

Signed: _____

I. INTRODUCTION

The Town Center Plan will be adopted and implemented through amendments to the Comprehensive Plan (Part 2) including proposed text changes to Chapters 4 (Land Use) and 6 (Transportation), to include references to the Town Center Plan and to add a new chapter-Chapter 9, (Special Area Plans), which includes a summary of the Town Center Plan. Future actions are required to implement the Town Center Plan itself, and not included in this proposed amendment. Any future actions would be amendments to the development code to implement strategies identified through this process, updates to the transportation system plan and possible zone changes. All future actions will require additional public involvement and outreach prior to public hearings and adoption.

The report is organized into the following sections:

- I. Introduction
- II. Background (Public Involvement & Proposal Overview)
- III. Affected Agency, and Public Comments
- IV. Type 5 – Legislative Plan Amendment Criteria and Findings of Fact
 - A. Local standards
 - B. Regional standards
 - C. State Standards
- V. Recommendation
- VI. Attachments/record

II. PROJECT BACKGROUND

Background

Over the past year, the City has worked to develop the Town Center Plan. A town center is a metro-regional designation of a place where residents go to shop, live work and play, and considered to be the center of the community. Town centers should have a strong sense of community identity, be easily walkable and have access to transit. The Planning Commission will consider recommending to City Council adoption of the Town Center Plan as well as amendments to the Comprehensive Plan. Through adoption, the Council will formally recognize the Town Center and establish policies and strategies for the development and re-development of property and public areas within the Town Center, which will serve tens of thousands of people and the central hub of activity for the City of Sherwood.

The Town Center boundary recognizes the natural and man-made features that may act as barriers to connectivity and cohesion for any successful Town Center – including Highway 99W to the northwest, Cedar Creek to the west, the Cannery area south of the railroad tracks in Old Town, the industrial area to the east, and Tualatin-Sherwood Road to the north. The Plan focuses on enhancing the area within these boundaries and incorporating the Town Center vision that developed over the course of this project. Both the Old Town overlay area and the commercial areas south of Highway 99W and Tualatin-Sherwood Road are included within the Town Center boundary, as well as the intervening residential areas and school properties.

Over time, Old Town is expected to see continued growth and gradual transformations while serving as the southern anchor of the Town Center. Growth also continues in commercial areas immediately south of Highway 99W, with additional opportunities for in-fill and mixed-use development. The “Six

Corners¹ area will continue to be recognized as an integral part of the active commercial center for Sherwood and policies and strategies developed for the Langer Drive District or the Town Center as a whole may be developed to incorporate the Six Corners area as an integral part of the commercial activity center. To reinforce the emphasis on creating a better environment for non-motorized modes of transportation, Langer Drive is re-envisioned with a “Main Street” feel and will serve as a northern commercial node in the Town Center.

The Town Center area encompasses many elements that are integral to a successful, vibrant community, including a diverse mix of civic uses, parks and gathering spaces, grocery stores, cultural activities, day care facilities, offices, restaurants, specialty shops, and larger retail centers. The focus for future limited growth is in Old Town, existing commercial areas south of Highway 99W Tualatin Sherwood Road and along the southern portion of Sherwood Blvd. within the Town Center. Old Town is able to support marginal higher density development than exists there today due to a small supply of vacant parcels with the intention of any new buildings will be of high quality construction with a respect for the unique historic character .

Transportation improvements are identified to make the Town Center safer and easier to get around on different modes of transportation. The Town Center Plan supports enhanced local service and managing parking appropriately to provide sufficient parking for residents and businesses while using land efficiently is critical for a vibrant Town Center.

Process and Public Involvement

The Town Center Plan was developed by a stakeholder advisory committee (SAC), technical advisory committee (TAC) and steering committee (SC). The stakeholder advisory committee consisted of property owners and business leaders within the area and other interested parties. The technical advisory committee consisted of representatives from ODOT, DLCD, Washington County, Metro, the City of Tualatin, City of Tigard, Tri-Met and Clean Water Services. The Steering Committee was comprised of the City’s Planning Commission. The SAC and TAC met five times at different milestones throughout the project. The Steering Committee held three work sessions and provided direction to staff prior to finalizing the plan and materials for public notice. The Planning Commission will provide a recommendation to the City Council through the public hearing/plan amendment process.

In addition to the committee meetings, additional process steps and community involvement included:

- Interested Parties list
- Stakeholder interviews
- Two public open houses (Oct 3, 2012 and January 17, 2013)
- Listening Session (May 25, 2013)
- Community Discussion (July 23, 2013)
- Project website with regular updates
- Online Survey from (May 14-July 14, 2013)
- On-line opportunities to comment following the open houses
- Updates in the Sherwood Gazette and Archer at key milestones
- E-mail notice and extensive mailing to property owners and businesses within the study area prior to each public event

¹ Six Corners area has been locally known as the area surrounding the former intersection of Highway 99W, Tualatin-Sherwood Road, and SW Edy Road

Early and continuous public outreach and involvement was coordinated and timed to coincide with project tasks and key outcomes.

The major milestones in the process were:

- Inventory of base conditions and projections of market demand, land use, transportation, natural resources and infrastructure needs
- Establishment of project and concept plan goals
- Development of three alternative Town Center boundary areas
- Evaluation of alternatives and development of a draft plan incorporating the most desired elements
- Development of the Town Center Plan and preparation of implementation strategies
- Submission and endorsement of the draft plan with policies and strategies and Comprehensive Plan amendments

The Planning Commission will hold a minimum of one public hearing and make a recommendation to the City Council. The City Council will hold a separate public hearing and make a decision to adopt, adopt with revisions or not adopt the Town Center Plan.

Proposal Overview

The Town Center Plan includes policies and strategies that will guide future planning development and public investments within the Town Center.

Key policies include:

- Support programs and improvements that facilitate a greater awareness of the unique attributes of the Town Center.
- Encourage development of appropriately scaled multi and single-family housing in targeted areas within the Town Center.
- Encourage an appropriate mix of activities and uses within the Town Center.
- Ensure that new development and redevelopment within the Town Center contribute to a pedestrian-friendly environment.
- Encourage property owners to invest in development that supports the Town Center vision.
- Support transit service in the Town Center, including maintaining a local transit service network and planning for future high-capacity transit service to neighboring cities.
- Implement transportation system improvements and standards that increase access and improve safety for all modes of transportation within the Town Center.
- Balance the need for vehicular mobility within the Town Center with other transportation and land use goals and priorities.
- Provide sufficient parking for businesses and residents, while maximizing the efficiency of parking areas.

Along with these policies, the Town Center Plan includes strategies to help guide the City in future implementation decisions.

III. AFFECTED AGENCY, PUBLIC NOTICE, AND PUBLIC COMMENTS

The City sent notice to DLCD on July 15, 2013, 35 days prior to the first evidentiary hearing. ODOT, Washington County, Metro, the City of Tualatin, the City of Tigard, Clean Water Services, and Tri-Met, were provided the draft concept plan as part of the Technical Advisory Committee (TAC) and were sent additional agency notice on July 16, 2013. Mailed public notice was sent to all property owners within the Town Center study area on July 24, 2013, which exceeds the City requirement of 10 days prior to the first evidentiary hearing. Metro has been notified at each review stage in the process as a part of the TAC. The City has continued to stay in contact with Metro and ODOT throughout this process to ensure they are up to date on the status and potential issues, as the hearing process has progressed.

Agency Comments

Cynthia Hahn, Associate Planner, City of Tualatin provided comments addressing several concerns based on the preliminary implementation measures or “action items” of the Town Center Plan. She reported that Tualatin was concerned about incurring additional traffic congestion on SW Tualatin-Sherwood Road that would go along with a possible MMA (multi-modal mixed-use area) designation. She also commented the transit map found on p. 14 of the Town Center Plan should be modified to include a future high capacity/bus rapid transit route travelling from Sherwood Old Town along Langer Farms Parkway and continuing to Tualatin along SW Tualatin-Sherwood Road. This would be consistent with the draft recommendation being considered by the SW Corridor Steering Committee. Tualatin was also interested in continued efforts to collaborate with Tri-Met and Metro to emphasize the need for enhanced service between the jurisdictions. Her comments are attached as Exhibit 4.

STAFF RESPONSE: The Multimodal Mixed-Use Area (MMA) designation is applied by local governments to downtowns, town centers, main streets, or other areas inside Urban Growth Boundaries where the local government determines that there is:

- High-quality connectivity to and within the area by modes of transportation other than the automobile;
- A denser level of development of a variety of commercial and residential uses than in surrounding areas;
- A desire to encourage these characteristics through development standards; and
- An understanding that increased automobile congestion within and around the MMA is accepted as a potential trade-off.

After briefly studying this alternative, it was determined not to pursue a MMA designation for the Town Center because of the untested nature of a MMA designation for town centers as well as the lack of mitigation for any additional vehicle congestion due to an increase in density. The other comments are supportable and the Town Center Plan describes continued efforts to improve local transit service throughout the region.

Agency comments provided throughout the process through the TAC have been included in the production of the draft Town Center Plan.

Public Comments

Public comments may be provided at any time prior to the close of the public hearings. The Planning Commission and City Council will take verbal and written testimony at the public hearings. As discussed above, there were opportunities to get feedback on the plan through open houses, surveys, community discussions and comments during work sessions. These ideas/comments have been incorporated into the plan document itself and helped inform the process.

IV. REQUIRED FINDINGS FOR A PLAN TEXT AMENDMENT

Local Requirements: Sherwood Zoning and Community Development Code Section 16.72 and Comprehensive Plan Chapters 4 (Land Use), and 6 (Transportation) of the Sherwood Comprehensive Plan.

Applicable Metro Functional Plan Titles: 6 (Centers, Corridors, Station Communities and Main Streets), and Metro 2035 Regional Transportation Plan

State Rules, Regulations and Planning Goals

Oregon Transportation Planning Rule: (OAR 660-012-0060) Applicable Statewide Land Use Planning Goals are: 1 (Citizen Involvement), 2 (Land Use Planning), 5 (Open Spaces, Scenic & Historic Areas, and Natural Resources), 6 (Air, Water & Land Resources), 11 (Public Facilities & Services), and 12 (Transportation)

A. Local Standards

The City shall find that the following criterion is met by the proposed amendment:

1. Sherwood Zoning and Development Code

Section 16.80.030 Review Criteria

A. Text Amendment

“An amendment to the text of the Comprehensive Plan shall be based upon the need for such an amendment as identified by the Council or the Commission. Such an amendment shall be consistent with the intent of the Comprehensive Plan, and with all other provisions of the Plan, the Transportation System Plan and this Code, and with any applicable State or City statutes and regulations, including this Section.”

FINDING: The following section of this report addresses the need for the plan map and text amendments as well as consistency with the Plan policies and applicable regional and state standards. Future implementation actions, amendments to the development code may be recommended; however there are no identified changes at this time.

B. Map Amendment

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

1. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan and the Transportation System Plan.

FINDING: Compliance with the Comprehensive Plan policies is discussed below in IV. 2. Sherwood Comprehensive Plan.

2. There is an existing and demonstrable need for the particular uses and zoning proposed, taking into account the importance of such uses to the economy of the City, the existing market demand for any goods or services which such uses will provide, the presence or absence and location of other such uses or similar uses in the area, and the general public good.

The Town Center Plan describes policies and strategies that will implement the Town Center vision developed over the course of the yearlong planning effort. The Plan does not include any changes to existing zoning or land use but calls for additional study, public input and discussion in some areas where there could be opportunities to better identify possible modifications to the particular uses that would encourage and complement the Town Center Plan.

The consultant team provided an economic market analysis as part of the existing conditions report indicating that Sherwood had experienced strong population growth over the past two decades and a high average income with a larger percentage of family households than other parts of the Portland metro region. This growth is expected to continue for Sherwood, Washington County and the Portland metropolitan region as a whole.

Sherwood can expect continued growth in all of the major land use categories: Residential, Retail, Office and Industrial. Because of the regional urban growth boundary

constraints, infill and redevelopment will play a vital role in exactly where the growth occurs. The lower rents achievable in a suburban commercial environment like Sherwood Plaza or Sherwood Marketplace will limit some of the development types that the market is likely to attract to the area like a high rise mixed-use or office building. Despite this, in an environment where most existing uses are single story with more than ample surface parking, significant increases in density can be achieved as the Town Center Plan suggests over time by adding two to three story buildings with higher building coverage and reduced parking standards compared to the low rise buildings currently setback from the roadways.

FINDING: Based on the above discussion, the proposal meets this criterion.

3. The proposed amendment is timely, considering the pattern of development in the area, surrounding land uses, any changes which may have occurred in the neighborhood or community to warrant the proposed amendment, and the availability of utilities and services to serve all potential uses in the proposed zoning district.

The proposal will adopt the Town Center Plan including the boundary, policies and strategies to shape future implementation actions. The adoption of the Town Center Plan is not only timely but long overdue. Since 2000, Sherwood has had a Metro 2040 Town Center designation at the intersection of Highway 99W and Tualatin Sherwood Road. Although a boundary for the Town Center has been defined, a formal plan for the area was never established. The lack of a plan for the Town Center has resulted in a development pattern that is not compact, mixed use, pedestrian friendly or transit supportive for that particular area.

Metro has recently updated the Urban Growth Management Functional Plan (UGMFP) to better address and incentivize planning for and development of centers, corridors and main streets as part of their capacity ordinance. One of the stated purposes of the revisions to Title 6 (*Centers, Corridors, Station Communities and Main Streets*) of the UGMFP is to “use investments and other incentives to induce cities and counties to revise their comprehensive plans and land use regulations to eliminate barriers to the types and densities of residential development market-feasible.” This requires local jurisdictions to develop boundaries, plans and implementation strategies for town centers in order to be eligible for certain regional investments. Since this boundary area is within the existing City limits, the City is able to support this designation.

Last year, the City received a Transportation Growth Management grant to study the best location for establishing a Town Center boundary for Sherwood that conveyed the community’s aspirations for a distinctive Town Center area as well as development of policies and strategies to implement the vision for the Sherwood Town Center. The plan before the Commission reflects the results of this planning effort.

FINDING: Based on the above discussion the proposal satisfies this criterion.

4. Other lands in the City already zoned for the proposed uses are either unavailable or unsuitable for immediate development due to location, size or other factors.

FINDING: The Town Center Plan does not include a change of land use or new zoning and thus this criterion is not applicable.

C. Transportation Planning Rule Consistency

1. Review of plan and text amendment applications for effect on transportation facilities. Proposals shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-12-0060 (the TPR). Review is required when a development application includes a proposed amendment to the Comprehensive Plan or changes to land use regulations.

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

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

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

Oregon's Transportation Planning Rule (TPR), Oregon Administrative Rule 660-012-000, was enacted to support Oregon's Goal 12 (The Transportation Goal). Goal 12 seeks to "promote the development of safe, convenient and economic transportation systems" designed to reduce reliance on the automobile. The TPR serves to explain how local governments and state agencies are responsible for transportation planning. Section 0060 directs cities and counties to assess whether proposed plan amendments or zone changes will have a significant effect on the transportation system.

The TPR requires that changes to planned land uses do not significantly affect the transportation system beyond the condition that would be present under planned growth conditions. To meet this requirement, land use changes are commonly accompanied by measures (such as transportation improvements) to ensure that the transportation system does not degrade beyond the level anticipated through development consistent with the adopted Comprehensive Plan and Transportation System Plan (TSP). As part of the analysis in developing this Town Center plan, assumptions were made that there would be modest increases in density through either re-zoning or changing land use regulations over time.

A traffic analysis was performed to illustrate how these assumptions could impact future traffic and the need for additional improvements to the roadway system. The traffic analysis modeled a "reasonable worst case" growth scenario to identify how traffic conditions could be different in the future if changes to zoning or land use regulations were made, and compared that to the projected traffic based on the growth assumptions already assumed in Metro's regional planning. The opportunities

identified for future growth within the proposed Town Center boundary (see Existing Conditions Sherwood Town Center Plan Report, Appendix D) are consistent with the overall direction and policy guidance contained in the Plan.

The “worst case scenario” results show an increase in land use intensity of approximately 125 dwelling units and approximately 400 employees above and beyond the growth assumptions found in the base case regional projections. This anticipated growth would result in approximately 1,150 additional vehicle trips during the PM peak hour (based on estimated trip generation rates). While additional analysis will be required prior to any implementation actions that result in changes to land use, the transportation analysis completed for this planning exercise identifies that the additional traffic generated by the assumed growth would require the following improvements to mitigate impacts:

- **OR 99W/ Home Depot** – Add a separate westbound left turn lane while maintaining the existing green time on Highway 99W for the northbound and southbound through movements.
- **OR 99W/ Edy Road/ Sherwood Boulevard** – Add dual eastbound and westbound left turn lanes on Edy Road and Sherwood Boulevard, eliminate the split phase timing for the side streets, and maintain the existing green time on Highway 99W for the northbound and southbound through movements.
- **OR 99W/ Meinecke Road** – Change the eastbound and westbound left turn phasing on Meinecke Road from permitted to permitted/protected and maintaining the existing green time on Highway 99W for the northbound and southbound through movements.

The improvements do not need to be identified with the adoption of the plan and the proposed amendments to the Comprehensive Plan; however, they are informative for future implementation actions. Future implementation actions that trigger TPR compliance will likely include additional or updated analysis.

FINDING: Based on the above discussion, the plan and proposed Comprehensive Plan amendments comply with the TPR requirements, as the amendments do not significantly affect the existing or proposed transportation system.

2. Sherwood Comprehensive Plan Policies

Chapter 4 Land Use:

Section E. (Residential Land Use), Subsection 2 (Residential Planning Designations)

Policy 1 - Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2 - The City will insure that an adequate distribution of housing styles and tenures are available.

The Town Center boundary area includes a wide variety of housing types including older low-density, single-family homes along with a large supply of multi-family housing, including attached townhomes, condominiums and apartment buildings. No zoning changes are proposed with this plan, but the strategies identified in the planning document indicate that future development will be “appropriately scaled” to be compatible with the existing neighborhoods as well as encouraging property owners to develop high quality infill projects.

FINDING: As discussed above, the plan complies with this policy.

Section H. Economic Development Policies and Strategies

Policy 5- The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.

One of the proposed Comprehensive Plan amendments adds an economic strategy to the above Policy 5 to address the relationship to the newly created Town Center Plan. The strategy added to support this economic policy will, *“encourage development and redevelopment of commercial areas within the Town Center overlay, consistent with the Town Center vision of vibrant, walkable, mixed-use areas that serve as the focal point of community life and commerce.”* By adding this strategy to the Comprehensive Plan, the City will be acknowledging the principles identified in the Town Center Plan as it moves toward implementation. This direction will help focus attention on the compliance of any additional action items that stem from future work on the Town Center Plan and focus on creating an economically viable Town Center.

FINDING: Based on the above discussion the amendment is compatible with this policy.

Section I. Commercial Land Use

Policy 1 Commercial activities will be located so as to most conveniently service customers.

Policy 2 Commercial uses will be developed so as to complement rather than detract from adjoining uses.

Policy 3 Highway 99W is an appropriate location for commercial development at the highway’s intersection with City arterial and major collector roadways.

Policy 4 The 1983 “Sherwood Old Town Revitalization Plan” and its guidelines and strategies are adopted as a part of the Sherwood Comprehensive Plan.

No zoning changes are proposed with this plan and all commercially zoned properties will remain the same. Additionally, no development code changes are proposed at this time. The general policies identified in the Town Center Plan are meant to complement active uses that encourage people to seek out these activity centers and more conveniently serve customers through all modes of transportation.

The Plan identifies the importance of cultivating and enhancing the two commercial districts within the Town Center area including the Langer Drive District and the Old Town District. The Plan discusses multiple strategies in order to support programs and improvements that bring awareness to these areas including adding gateway features, wayfinding, a unified theme and ultimately developing a marketing strategy to generate greater regional awareness of the Sherwood Town Center as the hub of local activity.

FINDING: Based on the above discussion, the proposal satisfies these criteria.

2. c (Commercial Planning Designation Objectives).5) Old Town (OT)

The OT zoning district is an overlay district generally applied to commercially zoned property, and residential properties with the potential for commercial conversion, in the Smockville Subdivision, also known as Old Town. The OT zone recognizes the unique and significant characteristics of Old Town, and is intended to provide development flexibility with respect to uses, site size, setbacks, heights, and site

design elements, in order to preserve and enhance the area's commercial viability and historical character.

Old Town will continue be to the heart of the City. The town center planning process confirmed the community support for Old Town area and the importance of preserving the unique character over time. Recognizing this, Policy 4 of the Town Center Plan encourages property owners to invest in development that supports the Town Center vision with strategies that ensure that the approval process and regulatory provisions for new development, redevelopment and site improvements within the Town Center do not discourage development. This provides direction for evaluating the current Old Town overlay standards and balance whether there is adequate regulatory flexibility and oversight to preserve the unique character within Old Town.

FINDING: Based on the above discussion, the proposal satisfies this criterion.

Section N (Plan/Zone Map)

4 (Neighborhood Area Development Concepts)

b. Central

The Central neighborhood area is generally defined as the area between Hwy 99 and Sunset Blvd. east of Cedar Creek, west of the industrial areas and Lincoln and Pine Streets. The area includes most of the built up area of the City including the Old Town area and the Six Corners commercial area. The Plan shows no significant expansion of the Old Town Commercial Area. Expansion of the Six Corners commercial area is expected. The area contains an existing elementary school and intermediate school. The area is characterized by primarily medium density residential uses with small single-family sections south of Sherwood Boulevard and south of the existing schools on No. Sherwood Boulevard.

Portions of this section are recommended to be removed, as the descriptions do not adequately address the newly identified Central Neighborhood District as it relates to the Town Center Plan. The emphases for the Central neighborhood are based on improving accessibility and circulation within the residential neighborhoods for all modes of transportation. The Central Neighborhood District is comprised of a variety of housing types that will remain stable over time. The proposed new text in this section reflects the Town Center Plan by stating, *“There is a mix of housing types and densities within the central neighborhoods, including single-family homes on small to relatively large lots, duplexes, townhouses, apartments, and senior housing. The Town Center Plan adopted in 2013 indicates that these neighborhoods are expected to remain stable over time, with opportunities for new housing in limited locations, through future infill development, redevelopment, and accessory dwelling units (ADUs),”*

FINDING: Based on the above discussion, this proposal amends this description to reflect the Town Center Plan.

Section O. (Community Design)

Policy 1 - The City will seek to enhance community identity, foster civic pride, encourage community spirit, and stimulate social interaction through regulation of the physical design and visual appearance of new development.

Policy 2 -The formation of identifiable residential neighborhoods will be encouraged.

Policy 3 - The natural beauty and unique visual character of Sherwood will be conserved.

Policy 4 - Promote creativity, innovation and flexibility in structural and site design.

The plan and policies meet the above policy goals by establishing a conceptual plan that includes preservation of open spaces, parks, an integrated trail system, mixed use commercial areas and both residential and commercial/office uses. All of these diverse uses will be in close proximity to one another to reinforce the area as an active, vibrant, walkable town center that is well connected to and expands the center of activity. In addition to ensuring that the area is connected, the Town Center Plan also recognizes that there are unique areas or districts within the Town Center: the Langer Drive District, the Central Neighborhood and Old Town. Because each District is unique and distinctive, implementation measures will vary based on the need in that area and the scope of that need.

FINDING: Based on the above discussion, the applicant meets this criterion.

Chapter 6, Transportation

Goal 1 - Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.

Policy 1 – The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic.

Policy 2 – Through traffic shall be provided with routes that do not congest local streets and impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets.

Policy 3 – Local traffic routes within Sherwood shall be planned to provide convenient circulation between home, school, work, recreation and shopping. Convenient access to major out-of-town routes shall be provided from all areas of the city.

Policy 4 – The City shall encourage the use of more energy-efficient and environmentally-sound alternatives to the automobile by:

- **The designation and construction of bike paths and pedestrian ways;**
- **The scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and**
- **Encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area.**

Policy 6 – The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act.

Policy 7 – The City of Sherwood shall foster transportation services to the transportation-disadvantaged including the young, elderly, handicapped, and poor.

Policy 8 – The City of Sherwood shall consider infrastructure improvements with the least impact to the environment.

The success of Sherwood's Town Center will rely on the ability to achieve a connected transportation system that provides residents with safe and efficient options for travel by car and on foot, by bike, and by transit. A number of projects have been identified to improve the connectivity of the pedestrian and bicycle system and improve travel options, livability and vitality within the Town Center. These projects are listed in Table 1 and shown in Map 2 on page 15 of the Town Center Plan document (Exhibit 1)

Calm roadways that are safe for all users, featuring landscaping and stormwater management, attractive streetscapes, and easy access for people on foot and bicycle are a key component of the Town Center. New street designs and bicycle/pedestrian improvements on Sherwood Boulevard, Langer Drive, and select local streets will improve the safety and desirability of walking and biking within the Town Center while maintaining access for cars and transit vehicles.

Several local streets within the Town Center lack safe bicycle and pedestrian facilities. Neighborhood Greenways are residential streets with low volumes of auto traffic and low speeds where bicycle and pedestrians are given priority. "Neighborhood Greenway" improvements to provide sidewalks and/or shared lane bicycle markings are recommended for 10th Street and Gleneagle Drive. In addition, the planned bike lane improvements on 12th Street and Century Drive will support safe bicycle travel within the Town Center.

In addition to the pedestrian and bicycle improvements that will enhance travel within the Town Center, improving access to transit can enhance connections to other areas of the city as well as regional destinations. The Town Center provides an opportunity to create a regional hub that connects to other areas within the larger Southwest Corridor via Highway 99W and Tualatin-Sherwood Road. While the SW Corridor plan has identified that high capacity transit will not come to Sherwood through that project, the Town Center Plan accommodates potential future connections to the other local jurisdictions, as well as local bus service that could serve the immediate Town Center and the greater Sherwood area.

The improvements to bicycle and pedestrian connectivity described in the previous section and new development that is designed to be pedestrian-and transit-friendly will also facilitate transit use within the Town Center.

Improving streets and public spaces throughout the Town Center will unify a growing retail sector, existing and future housing, and parks. Recent streetscape projects in Old Town can be expanded to connect nearby neighborhoods and link Stella Olsen Park and the Langer Farms development into the Town Center. The Langer Drive District will benefit from more pedestrian-friendly shopping centers joined together with wide sidewalks, safer street crossings, lighting, plantings, open space, and wayfinding signage. Gateway features will draw people to the Town Center from major roads and provide the sense that one is entering a special area. Connections between Old Town and the Langer Drive District along Sherwood Boulevard and Langer Farms Parkway will be strengthened through unifying street design treatments. A fully developed network of roads, trails, public plazas, and parks populated with trees, lighting, gathering spaces, benches, stormwater features, and other amenities will unite the Town Center while preserving the distinct characteristics of its many districts.

FINDING: As discussed above, the proposed Town Center plan is consistent with these policies.

B. Regional Standards

METRO 2035 REGIONAL TRANSPORTATION PLAN (RTP)

The RTP provides the long-range blue print for transportation in the Portland region. It presents the overarching policies and goals, system concepts for all modes of travel and strategies for funding and local implementation. Local transportation plans must be consistent with the RTP. Any transportation improvements identified with this plan will be incorporated into the Transportation System Plan Update program to be conducted in 2013-2014. Compliance with local transportation plans as well as the TPR rule has been discussed in other sections throughout this report.

FINDING: Based on the above discussion, this proposal of Comprehensive Plan amendments and the Town Center Plan document is in compliance with the RTP.

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;

The Town Center Plan establishes a boundary which meets the standards in subsection B, below.

2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and

The project team conducted an assessment as part of the existing conditions phase of the planning process where they identified opportunities and constraints of the study area. This information can be found in Appendix D of the Town Center Plan. It identifies the following:

- Connection Opportunities: Mobility and access are critically important for a Town Center in order to ensure commercial vitality and to support a range of housing options within walking and bicycling distance of retail cores. Key connections are:
 - Across Highway 99W in Six Corners /Town Center
 - Formalized improvements to the Tonquin/Cedar Creek Trail corridor in Old Town
 - Neighborhood connections to the existing and proposed segments of the Tonquin/Cedar Creek Trails
 - Stella Olsen Park, which is a key open space in the area but presents obstacles to connecting the Town Center to Sherwood High School and neighborhoods to the west
 - Through new development on the vacant parcels east of Langer Farms Parkway
 - Across the railroad tracks, between Old Town and residential neighborhoods to the south
 - Throughout the Six Corners area, which is currently difficult to access without using a car
 - Through and across the neighborhoods between Six Corners and Old Town
- Development Opportunity Sites: Development opportunity sites are largely vacant or underutilized parcels that have been identified for redevelopment, infill, or open space.

- Gateways: Gateways provide key access points to Six Corners and Old Town that can be enhanced to better guide people to various destinations. Gateways off of Highway 99W, Sherwood Boulevard, and Tualatin-Sherwood Road will bring exposure to the amenities offered in Old Town. Though the area has primary access corridors, there are no distinct gateways to direct or welcome people to Six Corners or Old Town.
- Residential Areas: There are several residential neighborhoods in the Central Neighborhoods between Six Corners and Old Town, as well as located along the south, west, and northwest boundaries. Most of this housing is well-established single-family or townhome development with decent internal connectivity but few links to centers.
- Civic and Recreation Areas: Several schools and Stella Olsen Park are located north and west of Old Town. Langer Park lies in close proximity to the activity areas around Highway 99W. Schools and open space are vital amenities in any livable community. Currently, though, connections through and to the parks and school properties are poor. There are many opportunities to route streets, paths, and trails through these areas to improve access and connectivity while respecting the character of these areas.
- Old Town
 - The Sherwood Public Library and City Hall, the Railroad Street Antique Mall, and a collection of restaurants, small businesses, and other attractions are all located in the core of Old Town. On Pine Street, just southeast of the railroad track, a new splash park, Cannery Square Park, opened in June 2012 and is already a popular amenity.
 - Old Town contains most of the historic buildings in Sherwood and is characterized by its traditional charm. There are numerous small, independent retailers, restaurants, and offices in the area and it attracts people for unique shopping, recreation, and casual entertainment. The recent Old Town Lofts commercial/residential development and the approved Cannery Square Planned Unit Development have responded to demand for moderate density increases and blended building uses.
 - Several arterial and collector streets lead directly to Old Town from Six Corners, Highway 99, Tualatin-Sherwood Road, and surrounding residential neighborhoods, but access and navigation to Old Town is often not clear. Better street and trail links to Stella Olsen Park, across the railroad tracks, and eastward towards new development on the Langer Farms PUD parcels (see pages 35-36) will help connect Old Town to the region, draw in visitors, and encourage people to live near this emerging Main Street area.
- Six Corners
With strategic transportation improvements, new development, and retrofits to existing large-format retailers, Six Corners could become a more inviting commercial hub that encourages people to stay and partake in attractions beyond day-to-day shopping. Highway 99W is a major barrier that can be mitigated with improved crossings at Sherwood Boulevard and Tualatin-Sherwood Road along with traffic calming and better linear bicycle and pedestrian routes. New streets and paths can better connect Six Corners to surrounding residential areas. Vacant parcels can be developed with greater densities and a more robust mix of uses, and existing buildings can be reoriented to face the street and reduce the amount of land dedicated to parking.

FINDING: As discussed above, the proposed Town Center plan is consistent with these policies.

3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.

The Town Center plan includes policies and strategies to enhance the Town Center. Cost estimates concerning the TPR mitigation were provided through the “Town Center Recommended Alternative Analysis” dated April 22, 2013 and noted to be approximately \$1.35 million. These improvements, as needed, will be incorporated into the Transportation System Plan update and future implementation actions that will be developed over time as the plan moves forward. Preliminary work has been done to generate ideas for how the plan can be implemented and will be utilized as a starting point for discussion, further study and public involvement.

FINDING: As discussed above, the proposed Town Center plan is consistent with these policies.

B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro’s land use final order for a light rail transit project;

The boundary is consistent with the general location of the prior Town Center; however it has been expanded as the planning effort moved forward. The prior Town Center included the retail commercial area of Six Corners which is included in the proposed boundary. Additional areas include the Central Neighborhood District and the Old Town area. These areas had previously been recognized in the 2040 Plan as a corridor (Sherwood Blvd) and portions of Old Town (Main Street). The proposed Town Center boundary encompasses these designated areas under the umbrella of the Town Center Boundary.

FINDING: Based on the above discussion, the Town Center boundary is consistent with the general location found within the Regional Functional Plan.

2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

This is not applicable as the existing corridor does not have high capacity transit (HCT). The plan was developed with consideration to the SW Corridor project and has preliminarily identified future HCT connections if that is warranted. At this time, as the SW Corridor project moves forward, Sherwood will benefit from improved transportation and local transit service to Tigard and Tualatin.

FINDING: The Town Center plan is consistent with the SW Corridor project and thus compatible with this criterion.

3. For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and

Portions of 99W through Sherwood had been prioritized as a HCT corridor study area within the 2035 RTP. As the SW Corridor Plan proceeded in tandem with the City’s Town Center Plan work, it became apparent that HCT would not be recommended for Sherwood at this time.

FINDING: Based on the above discussion, this section is not applicable.

4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection A of section 3.07.820 of this chapter.

FINDING: Through the adoption of the Plan and Comprehensive Plan amendments, this criterion will be met.

C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:

- 1. Physical and market conditions in the area;**
- 2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;**
- 3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit supportive development;**
- 4. Existing and potential incentives to encourage mixed use pedestrian-friendly and transit-supportive development in the area; and**

The Town Center planning process did this by gathering and studying the existing conditions including traffic study, market analysis and a regulatory framework analysis. The Existing Conditions Report findings are outlined within this staff report and utilized in determining the Town Center boundary. The results also assisted in as developing the Comprehensive Plan amendments and policies and strategies found within the report. These reports can be found within the appendices of the Town Center Plan. (Appendix D-F).

FINDING: Based on the above discussion, the applicant meets this criterion.

D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:

- 1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;**
- 2. Revisions to its Comprehensive Plan and land use regulations, if necessary, to allow:**
 - a. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and**
 - b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;**
- 3. Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and**
- 4. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the RTP that includes:**
 - a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTP;**
 - b. A transportation system or demand management plan consistent with section 3.08.160 of the RTP; and**
 - c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTP.**

The Town Center Plan and Comprehensive Plan amendments include policies and strategies to support the vision for Sherwood's Town Center. Through the work sessions and community discussion with the Planning Commission, the sentiment became clear that any plan of action or investment for the Town Center required more study and opportunities for the public to evaluate the action items in detail. The policies and strategies developed through the planning process are a starting point for developing the plan of action and investment further in order to reduce the regulatory barriers to mixed use pedestrian friendly and transit supportive development. Through the work done to implement the Town Center Plan, public investment and incentives can be evaluated in greater detail to ensure it meets the community vision. Additionally, although some regulatory barriers have been identified through the work on this plan, further public involvement and study is necessary to ensure proper safeguards are in place to create the Town Center the community can be satisfied with and fully support.

FINDING: Based on the above discussion, this section is not applicable to the proposal under review.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

A. A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

- 1. Central City - 250 persons**
- 2. Regional Centers - 60 persons**
- 3. Station Communities - 45 persons**
- 4. Corridors - 45 persons**
- 5. Town Centers - 40 persons**
- 6. Main Streets - 39 persons**

B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

- 1. The land uses listed in State of the Centers: Investing in Our Communities, January, 2009, such as grocery stores and restaurants;**
- 2. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;**
- 3. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.**

While the above cited section is more recommendation than requirement, the Town Center Plan has been developed with consideration to these recommendations. The proposed Town Center boundary includes the following land use types:

- 61 acres of commercial,
- 48 acres of single-family housing at 10 Dwelling units/per acre (approximately 28.8 persons per acre)²
- 30 acres of multi-family with 480 dwelling units at 16 units per acre (approximately 46 persons per acre)
- additional 58 acres of open space including Stella Olsen Park, Cannery Square, Langer Park, Pioneer Park and the Cedar Creek Trail.

² Source: U.S. Census, 2010 Demographic Profiles estimates 2.88 persons per household for Sherwood)

Areas of the Town Center already include pockets of the variety of mixed uses necessary to be vibrant and walkable. The plan includes three districts that focus on the retail-commercial center of the city, a diverse central neighborhood with a variety of housing types and civic buildings and the historic Old Town District, with its mix of old and new buildings and grid street pattern. The Old Town area has been the focus of City resources including major downtown street improvements, construction of City Hall and the Library, as well as plans for a cultural center and the newly constructed Cannery Square Plaza.

Although at the current time, the activity levels do not achieve the recommended density, the Plan identifies opportunities for increasing activity and adding density to vacant areas throughout the Town Center. Part of developing a plan is aspirational and although not achieved yet, the policies and strategies identified will encourage greater commercial activity within the core area.

FINDING: Based on the above discussion, the designated town center plan identifies policies and strategies for creating a mix of uses in order to be vibrant and walkable and thus meets the criterion.

C. Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:

- 1. The types of housing listed in the “needed housing” statute, ORS 197.303(1);**
- 2. The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and**
- 3. Accessory dwellings pursuant to section 3.07.120 of this chapter.**

With the new Town Center boundary as proposed, the Town Center will achieve a mix of housing types. As discussed above, within the Town Center boundary especially within the Central Neighborhood District, there is a mix of housing types ranging from the City’s older low density single-family homes to high-density, multi-family planned unit developments. In the Old Town District, there is a wide variety from historic single-family homes zoned medium-low density to newer three story condominium projects with office/retail on the ground floor.

FINDING: Based on the above discussion, the plan and amendments comply with this criterion.

3. State Standards

1. **Transportation Planning Rule (TPR):** The City finds that the proposed concept plan complies with applicable requirements of the state Transportation Planning Rule (OAR 660-12-0060) Plan and Land Use Regulation Amendments:

(1) Amendments to functional plans, acknowledged Comprehensive Plans, and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. This shall be accomplished by either:

- (a) Limiting allowed land uses to be consistent with the planned function, capacity, and performance standards of the transportation facility;**
- (b) Amending the TSP to provide transportation facilities adequate to support the proposed land uses consistent with the requirements of this division;**
- (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes; or**

(d) Amending the TSP to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided.

(2) A plan or land use regulation amendment significantly affects a transportation facility if it:

(a) Changes the functional classification of an existing or planned transportation facility;

(b) Changes standards implementing a functional classification system;

(c) Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or

(d) Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

The plan does not envision changing the functional classification of any of the existing roads from the current TSP. In addition, the Regional Transportation Plan (RTP) includes several projects that would generally be needed to support the development of this area on the financially constrained list (therefore a funding source has already been identified).

The Town Center Plan must be consistent with the Sherwood TSP and the County TSP. The Town Center plan does not reduce performance standards of any facility in this area beyond what has already been identified and discussed earlier in this report.

FINDING: As discussed above, the concept plan does not significantly affect the surrounding transportation system beyond what has already been identified through the RTP and this standard is met.

2. Statewide Land Use Planning Goals

Goal 1: Citizen Involvement – This Goal calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

LCDC recognizes the Planning Commission as the designated CCI for Sherwood. The City established three review bodies: a Stakeholder Advisory Committee (SAC) consisting of all property and business owners in the area and interested parties outside the study area; a Technical Advisory Committee (TAC) consisting of representatives affected agencies including ODOT, DLCD, Washington County, Tri-Met, Metro, the City of Tualatin, Clean Water Services; and a Steering Committee (SC) which consisted of the Planning Commissioners. A detailed public involvement plan was developed specific for this project and approved by the SAC.

The SAC and TAC met at five key points in the process to review materials and provide feedback to the SC. Prior to the Town Center Plan adoption, the Steering Committee held five work sessions associated with regularly scheduled Planning Commission meetings.

In addition to the SAC, TAC and SC, the City held two open houses and posted all documents, meeting agendas, meeting minutes, project timelines and staff contact information on the city's website. Prior to the public hearing, an online survey was developed to further engage the public. Finally, an in depth community discussion with the Commission was held to delve into the policies and strategies developed during the Town Center planning effort. Information was posted throughout the City and in the Archer prior to any public open houses or meetings. Postcard mailers were sent to business and property owners within the Town Center Study areas informing them of upcoming open houses and opportunities to engage in the process.

Over the course of the project, interested parties, were informed when new information about the project was available or upcoming meeting were scheduled.

FINDING: As outlined above, the plan has been developed consistent with this Goal.

Goal 2: Land Use Planning - outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

The Town Center planning process addressed all local, state and regional standards. The plan was developed based on information regarding existing conditions, review of the existing local Comprehensive Plan and transportation system plan and review of the existing zoning designations and the Sherwood Zoning and Development Code. The plan was developed with a technical advisory committee comprised of representation from Washington County, Metro, ODOT, DLCDC, Tri-Met, Clean Water Services, the City of Tigard and the City of Tualatin. The development and adoption of the plan has been processed consistent with local and state land use laws for legislative comprehensive plan amendments.

FINDING: The plan has been developed consistent with this Goal.

Goal 5: Natural Resources - covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

The Town Center Plan Existing Conditions Report (Appendix D) provides an overview of the existing environmental conditions in the Project Study Area, which align with Metro's Nature in Neighborhoods (Title 13) and Stream and Floodplain Protection (Title 3) designations. Within the Project Study Area, the Cedar Creek corridor is protected and development is very limited in these areas because of the natural resource designations.

However, Cedar Creek and the associated trail system are important recreational amenities that add to the vitality of the community, and which has a role in the Town

Center designation and plan. The creeks, riparian areas, and wetlands in the Project Study Area are already protected by Metro regulations and identified as a Goal 5 resource that are implemented through Sherwood's development code. While these areas can be considered a vital asset to civic life, they are development-restricted areas and are not available for the intensive land use development that characterizes a Town Center, but an element of the improved connectivity, pedestrian friendly environment that a Town Center strives to achieve.

FINDING: The plan has been developed consistent with this Goal.

Goal 6: Air and Water Quality - requires local Comprehensive Plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Sherwood is located in the Portland Metropolitan Air Quality Management Attainment Area. The proposal encourages alternative modes and transportation demand management to reduce reliance on the automobile and improve air quality. In addition, consideration was given to provide opportunities for employee supportive retail uses, in limited quantity, within the Plan area to reduce vehicular traffic.

FINDING: The plan has been developed consistent with this Goal.

Goal 7: Natural Hazards - deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

This goal does not apply to this concept plan as the City already has "appropriate safeguards" in place for development within the floodplain. In addition there are not streams or floodplains within the Plan area itself. The Cedar Creek corridor runs along the western edge of the Town Center boundary and will serve as an improved wildlife corridor and multi-modal trail.

FINDING: The plan has been developed consistent with this Goal.

Goal 9: Economic Development - calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

As discussed earlier within this report under the Comprehensive Plan section, the Town Center Plan and accompanying policies calls for strategies that will diversify and improve the commercial activity within the proposed Town Center Boundary.

FINDING: The plan has been developed consistent with this Goal.

Goal 10: Housing – calls for buildable residential lands to meet the housing needs of the citizens of the state.

As discussed above, the Town Center includes areas of different housing types in order to meet the diverse needs of the community. The variety of housing types found within the Town Center area will provide housing choices that will encourage growth within the Town Center.

FINDING: Based on the above discussion, the Town Center Plan is consistent with this goal.

Goal 11: Public Facilities - calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

This goal is addressed by the existing water, sanitary and storm sewer master plans that already have accounted for development within this area and identified projects that will ensure this area will be adequately served.

FINDING: The plan has been developed consistent with this Goal.

Goal 12: Transportation - The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

FINDING: The proposed concept plan was reviewed using the TPR standards. This staff report evaluates TPR criteria to make findings of fact and demonstrate compliance as discussed previously in this report.

Goal 13: Energy Conservation – calls for land development to be controlled and maintained so as to maximize the conservation of all forms of energy.

FINDING: Any development that occurs in the Sherwood Town Center will be subject to the Sherwood Zoning and Community Development Code, which contains standards for energy conservation. This concept plan is consistent with this goal through the application of Sherwood's development standards.

Goals 15-19 apply to the Willamette River Greenway, Estuarine Resources, Coastal Shorelands, Beaches and Dunes and Ocean Resources.

FINDING: The Town Center area does not include any of these resources and, therefore, State Goals 15-19 are not applicable to this plan.

V. RECOMMENDATION

Based on the above findings of fact, and the conclusion of law based on the applicable criteria, staff recommends the Planning Commission forward a recommendation to the City Council to approve the Sherwood Town Center Plan and the Comprehensive Plan amendments (PA 13-01).

VI. Exhibits

1. Town Center Plan
2. Comprehensive Plan Update (Ch. 4, 6 and new Chapter 9)
3. Comments from City of Tualatin, submitted by Cynthia Hahn, AICP, Associate Planner