

Sherwood Substantial Amendment 2011 Amendment No. 15

Exhibit B

The following amendments are made to the Sherwood Urban Renewal Plan. Additions are in italics and deletions are shown in ~~cross-out~~.

Section 100. The Urban Renewal Plan

The following amendments have been made to the Sherwood Urban Renewal Plan.

Amendment 1: Resolution No. 2003-002 February 11, 2003

- 1) inserting properties proposed to be acquired,*
- (2) inserting a section providing information on the benefit to the renewal area provided by public buildings*
- (3) inserting a corrected boundary map to rectify an error in the map attached to the plan adopted by Council Ordinance 2000-1098*
- (4) revising the description of project activities to clarify the Agency's intent to participate in funding a multi-use public facility*
- (5) revising the definition of substantial amendments to the plan to be consistent with ORS 457.085(i).*

Amendment 2: Resolution No. 2004-004 March 23, 2004

- (1) revising the Cost of Project Activities Table to more accurately reflect the Agency's estimate of the cost of the projects*
- (2) revising the Agency's Performing Arts Goal to reflect a wider range of activities*
- (3) revising the Agency's Promote Private Development goal to include an objective relative to Tournament Town Northwest*
- (4) more accurately reflect the current view of the description of project activities to clarify the Agency's intent to participate in funding an indoor soccer facility*
- (5) that the new activity, addition of a public soccer facility, is consistent with Plan Objectives A and F.*

Amendment 3: Resolution No. 2004-11 June 8, 2004

- (1) inserting properties proposed to be acquired in Section 503, Item C. Tax Map 2S132BD TL 800 Corner of Washington and Railroad*

Amendment 4: Resolution No. 2005-005 May 17, 2005

- (1) amends boundary to include Sherwood High School Field*

Amendment 5: Resolution No. 2008-001 February 19, 2008

*(1) inserting properties proposed to be acquired in Section 503, Item C.
(Old Cannery Site)*

Amendment 6: Resolution No. 2008-005 March 18, 2008

*(1) inserting properties proposed to be acquired in Section 503, Item C.
(Machine Shop, 120 SW Washington Street also known as 22832 SW
Washington Street)*

Amendment 7: Resolution No. 2008-003 March 18, 2008

*(1) inserting properties proposed to be acquired in Section 503, Item C.
(Old Schoolhouse, 16023 SW 3rd Street)*

Amendment 8: Resolution No. 2008-017 June 17, 2008

(1) amends boundary to include Sherwood High School Stadium

Amendment 9: Resolution No. 2008-019 August 5, 2008

*(1) amends boundary to include area at 21305 SW Pacific Highway, 21655
Pacific Highway, and Tax Map 2 S130D001101*

Amendment 10: Resolution No. 2008-024 October 7, 2008

*(1) inserting properties proposed to be acquired in Section 503, Item C.
15804 SW 1st Street (R554563) and 15824 SW 1st Street (RR554572)*

Amendment 11: Resolution No. 2009-011 September 15, 2009

*(1) inserting properties proposed to be acquired in Section 503, Item C.
16020 SW 1st Street (R555269 and RR555250)*

Amendment 12: Resolution No. 2009-014 November 3, 2009

*(1) inserting properties proposed to be acquired in Section 503, Item C.
21949 SW Sherwood Blvd.*

Amendment 13: Resolution No. 2011-015 September 20, 2011

*(1) inserting properties proposed to be acquired in Section 503, Item C.
22939 SW Main Street*

Amendment 14: Resolution No. 2011-019 November 11, 2011

*(1) inserting properties proposed to be acquired in Section 503, Item C.
Railroad Parking Lot*

Amendment 15: Ordinance No.

- (1) Updates Section 100 The Urban Renewal Plan*
- (2) Updates Section 200 Citizen Participation to include Substantial Amendments*
- (3) Updates Section 300 Relationship to Local Objectives to bring it into present day best practices*
- (4) Updates Section 400 Proposed Land Uses*
- (5) Increases maximum indebtedness in Section 800*

Section 200. Citizen Participation

A Substantial Amendment was undertaken in 2011. This amendment was adopted in the same process as an original adoption of an urban renewal plan in accordance with ORS 457.085, including the following process:

- reviewed by the Urban Renewal Agency on January 3, 2012,*
- forwarded to the Planning Commission for their review at a public meeting on January 24, 2012,*
- heard before the City Council at a hearing on February 21, 2012 which was noticed to all citizens in Sherwood in accordance with ORS 457.120.*
- All taxing jurisdictions were consulted and conferred on the amendment through a letter to them on January 6, 2012 which offered to meet with them at their request,*
- The Agency met with the Washington County Commission on January 24, 2012.*

Section 400. Proposed Land Uses

This Section, starting with the descriptions of the comprehensive Plan and Zoning applying to the Renewal Area, is replaced in its entirety to reflect current language in Title 16- Zoning and Community Development Code.

Residential Zones

The Low Density Residential (LDR) zoning district provides for single-family housing and other related uses with a density of 3.5 to 5 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

The Medium Density Residential, Low (MDRL) zoning district provides for single-family and two-family housing, manufactured housing and other related uses with a density of 5.6 to 8 dwelling units per acre.

The Medium Density Residential, High (MDRH) district provides for a variety of medium density housing, including single-family, two-family housing, manufactured housing multi-family housing, and other related uses, with a density of 5.5 to 11 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

The High Density Residential (HDR) zoning district provides for higher density multi-family housing and other related uses with density of 16.8 to 24 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

Commercial Zones:

The Neighborhood Commercial (NC) zoning district provides for small scale, retail and service uses, located in or near residential areas and enhancing the residential character of those neighborhoods.

The Retail Commercial (RC) zoning district provides areas for general retail and service uses that neither require larger parcels of land, nor produce excessive environmental impacts.

The General Commercial (GC) zoning district provides for commercial uses that require larger parcels of land, and/or uses which involve products and activities that require special attention to environmental impacts.

The Office Commercial (OC) zoning district provides areas for business and professional offices and related uses in locations where they can be closely associated with residential areas and adequate major streets.

Industrial Zones

The Light Industrial (LI) zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Commission.

Institutional / Public Zone

The Institutional/Public (IP) zoning district provides for major institutional and governmental activities such as schools, public parks, churches, government offices, utility structures, hospitals, correctional facilities and other similar public and quasi-public uses.

Planned Unit Development

Planned Unit developments (PUDs) integrate buildings, land use, transportation facilities, utility systems and open space through an overall site design on a single parcel of land or multiple properties under one or more ownerships. The PUD process allows creativity and flexibility in site design and review which cannot be achieved through a strict adherence to existing zoning and subdivision standards.

Section 700. Amendments to the Urban Renewal Plan

C. Other Minor Amendments

3. Addition of a project substantially different from those identified in Sections 501 through 506 of the Plan. ~~or substantial modification of a project identified in Section 501 through 506 if the addition or modification of the project costs less than \$500,000 in 1999 dollars.~~

D. Amendments requiring approval per ORS 457.095

1. ~~The addition of improvements or activities which represent a substantial change in the purpose and objectives of this Plan, and which cost more than \$500,000, shall be an amendment requiring approval per ORS 457.095, but not requiring notice as provided in ORS 457.120. The \$500,000 amount will be adjusted annually from the year 2000 according to the "Engineering News Record" construction cost index for the Northwest area.~~

Section 800. Maximum Indebtedness

The maximum indebtedness authorized under this plan ~~is \$35,347,600 (Thirty-five million, three hundred forty seven thousand, and six hundred dollars).~~ *\$45,133,469 (Forty-five million, one hundred thirty three thousand four hundred sixty nine thousand dollars).*

Attachment B – Comprehensive Plan Goals and Objectives

This section is replaced in its entirety with the following section.

Attachment B

As part of the consideration of a substantial amendment to the Sherwood Urban Renewal Plan (Plan), the section in the existing Plan, which addresses the Comprehensive Plan, is being updated to reflect current best practices. The following section will replace the existing Attachment B in its entirety.

ATTACHMENT B-COMPREHENSIVE PLAN GOALS AND OBJECTIVES

ORS 457.085 requires that an Urban Renewal Plan relate to definite local objectives. This section reviews the City Comprehensive Plan, The Vision for Old Town Sherwood and the Economic Development Strategy Plan.

A. CITY OF SHERWOOD COMPREHENSIVE PLAN

The City's Comprehensive Plan considers a wide range of goals and policies relating to land uses, traffic, transportation, public utilities, recreation and community facilities, economic development, housing and environmental protection. The goals of City of Sherwood Comprehensive Plan document are shown below in *italics*. The way the urban renewal plan in its entirety (both existing elements and proposed amendments) conforms to these components is shown in regular type. Specific goals and policies found in the Sherwood Comprehensive Plan which relate to this Plan are:

LAND USE POLICIES OF THE COMPREHENSIVE PLAN

The Land Use Chapter forms the backbone of the Comprehensive Plan. It expresses and applies City policy governing the allocation of land resources in the Planning Area. It specifies the kind, location and distribution of land use that the community intends to see developed. The development of land use policy has been the result of a carefully defined planning process that encouraged the involvement of all persons and agencies with an interest in the use of land within the Urban Growth Area of Sherwood.

An existing land use inventory and analysis was conducted in 1977 and again in 1989 to determine factors contributing to the existing pattern of development and the possible effects of the existing land use pattern on future development. A buildable land survey was taken to determine the nature and extent of vacant and developable land that was available and suitable for future urban growth. Then, standards were developed and applied to make a determination of future space needs for each major category of land use. These studies are to be periodically updated to provide the most reliable basis for plan policy.

1. EXISTING DEVELOPMENT PATTERN

Existing development in the Sherwood Planning Area is located in and around the original town center along the Southern Pacific Railroad line. The development pattern clearly indicates the historic reliance of the first community of Sherwood on the railroad for transportation of person and goods.

The development pattern indicates historic growth outward from the original town center grid to the hillside south of the railroad tracks and along major radial streets.

The existing 1990 distribution of developed land by major category in the Urban Growth Boundary is residential 54%; commercial 6%; industrial 17%; and public and semi-public 23%. About 205 acres, or almost 9% of all land within the urban area, is non-buildable due primarily to flood plains, creek bank slopes, and power line easements.

2. APPLICABLE LAND USE POLICIES AND IMPLEMENTING STRATEGIES

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

Strategy:

- New housing will be located so as to be compatible with existing housing.
- Buffering techniques shall be used to prevent the adverse effects of one use upon another. These techniques may include varying densities and types of residential use, design features and special construction standards.

New apartment units are planned as a project in the Area to help strengthen the downtown core and to provide housing opportunities to Sherwood residents. They will be integrated into the downtown public square area, with close access to the library and other city facilities.

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

Strategy:

- New developments will be encouraged to provide an adequate distribution of owner-occupied and renter-occupied units of all types and densities.

The development of apartments will provide much needed apartment choices in the downtown core for those who wish to be in proximity of the downtown but are unable to afford homeownership in the Area. The Agency has also purchased property intended for the future development of Senior Affordable Housing.

Policy 3 The City will insure the availability of affordable housing and locational choice for all income groups.

Strategy:

- Housing shall be of a design and quality compatible with the neighborhood in which it is located.

The development of apartments will provide much needed apartment choices in the downtown core for those who wish to be in proximity of the downtown but are unable to afford homeownership in the Area. The Agency has also purchased property intended for the future development of Senior Affordable Housing.

3. APPLICABLE ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES

Policy 1 The City will coordinate on-going economic development planning with involved public and private agencies at the state, regional, county and local level.

Strategy:

- The City will develop and update an economic database through a two-way sharing of information between public and private agencies involved in economic planning.

The City and Agency staff are actively engaged with the development planning with public and private agencies at the state, regional, county and local level. The ability to use tax increment financing allows the City to implement economic development plans for the Area. Many of the projects involve coordinating with other entities to enable full project funding.

Policy 2 The City will encourage economic growth that is consistent with the management and use of its environmental resources.

Strategy:

- The City will adopt and implement environmental quality performance and design standards for all industrial, commercial and institutional uses.
- The City will seek to attract non-polluting industries to the urban area.
- The City will provide bikeway and pedestrian linkages between residential and non-residential areas.

Projects in the Plan assist in the development of bikeway and pedestrian linkages in the Area, providing substantial pedestrian improvements in the downtown core and trail linkages to the Cedar Creek Trail. Street improvements to Oregon Street and Century Drive include sidewalks, and Oregon Street will have a bike lane and is part of the planned Tonquin Trail (which the Cedar Creek trail is part of). Projects also provide for infrastructure development that will allow the City to attract non-polluting industries to the Area.

Policy 3 The City will direct public expenditures toward the realization of community development goals by assuring the adequacy of community services and facilities

for existing and future economic development.

Strategy:

- The City will coordinate planning with special districts providing services to the urban area to assure the adequacy of those services to support economic development.
- The City will continue to develop plans and improvement programs for parks, libraries and other “soft” services, recognizing that adequate facilities in these areas are an important component in business attraction and retention.

The Agency has assisted, through projects in the Plan, in the development of the Sherwood Library, Sherwood City Hall, the Cultural Arts Strategy, and the Community Center. The City meets regularly with the Sherwood School District, Tualatin Valley Fire and Rescue, Washington County and other special districts to coordinate special services as part of the implementation of projects in the Plan. In support of the policy, the Lincoln Street Improvements will help upgrade the road so that it provides adequate service to the neighborhood. The Parking Study and Redevelopment of Public Land into Parking Lots project will both help add appropriate parking facilities to adequately service the downtown core to support existing and future economic development.

Policy 4 The City will seek to improve regional access to the urban area as a means to encourage local economic development.

Strategy:

- The City will encourage the maximum use of the railroad corridor, encourage the development of spur service lines where needed and evaluate the feasibility of passenger service.

Regional access will be improved with the improvements along Oregon Street and Century Drive, both transportation improvements in the Plan.

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.

Strategy:

- The City will encourage the revitalization of the Old Town Commercial area by implementation of 1983’s “Old Town Revitalization Plan” and the Old Town Overlay Zone.

The Plan provides projects that are intended to strengthen the downtown core, including street and streetscape improvements in the Sherwood Old Town Commercial Area. The Old Town Façade Grant Program also supports the downtown core.

The infrastructure improvements in the Plan along Oregon Street and Century Drive will assist in the future development of commercial and industrial uses that will provide job opportunities and expand the tax base.

Policy 6 The City will seek funding through EDA or HUD for the rehabilitation of the Old Town and Washington Hill neighborhoods.

Strategy:

- The City will seek implementation of new and rehabilitated housing goals set in the Regional Housing Opportunity Plan.
- The City will encourage the provision of affordable housing by designating areas within the City for medium density and high density developments, and by participating in State and Federal housing subsidy programs.

A property purchased through the Plan is intended to be used for Senior Affordable Housing, which conforms to this policy.

4. APPLICABLE COMMERCIAL LAND USE POLICIES AND STRATEGIES

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

Strategy:

- Community wide and neighborhood scale commercial centers will be established.
- Commercial centers will be located so that they are easily accessible on major roadways by pedestrians, auto and mass transit.
- Neighborhood commercial centers will be designated in or near residential areas upon application when need and compatibility to the neighborhood can be shown.

The Plan provides projects that are intended to strengthen the downtown core including street and streetscape improvements in the Sherwood Old Town Commercial Area. The Old Town Façade Grant Program also supports the downtown core.

The Plan includes a project to provide infrastructure improvements along Oregon Street and Century Drive which will provide opportunities for the development of community-wide commercial centers.

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

Strategy:

- Commercial developments will be subject to special site and architectural design requirements.
- The older downtown commercial area will be preserved as a business district and unique shopping area.

The Plan provides projects that are intended to strengthen the downtown core including street and streetscape improvements in the Sherwood Old Town Commercial Area. The Old Town Façade Grant Program also supports the downtown core. The Cannery development will complement Old Town Sherwood and help preserve the business district.

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

Strategy:

- The City will continue to encourage implementation of the goals, objectives, strategies and improvement projects outlined in the “Old Town Revitalization Plan.”

The Plan provides projects that are intended to strengthen the downtown core including the Downtown Streetscapes Phase 2 project in the Sherwood Old Town Commercial Area. The Old Town Façade Grant Program also supports the downtown core. The Cannery Project will complement Old Town Sherwood and help preserve the business district. The Oregon Street Improvements will help turn the Street into an appropriate gateway to Sherwood and will support the downtown core. Additionally, Alley Improvements and Sidewalk Improvements to Old Town, the Parking Study, the Traffic Re-routing Study and Plans for Old Town, and the Main Street Program will all help support the downtown core, and thus conform with the above strategy and policy.

5. APPLICABLE INDUSTRIAL USE OBJECTIVES

Policy 1 Industrial uses will be located in areas where they will be compatible with adjoining uses, and where necessary services and natural amenities are favorable.

Strategy:

- Industrial development will be restricted to those areas where adequate major roads, and/or rail, and public services can be made available.

The Plan includes a project to provide infrastructure improvements along Oregon Street and Century Drive that will provide opportunities for the development of industrial uses to provide job opportunities and services for the residents of Sherwood.

Policy 2 The City will encourage sound industrial development by all suitable means to provide employment and economic stability to the community.

Strategy:

- The City will allocate land to meet current and future industrial space needs that will provide an appropriate balance to residential and commercial activities.
- The City will encourage clean capital and labor-intensive industries to locate in Sherwood.

The Plan includes a project to provide infrastructure improvements along Oregon Street and Century Drive that will provide opportunities for the development of industrial uses to provide job opportunities and services for the residents of Sherwood.

6. 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.

Strategy:

- Develop a civic/cultural center and plaza park as a community focus.
- Develop a system of streets, bikeways, sidewalks, malls, and trails linking schools, shopping, work, recreation and living areas.
- Promote the preservation of historically or architecturally significant structures and sites.

The Plan contains projects which help to foster community identity by installing street and streetscape improvements in the Old Town Area, providing civic improvements in the Old Town Area, developing the Cannery Area with a public plaza, community center, retail and commercial uses in addition to new housing which will support the Old Town Area. The Plan also contains a project to assist in the development of the Cedar Creek Trail system.

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

Strategy:

- Neighborhood scale facilities such as retail convenience centers, parks and elementary schools will be provided in or near residential areas.
- Natural and manmade features shall be used to define neighborhoods and protect them from undesirable encroachment by incompatible uses.

The projects in the Plan that provide assistance to businesses support the formation of identifiable residential neighborhoods by supporting businesses that provide neighborhood services.

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

Strategy:

- Eliminate the visual presence of public utilities where possible.
- Adopt a sign ordinance that regulates the number, size and quality of signs and graphics. Standardize and improve the quality of public signs and traffic signalization.
- Develop and apply special site and structural design review criteria for multi-family, and manufactured housing parks, commercial and industrial developments.
- Develop and maintain landscaped conservation easements along major roadways and parkway strips along minor streets.

- Implement the Old Town design guidelines in the 1983 "Sherwood Old Town Revitalization Plan".

The streetscape project in the Plan has helped to underground utilities throughout the Old Town Area. The Plan has also assisted in providing way-finding signage in the Old Town Area.

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

Strategy:

- Encourage visual variety in structural design.

The ability to partner with private developers, as allowed through projects in the Plan, provides opportunities to become involved in the design component of new development.

Policy 5 Stabilize and improve property values and increase tax revenues by the prevention of blighting influences including those resulting from noise, heat, glare, air, water and land pollution, traffic congestion, improper site and structure maintenance and incompatible land uses.

Strategy:

- Through traffic will be minimized in residential areas.
- Local site access will be discouraged along arterial and collector streets.
- Use a variety of buffering techniques to minimize the effects of incompatible uses.

Projects in the Plan including street and streetscape improvements (Downtown Streetscapes Phase 2, Oregon Street Improvements, Lincoln Street Improvements, Century Drive Extension, Alley Improvements, Sidewalk Improvements) and redevelopment assistance (Property Acquisition, Façade Grants, Main Street Program) support the City's efforts to improve property values and increase tax revenues by the prevention of blighting influences.

7. RECREATIONAL RESOURCES

The City of Sherwood has substantial open space and recreation opportunities within both the City limits and the urban growth boundary. Adjacent recreational opportunities for the region are associated with a potential greenway along the Tualatin River, the Tonquin Geological Area, Hedges Creek Wetlands and the proposed Rock Creek National Urban Wildlife Refuge in the northeast sector of the Sherwood UGB.

Policy 1 Open Space will be linked to provide greenway areas.

The Plan has a project to assist in the development of the Cedar Creek Greenway Expansion Trail and Redevelopment.

Policy 2 The City will maximize shared use of recreational facilities to avoid cost duplication.

A project in the Plan assisted in the renovation of the Sherwood High School Field and Stadium, a shared use facility in the Area.

Policy 4 The City will encourage and support the private sector in the provision of needed recreational opportunities.

Strategy:

- The City will adopt and implement standards for the provision of on-site open space and recreation areas and facilities in private development.
- The responsibility of new developments in meeting standards may, where appropriate be met by the provision of privately owned and maintained areas and facilities.
- The City will encourage the provision of private commercial recreation areas and facilities which address community recreational needs.

The Cannery Project will provide open space surrounded by mixed-use development meeting the policy for open space and recreation development.

8. TRANSPORTATION

The purpose of the Transportation element of the Comprehensive Plan is to describe a multi-modal system which will serve the future transportation needs of Sherwood. The plan for the future transportation system should be capable of effective implementation, responsive to changing conditions and be consistent with plans of adjoining jurisdictions. The Plan seeks to foresee specific transportation needs and to respond to those needs as growth occurs.

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.

Projects in the Plan provide for the improvement of public roads and streets in the Area, including streetscape improvements.

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.

The project in the Plan for improvements to Oregon Street and Century Drive will assist in providing routes that do not congest local streets.

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 projects in the Plan that assist in the construction of sidewalks, paths and bikeways and trails encourage more energy-efficient and environmentally sound alternative to the automobile.

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.

All new construction of the transportation system in the Plan will be in compliance with these policies.

Goal 2: Develop a transportation system that is consistent with the City's adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.

All new construction of the transportation system in the Plan will be in compliance with these policies.

Goal 4: Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.

Policy 1 The City of Sherwood shall provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes.

The improvements to the sidewalks, streetscape and Cedar Creek Greenway help encourage alternative modes of transportation.

Policy 2 Sidewalks and bikeways shall be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas.

The construction of Oregon Street and Century Drive, a project in the Plan, provides sidewalks and bikeways.

Policy 5 The City of Sherwood shall include requirements for the provision of bicycle parking on large commercial, industrial, and multi-family residential projects.

Bicycle parking will be provided in the Cannery Project and will be required on any new development, as required in the Area.

Policy 6 The City of Sherwood will coordinate the bikeway system with adjacent jurisdictions, especially Tualatin, Wilsonville, Clackamas and Washington County.

Goal 6: Provide a convenient and safe transportation network within and between the Sherwood Old Town (Town Center) and Six Corners area that enables mixed use development and provides multi-modal access to area businesses and residents.

Policy 1 The City of Sherwood shall continue to refine and develop existing and new design guidelines and special standards for the Old Town and Six Corners areas to facilitate more pedestrian and transit friendly development.

Policy 2 The City of Sherwood shall work to provide connectivity, via the off-street trail system and public right-of-way acquisitions and dedications, to better achieve street spacing and connectivity standards.

Projects in the Plan including street improvements support the City's efforts to provide a convenient and save transportation network within and between Sherwood Old Town and Six Corners.

As described in the findings above, the Sherwood Urban Renewal Plan continues to conform with the Sherwood Comprehensive Plan with the amendments proposed.

B. VISION FOR OLD TOWN SHERWOOD

The final draft of the Vision for Old Town Sherwood was completed in January of 2000 and adopted by the Sherwood City Council on February 8, 2000. The Action Plan is presented in five chapters, which represent the key components of the Vision. The chapter summaries, which relate to the urban renewal plan, taken directly from the Vision for Old Town document, are shown below in *italics*. The way the urban renewal plan conforms to these components is shown in regular type.

Land Use and Design

This chapter recommends expansion and clarification of the Old Town District boundaries. It also recommends mixed-use zoning, with clear historic design standards. And, it recommends a new civic center complex to house city hall and other public and private activities.

The Plan has completed projects and has future projects that conform with this recommendation. The City Hall/Library complex was a project in the Plan. In addition, a new Community Center will be redeveloped as a project in the Plan. Part of this development will incorporate a new mixed-use development.

Transportation

This chapter recommends careful evaluation of the draft Transportation Systems Plan (TSP) to ensure that the access, circulation and parking needs of Old Town are appropriately incorporated into the final TSP. It also includes recommendations for street, sidewalk, and parking improvements.

The Plan has completed projects and has future projects that conform with this recommendation. Transportation projects within the Plan include street, sidewalk, streetscape improvements and parking improvements in the Old Town Area.

Business Development

This chapter recommends actions related to business retention, revitalization, recruitment, and an overall promotional and marketing strategy.

The Plan has completed projects and has future projects that address this recommendation. Façade loans and redevelopment assistance are projects in the Plan that conform with this recommendation.

Funding

This chapter recommends creation of an urban renewal district together with other public and private funding mechanisms. The intent is to provide a focused financial strategy that leverages private investments through targeted public expenditures to ensure that the essential assets of the vision are realized.

The creation of the urban renewal district implements this recommendation. Many of the projects in the Plan have been funded through the combination of funding mechanisms, including private development expected in the Cannery Project.

As described in the findings above, the Sherwood Urban Renewal Plan conforms with the Vision for Old Town Sherwood.

C. CITY OF SHERWOOD ECONOMIC DEVELOPMENT STRATEGY

The City of Sherwood Economic Development Strategy was adopted by the Sherwood City Council in 2007. The Vision Statement is *“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 support new*

businesses. Economic development also will 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.”

The goals of City of Sherwood Economic Development Strategy document are shown below in *italics*. The way the urban renewal plan conforms to these components is shown in regular type.

Goal: Support existing businesses and recruit additional businesses that provide local family-wage jobs. Replace any employment land rezoned for other uses with other employment land.

Objective: Capture existing workers in Sherwood who now work elsewhere.

Objective: Provide locations and support for local jobs for local residents.

Objective: Support and build upon manufacturing and other industries likely to produce family wage jobs.

Projects within the Plan conform to this Goal and these Objectives. The projects provide for infrastructure improvements to support development of vacant and underutilized parcels.

Goal: Support tourism as an economic engine.

Objective: Promote the cultural arts and historical attractions as tourism generators.

Objective: Continue to promote sporting events (i.e., Sports Town USA) as a tourism engine for Sherwood.

Objective: Leverage the presence of the Tualatin River National Wildlife Refuge, and its anticipated 50 to 60 visitors per day, to increase tourism in Sherwood.

Projects within the Plan conform to this Goal and these Objectives. The projects provide for the development of the library and the Community Center both of which provide cultural activities for the community. Projects have provided assistance with the field and stadium renovation at Sherwood High School support sporting events. The Cedar Creek Trail will be an asset to the trail and natural wildlife system.

Goal: Develop the infrastructure and services necessary to support economic development in Sherwood.

Objective: Identify and protect strategic industrial and other employment sites.

Objective: Prioritize infrastructure improvement projects according to their anticipated economic benefit.

Objective: Calculate the employment land mix necessary to help the city be self-sustaining in terms of the provision of adequate utilities and services.

Objective: Encourage the growth of a variety of restaurants and retail establishments that would cater to business people.

Objective: Improve transportation access to support tourism and other economic development strategies.

Projects within the Plan conform to this Goal and these Objectives. The projects provide for infrastructure improvements to support development of vacant and underutilized parcels. The façade loan program and redevelopment loans will also encourage the growth of restaurants and retail establishments that would cater to business people.

As described in the findings above, the Sherwood Urban Renewal Plan conforms with the Sherwood Economic Development Strategy.