

Council - Joint Work Session with Planning Commission, November 14, 2000, Marjorie Stewart Senior Center, 6:15 p.m.

**SUBJECT: Title 6 and Transportation Plan. (Carole Connell, Planning Services)**

1. The work session was called to order at 6:25 p.m.
2. Roll Call: Mayor Walt Hitchcock, Councilors Tom Krause and Sterling Fox for Council. Council members absent Council President Mark Cottle (see letter shown as WS Attachment 1 to these minutes) and Councilor Bill Whiteman who was ill. Staff present: City Manager John Morgan, City Recorder Chris Wiley, City Attorney Shannon Johnson, Public Works and Planning Director Terry Keyes and Building and Planning Director Dave Wechner.
3. City Attorney Shannon Johnson recommended that Council members who had a likely or actual conflict of interest should recuse themselves if they believe they may have any conflict of interest in this manner. Following that announcement, Mayor Hitchcock read the letter from Council President Cottle into the record. Planning Commission Chair Angela Weeks recused herself as her family has a business on Highway 99 and Meinecke Road. Planning Commissioner Ken Shannon recused himself and asked if he and Ms. Weeks would have a right to speak at the Public Hearing as citizens. Mayor Hitchcock said they could leave the table and join the audience and testify.
4. Remaining at the table: Mayor Walt Hitchcock and Councilors Tom Krause and Sterling Fox. For the Planning Commission - Adrian Emery, Keith Mays, and Jean Lafayette.
5. City Attorney Shannon Johnson said there was still a quorum present as Ken Shannon and Angela Weeks remained and were seated in the audience.
6. Public Works and Engineering Director Terry Keyes said he had been working with engineer Jeff Wise from the firm of Hopper & Dennis, and Planning Services Consultant Carole Connell worked on this project for the City focusing on Metro government's Title 6 requirements. This meeting is the workshop. December 5 is the Public Hearing. Mayor Hitchcock said the work session could be expanded if the panel doesn't get all its questions answered at this work session meeting.
7. Mr. Keyes said the first part of the package is the collector/arterial atlas. The one in the 1990 plan is outdated. Mr. Keyes presented a new final draft plan. The roads must be in the atlas in order for the key connection from Adams downtown to Oregon St and eventually connecting to Hwy 99 to happen. The design is intended to get people around Sherwood without having to go out onto Hwy 99. There's a copy of the map with the staff report. (See WS attachment 2).

8. Presently Mr. Keyes is working on a design ODOT and the City can agree on to develop the Hwy 99/Meinecke Rd intersection to which ODOT is contributing \$5 million.

9. Planning Services Consultant Carole Connell summarized the requirements of Metro's Title 6, Regional Accessibility, which she pointed out was also in the Council packet (WS Attachment 2). She discussed two elements that work with the City – connectivity standards and street design guidelines. Ms. Connell said Oregon Street, Murdock, Sherwood Blvd, and Sunset Blvd are urban streets. Then there is also Highway 99 and Tualatin-Sherwood Road, which is primarily serving industrial areas and truck traffic. Regional streets are community streets, which should provide for cars, bikes, pedestrians, safe crossing intersections, etc. with guidelines from Metro for expanding those roads, Sherwood's standards meet those guidelines right now. Future connectors from Hwy 99 to I5 are very vague right now but should be acknowledged and considered in the plan. Ms. Connell said the City will need a policy about the regional design guidelines, which are included in the work session packet. Some aspects are shortening City cul-de-sacs from 600 to 200 feet, increasing the number of intersections with consideration for obstacles such as railroad tracks, streams, etc. Street width recommendations are already pretty much in place as a result of changes the City made previously. Other elements of Title 6 such as congestion management and traffic demand strategies will be discussed when the City does the Transportation System Plan in the future.

10. Ms. Connell continued, stating that in March the City and ODOT did a traffic impact study of Hwy 99, particularly for peak hour southbound traffic capacity. The report determined the # of traffic trips remaining to still allow for a 7-minute travel time through Sherwood. The study did not state how to allocate the trips. The next question is who gets the trips – would the next big developer in town get all of the trips or should the City try to manage the plan so everyone has an opportunity. This timeline is planned out through the year 2020. Page 1 of 6 of the Traffic Management Plan provided in the packet tries to picture what Sherwood will be looking at in the year 2020. Sherwood is the end of the urban growth boundary transitioning out to the rural areas. The National Wildlife Refuge to the north is also to be considered. The vision pictures Highway 99 through Sherwood with five intersections – an Adams Avenue extension, Tualatin-Sherwood Road, N. Sherwood Blvd (to the town center and with the most extensive commercial development,) and Meinecke Road and Sunset Boulevard with less intensive uses in between. For a fair plan, there need to be roads and a consistent traffic management plan that doesn't drop below the level of service E. (see Pacific Hwy Traffic Mgt Plan pgs 1-6 in the attachment) (NOTE: Planning Commissioner Jeff Fletcher arrived and was seated at the Council/Commission table during Ms. Connell's presentation.)

11. Ms. Connell also said additional residential zoning in the overlay is proposed to encourage developers to put in a mix of some commercial and some residential (which is lower use for trip zones) or another alternative would be to encourage more high density residential development to meet Metro's residential goals.

12. Mr. Keyes said a key problem on Highway 99 is during peak traffic hours – around 4 to 7 p.m. Commercial development generates 5 to 10 times the # of trips per acre versus industrial or residential developments. The proposed plan calls for 43 trips per acre in commercial development. The chart in the packet shows trips per acre for different types of uses. Calculation for the GI Joe's that's being built now is that it will generate about 58 trips per acre. Applicants would submit a trip analysis identifying how many trips they would be creating. The City engineer would review and approve the application if the City agrees on the applicant's approach and the trip #s are within the limits of the TMZ overlay zone.

13. Mr. Keyes said City staff has been holding open meetings with developers to answer such questions as how do we deal with wetlands or flood plains, is it 43 trips per useable acre or per total acres, should the City exempt residential development as single family developments only generate 5.2 trips per acre. Would a high-traffic generator go on an industrial site and mess up some uses? Should there be a limit on trips per acre for an industrial zone?

14. Mayor Hitchhike said the City's industrial zone as it is now allows some types of things that may be considered commercial.

15. Mr. Keyes said another question would be how to allocate trips for a partially developed site. Mr. Keyes said the future plan is to finish the TSP, and finish agreements with ODOT and Washington County to get their cooperation. Mr. Keyes said Washington County might have some issues with Tualatin-Sherwood Road. Staff hasn't had time to look at trip trading on parcels. Staff would like to have improvements accumulated into the TIF system. The trip allocation system could protect developers who won't be developing right away so there will be trip allocations left for them. With a trip allocation plan, ODOT could allow access from Hwy 99 frontage parcels. In response to a question from Commissioner Mays, Mr. Keyes said the trip allocation plan has been used in Vancouver and it works. Mr. Wise has had a lot of projects up there. However, their system is first-come, first served. Councilor Krause asked how property owners on Hwy 99 have received this proposal. Mr. Keyes answered that overall landowners feel there's some surety they'll be able to develop down the road but there is not a lot of trust with ODOT. Councilor Krause asked if this plan would affect any developer with pending boxes? Both Mr. Keyes and Ms. Connell responded no.

16. Mayor Hitchcock said the plan might be made retroactive. He asked City Attorney Shannon Johnson to take a look at it to see if the City can do that. Up to now ODOT said the City couldn't improve their access therefore the City couldn't develop. This is kind of a mixed bag.

17. Commissioner Mays asked if punching Adams Street through would create more problems with traffic in the downtown area. Mr. Keyes responded that more streets will increase traffic somewhat but when the streets all connect there is improved traffic flow.

18. Council and staff agreed to exclude residential development from this process.

19. Mayor Hitchcock asked staff to address what constitutes a requirement for a person to have to come back for a re-evaluation of their trip #'s – a remodel, a change of owner, what?

20. Commissioner Lafayette asked what the appeal process would be. Mr. Keyes said it would be the same as the development code.

21. Mayor Hitchcock asked the panel members if they wanted to get together again on November 21 to have further discussion before the planning commission meeting. Commissioner Adrian Emery, and Councilors Tom Kraus and Sterling Fox said they would all like an opportunity to meet again.

22. The work session recessed. The work session was scheduled to reconvene in one week on November 21 at 6 p.m., one hour before the Planning Commission's regular meeting at the Senior Center.

23. Mayor Hitchcock asked the audience if the landowners and developers wanted another opportunity to meet with Mr. Keyes and Ms. Connell before the work session resumes next week. There were several yes responses so Mayor Hitchcock directed staff to set up the meeting.

24. The work session recessed shortly after 7 p.m.