

CITY OF SHERWOOD

Date of Report: November 3, 2020

Date of Public Hearing: November 11, 2020

Staff Report

LU 2020-020 PA Brookman Addition Concept Plan Addendum and TSP Amendments

To: SHERWOOD PLANNING COMMISSION

From:



Erika Palmer, Planning Manager

Proposal: The Planning Commission to review, consider, and to make a recommendation to the Sherwood City Council to:

- 1) Accept the Brookman Addition Concept Plan Addendum to the Brookman Addition Concept Plan; and
- 2) Adopt amendments to the city's Transportation System Plan to amendment maps reflecting Brookman Road's realignment in the west and east sub-areas, and text amendments describing the Brookman Road transportation project.

I. BACKGROUND

The Brookman Addition Concept Plan was adopted in 2009 (Sherwood ORD 2009-004) to provide a conceptual guide to the development of this area that was incorporated into Sherwood's Urban Growth Boundary in 2002 (Metro ORD 2002-969B). This concept plan identifies future land uses, parks and trails, natural resource areas, transportation improvements, and public facilities.

The plan area consists roughly of 250 acres and is located at the southern edge of Sherwood and is bound by Pacific Highway (99W) to the west, Brookman Road to the south, and Ladd Hill Road to the east. Old Pacific Highway, an existing rail corridor, and Cedar Creek run north/south through the site area. To the north, Brookman is bordered by the existing residential neighborhoods and Sherwood's largest master-planned community, Woodhaven. South of Brookman Road is the Sherwood South Urban Reserve area, located in Unincorporated Washington County.

The Brookman Addition Concept Plan envisioned Brookman Road realigned to provide a perpendicular crossing of the existing rail line and provide for a signalized intersection roughly 2,700 feet south of the existing Highway 99W/Sunset intersection. When the Brookman Addition Concept Plan was being developed, the I-5/99W connector project was underway. It was envisioned that a new arterial would be located south of Brookman Road, approximately 1,000 feet to the south.

Since that time, the I-5/99W corridor location has not been resolved, and Washington County updated its Transportation System Plan (TSP) to identify Brookman Road as an arterial. As required, to be consistent with the county designation for this road under their jurisdiction, Sherwood updated its TSP to designate Brookman Road as an arterial. Sherwood has also created a preliminary

concept plan for the Sherwood West Urban Reserve area located across Pacific Highway (99W) bounded between SW Chapman and SW Elwert Road. In addition, roughly ninety-four (94) acres of land has annexed into the city for residential development. Recently sixty-four acres have been subdivided, creating two hundred fifty-three (253) new lots proposed for single-family detached housing.

In 2019, The City of Sherwood requested and was awarded a grant from Metro's 2040 Planning and Development Grant Program to address transportation and land use issues associated with development proposed for the area served by Brookman Road. This project reevaluated the Concept Plan in a coordinated multi-agency effort to determine the future function, general capacity, and design needs for Brookman Road as a three-lane roadway and as a possible five-lane Arterial. Additionally, the project reviewed the current land uses to ensure they are still appropriate as the area builds out.

Process and Public Involvement

The planning process engaged local landowners and residents at two events during the project. In-person stakeholder meetings with developers currently active in the Brookman area, landowners, and residents were held early in the process. Several key themes emerged from the stakeholder Interviews.

Key themes heard:

- Brookman Road is not safe in its current condition
- The vision should reflect the area
- Any future design should accommodate growth
- Transparency from the City

In addition to the stakeholder meetings, the project team met with technical agency partners, including Oregon Department of Transportation (ODOT), ODOT Rail, Washington County Land Use and Transportation, Clackamas County Land Use and Transportation, and Northwest Natural Gas.

Three cross-sections and alignment alternatives were developed during the project to identify potential tradeoffs between various options, road configurations, and potential revisions to the existing alignment identified in the Concept Plan. A public workshop was planned in March of 2020 to discuss potential Brookman Road design alternatives. Prior to holding the meeting, the State of Oregon placed requirements to reduce the spread of COVID-19 and restricted large gatherings. As a result, that in-person event was hosted as an online open house, which provided the same information as what would have been presented at the in-person event. A postcard mailer was sent to all property owners in the Brookman area and within 1,000 feet of the project area, directing them to the project website. Roughly a dozen people contacted staff with questions after reviewing the presentation of the road design alternatives.

The City Council held a work session on April 7, 2020, to review the project alternatives and ask the project team questions. The following several months were spent refining the information based on the feedback received and additional follow-up meetings with agency partners and

The Planning Commission held a work session on October 13, 2020, to review the draft plan. The Commission raised the following questions/concerns about the west sub-area of the plan:

- Were the land use designations in the west-sub area of the plan considered as part of the traffic analysis?
- Is there enough capacity on Old Highway 99w and at intersections of Timbrel/Sunset to continue to support the plan's land use designations given the revised alignments and classification of Brookman?
- Are the land uses and local road access in this area viable for future development opportunities?
- Will there be additional cut-through traffic into the existing neighborhood as a result of the realignment and access spacing that will be required?
- Will there be additional public outreach before a public hearing for residents to review and comment on the proposed plan?

Response

The analysis was focused on future traffic operations along the Brookman corridor to support the alternatives analysis for alignments and land uses. The future 2040 transportation demand model included Brookman with the planned realignment to OR 99W to the north per the Regional Transportation Plan and the city's Transportation System Plan. The future model showed low demand for the Old Highway 99-Timbrel connection to Timbrel/Sunset, not enough to warrant evaluating the intersection. The transportation consultants, DKS, indicated that the modeling indicates the future demand on Old Highway 99-Timbrel to Sunset will be low enough to accommodate a moderate amount of new trips even with the higher density development planned and will not trigger capacity improvements. That said, traffic studies will be required with any new development which will ensure off-site impacts are addressed. In addition, the City anticipates updating the Transportation System Plan (TSP) within the next few years at which point, the entire system will be re-looked at system improvements identified based on development, zoning and modeling data at that time.

After the Commission's concerns about local access roads and connectivity to support the land uses in the western subarea, the project team analyzed the area and updated the conceptual road layout included in this plan update. As development occurs, the conceptual road layout and accesses may change.

Updated Conceptual Local Road Connectivity in Brookman Western Subarea



The project team is also recommending calming traffic-calming measures to be reviewed and evaluated in the future to mitigate and reduce vehicle trips through the existing neighborhood to the north (Page 9 of Addendum).

During the week of October 19, 2020, staff mailed a tri-fold mailer about the project and the upcoming public hearing to all property owners and those within 1,000 feet of the Brookman area. This mailer was also posted on the project webpage. Staff has had correspondence with a few residents and property owners, but no formal comments have been received at the date of this staff report.

II. OVERVIEW

- A. Applicant: The City of Sherwood
- B. Location: The Brookman Addition Concept Plan area, as described above. The Sherwood Transportation System Plan is a city-wide document.
- C. Review Type: The proposal requires a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission will make a recommendation to the City Council, who will make the final decision. Any appeal of the City Council decision would go directly to the Oregon Land Use Board of Appeals.
- D. Public Notice and Hearing: The project is a legislative amendment. Notice of the first evidentiary hearing was provided to the Department of Land Conservation and

Development (DLCD) and Metro on October 9, 2020. Notice of the November 11, 2020, Planning Commission hearing was published in The Times, a newspaper of general circulation, on October 22, 2020, and November 5, 2020. Notice of the hearing was also posted in City Hall. A project webpage was created on the city's website in August 2019 has been updated throughout the planning process.

E. Review Criteria:

The required findings for the Plan Amendment are identified in Section 16.80.030 of the Sherwood Zoning and Community Development Code (SZCDC). In addition, the amendment must be consistent with Goals 1, 2, and 12 of the Statewide Planning Goals and Metro's Functional Plan.

III. PUBLIC COMMENTS

As of the date of this report, one formal public comment has been received and is included in the record as Attachment B

Mel Taylor, November 2, 2020 (See Exhibit B1). Mr. Taylor's comments focus on public involvement and the possibility that Brookman Rd, parts or all of it, may be the Southern Arterial connecting I-5 to Hwy 99 at some time in the future.

Staff response: Public involvement is discussed in the Plan Addendum. Stakeholder interviews were held early on in the process. A project webpage was created in August 2019 on the city's website. After a public open house was canceled due to COVID-19, staff sent a postcard mailing to all property owners and within 1,000 feet of the boundary early last spring to review the draft road design and alignment alternatives on the project webpage and to call or email staff with questions. The proposed road design and alignment alternative slideshow have been on the project website since early April of 2020. Staff sent out another mailer about the project in October 2020, directing people to the project website for additional information prior to the public hearing. The intent of this project was to reevaluate the Concept Plan to determine the future function, general capacity, and design needs for Brookman Road and as a three-lane roadway and as a possible five-lane Arterial. There are currently no plans extending the roadway east of Ladd Hill within Clackamas County at this time.

IV. AGENCY/DEPARTMENTAL COMMENTS

The City requested comments from affected departments and agencies on October 21, 2020. Formal agency comments are included in the record and attached as Attachment C1-C2. The following is a summary of agency comments received:

ODOT Rail, Carrie Martin, and Kurt Mohs provided comments indicating that a diagnostic meeting will be required with the railroad(s), road authority, and ODOT Rail present around project kickoff and/or 30% design for the rail crossing improvements. The agency had questions about the design of bike/pedestrian access near the rail crossing and recommended new examples of newer rail crossing design concepts.

Staff Response: Staff recognizes that continuing coordination with ODOT Rail and Washington County will be needed throughout the rail crossing's early design process.

V. REQUIRED FINDINGS FOR A PLAN TEXT/MAP AMENDMENT TO THE CITY'S TRANSPORTATION SYSTEM PLAN

Sherwood Zoning and Community Development Code Chapter 16.80 Plan Amendments

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.

There are no proposed text amendments to the City's adopted Comprehensive Plan as part of the Brookman Addition Concept Plan's Addendum. There are two proposed text changes to the City's Transportation System Plan (TSP) document, which is adopted as a supporting element to the city's Comprehensive Plan. The proposed text changes to the TSP refer to the refinement planning effort in 2019 and 2020 and describes Brookman Road's proposed realignment.

Page #	Item	Recommended Changes
Volume 1: Sherwood Transportation System Plan		
36	Project D14 in Table 1: Realign Brookman Road to intersect with Highway 99W approximately ¼ mile north of its existing intersection; This alignment would provide future separation from the Southern Arterial connection at Highway 99W and would improve safety and driver expectancy for the intersection on the highway by moving it within the urbanized context (within future urbanized area of Brookman Concept Plan area). This improvement includes a traffic signal at the realigned intersection with a westbound left and southbound right turn lane, and a grade separated railroad crossing. All traffic signals on the state highway system would need to be approved by the state traffic engineer and design coordination with ODOT would be needed to ensure that the improvements were done in a manner that would improve driver expectancy and safety.	Realign Brookman Road to intersect with Highway 99W approximately ¼ mile north of its existing intersection; This alignment would provide future separation from the Southern Arterial connection at Highway 99W and would improve safety and driver expectancy for the intersection on the highway by moving it within the urbanized context (within future urbanized area of Brookman Concept Plan area). This improvement includes a traffic signal at the realigned intersection with a westbound left and southbound right turn lane, and a grade separated railroad crossing. All traffic signals on the state highway system would need to be approved by the state traffic engineer and design coordination with ODOT would be needed to ensure that the improvements were done in a manner that would improve driver expectancy and safety. Realign Brookman Road to intersect with Ladd Hill Road approximately 700 feet to the south of its current location. This improvement would require new

		<i>right-of-way acquisition to make the new connection to Ladd Hill Road. This realignment would also include improvements to the Highway 99W/Brookman Road intersection, realigning the intersection slightly to the north to improve the angle of the intersection.</i>
73	<p>Function and Design of Brookman Road and Concept Plan Area Update: Brookman Road is a rural corridor that sits on the southern edge of the Urban Growth Boundary (UGB). Through the Brookman Addition Concept Plan, it was identified that the road was needed to provide access to areas south of Sunset Road. The I-5 to 99W Connector project had conceptually identified the "Southern Arterial" as the primary east-west mobility route through the area, with an alignment along or just south of Brookman Road. Since the time of those planning efforts, additional planning efforts in the Basalt Creek area have refined the eastern portion of the "Southern Arterial". To establish additional clarity about the western portion of the facility, a coordinated multi-agency effort is needed to determine the future function and general capacity and design needs for Brookman Road and the Southern Arterial. These efforts will help ensure that appropriate right of way can be reserved as the area is urbanized while providing accessibility to future development.</p>	<p>Function and Design of Brookman Road and Concept Plan Area Update: Brookman Road is a rural corridor that sits on the southern edge of the Urban Growth Boundary (UGB). Through the Brookman Addition Concept Plan, it was identified that the road was needed to provide access to areas south of Sunset Road. The I-5 to 99W Connector project had conceptually identified the "Southern Arterial" as the primary east-west mobility route through the area, with an alignment along or just south of Brookman Road. Since the time of those planning efforts, additional planning efforts in the Basalt Creek area have refined the eastern portion of the "Southern Arterial". <i>The Brookman Road Concept Plan Area underwent a multi-agency refinement planning effort in 2019 and 2020. The results of that process recommended that Brookman Road should use a 3-lane "transitional" road design as the interim design until additional road capacity is needed. Brookman Road will maintain its Arterial designation, allowing widening to a five-lane arterial consistent with the Washington County and Sherwood TSP. This effort ensures the appropriate right of way can be reserved as the area is urbanized while providing accessibility to future development. While the majority of the existing road alignment would remain the same, the refinement process also recommended the intersection of Brookman Road and Ladd Hill Road be realigned approximately 700 feet to the south to flatten out a sharp curve and minimize impacts to residences.</i></p>

	<p>In the interim, to provide for future flexibility, Brookman Road has been designated by Washington County as an arterial with 5-lanes of right-of-way needed. It is recognized that changing the role and function of Brookman Road would require modifications to the Brookman Addition Concept Plan to determine how future development would occur. During the interim, while refinement planning has not yet completed, access spacing and other requirements will need to be evaluated on a case by case basis at the time of any development application. The long-term intent is to reevaluate the Brookman Addition Concept Plan in the context of the Urban Reserve designation to the south. The evaluation would consider the refinement of both the location Southern Arterial, and a local collector level roadway to provide access to the area. As the issues for the Southern Arterial are resolved (including the long-term alignment) appropriate changes to these interim designations should be considered.</p>	<p>To establish additional clarity about the western portion of the facility, a coordinated multi-agency effort is needed to determine the future function and general capacity and design needs for Brookman Road and the Southern Arterial. These efforts will help ensure that appropriate right of way can be reserved as the area is urbanized while providing accessibility to future development. In the interim, to provide for future flexibility, Brookman Road has been designated by Washington County as an arterial with 5-lanes of right-of-way needed. It is recognized that changing the role and function of Brookman Road would require modifications to the Brookman Addition Concept Plan to determine how future development would occur. During the interim, while refinement planning has not yet completed, access spacing, and other requirements will need to be evaluated on a case by case basis at the time of any development application. The long-term intent is to reevaluate the Brookman Addition Concept Plan in the context of the Urban Reserve designation to the south. The evaluation would consider the refinement of both the location Southern Arterial, and a local collector level roadway to provide access to the area. As the issues for the Southern Arterial are resolved (including the long-term alignment) appropriate changes to these interim designations should be considered.</p>
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RESPONSE COMMUNITY NEED: The proposed Addendum to the Brookman Concept Plan addresses transportation and land use concerns associated with development proposed for the area served by Brookman Road. The initial concept plan envisioned Brookman Road realigned to provide a perpendicular crossing of the existing rail line and provide for a signalized intersection south of the Highway 99W/Sunset intersection. When the Brookman Addition Concept Plan was being developed, the I-5/99W connector planning was well underway. It was envisioned that a new arterial would be located south of Brookman Road, approximately 1,000 ft. Since that time, the I-5/99W connector location has not been resolved, and Washington County updated its Transportation System Plan and identified Brookman Road as an arterial. To be consistent with the County, the City has also updated its' TSP. It classifies Brookman Road as an arterial, which complicates the vision for this planned area as Brookman Road was intended as a neighborhood collector. The following community goals for this planning process included:

1. Developing and analyzing potential design concepts for Brookman Road.
2. Identifying an alignment that best reflects the future transportation needs of the community.
3. Providing multi-modal transportation facilities.
4. Minimizing impacts to properties in the Concept Plan area.
5. Reviewing zoning compatibility against potential alignments.
6. Aligning the final recommendation with City and County transportation plan

The proposed revised road alignments in the Brookman area's western and eastern subareas were developed as part of the identified need to update the Brookman Addition Concept Plan because of changing conditions since adopting the concept plan.

Consistency and regional and state regulations is discussed in detail below, in this staff report.

B. Map Amendment

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

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

FINDING: There are no proposed map amendments to the City's Zoning Map as part of the Addendum to the Brookman Addition Concept Plan. The table below indicates the maps within the city's TSP to be amended with the proposed realignment of Brookman Road in the western and eastern subareas. This standard is met.

Page #	Item	Recommended Changes
<i>Volume 1: Sherwood Transportation System Plan</i>		
18	Figure 5	Update figure to show new Brookman Road alignment
21	Figure 6: 2035 Motor Vehicle Conditions	Update figure to show new Brookman Road alignment
41	Figure 11: Motor Vehicle Projects	Update figure to show new Brookman Road alignment and classification
42	Figure 12: Pedestrian Projects	Update figure to show new Brookman Road alignment
43	Figure 13: Biking Projects	Update figure to show new Brookman Road alignment

44	Figure 14	Update figure to show new Brookman Road alignment
57	Figure 17: Street Functional Classification	Update figure to show new Brookman Road alignment
60	Figure 18: Local Street Connectivity	Update figure to show new Brookman Road alignment
64	Figure 19: Through Truck Routes	Update figure to show new Brookman Road alignment
72	Figure 20: 2035 Non-SOV Share	Update figure to show new Brookman Road alignment

Consistency 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

STATEWIDE PLANNING GOALS

Goal 1 (Citizen Involvement)

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

RESPONSE: A summary of citizen involvement opportunities provided throughout this planning process is described in the Addendum. The Planning Commission, is the designated Citizen Involvement Committee under this goal, and provides an advisory recommendation to the City Council for review and adoption.

Goal 2 (Land Use Planning)

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

RESPONSE: The proposed Addendum does not alter any goals and policies in the Comprehensive Plan or changes to Sherwood Plan and Zoning Map and Zoning and Development Code that are already consistent with Goal 2. The Addendum does not propose any zoning changes within the Brookman plan area.

Notice was provided to DLCD 35 days prior to the first schedule public hearing as required. The plan Addendum was developed in coordination with Metro, ODOT, ODOT Rail, Washington, and Clackamas counties to be consistent with applicable regulations.

The proposed Addendum and TSP amendments are consistent with this Goal.

Goal 3 (Agricultural Lands)

Goal 4 (Forest Lands)

RESPONSE: Goals 3-4 not applicable to Sherwood.

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)
Goal 9 (Economic Development)
Goal 10 (Housing)

RESPONSE: The proposed Addendum Brookman Addition Concept Plan is consistent with the above Goals. The Addendum only proposes changes to the alignment of Brookman Road in the western and eastern subareas. There are no proposed changes to zoning within the plan area (commercial and residential areas) or to parks and open space within the concept plan. The plan's Addendum is consistent with these goals.

Goal 11 (Public Facilities and Services)

Objective: 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: This goal is addressed by the existing water, sanitary sewer and stormwater master plans that already have anticipated development within this area and have identified projects to ensure this area is adequately served. The Addendum is consistent with this Goal.

Goal 12 (Transportation)

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

RESPONSE: The proposed design cross-section of Brookman Road provides for bike and pedestrian facilities on a multi-use path. The proposed design of Brookman Road provides and encourages all modes of travel and is consistent with this Goal.

Goal 13 (Energy Conservation)

Objective: To conserve energy.

RESPONSE: The Brookman Concept Plan is planned with transportation options and encourages energy efficiency by providing opportunities for people to live near where they work and shop, and encouraging people to walk and bike.

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: Goals 14-19 not applicable.

METRO FRAMEWORK PLAN

Chapter 2

This chapter of the Regional Framework Plan presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future transportation planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

GOAL 1: Vibrant Communities The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

Objective 1.2: Walkable Communities - Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.

Objective 1.4: Access to Community Places¹ - Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.

RESPONSE: The land use concepts (office and light industrial edge, small village center, residential areas) the parks, open space and trail system, and the vision for a complete community from the 2009 concept plan area do not change with the proposed realignment of Brookman Road. The 2009 concept plan sets the framework for a mixed-use community coupled with pedestrian orientated design to promote walkability to jobs, schools, commercial uses.

GOAL 2: Shared Prosperity People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region.

Objective 2.1: Connected Region - Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.

Objective 2.3: Access to Jobs and Talent - Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.

Objective 2.4: Transportation and Housing Affordability - Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

RESPONSE: Brookman Road is designated as an arterial but is proposed to be constructed as a three-lane-arterial until it warrants widening. The road will have a multi-use path for bike and pedestrians and provides people access to jobs, goods and services, and employment opportunities. As stated above, the original intent of the 2009 Concept Plan remains the same. The Brookman area integrates land uses, transportation, open space, and green infrastructure with high expectations for quality development and sustainable pedestrian-orientated design.

GOAL 3: Transportation Choices People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

¹ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

Objective 3.1: Travel Choices - Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit and reduce vehicle miles traveled.

Objective 3.2: Active Transportation System Completion - Complete all gaps in regional bicycle and pedestrian networks.

Objective 3.4: Access to Active Travel Options - Increase household and job access to planned regional bike and walk networks.

RESPONSE: The proposed realignment of Brookman Road at the western and eastern subareas does not negatively affect the transportation system or transportation choices. The Addendum calls for a multi-use path on the northside of Brookman road to increase active transportation choices.

16.80.030 – REVIEW CRITERIA FINDINGS:

The proposed text amendments to the TSP are consistent with the city's Comprehensive Plan, TSP, and all applicable state and city statutes. The city's TSP was adopted in 2014 (ORD 2014-012) and are found to comply with the city's Comprehensive Plan and all applicable regional and state statutes. The city's TSP describes the Brookman Road project. The proposed text amendment brings into line the project's description with the proposed realignment of Brookman Road as shown and in the Addendum in the western and eastern subareas. The original intent of the Brookman Addition Concept Plan does not change through the proposed amendments to the TSP. The land uses, parks, open space and natural resource preservation, and the desire to development to designed to be high-quality and long-lasting for a livable future, guided by green infrastructure, remain goals of the plan.

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.

FINDING: The proposed TSP map and text amendments do not amend policies in the Comprehensive Plan or the city's Zoning Plan map. Brookman Road's functional classification remains a designated arterial roadway within the city and county transportation plans. The proposed Addendum includes a 3-lane alternative roadway cross-section for future roadway improvements. The proposed 3-lane alternative roadway cross-section within the Plan Addendum does not affect the Transportation Planning Rule. When the Brookman Addition Concept Plan was adopted, it was analyzed and determined to be in full compliance with the Transportation Planning Rule. As properties annex into the city and development occurs, additional traffic studies may be required. This standard is met.

V. RECOMMENDATION

The Transportation System Plan amendments within the Addendum to the Brookman Addition Concept Plan comply with applicable Statewide Planning Goals, Metro regulations, and the City's Development Code's applicable provisions.

Based on a review of the applicable code provisions, agency comments, and staff review, staff finds that the Transportation Plan Amendments are consistent with the applicable criteria. Therefore, staff **recommends that the Planning Commission forward a recommendation of APPROVAL** of the Brookman Concept Plan Addendum and associated amendments to the city's Transportation System Plan to the Sherwood City Council.

VI. EXHIBITS

- A. Brookman Concept Plan Addendum
- B. Public Comments
 - B-1: Mel Taylor, November 2, 2020
- C. Agency Comments
 - C-1: ODOT Rail, Carrie, October X, 2020
 - C-2: ODOT Rail, Kurt Mohs, October X, 2020