No change
1995 Langer PUD ⁴	+52 acres	-52 acres
Demand	40 acres	276 acres
Revised Supply	70.74 acres	150 acres
Revised Need	0 acres	126 acres
2009 (Includes Potential Adams Avenue Zone Changes)		
Proposed Adams Avenue Concept Plan	+8.1 acres	-1.6 acres
Demand	40 acres	276 acres
Proposed Revised Supply ⁵	78.84	148.4 acres
Proposed Revised Need	0 acres	127.6 acres
Supply to Meet Need	None Needed	354 acres (Area 48)

Conclusion

As shown in Table 3, the proposed changes to supply will not impact the City's ability to accommodate the 20-year employment land demand. A need of 127.6 acres of industrial will be well accommodated within the future development Area 48 that proposes 354 acres of industrial land. Further, Area 48 will better serve industrial uses as it will be one large consolidated area adjacent to Tualatin's large-scale industrial properties to the east of Area 48.

⁴ The Langer PUD was approved in 1995 to allow commercial zoning on industrial property. The undeveloped portions of the PUD (52 acres) still allow General Commercial uses. Since this land is zoned industrial, the potential for commercial uses was not reflected in the 2006 EOA and therefore adjusted here.

⁵ 28.71 acres of commercial and industrial land within the Brookman Road Concept Plan employment area is not included in this analysis.

MEETING NOTES

MEETING TITLE:	Stakeholder Meeting #1
PROJECT NAME & NUMBER:	Adams Avenue North (Job 8041, HHPR SHR-08)
DATE & TIME:	November 19 th , 2008, from 10:00 to 11:00 AM
LOCATION:	Sherwood Police Dept Conference Room
FACILITATOR:	Keith Jones (HHPR)
NOTES TAKEN BY:	Stephanie Guediri

AGENDA

1. Introduction and Stakeholders' Perspectives – 5 to 15 minutes
2. Project Overview and Goals – 5 minutes
3. Project Timeline and Schedule – 5 to 10 minutes
4. Opportunities and Constraints Overview – 5 minutes
5. Questions and Group Discussion – Remaining Time

ATTENDEES

Matt Langer	Langer Family, LLC
Judy Crafton	PGE
Doug Baumgartner	ODOT
Seth Brumley	ODOT
Bill Blakeslee	Bilet Products
Roger Furley	Home Depot
Jim Morse	Commercial Property Owner (Cinema)
Ben Austin	HHPR
Keith Jones	HHPR
Kirstin Greene	Cogan Owens Cogan
Jason Waters	City of Sherwood
Julia Hajduk	City of Sherwood
Tom Nelson	City of Sherwood
Stephanie Guediri	City of Sherwood

MEETING NOTES

Keith Jones introduced the project and briefly explained the UGB expansion area from 2002. He also outlined the project overview and goals, the schedule and timeline as well as some initial opportunities and constraints that the stakeholder group would expand upon.

Julia Hajduk added that project information is currently available on the City's web site, and will be updated after the stakeholder meeting.

The stakeholder working group identified the following opportunities and constraints at the meeting:

Opportunities

- 1) Reduce traffic congestion between 99W and downtown Sherwood
- 2) Provide access to underdeveloped property
- 3) Provide alternative access to developed property
- 4) Provide a continuous pedestrian pathway between downtown Sherwood and 99W
- 5) Promote economic development by providing additional land to develop within the City
- 6) Home Depot - great visibility
- 7) Internal road opportunities
- 8) Triangle property (minus easements) along Tualatin-Sherwood road
- 9) Put conduit in Tualatin-Sherwood Road for future signal timing
- 10) Compatible development - parks, fields, parking
- 11) Access/development of adjacent Langer property will eliminate multiple accesses to Tualatin-Sherwood Road
- 12) Evaluate properties beyond plan scope for access to have cohesive plan
- 13) Potential for "new" zone that allows focus of type of use that is a lower trip generator

Constraints

- 1) Limited development near power lines
- 2) Large power substation that must remain
- 3) Need for road to curve around existing power lines structures
- 4) Additional traffic conflicting with trucks off-site
- 5) Home Depot - L-turn light may be needed to ensure Home Depot can be accessed
- 6) Property owner existing agreements
- 7) Intersections already over capacity - zoning should be minimal traffic impact
- 8) Existing intersection configuration at Tualatin-Sherwood Road and 99W
- 9) Compatible development
- 10) Existing code/zone

Seth Brumley asked if a traffic study was available. Ben Austin stated DKS is finishing the existing conditions and future 2030 baseline report; it should be available in early December.

Bill Blakeslee expressed concern regarding increased vehicular traffic mixing with the large trucks accessing Billet Products. Although his entrance(s) will be modified during road construction, mixed traffic could be a problem.

Jim Morse explained that he didn't have any major concerns about this project.

Roger Furley expressed concern about eastbound left turns into Home Depot from Adams Ave, specifically if signal cues at 99W on northbound Adams Ave will block turns into HD. He has 200 employees and 1,000 customers per day. The additional traffic will ultimately boost his business. Ben stated that DKS will be looking at left hand turns into HD.

Judy Crafton expressed concern about the access road around PGE's transmission facility. Modifications to the existing gravel access road will be discussed with PGE.

Jim Morse asked about the possibility of a second road that wraps around the west side of PGE's transmission facility near the HD entrance to the back of the storage facility near T-S Road.

Matt Langer stated his family is developing most of the property adjacent to Adams Ave South as well as the parcels containing the residential home and storage facility along T-S Road. The Langer family will be constructing both legs of Adams Avenue (North & South) as part of their development project.

Doug Baumgartner stated there may be fiber and/or signal conduit along T-S Rd that may be available for connection during this project. City/HHPR will look at the existing infrastructure located in T-S Rd and 99W, and hopes to have Adams North integrated with any of Washington County and ODOT's ITS programs.

Judy Crafton asked if the access road around the transmission facility will be retained; the City affirmed that there were no plans to delete the gravel access road because PGE expressed that it should not be moved. Julia mentioned that a cosmetic wall around the transmission facility should be considered, and if a wall were constructed, it could impact the gravel access road. Judy is concerned about employee safety and access to their site. She wants to meet with the City and PGE's substation engineer to discuss additional constraints for the transmission facility and non-movable towers. Jason added that the City already consulted with PGE's substation engineers for the schematic design, but now that the project is moving toward final design with a new consultant that the team might want to meet with the substation engineers again. Judy concluded by stating PGE employees don't need access all the time; maybe once or twice per year or during power outages. She is open to discussing additional constraints with the City. Judy and Jason agreed to meet again.

Matt Langer expressed concern about access to the parcels along T-S Road; currently there are multiple driveway accesses along T-S Road and this project may be an opportunity to combine multiple access points along T-S Road, while providing additional access from Adams Ave North.

Julia mentioned that the Langer owned parcels are zoned Light Industrial (LI), but have a Planned Unit Development (PUD 95-997) overlay that allows for General Retail Trade uses. The two PGE parcels adjacent to the UGB area, currently within the city limits along T-S Road and 99W, are zoned LI.

Matt asked if the wetlands in the area were considered and Julia affirmed that they were. Other than the sensitive lands to the east, Matt is not aware of any other issues for this project.

Jason asked Doug if ODOT has proposed any signal changes at Tualatin-Sherwood Road. Doug responded that they may have some flexibility, but Doug expressed concern about modifications to signal phasing along 99W and spacing along T-S Road. The City and HHPR will schedule a separate traffic meeting with ODOT, Washington County, and DKS

to discuss potential impacts on 99W, T-S Road, at the T-S/99W intersection, and signal spacing & phasing issues.

Roger added that Home Depot may need another access to the store but they can meet with the City later to discuss this. The City/HHPR will schedule a follow up meeting with HD.

Keith ended the meeting with a brief summary of future action items including:

- Memorandum/notes summarizing the stakeholder meeting
- Opportunity & Constraints Map
- Present stakeholder meeting #1 summary and ops & constraints map to the Planning Commission (PC will act as the Advisory Committee)
- Setup a meeting with Metro
- Coordinate and schedule stakeholder meeting #2 in January

Meeting adjourned at 11:05 AM.

ACTION ITEMS		
Action Item	Person Responsible	Due Date
Memo Summary	Jason Waters/Keith Jones	TBD
Opportunity/Constraints Map	Keith Jones	TBD
Planning Commission Meeting	Julia Hajduk	TBD
Metro Meeting	City/HHPR/COC	TBD
2 nd Stakeholder Meeting	City/HHPR/COC/stakeholders	TBD

MEETING NOTES

MEETING TITLE:	Stakeholder Meeting #2
PROJECT NAME & NUMBER:	Adams Avenue North (Job 8041, HHPR SHR-08)
DATE & TIME:	February 11 th , 2009, from 10:00 to 11:50 AM
LOCATION:	Sherwood Police Dept Conference Room
FACILITATOR:	Keith Jones (HHPR)
NOTES TAKEN BY:	Stephanie Guediri

AGENDA

Introductions – 5 minutes
Overview of Project Schedule & Meeting Objectives – 5 minutes
Opportunities and Constraints Map Overview – 10 minutes
Alternatives Overview and Discussion – 30 minutes
Summary – Next Steps – 10 minutes

ATTENDEES

Seth Brumley	ODOT
Doug Baumgartner	ODOT
Nicki Langer	Langer Family, LLC
Pete Schmidt	Tualatin Wildlife Refuge
Roger Fulop	Home Depot
Mike Livingston	PGE
Cam Durrell	Les Schwab
Matt Grady	Gramor Development/Langer Family, LLC
Steve L Kelley	Washington County Planning Dept.
Keith Jones	HHPR
Chris Anuszkiewicz	HHPR
Chris Maciejewski	DKS
Kirstin Greene	Cogan Owens Cogan
Steve Faust	Cogan Owens Cogan
Julia Hajduk	City of Sherwood
Jason Waters	City of Sherwood
Stephanie Guediri	City of Sherwood

MEETING NOTES

Keith Jones introduced the project and briefly recapped that Adams Avenue North would create a North-South connection between Tualatin-Sherwood Road and Hwy 99 and this project was originally envisioned in 2002 when the area was brought into the UGB for transportation purposes. He added that METRO requires a concept-planning process

090211 8041 Stakeholder Meeting #2 Agenda & Notes

Author: SG

Created on 2/19/2009

whereby alternatives are presented with the goal of a preferred alternative being chosen. Keith showed the stakeholders a conceptual road cross section for Adams North and explained that it would consist of two 14 ft wide travel lanes, a landscaping strip and a shared bicycle/pedestrian path.

Jason Waters added that Adams Avenue South project's design is at 90%. This project was modified slightly from the original TSP in that the Adams South project combines a separate bike path and pedestrian path into one 12 ft wide path; the Adams North and Adams South road cross sections will be similar.

Roger Fulop asked if there will be two lanes all the way to Home Depot (HD). Keith responded that they are working on the traffic numbers regarding this. Chris Maciejewski suggested that there may be additional turn lanes required near Home Depot and a roundabout is also being looked at near the existing HD entrance. The TSP shows two lanes with a turning median between T-S Road and the existing HD access.

Keith went over the project schedule handout and made sure that all stakeholders had a copy for their reference. He pointed out that there will be a Public Open House on February 25th and a Planning Commission Work Session on March 24th; all of this information would be posted on the website for future reference.

Chris A (HHPR) began covering the three preliminary concepts:

- 1. Alternative A:** Baseline with Light Industrial (LI) uses, parking possibilities, building facades close to street, park amenities such as a dog park or soccer field and a walking trail. Pete Schmidt asked if there would be access to these areas from Adams and Julia responded that we're exploring the possibility. Mike Livingston thought the PGE parcel across from Home Depot would be zoned for commercial use. Chris-HHPR stated that other options are available. Julia reiterated that this was a concept plan and pieces from each alternative can be used to present the preferred alternative; LI is the existing baseline use and the feasibility of commercial at the PGE parcel will be evaluated. Julia clarified that the objective is to create one hybrid alternative using elements of Alternatives A through C. Keith added that as a whole, we are looking at zoning, parking, connectivity and trails and parkways. He added that LI generates fewer trips than commercial. Julia indicated if anything was completely off the table. Mike responded that BPA may have some sensitive issues that need to be looked at. Keith said he will be meeting with BPA next week. Jason clarified that that access to parcels within the concept plan area is not assumed off of 99W; access to those parcels is assumed to be off of Adams Avenue only.
- 2. Alternative B:** Road alignment connecting to the industrial development to the east hugs the east boundary to allow for a larger single parcel, limited recreation use, a possible trail, and building facades close to street with parking behind them. No comments were given from stakeholders.
- 3. Alternative C:** This option includes additional options for internal connectivity to the west, three roundabouts, building facades close to street with parking behind them, larger buffer for PGE substation, small dog park, and a connector to two parking areas. Roger asked about the roundabouts and if they work with the

traffic for Home Depot. Keith responded that HHPR/DKS will be looking at traffic data because the main roundabout is 400 ft from Hwy 99. This may ultimately be an ODOT concern. Chris Maciejewski added that we'll try to build our way out of a right in/right out only configuration, full access is preferred. He added that the TSP shows the signal at Baler being converted to right-in/right-out, although keeping that signal in place with a north-south road at Baler extending north of T-S Road may be a viable option to explore as the area develops. Chris added that the City/DKS/HHPR is meeting with Washington County on Friday regarding their plans for T-S Road/99W and the signals.

Mike L asked who will ultimately make the decision regarding the final concept plan. Julia responded that Planning Commission and the City Council will approve and adopt the plan, which will be driven by land-use & traffic impacts and the preferred alternative that the stakeholders choose. Mike commented that PGE will be evaluating the plan to ensure dedication of the road is counter balanced with PGE's ability to develop the property in a manner that benefits the ratepayers; development must benefit or protect the ratepayers.

Matt Grady asked if there was any flexibility in the road design. Keith responded that that transmission towers and sensitive lands to the east prevent much deviation for Adams Avenue between T-S Road and 99W.

Steve Kelley asked if the roundabouts would really help the design speed of a collector. Jason stated the posted speed will be 25mph, 30mph design, but final horizontal and vertical curves may be designed at 35mph, 40mph design in case the speed designation for Adams increases in the future.

Steve stated that Tualatin-Sherwood Road ultimately is shown as 5 lanes with interconnected signals. Keith added that there are very few collectors with north-south connectivity in the city and those types of connections will play an important part in the future.

There was a 10 minute break for stakeholders to come up and examine the alternatives being presented. The group reconvened at 10:55 AM.

Seth Brumley stated additional internal connectivity may be helpful and that the roundabout near the existing Home Depot entrance should be considered although that roundabout may be difficult due to the proximity to 99W and queuing.

Nicki Langer stated her concerns were over the access to their properties on the north side of T-S Road. Matt Grady recommended 2 access points off of Adams North to the mini-storage site, if their existing T-S Road access points will be removed when they develop.

There was a question about whether the CAP would apply to new land annexed into the City's limits. Keith stated that the City initiated the Hwy 99 CAP about 7-8 years ago and assigns trips based on the 43 trips per net acre to limit traffic overload. Julia indicated that the CAP would be applied to any land zone commercial or industrial.

Matt Grady questioned if the medians would be broken up to allow for access. He also stated that parks are great but do they fit with the Parks Master Plan and/or have they been approved by the Parks Board; City may want to run it by them? He is also concerned with emissions from BPA power lines and who is going to pay to maintain the parks. Matt was also concerned about any public roads we are showing that don't show up in the TSP; who is going to pay for those as it affects SDC's, the project should be affordable for everyone involved.

Julia responded that the area under the power lines, if not maintained, is a concern because it may be an un-desirable area for users and it could be an eyesore. The Planning Commission indicated a desire to maintain quality low maintenance landscaping. Also, this area is not on the Parks Board plan as it's currently not within City limits. Keith added that the area in question is currently leased as farm land and could be set up to be a destination, possibly a dog park.

Matt wants to be sure that the Langers get access to their parcels from Adams Avenue and they would consider relinquishing access points if the road gets built with those access points. He thinks that double lane stacks at Adams/T-S Road would allow access from Adams closer to T-S Road.

Pete stated that from prior unrelated meetings he has attended, the public has a large demand for places to walk dogs. Currently, the Refuge does not allow dogs and they have to turn away lots of people who bring their dogs with them.

Roger voiced concern over Home Depot's trucks access and if they will have to use the roundabout. Full tractor trailers will need access to Home Depot. Roger clarified that trucks can currently drive around the back of the building.

Jason asked if a secondary access for Home Depot would work on the SE corner of the HD parcel. Julia asked for clarification on the amount of truck traffic and delivery times. Roger indicated trucks would be in and out, Monday through Friday all day long. Jason stated the city will look into a full secondary access to the Home Depot site at the SE corner of the parcel, possibly off of a roundabout.

Mike made the comment that the City has done a good job working with everyone involved in this project. Kirstin asked Mike if PGE is interested in the highest-use allowed and he said yes and that he wanted a fair value for the rate payers.

Cam Durrell stated that Alternatives B and C propose a through intersection at Baler which would cut off the main access to Les Schwab. He added that 5-10 and sometimes 5-20 trucks a day need access to Les Schwab for maintenance. The trucks pull in to the truck bay and exit via the through-way. He thinks that Alternative A suits Les Schwab's purpose in that it keeps the store's vehicular access points, and he doesn't want to lose access. Cam mentioned an easement may exist between the Les Schwab site and the Langer property to the east, but could not confirm.

Julia reminded everyone that the items shown on the Concept Plan Alternatives are conceptual and that development on the private side won't happen immediately, therefore it should not be assumed that because something is shown on an alternative that it will happen as soon as the plan is adopted. In addition, because most of the

improvements outside of the Adams North public corridor require involvement from a private developer, any alternative needs to work without off-site private improvements.

Matt stated that Alternative C gives great visibility to the Langer property and that setbacks and access are important issues.

Keith stated that we are looking at LI zoning as the baseline for the project since it is the existing land-use and we will be looking at the feasibility of commercial as part of this process in order to obtain the highest & best use for the area.

Julia indicated that she wasn't sure if the California company who owned the small triangular piece of property along Hwy 99 had an access agreement with Home Depot or PGE and asked Roger if he was aware of any easements through HD property for that parcel. Roger indicated he did not know.

Matt added that roundabouts are a learned behavior for drivers and that it's a creative idea but not ideal. Keith explained that the roundabout shown at the SE corner of the HD parcel would act as a turnaround if the PGE site across from HD is limited to right-in/right-out.

Chris A (HHPR) asked the group if any existing trees in the area were a concern to anyone. Julia suggested we use some of the existing trees to provide a screen for the PGE substation.

Pete would like to see native plants in the planting strips due to easier maintenance and lower costs associated with that, versus landscaping similar to Roy Rogers Road that requires significant maintenance during the year.

Keith stated that an Open House will take place two weeks from today (2/25/09) and invited all the stakeholders to attend. He will also send out the revised alternatives (A thru B) via email to all of the stakeholders today and would like comments back from them by Friday 2/13/09. He will also tentatively schedule another Stakeholder Meeting for late March or early April.

ACTION ITEMS		
Action Item	Person Responsible	Due Date
Open House	Keith, Julia and Jason	TBD
Alternative options sent via email to all stakeholders	Keith	2/11/09
Comments due from stakeholders regarding alternative options	Stakeholders	2/13/09

Agenda
Stakeholder Meeting #2
North Adams Avenue Extension & Area Concept Plan
2/11/2009

- | | |
|--|------------|
| 1) Introduction | 5 minutes |
| 2) Overview of Project Schedule & Meeting Objectives | 5 minutes |
| 3) Opportunities and Constraints Map Overview | 10 minutes |
| 4) Alternatives Overview and Questions | 30 minutes |
| 5) Summary – Next Steps | 10 minutes |

February 11, 2009

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NOTE: WETLAND INVESTIGATION COMPLETED FOR ROAD CORRIDOR ONLY.

ADAMS AVENUE NORTH EXTENSION - CONCEPT DRAWING

SHERWOOD, OREGON

FEB 04, 2009





Alternative B

NOTE: WETLAND INVESTIGATION COMPLETED FOR ROAD CORRIDOR ONLY.

ADAMS AVENUE NORTH EXTENSION - CONCEPT DRAWING

SHERWOOD, OREGON

FEB 04, 2009





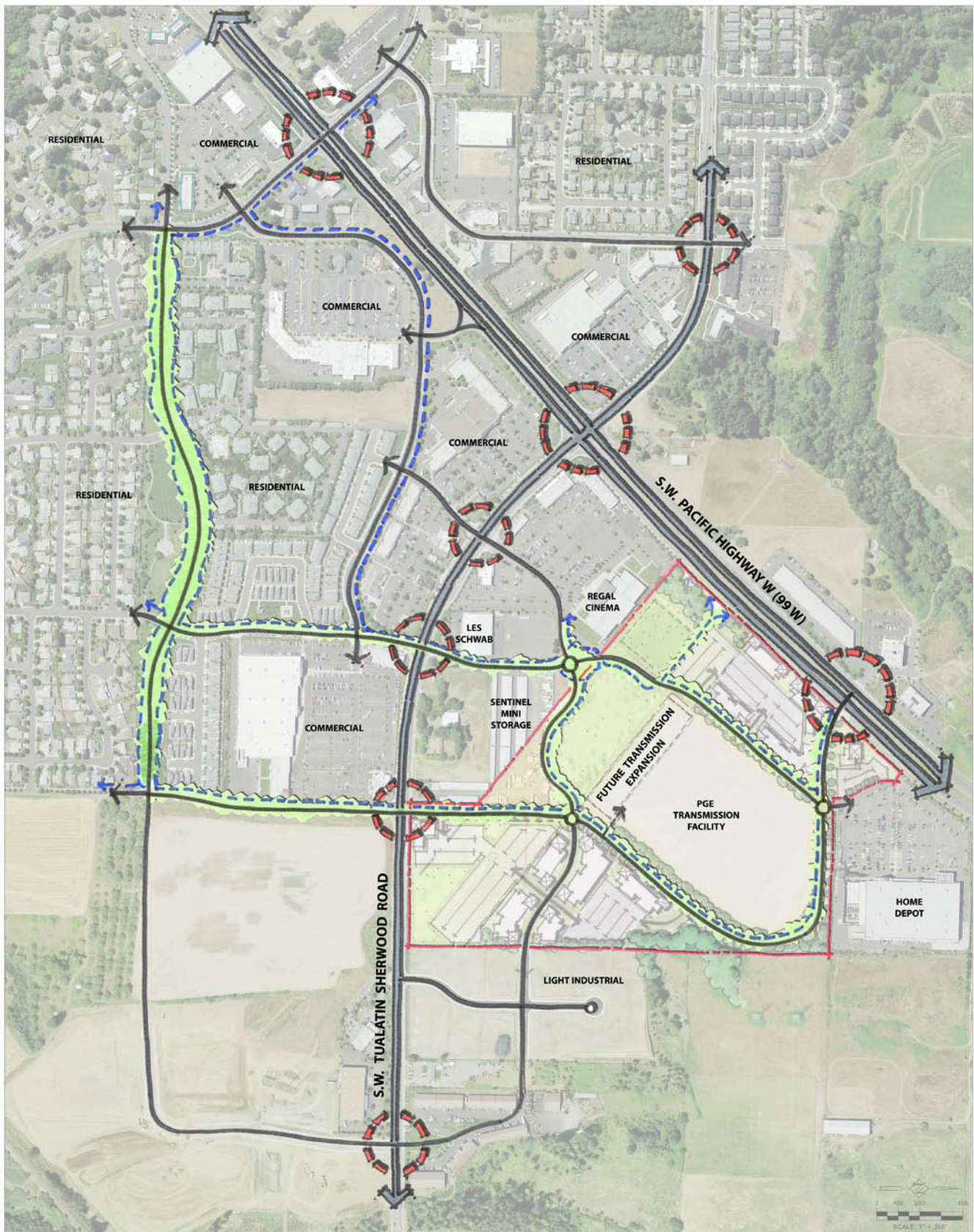
NOTE: WETLAND INVESTIGATION COMPLETED FOR ROAD CORRIDOR ONLY.

ADAMS AVENUE NORTH EXTENSION - CONCEPT DRAWING

SHERWOOD, OREGON

FEB 04, 2009





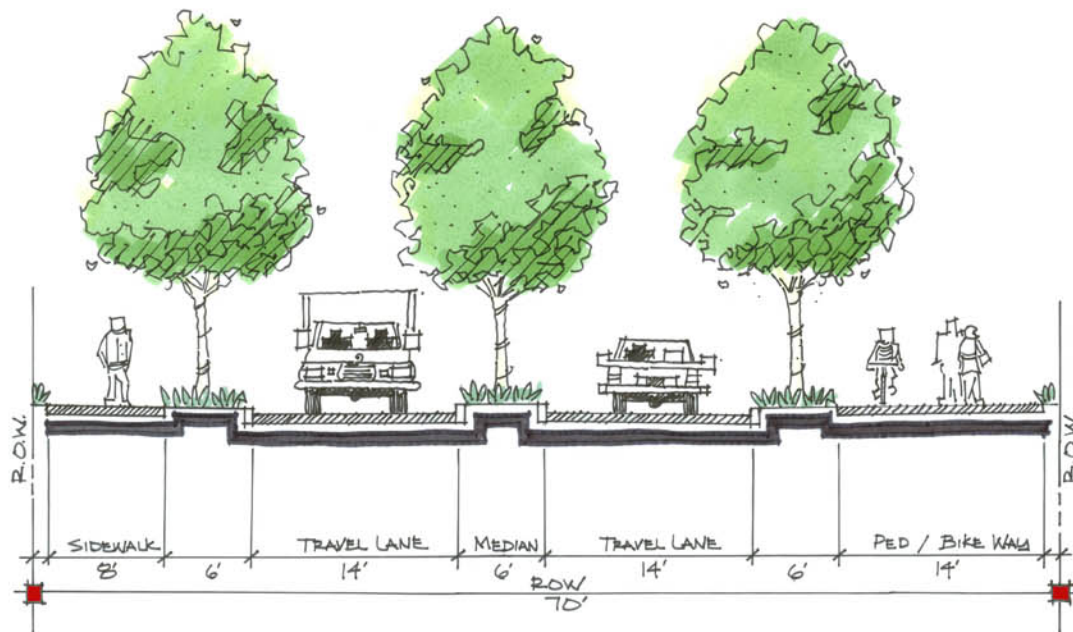
NOTE: WETLAND INVESTIGATION COMPLETED FOR ROAD CORRIDOR ONLY.

ADAMS AVENUE NORTH EXTENSION - CIRCULATION DIAGRAM

SHERWOOD, OREGON

FEB 11, 2009





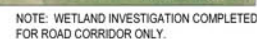
ADAMS AVENUE TYPICAL STREET SECTION
1/4" = 1' - 0"

ADAMS AVENUE NORTH EXTENSION

SHERWOOD, OREGON

FEB 04, 2009





MEETING NOTES

MEETING TITLE:	PGE - Coordination Meeting #3
PROJECT NAME & NUMBER:	Adams Avenue North (COS#8041)
DATE & TIME:	5/1/09, 9-10am
LOCATION:	PGE Offices – One World Trade Center 121 SW Salmon St
FACILITATOR:	Keith Jones
NOTES TAKEN BY:	Jason Waters

ATTENDEES

Jason Waters (City), Keith Jones (HHPR), Ben Austin (HHPR), Julia Hajduk (City), Mike Livingston (PGE), Rob Butenschoen (PGE)

MEETING NOTES

The following list identifies the key discussion items or decisions made at the meeting:

The purpose of this meeting was to follow up on with PGE on the draft concept plan, specifically the zone changes for two PGE lots located adjacent to the UGB expansion area. Also, to discuss the next steps necessary to obtain PUC approval for a right-of-way dedication exchange.

PGE started the meeting off by stating the draft concept plan looks good, including OC along 99W and GC along T-S Road, although the T-S Road parcel was not included in the MOU. Mike acknowledged the letter from the DLCD makes sense and it is understandable that GC may not get approved along 99W.

The next logical step is to move the process toward PUC approval, and hopefully a positive net benefit can be passed onto the rate payers (positive delta between before and after). The group discussed when it makes sense to start the appraisal process; it makes sense to start the process after the City Council adopts the plan, but prior to actual annexation.

The City/HHPR and PGE should begin coordinating with an appraiser after City Council approval of the plan, to clarify/coordinate a “before” annexation appraisal and “after” annexation/zone change appraisal.

Mike clarified that it will take PGE about 2 weeks to turn around signatures for the legal descriptions and annexation petition, so get those to him soon.

Mike suggested presenting the entire plan for PUC approval including the dog park shown on the exhibits. It is possible that PGE may see little developmental value in that area, so it might make sense for PGE to lease the land to the City for a dog park and create the necessary PGE/BPA easements over the leased land. This should also be included for accurate appraisals.

He would like to discuss this process further with PUC representatives.

It was agreed that the appraisal component is key for PUC approval, so each party (City and PGE) should be on the same page with the appraiser.

ACTION ITEMS

Action Item	Person Responsible	Due Date
Agree to a particular appraiser	City/PGE	6/1/09
Follow up meeting with appraiser, PGE, City/HHPR	All	6/19/09

AGENDA

No agenda provided. Open discussion.

North Adams Avenue Concept Plan Public Comment Form Summary

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?
 - Looks good. Not sure a round-about by Home Depot would work. Would stop traffic / delay flow.
 - No. There needs to be connectivity between the movie parking lot and North Adams.
 - Yes – connecting 99W to T-S Road.
 - Yes.
2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?
 - Yes – good buffer behind cinema and other businesses.
 - Only if Adams is extended to Oregon Street at the same time.
 - Yes – walking path is adequate. Road to east is adequate.
 - Yes.
3. A. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not? Are there other uses that should be considered?
 - Ok.
 - Dog park. Soccer would be nice and is needed. If not allowed, the field needs to be broken up with shrubs (not trees) to prevent this being a play field.
 - Your uses are fine. Archery shooting range under power lines should be considered.
 - Looks ok.

B. Are there other uses that should be considered?

 - Not at this time.
 - Archery shooting range under power lines.
4. A. Which zoning option is most appropriate for Opportunity Area #1? Why?
 - Office Commercial. Better use of property provides jobs like Kruse Meadows – Lake Oswego.
 - Office Commercial. Adams Ave North Area 2 needs higher building appearance standards than what Sherwood has currently. We have some ugly metal LI developments in town. South of T-S Rd is supposed to be General Commercial.
 - General Commercial.
 - General Commercial.

B. Is Light Industrial the most appropriate zoning option for Opportunity Area #2? Why or why not?

- Yes. Because of traffic impact. Road is already maxed out.
- Yes. Fewer car trips on T-S Rd. Need more LI land.
- Yes.
- No. Next door we can hardly sell anything – interest has gone away.

C. Which zoning option is most appropriate for Opportunity Area #3? Why?

- General Commercial. Better visibility / building set up a standard for job – view of Sherwood.
- General Commercial. Would be a good restaurant location near LI and kitty-corner from Red Robin.
- General Commercial.
- General Commercial. No one wants to buy LI.

5. Which aspects of the refined concept plan alternative are most important to you?

- The gateway to Sherwood. The other side of 99W (North) looks screwed up.
- Adams Ave completed. Dog Park.
- Connecting T-S Rd to 99W. Access to NW corner of Adams and T-S Rd.
- Connection to our property and would still like to change to General Commercial or <<illegible>> 2 lots.

6. Do you have other comments about the refined concept plan alternative?

- Looks like a well thought out plan. Good use of areas.
- Need to define access change to mini-storage on NW corner of T-S Rd & Adams. Most likely on T-S to the west of current address.
- Access to the storage facility on the NW corner of T-S Road and Adams Avenue must be maintained with full access near the existing gate. Access to this facility looks difficult and should be discussed.

7. Would you like to add yourself or anyone else to the project mailing list?

- Gary Langer, 14020 SW 98th, Tigard. 503-620-6649.
- Matt Langer, 15585 SW Tualatin-Sherwood Rd, Sherwood, 97140.
mlanger05@comcast.net
- Ray Paul, 6141 SW Orchid Drive, Portland, 97219. RLPLEP@yahoo.com



COMMENT FORM

North Adams Avenue Concept Plan

The Adams Avenue North concept planning area was brought into the Sherwood Urban Growth Boundary (UGB) in 2002 to allow construction of a collector street and alternative route between Highway 99W and Tualatin-Sherwood Road. The concept plan area encompasses industrial and/or commercial uses supported by the North Adams Avenue extension. The concept plan will establish a vision and framework for how new development should occur in the 33-acre planning area.

Please answer the questions on this comment form and return to us before you leave.

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?

looks good - Not sure a round about by Home Depot would work
would stop traffic / delay the flow

2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?

Yes - good buffer behind Cinema and other business

3. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not?

OK

Are there other uses that should be considered?

Not at this time -

4. a. Which zoning option is most appropriate for Opportunity Area #1?

- ☐ General Commercial
☒ Office Commercial
☐ Light Industrial

Why?

Better use of property
Provides jobs like Brew
Meatlands - Lake Oswego

b. Is light industrial the most appropriate zoning option for Opportunity Area #2?

☒ Yes

☐ No

Why or why not?

Because of traffic impact
Road is already marked out.

c. Which zoning option is most appropriate for Opportunity Area #3?

☒ General Commercial

☐ Light Industrial

Why?

Better visibility of building
Set up a standard for
the view of Sherwood

5. Which aspects of the refined concept plan alternative are most important to you?

The gateway to Sherwood
The other side of 199 W - (North)
Side looks scraped up.

6. Do you have any other comments about the refined concept plan alternative?

Looks like a well
thought out plan. Good
use of areas.

7. Would you like to add yourself or anyone else to the project mailing list?

Name:

Address:

Email:

Gary Langer
14020 SW 95th
Tigard
503-626-6649

Thank you!

If you need more time, please return by March 5 to Jason Waters, City of Sherwood:
22560 SW Pine Street, Sherwood, OR 97140 FAX: 503-625-4254



COMMENT FORM

North Adams Avenue Concept Plan

The Adams Avenue North concept planning area was brought into the Sherwood Urban Growth Boundary (UGB) in 2002 to allow construction of a collector street and alternative route between Highway 99W and Tualatin-Sherwood Road. The concept plan area encompasses industrial and/or commercial uses supported by the North Adams Avenue extension. The concept plan will establish a vision and framework for how new development should occur in the 33-acre planning area.

Please answer the questions on this comment form and return to us before you leave.

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?

No. There needs to be connection between the Movie Parking Lot and N. Adams

2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?

Only if Adams is extended to Oregon St at the same time

3. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not?

Dog park Soccer would be nice - and is needed if not allowed the field needs to be broken up with shrubs (not trees) to prevent this being a play field.

Are there other uses that should be considered?

4. a. Which zoning option is most appropriate for Opportunity Area #1?

- ☐ General Commercial
☒ Office Commercial
☐ Light Industrial

Adams Ave North Area 2
Needs higher building appearance standards than what Sherwood has currently. We have some ugly metal LI developments in town.

Why?

South of Tu Shud Rd is supposed to be
Gen Comm

b. Is light industrial the most appropriate zoning option for Opportunity Area #2?

☒ Yes

☐ No

Why or why not?

Fewer car trips on Tu - Sh. Rd - Need more
LI land.

c. Which zoning option is most appropriate for Opportunity Area #3?

☒ General Commercial

☐ Light Industrial

Why?

Would be a good restaurant location near
LI and Libby corner from Red Robin

5. Which aspects of the refined concept plan alternative are most important to you?

Adams Ave completed
Dog Park

6. Do you have any other comments about the refined concept plan alternative?

7. Would you like to add yourself or anyone else to the project mailing list?

Name: _____

Address: _____

Email: _____

Thank you!

If you need more time, please return by March 5 to Jason Waters, City of Sherwood:
22560 SW Pine Street, Sherwood, OR 97140 FAX: 503-625-4254



COMMENT FORM

North Adams Avenue Concept Plan

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Please answer the questions on this comment form and return to us before you leave.

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?

YES - connecting 99W to T-S Road

2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?

YES - WALKING PATH IS ADEQUATE

- ROAD TO EAST IS ADEQUATE

3. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not?

YOUR USES ARE FINE

Are there other uses that should be considered?

Archery shooting range under powerlines.

4. a. Which zoning option is most appropriate for Opportunity Area #1?

- ☒ General Commercial
☐ Office Commercial
☐ Light Industrial

Why?

b. Is light industrial the most appropriate zoning option for Opportunity Area #2?

☒ Yes

☐ No

Why or why not?

c. Which zoning option is most appropriate for Opportunity Area #3?

☒ General Commercial

☐ Light Industrial

Why?

5. Which aspects of the refined concept plan alternative are most important to you?

Connecting T-S to 99W
ACCESS TO N.W. corner of Adams + T-S

6. Do you have any other comments about the refined concept plan alternative?

Need to define access change to mini-storage
on N.W. corner T-S & Adams. Most likely on T-S
to the west of current access

7. Would you like to add yourself or anyone else to the project mailing list?

Name: MATT LANGER

Address: 15585 SW TUAL-SHRUB RD. Sherwood, 97140

Email: MLANGER05@COMCAST.NET

Thank you!

If you need more time, please return by March 5 to Jason Waters, City of Sherwood:
22560 SW Pine Street, Sherwood, OR 97140 FAX: 503-625-4254



COMMENT FORM

North Adams Avenue Concept Plan

The Adams Avenue North concept planning area was brought into the Sherwood Urban Growth Boundary (UGB) in 2002 to allow construction of a collector street and alternative route between Highway 99W and Tualatin-Sherwood Road. The concept plan area encompasses industrial and/or commercial uses supported by the North Adams Avenue extension. The concept plan will establish a vision and framework for how new development should occur in the 33-acre planning area.

Please answer the questions on this comment form and return to us before you leave.

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?

YES

2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?

YES

3. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not?

LEAF B.K.

Are there other uses that should be considered?

4. a. Which zoning option is most appropriate for Opportunity Area #1?

☒ General Commercial

☐ Office Commercial

☐ Light Industrial

Why?

b. Is light industrial the most appropriate zoning option for Opportunity Area #2?

☐ Yes

☒ No

Why or why not?

next door we can hardly sell
anything - INTEREST HAS GONE
AWAY

c. Which zoning option is most appropriate for Opportunity Area #3?

☒ General Commercial

☐ Light Industrial

Why?

n/a one wants to live b/I

5. Which aspects of the refined concept plan alternative are most important to you?

CONNECTION TO OUR PROPERTY AND
WOULD PREPARE TO CHANGE TO
GENERAL COMMERCIAL ON OUR PLOT 2

6. Do you have any other comments about the refined concept plan alternative?

lots

7. Would you like to add yourself or anyone else to the project mailing list?

Name: Gary Carr

Address: 6341 SW Oregon Drive

Email: Portland OR 97219

R2P2EP@yahoo.com

Thank you!

If you need more time, please return by March 5 to Jason Waters, City of Sherwood:
22560 SW Pine Street, Sherwood, OR 97140 FAX: 503-625-4254



COMMENT FORM

North Adams Avenue Concept Plan

The Adams Avenue North concept planning area was brought into the Sherwood Urban Growth Boundary (UGB) in 2002 to allow construction of a collector street and alternative route between Highway 99W and Tualatin-Sherwood Road. The concept plan area encompasses industrial and/or commercial uses supported by the North Adams Avenue extension. The concept plan will establish a vision and framework for how new development should occur in the 33-acre planning area.

Please answer the questions on this comment form and return to us before you leave.

1. Does the proposed street layout provide needed connections within the planning area? Why or why not?

2. Does the proposed street layout provide needed connections to areas surrounding the concept plan area? Why or why not?

3. The City has identified several potential uses under existing power lines that do not require structures. Should any of these uses not be considered? Why or why not?

Are there other uses that should be considered?

4. a. Which zoning option is most appropriate for Opportunity Area #1?

- ☐ General Commercial
☐ Office Commercial
☐ Light Industrial

Why?

b. Is light industrial the most appropriate zoning option for Opportunity Area #2?

- ☐ Yes
☐ No

Why or why not?

c. Which zoning option is most appropriate for Opportunity Area #3?

- ☐ General Commercial
☐ Light Industrial

Why?

5. Which aspects of the refined concept plan alternative are most important to you?

6. Do you have any other comments about the refined concept plan alternative?

ACCESS TO THE STORAGE FACILITY ON THE NW CORNER OF T-S ROAD
& ADAMS AVENUE MUST BE MAINTAINED w/ FULL ACCESS NEAR
THE EXISTING GATE. ACCESS TO THIS FACILITY LOOKS DIFFICULT &
SHOULD BE DISCUSSED

7. Would you like to add yourself or anyone else to the project mailing list?

Name: _____

Address: _____

Email: _____

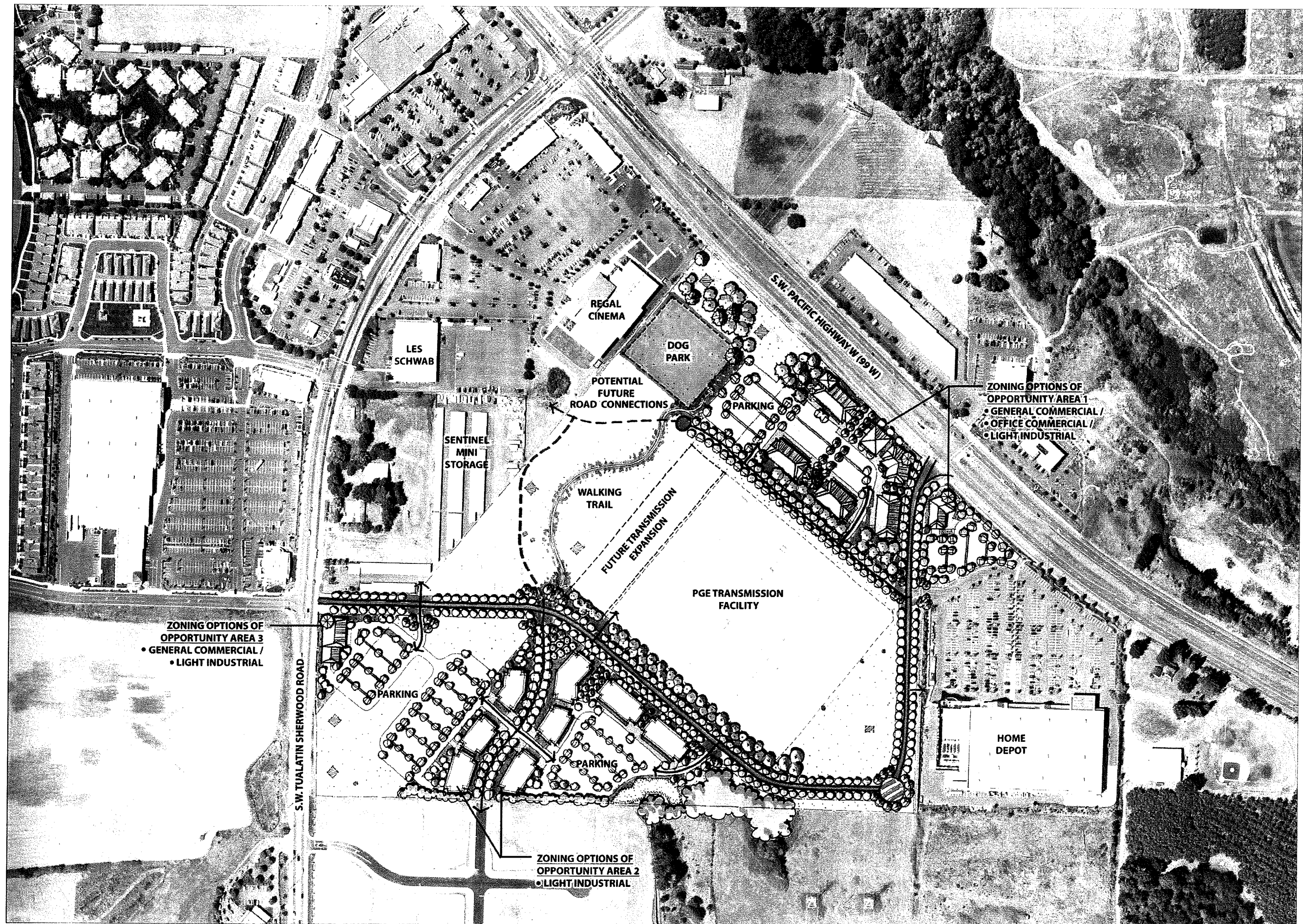
Thank you!

*If you need more time, please return by March 5 to Jason Waters, City of Sherwood:
22560 SW Pine Street, Sherwood, OR 97140 FAX: 503-625-4254*

February 25, 2009

February 25, 2009

[illegible]



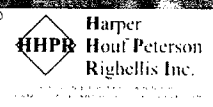
ADAMS AVENUE NORTH EXTENSION - REFINED CONCEPT DRAWING

SHERWOOD, OREGON



NOTE: WETLAND INVESTIGATION COMPLETED FOR ROAD CORRIDOR ONLY

FEBRUARY 25, 2009





CONCEPT PLAN OF PGE PROPERTIES ADJACENT TO ADAMS AVENUE NORTH EXTENSION- EXISTING CONDITIONS REPORT

City of Sherwood
22566 SW Washington St.
Sherwood, OR 97140
Tel 503-625-5522
Fax 503-625-5524
www.ci.sherwood.or.us

Mayor
Keith Mays

Councilors
Dennis Durrell
Dave Grant
Dave Heironimus
Linda Henderson
Dan King
Dave Luman

City Manager
Ross Schultz

Introduction

In December 2007, the Sherwood City Council passed Resolution 2007-081 authorizing the City Manager to enter into a development agreement with Clarence and Pamela Langer and the Langer Family LLC for the construction of Adams Avenue in Sherwood. This agreement included the City's commitment to acquire right-of-way, design the road layout, secure permits and mitigate any wetlands associated with the Adams Drive North Extension. The agreement also included the Langer's commitment to construct the North Extension of Adams Avenue (see "Development Agreement", attached to Resolution 2007-081).

The proposed Adams Avenue North Extension connects SW Pacific Highway with SW Tualatin-Sherwood Road. The alignment of the northern extension of Adams Avenue, as shown in Figure 8-8 of the Transportation System Plan, requires the annexation of Tax Lot 2S129B001800 and approximately 21.5 acres of Tax Lot 2S129A001600 to the City of Sherwood. These parcels were brought into the Metro Urban Growth Boundary (UGB) in 2002 by Metro Ordinance 02-986A for the purposes of providing transportation connections (i.e. the northern extension of Adams Avenue). Portland General Electric (PGE) owns both parcels, Lots 1600 and 1800, as well as Tax Lots 2S129A001100 and 2S129B001900. **Table 1** identifies the tax lots by acreage, existing zone and existing development.

Tax Lot	Acreage	Existing Zoning	Existing Development
1600	21.51	Future Development-20	Partially developed with PGE substation and PGE training facility
1800	11.69	Future Development-20	Partially developed with PGE substation
1100	8.08	Light Industrial	Undeveloped, bisected by north-south access road to PGE substation
1900	11.07	Light Industrial	Undeveloped

Table 1- Subject Parcels

The primary goal of this concept planning process is to designate zoning for Lots 1600 and 1800 and annex these parcels to the City of Sherwood for the purpose of constructing the Adams Avenue North Extension. The zoning will be determined by looking within and beyond the Urban Growth Boundary to assess the most appropriate zone for these parcels. In addition, this process will look at the current zoning of Lot 1900 (Light Industrial) to assess whether a commercial zoning would be more appropriate for this parcel adjacent to commercially zoned property and fronting Highway 99W. Tax Lot 1100 is included with this report because Adams Avenue North will traverse this parcel to its southern boundary at SW Tualatin-Sherwood Road.

Location

Lots 1600 and 1800 are located south of the Home Depot on SW Pacific Highway and north of the Sentinel Storage facility on SW Tualatin-Sherwood Road. There is a PGE transmission facility located on both of these parcels and a PGE training facility on the southern portion of Lot 1600. Lot 1100 is located directly south of Lot 1600 and has its southern boundary adjacent to SW Tualatin-Sherwood Road. Lot 1900 is located south of the Home Depot and adjacent to SW Pacific Highway. Lot 1900 is currently undeveloped. **Figure 1** below identifies the location of the properties.

Land Use

Lots 1900 is zoned Light Industrial. The property adjacent and to the north is zoned Light Industrial but is developed with the Home Depot store, a use not permitted in the Light Industrial zone (this use is permitted in the commercial zones because of the retail nature of the business). The property adjacent and to the south is zoned General Commercial (GC) and is developed with a movie theater and several small restaurants and businesses.

Lot 1100 is zoned Light Industrial, as are the properties to the east and west of this parcel. The adjacent property to the west is developed with a mini-storage facility and the properties to the east are part of the Sherwood Commercial Center, an industrial subdivision platted in 2006.

Lots 1600 and 1800, which are currently in unincorporated Washington County, are zoned Future Development-20 (FD-20) by the County because they are within the Urban Growth Boundary and intended to be annexed to the City of Sherwood, with a current minimum lot size of twenty acres. The properties on all sides of these parcels are zoned Light Industrial. Some are developed industrially and some are vacant. In addition, Lot 1600 is adjacent to the Home Depot site which, as discussed above, is zoned industrially but developed commercially.



Figure 1- Location of Tax Lots 1600, 1800 and 1900

Natural Resources

The Metro Inventory of Regionally Significant Habitat shows Class A wildlife habitat, the highest value habitat, located on a portion of Lot 1600 (see **Figure 2**). The Local Wetland Inventory (LWI) shows no wetlands located on any of the three parcels; however, a wetlands analysis will be performed during the concept planning process to ensure that the LWI data is correct. A possible wetland exists on Lot 1600 in the location of the Class A Wildlife Habitat.

The 100-year floodplain, as determined by the Federal Emergency Management Agency (FEMA), runs in a north-south direction over the portion of Lot 1600 that is not within the UGB. As shown in Figure 1 above, there are trees on portions of Lot 1900. No other significant natural resources have been identified on any of these four parcels.

All four parcels are relatively flat, with an average slope of 0-3%. The soil types are generally loam (Hillsboro, Quatama and Aloha Silt), which are generally well-draining and not a potential flood hazard. The area of Class A Wildlife Habitat, depicted in Figure 2 below, coincides with the one area of steep slopes (12-20%). This area is also comprised of loam soils.

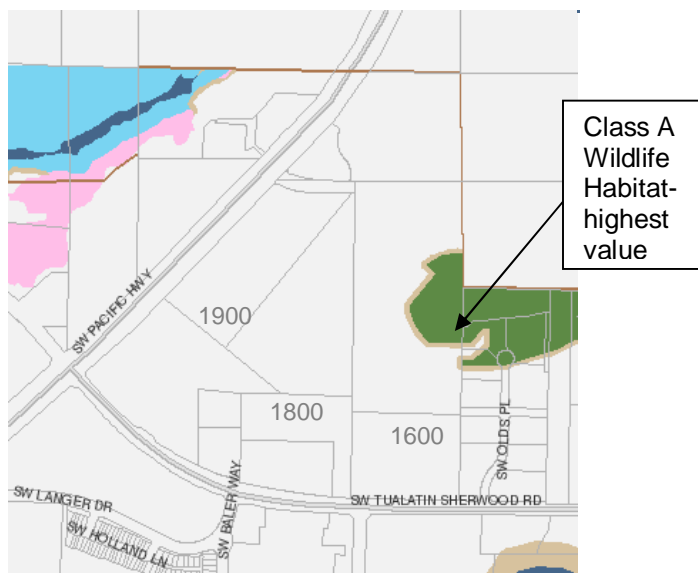


Figure 2- Metro Regionally Significant Habitat

Transportation

The Transportation System Plan (TSP), adopted in March 2005¹, is a master plan for all modes of transportation. The TSP identifies the need for local street connectivity in the industrial areas of Sherwood north of SW Tualatin-Sherwood Road, specifically connecting SW Pacific Highway to SW Tualatin-Sherwood Road. **Figure 3** shows the local street connectivity identified in Figure 8-8 of the TSP for this portion of Sherwood. Planned connections include a new east-west street that connects this northern extension of Adams Avenue to SW Olds Place within the Sherwood Commercial Center industrial subdivision to the east.

The TSP analysis identified the Adams Avenue North Extension as a necessary improvement to mitigate forecasted circulation issues on Tualatin-Sherwood Road and Highway 99W by the year 2020.

¹ Adopted by the City Council March 15, 2005 (Ordinance 2005-006)

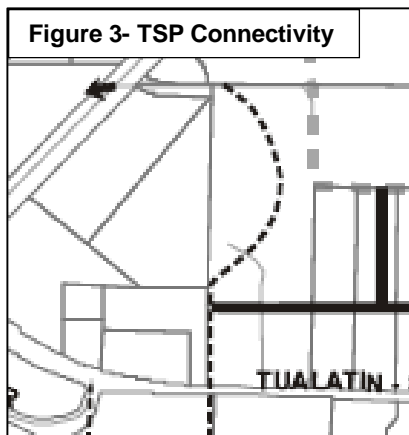


Figure 4 shows one potential alignment for the Adams Avenue North Extension. This potential alignment was developed by Hopper Dennis Jellison after detailed consideration of traffic volumes associated with the Langer project and is based on the location of the PGE facilities (particularly large power line towers), the existing PGE transmission facility, the need to link existing improvements at Highway 99W and Tualatin-Sherwood Road, and the City of Sherwood's Design and Construction Standards for horizontal radius of the road curvature. The proposed alignment, design and right-of-way width, as shown in Figure 4, substantially conforms to the standards in Figure 8-4 of the TSP.

The connection of SW Adams Avenue to SW Pacific Highway is shown in Figure 4 connects to the existing private road serving the Home Depot site. There is an existing traffic signal controlling traffic at the intersection of this road and SW Pacific Highway. The road is in two tracts, one owned by PGE and one owned by Home Depot. PGE has granted a perpetual access easement over their portion of the road to Home Depot and, conversely, Home Depot has granted a perpetual access easement over their portion of the road to PGE. These documents are maintained in the Washington County Recorder's Office (document numbers 2000067342 and 2001003415).

Parks and Historic Resources

The adopted Sherwood Parks and Recreation Master Plan shows no parks or recreation facilities proposed for any of these four parcels. The City adopted the Sherwood Cultural Resource Inventory as an appendix to the Comprehensive Plan update in March 1991.² No historic or cultural resources are identified on any of these three parcels.

Public Facilities

Eight-inch sanitary sewer main lines exist along SW Tualatin-Sherwood Road, along the road providing access to Home Depot (the future connection of SW Adams Avenue to SW Pacific Highway) and on the General Commercial site to the south (the movie theater site). A thirty-inch storm sewer main line exists along SW Tualatin-Sherwood Road. Water main lines exist along SW Pacific Highway, SW Tualatin-Sherwood Road, the road providing access to Home Depot, and on the General Commercial site to the south (the movie theater site).

Figure 4- Proposed Alignment



²Adopted March 13, 1991 (Ordinance 91-922); Planning file PA 91-12.

Job No.: SHR-08
Date: November 21, 2008
To: Julia Hajduk, City of Sherwood
From: Keith Jones



Project/Subject: North Adams Avenue Concept Plan
Public Involvement Plan

☐ Fax - Number: _____; Number of pages _____
(If you did not receive the correct number of pages, please call 503-221-1131)
☒ E-mail ☐ Mail ☐ Hand Deliver ☐ Interoffice

This plan will guide public involvement activities during the development of the North Adams Avenue Area Concept Plan. Public involvement is integral to the development of the concept plan which will establish a vision and framework for how new development should occur in the planning area. The planning area is located southeast of Highway 99W and northeast of Tualatin-Sherwood Road. Approximately 33 acres were added to the City's Urban Growth Boundary (UGB) in 2002. The area will encompass industrial and/or commercial uses supported by the North Adams Avenue extension that will provide a collector street connection between Tualatin-Sherwood Road and Highway 99W.

The concept planning phase will also include approximately 27 acres of undeveloped Light Industrial zoned property. Options for rezoning some of the existing industrial to commercial or mixed-use will also be evaluated.

Overview and Approach

Public involvement activities will be jointly carried out by the consultant team Harper Houf Peterson and Righellis Inc. (HHPR) and the City of Sherwood, collectively referred to as the Project Design Team. This public involvement plan lays out activities that will be completed jointly by the Project Design Team.

A. Goal and objectives

The goal of the public involvement plan is to produce a concept plan that addresses community issues and concerns and meets City, Metro and state requirements. The objectives of the public involvement plan include:

- Provide on-going opportunities for community members and stakeholders to participate in the development of the plan
- Establish and maintain productive partnerships with individuals and organizations affected by the plan
- Provide timely and complete information to the public and stakeholders
- Promote early involvement by public stakeholders and agencies in identifying issues and opportunities, weighing tradeoffs and identifying a plan that can be implemented
- Maintain a record of public input and ensure that input is considered during the planning process

B. Stakeholders

Key stakeholders fall into three categories:

- 1) Property owners and developers within the study area
- 2) Businesses that currently operate within the study area
- 3) Institutional partners, such as Metro, Washington County and ODOT and jurisdictional service providers.

C. Committee structure and decision-making

The planning work will involve the following committees:

- 1) Stakeholder Work Group (SWG) – an advisory committee comprised of property owners, business owners, institutional partners, and developers charged with providing input and advice to the Project Design Team and ultimately to the City Council.
- 2) Planning Commission (PC) – charged with providing on-going input and guidance to the Project Team about technical aspects of the concept plan and recommendation to the City Council.

Final decision will be made by the City of Sherwood City Council. The Project Design Team will make day-to-day project management and work plan decisions. Public comment will be taken at all the SWG and PC meetings as well as at the Council meeting when brought forward at a public hearing.

Public involvement tools and methods

A. Stakeholder Interviews

The consultant team will interview up to twelve interested parties to identify their hopes and concerns. The interested party interviews will also be an opportunity to gather information about how to best engage the public in the planning process. The City will identify interested parties to be interviewed, and the interviews will be conducted by the consultant team via a project comment webpage.

Consultant Deliverables:

- Up to twelve interested party interviews
- Summary report

B. Stakeholder Work Group (SWG) meetings

The SWG is comprised of property owners, developers and institutional stakeholders. The SWG will meet a total of two to three times during the development of the concept plan. SWG meetings will be facilitated by HHPR. The consultant team will prepare agendas, materials and meeting summaries. Draft materials will generally be provided to the City of Sherwood seven days before each SWG meeting. The City of Sherwood will secure a meeting room for each SWG meeting.

Consultant deliverables:

- Agendas, meeting materials, facilitation and meeting summaries

C. Planning Commission meetings and Hearings

The Planning Commission will be kept informed of the Design Team progress through updates and workshops prior to the public hearing recommendation to the City Council.

D. Open house workshop

One open house workshop will be held during the development of the concept plan to present project alternatives. This community meeting is an opportunity for community members to learn about the project and provide input. The open house will be facilitated by HHPR. HHPR will provide project maps, questionnaires and meeting summary. HHPR will prepare an invite flyer to be mailed to property owners within 100 feet of the project area. The City will secure meeting location.

E. Project web page

The City will post information including plans, agendas and background reports on the City's webpage.

F. Printed Media

The City will provide updates within the Sherwood Archer and Sherwood Chamber newsletter