



Home of the Tualatin River National Wildlife Refuge

Planning Commission Meeting Packet

FOR

Tuesday, May 14, 2013

At 7:00 pm

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

7:00 pm Planning Commission Meeting

Town Center Plan Steering Committee Meeting
(following the regular Planning Commission meeting)



**City of Sherwood
PLANNING COMMISSION**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140
May 14, 2013 at 7PM**

AGENDA

- 1. Call to Order/Roll Call**
- 2. Agenda Review**
- 3. Consent Agenda:**
 - a. April 9, 2013 Planning Commission Minutes
- 4. Council Liaison Announcements**
- 5. Staff Announcements**
- 6. Community Comments**
- 7. New Business**
 - a. Southwest Corridor Plan Update
 - b. Question and Answer Forum
- 8. Adjourn to Town Center Plan Steering Committee Meeting**

**Town Center Plan Steering Committee
Meeting Agenda**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140
May 14, 2013**

(Following the Planning Commission Meeting)

The Planning Commission is the Steering Committee for the Sherwood Town Center

AGENDA

- 1. Call to Order**
- 2. Consent Agenda:**
 - a. February 12, 2013 Town Center Plan Steering Committee Minutes
- 3. New Business**
 - a. Presentation and discussion of Sherwood Town Center and Action Plan
- 4. Question and Answer Forum**
- 5. Adjourn**

Consent Agenda

City of Sherwood, Oregon
Planning Commission Minutes
April 9, 2013

Commission Members Present:

Chair Patrick Allen
Vice Chair James Copfer
Commissioner John Clifford
Commissioner Russell Griffin
Commissioner Jean Simson
Commissioner Lisa Walker

Staff Present:

Tom Pessemier, Assistant City Manager
Julia Hajduk, Community Development Director
Bob Galati, City Engineer
Brad Kilby, Planning Manager
Michelle Miller, Senior Planner
Kirsten Allen, Planning Dept. Program Coordinator

Commission Members Absent:

Commissioner Michael Cary

Council Liaison

Mayor Bill Middleton

Legal Counsel Present:

Chris Crean

1. Call to Order/Roll Call

Chair Patrick Allen called the meeting to order at 7:03 pm.

Chair Allen welcomed our new Planning Commissioner Jean Simson who has returned after two years absence and stated that the City Council had also re-appointed him for another term. Chair Allen announced that he was running for a Sherwood School District Board of Directors position unopposed and he would step down as a Planning Commissioner in July when that term begins.

Chair Allen skipped to Council Liaison Announcements.

2. Council Liaison Announcements

Mayor Middleton informed the Commission of some staffing changes. The vacant position of Planning Manager left open when Julia Hajduk became Community Development Director has been filled by Brad Kilby and Michelle Miller has been promoted to Senior Planner.

Julia commented that she will continue to attend Planning Commission meetings where possible.

3. Agenda Review

The agenda consisted of the Consent Agenda and the continued public hearing for the VLDR PUD Text Amendment (PA 12-04).

4. Presentation

Chair Allen presented a Certificate of Appreciation for former Planning Commissioner Brad Albert who served on the Planning Commission for four years with his term ending in March 2013 including a term as vice chair. Mr. Albert was unable to make it to the meeting.

5. Staff Announcements

Planning Manager, Brad Kilby discussed with the Commissioners membership with Planners Web an online City and Regional Planning Resource. Brad commented that if any of the Commissioners

were interested in training to let staff know. Chair Allen commented that there was training available with the Planning Institute in the fall. The Commissioners asked questions about the information available and showed interest in using the resource.

Brad informed the Commission that staff has discussed zoning options with Metro regarding a Planning Commission to look at area business or industrial park and ways to rezone these title IV areas which are protected as employment lands by Metro to “entrepreneurial zones” that will look at them more to serve as incubators to grow a business until it can build elsewhere in the community. There may be a limitation on size or use but an area to foster new businesses in Sherwood.

Brad apprised the Commission of a possible joint Planning Commission and City Council meeting for June 4, 2013 regarding the Town Center Plan. Michelle Miller, Senior Planner said that the Town Center project was nearing completion and by June 4th we should have the implementation report and the draft Town Center Plan and we may be having a joint session with the Steering Committee and the City Council to discuss any issues about the town center. Prior to that, in May there will be a couple of sessions to hear what the Stakeholder Advisory Committee and Technical Advisory Committees have thought about the Plan and a May 14th meeting in a listening session format to talk in depth about Town Center and to hear from the public.

Brad added that the May 14th meeting will also include information about the SW Corridor Project.

Brad reminded Commissioners to submit their Statement of Economic Interest (SEI) to the state by the deadline on April 15, 2013.

Chair Allen returned to the Consent Agenda item.

6. Consent Agenda

- a. February 26, 2013 Planning Commission Minutes

Chair Allen suggested a change on page four of the minutes changing the word “zone” to “its own”.

Motion: From Vice Chair Copfer to accept and approve the minutes from February 26, 2013, as corrected. Seconded by Commissioner John Clifford. All present Commission members voted in favor (Commissioner Cary was absent).

7. Community Comments

There were no community comments.

8. Old Business

- a. **Public Hearing – PA 12-04 VLDR PUD Text Amendment** (continued from February 26, 2013)

Chair Allen confirmed with counsel that no disclosure statement needed to be read as the Commission was in deliberation and asked if any of the Commissioners wished to recuse themselves. Commissioner Lisa Walker recused herself and stepped down from the dais.

Chair Allen clarified that legal counsel had been consulted and Commissioner Jean Simson, who testified on this matter before she was appointed to the Planning Commission, would be able to

participate because it was a legislative matter and she does not have any conflicts of interest. Commissioner Simson elected to participate in the deliberation.

Senior Planner Michelle Miller gave a presentation (see record, Exhibit 1) and said that the Commission was in the deliberations phase for the VLDR PUD Text Amendment. Michelle reminded the Commission that there was an application to amend the Very Low Density zone for planned unit developments and testimony was taken at the first hearing held on January 8, 2013. She said that the Planning Commission wanted to consider more elements of the SE Sherwood Master Plan, staff was asked to create proposed language, and the hearing was continued. Michelle indicated that the record was reopened at the February 12th hearing for citizen comments and the hearing continued to February 26th. VLDR property holders were re-noticed about a hearing held on February 26 where the Commission heard the amended language, closed the record and began deliberation.

Michelle said the Planning Commission would forward a recommendation to Council on the proposed amendment and showed a map with the location of the VLDR zoned property. She outlined the three alternatives discussed by the Commission at the previous meeting.

Alternative 1: Update SE Sherwood Master Plan

- SE Sherwood Master Plan information has changed
- Renew the discussion between residents and developers
- Opportunity to get a comprehensive plan developed for area

Alternative 2: Recommend Denial

- Planning Commission did not have clear opinion for recommendation to Council
- A consensus could not be reached that the amended language was beneficial
- Presented alternative language did not capture community consensus
- Contaminated soil issue should be resolved

Alternative 3: Recommend Amended Language

- Keep 10,000 lot minimum for Planned Unit Developments
- Allow net density of 4 units per acre if factors identified in the SE Sherwood Master Plan are complied with
- Amended language was in the April 9, 2013 meeting packet

Michelle showed a graphic that illustrated Alternative 3 and an example of how the language is interpreted. The example used 3.09 acres and reserved land for open space, roadways, and a water quality facility. This resulted in a net density of 2.26 acres with eight units or 3.54 dwelling units per acre. Michelle explained that with the VLDR zone there are some environmentally constrained areas and said that the Denali subdivision (see PUD 11-01) had roughly 36% of the site taken out because of portions that were environmentally constrained or not buildable. She commented that it would be difficult to achieve four units per acre in this area.

Chair Allen asked about providing language that allowed either 10,000 square foot (sf) lots **or** four units per acre instead of 10,000 sf **and** four units per acre. Discussion followed.

Commissioner John Clifford asked if the water quality facility size could be reduced by incorporating green streets or storm water management along the streetscape.

Bob Galati, City Engineer answered that the City of Sherwood has not officially adopted green street standards. Green streets are used in a portion of the City to help understand the impacts before they are adopted. Bob said that Clean Water Services has bioswale treatments and low impact development could be used to reduce the size. He said a regional water quality facility that could handle the lot sizes and the street impervious area could also give a little more room.

Commissioner Griffin commented that the Rychlick Farm subdivision has lots ranging from 5000 to 12,000 sf and said there might be somebody who would like to live in the VLDR but did not want 10,000 sf of lawn. He asked if there was a way to scale the lot sizes so that the average is 10,000 sf and asked regarding the lot sizes of the Denali subdivision.

Michelle answered that all the lots in the Denali subdivision were above 10,000 sf and explained that sometimes with a Planned Unit Development they do lot averaging, however the issue was the minimum allowed.

Vice Chair Copfer commented that it was important to continue with a 10,000 sf lot size for current residents.

Commissioner Clifford asked if a percentage of the lots could be under the 10,000 sf threshold.

Michelle responded that it would be up to the Planning Commission to structure the code language.

Vice Chair Copfer commented on the complexity of trying to word the code and advocated leaving the threshold at 10,000 sf.

Commissioner Simson commented that the area was comprehensively zoned, and maintained that zone since the eighties or nineties, with the expectation that the lots would be 20,000 to 40,000 sf lots. She said she believed that when that VLDR zone was made, it was in a comprehensive manner encompassing the City of Sherwood adding that while 10,000 sf is large to some people, 20,000 sf lots is what was expected.

Commissioner Griffin asked if the Commission was moving away from the SE Sherwood Master Plan.

Chair Allen said he maintained that the right thing to do was to revisit the SE Sherwood Master Plan and take that process to conclusion, but that was not what was before the Commission. He said that [Alternative 3] was not an implementation of the SW Sherwood Master Plan because many conditions have changed and many pieces contained in the Master Plan are not contained in the alternative. Discussion followed.

Chair Allen confirmed that all of the commissioners agreed with the 10,000 sf minimum lot size and acknowledged Commissioner Griffin's previous comments regarding an average lot size. Chair Allen asked for a consensus regarding the maximum density of four buildable units per acre; recognizing the math discrepancy between 10,000 sf lots and 4 units per acre. He asked if the commission wished to resolve the discrepancy. Discussion followed.

Michelle said that while four units per acre would be difficult, it was possible to get close. She gave the example of Denali that had a net buildable area of 1.99 acres that used 10,000 sf lots (1.99 acres

x 4 units per acre = 7.96 units). Michelle submitted that other properties in the area might have similar conditions.

Chair Allen commented that four units per acre may not be the inconsistency he thought it was.

Vice Chair Copfer asked if a 10,000 sf minimum could be side stepped if the language allowed four units per acre.

Chris Crean answered that both criteria would have to be met.

Chair Allen looked to the commissioners for agreement.

Commissioner Simson asked for confirmation that all of the alternatives would be sent to City Council and it was possible that Council could make the decision to fund revisiting the SE Sherwood Master Plan.

Michelle explained that the recommendation to Council would discuss three alternatives in detail with a final recommendation from the Alternatives selected by the Commission.

Chair Allen commented that the Commission wanted Council to know all of the issues considered in addition to the recommendation and to give a range of what could be done.

Chair Allen asked which alternative Commission members preferred. Commissioners Copfer and Clifford opted for Alternative 3.

Commissioner Simson indicated she would vote for Alternative 2; that having been involved with the SE Sherwood Master Plan she understood that what was being done was not a win. She said that taking one piece out of the plan seems like piecemeal planning and expressed her concerns that the City was not protecting that part of our community that we tried to plan for.

Commissioner Copfer asked Commissioner Simson to explain why she would vote for Alternative 2, because he was not present for the SE Sherwood master planning.

Ms. Simson explained that the SE Sherwood Master Plan was months of deliberation, that brought in the people involved in the community to see what the constraints were with that environment. She commented that her perception was that the neighborhood wanted to maintain a livability that encompassed larger lot sizes, buffer zones, and large open space dedications with parks. At the time there was a large dedication of an area with trees, but subsequent to [the SE Sherwood Master Plan] the treed area went away and contamination was found. Ms. Simson said the area has changed significantly and she did not feel comfortable trying to move forward a part of a master plan that was not completed. She commented that she understood that in order for the land to be developed the City needed to do something and Council has a difficult decision of answering that.

Chair Allen said he would be in favor of denial if there was something on the horizon to revisit the SE Sherwood Master Plan. He said that the conundrum was that there is hazardous waste to be remediated and infrastructure that has to be financed; a denial would not make any progress. Chair Allen commented that there will likely be some remediation and infrastructure resulting from Alternative 3.

Commissioner Clifford said that it could take a considerable amount of time for Alternate 1 to become part of our code; whereas Alternate 3 provides some teeth to the Master Plan as part of the language in the code.

Chair Allen commented that Alternatives 1 and 3 are not incompatible with each other, and Alternative 3 may not be sufficient to promote development. He said a recommendation helps to highlight the issues for Council to consider and that the City was at the beginning of the budgeting process, may be timely.

Commissioner Griffin said he would be okay with Alternative 3 if the Council said that it was an area of Sherwood that they wanted to protect because it is unique and that is why it was zoned VLDR all those years ago. He said if the development is compatible with what is in the area then he saw it as a plus. Commissioner Griffin said he could vote for Alternative 3.

Vice Chair Copfer and Commissioner Clifford said they could agree on Alternative 3; Commissioner Simson said Alternative 2.

Chair Allen asked if there was anything else the Commission should manipulate before moving to a motion.

Commissioner Simson commended on staff's ability to capture the Planning Commission's intentions and in trying to relate them to Council as options.

Motion: From Vice Chair Copfer for the Planning Commission to send a recommendation to Council for Alternative 3 for PA 12-04 VLDR PUD Text Amendment. Seconded By Commissioner John Clifford.

Chair Allen clarified that the Commission was sending the Staff Report on to Council with a full discussion of the three alternatives outlined with the Commission's recommendation to select Alternative 3.

Chair Allen, Vice Chair Copfer, and Commissioners Clifford and Griffin voted in favor, Commissioner Simson was opposed (Commissioner Walker had recused herself and Commissioner Cary was absent).

9. Adjourn

Chair Allen adjourned the meeting at 7:51 pm.

Submitted by:

Kirsten Allen
Planning Department Program Coordinator

Approval Date: _____

New Business Agenda

Item A

Fall 2012

GREAT PLACES SW Corridor



This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

The existing conditions report provides the foundation for future efforts. We cannot know where we need to go before we know where we are. The existing conditions report identifies key findings, opportunities and challenges about the Southwest corridor and informs goals, objectives, evaluation criteria and the development of wide-range of potential projects. Information presented below is a snapshot in time about the Southwest corridor based on 2010 data. For additional details visit the document library on the project website, www.swcorridorplan.org.

Existing conditions

What are people like?

Population

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

Employment

140,000 jobs – 24 percent of the region's jobs – are located in the corridor.

Health

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

16.4% of corridor residents are obese.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Asthma rates in the Southwest Corridor are similar to those of the region.

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Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



What are the opportunities to live, work and play?

Amenities and commerce

The Southwest Corridor is home to many neighborhoods where people's *everyday needs can be met within a 20-minute walk*. These neighborhoods typically include a variety of community elements that make the neighborhoods livable, enjoyable and easy to inhabit.

20% of the region's urban amenities (like *grocery stores, coffee shops, library branches, movie theaters*) are found in the Southwest corridor.



39 grocery stores and fruit, vegetable and meat markets are in the corridor, which is 13 percent of the region's total.



Housing

The Southwest corridor is a desirable place to live, but the corridor has *a lack of housing choices needed for* a diverse population that includes *students, growing families and retirees*.

The *average median cost of monthly rent is \$750* in the cities of the corridor.

The *average median home value is \$276,175* in the cities of the corridor.

1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



Areas with a concentration of a single land use (jobs or housing)



are likely to have higher traffic congestion and less access to urban amenities and parks.



Parks

7,500 acres of parks and natural areas are in the corridor.

25 miles of regional trails run through the corridor.

45% of residents in the corridor *live within a 10 minute walk to a park, trail or natural area*, compared to 69 percent regionally.



Neighborhoods rich in urban amenities, farmer's markets, social and health services



and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.

Neighborhoods rich in employment are likely to have more transportation access;



these employment areas are likely to have more air pollution associated with major roadways and often have few cafes and other urban amenities.

Neighborhoods with higher rates of poverty are likely to have less access to



urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.

What are the opportunities to get around and move goods?

Roadways

Notable areas of evening congestion include Highway 99W between Interstate 5 and Highway 217, the I-5/217 interchange, Tualatin-Sherwood Road, Hall Boulevard near Washington Square and south of Tigard, Taylors Ferry Road between Highway 99W and Boones Ferry Road, Upper Boones Ferry Road/Carman Drive, and portions of Highway 99W.

Active transportation

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most *bicycle routes* in the corridor follow *high speed arterials*. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.



Transit

7,560 rides per day are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Freight

Major freight routes in the corridor are Interstate 5, Highway 99W and Highway 217; freight connectors include Tualatin Sherwood, Roy Rogers and Scholls Ferry roads, 72nd and 124th avenues and Murray Boulevard.

Safety

18 crashes with fatalities and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010 in all transportation modes.

Most pedestrian injuries/fatalities and bicycle crashes happened in downtown Portland and along major roadways, such as Highway 99W, Capitol Highway and along Tualatin-Sherwood Road.

Hilly areas are likely to have less pedestrian and bicycle connections; without recreation opportunities, these areas can have a higher prevalence of obesity, cardiovascular disease and diabetes.



Areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.



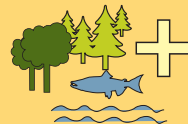
What are the opportunities to enjoy and protect nature?

Natural areas and urban trees

29% of the corridor *has urban, natural area and park tree canopy*.

Less than 1/6 of industrial and commercial areas, many of which are directly adjacent to major roadways, *are covered by tree canopy*.

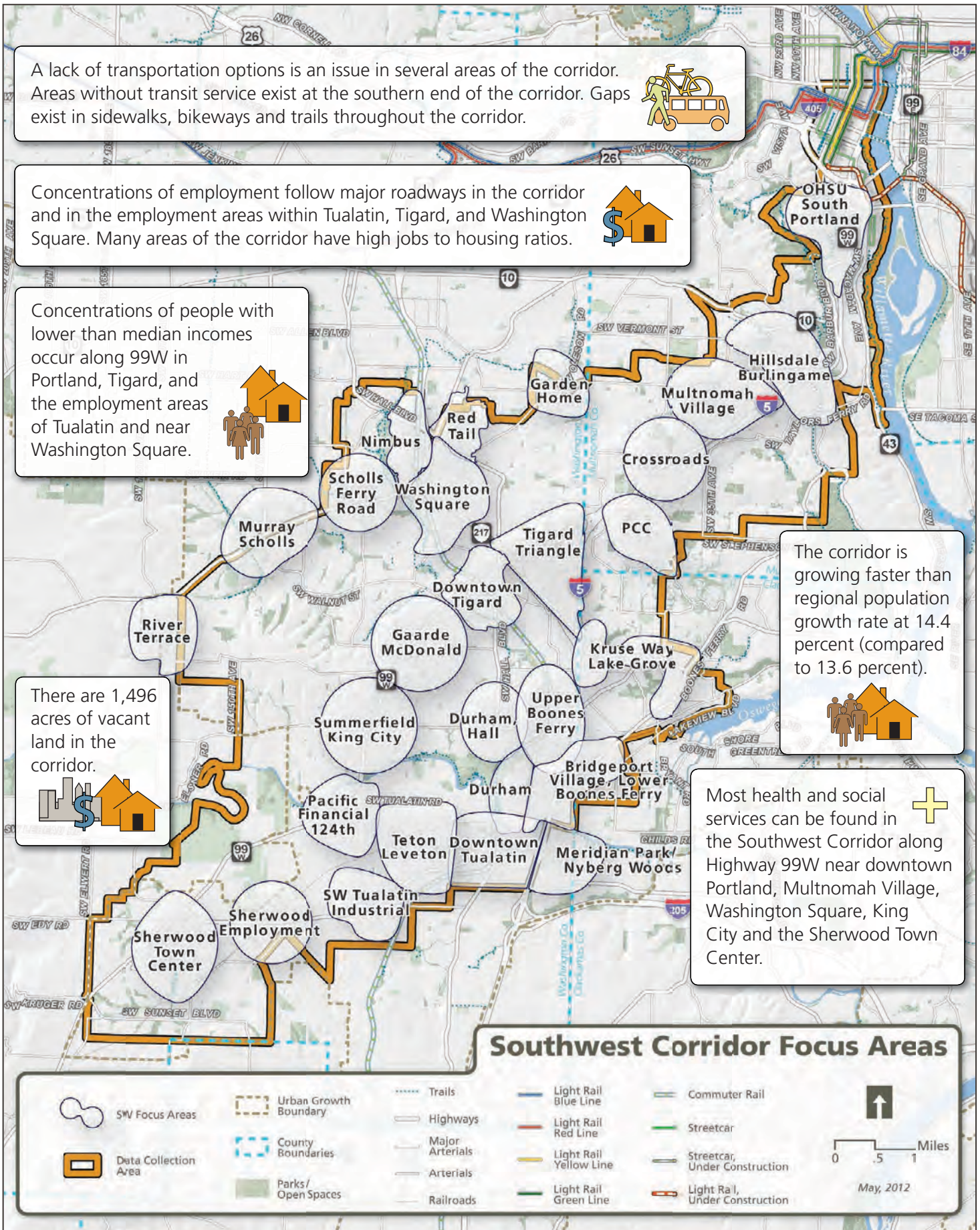
Tree canopy can help beautify the area, clean the air, cool water in streams and slow and clean urban storm water runoff.



Watersheds and habitat

98 miles of streams run through the corridor in three separate watersheds, which is more than 10 percent of the region's waterways.

Protected wildlife species found throughout the Southwest corridor, include the northern red-legged frog, western painted turtle, Pacific pond turtle, bald eagle, American peregrine falcon, band-tailed pigeon, pleated woodpecker, olive-sided flycatcher, little willow flycatcher, purple martin and white-breasted nuthatch.



Fall 2012

GREAT PLACES SW Corridor



Changes in your community

This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

Metro has teamed with cities and counties along the Southwest Barbur Boulevard/Highway 99W corridor to create a plan for making improvements over the next 15 years.

What type of improvements?

The Southwest Corridor Plan is exploring ways to make it easier and safer for people to get to where they need to go, make a more healthy community with parks and natural areas, and improve the economy through smart development.

Some things that people might see in the next 5, 10 or 15 years include:

-  walking improvements, like new sidewalks and safer crosswalks
-  biking improvements like new bike lanes
-  driving improvements like safety and intersection fixes
-  transit improvements like new shelters, more local bus service or faster, more direct service (maybe even something like MAX)
-  parks and nature improvements like more trees along roads, watershed projects, or new parks or natural areas
-  commercial development or redevelopment
-  economic development, creating jobs
-  more housing options
-  health and safety improvements

Upcoming steps

Fall 2012

Bundle projects into investment packages

Winter 2013

Create options for the package of improvements

Spring/summer 2013

Agree on investment package

Begin improvements

Study larger transit (like MAX or something similar) or road projects (like new lanes or intersections)


You can make a difference

? Stay informed about the process. Let project partners know what is important to you. **!**

Everyone who lives or works in the corridor wants to make these communities better. Working together, we can make improvements that allow us and our kids to prosper here. We cannot do everything. Some things might be too expensive. Some might not create the changes we want to see. Some tough choices will need to be made. In the end, the Southwest Corridor Plan will create a package of improvements that will make the most of public money and programs and also inspire private investment.

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The parts of the Southwest Corridor Plan

Shared investment strategy (Metro led)

The shared investment strategy will summarize agreements among project partners on a set of coordinated policies and investments to build a shared community vision. It will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, local bus service, roadway, bicycle and pedestrian improvements, parks and trails, affordable and workforce housing, and economic development.



Transportation plan (ODOT and Metro led)

The transportation plan will identify:

- local, regional and state transportation needs in and for the corridor
- a process to evaluate and compare alternatives that balances those needs
- a list of prioritized short-, medium- and long-term transportation projects and strategies.

Potential projects include high capacity transit, local bus service, roadway, bicycle and pedestrian improvements.

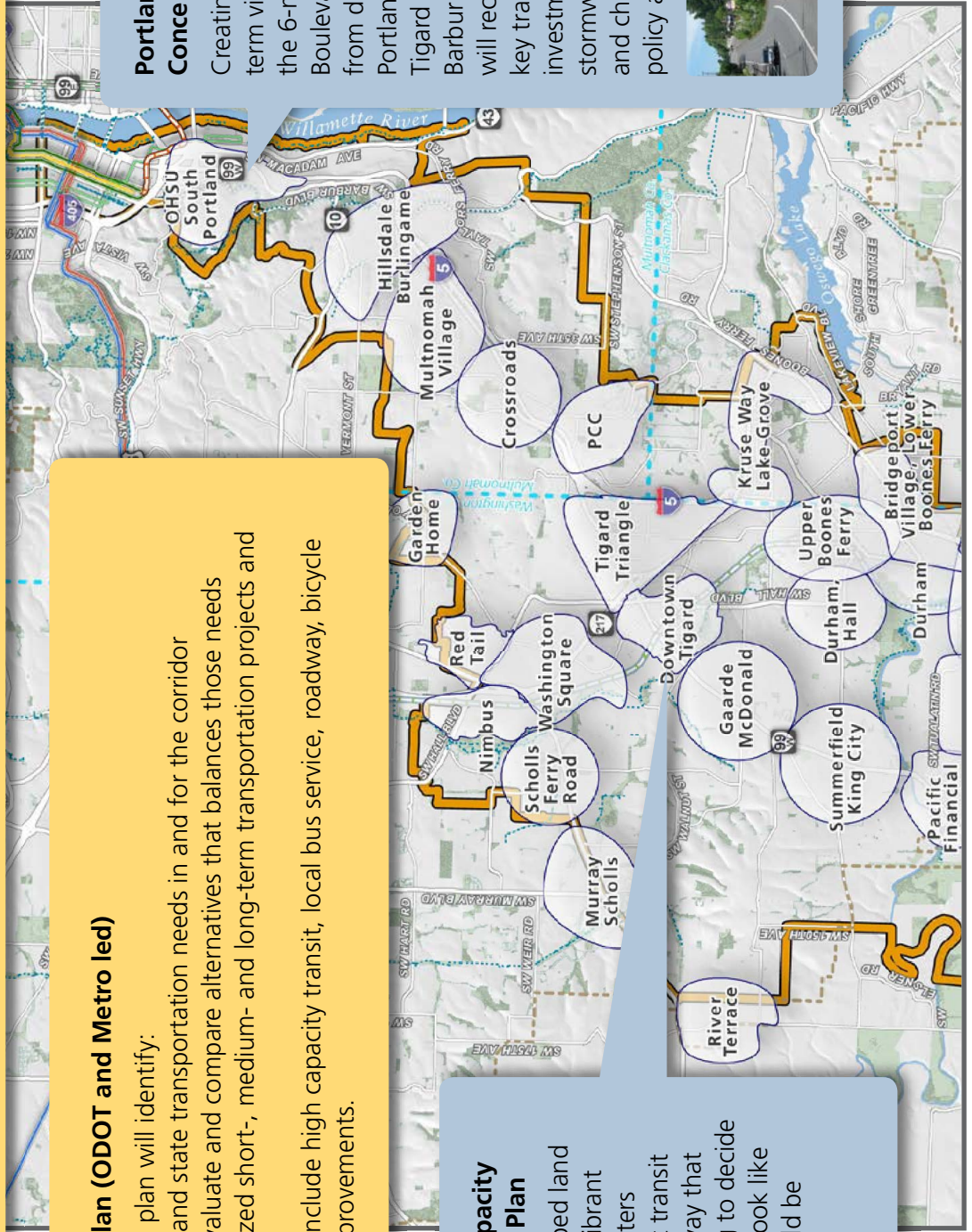
Portland – Barbur Concept Plan

Creating a long-term vision for the 6-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan will recommend key transportation investments, stormwater solutions and changes to city policy and zoning.



Tigard – High Capacity Transit Land Use Plan

Tigard has developed land use concepts for vibrant neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.



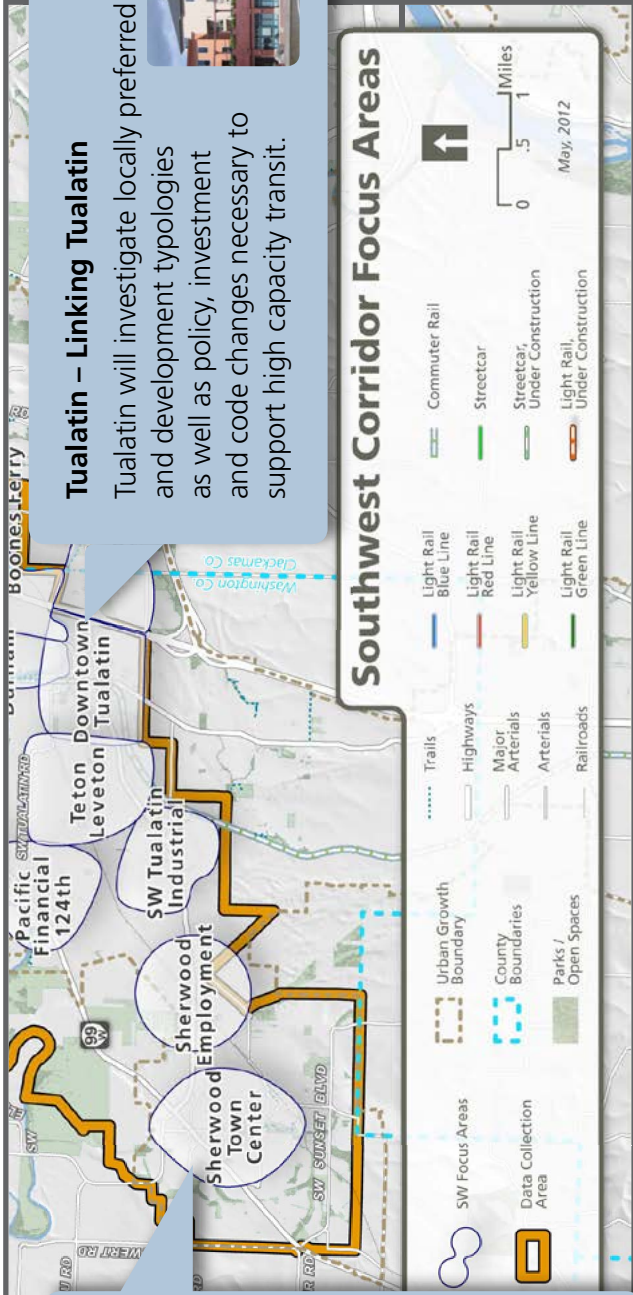
Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity



Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate how we would want a larger transit improvement to work. This includes looking at a high capacity transit service (like MAX or a bus that works more like MAX than local buses do) and where such a service would run. This is the first step in the federal process to determine the most efficient public investment in transit for the corridor.



Who are the partners?

Metro As a regional government, Metro crosses city limits and county lines to work with communities in creating a vibrant and sustainable region for all. Metro is responsible for long-term, regional plans for transportation and land use. Metro also manages the Oregon Zoo, the Oregon Convention Center, Expo, the Portland Center for Performing Arts and regional parks and natural areas.

ODOT As part of the state government, the Oregon Department of Transportation works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

October 2012

TriMet As the regional transit provider, TriMet provides bus, light rail (MAX) and commuter rail (WES) transit services. These transportation options connect people with their community, while easing traffic congestion and reducing air pollution.

Multnomah and Washington counties The counties are in charge of functions like tax collection, courts, elections, records and local roads outside of cities.

The cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego Cities are generally in charge of things like local streets, parks, land use zoning and police and fire departments.

About the corridor

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

140,000 jobs – 24 percent of the region's jobs – are located in the corridor.



The **average median cost of monthly rent is \$750** in the cities of the corridor.

The **average median home value is \$276,175** in the cities of the corridor.

1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



7,500 acres of parks and natural areas are in the corridor.

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most **bicycle routes** in the corridor **follow high-speed, larger roads**.

7,560 rides per day are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods that have grocery stores, coffee shops, farmer's markets, social and health services and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.



Wide range and narrowing

Moving from the projects and ideas generated for the wide range of potential projects to a manageable list of projects is a big job. Moving forward required a qualitative assessment of about 500 transportation projects and more than 300 parks, trails, natural areas, community open space and water quality management projects.

Wide-range process

The wide range of potential projects included ideas from:

- residents, businesses and other stakeholders through outreach in fall 2011
- the Regional Transportation Plan
- local transportation system, land use and parks and trails system plans
- plans from non-governmental transportation and community organizations
- projects that would meet needs discovered through the existing conditions and needs analyses.

The sources for generating the wide range process received public support during the outreach and involvement stage that culminated in an online open house and questionnaire, which was available June 22 through July 31, 2012. The 543 responses to that questionnaire told project partners:

- 78 percent agree/strongly agree these are good sources to generate a list of projects
- 64 percent agree/strongly agree these sources take advantage of past planning and community engagement work
- 58 percent agree/strongly agree this will result in a comprehensive list of project ideas.

Respondents also offered about 75 ideas for projects that they wanted considered. Those ideas that were not already part of the list were added to the wide-range list in advance of the narrowing process.

Narrowing process

The narrowing process asked four basic questions:

- Does the project support community and corridor vision?



- Does the project meet transportation needs and local land use goals?
- Can we afford it and when?
- Are there too many impacts?

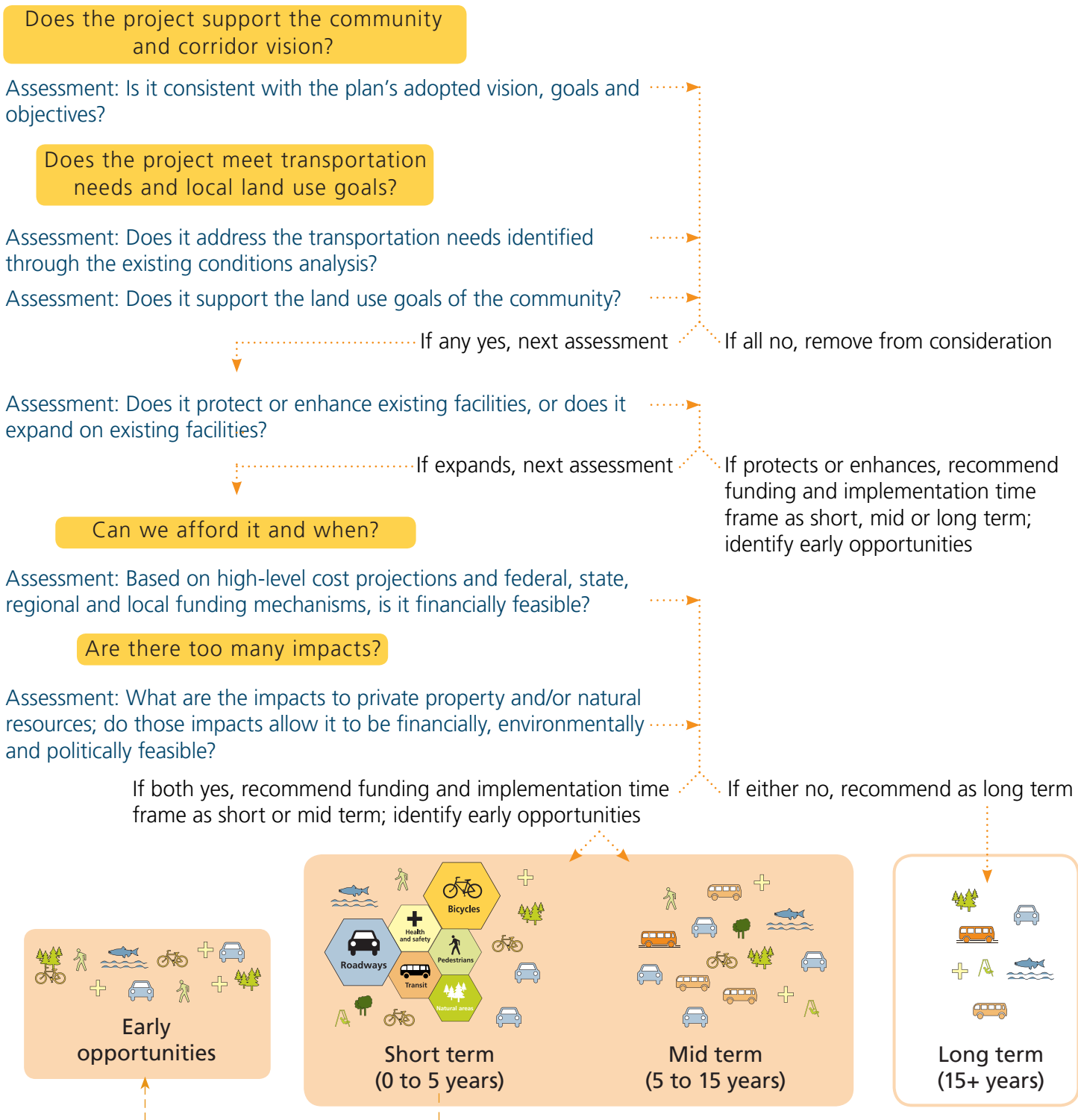
This qualitative narrowing process received public support in responses to the questionnaire. These responses told project partners:

- 67 percent agree/strongly agree this screening process enables us to focus effort on the most promising projects rather than evaluating everything
- 79 percent agree/strongly agree the narrowing questions are good questions to ask about cost and benefits
- 62 percent agree/strongly agree that the narrowing questions relate to the goals that reflect people's values
- 67 percent agree/strongly agree that narrowing will help focus efforts on achieving projects that support community supported vision and goals
- 80 percent agree/strongly agree that it is important to consider if and when we can afford projects in light of other priorities.

Narrowing process

The narrowing process was designed to help project partners focus efforts on the most promising projects. It also helps determine when projects might be implemented by projecting whether resources would be available in the short term (within five years), mid term (five to 15 years) or long term (15 plus years). Focussing on short- and mid-term projects will move project partners toward determining an integrated investment package.

Since this is a qualitative assessment based on funding projections, project partners – through the plan’s steering committee – may alter the determinations for the short-, mid- and long-term lists based on their judgement of local funding capacity and long-term benefits to their residents.



Note: it is not expected that all, or even a majority, of projects on the short- and mid-term list will be implemented; further choices will be made during the investment packaging and related discussions.

Sherwood Planning Commission Meeting

Date: May 14, 2013

Meeting Packet

Approved Minutes

Date Approved: 8-13-13

Request to Speak Forms

Documents submitted at meeting:

Sign in sheet

Exhibit 2 - SW Corridor Plan Presentation

- Note: The May 14, 2013 version is not available. The same presentation was given to Sherwood City Council on June 4, '13.

Exhibit 1 - Walmart FAQs

Planning Commission-May 14, 2013
Public Comment Sign In Sheet

What issue(s) are you here to discuss with the Commission (Check each)

Name	Address	SW Corridor	Gramor Development-Wal-mart	Sherwood Town Center Plan
Chris H	Beaverton		✓	
Nancy Taylor	Sherwood		✓	
Zana May	Sherwood	SW Corridor		
Wade Anderson	Sherwood			✓
Russ Kert	Sherwood			✓
Kim Urban	Sherwood - Kim.urban4@gmail.com		SW Corridor	
Kelli Birtle	Sherwood		✓	
Karyn Ghrib	Sherwood	✓	✓	
Ameia				
Amanda ^{Stacy} Stacy	Sherwood			
Patti Spreen	Sherwood	✓	✓	✓
Nancy R	Sherwood		✓	✓
Lori Stevens			✓	
Jennifer Harris	Sherwood		✓	✓
Connie Rice	Sherwood			

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14 Agenda Item: Walmart

If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other: _____

Name: Dr Russ Root

Address: 22739 SW Taylor Ct

City/State/Zip: Sherwood OR

Email Address: dr.kert@kertchiropractic.com

I represent: Myself Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: non-agenda / Walmart
If you want to speak to the Commission about more than one subject, please submit
a separate form for each item.

Please mark you position/interest on the agenda item

Applicant: Proponent: Opponent: Other:

Name: Lon Stevens

Address: 15630 Farmer way

City/State/Zip: Sherwood OR 97140

Email Address: lon.stevens@providence.org

I represent: Myself Group Other

"No Walmart in Sherwood"

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: _____ Agenda Item: Walmart / children safety
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark you position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other: _____

Name: CARRIE BUFFINGTON

Address: 22511 SW Dewey Dr

City/State/Zip: Sherwood OR

Email Address: _____

I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: walmart
If you want to speak to the Commission about more than one subject, *please submit a separate form for each item.*

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: Other: _____
Name: Terrence (Terry) Miller
Address: 14904 SW Powell Lane
City/State/Zip: Sherwood OR 97140
Email Address: terryem@hotmail.com
I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: ~~the~~ wal-mart

If you want to speak to the Commission about more than one subject, **please submit a separate form for each item.**

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other: _____

Name: Krissi Kizzick

Address: 15729 SW Willow Ct

City/State/Zip: SHERWOOD OR 97140

Email Address: kkizzick@hotmail.com

I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: Walmart
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: Other: _____

Name: Naomi Belov

Address: 22741 SW Lincoln St.

City/State/Zip: Sherwood

Email Address: _____

I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5.14.2013 Agenda Item: Walmart ~~Public~~ Gramor Decretum
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: X Other: _____

Name: Nancy Taylor

Address: 17036 SW Lynnh Way

City/State/Zip: Sherwood, OR 97140

Email Address: _____

I represent: Myself X Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: _____ **Agenda Item:** _____

If you want to speak to the Commission about more than one subject, *please submit a separate form for each item.*

Please mark you position/interest on the agenda item

Applicant: _____ **Proponent:** _____ **Opponent:** _____ **Other:** _____

Name: _____ *Tony Bavel*

Address: _____ *17036 SW Lynnly Way*

City/State/Zip: _____

Email Address: _____

I represent: **Myself** _____ **Other** _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/2013 Agenda Item: Walmart

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Please mark you position/interest on the agenda item

Applicant: Proponent: Opponent: Other:

Name: Amanda Standvay

Address: 116103 SW 2nd St

City/State/Zip: Sherwood, OR 97140

Email Address: amanda.christine@gmail.com

I represent: Myself Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/15 Agenda Item: WALMART

Please mark your position/interest on the agenda item
Applicant: _____ Proponent: _____ Opponent: X Other _____

Name: Devin Adams

Address: 22718 S.W. Martin Ct.

City/State/Zip: Sherwood, OR 97140

Email Address: DDA79@comcast.net

I represent: X Myself _____ Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14 Agenda Item: Wal Mart

Please mark your position/interest on the agenda item
Applicant: Proponent: Opponent: Other

Name: Melissa Fischer

Address: 22742 SW Lincoln Street

City/State/Zip: Sherwood OR 97140

Email Address: _____

I represent: Myself Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: _____ **Agenda Item:** More about Walmart
If you want to speak to the Commission about more than one subject, **please submit a separate form for each item.**

Please mark your position/interest on the agenda item

Applicant: _____ **Proponent:** _____ **Opponent:** ✓ **Other:** _____
Name: Nadia Belov (Bell-love)
Address: 22741 SW Lincoln St
City/State/Zip: Sherwood OR 97140
Email Address: Nadiabelov64@gmail.com
I represent: Myself ✓ **Other** _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Name: Dean Boswell Date: 5/14/2013
Address: 22796 SW Lincoln St, Sherwood, OR 97140
Telephone: (503) 407-4413

I would like to speak to the Council regarding:

Subject: Confused about ^{increased} traffic due to Wal-Mart

If you want to speak to Council about more than one subject, **please submit a separate form for each item.**

Please give this form to the City Recorder prior to you addressing City Council. Thank you.

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/10 Agenda Item: Walmart/ Town Center

Please mark your position/interest on the agenda item
Applicant: Proponent: Opponent: Other

Name: Naomi Beler

Address: 22741 SW Lincoln St.

City/State/Zip: Sherwood

Email Address: _____

I represent: Myself Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Name: Lori Rande Date: 5/13/12

Address: 22710 SW ARCOTT PLACE

Telephone: 503-625-9527

I would like to speak to the Council regarding:

Subject: ~~22710 SW Arcott Place~~ city website newsletters

If you want to speak to Council about more than one subject, please submit a separate form for each item.

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: _____
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other:

Name: Patti Spreen

Address: Lavender Pl.

City/State/Zip: Sherwood, OR

Email Address: pmr87@comcast.net

I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14 Agenda Item: Larger Drlp / Transportation
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other: _____

Name: Meerta Meyer

Address: 24002 SW Middleton

City/State/Zip: Sherwood OR 97140

Email Address: meertameyer@yahoo.com

I represent: Myself Other _____

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Date: 5/14/13 Agenda Item: Sherwood Town Center
If you want to speak to the Commission about more than one subject, **please submit a separate form for each item.**

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: Other: _____
Name: Wendy Malcomson
Address: 22424 A SW Washington St.
City/State/Zip: Sherwood, OR 97140
Email Address: WendyMalcomson@gmail.com
I represent: Myself Other _____

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Date: 5/14/13 Agenda Item: Wal-Mart

Please mark your position/interest on the agenda item
Applicant: Proponent: Opponent: X Other X

Name: Amanda Roe

Address: 17938 SW Fitch Dr

City/State/Zip: Sherwood

Email Address: amanda.roe@comcast.net

I represent: X Myself Other

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14 Agenda Item: Walpmast
If you want to speak to the Commission about more than one subject, please submit a separate form for each item.

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: Other: _____
Name: GYNTHIA KIRK
Address: 22375 SW Lee Dr.
City/State/Zip: Sherwood, OR 97140
Email Address: cynkirk@aol.com
I represent: Myself Other _____

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I have read and understood the Rules for Meetings in the City of Sherwood.

Date: 5/14/13 Agenda Item: Walmart
If you want to speak to the Commission about more than one subject, **please submit a separate form for each item.**

Please mark your position/interest on the agenda item

Applicant: _____ Proponent: _____ Opponent: _____ Other: _____

Name: Nadia Bebr

Address: 22741 SW Lincoln St

City/State/Zip: Sherwood OR 97140

Email Address: Nadia.bebv64@gmail.com

I represent: Myself _____ Other _____

Please give this form to the Recording Secretary prior to you addressing the Planning Commission. Thank you.

WALMART IN SHERWOOD - FREQUENTLY ASKED QUESTIONS

Updated May 13, 2013

With the announcement that Walmart was the tenant at the Langer commercial retail center site, many people who were previously unaware that a proposed 190,000 square foot commercial retail center was even proposed found out about it and had questions. At the May 7th City Council Meeting, many concerned citizens came forward with questions and concerns about Walmart coming to Sherwood. This FAQ is provided to answer many of the common questions being asked by citizens. This FAQ will be updated periodically to address additional questions as they are raised.

The questions which have been raised fall generally into 6 main categories:

- Why did the City allow this to happen?
- What was the process that allowed this to be approved?
- Questions about whether the approval considered impacts?
- Options to address specific concerns associated with this development?
- Questions about whether this type of use and this particular tenant is really needed and whether there is a market for it?
- Questions about what the public gets with this development that might be positive?

Why did the City allow this to happen?

1. Why did the City choose Walmart?

The City didn't choose Walmart. The City cannot choose what specific businesses are allowed to locate in town. The zoning laws allow for types of uses such as "eating and drinking establishment," "car service", or "retail" and the property owner can determine how and whom they want to develop their property based on their own decision making criteria. In this case, general retail trade is a permitted use and the property owner chose to partner with Gramor Development to develop a plan for the property that included a large anchor tenant and several additional building pads.

2. There is already enough retail, how can the residents support more retail establishments?

That is a market based decision that developers and business owners must consider.

3. Why did the City allow this property to be zoned for retail in the first place?

The Langer property is zoned light industrial however the City Council granted planned unit development approval in 1995, as part of the larger Langer Farms Planned Unit development. The light industrial zoning allows Planned Unit Developments to apply the uses permitted at the time the Planned Unit Development was approved, which in this case, includes commercial uses. In 2007, the City Council affirmed the original Planned Unit Development approval and all development of properties located within the original approval were allowed to develop the property with uses that were allowed to be developed on the property in 1995.

The purpose of the type of zoning that the City of Sherwood and many other cities within Oregon employ is to prevent incompatible land uses from being located too close to each other, such as a heavy industrial use next to a residential neighborhood. Every property in the City is assigned a certain zone that determines the types of uses allowed on that property. The Langer property allows retail uses in addition to light industrial uses.

4. Did the City provide tax breaks or credits?

The City provided no tax breaks.

After the Langer's dedicated land for the construction of Langer Farms Parkway, Transportation System Development credits were issued as required by City Code. City Code requires credits to be issued for projects that dedicate land for collector and arterial roads.

The Planning Commission deliberated and decided to conditionally approve the proposal after considering the public testimony and evidence. They based their decision to approve the development on the analysis and findings of fact contained in the Planning Commission decision.

In addition to the required public notice process, this topic was covered in the Sherwood Gazette and the Oregonian on several occasions.

10. Why aren't they required to say who the tenant is?

Our local laws do not require developers to state who the tenants will be and many times applicants build projects "on spec" with the expectation that they will get tenants in once the project is approved or built. This is especially true for office buildings but also true for retail establishments. When the City reviews a proposed project, we review the use type and consider traffic impacts, parking needs etc. Provided the use assumptions remain the same, it does not matter who the tenant is. If the use proposed is different than what the developer received approval for, it would not be permitted without additional review. For example, if an applicant came in for approval of a retail building and decided later to lease it to a movie theater, this would be inconsistent with the use review and would not be permitted.

11. Did the City know who the tenant was and not tell anyone?

No. The City did not know who the tenant was until the day of the announcement.

12. Why am I just now hearing about this?

With the announcement of the anchor tenant came new interest and awareness of the project. To avoid this in the future, the City encourages residents to check out the City website and local notice boards regularly for public notices. If you see a public notice sign on a property, check into what is being proposed. If you receive a public notice in the mail share this information with your friends and neighbors. In addition, the City has near term plans to begin using social media to help better engage the public on projects at the time that their input can be most effective. Unfortunately, at this point, because the decisions have been made, there is nothing that can be done to change the land use decision itself or the site design/layout unless the developer applies for changes.

13. Did Council approve of this? Doesn't Councilor Langer have a conflict of interest since this is his property?

The Council approved the Planned Unit development in 1995 and reaffirmed the Planned Unit Development in 2007. Councilor Langer was not on the City Council at the time of either of those decisions. The site plan was reviewed and approved by the Planning Commission and was not required to be reviewed by the City Council. If it had been reviewed by City Council, Councilor Langer would have been encouraged to recuse himself from the conversation due to a conflict of interest. It is not uncommon for elected officials and other decision makers to have a conflict of interest which is why there are rules and guidelines on how to deal with a conflict when it arises. For more information on the rules governing bias and conflict of interest, you can refer to the Oregon Government Ethics Commission (www.oregon.gov/ogec).

Did the approval consider the impacts?

The review included a staff report, agency input from ODOT, Washington County, Clean Water Services, TVF&R and others, public input and review and hearing by the Sherwood Planning Commission. The impacts that by law could be considered were reviewed. Specifically, a project must meet applicable criteria of the code. The Development Code and City staff hold developers to very high standards to ensure quality development in Sherwood. There are strict design standards in place for building things such as design, placement and landscaping. The City scrutinizes the traffic, public improvements, design, layout, etc. of the development to ensure that it is of a high quality consistent with Sherwood values. The following is a brief discussion of the impact concerns raised and how the concerns have been addressed in the Planning Commission's decision.

14. Traffic

Kittelsohn and Associates prepared a traffic study for the entire development that evaluated the traffic impacts based on the International Traffic Engineers (ITE) category for a Shopping Center (ITE 820). Initially City staff and the public both

Options to address specific concerns associated with this development

19. Can we change the regulations so that Walmart can't go in?

No. Oregon land use laws require a clear and objective application of the rules and often does not allow room for discretion. The laws also dictate that an application to develop a piece of property (land use application) must be reviewed against the standards in effect at the time the application was submitted. In other words, a community could not receive an application for a use they didn't like or anticipate and quickly change the land use regulations to prohibit it.

20. Can we pass a bond and make this a park instead?

This is a privately owned piece of property. The owner would have to be willing to sell the land to the City. While technically it might be possible, it is highly unlikely. First the City would have to put together a measure to place on the ballot. Given the time and process involved, the earliest it could most likely go on the ballot would be November 2013. The voters would have to approve the bond. The biggest obstacle would be that the property owner would have to be willing to sell the property to the City.

21. Can we pass a square foot cap so that they can't go in?

No. See the response in question #19 above. The development has approval to build a 145,000 square foot anchor store. The City could change the standards to limit the square footage of retail establishments. This would apply only to future developments and would eliminate their ability to expand further in the future.

22. Can we prohibit overnight camping so that RV's are not permitted to park overnight in the parking lots?

Yes. The City could consider an ordinance that prohibits overnight camping in parking lots. This would apply to the Walmart property because it would be a citywide ordinance that is not related to the land use itself.

23. Walmart has a reputation of paying low wages and no benefits, is there anything we can do to address that?

Some jurisdictions, like Portland, have adopted ordinances that require employers over a certain size to provide sick leave to all employees. That is one example of a type of ordinance that could be considered by City Council. If Council collectively decided to pursue such an ordinance they would direct Staff and the City Attorney to look at how to meet State and Federal Laws and develop language to consider for adoption. Any Ordinance of this type would not be specific to Walmart but would apply to all businesses meeting the threshold established.

24. Walmart has lower prices because they import all their products from foreign countries. Can we regulate product source?

Possibly but this would likely impact many business other than Walmart and would be very complicated and difficult to monitor and enforce. Trying to restrict international trade at the local level would be very difficult if not impossible.

25. Many of the people who shop and work at Walmart are lower income and we are concerned that this will bring more people into the community that will increase crime. Is this accurate and if so, can we do anything about it?

Sherwood Police Chief Groth requested information from jurisdictions that were cited as examples where Walmart resulted in increased crime. From the data received, the calls and activities in Woodburn, Salem, McMinnville and Cornelius are not significantly different than the calls for service at existing retail establishments in Sherwood such as Target and Kohls. For the year 2012:

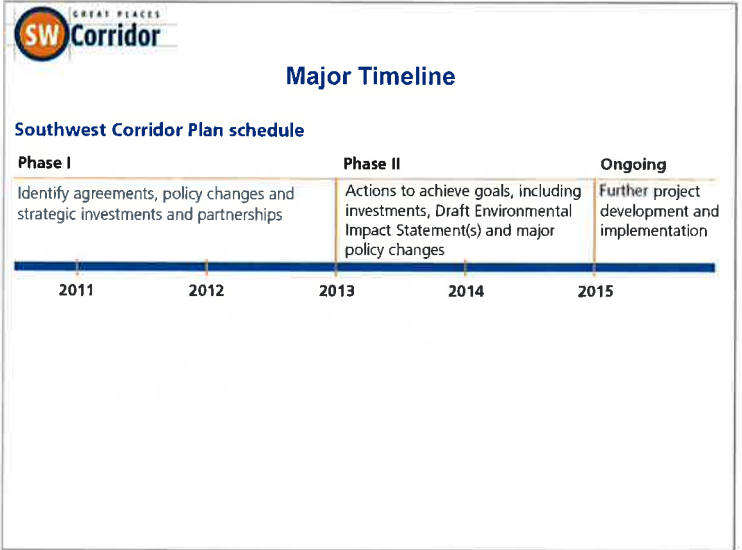
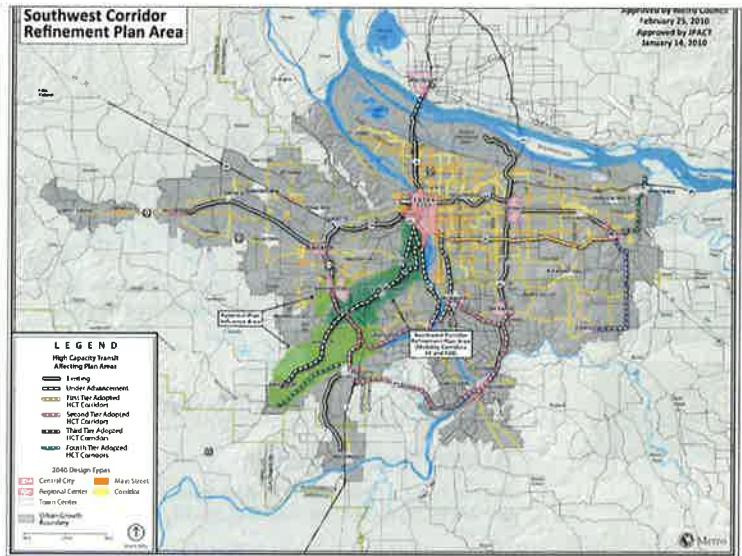
Location	Calls for service	comments
Woodburn	265	total of all calls and activities at the address
Salem(3)	207	Number probably low as it doesn't appear to include traffic stops, etc.
McMinnville	263	total of all calls and activities at the address
Cornelius	385	total of all calls and activities at the address

As simple comparison:

- Sherwood Target had 336 calls for service in 2012
- Sherwood Joes/Kohl's site prior to the Kohl's opening (January 1 through March 3) has 6 calls for service
- Sherwood Kohl's after opening (March 3 through May 9) has had 49 calls for service and is on pace for about 288, or 24 per month

GREAT PLACES
SW Corridor
 Portland • Sherwood • Tigard • Tualatin
 Beaverton • Duham • King City • Lake Oswego
 Multnomah County • Washington County
 ODOT • TriMet • Metro

Southwest Corridor Plan
Sherwood City Council
 June 4, 2013



May 14, 13
 Date
 7a
 Agenda Item


Planning Com.
 Gov. Body
 1
 Exhib. 11

SW GREAT PLACES Corridor

Start with the places

Population
 2010 - 140k
 2035 - 206k

Employees
 2010 - 163k
 2035 - 251k




Southwest corridor focus areas

SW GREAT PLACES Corridor

Major Transit Facilities



- WES
- 28 bus lines
- 2,000 parking spaces
- 3 Transit Centers
- 27,000 daily riders





SW GREAT PLACES Corridor

Major roadways

I-5: up to ~160,000 vehicles/day, highest volumes Tigard + north

99W: up to ~50,000 vehicles/day, highest volumes Tigard + south

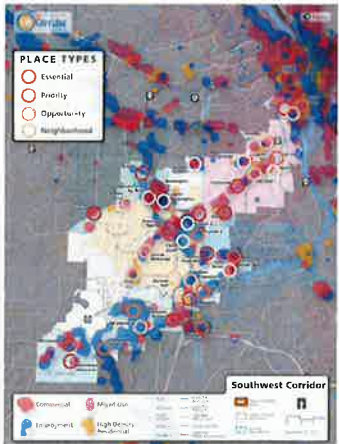
Other major routes: OR-217, OR-43, Hall Blvd, Tualatin-Sherwood Rd

SW GREAT PLACES Corridor

A vision based approach

Key points about the land use vision

- Retail, entertainment and education surrounded by stable residential
- Potential to unify the corridor through mixed use, main streets and downtowns to link employment and regional destinations
- Infill and redevelopment will generate new development
- As a regional employment district the corridor has potential for higher land use efficiency



July milestone: End of Phase I

- Local service enhancement planning
- Narrow HCT alternatives
- Policies and incentives for further exploration
- Strategic set of roadway and active transportation projects
- Prioritized parks and natural resource projects

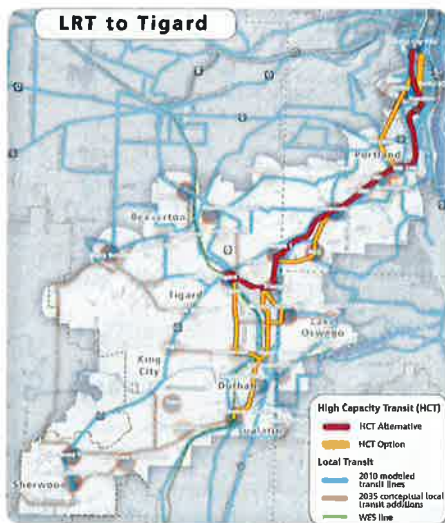
High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	Refinement <ul style="list-style-type: none"> • Alignments • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	Draft Environmental Impact Statement <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Next 6 slides focus on the destination / terminus & mode

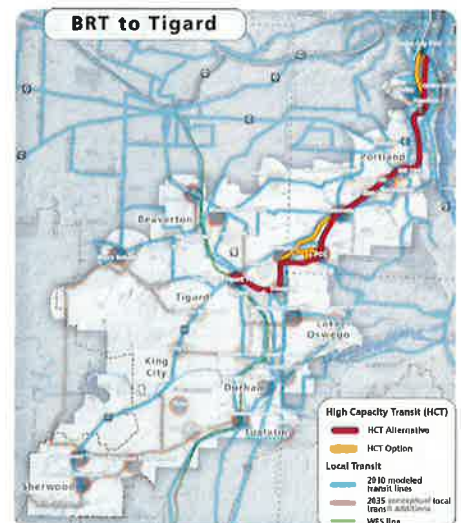
Findings:

- Capital Cost**
 \$1.7B-\$2.4B – Tigard
 \$2.4B-\$3.1B – Tualatin
 Upper range (w/ OHSU tunnel)
- Annual Operating Cost**
 \$4.9M
- Transit Ridership (2035)**
 No-build: 12,400
 LRT-Tigard: 22,500



Findings:

- Capital Cost**
 40 – 80% LRT Costs
 Approx. \$670M – \$1.3B
- Annual Operating Cost**
 \$6.3M
- Transit Ridership (2035)**
 No-build: 12,400
 BRT-Tigard: 20,100

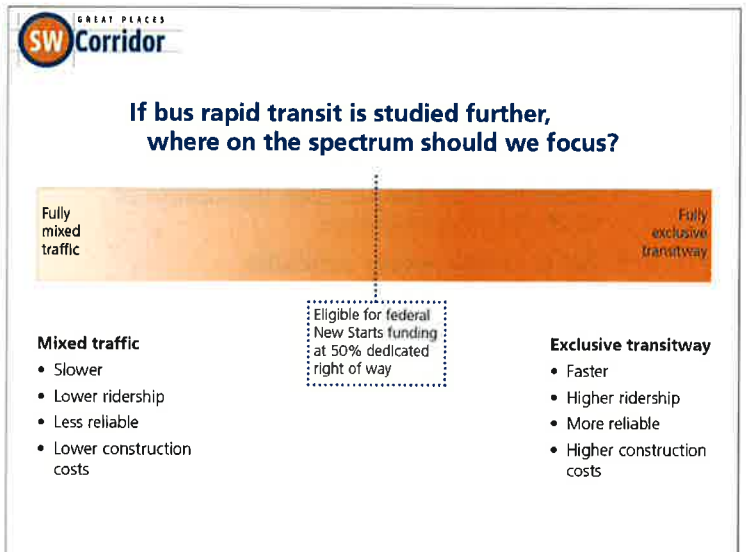


SW Corridor GREAT PLACES

High Capacity Transit Decision Timeline

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Next 2 slides focus on the level of service & local service



- SW Corridor** GREAT PLACES
- ### SW Service Enhancement Plan
- The SW Service Enhancement Plan will study the demand for transit service to connect people with jobs and educational opportunities
 - Look at near-term and long-term enhancements
 - Explore public-private partnerships

- SW Corridor** GREAT PLACES
- ### Key findings
- Strong future transit demand
 - LRT can meet demand with 7.5 minute headways; BRT with 3.5-4.5 minute headways
 - LRT trunkline can improve local service
 - Operating cost for 1-seat ride spokes is highest
 - All destinations need better transit service, some will with HCT, others with local service

APPROVED MINUTES

City of Sherwood, Oregon
Planning Commission Minutes
May 14, 2013

Commission Members Present:

Chair Patrick Allen
Vice Chair James Copfer
Commissioner Michael Cary
Commissioner John Clifford
Commissioner Russell Griffin
Commissioner Jean Simson
Commissioner Lisa Walker

Staff Present:

Julia Hajduk, Community Development Director
Bob Galati, City Engineer
Brad Kilby, Planning Manager
Michelle Miller, Senior Planner
Kirsten Allen, Planning Dept. Program Coordinator

Council Liaison

Mayor Bill Middleton (absent)

Legal Counsel Present:

Chris Crean

1. Call to Order/Roll Call

Chair Patrick Allen called the meeting to order at 7:03 pm.

2. Agenda Review

Chair Allen amended the agenda to include an explanation of the Walmart Frequently Asked Questions (FAQ) prior to Community Comments and stated the rest of the agenda would include a SW Corridor Plan Update.

Chair Allen said that following the Planning Commission Meeting was a Sherwood Town Center Plan Steering Committee Meeting and explained the difference between Metro's requirement to have an area designated to have more development known as "town centers" and Gramor Development's naming their new commercial development Sherwood Town Center.

3. Consent Agenda

- a. April 9, 2013 Planning Commission Minutes

Motion: From Commissioner Jean Simson for approval of the Consent Agenda. Seconded by Vice Chair Copfer. All Commission members voted in favor.

4. Council Liaison Announcements

Mayor Middleton was not present and there were no announcements

5. Staff Announcements

Brad Kilby, Planning Manager informed the Commission that a joint Planning Commission and City Council Work Session would happen on June 4 at City Hall.

Brad explained some of the Walmart Frequently Asked Questions (FAQ) that were posted to the City website on May 13, 2013 (see record, Exhibit 1) and said that the FAQ would be updated regularly. He gave a brief background of the land use application for 190,000 square feet of retail space that came in as Langer Farms Phase 7 Commercial Development in July 2012. The

property is located adjacent to Target on a 19.8acre site. It is zoned Light Industrial, but has a Planned Unit Development overlay (PUD) from 1995 that includes the Albertsons, Target, and several single family and multi-family sites behind those developments. Brad said the PUD included 155 acres and had eight phases which included the Sentinel Storage and a vacant site on the other side of Tualatin Sherwood Road. He explained that the applicant was not required to disclose the tenant and the City found out on Monday [May 6, 2013] when everyone else did

Brad commented that there was speculation that it might be a Walmart and much of the public testimony at the hearings discussed Walmart and the traffic impacts associated with a Walmart.

Brad said the City did not ask Walmart to come to Sherwood , it is up to the owner to decided what business it will be and compared it to a Starbucks, Dutch Bros., or a Sharkie's.

Brad commented that there are impacts associated with a Walmart that may not be associated with other regular commercial uses and the Planning Commission asked that the applicant specifically address traffic impacts that could be associated with a discount super store, a super store, and a retail center.

Brad commented that there was speculation that it might be a Walmart, but the City had received interest from Fred Meyer about coming to the city and thought that perhaps the property owner was discussing leases with both companies. A third option would have been a Winco, however because it was speculation the City could not convey the tenant until it was released from Gramor and to the public.

Brad explained that the land use process followed required that the application have a public hearing and that there had been three public hearings before the Planning Commission over two months to determine the impacts and answer questions for the public who got involved in the process. After the decision was made there was 14 days to appeal the decision and there were no appeals filed to City Council. Brad commented that there was an appeal to Land Use Board of Appeals (LUBA) for the subdivision of the parent parcel, but it was withdrawn.

Brad listed the traffic mitigation requirements as:

- Extending SW Century Blvd. From SW Langer Farms Parkway to the existing terminus;
- Installing a signal at the intersection of SW Langer Farms Parkway and SW Tualatin Sherwood Road;
- Extending SW Langer Farms Parkway north to meet with the road next to Home Depot;
- Installing storage extensions on highway 99W at
 - Sherwood Blvd and Highway 99W, and
 - Roy Rogers and Highway 99W;

Brad commented that as part of a County MSTIP project to widen SW Roy Rogers Road and SW Tualatin Sherwood Road there will be some signal timing adjustments made [to the signal at Highway 99W] and frontage improvements along the site that include bike lane, curb, gutter, planter strip and sidewalk.

Brad explained that the developer is permitted to put Retail on property that is zoned Light Industrial because the property owner was vested in 1995, through an approved PUD. This meant that they had the legal right to propose any use that was allowed in 1995, and at that time,

the Light Industrial zone allowed General Commercial uses which includes retail. This was confirmed in a 2007 City Council decision related to extending SW Century Blvd. Brad commented that the property has been marketed as available to develop commercially or industrially. He added that there is another site closer to Bilet that is being developed industrially as RV and mini storage.

Brad stated that the files are available online at www.sherwoodoregon.gov and available at City Hall and he would open the file to anybody that wants to see it. Copies will require a Records Request be filled out and are available at a reasonable cost. The previous [meeting packets](#), and [meeting audio/video](#) are also available online and the application material and exhibits can be found under Current Land Use tab; look for [Langer Farms Phase 7 Commercial Development \(SP 12-05/ CUP 12-02\)](#). Questions can be directed to Brad Kilby, Planning Manager or Julia Hajduk, Community Development Director. Julia added that a Frequently Asked Questions webpage had been created and it would be updated as needed.

6. Community Comments

Nancy Taylor, 17036 SW Lynnly Way, Sherwood. Ms. Taylor said she read the transportation study and asked when the road improvements were going to be done between Tualatin Sherwood Road and Roy Rogers Road.

Brad answered that the improvements, as part of the conditions of approval, have to be completed prior to Walmart opening its doors and the first project is likely to be the extension of Langer Farms Parkway north.

Bob Galati, City Engineer explained that Washington County's MSTIP project is still in the design phase and construction may not take place until 2014. He said that the extension of the project on Tualatin Sherwood Road goes across Highway 99W with additional left turn lanes and widening Roy Rogers Road to Borchers Drive. Bob confirmed that the project was funded in the Improvement Plan and is the preliminary design stages of working out right of way issues and making final decisions before moving to final design.

Bob said that it was likely Walmart would open prior to the improvements and the Langers would pay Washington County a fee to make the improvements and it would not delay the opening of the store.

Chair Allen asked about temporary frontage improvements.

Chris Maciejewski, with DKS Associates the City's On-Call Traffic Engineer firm said that, per ODOT, the turn pockets on Hwy 99W at Tualatin Sherwood Road are to be lengthened if the County MSTIP project occurs after opening,

Naomi Belov, 22741 SW Lincoln Street, Sherwood. Ms. Belov said she loved Sherwood and wanted to know why the City Council video had been edited to exclude part of her testimony that mentioned Sherwood as Family Circle magazine's ranking of best towns in America by and the Belov family organizing the Trashapalooza, Earth Day Clean-up.

Julia answered that the recording equipment allows for approximately two hours of taping and the tapes have to be manually switched after the tape stops. Brad added that the testimony was

not edited and the software, that combines the video and audio, cut out a portion of the video recording. IT staff was able to listen to the words that were on the audio track.

Ms. Belov commented that she wanted to bring attention to the issue and there needs to be more transparency from the City before it becomes a legal issue.

Chair Allen explained that the Planning Commission consisted of citizen volunteers who do not work for the City and are unpaid; they own homes and small businesses in Sherwood and care passionately about Sherwood. Chair Allen said he hoped it would not become an Us vs. Them circumstance because Planning Commission member were part of the community like everyone else.

Chris H, from Beaverton did not want to disclose his last name or address, but said he owned a business in Sherwood. Chris said he was a native of Portland, and had experienced a town in California that went through the same issues of having a Walmart come to town and warned that it would get ugly. Mr. H commented regarding Councilor Langer's political career and said he was against Walmart.

Kelli Birtle, 23240 SW Orchard Heights Place, Sherwood. Ms. Birtle said she comes from a larger town on the east coast and commented that Walmart would make all of the small businesses in town go out of business because Walmart is greedy. Ms. Birtle agreed that the traffic is a big issue but her concern was the safety of our children. Ms. Birtle commented on shoppers from out of town, crowded streets, increased crime, and children not being able to walk the streets safely. Ms. Birtle asked who would keep the children safe when Walmart comes and conveyed concerns for her family. Ms. Birtle said she would have the same concerns if it was a Fred Meyer or WinCo and that anything big would affect the safety of our children.

Lori Stevens, 15630 SW Farmer Way, Sherwood. Ms. Stevens asked if any member of the Langer family was on the City Council in 1995 or 2007. (Staff was unable to answer and committed to add it to the FAQ.) Ms. Steven asked regarding sign height limits and asked if Walmart would be allowed a larger sign typical to their other developments.

Chair Allen commented that the approved site plan did not address signs. Brad Kilby answered that Gramor has contacted the City about signage and have been informed of what the standards are. Julia added that the property owners were vested on the uses, but not on the sign standards and would have to comply with current sign standards.

Ms. Stevens asked for clarification regarding overnight parking that Walmart has allowed at other stores and said it should be addressed as it is a safety issue.

Chair Allen answered that this information was included in the FAQ and it was an issue that the City Council can address through a City ordinance.

Ms. Stevens commented regarding the City not knowing who the tenant was and suggested that this parameter be changed as an adult store is also considered commercial.

Chair Allen replied that adult businesses are called out as not allowed in most zones in the code, but may be subject to Oregon's free speech laws. Chair Allen explained that the 2007 agreement allowed for large retail businesses and the City cannot ask who the tenant is.

Julia added that the approval is for a large retail business and if they ask for a use that is different that would be a modification [and the Planning Commission would review it].

Ms. Stevens asked regarding a medical marijuana store or similar store locating in the commercial center and if there was a way control that. She also asked if there was a way to change the local law that requires disclosure of who the tenant is.

Julia said she would add this to the FAQ and that it would need to be explored with legal counsel. Julia said she would also add information about limiting certain uses.

Chair Allen suggested a link to the code that shows which uses are allowed in which zones.

Lori Randel, 22710 SW Orcutt Place, Sherwood. Ms. Randel commented that she heard the streets in Old Town were not wide enough for fire trucks.

Bob Galati responded that the lanes are wide enough for a fire truck of 13 feet.

Ms. Randel commented on problems with Planning Commission meeting tapes regarding the Cannery PUD and said the recording equipment did not work at important hearings and suggested that individuals wishing to address Council bring it in writing. Ms. Randel thanked staff for addressing the issue of old zoning maps on the City website and getting them up to date. Ms. Randel asked about Walmart receiving a variance for the sign standards.

Brad Kilby replied that a variance to signage was unlikely because there needs to be a unique circumstance for a variance to the sign code to be granted and a variance would come before the Planning Commission for approval.

Ms. Randel commented regarding City Council passing ordinances to ensure that Walmart is a better community citizen and asked if businesses are bound by the ordinance if ground has been broken.

Chair Allen responded that if it is a land use issue the applicant is entitled to the rules in place at the time of application. If it is a general ordinance about how businesses or people behave the City Council can enact those at any time and may apply to businesses city wide.

Chris Crean, City counsel said that only the land use ordinances are time sensitive and gave the example of updating the Nuisance ordinance regarding overnight parking and said it would apply generally throughout the city.

Ms. Randel asked if grocery was a separate designation from retail and how much of the store can be grocery without requiring a grocery level traffic study.

Brad commented that from a land use standpoint grocery is retail and Walmart used a classification that covers groceries.

Chris Maciejewski answered that there is traffic data that is used to estimate the number of trips that comes with new development with a series of retail categories; general shopping center, discount store, discount super store, or stand-alone grocery store. He explained that for the Langer traffic study the applicant provided a study for a general shopping center and due to concerns expressed by the City, new information that looked four different scenarios was provided in October 2012. Mr. Maciejewski said that they were consistent with the original traffic study that called it a shopping center.

Commissioner Walker added that concerns were expressed by the Commission that it wanted the worst case scenario with the most trips to be addressed. She commented that, as a citizen, what she considers a lot of traffic is less than what ODOT considers a lot of traffic.

Chris confirmed and said the designation 820 was the worst case and assumed more trips; accounting for the different types of uses that might come into the center.

Ms. Randel asked if ODOT raised any concerns.

Brad replied that ODOT testimony required mitigation and ODOT did attend the public hearings.

Julia reminded everyone that all of the information, including the traffic analyses and the minutes for the meetings, are on the City website.

Dean Boswell, 22796 SW Lincoln Street, Sherwood. Mr. Boswell commented that the traffic between Sherwood and Tualatin can be up to a 45 minute drive and traffic to get to other places surrounding Sherwood. Mr. Boswell said that the Sherwood's population could not support Walmart's giant store and that people from neighboring cities would be shopping there. He asked if [the applicant] would widen Tualatin Sherwood Road and how all the traffic coming in will be dealt with.

Chair Allen answered that there are projects that will be built as a direct result of the project and by Washington County's transportation plan. The improvements on 99W are funded. Chair Allen commented on the difference between funded and wish list items and the time frame for completion of those types of projects. Chair Allen remarked that Washington County should widen Tualatin Sherwood Road all the way to Tualatin, but the funded project focusing on getting more cars through the intersection at 99W will not fix issues on Tualatin Sherwood Road.

Mr. Boswell expressed his disappointment that the Walmart will move forward without a long term solution in place for traveling to Tualatin.

Mr. Boswell commented on safety and the state's sex offender list being inadequate. He said there are sex offenders in the community and we don't know who they are. Mr. Boswell suggested that there would be more and they would be right next to a school. He said one of his big things was that we are not taking care of the people now and asked what will be done in the future when we start having more crime. Mr. Boswell asked if the City can make Walmart pay for any increase in crime and sex offenders because they came to Sherwood.

Chair Allen responded that those are City Council kinds of issues.

Mr. Boswell commented on streets in Old Town not being wide enough for a fire engine and asked for the difference between a fire engine and a bus, because cars have to stop 10-15 feet back from a stop sign to let the bus through.

Bob replied that the area in question is at 1st Street where the buses turn from Pine Street. He agreed that there was a pinch point because of the monuments that were put in several years ago. Bob said those monuments have been eliminated from the current streetscapes and the plaza projects. He said the current monuments have vaults underneath them that make them difficult and expensive to remove. It will take time to evaluate how to remove them and build up a reserve to pay for the removal. Bob explained that two of the monuments are the base for the attached street lights with power coming from a vault beneath and the other monuments hold traffic signs and may be able to be removed but are not causing the problems. He said the monuments are an existing problem that the City will have to solve over time. Bob suggested Mr. Boswell address the City Council to help make the removal of the monuments a priority.

Nadia Belov, 22741 SW Lincoln Street, Sherwood. Miss Belov said that Walmart is one of the biggest corporations in the United States and the owners are billionaires. She said the average American will earn less than a \$1 million in a lifetime and they earn billions a year. Miss Belov commented that Walmart employees earn around \$24,000 per year and the people that make the products earn close to nothing. She expressed that it was not fair, they don't give back to the community, and Walmart is not a good business to bring into Sherwood.

Melissa Fischer, 22742 SW Lincoln Street, Sherwood. Ms. Fischer said her family bought a house in Sherwood two years ago and if there is a Walmart one half mile from her home she would be selling.

Amanda Roe, 17938 SW Fitch Drive, Sherwood. Ms. Roe said she has been in corporate communication for over twenty years and commented that several of the FAQs were answered well and others were answered vaguely, leaving room for interpretation. Ms. Roe said there was a concern regarding communication and commented on communication in local newspapers, notice to people within 1000 feet of the property, and on the difficulty to find information on the City website. Ms. Roe submitted that for certain types of businesses, which the community does not want, should have better communication and brought to a vote of the people.

Chair Allen said the Planning Commission does not have the ability to control what specific company is allowed within a type of business and gave the example of a Starbucks; if a coffee company is allowed, the City cannot exclude Starbucks specifically because it is not legal.

Vice Chair Copfer added that federal law prohibits the City from restricting trade.

Ms. Roe said that the City needs to reevaluate perhaps with square footage and asked how that could be done. She questioned how the citizens could help the City know what changes the people want.

Chair Allen responded that this could be done through the zoning code with a cap of the size of a business and to start by addressing the City Council. The City Council can direct the Planning commission to amend portions of the code.

Ms. Roe asked if traffic could fall under “nuisance” and if the definition could be expanded to include it.

Julia responded that she will add this to the FAQ and said that as the writer of the FAQs, the intent was to get basic information out the public addressing questions and they can be expanded upon if more details are needed.

Ms. Roe asked if Walmart brings in more traffic and the City needs more resources, such as police officers and emergency response, will Walmart contribute to that expense.

Chair Allen responded that resource allocation is up to City Council, but Walmart will pay taxes that add to the fund that pays for services.

Commissioner Walker added that the Planning Commission and City Council try to notify of what is going on and would accept ideas of how to reach people.

Ms. Roe responded that the school sends out information weekly and that the information should be clear and a quick read on what is going on with the City Council and the Planning Commission. She said there is a lot of negativity and the community is unhappy.

Chair Allen commented on the difficulty to get public involvement about high level planning and to talk conceptually about what kinds of development can be in Sherwood. He said when a specific development comes in it is really late in the process.

Michael Buffington, 22511 SW Dewey Drive, Sherwood. Mr. Buffington commented on the Walmart property being zoned light industrial in 1995 and said the economy has changed and the zoning should be reevaluated.

Commission members answered that a Planned Unit Development overlay was placed on the property in 1995 and general commercial was permitted in that zone at that time.

Mr. Buffington expressed concern that for the number of grocery stores in Sherwood, the number of empty spaces, and small businesses in Sherwood. Mr. Buffington read an email from Matt Langer in response to her inquiries about Walmart that his wife had received and said the information contained did not match with the FAQs. Mr. Buffington asked if the County could do what they wanted with the lump sum that the developer will pay toward Tualatin Sherwood road improvements.

Bob responded that the money is set aside in a special account and has to be used for the frontage improvements.

Cynthia Kirk, 22375 SW Lee Drive, Sherwood. Ms. Kirk said her family has lived in Sherwood since 2001 and expressed her disbelief that a Super Walmart would be allowed before the traffic situation on Tualatin Sherwood Road has been addressed. Ms. Kirk mentioned safety concerns, traffic on Tualatin Sherwood Road and easy access to the Costco in Wilsonville. She said she has seen Sherwood grow and change in positive ways siting the arts community, parks, and the active community and said this was not the kind of town that needs a Walmart or any

more big box stores. Ms. Kirk said that the City code should be changed to reflect the spirit of Sherwood and the project does not serve the community.

Terry Miller, 14904 SW Lowell Lane, Sherwood. Mr. Miller commented that when he moved to Sherwood in 2007 it was a place on the road between Portland and the coast and described his experience in Sherwood. He said that with a Walmart coming to town he may not stay in Sherwood because he can foresee a Walmart affecting the livability of Sherwood.

Dr. Russ Kort, 22739 SW Taylor Court, Sherwood. Dr. Kort said he was Chiropractic Physician in Sherwood and that he felt duped. He said he grew up in Glenwood Springs, Colorado, a small town like Sherwood and he moved to Sherwood to raise a family because it reminded him of that small town. Dr. Kort said it is not a safe idea to have a Walmart so close to a school. He commented that as a small business owner he draws from all over the Portland area and all of his patients complain about Tualatin Sherwood Road and 99W. He said that Walmart was a juggernaut of stores and expressed his disappointment in the City Council and added that residents would do what they could to make their voices heard and become more involved in the process.

Meerta Meyer, 24002 SW Middleton Road, Sherwood. Ms. Meyer said she was pro-development and was a commercial real estate professional. She said that every development has a material and perceived impact on communities and it is difficult for community members to understand how this process works and where there may be room for improvement to our codes, design standards, or building requirements. Ms. Meyer said the Planning Commission has a reasonable duty to exercise care and judgment in reviewing development applications against code requirements to make things better; to work the mayor and city councilors to improve City standards.

Ms. Meyer commented on an economic development strategy that the City embarked on several years ago and read a portion of the vision statement *“the city of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and supported businesses. Economic development will also be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business”*. Ms. Meyer said the Planning Commission’s duty is to look at the economic development strategy as reviews of land use applications and permits are performed as reasonable care and judgment was not taken in the review of the Walmart application.

Ms. Meyer said that the strategy recognized that one of the greatest weaknesses in Sherwood is traffic congestion and that *rapid growth within the southern portion of the greater Portland-Vancouver Region has created transportation bottlenecks during peak travel periods along routes leading to/from I-5, such as Tualatin-Sherwood Road*. She said the strategy talks about Sherwood’s constraints and impacts on industries that will locate in Sherwood and industries that have large amounts of truck traffic are not likely to locate to Sherwood. Ms. Meyer asked if the project had received final approval and was informed that it had, except for conditions of approval have to be met and building permits acquired. She asked that all of the conditions of approval be met. Ms. Meyer suggested that a citizen’s economic advisory committee be formed so that the public feels a greater sense of contribution to these kinds of decisions.

Devin Adams, 22718 SW Martin Court, Sherwood. Mr. Adams thanked the Planning Commission for their service and efforts to help make Sherwood family friendly. He said that most people he has talked to do not want Walmart in Sherwood and commented that other cities have kept it from happening. Mr. Adams asked commission members if they wanted a Walmart in Sherwood.

Chair Allen answered that it is not the business he would have chosen, but the decisions that City Council made in 1995 and 2007 were binding on the City for any application that came in consistent with those allowed developments.

Mr. Adams expressed concern for lighting of the area and camping allowed at other Walmart stores. He asked for the lighting requirements, truck traffic on Oregon Street, and if the Planning Commission could foresee uses for the empty Albertson's, Safeway, and Target buildings.

Chair Allen responded that lighting standards require that light shine only on the site and commented that limiting truck traffic on Oregon Street would negatively impact Bilet.

Krishna Kizziar, 15729 SW Willow Court, Sherwood. Ms. Kizziar said she was speaking as a conflicted citizen because she did not think the City has changed and she still saw a lot of good in Sherwood. She said she saw wisdom in the concept of live, work, play where you live and said that is why she lives in Sherwood. She said she testified when Regal Cinemas came to Sherwood and said that the issue was that the theater was bigger than what Sherwood needed and was for the region and not Sherwood. Ms. Kizziar said she has accepted that Sherwood is trying to create a mix to bring in jobs, like other towns in the region, and she knew that Walmart was being considered in the fall. She commented on the roundabout on Langer Farms Parkway being an indication that development would occur in the area and said she was conflicted because she would like something other than a Walmart. Ms. Kizziar expressed concern for comments about different economic classes and ethnic backgrounds coming to Sherwood because of Walmart and said the bubble that Sherwood lives in is not sustainable.

Tony Bevel, 17036 SW Lynly Way, Sherwood. Mr. Bevel commented on the change in Sherwood since the population was around 9000 in 1997 and he wanted to keep Sherwood the same. Mr. Bevel asked the Planning Commission to slow everything down. He commented on the number of "For sale" signs on Tualatin Sherwood Road and asked if the road would end up like TV Hwy in Beaverton.

Mr. Bevel asked about Mr. Langer's involvement during the public process and was informed that Mr. Langer was present at the meetings and did not influence the decision. The Planning Commission approved the application based on how the application met the criteria in the code and did not know who the tenant was.

Mr. Bevel said he loved Sherwood and wanted to keep it small.

Amanda Stanaway, 16103 SW 2nd Street, Sherwood. Ms. Stanaway said she did not want Walmart in her neighborhood and she said she has met almost everyone in town. Ms. Stanaway asked the planning Commission what their job was.

Chair Allen responded that the Commission was comprised of citizens who advise and recommend language to the City Council on what the City's planning and development code should be and makes decisions about certain kinds of development that are proposed in the city to see whether they meet the code.

Ms. Stanaway commented on concerns for small business and the economy in Madras, Oregon and said based on basic economics the corporate money flows out of the community and small business money stays in the community. She said Madras codified language to keep building sizes under a certain square footage to keep big box stores out of Madras and asked if the Sherwood Planning Commission could look at the infrastructure and population of Sherwood and see that there is a disparity in numbers.

Ms. Stanaway commented on being a student at George Fox University and driving past Sherwood when the Langers were still farming and discussed the different shopping centers that have been built on Langer farmland. She commented that with every new addition the previous development suffers and citizens have to figure out how to repurpose empty spaces to make them effective for the community. Ms. Stanaway suggested that Sherwood is headed toward being an ugly place and she did not understand why Sherwood is choosing to move in that direction. She said she and her neighbors are trying to figure out how to stop Walmart and asked the commission for advice.

Chair Allen answered that it could not be done with the land use law and there have been ordinances that have been suggested.

Ms. Stanaway commented on the fractures in the community and said it will get worse when the traffic increases.

Commissioner Griffin replied that he did not vote to have a Walmart come into the community, but when 145,000 square foot box store was proposed, and the applicant would not give us the name, the Commission's hands were tied. He said that seven years ago when a sign went up indicating a 450,000 square foot shopping center and nobody stopped and said that it was too big. Commissioner Griffin said he thought there would have been a lot more people coming to city meetings expressing concern.

After a comment about the traffic studies by Ms. Stanaway, Chair Allen informed that the applicant employs a traffic engineer to assess traffic and make proposals and the City has an on-call traffic engineering firm that reviews the proposal to provide review comments on the traffic study.

Commissioner Cary asked staff for an explanation of the Capacity Allocation Program (CAP).

Brad Kilby explained that there is a CAP ordinance that limits the number of trips that can be generated in the PM peak hour for commercial industrial use to 43 peak trips per acre and the applicant is allowed to spread the trips over the 55 acres and did not encroach on the CAP.

Commissioner Cary asked what would happen if the CAP is exceeded, how does the City know if they do, and what happens if it is exceeded.

Bob Galati answered that the way the conditions of approval are written they cannot exceed the CAP and if they come in with a different use we can ask for a new analysis that shows they do not exceed the CAP. He said if their use comes in other than what we have approved and traffic appears to exceed the traffic analysis the City can make them rework the traffic analysis.

Brad added that this cannot force Walmart to leave, but it may mean the applicant would have to pay for something like widening the road, adding a lane to 99W or traffic mitigation somewhere.

Ms. Stanaway asked if there was a high density apartment complex planned for the adjacent parcel and was told that the City is not aware of anything. Information about what uses would be allowed will be added to the FAQ.

Ms. Stanaway commented that communication from the City was poor and needed improvement.

Chair Allen responded that over the last four years the notice requirements have been increased from 100 feet to 1000 feet radius by mail pulling tax records, the size of signs posted on site have been increased so the words can be read and postings at the YMCA, Albertsons, Senior Center and two locations at City Hall have been maintained. He said a Current Land Use page has been created on the City website, an email distribution for interested parties utilized, and the newspaper employed. Chair Allen commented that he thought we should expand and get into social media and we are always looking for ways to get information out to the public.

Julia added that you can sign up for emails to get notices for meeting agendas on the City website.

Wendy Malcomson, 22424A SW Washington Street, Sherwood. Ms. Malcomson asked for information about the notification and asked if anyone lived within 1000 feet of the property.

Brad informed that over 400 notices were sent by mail and that there was a neighborhood meeting in January 2012 with the same distance requirements. He added that a Sherwood is one of a couple of Oregon communities that has expanded the notice requirement to 1000 feet.

Ms. Malcomson said she was not opposed to diversity, but was concerned about elements that Walmart may bring and was appalled that it was approved. Ms. Malcomson said she had a long conversation with Julia Hajduk that discussed having a mission statement for development that encourages family friendly, safe, healthy, etc. types of businesses and having the permitting process be easier for preferred businesses. Ms. Malcomson suggested a limit of big box stores and suggested a public market place for the artist community of Sherwood and small shops and office space.

Ms. Malcomson asked about a city park or skate park on the land and if the School District had plans for a new high school. She was informed that the private land owner can decide about a park and the School Board is working on their capital facilities plan.

Chair Allen called for a recess at 9:16 pm and reconvened at 9:24 pm and allowed for citizen comments from someone who was missed.

Patti Spreen, 20488 SW Lavender Place, Sherwood. Ms. Spreen asked about restricting the selling of firearms, alcohol and pharmaceuticals within a thousand feet of a school through a council ordinance.

Chair Allen confirmed that those were City Council issues and commented that the OLCC requirements allow for citizen comments.

Ms. Spreen inquired about allowing stores to be open 24 hours and added that the 145,000 SF space could be split and used for two family friendly stores.

Chris Crean advised that there were certain businesses that could not be singled out, but there could be a general regulation that requires businesses close at a certain time.

Ms. Spreen asked the commission what direction the citizens could take as a community to stop Walmart from coming to Sherwood. She said she wanted to know how to write an ordinance so she could personally hand it to the mayor and have it be heard. Ms. Spreen voiced her commitment to attend City meetings.

Chair Allen answered that many ordinances have been suggested that can be taken to Council regarding how businesses, that include Walmart, might operate in town. He suggested that it was not necessary to know how to write an ordinance, rather to talk to a City Council members interested in promoting those issues that can direct legal counsel and staff to draft ordinances that have an impact on Walmart's business. Discussion followed.

Ms. Spreen asked why such a large building was approved, Julia clarified that there was no limit to the size of a commercial building. Ms. Spreen suggested that limiting the size of a commercial building might be another ordinance for the City going forward.

Brad added that in 2007 there was a 60,000 SF cap in the Light Industrial zone and the Council affirmed that the cap would not apply to the PUD. This is because when the PUD was approved in 1995 and General Commercial uses would have been allowed.

7. New Business

a. SW Corridor Update

Julia introduce Malu Wilkinson, a Planner from Metro leading the Southwest Corridor Plan project, and said that the cities of Sherwood, Tigard, Tualatin, Portland, Beaverton, Durham, King City, Lake Oswego, Multnomah and Washington County have been working on a plan for the Southwest Corridor which is a transportation and transit plan to look at the areas on a sub-regional level. She said the project is starting to have more detail and require more input and Ms. Wilkinson would be giving the Planning Commission an update of where the process is. Julia informed the Commission that a Steering Committee comprised of elected officials from the different jurisdictions and agencies would be adopting a package of shared investment strategies in the future.

Commissioner Simson asked what a transportation transit plan meant to the individual.

Julia responded that the SW Corridor Plan does not mandate zoning changes but looks at all of the jurisdictional visions (the Town Center Plan in Sherwood) and works to help inform the transit decision.

Ms. Wilkinson started by saying that the SW Corridor Plan is a long term vision on how the communities in the SW corridor look and feel over time and gave a presentation on the Plan (see record, Exhibit 2). She said it was important to have an update on the SW Corridor Plan before making milestone decisions on the Town Center Plan.

Ms. Wilkinson commented that when looking at a long term planning process the how it affects you personally is more nebulous than a proposed building. She said the SW corridor planning started because the area was identified as the top priority in the region for consideration for the next high capacity transit investment; high capacity could be bus rapid transit, light rail, street car, or any sort of transit that moves people faster than a local bus. Ms. Wilkinson also said that this part of the Metro region was identified as a top priority for overall look at mobility for freight, auto, walking, and biking and has a number of current congestion problems.

Ms. Wilkinson explained that the SW Corridor Plan was a collaborative effort where jurisdictions are trying to do things together to take an integrated look of how to tie investments that support the community vision through the different city planning efforts. Ms. Wilkinson mentioned that the objectives of the project were accountability and partnership, prosperity, health, and access and mobility have guided how the SW Corridor plan was developed with a focus on places and not investments. She said that what we want is a place where we can live, work and play and how to leverage public and private investments.

Ms. Wilkinson showed an example of the Leveton Focus area in Tualatin where the City of Tualatin has been focused on encouraging the vacant industrial land to develop into transit oriented development.

Ms. Wilkinson explained that the SW Corridor Plan Steering Committee would decide in July 2013 guidelines for Phase II, implementation. She said the SW Corridor is 11% of the geographic region and a lot of population and employment is projected to come into the area over the next 20, 30, 50 years. She commented on keeping residential areas stable and focusing on change in places where more amenities are wanted.

Ms. Wilkinson commented that the transit in the SW Corridor does not serve Sherwood well, there is no connection between Sherwood and Tualatin, access between Sherwood and western Washington County is not easy to get to, and it takes a long time to get to downtown Portland. Ms. Wilkinson explained that along with looking at transit the group was looking at roadway, active transportation improvements (bicycle and pedestrian) and park facilities and there is a project list for the entire SW Corridor of parks and natural resources that come from all sorts of different agencies, similar to a regional transportation plan but for parks. Ms. Wilkinson said that all of these projects together were close to 800 projects, adding up to \$4 billion in the 15 year timeframe of the project. She said that list was narrowed down by using the land use vision developed by each community to \$800 million.

Ms. Wilkinson explained the one light rail transit alternative and four bus rapid transit alternatives and said there are a number of different ways to do bus rapid transit; a bus in a

dedicated right of way, dedicated right of way/ mixed traffic, business and transit access lanes, signal prioritization. She said one of the key elements of transit is local service.

Ms. Wilkinson showed maps of the alternatives and explained that the light rail alternative went from Portland to Tigard and one of the bus rapid transit alternatives went from Portland to Tigard with a dedicated right of way serving the Sylvania campus of Portland Community College. She explained that there was an alternative for a bus rapid transit between Portland and Tualatin and between Portland to Sherwood through Tualatin. Ms. Wilkinson said that rather than going on Tualatin Sherwood Road there were design alternatives to go through the southwest Tualatin industrial area. She said the last bus rapid transit alternative was a “hub and Spoke” bus rapid transit which uses Tigard as a hub for transit to Portland and different bus lines or “spokes” to convey to other cities. Ms. Wilkinson added that the Committee has learned from the community that high capacity transit would be useful and serve the population, but it would not be in place for a long time and what is really needed is better local transit service, sooner. She said Metro is working with Tri-Met on defining what a southwest service enhancement plan and identify new routes like one from Tualatin to Sherwood.

Ms. Wilkinson commented that in July 2013 the Steering Committee will be asked to narrow down the high capacity transit alternatives regarding how far a line should go, which modes should be studied, and which form of bus rapid transit should be used. This may be useful for communities to consider incentives for development that the community would like to see and to have a strategic set of roadway and transportation projects that the SW Corridor project partners agree are important to work on and collaboratively fund. Ms. Wilkinson acknowledge that the green element in our communities is one of the key reasons why people live and work in the SW Corridor and it was important to figure out ways to continue to invest in park and natural habitat projects.

Ms. Wilkinson said that the SW Corridor Steering Committee will have a recommendation that will be brought back to each of the implementing bodies and each City Council will need to adopt what works for their city.

Ms. Wilkinson announced an Economic Summit on May 21, 2013 at 7:30am in the Tigard Library aimed at the private sector and a community planning forum on May 23, 2013 at 6:00 pm at the Tualatin Library. She said the hope was for people to attend one or both of the meetings and to participate in an online survey in June 2013 regarding the priorities for SW Corridor.

Commissioner Simson asked what Metro’s goals for density and population would be to have transit come to Sherwood.

Ms. Wilkinson replied that as a region Metro has overall population and employment targets but in terms of investments for high capacity transit there is not a set density. She said Metro wanted to invest in high capacity transit in a way that supports the land use vision and if the land use vision is best supported by high capacity transit then we should try to find a way to make that work. Ms. Wilkinson commented that this process helps figure out is what the right investment to serve the needs of the population is today and in the future. She said that Tri-Met may have guidelines for ridership.

Julia added that Tri-met was looking at ridership, cost to construct, cost per boarding, to get riders and the most from their money. She said it was asked what the community vision was and what needed to be done to support that vision. If that included bus rapid transit then the City would convey to the SW Corridor planners the importance of having it. She commented that Tualatin was adamant about having bus rapid transit and changed densities and assumptions to make a stronger case for transit services.

Ms. Simson commented that she had seen information regarding the SW Corridor that suggested 40 units per acre close to Portland and around 20 units per acre in our area. She said if that was the intent then in there should be community outreach regarding this planning process and bringing higher density to the 99W and Tualatin Sherwood corridors.

Julia responded that the intent was to serve the density that the community envisioned and confirmed that the outreach was to get community input on what that vision was.

Ms. Wilkinson remarked that Town Center Plan was what Sherwood wanted and Metro was looking at transit to match up with the community's aspirations.

Julia commented that local transit has a lower "threshold" of density than high capacity transit and said she was hoping to hear what community's priorities are; where, how, and does the community want high capacity transit and is it willing to invest in it. Discussion followed.

b. Question and Answer Forum

Chair Allen asked for public comments regarding the SW Corridor Plan.

Cynthia Kirk, 22375 SW Lee Drive, Sherwood asked who the representative on the SW Corridor Plan Steering Committee was and was informed that it was Mayor Middleton. She asked if local transit services meant a Tri-Met bus servicing or a separate service for the Sherwood, Tualatin and Tigard area. Julia responded that it could be either. Chair Allen added that outlying communities served by Tri-Met have the ability to create their own service and gave Sandy and Wilsonville as examples. Ms. Kirk asked for the information about taking the survey and was informed that the survey was on the SW Corridor Plan website at www.swcorridorplan.org.

Dr. Russ Kort, 22739 SW Taylor Court, Sherwood commented on rapid transit and questioned how it would work on Tualatin Sherwood Road with the funneling effect on Hwy 99. He asked regarding using the existing railroad line and if the line went to Tualatin. Dr. Kort commented that the line could be used as a shuttle to a highway to relieve traffic on 99W or Tualatin Sherwood Road with a possible transit center in Old Town.

Ms. Wilkinson commented that transit alternatives have been narrowed down from a year ago and there had been some discussion about connecting Sherwood into the WES transit system, by rapid street car, or light rail, but the Steering Committee felt that the cost/ benefit for doing that needed a whole different study and discussion at a later time.

Dr. Kort commented that as a local cyclist creating another lane on Tualatin Sherwood Road was a terrifying idea and suggested a bike lane adjacent to a rail line. He said bicyclists use many of the back roads, which are narrow residential streets, to get away from busses.

Dean Boswell, 22796 SW Lincoln Street, Sherwood asked which back roads would be used for an alternative bus route to Tualatin.

Ms. Wilkinson replied that the concept was to get service from Tualatin to Sherwood and the best road may be Tualatin Sherwood Road, but it would need improvements. She commented that other potential routes would also need improvements and allow for all modes of transportation and no decisions have been made for a route, but it was important to hear the concerns of citizens.

Mr. Boswell commented that every single business should be notified if Tualatin Sherwood Road is widened, because it would destroy parking and in turn the businesses. He said he did take the bus to Portland for about a year and a number of people who get on the bus from Sherwood to Portland are from the Newberg area.

Brian Smith, Sherwood resident asked if the studies done for the South connector from I-5 to 99W had been considered and how it factored.

Ms. Wilkinson responded that the I-5 to 99W connector study was a completed a few years ago, it was a separate issue, but some of the recommendations fit into the SW Corridor Plan and the community vision. They are separate processes but we will see how they interact and try to make them fit together.

Julia added that there are other significant local projects for the area and as we move forward that will continue to be recognized. She said one of the reasons for the shared investment strategies and a prioritized list of projects was that it helps leverage funding to get projects underway.

Patti Spreen, 20488 SW Lavender Place, Sherwood asked regarding funding.

Ms. Wilkinson replied that funding would come from local, state and federal funding. She said that major investments in transit are hoped to be 50% funded from the federal government with the remainder funding from a combination of local, regional and state funding.

Chris Maciejewski added that he had been involved in the I-5/ 99 Connector study and has worked with the City for many years. He said the I-5 connector and the SW Corridor Plan have been talked about for ten years or more. These planning documents at local, county and regional levels are all interconnected and it was important for citizens to pay attention to what is going on. Mr. Maciejewski said a rail line to Sherwood has been discussed at a regional level and when planning the Brookman Road concept plan the retail and higher density land use was focused near a potential location for a train stop if the opportunity presented itself. He said the Sherwood Town Center Plan has discussed potential routes for high capacity transit with potential densities and the City will soon be updating the Transportation System Plan (TSP). He said the current TSP talks about transit to Tualatin and local transit services and the outcome of the TSP update

feeds back into the regional transportation plans. Mr. Maciejewski encouraged citizens to stay engaged.

With no other comments Chair Allen discussed the potential dates to postpone the Sherwood Town Center Steering Committee meeting. The meeting was postponed to May 28, 2013 after a discussion and staff was directed to create an online survey regarding the Sherwood Town Center Plan and the action items.

8. Adjourn

Chair Allen adjourned the meeting at 10:34 pm.

Submitted by:



Kirsten Allen
Planning Department Program Coordinator

Approval Date: August 13, 2013