

TO: Planning Commission

Hearing Date: March 8, 2022

FROM:



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Senior Planner

Proposal: An amendment to the Sherwood Transportation System Plan (TSP) is proposed to assist in implementing the city's Housing Choices project, case file LU 2022-002 PA. A new Public Alley cross section detail is proposed for consideration.

- A. **Applicant:** This is a city-initiated amendment to the City TSP.
- B. **Location:** The City's TSP is a long-term guide for the City's transportation system and applies city wide.
- C. **Review Type:** The proposed TSP amendment requires a Type V review, which involves public hearings before the Planning Commission and City Council. The Planning Commission is scheduled to consider the matter on March 8, 2022. At the close of this hearing, the Planning Commission will forward a recommendation to the City Council, who will consider the proposal and make the final recommendation whether to approve, modify, or deny the proposed amendment. The City Council public hearings are tentatively scheduled for April 19, 2022, and May 3, 2022. Any appeal of the City Council's final decision relating to this matter will be considered by the Oregon Land Use Board of Appeals (LUBA).
- D. **Public Notice and Hearing:** Notice of the March 8, 2022, Planning Commission hearing and tentative April 19, 2022, City Council hearing on the proposed amendment were published in *The Times* on February 17th and March 3rd, 2021. Notice was also posted in five public locations around town and on the website on February 16, 2022. Notice to the Oregon Department of Land Conservation and Development (DLCD) was submitted on February 2, 2022, and notice to agencies was sent via email on February 17, 2022.
- E. **Review Criteria:** The required findings for Plan Amendments are identified in Section 16.80.030 of the Sherwood Zoning and Community Development Code (SZCDC). In addition, the amendment must be consistent with Goals 1, 2, and 12 of the Statewide Planning Goals and Coordinated and Connected Infrastructure Section of the 2040 Comprehensive Plan.

F. **Background:** The TSP went through its last major update in 2014. With the implementation of the 2019 House Bill, (HB) 2001 Middle Housing, it was identified that a cross section detail for a Public Alley was missing from the adopted 2014 TSP. An amendment to the 2014 TSP, Volume 1, Section 8: The Standards, Figure 16: Cross Sections, is required to include the new Public Alley cross section detail (new Figure 16 G). No additional amendments to the TSP are proposed.

II. PUBLIC COMMENTS

As of this writing, no public comments have been received.

III. AGENCY COMMENTS

Notice to DLCD was sent on February 2, 2022, and an e-notice to Metro and agency partners was sent on February 17, 2022.

As of this writing, no comments have been received.

IV. REQUIRED FINDINGS FOR PLAN TEXT AMENDMENT

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

SZCDC 16.80.030 - Review Criteria

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

Response: The last major Transportation System Plan update for Sherwood occurred in 2014. The 2014 update became a priority for the City to address growing transportation needs. That update was funded through an Oregon Department of Transportation -Transportation and Growth Management grant. In addition to addressing local needs, the plan is intended to be consistent with state and regional policies, such as the Oregon Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), and the Washington County TSP.

The proposed housekeeping amendment to the TSP Volume I is intended to provide consistency in references and text between the Sherwood Zoning and Community Development Code.

FINDING: The proposed amendment is needed to be consistent with state and regional policies, specifically the city's Development Code. Findings of compliance with the RTFP and TPR are

provided in the TSP, Volume II, Section H. No plan amendments are proposed that affect compliance with these two regional and state transportation policy documents.

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.

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

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

- a. Limiting allowed uses to be consistent with the planned function of the transportation facility.**
- b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses.**
- c. Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.**

The TPR requires that the City inventory the existing system, identify deficiencies that would negatively affect state facilities, and identify alternatives to address those deficiencies. The proposed amendment to the TSP, do not affect the existing inventory of the existing transportation system because it is minor in nature. The proposed amendment is intended to maintain and create regional policy consistency between TSP documents and the city's Development Code. For these reasons noted, the proposed amendment is consistent with the TPR.

The City sent notice of the proposed TSP amendment to the State Department of Land Conservation and Development (DLCD), the Oregon Department of Transportation (ODOT), and Washington County.

FINDING: As noted above, the proposed amendment would make minor changes to the City's TSP for plan consistency. The addition of a Public Alley cross section detail does not significantly change the plan and any of the existing plan policies, therefore the City's TSP document remains consistent with the Transportation Planning Rule.

Consistency with the Comprehensive Plan

The recently adopted 2040 Comprehensive Plan, Coordinated and Connected Infrastructure, has specific objectives and policies that are applicable to the proposed standards as discussed below:

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

Goal 4 - Ensure reliable, safe, affordable and adequate public facilities to meet Sherwood's existing and future needs.

FINDING: The existing transportation goals will remain intact from the last major TSP adoption in 2014. The proposed amendment is not substantive in nature and is intended to provide consistency, removing conflicts within the existing TSP document and the city's Development Code. The addition of the Public Alley cross section detail will provide the opportunity for a different classification of roadway. A Public Alley can assist with affordability on certain types of development. The proposed amendment is consistent with the Comprehensive Plan.

Consistency with other City Planning Documents

The proposed text amendment impact only the TSP and does not impact any other City Planning documents. Therefore, the proposed text amendment is consistent with other City Planning documents.

FINDING: As noted above, the proposed text amendment is consistent with other City Planning documents since the amendment is only to the TSP.

Consistency with Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

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

FINDING: Staff utilized the public notice requirements of the Code to notify the public of the proposed plan amendment. The City's public notice requirements have been found to comply with Goal 1 and, therefore, this proposal meets Goal 1.

Goal 2: Land Use Planning

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

FINDING: The proposed amendment is being processed in compliance with the local, regional and state requirements. The proposed amendment does not alter any goals and policies in the

Comprehensive Plan. The proposed amendment deliver consistency within the TSP and the Development Code.

Goal 3: Agricultural Lands

Goal 4: Forest Lands

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

Goal 6: Air, Water and Land Resources Quality

Goal 7: Natural Hazards

Goal 8: Recreational Needs

FINDING: The Statewide Planning Goals 3-8 do not apply to the proposed plan amendment. There is no evidence to suggest that the proposal conflicts with these goals.

Goal 9: Economic Development

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

FINDING: The TSP and its implementation help to support local and regional economic development goals and plans by the provision of efficient and predictable transportation routes. In addition, it ensures orderly and efficient access to planned commercial and employment uses throughout the City.

Goal 10: Housing

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

FINDING: The TSP was developed to account for future residential trips. The implementation of the TSP benefits all the citizens of Sherwood by ensuring that jobs, services, and residences are accessible through a coordinated transportation system. Further, the TSP identifies needed improvements within the project list to assist the community in prioritizing where and how existing and future development is to be served by the transportation system. The proposed amendment would not decrease the supply of needed housing within Sherwood. Furthermore, the proposed amendment will allow the utilization of a public alley roadway to assist with residential development. Therefore, the proposed amendment meets the intent of Goal 10, Housing.

Goal 11: Public Facilities and Services

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

FINDING: The transportation system is inherently one of the community's primary public facilities. The TSP documents existing conditions and future needs for the transportation system within the City and allows proposed improvements and implementation measures to be tailored to meet those future needs. The TSP assists the City in complying with state and regional rules for the

orderly and efficient provision of transportation facilities and services for the community and region.

Goal 12: Transportation

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

Response: As discussed throughout this report and the proposed amendment being proposed is minor in nature. The city's TSP will remain consistent with the TPR, which implements Goal 12.

FINDING: Specific findings of Development Code compliance with TPR Section 660-12-0045 are provided in the TSP, Volume II, Section H, which were adopted in 2014. The proposed amendment to the TSP is clearly housekeeping in nature and provides consistency with planning documents. No goals, policies, street classifications, or new regulatory language is being proposed. For these reasons noted, this amendment is consistent with the TPR.

Goal 13: Energy

Goal 14: Urbanization

Goal 15: Willamette River Greenway,

Goal 16: Estuarine Resources,

Goal 17: Coastal Shorelands,

Goal 18: Beaches and Dunes; and

Goal 19: Ocean Resources

FINDING: The Statewide Planning Goals 13-19 do not specifically apply to this proposed plan amendment; nor do the proposed amendment conflict with the stated goals.

Metro's Regional Framework Plan

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

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

Response: The proposed amendment is consistent with the City's Comprehensive Plan; therefore, the amendment is consistent with the 2040 Growth Concept and regional policies.

V. RECOMMENDATION

As proposed, the draft amendment to the TSP, supports and meets the intent of City's Comprehensive Plan, and all applicable state and regional criteria.

PLANNING COMMISSION ALTERNATIVES

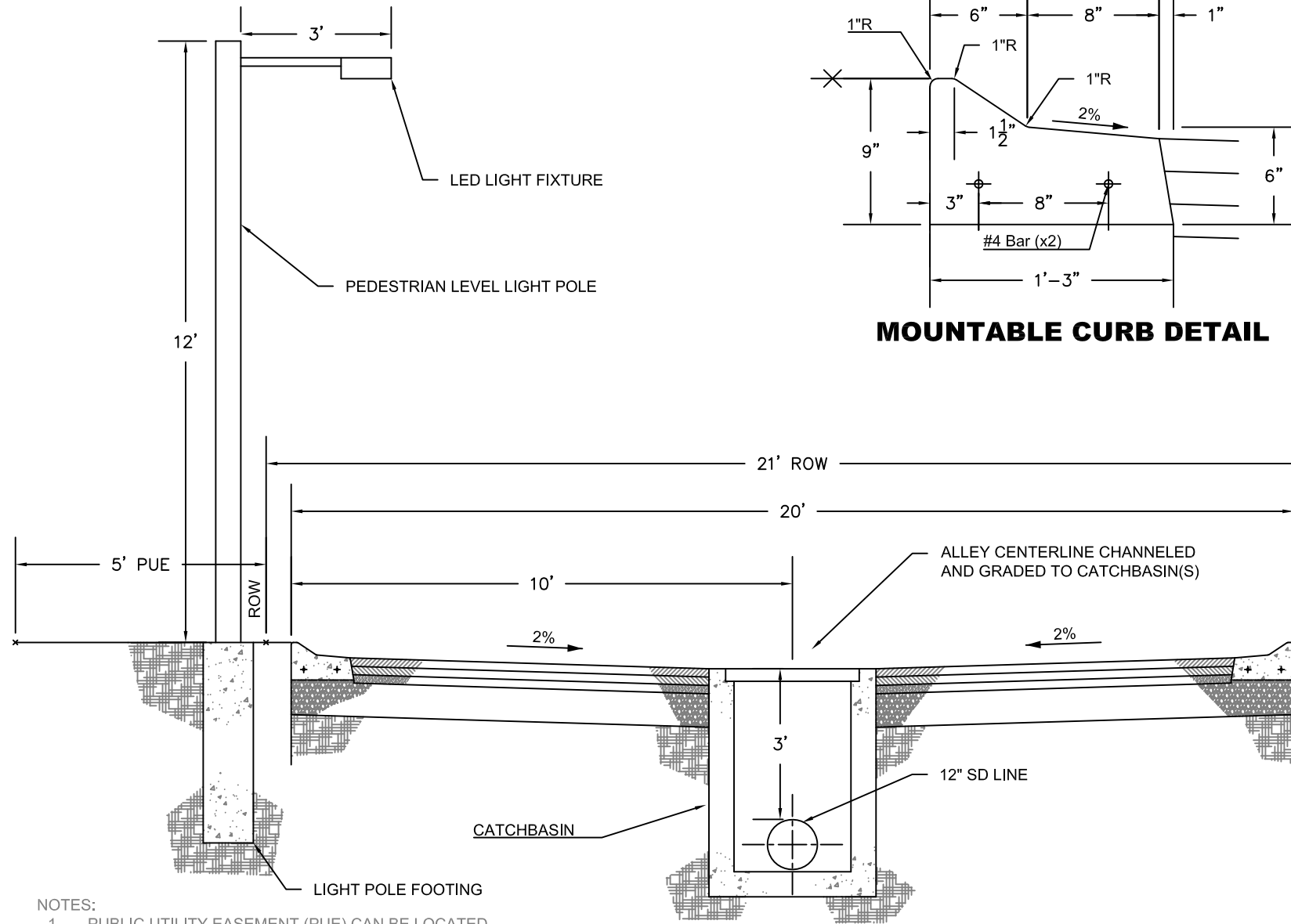
1. Approve the findings in this staff report and recommend approval to City Council.
2. Modify the findings and approve the staff report as modified in compliance with all applicable criteria and recommend approval to City Council.
3. Modify the findings and deny the proposed amendment based on the Commission's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

STAFF RECOMMENDATION

Based on the above findings and applicable code criteria, staff recommends that the Planning Commission forward a recommendation of approval of the proposed text amendment to the Sherwood TSP, Case File LU 2022-003 PA, to the Sherwood City Council.

VI. EXHIBIT

- A. Proposed Public Alley Cross Section Detail



MOUNTABLE CURB DETAIL

PUBLIC ALLEY CROSS SECTION

NOTES:

1. PUBLIC UTILITY EASEMENT (PUE) CAN BE LOCATED ON EITHER SIDE OF THE ALLEY ROW, BUT NOT ON BOTH SIDES.
2. ALLEY LIGHT POLE MUST BE LOCATED ON THE PUE SIDE OF THE ALLEY ROW.
3. ALLEY LIGHTING FIXTURE STYLE MUST BE COMPLIANT WITH PGE STANDARDS AND ACCEPTABLE TO THE CITY.

DRAWING NUMBER	X-XX
STANDARD DRAWING TITLE	PUBLIC ALLEY CROSS SECTION DETAIL
DATE	MON' YY
SCALE	N.T.S.
Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.	
