



Home of the Tualatin River National Wildlife Refuge

Planning Commission Work Session Packet

FOR

May 13, 2014

At 7 PM

**Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**



City of Sherwood
PLANNING COMMISSION
Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140
May 13, 2014

Work Session Agenda 7:00 PM

1. Transportation System Plan Update Overview



Home of the Tualatin River National Wildlife Refuge

MEMORANDUM

City of Sherwood
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To: Sherwood Planning Commission

From: Bob Galati, PE – City Engineer
Brad Kilby, AICP

Mayor
Bill Middleton

RE: Transportation System Plan (TSP) – Work Session Materials

Council President
Linda Henderson

Date: May 6, 2014

Councilors
Dave Grant
Robyn Folsom
Bill Butterfield
Matt Langer
Krisanna Clark

City Manager
Joseph Gall, ICMA-CM

Assistant City Manager
Tom Pessemier, P.E.



2009 Top Ten Selection



2007 18th Best Place to Live



The focus of the upcoming Planning Commission work session is to continue our discussion of the on-going TSP Update process and consultant recommended amendments to the Comprehensive Plan Goals and Policies and the Sherwood Zoning and Community Development Code.

BACKGROUND:

The City's Transportation System Plan (TSP) is a long term guide for the City's transportation system. The TSP incorporates the vision of the community onto the existing transportation system with the intent of protecting and enhancing the quality of life in Sherwood. The TSP reflects transportation planning to the year 2035, which corresponds to Metro's Regional Transportation Plan (RTP) planning year. Our last comprehensive update to the document was 2005.

The current information provided for review by the Planning Commission includes:

1. Proposed Development Code Amendments
2. Proposed Transportation Goals and Policies Amendments

These are the items that you will be considering in your upcoming hearings, and this is an opportunity for you to gather information, prepare yourself for the discussions and make a formal recommendation to the City Council for their consideration. Since this is our second work session on the matter, these materials have been amended to reflect public comments, agency comments, and comments that we heard from the Citizens Advisory Committee, the Technical Advisory Committee, and comments received from our first work session with the Planning Commission and public.

As you already know, the proposed Code Amendments are intended to provide consistency between the TSP, the Development Code, and other State and regional transportation agency planning goals, policies, and regulations. These amendments are intended to correct existing inconsistencies and provide clarity of the related Code section, and to amend the associated Comprehensive Plan goals and policies. Please come prepared and ask lots of questions. If you have any questions, please do not hesitate to contact Bob Galati at (503)925-2303.



Memorandum

Date: May 6, 2014

To: Brad Kilby, AICP, City of Sherwood

From: Darci Rudzinski and Shayna Rehberg, Angelo Planning Group

cc: Bob Galati, PE, City of Sherwood; Garth Appanaitis, DKS Associates

Re: Draft Proposed Implementation Language (Task 5.2)

This memorandum presents draft proposed amendments to the City of Sherwood Zoning and Community Development Code (“development code”), pursuant to Task 5.2.

Proposed policy and code amendments will be reviewed and considered for adoption in conjunction with the updated TSP, as they include amendments that implement recommendations from the updated City of Sherwood Transportation System Plan (TSP), create consistency between the TSP and other adopted local documents, and comply with state and regional transportation planning regulations. Proposed policy amendments are presented in a separate memorandum and proposed code amendments are presented below.

Proposed Development Code Amendments

Draft code amendments presented in this memorandum were developed according to findings of compliance with the Transportation Planning Rule (TPR) and Regional Transportation Functional Plan (RTFP).¹ Recommendations for potential code amendments to better address compliance with TPR and RTFP requirements were summarized in Table 6 of the Needs, Opportunities, Constraints and Tools Technical Report (Task 3.2). These recommendations were discussed with City staff in order to determine which issues would be pursued and developed into draft code amendments.

For reference, that summary table is included in this memorandum as Table A-1 in Attachment A, and includes commentary indicating which recommendations have been developed into proposed code amendments.

¹ Detailed and updated findings of compliance will be included in the City’s staff report (Task 5.6).

Proposed code amendment text is presented in adoption-ready format in this memorandum. New language that is proposed to be added is underlined and proposed deletions are ~~struck through~~. The draft amendments are numbered consistent with the structure of the City development code, and are presented in the order of issues included in Table A-1.

Note: In addition to the amendments proposed in this memorandum, the entire development code should be checked to amend all references to the updated TSP, as needed.

DRAFT

Consistency of transportation facility standards (Recommendation DC-2 in Table A-1)

CHAPTER 16.106 TRANSPORTATION FACILITIES

16.106.010 Generally

A. Creation

Public streets shall be created in accordance with provisions of this Chapter. Except as otherwise provided, all street improvements and rights-of-way shall conform to standards for the City's functional street classification, as shown on the TSP Map (Figure 15) and in Figure 1, of Chapter 6 of the Community Development Plan, and other applicable City standards. The following table depicts the guidelines for the street characteristics.

[...]

16.106.040 Design

Standard cross sections showing street design and pavement dimensions are located in the City of Sherwood Transportation System Plan, and City of Sherwood's Engineering Design Manual.

Definitions of access way and shared-use path (Recommendation DC-3 in Table A-1)

CHAPTER 16.10 DEFINITIONS

16.10.020 SPECIFICALLY

[...]

Access: The way or means by which pedestrians and vehicles enter and leave property.

Access way: A pathway providing a connection for pedestrians and bicyclists between two streets, between two lots, or between a development and a public right-of-way. An access way is intended to provide access between a development and adjacent residential uses, commercial uses, public use such as schools, parks, and adjacent collector and arterial streets where transit stops or bike lanes are provided or designated. An access way may be a pathway for pedestrians and bicyclists (with no vehicle access), a pathway on public or private property (i.e., with a public access easement), and/or a facility designed to accommodate emergency vehicles.

Accessory Building/Use: A subordinate building or use which is customarily incidental to that of the principal use or building located on the same property.

[...]

Setback: The minimum horizontal distance between a public street right-of-way line, or side and rear property lines, to the front, side and rear lines of a building or structure located on a lot.

Shared-use path: A facility for non-motorized access conforming to City standards and separated from the roadway, either in the roadway right-of-way, independent public right-of-way, or a public access easement. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

Sidewalk: A pedestrian walkway with hard surfacing.

[...]

Traffic Impact Analysis (TIA) and rough proportionality requirements (Recommendation DC-4 in Table A-1)

CHAPTER 16.90 SITE PLANNING

16.90.030 Site Plan Modifications and Revocation

[...]

D. Required Findings

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

[...]

6. ~~For developments that are likely to generate more than 400 average daily trips (ADTs)~~Pursuant to Section 16.106.080, or at the discretion of the City Engineer, the applicant shall provide adequate information, such as a traffic impact analysis (TIA) or traffic counts, to demonstrate the level of impact to the surrounding ~~street~~ transportation system. The developer shall be required to mitigate for impacts attributable to the project, pursuant to TIA requirements in Section 16.106.080 and rough proportionality requirements in Section 16.106.090. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

[...]

CHAPTER 16.106 TRANSPORTATION FACILITIES

16.106.020 Required Improvements

[...]

D. Extent of Improvements

1. Streets required pursuant to this Chapter shall be dedicated and improved consistent with Chapter 6 of the Community Development Plan, the TSP and applicable City specifications included in the City of Sherwood Construction Standards. Streets shall include curbs, sidewalks, catch basins, street lights, and street trees. Improvements shall also include any bikeways designated on the Transportation System Plan map. Applicant may be required to dedicate land for required public improvements only when the exaction is directly related to and roughly proportional to the impact of the development, pursuant to Section 16.106.090.

[...]

16.106.040 Design

[...]

K. Traffic Controls

1. ~~An application for a proposed residential development that will generate more than an estimated 200 average daily vehicle trips (ADT) must include a traffic impact analysis to determine the number and types of traffic controls necessary to accommodate anticipated traffic flow.~~
2. ~~For all other proposed developments including commercial, industrial or institutional uses with over an estimated 400 ADT~~ pursuant to Section 16.106.080, or as otherwise required by the City Engineer, the an application must include a traffic impact analysis to determine the number and types of traffic controls necessary to accommodate anticipated traffic flow.

[...]

16.106.080 Traffic Impact Analysis (TIA)

- A. Purpose. The purpose of this section is to implement Sections 660-012-0045(2)(b) and -0045(2)(e) of the State Transportation Planning Rule (TPR), which require the City to adopt performance standards and a process to apply conditions to land use proposals in order to minimize impacts on and protect transportation facilities. This section establishes requirements for when a traffic impact analysis (TIA) must be prepared and submitted; the analysis methods and content involved in a TIA; criteria used to review the TIA; and authority to attach conditions of approval to minimize the impacts of the proposal on transportation facilities.

This section refers to the TSP for performance standards for transportation facilities as well as for projects that may need to be constructed as mitigation measures for a proposal's projected impacts. This section also relies on the City of Sherwood's Engineering Design Manual to provide street design standards and construction specifications for improvements and projects that may be constructed as part of the proposal and/or mitigation measures approved for the proposal.

B. Applicability. A traffic impact analysis (TIA) shall be required to be submitted to the City with a land use application at the request of the City Engineer or if the proposal is expected to involve one or more of the following:

1. An amendment to the Sherwood Comprehensive Plan or zoning map.
2. A new direct property approach road to Highway 99W is proposed.
3. The proposed development generates 50 or more PM peak-hour trips on Highway 99W, or 100 PM peak-hour trips on the local transportation system.
4. An increase in use of any adjacent street or direct property approach road to Highway 99W by 10 vehicles or more per day that exceed the 20,000 pound gross vehicle weight.
5. The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, thereby creating a safety hazard.
6. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

C. Requirements. The following are typical requirements that may be modified in coordination with Engineering Staff based on the specific application.

1. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with Washington County and ODOT when an approach road to a County road or Highway 99W serves the property, so that the TIA will meet the requirements of all relevant agencies.
2. Preparation. The TIA shall be prepared by an Oregon Registered Professional Engineer qualified to perform traffic engineering analysis and will be paid for by the applicant.
3. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE), shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. [Note: Alternative, stricter

trip generation study provisions: A trip generation study can be used as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.]

4. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where the analysis shows that 50 or more peak hour vehicle trips can be expected to result from the development.
5. Transportation Planning Rule Compliance. The requirements of OAR 660-012-0060 shall apply to those land use actions that significantly affect the transportation system, as defined by the Transportation Planning Rule.

D. Study Area. The following facilities shall be included in the study area for all TIAs:

1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed development site. If the site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
2. Roads and streets through and adjacent to the site.
3. All intersections needed for signal progression analysis.
4. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

E. Analysis Periods. To adequately assess the impacts of a proposed land use action, the following study periods, or horizon years, should be addressed in the transportation impact analysis where applicable:

1. Existing Year.
2. Background Conditions in Project Completion Year. The conditions in the year in which the proposed land use action will be completed and occupied, but without the expected traffic from the proposed land use action. This analysis should account for all City-approved developments that are expected to be fully built out in the proposed land use action horizon year, as well as all planned transportation system improvements.
3. Full Buildout Conditions in Project Completion Year. The background condition plus traffic from the proposed land use action assuming full build-out and occupancy.

4. Phased Years of Completion. If the project involves construction or occupancy in phases, the applicant shall assess the expected roadway and intersection conditions resulting from major development phases. Phased years of analysis will be determined in coordination with City staff.
 5. 20-Year or TSP Horizon Year. For planned unit developments, comprehensive plan amendments or zoning map amendments, the applicant shall assess the expected future roadway, intersection, and land use conditions as compared to approved comprehensive planning documents.
- F. Approval Criteria. When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying land use proposal:
1. The analysis complies with the requirements of 16.106.080.C;
 2. The analysis demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the City Engineer and, when County or State highway facilities are affected, to Washington County and ODOT;
 3. For affected non-highway facilities, the TIA demonstrates that mobility and/or other applicable performance standards established in the adopted City TSP have been met; and
 4. Proposed public improvements are designed and will be constructed to the street standards specified in Section 16.106.010 and the Engineering Design Manual, and to the access standards in Section 16.106.040.
 5. Proposed public improvements and mitigation measures will provide safe connections across adjacent right-of-way (e.g., protected crossings) when pedestrian and/or bicycle facilities are present or planned on the far side of the right-of-way.
- G. Conditions of Approval. The City may deny, approve, or approve a development proposal with conditions needed to meet operations and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the future planned transportation system. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities, pursuant to Section 16.106.090. Findings in the development approval shall indicate how the required improvements are directly related to and are roughly proportional to the impact of development.

16.106.090 Rough Proportionality

The purpose of this section is to ensure that required transportation facility improvements are roughly proportional to the potential impacts of the proposed development. The rough proportionality requirements of this section apply to both frontage and non-frontage improvements. A proportionality analysis will be conducted by the City Engineer for any proposed development that triggers transportation facility improvements pursuant to this chapter. The City Engineer will take into consideration any benefits that are estimated to accrue to the development property as a result of any required transportation facility improvements. A proportionality determination can be appealed pursuant to Section _____ . The following general provisions apply whenever a proportionality analysis is conducted.

- A. Mitigation of impacts due to increased demand for transportation facilities associated with the proposed development shall be provided in rough proportion to the transportation impacts of the proposed development. When applicable, anticipated impacts will be determined by the TIA in accordance with Section 16.106.080. When no TIA is required, anticipated impacts will be determined by the City Engineer.
- B. The following shall be considered when determining proportional improvements:
1. Condition and capacity of existing facilities within the impact area in relation to City standards. The impact area is generally defined as the area within a one-half (1/2) mile radius of the proposed development. If a TIA is required, the impact area is the TIA study area.
 2. Existing vehicle, bicycle, pedestrian, and transit use within the impact area.
 3. The effect of increased demand on transportation facilities and other approved, but not yet constructed, development projects within the impact area that is associated with the proposed development.
 4. Applicable TSP goals, policies, and plans.
 5. Whether any route affected by increased transportation demand within the impact area is listed in any City program including school trip safety; neighborhood traffic management; capital improvement; system development improvement, or others.
 6. Accident history within the impact area.
 7. Potential increased safety risks to transportation facility users, including pedestrians and cyclists.
 8. Potential benefit the development property will receive as a result of the construction of any required transportation facility improvements.

9. Other considerations as may be identified in the review process pursuant to Chapter 16.72.

Preferential carpool and vanpool parking (Recommendation DC-6 in Table A-1)

CHAPTER 16.94 OFF-STREET PARKING AND LOADING

16.94.010 General Requirements

[...]

E. Location

3. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations and types of spaces (car pool, compact, etc.) for parking shall be indicated on submitted plans and located to the side or rear of buildings where feasible.
 - a. All new development with twenty (20) employees or more shall include preferential spaces for ~~either~~ car-pool and vanpool designation. Carpool and vanpool parking spaces shall be located closer to the main employee entrance than all other parking spaces with the exception of ADA parking spaces. Carpool/vanpool spaces shall be clearly marked as reserved for carpool/vanpool only.

Exemptions for structured parking and on-street parking (Recommendation DC-8 in Table A-1)

16.94.010 General Requirements

[...]

- K. Structured parking and on-street parking are exempt from the parking space maximums in Section 16.94.020.A.

"Housekeeping" amendments, parking standards table footnotes (Recommendation DC-9 in Table A-1)

Section 16.94.020, Parking Standards Table

¹ Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both, or that have a greater than 20 minute peak hour transit service.

² Parking Zone B. ~~Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter ¼ mile walking distance of bus transit stops, one-half ½ mile walking distance of light rail station platforms, or both, or that have a greater than 20 minute peak hour transit service.~~ Parking Zone B areas ~~also include those parcels that are located at a distance greater than one-quarter (¼) mile walking distance of bus transit stops, one-half (½) mile walking distance of light rail station platforms, or both.~~

Transportation Planning Rule consistency requirements (Recommendation DC-11 in Table A-1)

CHAPTER 16.80 PLAN AMENDMENTS

16.80.030 Review Criteria

[...]

C. Transportation Planning Rule Consistency

1. The applicant shall demonstrate consistency with the Transportation Planning Rule, specifically by addressing whether the proposed amendment creates a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to Section 16.106.080.

~~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.~~

Major driveway connectivity requirements (Recommendation DC-13 in Table A-1)

[Note: The City Engineering Design Manual allows residential driveway widths up to 24 feet for lots with frontage up to 60 feet, and wider driveway widths for lots with frontage more than 60 feet. Thus, 24 feet was used as a threshold for the proposed amendments below.]

CHAPTER 16.90 SITE PLANNING

16.90.030 Site Plan Modifications and Revocation

[...]

D. Required Findings

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

[...]

- 9. Driveways that are more than 24 feet in width shall align with existing streets or planned streets as shown in the Local Street Connectivity Map in the adopted Transportation System Plan (Figure 17), except where prevented by topography, rail lines, freeways, pre-existing development, or leases, easements, or covenants.

CHAPTER 16.106 TRANSPORTATION FACILITIES

16.106.030 Location

[...]

B. Street Connectivity and Future Street Systems

[...]

2. Connectivity Map Required. New residential, commercial, and mixed use development involving the construction of new streets shall be submitted with a site plan that implements, responds to and expands on the Local Street Connectivity map contained in the TSP.

[...]

- d. Driveways that are more than 24 feet in width shall align with existing streets or planned streets as shown in the Local Street Connectivity Map in the adopted Transportation System Plan (Figure 17), except where prevented by topography, rail lines, freeways, pre-existing development, or leases, easements, or covenants.

On-street loading (Recommendation DC-14 in Table A-1)

CHAPTER 16.94 OFF-STREET PARKING AND LOADING

16.94.030 Off-Street Loading Standards

[...]

- C. Exceptions and Adjustments. The review authority, through Site Plan Review, may approve loading areas within a street right-of-way in the Old Town Overlay District when all of the following conditions are met:

1. Short in duration (i.e., less than one hour);
2. Infrequent (less than three operations occur daily between 5:00 a.m. and 12:00 a.m. or all operations occur between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
3. Does not unreasonably obstruct traffic; [or] Does not obstruct traffic during peak traffic hours;
4. Does not obstruct a primary emergency response route; and
5. Is acceptable to the applicable roadway authority.

Bicycle parking (Recommendation DC-15 in Table A-1)

[Note: The language proposed in this section is modeled after bicycle parking provisions that have been adopted by other similarly-sized communities and includes existing City of Sherwood provisions as noted.]

CHAPTER 16.94 OFF-STREET PARKING AND LOADING

16.94.020 Off-Street Parking Standards

[...]

C. Bicycle Parking Facilities

1. ~~Location and Design~~

~~a. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one (1) building entrance (e.g., no farther away than the closest parking space). Bike parking may be located inside the main building or near the main entrance.~~

~~b. Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right-of-way. A standard inverted "U shaped" design is appropriate. Alternative, creative designs are strongly encouraged.~~

~~2. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.~~

~~3. Options for Storage. Bicycle parking requirements for long term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.~~

~~4. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.~~

~~5. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.~~

~~6. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.~~

1. General Provisions

a. Applicability. Bicycle parking spaces shall be provided for new development, changes of use, and major renovations, defined as construction valued at 25% or more of the assessed value of the existing structure.

- b. Types of Spaces. Bicycle parking facilities shall be provided in terms of short-term bicycle parking and long-term bicycle parking. Short-term bicycle parking is intended to encourage customers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for at least several hours a weather-protected place to park bicycles.
- c. Minimum Number of Spaces. The required total minimum number of bicycle parking spaces for each use category is shown in Table 4, Minimum Required Bicycle Parking Spaces. *[Note: Tables in Chapter 16.94 are not currently numbered, so it is recommended that the previous tables in the chapter be numbered Tables 1, 2, and 3.]*
- d. Minimum Number of Long-term Spaces. At least 50% of the required bicycle parking spaces in Table 4 shall be provided as long-term bicycle parking, with a minimum of one long-term bicycle parking space.
- e. Multiple Uses. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

2. Location and Design.

a. General Provisions

- (1) Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
- (2) There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
- (3) Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security. *[Note: existing code language]*
- (4) Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only. *[Note: existing code language]*
- (5) Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right-of-way. A standard inverted "U shaped" or staple design is appropriate. Alternative, creative designs are strongly encouraged. *[Note: existing code language]*
- (6) Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards. *[Note: existing code language]*

b. Short-term Bicycle Parking

- (1) Provide lockers or racks that meet the standards of this section.
- (2) Locate inside or outside the building within 30 feet of the main entrance to the building or at least as close as the nearest vehicle parking space, whichever is closer. [Note: partly existing code language]

c. Long-term Bicycle Parking

- (1) Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or customers or monitored by security guards).
- (2) Locate the space within 100 feet of the entrance that will be accessed by the intended users.
- (3) All of the spaces shall be covered.

d. Covered Parking (Weather Protection)

- (1) When required, covered bicycle parking shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
- (2) Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
- (3) Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Table 4: Minimum Required Bicycle Parking Spaces

[Note: existing code language]

Use Categories	Minimum Required Spaces
Residential Categories	
Household living	Multi-dwelling — 2 or 1 per 10 auto spaces. All other residential structure types — None
Group living	1 per 20 auto spaces
Commercial Categories	
Retail sales/service office	2 or 1 per 20 auto spaces, whichever is greater
Drive-up vehicle servicing	None
Vehicle repair	None
Commercial parking facilities, commercial, outdoor recreation, major event entertainment	4 or 1 per 20 auto spaces, whichever is greater
Self-service storage	None
Industrial Categories/Service Categories	
Basic utilities	2 or 1 per 40 spaces, whichever is greater
Park and ride facilities	2 or 1 per 20 auto spaces
Community service essential service providers parks and open areas	2 or 1 per 20 auto spaces, whichever is greater
Schools	High schools — 4 per classroom Middle schools — 2 per classroom Grade schools — 2 per 4th & 5th grade classroom
Colleges, medical centers, religious institutions, daycare uses	2 or 1 per 20 auto spaces whichever is greater

Map references (Recommendation DC-17 in Table A-1)

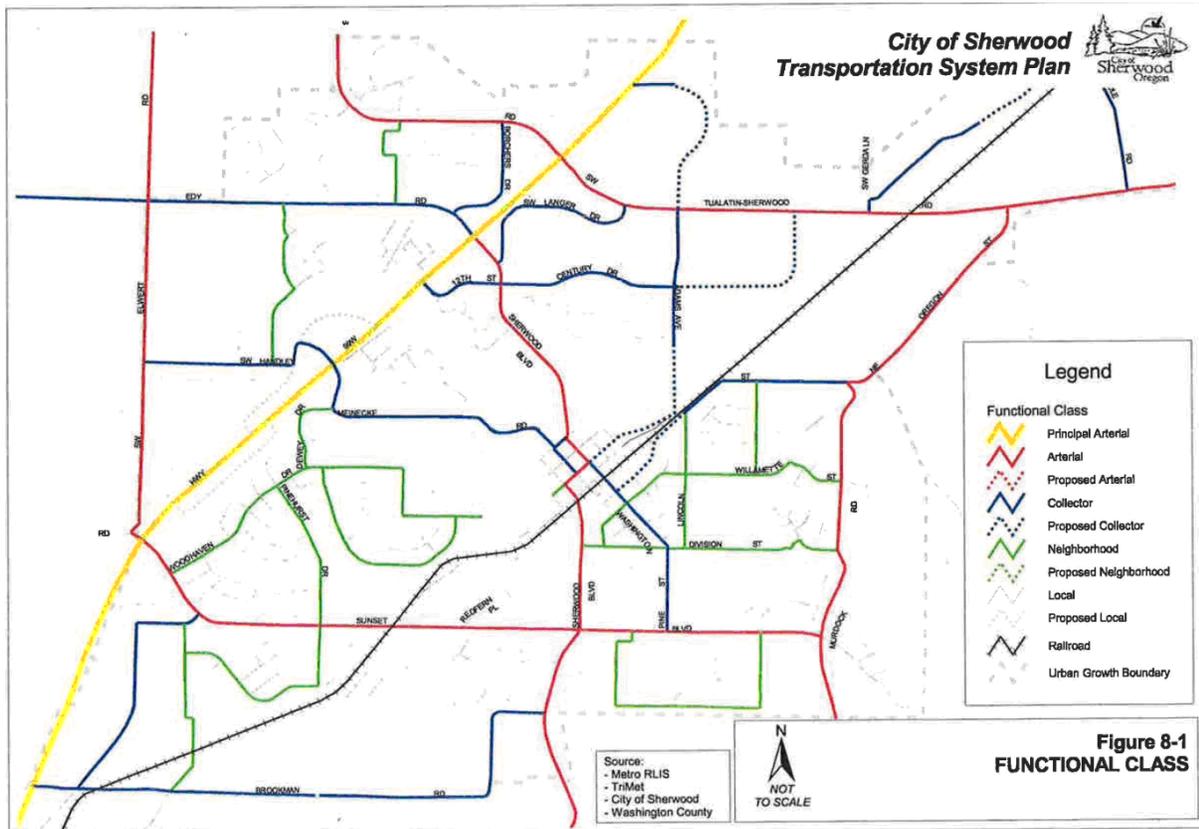
CHAPTER 16.106 TRANSPORTATION FACILITIES

16.106.020 Required Improvements

A. Generally

Except as otherwise provided, all developments containing or abutting an existing or proposed street, that is either unimproved or substandard in right-of-way width or improvement, shall dedicate the necessary right-of-way prior to the issuance of building permits and/or complete acceptable improvements prior to issuance of occupancy permits. ~~The following figure provides the depiction of the~~ Right-of-way requirements are based on functional classification of the street network as found established in the Transportation System Plan, Figure 8-15.

[Delete following figure]



[...]

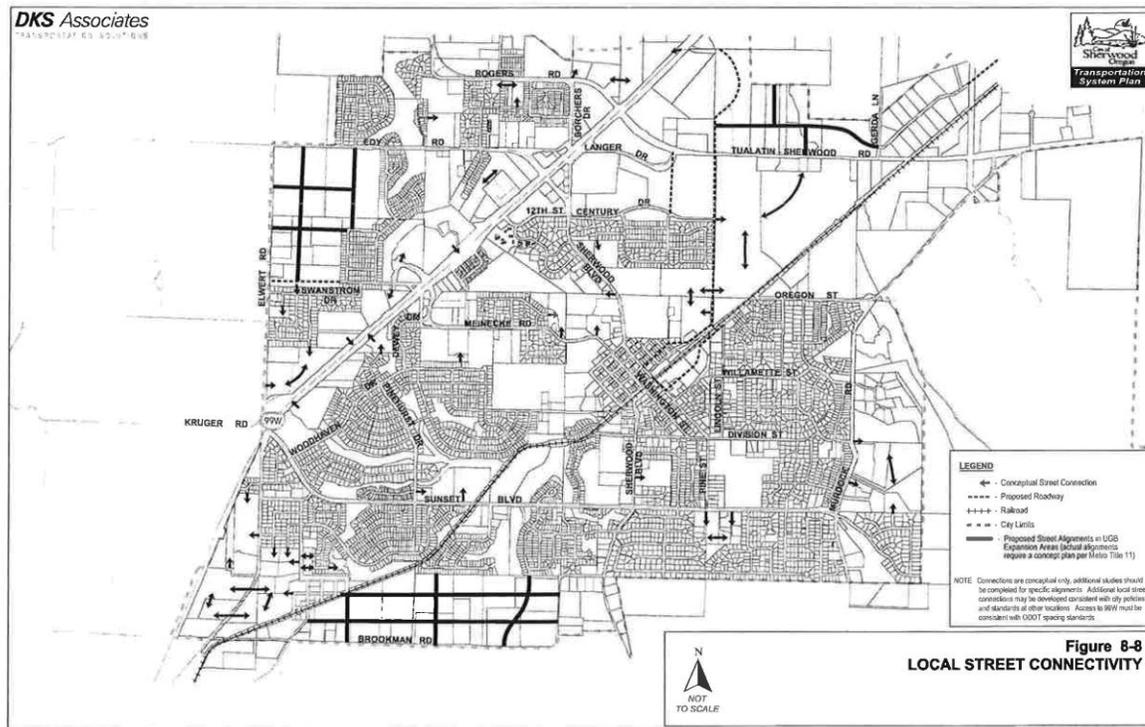
16.106.030 Location

[...]

B. Street Connectivity and Future Street Systems

1. Future Street Systems. The arrangement of public streets shall provide for the continuation and establishment of future street systems as shown on the Local Street Connectivity Map contained in the adopted Transportation System Plan (Figure 8-816).

[Delete following figure]



CAP program discontinuation (Recommendation DC-18 in Table A-1)

CHAPTER 16.106 TRANSPORTATION FACILITIES

16.106.070 Hwy. 99W Capacity Allocation Program (CAP)

A.—Purpose—The purpose of the Highway 99W Capacity Allocation Program is to:

- 1.—Prevent failure of Highway 99W through Sherwood.
- 2.—Preserve capacity on Highway 99W over the next 20 years for new development within Sherwood.
- 3.—Preserve land values in Sherwood by preventing failure of one of the City's key transportation links.
- 4.—Insure improvements to Highway 99W and adjacent primary roadways are constructed at the time development occurs.
- 5.—Minimize the regulatory burden on developments that have minimal impact on Highway 99W.

B.—Exclusions

The following types of projects and activities are specifically excluded from the provisions of this program:

1. Churches.
2. Elementary, middle, and high schools.
3. Changes in use that do not increase the number of trips generated by the current use.

C. Definitions

1. "Base Application" means the site plan or conditional use application which invokes the provisions of this chapter.
2. "Capacity" means the maximum number of peak hour vehicle trips that Highway 99W through Sherwood may accommodate at the Level of Service Standard assuming full build-out of all land zoned for residential and industrial development in Sherwood.
3. "Full Access Intersections" means the following intersections on Highway 99W in Sherwood:

Sunset, Meinecke, Edy/N. Sherwood, Tualatin Sherwood/Scholls Sherwood (Roy Rogers Road, and Home Depot (Adams Street).
4. "ITE Manual" means the latest edition of the public titled "Trip Generation" by the Institute of Transportation Engineers.
5. "Level of Service (LOS) Standard" means the lowest acceptable level of service on a transportation corridor within Sherwood as stated in the Standard Requirements Section.
6. "Mitigation" means improvements to the transportation system that increase or enhance capacity.
7. "Net Trips" means the number of trips generated by a regulated activity during the PM Peak Hours. Net trips equal new trips, diverted trips, and trips from existing activities on a site that will remain. Net trips do not include: Pass-by trips, Internal trips, trips from existing facilities that will be removed, and Trips Reduced due to implementation of transportation demand strategies.
8. "Peak Hour" means a consecutive sixty (60) minute period during the twelve (12) PM hours of an average day, which experience the highest sum of traffic volumes on a roadway.
9. "Regulated Activity" means project(s) or activities proposed in the base application.
10. "Site Trip Limit" means the trip limit multiplied by the acreage of the site containing the regulated activity.
11. "Trip Allocation Certificate" means a certificate or letter from the City Engineer specifying that a regulated activity meets the trip limit and specifying any required mitigation.
12. "Trip Analysis" means a study or report that specifies the net trips from a regulated activity and analyzes the trip distribution and assignment from the activity.

13. ~~"Trip Limit" means the maximum number of trips per acre from regulated activities that can be accommodated without violating the LOS Standard.~~

D. Standard Requirements

1. ~~All regulated activities shall acquire a Trip Allocation Certificate prior to approval of their base application. Lack of a Trip Allocation Certificate shall be the basis for denial of a base application.~~
2. ~~A Trip Analysis is required for all regulated activities prior to being considered for a Trip Allocation Certificate.~~
3. ~~The Level of Service Standard for Highway 99W through Sherwood through the year 2020 is "E".~~
4. ~~The trip limit for a regulated activity shall be forty three (43) net trips per acre.~~
5. ~~Mitigation to comply with the CAP shall not be required for regulated activities occurring on land zoned General Industrial (GI) or Light Industrial (LI) when the activity produces less than eight (8) net trips per acre.~~

E. Trip Analysis

1. Purpose

~~The first step in the process of seeking a Trip Allocation Certificate is preparation of a Trip Analysis by the applicant for the regulated activity. The purpose of the Trip Analysis is to evaluate whether the net trips from a regulated activity exceed the site trip limit.~~

2. Timing

~~The Trip Analysis shall be submitted with the relevant base application. Base applications without a Trip Analysis shall be deemed incomplete.~~

3. Format

~~At a minimum, the Trip Analysis shall contain all the following information:~~

- a. ~~The type and location of the regulated activity.~~
- b. ~~A tax map clearly identifying the parcel(s) involved in the Trip Analysis.~~
- c. ~~Square footage used to estimate trips, in accordance with methods outlined in the ITE Manual.~~
- d. ~~Description of the type of activity, especially as it corresponds to activities described in the ITE Manual.~~
- e. ~~Copy of the ITE Manual page used to estimate trips.~~

- f. ~~Acreeage of the site containing the regulated activity calculated to two (2) decimal points.~~
- g. ~~Trip distributions and assignments from the regulated activity to all full access intersections impacted by ten (10) or more trips from the regulated activity with identification of the method used to distribute trips from the site.~~
- h. ~~Copies of any other studies utilized in the Trip Analysis.~~
- i. ~~Summary of the net trips generated by the regulated activity in comparison to the site trip limit.~~
- j. ~~Signature and stamp of a professional engineer, registered in the State of Oregon, with expertise in traffic or transportation engineering, who prepared the analysis.~~

4. ~~Methods~~

- a. ~~The Trip Analysis and trip generation for an activity shall be based on the ITE Manual.~~
- b. ~~If a trip generation for the proposed use is not available in the ITE Manual or the applicant wishes to dispute the findings in the ITE Manual, the trip generation calculation may be based on an analysis of trips from five (5) sites with the same type of activity as that proposed.~~

5. ~~Modification of Trip Analysis Requirements~~

The City Engineer may waive, in writing, some of the requirements of the Trip Analysis if:

- a. ~~The proposed regulated activity is part of a previously approved Trip Allocation Certificate that meets the requirements of this chapter and the applicant demonstrates, to the satisfaction of the City Engineer, that the applicable provisions of the previously approved Trip Allocation Certificate shall be met; or~~
- b. ~~The City Engineer determines, upon receipt of a letter of request from the applicant, that less information is required to accomplish the purposes of this chapter.~~

F. ~~Trip Allocation Certificate~~

1. ~~General~~

- a. ~~Trip Allocation Certificates shall be issued by the City Engineer.~~
- b. ~~Trip Allocation Certificates shall be valid for the same period as the land use or other city approval for the regulated activity.~~
- c. ~~The City Engineer may invalidate a Trip Allocation Certificate when, in the City Engineer's judgment, the Trip Analysis that formed the basis for award of the Trip Allocation Certificate no longer accurately reflects the activity proposed under the base application.~~

2. ~~Approval Criteria~~

a. ~~Upon receipt of a Trip Analysis, the City Engineer shall review the analysis. The Trip Analysis shall meet both of the following criteria to justify issuance of a Trip Allocation Certificate for the regulated activity:~~

- ~~(1) Adequacy of analysis; and~~
- ~~(2) Projected net trips less than the site trip limit.~~

b. ~~Adequacy of Analysis~~

~~The City Engineer shall judge this criterion based on the following factors:~~

- ~~(1) Adherence to the Trip Analysis format and methods described in this chapter.~~
- ~~(2) Appropriate use of data and assumptions; and~~
- ~~(3) Completeness of the Trip Analysis.~~

3. ~~Mitigation~~

a. ~~The Trip Allocation Certificate shall specify required mitigation measures for the regulated activity.~~

b. ~~Mitigation measures shall include improvements to Highway 99W and nearby transportation corridors that, in the judgment of the City Engineer, are needed to meet the LOS Standard and provide capacity for the regulated activity.~~

c. ~~Engineering construction plans for required mitigation measures shall be submitted and approved in conjunction with other required construction plans for the regulated activity.~~

d. ~~Mitigation measures shall be implemented in tandem with work associated with the regulated activity.~~

e. ~~Failure to implement required mitigation measures shall be grounds for revoking the regulated activity's base application approval.~~

G. ~~Other Provisions~~

1. ~~Acreage Calculation for a Regulated Activity~~

a. ~~Acreage calculations used to calculate net trips per acre in the Trip Analysis must use the entire area of the tax lot(s) containing the regulated activity, less 100-year floodplain area, in accordance with FIRM map for Sherwood.~~

- b. ~~If the site contains existing uses, the net trips generated by these uses shall be included in the calculation of net trips generated from the site.~~

2. ~~Partial Development of a Site~~

- a. ~~If a regulated activity utilizes a portion of a vacant tax lot, such that the site could be further developed in the future, the applicant shall identify the potential uses for the vacant portion and reserve trips for that portion of the site in accordance with the uses identified. These reserve trips shall be included in the calculation of the net trips generated from the site.~~
- b. ~~The Trip Allocation Certificate shall not be issued if the proposed future uses of the vacant area and the reserve trips are unrealistic in the opinion of the City Engineer.~~

Bike path section update (Recommendation DC-19 in Table A-1)

16.106.0780 ~~Bike Paths~~Lanes

If shown ~~in on the~~ Figure 6-113 of the Transportation System Plan, bicycle ~~paths~~lanes shall be installed in public rights-of-way, in accordance with City specifications. Bike lanes shall be installed on both sides of designated roads, should be separated from the road by a twelve (12) inch stripe or other means approved by Engineering Staff, ~~not a curb~~, and should be a minimum of five (5) feet wide. ~~Bike paths should not be combined with a sidewalk.~~

Attachment A

Table A-1: Summary of Recommended Potential Development Code Amendments and Corresponding Transportation Planning Rule (TPR) and Regional Transportation Functional Plan (RTFP) Requirements

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
DC-1	Identify and update all references to the TSP in the code.		This has been made into a note in the introductory text of this memorandum.
DC-2	Ensure that code requirements in Chapter 16.96 (On-site Circulation) and Chapter 16.106 (Transportation Facilities) related to access spacing/management and design of streets, bikeways, sidewalks, and accessways/paths are consistent with the standards established in the updated TSP.	<ul style="list-style-type: none"> • TPR Section -0045(2)(a) Access Control • TPR Section -0045(3)(b) On-site Pedestrian and Bicycle Circulation and Connections • TPR Section -0045(7) Minimizing Roadway Width • RTFP Section 3.08.110B Street System Design for Pedestrian and Bicycle Access 	<p>No amendments are needed to Chapter 16.96 and Chapter 16.106 related to access management and spacing standards; existing development code and the Draft TSP are consistent.</p> <p>The updated TSP does not include or otherwise modify existing street design standards in this chapter. Minor amendments are needed to Chapter 16.106 related to street design. Amendments proposed to Section .010 reflect deletions proposed for Chapter 6 of the Comprehensive Plan. Amendments proposed to Section .040 remove a reference to cross-sections in the TSP, which the updated TSP does not include.</p> <p>Proposed code amendments to:</p> <p>Chapter 16.106</p>

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			<p>Transportation Facilities, Section.010 Generally</p> <p>Chapter 16.106 Transportation Facilities, Section.040 Design</p>
DC-3	<p>Define the following terms and ensure consistency between the TSP, Development Code, and Engineering Design Manual: access way and shared-use path.</p> <p><i>Note: The City Engineering Design Manual includes a reference to pedestrian and bicycle access ways that can be provided at a maximum spacing of 330 feet in lieu of a street in some cases.</i></p>	<ul style="list-style-type: none"> • TPR Section -0045(3)(b) On-site Pedestrian and Bicycle Circulation and Connections • RTFP Sections 3.08.110 B & E Street System Design 	<p>Proposed code amendments to:</p> <p>Chapter 16.10 Definitions, Section .020 Specifically</p>
DC-4	<p>Provide additional guidance regarding the applicability and preparation of traffic impact analyses (TIAs), including rough proportionality provisions.</p>	<p>TPR Section -0045(2)(b) Standards to Protect Roadways</p>	<p>Proposed code amendments to:</p> <ul style="list-style-type: none"> • Chapter 16.90 Site Planning, Section .030.D Required Findings • Chapter 16.106 Transportation Facilities, Section .020.D Extent of Improvements • Chapter 16.106 Transportation Facilities, Section .040.K Traffic Controls • Chapter 16.106 Transportation Facilities, Section .080

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			<p>Traffic Impact Analysis [new section]</p> <ul style="list-style-type: none"> • Chapter 16.106 Transportation Facilities, Section .090 Rough Proportionality [new section]
DC-5	Given TPR requirements for coordinated review, consider whether inviting transportation facility and service providers to pre-application conferences would be helpful to the review process and thus would be language to include in the code (Section 16.70.010).	TPR Section -0045(2)(d) Coordinated Review of Land Use Decisions	The City already allows for this level of coordinated review, so code amendments are not necessary.
DC-6	Provide more direction about “preferential” carpool and vanpool parking spaces.	TPR Section -0045(4)(d) Employee Parking	<p>Proposed code amendments to:</p> <p>Chapter 16.94 Off-Street Parking and Loading, Section .010.E Location</p>
DC-7	Consider code changes if there are TDM program elements developed for the updated TSP that lend themselves to implementation in code.	TPR Section -0045(5)(b) Transportation Demand Management (TDM) Programs	TDM program elements in the Draft TSP will be reviewed. However, it is not anticipated that these will result in proposed code amendments.
DC-8	Allow exemptions from maximum parking space standards for structured parking and on-street parking.	TPR Section -0045(5)(d) Parking Management	<p>Proposed code amendments to:</p> <p>Chapter 16.94 Off-Street Parking and Loading, Section .010.K General Requirements [new</p>

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			subsection]
DC-9	Administrative/housekeeping amendments: Address typos and inconsistencies in the footnotes for the parking standards table.	TPR Section -0045(5)(d) Parking Management	Proposed code amendments to: Chapter 16.94 Off-Street Parking and Loading, Section .020 Off-Street Parking Standards
DC-10	Consider the feasibility of allowing a local street cross-section of 20-28 feet and under what conditions.	TPR Section -0045(7) Minimizing Roadway Width	This recommendation will be developed into proposed policy language.
DC-11	Modify the code provisions for plan and land use regulation amendments to make simpler reference to TPR Section -0060.	TPR Section -0060 Plan and Land Use Regulations Amendments	Proposed code amendments to: Chapter 16.80 Plan Amendments, Section .030.C Transportation Planning Rule Consistency
DC-12	Provide a variance process in Chapter 16.84 (Variances and Adjustments) and/or Chapter 16.94 (Off-Street Parking and Loading) that allows maximum parking standards to be exceeded.	RTFP Section 3.08.410 Parking Management	Section 16.94.010.A (Off-Street Parking Required) already refers to procedures in Chapter 16.84 for varying from minimum or maximum parking standards. No amendments are proposed.
DC-13	Require that major driveways that are proposed for mixed-use and residential developments align with existing and/or planned streets.	RTFP Section 3.08.410 Parking Management	Proposed code amendments to: <ul style="list-style-type: none"> • Chapter 16.90 Site Planning, Section .030.D Required Findings • Chapter 16.106

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			Transportation Facilities, Section .030.B.2.d Connectivity Map Required [new subsection]
DC-14	Add on-street loading provisions in an appropriate location such as Old Town, including specific conditions for when on-street loading would be permitted.	RTFP Section 3.08.410 Parking Management	Proposed code amendments to: Chapter 16.94 Off-Street Parking and Loading, Section .030.C Off-Street Loading Standards [new subsection]
DC-15	Provide more requirements and guidance regarding short-term and long-term bicycle parking.	RTFP Section 3.08.410 Parking Management	Proposed code amendments to: Chapter 16.94 Off-Street Parking and Loading, Section 16.94.020.C Bicycle Parking Facilities
DC-16	Consider whether having a hierarchy of management to capacity strategies (RTFP Section 3.08.220A) would be effective as part of traffic impact analysis and legislative decision conditions of approval.	RTFP Sections 3.08.510 A & B Comprehensive Plan and TSP Amendments	This was determined to not be an effective or necessary set of potential code amendments.
DC-17	Replace maps in the development code with references to the maps in the updated TSP.		Replacing maps with references can help avoid inconsistencies between the development code and TSP and make updates easier in the future. Proposed code

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			amendments to: <ul style="list-style-type: none"> • Chapter 16.106 Transportation Facilities, Section .020 Required Improvements • Chapter 16.106 Transportation Facilities, Section .030 Location
DC-18	Remove CAP program.		The CAP program is being discontinued given TIA requirements and mobility standards proposed for adoption as part of this TSP update. <p>Proposed code amendments to:</p> <ul style="list-style-type: none"> • Chapter 16.106 Transportation Facilities, Section .070 Highway 99W Capacity Allocation Program (CAP)
DC-19	Re-number the following section (Bike Paths) and update a reference to the TSP. Update the bike path section to address bike lanes.		The section on bike paths is updated to address bike lanes because bike path is not a term that is used in the updated TSP or elsewhere in the code. <p>Proposed code amendments to:</p> <ul style="list-style-type: none"> • Chapter 16.106

	Recommended Potential Development Code Amendments	TPR and/or RTFP Requirements	Commentary
			Transportation Facilities, Section .080 Bike Paths

DRAFT

DRAFT PROPOSED TRANSPORTATION GOALS AND POLICIES

The tables below focus on proposed amendments to the City’s adopted transportation goals, policies and strategies that implement the updated Transportation System Plan (TSP). Identical transportation policy language is found in both Chapter 2 of the adopted TSP from 2005 and Chapter 6 of the Comprehensive Plan (Transportation). Language recommended for addition to Chapter 6 of the Comprehensive Plan is underlined and language recommended for removal is struck through. The tables in which the amendments are presented include a commentary column explaining the background and rationale for the proposed amendment.

Note that, in addition to goals, policies, and strategies (Section B, pp. 1-11), Comprehensive Plan Chapter 6 includes an introduction (Section A, p. 1) and a section addressing roadway functional classification and the transportation improvement program projects from the 2005 TSP (Section C, pp. 11-17). Proposed amendments to these sections are presented in order, in Tables 1, 2, and 3 respectively.

Table 1: Draft Proposed Amendments to SECTION A - Introduction

Existing and <u>Proposed</u> Text	Commentary
<p>The purpose of the Transportation element of the Comprehensive Plan is to describe a multi-modal system which will serve the future transportation needs of Sherwood. The plan for the future transportation system should be capable of effective implementation, responsive to changing conditions and be consistent with plans of adjoining jurisdictions. The Plan seeks to foresee specific transportation needs and to respond to those needs as growth occurs. The original Transportation Network Plan was created in 1979. The original transportation policy element was created in 1980 as part of the first Comprehensive Plan acknowledged by the Oregon Department of Land Conservation and Development. The plan policies were updated in 1989 and a new Transportation Plan Update was completed in 1991. The most recent Transportation element has been <u>was</u> revised substantially to reflect <u>updates</u> changes in the an updated new Transportation System Plan (TSP), begun in 2003 and completed in March 2005 and 2014. <u>The current adopted newest</u> TSP is attached as an appendix and technical reference to this Comprehensive Plan, including an analysis of the existing transportation system, changes to the functional classification of streets, an update of various inventory and plan maps, and changes to the street design standards.</p> <p>NOTE: The following types of capital facilities are not present within the City: 1)</p>	<p><i>References to the TSP are updated.</i></p>

Existing and <u>Proposed</u> Text	Commentary
air transportation, and 2) water transportation. Therefore, they are not addressed in this plan.	

Table 2: Draft Proposed Amendments to SECTION B - Goals, Policies, and Strategies

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 1: Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 – The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic.</p>	<p><i>Deleted text has been moved to Strategies.</i></p>
<p>Policy 2 – Through traffic shall be provided with routes that do not congest local streets and impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 – Local traffic routes within Sherwood shall be planned to provide convenient circulation between home, school, work, recreation and shopping. Convenient access to major out-of-town routes shall be provided from all areas of the city.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 4 – The City shall encourage the use of more energy-efficient and environmentally sound alternatives to the automobile by:</p> <ul style="list-style-type: none"> • The designation and construction of bike paths and pedestrian ways; • The scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and 	<p><i>This is an existing policy.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<ul style="list-style-type: none"> Encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area. 	
<p>Policy 6 – The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 7 – The City of Sherwood shall foster transportation services to the transportation disadvantaged including the young, elderly, handicapped, and poor.</p>	<p><i>This proposed change reflects a recommendation to make all references to the City [of Sherwood] consistent throughout this section.</i></p>
<p>Policy 8 – The City of Sherwood shall consider infrastructure improvements with the least impact to the environment.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 9 – The City of Sherwood shall develop a transportation demand management program to complement investments in infrastructure (supply). <u>manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u></p>	<p><i>The proposed modification provides a more general policy and minimizes redundancy with (existing) Strategy 6.</i></p>
<p>Strategies</p>	
<p><u>1. Establish and maintain design standards for public rights of way in accordance with the Functional Street Classification System.</u></p>	<p><i>Modified language is based on existing Policy 1.</i></p>
<p>1-2. Make traffic safety a continuing effort through effective law enforcement and educational programs.</p>	<p><i>This is an existing strategy.</i></p>
<p>2- 3. <u>Design and manage the city street system to meet Adopt an acceptable level of service mobility standard</u> for the roadway network that is consistent with regional transportation policies.</p>	<p><i>The proposed change reflects the City’s interest in having both level of service and volume to capacity (v/c) as measures by which to evaluate mobility and provide better context for decision making. The mobility standards will be in the adopted TSP</i></p>

Existing and <u>Proposed</u> Text	Commentary
	<i>and implemented through development review and the traffic impact analysis requirements.</i>
<p>3. <u>4.</u> <u>Develop Plan for</u> an array of transportation assets and services to meet the needs of the transportation-disadvantaged.</p>	<p><i>The proposed modification narrows the intent of this strategy to a system-level planning effort on the part of the City. Note that more specific policies regarding providing for the transportation disadvantaged can be found under Goal 5.</i></p>
<p>4. <u>5.</u> Evaluate, identify, and map existing and future neighborhoods for potential small scale commercial businesses to primarily serve local residents.</p>	<p><i>This existing strategy to integrate small-scale, neighborhood commercial uses into existing neighborhoods is related to Policy 4. Note that this existing strategy does not specify the level of analysis or proposed approach to implement such a study. This strategy should be reevaluated to ensure that it continues to be relevant and match the City's priorities.</i></p>
<p>5. <u>6.</u> Adopt a strategy for reducing impacts of impervious surfaces to stormwater management.</p>	<p><i>This is an existing strategy.</i></p>
<p>6. <u>7.</u> Identify and adopt a transportation demand management strategy <u>and program</u> to provide incentives to employers who develop transportation options for employees.</p>	<p><i>This addition is consistent with modified Policy 9.</i></p>
<p><u>8.</u> <u>Seek strategic opportunities to improve connectivity in the city, including measures such as mid-block crossings connecting to commercial areas.</u></p>	<p><i>This language is based on comments from the Citizen Advisory Committee.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 2: Develop a transportation system that is consistent with the City’s adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 – The City shall implement the transportation plan based on the functional classification of streets shown in Table 8-1 <u>Figure 16 of the TSP.</u></p>	<p><i>This is existing policy with amendments proposed for updating a TSP reference.</i></p>
<p>Policy 2 – The City shall maintain a transportation plan map that shows the functional classification of all streets within the Sherwood urban growth area. Changes to the functional classification of streets must be approved through an amendment to the Sherwood Comprehensive Plan, Part 2, Chapter 6 - Transportation Element.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 – The Sherwood transportation system plan shall be consistent with the eCity’s adopted land use plan and <u>coordinated</u> with transportation plans and policies of other local jurisdictions, especially Washington County, Clackamas County, <u>the</u> City of Wilsonville, and the City of Tualatin.</p>	<p><i>This is an existing policy with a proposed modification that indicates that City plans do not have to mirror neighboring jurisdictions’ plans, but should not be inconsistent with these plans.</i></p>
<p>Policy 4 – The City will coordinate with Metro regarding implementation of the Regional Transportation Plan and related transportation sections of the Metro <u>Regional Transportation Functional Plan.</u></p>	<p><i>These edits are proposed for consistency with regional plans.</i></p>
<p>Policy 5 – The City shall adopt <u>and maintain</u> a street classification system that is compatible with <u>the</u> Washington County Functional Classification System for areas inside the Washington County Urban Area Plan and with <u>the</u> Washington County 2020 Transportation Plan (Ordinance 588).</p>	<p><i>The proposed edit signifies the City’s ongoing commitment to coordination with Washington County.</i></p>
<p>Policy 6 — The City will work with Metro and other regional transportation partners to implement regional transportation <u>system demand</u> management and <u>operations</u> programs where appropriate.</p>	<p><i>The proposed modifications broaden the scope of this policy to transportation system management and operations (TSMO) programs, of which transportation demand</i></p>

Existing and <u>Proposed</u> Text	Commentary
	<i>management (TDM) is a part.</i>
<p>Policy 7 — The City shall work cooperatively with the Port of Portland and local governments in the region to ensure sufficient air and marine passenger access for Sherwood residents.</p>	<i>This is an existing policy.</i>
<p>Policy 8 – <u>The City shall work to develop more transportation options within city limits to increase opportunities for walking, biking, and taking transit and to reduce single occupancy vehicle (SOV) trips.</u></p> <p>Establish local non-Single Occupant Vehicle (SOV) modal targets, subject to new data and methodology made available to local governments, for all relevant design types identified in the RTP. Targets must meet or exceed the regional modal targets for the 2040 Growth Concept land use design types as illustrated in the following table:</p> <p>2040 Regional Modal Targets</p> <p>Non-single Occupancy Vehicles</p>	<p><i>Proposed amendments reflect a recommendation to replace the existing policy with a more general statement that commits the City to reduce non-SOV trips.</i></p>
Strategies	
<p>1. Develop <u>and maintain</u> an intergovernmental agreement between Sherwood, Washington County and the City of Tualatin, consistent with ORS 195.065, to establish urban service boundaries and responsibilities for transportation facilities within and adjacent to the City of Sherwood.</p>	<i>This is an existing strategy with amendments proposed for clarity only.</i>
<p>2. Work cooperatively with ODOT, Washington County, and Metro to develop an interchange area management plan for the Pacific Highway 99-W and Tualatin-Sherwood Highway intersection. <u>improve regional mobility through such efforts as the Westside Solution Study and the I-5 to 99W Connector project.</u></p>	<i>Proposed language reflects the City's interests in regional transportation planning and the fact that planning for a grade-separated interchange is not an identified transportation need.</i>
<p>3. Work cooperatively with ODOT, Metro, Washington</p>	<i>Proposed language reflects the</i>

Existing and <u>Proposed</u> Text	Commentary
<p>County, and Tualatin to develop a corridor management plan for Pacific Highway 99W and Tualatin-Sherwood Road to preserve that</p> <ul style="list-style-type: none"> ▫ <u>maintains</u> access to the highway for <u>from</u> the City's arterial and collector streets <u>and</u> ▫ <u>improves pedestrian and bicycle mobility, connectivity and safety in the vicinity of, and crossing, the highway.</u> 	<p><i>community's focus on Highway 99W and desire for enhancements related to non-motorized modes of transportation.</i></p>
<p>4. Participate in regional planning efforts, including the development of the Regional Transportation Plan (RTP), to secure funding for safety and capacity improvements to the City of Sherwood's arterial and collector street system that are necessary to maintain acceptable levels of service for local and through traffic.</p>	<p><i>This is an existing strategy.</i></p>
<p>5. Define transportation corridors in advance through long range planning efforts.</p>	<p><i>This is an existing strategy.</i></p>
<p>6. Coordinate the <u>local</u> transportation network <u>planning and improvements</u> with adjacent governmental agencies, such as Washington County, Metro, and the State. Coordinate with ODOT in implementing their Six-Year Plan and the State Highway Improvement Program.</p>	<p><i>This is an existing strategy with amendments proposed for clarity only.</i></p>
<p><u>7. Adopt performance measures that are consistent with regional modal targets for non-single occupancy vehicles and track the City's progress with meeting adopted goals and policies each successive TSP update.</u></p>	<p><i>This proposed new policy acknowledges regional targets, which are reflected in the performance measures in TSP.</i></p>
<p><u>8. Accommodate car-sharing programs in the city.</u></p>	<p><i>This adopted strategy from the Sherwood Town Center Plan (Strategy 9.4) has been modified to apply citywide.</i></p>
<p><u>9. Promote development of transportation demand management programs by employers in the city. Focus on employers with 100 employees or less that are not</u></p>	<p><i>The first part of this strategy is adopted Strategy 9.5 in the Sherwood Town Center Plan. The strategy has</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p><u>subject to the Oregon Department of Environmental Quality’s Employee Commute Options program requirements.</u></p>	<p><i>been modified to apply citywide. Additional language is based on comments from the Citizen Advisory Committee.</i></p>
<p><u>10. Support projects that remove regional through traffic from the local transportation system or allow through traffic to bypass Sherwood.</u></p>	<p><i>This proposed new strategy reflects a Citizen Advisory Committee recommendation.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 3: Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 – The City of Sherwood shall adopt requirements <u>that proposed</u> for land developments that mitigate the adverse traffic impacts and ensure <u>that all</u> new development contributes a fair and <u>proportionate</u> share toward on-site and off-site transportation system improvement remedies.</p>	<p><i>This is an existing policy with amendments proposed for clarity only.</i></p>
<p>Policy 2 – The City of Sherwood shall require dedication of land for future streets when development is approved. The property developer shall be required to make full street improvements for their portion of the street commensurate with the proportional benefit that the improvement provides the development.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 – The City of Sherwood shall require applicable developments (as defined in the development code), to prepare a traffic impact analysis.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 4 – The City of Sherwood shall adopt <u>and maintain</u> a uniform set of design guidelines that provide one or more typical cross section associated with each functional street classification. For example, the City may allow for a standard roadway cross-section and a boulevard cross section for arterial and collector streets.</p>	<p><i>This is an existing policy with amendments proposed to reflect existing city practices.</i></p>
<p>Policy 5 – The City shall adopt <u>and maintain</u> roadway design guidelines and standards that ensure sufficient right-of-way is provided for necessary roadway, bikeway, and pedestrian improvements.</p>	<p><i>This is an existing policy with amendments proposed to reflect existing city practices.</i></p>
<p>Policy 6 – The City shall adopt <u>and maintain</u> roadway design guidelines and standards that ensure sidewalks and bikeways be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and</p>	<p><i>This is an existing policy with amendments proposed to reflect existing city practices.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>bicyclists between residential areas, schools, employment, commercial and recreational areas.</p>	
<p>Policy 7 – The City of Sherwood will generally favor granting property access from the street with the lowest functional classification, including alleys. Additional access to arterials and collectors for single family units shall be prohibited, <u>and Residential uses should be encouraged to use access from frontage roads and local streets. Frontage roads shall be designed as local streets.</u></p>	<p><i>This is an existing policy with amendments proposed for clarity only.</i></p>
<p>Policy 8: <u>– The City will adopt and maintain</u> access control and spacing standards for all arterial and collector streets to improve safety and promote efficient through street movement. Access control measures shall be generally consistent with Washington County access guidelines to ensure consistency on city and county roads.</p>	<p><i>This is an existing policy with amendments proposed to reflect city practices.</i></p>
<p>Policy 9 – The City will establish <u>and maintain</u> guidelines and standards for the use of medians and islands for regulating access and providing pedestrian refuge on arterial and collector streets.</p>	<p><i>This is an existing policy with amendments proposed to reflect city practices.</i></p>
<p>Policy 10 – The City of Sherwood will establish <u>and maintain</u> a set of guidelines and standards for traffic calming measures to retrofit existing streets and as part of land use review.</p>	<p><i>This is an existing policy with amendments proposed to reflect city practices.</i></p>
<p>Policy 11 – The City will develop <u>and maintain</u> uniform traffic control device standards (signs, signals, and pavement markings) and uniformly apply them throughout the city.</p>	<p><i>This is an existing policy with amendments proposed to reflect city practices.</i></p>
<p>Policy 12 – The City of Sherwood will adopt parking control regulations for streets as needed. On street parking shall not be permitted on any street designated as an arterial, unless allowed by special provision within the Town Center (Old Town) area or through the road modifications process outlined in the Sherwood Development Code. The City will support actions that provide sufficient parking for</p>	<p><i>Proposed amendments reflect a recommendation to replace this policy with adopted Policy 9 from the Town Center Plan and the more specific Strategies from this plan (see proposed Strategies 11-18).</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p><u>businesses and residents, while maximizing the efficiency of parking areas.</u></p>	
<p>Policy 13 – The City of Sherwood shall adopt new development codes <u>explore and adopt regulatory and financing tools</u> to fill in gaps in existing sidewalks to achieve a consistent pedestrian system.</p>	<p><i>These modifications reflect the fact that the City needs to first have a policy discussion regarding viable funding options before development requirements would be modified to be consistent with the preferred/adopted funding methods.</i></p>
<p>Policy 14 – The City will implement <u>transportation system improvements and standards that increase access between residences and civic, employment, and commercial uses within the Town Center boundary and that improve safety for all modes of transportation for people traveling to, within and adjacent to the Town Center.</u></p>	<p><i>This is adopted Policy 7 in the Sherwood Town Center Plan.</i></p>
<p>Policy 15 – The City will balance the need for <u>vehicular mobility within and adjacent to the Town Center with the other transportation and land use goals and priorities identified in the Town Center Plan.</u></p>	<p><i>This is adopted Policy 8 in the Sherwood Town Center Plan.</i></p>
<p>Strategies</p>	
<p>1. <u>Ensure consistency between the Transportation System Plan, development code requirements, and the incorporate typical street cross-section guidelines in the City’s public works engineering design standards that address regarding street cross sections and other standards related to vehicular, bicycle, pedestrian, and transit needs.</u></p>	<p><i>The existing strategy is a “one time” action; proposed modifications address the ongoing need to ensure consistency between City plans and codes.</i></p>
<p>2. Include a Road Modification Process <u>Maintain a process</u> in the Sherwood Development Code <u>to provide a procedure for that allows the City to granting</u> variances from street design standards for parking, pedestrian facilities, signals, and other roadway features.</p>	<p><i>The proposed modification is consistent with existing Code language and City procedures.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>3. Consider the Metro 2040 <u>Regional Transportation Plan Regional System Street Design Concepts Elements</u> when planning for improvements to City transportation facilities, including those built by ODOT or TriMet.</p>	<p><i>The proposed modifications are consistent with the terms used in the RTP.</i></p>
<p>4. Incorporate <u>Continue to implement</u> guidelines in the City's development code that establish when a local street refinement plan must be prepared and the process for preparing such a plan.</p>	<p><i>The proposed modification is consistent with existing Code language and City procedures.</i></p>
<p>5. <u>Periodically review the development code, and Amend the city development code as necessary, to ensure that regulate</u> vehicular access, spacing, circulation, and parking <u>continues to be regulated</u> consistent with plan policies.</p>	<p><i>The proposed modifications are consistent with the intent of the existing policy.</i></p>
<p>6. Amend the city development code as necessary to include specific guidelines for determining the proportional benefit contribution associated with requirements for street dedication and the construction of off-site transportation improvements.</p>	<p><i>Proposed code amendments include a new section addressing rough proportionality, so this strategy is no longer needed.</i></p>
<p>7. Amend the development code to include standards and procedures for a transportation impact analysis (TIA). Refer to Appendix for example.</p>	<p><i>Proposed code amendments include a new section addressing TIA thresholds and requirements, so this strategy is no longer needed.</i></p>
<p>8. <u>6.</u> Develop a list to prioritize refinement plan needs, such as corridor plans and interchange area management plans.</p>	<p><i>This is an existing strategy.</i></p>
<p>9. <u>7.</u> Amend development code to include provisions for implementing traffic calming mechanisms. <u>Allow for the implementation of traffic calming mechanisms through provisions in the development code.</u></p>	<p><i>The proposed modification reflects existing code language.</i></p>
<p>10. <u>8.</u> Create a map that identifies locations targeted for on-street parking, such as in neighborhood commercial areas and the town center that support multi-modal</p>	<p><i>This is an existing strategy.</i></p>

Existing and <u>Proposed</u> Text	Commentary
options.	
<p>11- 9. Regularly <u>review</u>, and <u>update as necessary</u>, the development code to ensure consistency with regional parking requirements.</p>	<p><i>This is an existing strategy; modification reflect city practices.</i></p>
<p>12- 10. Develop a “conceptual new streets plan” map for all contiguous areas of vacant and redevelopable parcels of 5 (five) or more acres planned or zoned for residential or mixed-use development, and adopt the map as part of the TSP.</p>	<p><i>This is an existing strategy.</i></p>
<p><u>11. Implement the parking strategies in the Sherwood Town Center Plan, including:</u></p> <ul style="list-style-type: none"> ▫ <u>Evaluate and monitor parking supply and demand in Old Town.</u> ▫ <u>Evaluate the parking needs for townhome developments in the Town Center.</u> ▫ <u>Evaluate the needs of commercial uses in the Langer Drive Commercial District.</u> 	<p><i>This proposed strategy incorporates and abbreviates adopted Strategies 9.1, 9.2, 9.3 and 9.6 from the Sherwood Town Center Plan.</i></p>
<p>13- 12. Consider a “mixed-use” overlay zone in the development code that will apply to the Six Corners area. <u>Include design standards that will encourage a vibrant, pedestrian friendly environment through the implementation of boulevards, medians, mixed-use development and site design. Support public or private development of the bicycle and pedestrian improvements shown on Map 2 of the Town Center Plan.</u></p>	<p><i>The proposed amendment reflects a recommendation to replace existing Strategy 13 with adopted Strategies in the Town Center Plan. Underlined text is adopted Strategy 7.1 in the Sherwood Town Center Plan.</i></p>
<p><u>13. Enhance Sherwood Boulevard for bicycle and pedestrian travel consistent with the key changes identified for this roadway in the Town Center Plan.</u></p>	<p><i>This is adopted Strategy 7.2 in the Sherwood Town Center Plan.</i></p>
<p><u>14. Enhance Langer Drive for pedestrian and bicycle travel to create a complete street that supports a</u></p>	<p><i>This is adopted Strategy 7.3 in the</i></p>

Existing and <u>Proposed</u> Text	Commentary
<u>vibrant mixed use district, consistent with the key changes identified for this roadway in the Town Center Plan.</u>	<i>Sherwood Town Center Plan.</i>
<u>15. Work with ODOT to provide safe pedestrian crossing movements for all directions at 99W intersections.</u>	<i>This is adopted Strategy 7.4 in the Sherwood Town Center Plan.</i>
<u>16. Identify and consider all funding sources appropriate and available to work with property owners to fill gaps in sidewalk system along neighborhood streets.</u>	<i>This is adopted Strategy 7.5 in the Sherwood Town Center Plan.</i>
<u>17. The City will support collaborative solutions that enhance access and improve safety for pedestrians and all other modes of transportation within, adjacent to and into the Town Center.</u>	<i>This is adopted Strategy 7.6 in the Sherwood Town Center Plan.</i>
<u>18. The City will work with the County, ODOT, and local stakeholders to enhance vehicular and pedestrian access from the Town Center to developments adjacent to the Town Center.</u>	<i>This is adopted Strategy 8.4 in the Sherwood Town Center Plan; Strategies 8.2 and 8.3 included direction for the current TSP update process and have been addressed.</i>
<u>19. The City will reexamine local street standards and will explore appropriate locations within the city and circumstances under which a narrower street standard may be permitted as part of new development.</u>	<i>Reducing pavement width is a Transportation Planning Rule requirement. Benefits include minimizing impervious surface, diminishing run-off/pollution, freeing land for other uses, etc. The proposed strategy acknowledges that there may be situations where the City's existing local street width standard could be reduced in order to minimize impervious surface, diminish run-off/pollution, free land for other uses, etc. Because of issues regarding restricting parking and parking enforcement, among others, the City</i>

Existing and <u>Proposed</u> Text	Commentary
	<p><i>needs more community discussion before a narrower local standard can be implemented; this policy commits the City to having this community conversation.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 4: Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 – The City of Sherwood shall provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 2 – Sidewalks and bikeways shall be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 – The City of Sherwood will pursue development of local and regional pedestrian trail facilities, especially a trail system connection between the city and the Tualatin National Wildlife Refuge.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 4 – The City of Sherwood shall provide design standards for roadway traffic calming features such as traffic circles, curb extensions, bulb-outs, and speed humps <u>that make roadways safer for walking and biking.</u></p>	<p><i>This is an existing policy, with minor amendments proposed to broaden applicability; more specific action is in Strategy 8.</i></p>
<p>Policy 5 – The City of Sherwood shall include requirements for the provision of short-term and long-term bicycle parking on large <u>be included as part of</u> commercial, industrial, <u>institutional</u>, and multi-family residential projects.</p>	<p><i>The TPR, RTP, and RTFP require bicycle parking for these uses in general, not just “large” projects.</i></p>
<p>Policy 6 – The City of Sherwood will coordinate the bikeway system with adjacent jurisdictions, especially Tualatin, Wilsonville, Clackamas and Washington County.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 7 – The City will work to eliminate architectural barriers from buildings and public improvements, which limit elderly and handicapped use of the transportation system.</p>	<p><i>This is an existing policy.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p><u>Policy 8 – The City will require new development to accommodate bicyclists and pedestrians, and to provide non-motorized transportation facilities consistent with the proposed use and pursuant to applicable code requirements.</u></p>	<p><i>This proposed new policy acknowledges private development’s role in providing bicycle and pedestrian facilities.</i></p>
<p>Strategies</p>	
<p>1. Include pedestrian and bike projects in the capital improvement plan to ensure investment in alternative modes;</p>	<p><i>This is an existing strategy.</i></p>
<p>2. Use intergovernmental agreements with Tualatin and Washington County for the coordination of urban services per ORS 196.065 to coordinate the bikeway system and trail system;</p>	<p><i>This is an existing strategy.</i></p>
<p>3. Include design standards for sidewalk and bikeway facilities in the City’s roadway design guidelines;</p>	<p><i>This is an existing strategy.</i></p>
<p>4. Include provisions for planning the location of pedestrian and bike routes for connecting residential, school, commercial, employment and recreational areas in the development code guidelines for preparing local street refinement plans;</p>	<p><i>This is an existing strategy.</i></p>
<p>5. Include a system of bikeways along collector and arterial roadways as illustrated on the Transportation Plan Map;</p>	<p><i>This is existing strategy with minor amendments proposed for accuracy. (The Transportation Plan Map shows recommended projects rather than bikeways along all collectors and arterials.)</i></p>
<p>6. Include requirements in the development code for private development to provide bike and pedestrian facilities <u>as are related and proportional to the projected impacts of the proposed development and that are consistent with</u> indicated on the Transportation Plan Map in TSP Figures 12, 13, and 14;</p>	<p><i>These changes include updated references to the TSP.</i></p>

Existing and Proposed Text	Commentary
7. Include design standards for sidewalks and bicycle facilities in the <u>City's</u> roadway design guidelines;	<i>This is an existing strategy.</i>
8. Pursue traffic calming techniques, such as traffic circles, curb extensions and speed humps, for neighborhood and local streets so as to provide safe passage for pedestrians and bicyclists, and a more pleasant neighborhood environment for residents.	<i>This is an existing strategy with proposed additions for clarity.</i>
9. Construct and install infrastructure, including storm drain inlets, which are pedestrian and bicycle-friendly.	<i>This is an existing strategy.</i>

Existing and Proposed Text	Commentary
Goal 5: Provide reliable convenient transit service to Sherwood residents and businesses as well as special transit options for the eCity’s elderly and disabled residents.	<i>This is an existing goal.</i>
Policy 1 – The City shall support and encourage p Public transportation shall be provided as an alternative viable means of transportation in Sherwood.	<i>The policy has been re-written to reflect the City’s supporting role in providing public transportation.</i>
Policy 2 – The City of Sherwood will work with Tri-Met to expand transit services to all parts of the City through additional routes, more frequent service, and transit oriented street improvements.	<i>This is an existing policy.</i>
Policy 3 – Park-and-ride facilities should be located with convenient access to the arterial system to facilitate rider transfer to transit and car pools.	<i>This is an existing policy.</i>
Policy 4 – The City will Encourage the construction of bus shelters and park-n-ride lots in the vicinity of planned transit corridors.	<i>This is an existing policy.</i>
Policy 5 – The City of Sherwood will support the establishment of a "feeder" transit route from downtown Sherwood to Tualatin employment centers.	<i>This is an existing policy.</i>
Policy 6 – The City of Sherwood will support park and ride facilities that are sited for the maximum convenience of commuters and transit riders.	<i>This is an existing policy.</i>
Policy 7 – The City of Sherwood will support regional efforts for the preservation and development of appropriate rail rights-of-way for passenger rail service, in particular for serving local and regional commuter rail needs in Washington County, Clackamas County, and Yamhill County.	<i>Review for consistency with the updated TSP recommendations. Note that this policy is related to new Strategy 5 (adopted Strategy 6.3 in the Sherwood Town Center Plan).</i>
Policy 8 – The City of Sherwood will encourage the provision of special transportation services (i.e., van pools, or car pools, dial-a-ride, etc.) to transportation disadvantaged by Tri-Met and community-based service	<i>This is an existing policy.</i>

Existing and <u>Proposed</u> Text	Commentary
providers.	
<p>Policy 9 – Fully integrate the City into the regional transit system by expanding hours and destinations served by transit providers. <u>The City supports transit service that serves the needs of the residents and businesses in and adjacent to the Town Center, including maintaining a robust local transit service network and planning for future local and high capacity transit service to neighboring cities.</u></p>	<p><i>Deleted policy is somewhat redundant to Policy 2 and suggests that the City has authority to expand transit hours of service and routes. Proposed language is adopted Policy 6 in the Town Center Plan.</i></p>
<p>Policy 10 – The City will meet RTP goals of providing a safe and convenient pedestrian circulation system.</p>	<p><i>This is an existing policy.</i></p>
<p><u>Policy 11 – The City will participate in and will support regional efforts that seek to improve multi-modal transportation options that benefit the residents and business in Sherwood.</u></p>	<p><i>The proposed policy recognizes the City’ participation in regional transportation projects such as the Southwest Corridor and Tonquin Trail projects.</i></p>
<p><u>Policy 12 – The City will support providing and improving transit connections between Sherwood, Tualatin, and other communities in the region, particularly for work-related trips.</u></p>	<p><i>This proposed policy language is based on comments from the Citizen Advisory Committee.</i></p>
Strategies	
<p>1. In consultation with TriMet and consistent with their guidelines, <u>Develop and maintain design standards to separate for bus pullouts and stops on buses from the arterial roadways while to facilitate safe and efficient transferring passengers transfers.</u> Establish a bus turnout design for stops on arterial streets.</p>	<p><i>Proposed modifications defer to TriMet regarding the preferred design for bus pullouts and stops.</i></p>
<p>2. Update development code to include design guidelines that require transit stops to be accessible to transit riders, especially the elderly and handicapped. <u>Ensure new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings and bus stop amenities, if</u></p>	<p><i>Existing Strategy is a “one time” action; proposed language is consistent with existing code requirements for new development in the vicinity of a transit stop.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p><u>needed.</u></p>	
<p>3. Amend development code to require development on sites at major transit stops (defined by the City of Sherwood) to do the following:</p> <ul style="list-style-type: none"> ▫ Locate within 20 feet of (or provide a pedestrian plaza) at the major transit stop; ▫ Provide reasonably direct pedestrian connections between the transit stop and building entrances on the site; ▫ Provide a transit service passenger landing pad accessible to disabled persons; ▫ Provide an easement or right of way dedication for a passenger shelter and underground utility connection from the new development to the transit amenity if requested by the public transit provider; and ▫ Improve public safety by providing lighting at transit stops. 	<p><i>Strategy is reflected in existing code requirements for new development in the vicinity of a transit stop and is no longer needed.</i></p>
<p>4. Work with Tri-Met and Metro to extend transit options to Sherwood, which may include:</p> <ul style="list-style-type: none"> ▫ High capacity transit service along 99W terminating near Six Corners; ▫ Potential extension of commuter rail line from Lake Oswego to Sherwood on the existing rail line with service to Newberg or McMinnville; and ▫ Other regional transit service connections, such as frequent bus, interurban bus, as appropriate. <p><u>3. Identify the ongoing transit needs within the community and work with Tri-Met and other transit providers to enhance services to address short and</u></p>	<p><i>This existing strategy has been updated; language proposed here is Strategy 6.1 in the Town Center Plan.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<u>long-term transit needs in the community.</u>	
4. <u>Work with Metro, as well as the cities of Tualatin and Tigard, to explore feasible modes and locations to provide high-capacity transit service to the Town Center and adjacent areas.</u>	<i>This is adopted Strategy 6.2 in the Sherwood Town Center Plan.</i>
5. <u>Periodically evaluate the feasibility of passenger service along the existing rail lines as the Town Center grows.</u>	<i>This is adopted Strategy 6.3 in the Sherwood Town Center Plan.</i>
6. <u>Continue to explore opportunities to achieve long-term transit supportive densities in the Town Center in order to increase the viability of high-capacity transit.</u>	<i>This is adopted Strategy 6.4 in the Sherwood Town Center Plan.</i>

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 6: Provide a convenient and safe transportation network within and between the Sherwood Old Town (Town Center) and Six Corners area that enables mixed use development and provides multi-modal access to area businesses and residents.</p>	<p><i>This goal and its policies and strategies are consistent with the adopted Town Center Plan, but it is proposed that references to the Town Center be removed because the Town Center now applies to an area larger than Old Town.</i></p>
<p>Policy 1 – The City of Sherwood shall continue to refine and develop existing and new design guidelines and special standards for the Old Town and Six Corners areas to facilitate more pedestrian and transit friendly development.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 2 – The City of Sherwood shall work to provide connectivity, via the off-street trail system and public right-of-way acquisitions and dedications, to better achieve street spacing and connectivity standards.</p>	<p><i>This is an existing policy.</i></p>
<p>Strategies</p>	
<p>1. Provide handicap ramps at all intersections with landings connected to sidewalk improvements, especially within Six Corners and Old Town areas.</p>	<p><i>This is an existing strategy.</i></p>
<p>2. Work with transit service providers to design transit stops in- to meet ADA requirements for transit accessibility.</p>	<p><i>This is an existing strategy with minor amendments proposed acknowledge the relationship with transit service providers in designing transit stops.</i></p>
<p>3. Adopt design and development guidelines for the Old Town areas that facilitate pedestrian use and a mix of commercial and residential development.</p>	<p><i>This is an existing strategy.</i></p>
<p>4. Adopt parking guidelines for the Old Town areas that are compatible with the parking guidelines established in Title 2 of the Metro Urban Growth Management Functional Plan.</p>	<p><i>It is recommended to replace this strategy with proposed Goal 3, Strategy 11, language that was developed as part of the Town Center Plan and reflects the need for a parking study</i></p>

Existing and <u>Proposed</u> Text	<i>Commentary</i>
	<i>and strategy for Old Town.</i>

Existing and <u>Proposed</u> Text	Commentary
<p>Goal 7: Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City economic plans and policies.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 — The City of Sherwood will collaborate with federal, state and neighboring local governments and private business to ensure the investment in transportation infrastructure and services deemed necessary by the City to meet current and future demand for industrial and commercial freight movement.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 2 — The City of Sherwood will adopt implementing regulations that provide for safe and convenient access to industrial and commercial areas for commercial vehicles, including freight loading and transfer facilities.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 — The City of Sherwood will work cooperatively with local, regional and state agencies to protect the viability of truck and freight service routes within, through, and around the City of Sherwood, especially for Pacific Highway 99-W, the Tualatin-Sherwood Highway, and the planned <u>multi-corridor I-5/Hwy 99-W Connector corridor strategy</u>.</p>	<p><i>This is an existing policy with minor amendments to acknowledge that multiple facilities will be involved in the I-5/Highway 99-W Connector.</i></p>
<p>Policy 4 — The City of Sherwood will work cooperatively with local, regional and state governments to ensure there is adequate air transportation infrastructure to serve local needs at regional airport facilities, including the Hillsboro Airport and Portland International airport.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 5 — The City of Sherwood will strongly encourage the preservation of rail rights-of-way for future rail uses, and will work with appropriate agencies to ensure the availability of rail services to its industrial lands.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 6 — The City of Sherwood will cooperate with local, regional and state governments to provide for regional marine freight infrastructure sufficient to serve local needs.</p>	<p><i>This is an existing policy.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>Policy 7 — The City of Sherwood will cooperate with the Portland Development Commission, Port of Portland, Washington County, and other economic development agencies to ensure the availability of inter-modal connectivity facilities deemed necessary to facilitate seamless freight transfer between all transport modes.</p>	<p><i>This is an existing policy.</i></p>
<p>Strategies</p>	
<p>1. Revise the Sherwood <u>Development Code</u> as necessary to include clear and objective standards for the provision of freight loading and handling facilities, such as restricted on-street parking, loading docks, truck access ways, and rail spurs, in all industrial and commercial development districts.</p>	<p><i>Note that proposed development code revisions include provisions for on-street loading. [Proposed new Subsection C in Section 16.94.030 (Off-Street Loading Standards).]</i></p>
<p>2. Participate in regional economic development planning efforts related to inter-modal transportation facilities.</p>	<p><i>This is an existing strategy.</i></p>
<p>3. Adopt appropriate standards to ensure the preservation of rail access corridors to Sherwood <u>the City's</u> industrial land base.</p>	<p><i>This is an existing strategy.</i></p>

Existing and Proposed Text	Commentary
<p>Goal 8: The Sherwood City's transportation network will be managed in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.</p>	<p><i>This is an existing goal.</i></p>
<p>Policy 1 – The City of Sherwood shall develop and pursue a systematic approach to implementing the transportation network.</p>	<p><i>This is an existing policy with amendments proposed to reflect existing city practices.</i></p>
<p>Policy 2 – The City of Sherwood shall pursue a diversified funding strategy to implement the transportation system plan including private, public and regional sources.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 3 – The City of Sherwood shall use its adopted capital improvement plan to prioritize and schedule transportation projects based upon need as shown in the Transportation System Plan. Incorporate the transportation system priorities from the TSP into the cCity's capital improvement planning process.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 4 – Project scheduling shall be performed in a systematic manner based on the priority rating process outlined in the Transportation System Plan and available financial resources.</p>	<p><i>This is an existing policy.</i></p>
<p>Policy 5 – The Transportation System Plan shall be periodically updated, preferably on a five-year cycle, to assure consistency with changing ideas, philosophies, and related policies.</p>	<p><i>This is an existing policy.</i></p>
<p>Strategies</p>	
<p>1. Participate in MPAC, JPACT and other Metro advisory bodies to promote Sherwood the City's transportation system improvements.</p>	<p><i>This is an existing strategy.</i></p>
<p>2. Local private financing resources will include right of way dedication and developer contributions to street improvements, and local improvement districts. Public resources will include local system development</p>	<p><i>This is an existing strategy.</i></p>

Existing and <u>Proposed</u> Text	Commentary
<p>charges and bonding authority. Regional sources will include Washington County Traffic Impact Fees (TIF) and projects bonded through the County MSTIP program. Regional sources will also include Metro Transportation Improvement Plan (MTIP) resources and other state and federal grant assistance programs.</p>	
<p>3. Adopt a comprehensive local system development charge (SDC) ordinance to either augment or replace CAPand collector street SDC.</p>	<p><i>A SDC ordinance has been adopted, so this strategy is no longer needed.</i></p>
<p>34. Develop a method for scheduling improvement projects based on priority and funding sources.</p>	<p><i>This is an existing strategy.</i></p>
<p>45. Assign eCity staff and elected officials to participate in regional transportation planning processes.</p>	<p><i>This is an existing strategy.</i></p>
<p>56. Secure intergovernmental agreements between Sherwood the City and adjoining communities and regional service providers that outline cooperative measures for coordinating transportation investment and regulation per ORS 195.065.</p>	<p><i>This is an existing strategy.</i></p>
<p><u>6. Continue to collaborate with Washington County and other regional partners on refinement planning related to Brookman Road, and update the Sherwood Transportation Plan to incorporate the agreed upon classification and design of this roadway.</u></p>	<p><i>This is a new Strategy acknowledging the outstanding issues surrounding the Brookman Road and articulating the need for a future amendment to the TSP.</i></p>



Table 3: Draft Proposed Amendments to SECTION C - The Transportation System Plan

Existing and <u>Proposed</u> Text	Commentary
<p>The Transportation System Plan stresses the improvement of the existing system of transportation facilities <u>through transportation system management</u> before new facilities are built. Existing conditions have been analyzed in the Study Area (lands within UGB) and are contained in Chapter 3 of the TSP Appendix (Existing Conditions Report). Transportation analysis zones were created for each part of the city based on types of land use in the Comprehensive Plan Map. Future traffic volumes were projected based on expected <u>build-out development</u> of those zones <u>and surrounding areas</u> consistent with Metro’s land use projections. Future traffic volumes with trip origins or destinations in the Study Area were then calculated for selected subareas or zones in this case. Future locally generated traffic volumes were then distributed onto the street system based on assumption as to major directional movements. From this process future locally generated traffic volumes were calculated for major roads. Future traffic volumes within the Study Area represent only locally generated traffic. Reduction in traffic volumes over time on certain major streets assumes the progressive improvement of alternative major street routes, which have the effect of shifting traffic from existing to improved routes in satisfying major directional movements. To determine total volumes on major streets with significant through traffic (i.e. Highway 99W) locally generated volumes should be added to through traffic volumes determined by Washington County, Metro or ODOT.</p> <p>The above a<u>Analysis of projected future traffic conditions</u> taken together with the application of the goals, objectives and policies described in Section B were used in the development of Transportation System Plan. A map for each existing and planned transportation system is included in the TSP. Each m<u>Maps, several</u> street classifications, and the above policies are<u>were</u> updated as part of TSP updates as well. The TSP (2005) is a technical reference to the Transportation element of the Comprehensive Plan. The following information is included in the TSP and is included below for reference. Table 1 is a list of functional classifications and definitions for each street followed by Figure 1 Transportation Plan Map that illustrates the location and functional classification of each street. Table 2 is a list of major transportation improvements planned for the next twenty years based on the transportation system analysis of expected traffic levels, a performance standard Level of Service “D”, and projected costs. Generally, most of the improvements are upgrades and connections to existing streets while some improvements are proposed new streets.</p>	<p><i>Specific references to the TSP are replaced with general references. It is recommended to remove functional classification maps and project lists from this section and generally simplify this section.</i></p>