

Policy Direction

This section lays out the policies and strategies that will guide future planning and development within the Town Center, consistent with the goals and objectives established from the project onset. Note that the Town Center goal, policies, and strategies will be incorporated into the City's Comprehensive Plan. They provide the policy basis for the actions that will be taken by the City upon Plan adoption, as well as the rationale for future actions that the City will undertake subsequent to adopting the Plan (see Implementation section).

GOAL

Future residential growth, economic development, and public investment in the Sherwood Town Center will enhance urban vibrancy, encourage active transportation, and improve safety and efficiency for all modes of transportation.

Policy 1: The City will support programs and improvements that facilitate a greater awareness of the unique characteristics of the Town Center and that help inform visitors of the attractions in the area.

STRATEGY 1.1	Use gateway features to highlight key entry points ("gateways") to the Town Center (see Map 2).
STRATEGY 1.2	Use wayfinding signage to guide residents and visitors to key Town Center destinations, including the Langer Drive District, Old Town District, parks, civic uses, and primary roadway and transit routes.
STRATEGY 1.3	Develop a unified theme along key streets within the Town Center with signage, lighting, sidewalk and road treatments, plantings, and other features that enhance aesthetics and walkability and create the sense that the Town Center is a special place.
STRATEGY 1.4	Develop branding and marketing strategies to create more awareness of the location of the Sherwood Town Center, celebrate its special character, and promote future growth and activity in this area.

Policy 2: The City will encourage future development of appropriately-scaled multi-family and single-family attached housing in targeted areas within the Town Center.

STRATEGY 2.1	Create more opportunities for townhome development in the Old Town Overlay District that is consistent with the architecture and character of the Old Town district.
STRATEGY 2.2	Evaluate Accessory Dwelling Units (ADUs) standards to ensure that ADUs are complimentary and compatible with each distinct district within the Town Center.
STRATEGY 2.3	When in close proximity to existing commercial areas, allow for greater density in multi-family residential in the Town Center.

STRATEGY 2.4	When in and within close proximity to existing commercial areas, allow for mixed use development within the Town Center.

Policy 3: The City will ensure that development regulations encourage an appropriate mix of activities and uses within the Town Center that support the vision.

STRATEGY 3.1	Encourage a transition away from auto-oriented and low-density commercial uses in the Langer Drive District of the Town Center to uses that are more supportive of a pedestrian environment.
STRATEGY 3.2	Encourage uses within the Town Center that are consistent with the Town Center vision of walkable, pedestrian scale development that serves the needs of the community. Conversely, discourage or prohibit uses that are inconsistent with the vision that are out of scale with a walkable environment or that are solely automobile dependent uses.
STRATEGY 3.3	Restrict new drive-through commercial uses within the Town Center in order to enhance the pedestrian environment and promote pedestrian safety.

Policy 4: The City will ensure that new development and redevelopment within the Town Center contribute to a pedestrian-friendly environment with human-scale buildings and high-quality design.

STRATEGY 4.1	Encourage development that brings buildings and entries close to the sidewalk.
STRATEGY 4.2	Ensure that new development within the Town Center is designed to support a high-quality pedestrian environment.
STRATEGY 4.3	Evaluate locations within Old Town where multi-storied development could be desirable in the future. Consider changes to height restrictions to allow up to four story buildings in specific locations where it is determined that such development can complement the surrounding area and would not be incongruous with the character of Old Town.

Policy 5: The City will encourage property owners to invest in development that supports the Town Center vision and recommendations included in the Town Center Action Plan.

STRATEGY 5.1	Ensure that the approval process and regulatory provisions for new development, redevelopment and site improvements within the Town Center do not discourage development and redevelopment that is consistent with the Town Center vision and the desired characteristics of the sub-districts therein.
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STRATEGY 5.2	Make it easier for property owners in Old Town to make minor modifications to their properties in order to encourage on-going investment in Old Town.
STRATEGY 5.3	Stimulate private investment in property enhancements and development through public-private partnerships or “catalyst projects” that make the area more attractive for development and/or increase property values in the Town Center.
STRATEGY 5.4	Incentivize development of high-quality infill projects in the Town Center.

Policy 6: The City supports transit service that serves the needs of residents and businesses in the Town Center, including maintaining a robust local transit service network and planning for future high-capacity transit service to neighboring cities.

STRATEGY 6.1	Identify the ongoing transit needs within the community and work with Tri-Met and other transit providers to enhance services to address short and long-term transit needs in the community.
STRATEGY 6.2	Work with Metro, as well as the cities of Tualatin and Tigard, to explore feasible modes and locations to provide high-capacity transit service to the Town Center.
STRATEGY 6.3	Periodically evaluate the feasibility of passenger service along the existing rail lines as the Town Center grows.
STRATEGY 6.4	Continue to explore opportunities to achieve long-term transit-supportive densities in the Town Center in order to increase the viability of high-capacity transit.

Policy 7: The City will implement transportation system improvements and standards that increase access between residences and civic, employment, and commercial uses within the Town Center boundary and that improve safety for all modes of transportation for people traveling to, and within, the Town Center.

STRATEGY 7.1	Support public or private development of the bicycle and pedestrian improvements shown on [XX] and in Table [XX].
STRATEGY 7.2	Enhance Sherwood Boulevard for bicycle and pedestrian travel consistent with the key changes identified for this roadway in the Town Center Plan.
STRATEGY 7.3	Enhance Langer Drive for pedestrian and bicycle travel to create a complete street that supports a vibrant mixed use district, consistent with the key changes identified for this roadway in the Town Center Plan.
STRATEGY 7.4	Work with ODOT to provide safe pedestrian crossing movements for all directions at 99W intersections.

STRATEGY 7.5	Identify and consider all funding sources appropriate and available to work with property owners to fill gaps in sidewalk system along neighborhood streets.
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Policy 8: The City will balance the need for vehicular mobility within the Town Center with the other transportation and land use goals and priorities identified in the Town Center Plan.

STRATEGY 8.1	Through the TSP update, examine changes to the City's OR 99W Capacity Allocation Program (CAP) to ensure that it doesn't restrict future growth that supports and implements the Town Center vision and recommendations.
STRATEGY 8.2	Through the TSP update, identify strategic road capacity improvement projects to address congestion within the Town Center. Necessary transportation improvements will be analyzed and evaluated for how they support a vibrant walkable Town Center.
STRATEGY 8.3	Establish transportation mobility targets for new development within the Town Center that are appropriate for a Town Center context and capture the community's priorities.

Policy 9: The City will support actions that provide sufficient parking for businesses and residents, while maximizing the efficiency of parking areas.

STRATEGY 9.1	Examine parking supply and demand in Old Town to determine if changes to existing parking standards are necessary.
STRATEGY 9.2	Evaluate the required number and potential locations of automobile parking spaces for townhomes within each sub-district of the Town Center to ensure that this type of residential development is feasible and can be developed in a way consistent with the vision for each sub-district in the Town Center.
STRATEGY 9.3	Consider the parking requirements for commercial uses in the Langer Drive Commercial District portion of the Town Center to ensure that flexibility is available to allow for the redevelopment of parking lots and the construction of additional buildings adjacent to collector and arterial streets while also ensuring adequate parking is provided.
STRATEGY 9.4	Accommodate car-sharing programs within the Town Center.
STRATEGY 9.5	Promote development of Transportation Demand Management programs by Town Center employers.
STRATEGY 9.6	Monitor supply and demand for on-street and off-street public parking areas within the Town Center.